

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

## 1. Name of Property

historic name Pinehurst Race Track

other names/site number Pinehurst Training Track

## 2. Location

street & number southeast corner Morganton Road & Highway 5  N/A not for publication

city or town Pinehurst  vicinity

state North Carolina code NC county Moore code 125 zip code 28374

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

William S. Rain Jr. 10-19-92  
Signature of certifying official/Title Date

State of Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

## 4. National Park Service Certification

I hereby certify that the 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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

**Category of Property**  
(Check only one box)

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
10	11	buildings
8	1	sites
1	0	structures
0	2	objects
19	14	Total

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

**Number of contributing resources previously listed in the National Register**

N/A

-0-

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

**Current Functions**  
(Enter categories from instructions)

RECREATION AND CULTURE/sports facility  
RECREATION AND CULTURE/fair  
AGRICULTURE/SUBSISTENCE/agricultural outbuilding

RECREATION AND CULTURE/sports facility

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

**Materials**  
(Enter categories from instructions)

Mission/Spanish Colonial Revival  
Agricultural/Vernacular

foundation BRICK  
walls STUCCO  
WOOD/Weatherboard  
roof METAL/Tin  
other CONCRETE  
METAL/Tin

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

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## National Register of Historic Places Continuation Sheet

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### General Physical Description:

The Pinehurst Training Track is a complex of barns, stables and other horse-related buildings and paddocks arranged around two oval-shaped race tracks composed of an inner, half-mile sand and clay track designed for Standardbred trotters and pacers, and an outer, five-eighths mile sand track designed for Thoroughbred racing. Located southeast of the center of the Village of Pinehurst (NR 1973), on the east side of the Aberdeen-Carolina and Western Railroad tracks, the historic training track complex is sited on a flat, sandy tract of approximately fifty acres that is ideal for stabling, training and racing horses. This tract is bounded on the west by the railroad right-of-way and tracks; on the north by the Club Corporation of America Golf Maintenance Area and Morganton Road (SR 1205); on the east by the Club Corporation of America Golf Course No. 1; and on the south by a cluster of post-1942 barns and a related tract of approximately 61-acres that contains an oval, one-mile, sand and clay training track constructed around 1952 that encircles a polo field that was laid out in the mid-1980s. The perimeters of both tracts are wooded, predominantly with the long-leaf pines that are the hallmark of the Sandhills region of North Carolina. The buildings and paddocks of the historic track complex are linked by sandy lanes and driveways and the north and west boundaries of the property are marked by white-painted wooden board fences. Both tracts combine to create a 111-acre area that is the last remaining large, open space in Pinehurst that is not a golf course.

The preeminent features of the historic complex are the oval-shaped race tracks that are said to have been laid out by 1915 (Entry 1). They are the oldest continuously used race tracks in the state. The dominant building of the track complex is the ca. 1917 agricultural exhibition building, or Amphidrome, as it was called in early newspaper accounts (Entry 2). The Amphidrome is a two-and-one-half story, gable-roofed building with stuccoed exterior walls and massive timber roof trusses on the interior, as well as a second story gallery and the original stalls arranged around the perimeter of the ground level. Thought to be the first grand agricultural exhibition building erected in the state, the Amphidrome, in spite of losing two of its original four corner towers and its original tile roof in a tornado about 1937, is still an impressive example of the very few large agricultural exhibition halls that were erected in the state in the early years of this century. The pre-1942 barns of the track complex date from the 1910s and are one-story, timber frame buildings sheathed with German siding and covered with gable-front, galvanized iron-clad roofs (entries 11, 13, 14, 20, 21 and 23). All of them feature mostly intact original wooden interiors composed of center aisles with box stalls, tack rooms and feed rooms on either side and lofts

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above, as well as a square, one-room, one-story, shed-roofed trainer's office attached to the main, gable-end wall. The other pre-1942 buildings around the track are a square, one-story hip-roofed clubhouse adjacent to the track near its north end (Entry 16), a small, gable-roofed cook's cottage near the restaurant (Entry 12), and a rare early twentieth-century wooden blacksmith's shop (Entry 15) that is still used occasionally.

All of the surviving pre-1942 structures are located on the west side and north end of the race tracks. Other historic structures that no longer exist, but that are shown on 1920s-era Sanborn Insurance maps and in early photographs, included an impressive, two-story wooden grandstand located on the west side of the tracks approximately half-way between the north and south turns, two long, narrow, one-story wooden barns behind the grandstand, and two wooden judges' stands on raised posts between the grandstand and the Amphidrome. The grandstand was destroyed in 1962, and the other structures between 1960 and 1970. With the exception of two replacement barns (entries 17 and 18) on the north ends of the tracks that are on the sites of barns that burned in the 1950s, all the post-1942 development has occurred on the east sides and south ends of the tracks.

There are nineteen pre-1942, contributing resources in the district and fourteen non-contributing ones that were built during the 1950s and 1960s. There are seven post-1942 barns (entries 6, 17, 18, 24, 26, 27 and 31) that display the same scale, form and center-aisle plan as the historic barns. The other post-1942 track buildings are Schmelzer's Harness Shop (Entry 9), the Track Restaurant (Entry 10), the blacksmith shop (Entry 29), and a small shop building (Entry 30). All these later buildings are of fireproof cinder block construction with gabled metal-clad roofs, are all in scale and character with the historic buildings in the track complex, and do not detract from the overall historic character of the district. The 1958 restaurant replaced an earlier one that was destroyed in 1957, and the ca. 1955 blacksmith's shop located at the south end of the race tracks supplemented the original farrier shop that still exists at the tracks' north end.

### Inventory:

This inventory list begins with the central race tracks (Entry 1), and proceeds geographically, starting with the Amphidrome (Entry 2) and moving clockwise around the tracks. The resources have been dated by comparing them with those shown on 1920s-era Sanborn maps and by references to 1910s newspaper articles and photographs, ca. 1932 and 1957 aerial photographs of the track complex, and by interviews with horsemen who have used the Track for the last several decades. The post-1942 barns are named for horsemen who built and used them when the track complex was leased to the

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Pinehurst Driving and Training Club for forty years in 1952. When the Village of Pinehurst acquired the property in 1992, it was agreed that the barns would continue to be known by their names.

1. Race Tracks. ca. 1915. Contributing.

The oldest continuously operating race tracks in North Carolina, these flat, oval-shaped, race tracks are an inner half-mile sand and clay track and an outer, five-eighths-mile sand track. The two tracks are separated by a narrow, grassy verge and the center of both is a greensward with a small, wooden well house located in its approximate center. When the tracks were laid out in the early years of this century, the smaller, inner track was used for Standardbred racing and the larger, outer track was used for Thoroughbred racing. Other equine sporting events, such as show jumping and hunter exhibitions, polo, and skill-at-arms were also held on the tracks and the greensward. The tracks also hosted non-equine events, most notably shooting demonstrations by the legendary Annie Oakley and livestock shows that were fostered by the track's owners and patrons, the Tufts family, the owners and proprietors of the adjacent resort Village of Pinehurst.

2. The Amphidrome. ca. 1917. Contributing.

A Mission style building from the early years of this century, the exhibition building, or Amphidrome as it was called in early newspaper accounts, is a two-and-one-half-story stucco-clad building that is three bays wide and seven bays deep and is set on a slightly raised foundation.

Early photos reveal that the Amphidrome originally displayed a square, two-and-one-half-story, gable-roofed tower on each of the four corners of the building. The sweeping gable roof of the main block and the intersecting gable roofs of each tower originally were clad with tiles that were the signature of the Mission style. Two of these towers and the original tile roof were destroyed in a tornado that probably occurred in the late Spring or Summer of 1937. The towers were not rebuilt and the building was re-roofed with galvanized metal. The rest of the exterior of the building remains much as it originally appeared. The roofline at the intersection of the south gable end and the intersecting gables of the southeast and southwest corner towers is accented with a small, gable-roofed belfry ventilated with arched windows filled with louvers and there is a skylight on the roof ridge. The roofline of the gable end is defined by a stuccoed brick course that continues around the tower elevations. Originally, the north and south gable ends each displayed a large round window filled with rectilinear panes set in wooden sash and wooden surrounds. Below the round window in the south gable end is a one bay-wide barn opening that is filled with wooden board-and-batten sliding doors. On either side of the barn opening, in the first story of the

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tower wall is an entry filled with double-leaf wooden doors with multi-square window lights and surmounted by deep, multi-paned transoms. Both entries are sheltered by wooden, tile-clad awnings supported by wooden, Craftsman-style brackets. The north gable end matches the south one except that instead of a barn opening below the round window, there is a double-leaf entry that matches those in the towers. The east and west elevations of the building contain four double-hung windows filled with multi-pane wooden sash on either side of center double-leaf entries that match those in the gable ends. There are first- and second-story windows in the towers whose designs reflect those of the main block.

Supported by impressive heavy timber scissors-trusses, the roof of the Amphidrome covers a lofty open space that is lighted by the multi-paned windows in the walls and the skylight in the roof. The heavy timber trusses are beaded and the cross-timbering, ridge-poles, rafters, post and lintels that compose the structure of the building are left uncovered to view. Around the perimeter of the open space against the exterior walls and between the posts supporting the roof structure are stalls for livestock. A gallery runs around the second story of the perimeter of the interior.

During the 1910s, 1920s and 1930s, the Amphidrome was used for a combination of purposes; the central open space was used for activities such as dog shows and livestock exhibitions and the stalls on the perimeter housed livestock. The location of this agricultural exhibition hall at the race track may have given rise to the term "Amphidrome," meaning double and racing. Presently, the barn is used for stabling Standardbred harness horses during the winter training season.

Although the ca. 1937 tornado destroyed the original tile roof and the northeast and southeast towers, the fact that the timber structure of the Amphidrome survived and retained a remarkable degree of its original integrity is testimony to its excellent engineering and construction. The roof and the east side of the building, except for the towers, was repaired by 1938, and the only changes to the interior of the building are the mid-1940s addition of wooden stalls for horses in the central open area and the installation of a balustrade around the edge of the gallery. One of the round gable-end windows is still in Moore County and has been incorporated into a nearby house.

3, 4, and 5. Paddocks. ca. 1916. Contributing.

Three large sandy paddocks southeast and east of the Amphidrome. These areas are enclosed with wooden post-and-board fences and are used to turn out the Standardbred horses stabled in the Amphidrome. All the paddocks and other fencing in the track complex are of wooden posts and boards

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rather than wire or barbed wire in order to ensure the safety of the horses.

6. Norris Barn. ca. 1961. Non-Contributing.

A one-and-one-half-story cinder block barn with aluminum gable ends above large, double-leaf wooden stable doors and a galvanized metal gable roof. This barn conforms to the historic plan with its center aisle, wooden box stalls, and east and west side elevation windows in each stall.

7 and 8. Trailer and Garage. ca. 1961. Non-Contributing.

A trailer and metal garage north of the Norris Barn to provide on-site housing for horsemen.

9. Schmelzer's Harness Shop. 1963. Non-Contributing.

The third building to house a three-generation family of harness makers at the track, this shop is a three-bay square, one-and-one-half-story cinder block building with a shallow end-gable roof and a small rear (west) ell. The main (east) central entry is surmounted by a blind loft opening and a flat wooden awning supported by wooden brackets. The interior is lighted by small casement windows surmounted by wooden awnings on either side of the entry. The interior of the shop is completely utilitarian, with shelf-lined walls containing all manner of tack and ceiling hooks displaying bridles, reins and girths. The first shop (Entry 12) dates from 1930, the second (that operated in tandem with the first) opened in 1945 in a barn behind the grandstand that was destroyed in 1962, and the present shop was completed in 1963.

10. Track Restaurant. 1958. Non-Contributing.

Originally called the Boarding House and built by the Pinehurst Driving and Training Club, barn owners, and interested villagers, the Track Restaurant is a seven-bay-wide, two-bay-deep, one-story, gable-roofed building constructed of cinder block. The main (east) elevation reflects the building's construction during the waning days of segregation in North Carolina in its mirror images of awninged entryways flanked by windows on either end of the building, with a kitchen block in the center. The interior of the building is virtually unchanged from its original appearance, with painted block walls, linoleum floors, and Formica and chrome fixtures. This building replaced an earlier one-story, wooden Boarding House that was located near the Clubhouse (Entry 16). For many years, both Boarding Houses were run by "Miss Mary" Cohen, a woman known for her good cooking and for her interest in helping young women find jobs in the restaurant business.

11. Barn. ca. 1910. Contributing.

One of a group of five timber-framed horse barns on the northern end of

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the track that probably pre-dated the Amphidrome, this barn is a three-bay-wide, six-bay-deep building covered with a shallow gable roof. The gable roof is covered with galvanized iron that was taken from the roof of the Carolina Hotel in the village and reused on the barn in December, 1919. Both gable end walls (north and south) contain stable openings with sliding wooden doors. The side (east and west) elevations each contain a row of window openings with sliding wooden shutters that light each interior box stall. The interior plan of the barn is the typical center aisle flanked with wooden box stalls that are open to the roof. Each of these early barns is sheathed with German siding that was probably surplus from building projects in the village, like the galvanized roof on this barn. Each barn also features an attached one-gable-square, shed-roofed trainer's room that identified these barns as facilities for racehorses. An undated, un-signed barn floor plan that appears to be a prototype for the early barns around the track (on file in the Tufts Archives in Pinehurst) indicates that these barns were probably designed specifically for the Pinehurst Race Track.

12. Harness Shop. 1930. Contributing.

Built in 1930 by Frank Schmelzer, a harness maker from Ohio who moved to Pinehurst in 1928 for health reasons, this small, gable-roofed, clapboard cottage is a modest, one-story building with a wooden door and a double-hung six-over-six window in the front (west) gable end wall, and matching windows in the other three walls. All the openings are finished with plain wooden surrounds and there is a brick stove chimney on the rear (east) elevation. The first of three generations of harness makers at the track, Schmelzer began with a shop under the grandstand until he opened the Harness Shop. In 1945, his son, E.J. Schmelzer, opened a second shop in a barn behind the grandstand and remained there until it was destroyed in 1962. E.J. Schmelzer then built the present shop (Entry 9) and his son, Jimmy, currently operates it. The 1930 Harness Shop is presently vacant.

13. Barn. ca. 1910. Contributing.

This barn is virtually a copy of Entry 11, with its metal-clad gable roof, its center-aisle plan and its clapboard siding. It was probably also built from the prototype barn plan found in the Tufts Archives.

14. Barn. ca. 1910. Contributing.

Although it is about fifty feet longer, this barn is very similar to Entries 11 and 13, with its metal-clad gable roof, its center-aisle plan and its clapboard siding. It was probably also built from the prototype barn plan found in the Tufts Archives.

15. Farrier Shop. ca. 1910. Contributing.

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A modest building, approximately thirty feet by forty feet, this farrier shop is a rare survivor of the typical turn-of-the-century blacksmith shop that was once essential to the smooth functioning of an agrarian economy. Covered with a metal-clad gable roof and sheathed in clapboard, the shop has an interior illuminated with single six-pane sash set in wooden slides for easy opening in the front (south) and side (west) elevations. The main entry in the south gable end wall is a large wooden board-and-batten door. There is a brick forge chimney on the west elevation. Although another fire-proof, concrete block shop was built on the south side of the track about 1955, this shop is still occasionally used by a farrier during the winter training season at the track. The original interior of this shop is reasonably intact with its brick forge, wooden floors and wooden walls.

16. Clubhouse. ca. 1916. Contributing.

Although it is known as the clubhouse, according to early Sanborn maps, this approximately fifty-foot-square, hip-roofed building originally was a dwelling. Distinguished by its metal-clad hipped roof with exaggerated overhangs on all four sides, this clapboard cottage displays some Craftsman detailing with its two-panel wooden door with three-over-three lights in the top and its brick interior fireplace. A double picture window has been installed in the front (east) elevation overlooking the northwest turn of the track, and it appears that the four-over-four wooden sash replaced the original sash in the remaining elevations.

17. Barn. ca. 1964. Non-Contributing.

Built on the site of a barn that burned in 1961, this one-and-one-half-story, rectangular barn is composed of a cinder block base with aluminum in the gable wall ends under the sweeping, metal-clad gable roof. Unlike the others around the track, this is a double barn, with parallel center-aisle plans arranged under the floored loft. The main (south) elevation displays matching stable entries covered with sliding wooden doors; there also is a center wood and glass door with a double window of double-hung four-over-four sash to the east of it that marks the trainer's office. The side elevations (east and west) contain windows that light the box stalls on the interior.

18. Schwartz Barn. ca. 1964. Non-Contributing.

A single center-aisle version of Entry 17, this barn displays the same rectangular shape, cinder block and aluminum construction, and sweeping, metal-clad gable roof.

19. Paddock. ca. 1920. Contributing.

A large, sandy paddock east of Entry 18. Enclosed with a wooden post-and-board fence, this area is used to turn out the Standardbred horses stabled

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in barns at the north end of the track.

20. Barn. ca. 1910. Contributing.

This barn is an approximate half-size version of Entries 11 and 13. It displays the same center-aisle plan with the attached trainer's office and its metal-clad gable roof and clapboard siding are the same as the other early barns, making it likely that it was built from the prototype barn plan found in the Tufts Archives.

21. Barn. ca. 1910. Contributing.

This barn is a mirror image of Entry 20.

22. Paddock. ca. 1920. Contributing.

A large, sandy paddock east of Entry 23 enclosed with a wooden post-and-board fence, this area is used to turn out the Standardbred horses stabled in barns at the north end of the track.

23. Battis Barn. ca. 1910. Contributing.

As this barn is currently used to stable horses, it is the best preserved of the early barns around the track. It is the half-size version of the early barns, and apparently the only change that has been made to it is the replacement of the original sliding wooden stable doors in the main (south) gable end wall with an overhead door. Other changes include a rebuilt single-shoulder brick exterior chimney on the south elevation of the trainer's office and a single-bay loafing shed on the west elevation next to the paddock.

24. Grass Barn. ca. 1957. Non-Contributing.

Almost square in the plan, this one-and-one-half story barn conforms to the center-aisle plan of all the barns around the track and is constructed of cinder block, with wide wooden clapboard on the gable end. The interior box stalls are finished in wood and the loft area is floored and fitted for living quarters. The gable-end walls (north and south) contain matching stable entries with sliding wooden doors, and the side elevations (east and west) contain windows that light the interior box stalls.

25. Paddock. pre-1942. Contributing.

A large, grassy paddock south of Entry 24 enclosed with a wooden post-and-board fence, this area is used to turn out the Standardbred horses stabled in barns on the east side of the track.

26. Gray Brothers Barn. ca. 1957. Non-Contributing.

A concrete block rectangle, approximately 180 feet long and 50 feet wide, this one-and-one-half-story barn features the typical center-aisle plan, the metal-clad gable roof and the gable-end (north and south) stable

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entries of the other barns around the track.

27. Fleming Barn. ca. 1961. Non-Contributing.

This barn is distinguished from the others around the track by the steeper pitch of its gable roof, the very tall stable entry that rises well into its north gable, and a cross-gabled block on its south end. Built of fire-proof metal block with a metal-clad roof, this barn was designed to be dismantled, but has remained in use on this site since the Pinehurst Training Track has gained widespread popularity as a winter training ground for harness horses.

28. Paddock. ca. 1961. Non-Contributing.

Although this paddock is very similar to those on the west and north sides of the track, this one was probably constructed about the same time as the barn immediately to the north (Entry 27) for use as a turn-out area for the horses stabled in it.

29. Blacksmith's Shop. ca. 1955. Non-Contributing.

Actually two blacksmith shops built back-to-back to form one building executed in cinder block, this one-story, gable-roofed shop features large window openings filled with nine lights set in metal frames and a large forge space. The north and south entrances are large with sliding wooden doors, and the interior floor is wooden to ease standing for long periods.

30. Shop Building. ca. 1955. Non-Contributing.

A small, square, one-story cinder block building with a metal-clad, shallow gable roof that extends to form an open shed on the south elevation. The main (north) elevation contains an entry door and a window and the side elevations (east and west) contain single windows.

31. Carroll Barn. ca. 1955. Non-Contributing.

This barn contains one-and-one-half-story double-leaf wooden doors in its two-story, north and south gable wall ends. Constructed of fire-proof cinder block with a metal-clad roof, this barn was put into use in December, 1955, as the Pinehurst Training Track complex gained popularity as a winter training ground for Standardbred horses.

32. Sand Lanes, Parking Areas and Driveways. ca. 1910. Contributing.

This network of lanes and driveways probably developed gradually as the training track complex grew and has never been paved in order to ensure safe footing for the horses as they move around the track and the barns.

33. Fences. ca. 1910. Contributing.

The training track complex is enclosed with wooden post-and-board fences that match those of the paddocks.

**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.)

Property is:

- 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 of age or achieved significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions)

ENTERTAINMENT/RECREATION

AGRICULTURE

ARCHITECTURE

**Period of Significance**

1910-1942

**Significant Dates**

ca. 1915

ca. 1917

ca. 1937

**Significant Person**

(Complete if Criterion B is marked above)

Tufts, Leonard

**Cultural Affiliation**

N/A

**Architect/Builder**

N/A

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**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 # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Tufts Archives, Pinehurst, N.C.

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### Summary Paragraph:

The ca. 1915 Pinehurst Race Track, with its complex of barns and shops, is the oldest continuously operating equine sports facility in North Carolina. It is also the site of the oldest surviving early twentieth-century fair exhibition hall in the state. The Track complex, consisting of two race tracks (one for harness racing and one for Thoroughbred racing), a group of wooden horse barns, a grand agricultural exhibition hall and stable known as the Amphidrome, and an early blacksmith's shop, is a unique example in the state of an early twentieth-century resort-oriented sports facility that also served as a county fair ground for the Sandhills region of the state. Developed between 1910 and 1930 by the Tufts family, founders and owners of the resort Village of Pinehurst in Moore County, the race tracks were the scene of Thoroughbred, trotter and pacer races, polo matches, hunter and jumper shows, and gymkhanas. The stuccoed Mission style Amphidrome hosted dog shows, livestock shows and agricultural exhibitions. Other activities, such as shooting matches featuring the legendary Annie Oakley, circuses, foot races, parades, and military drills, took place on the Track grounds. The wooden horse barns on the west and north ends of the track were designed specifically for the Tufts' race track and each of them features an attached trainer's office, a barn design that is unique in the dwindling collection of early twentieth century North Carolina livestock buildings. Although two towers and the original tile roof of the Amphidrome were destroyed by a tornado about 1937 and some of the early twentieth-century horse barns have suffered fires, and in spite of the additions of compatible barns dating from the 1950s and 1960s, the Pinehurst Race Track complex retains an unusual degree of its original character. Not only is the Pinehurst Race Track complex an important element in the development of the Pinehurst resort community, it is also a testimonial to the widespread efforts of Leonard Tufts to diversify agricultural activities in the early years of this century. With a rare continuity of historical function, the tracks and the barns continue to serve the equestrian communities of North Carolina as well as many other states as a nationally known winter training facility for Standardbred horses.

### History of the Pinehurst Race Track:

In 1895, when James W. Tufts, a native of Boston, Massachusetts, founded the model resort Village of Pinehurst (NR 1973) on a timbered-off section of land in the long-leaf pine forests of Moore County, he and his project manager, Warren H. Manning, envisioned ". . . a healthful, convenient and attractive town in which home-life accommodations and varied means of recreation could be secured at a moderate cost. . ." The village, which

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Tufts incorporated as a business called Pinehurst Enterprises, was located on a hundred-acre town site in a natural amphitheater, was planned by Manning's employer, Fredrick Law Olmsted. Construction began in 1895, and a short seven months later, in January, 1896, Tufts' Village of Pinehurst was ready to host Northerners who wished to spend the winter season in pleasant southern surroundings conveniently serviced by major railroad lines, with depots in nearby Southern Pines and Aberdeen. When it opened, the new resort incorporated a village green surrounded by boarding houses and residences and boasted a major hotel, a casino, and croquet and tennis courts. Once Pinehurst Enterprises, Inc. was established, James Tufts sought to expand outdoor activities for his villagers and guests with the construction of a golf course and soon the resort was established as a winter golf haven.<sup>1</sup>

After James Tufts died in 1902, his son Leonard inherited Pinehurst Enterprises, Inc. He managed the resort on a part-time basis until he could divest himself of his interest in the American Soda Fountain Company, a manufacturing company that his father co-founded in 1890. Leonard Tufts assumed full-time management of Pinehurst Enterprises, Inc. in 1906 and embarked upon a remarkable career that would make him not only the proprietor of a first class resort, but would earn him a nationwide reputation in the breeding and raising of livestock.

Leonard Tufts (1870-1945) was born into a wealthy and prominent family in Bedford, Massachusetts. He was educated at Bedford's public schools until 1885, when he was sent to Stone's Private School in Boston, and later to Albert Hale's School. He attended (but did not graduate from) the Massachusetts Institute of Technology, where he studied mechanical engineering. After leaving the Institute, he went to work for the American Soda Fountain Company and, in June of 1895, married Gertrude Ware Sise (1879-1949). Leonard and Gertrude Tufts had four children: Richard Sise Tufts (who assumed the management of Pinehurst upon his father's retirement), Esther Tufts, Albert Sise Tufts, and James Walker Tufts.<sup>2</sup>

When Leonard Tufts assumed the management of Pinehurst, he was faced with a multitude of problems, not the least of which was the efficient, economical provision of good food for his guests and cottagers. Shortly after he settled permanently in the village, he organized agricultural operations for the resort and began the serious breeding of Berkshire hogs, the foundation stock for which he obtained from Mrs. Cornelius Vanderbilt at the Biltmore Estate in Asheville. He also assembled the nucleus of a herd of Ayrshire dairy cattle in order to produce dairy products in Pinehurst.<sup>3</sup> He was immediately successful with his Berkshire and Ayrshire herds, and by 1915 was noted as one of the

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largest livestock exhibitors at the North Carolina State Fair where he was sweeping the board with his prized Berkshire specimens.<sup>4</sup> In 1911, the Ayrshire herd was housed in a large, handsome, model dairy near the village, and by 1915 it numbered more than 100 cows. In addition to establishing his livestock herds, Tufts erected a complex of greenhouses to cultivate early vegetables and maintained a market garden to supply the resort, nearby towns, and the northern market with fresh vegetables.<sup>5</sup>

Early in his resort management career, Tufts looked to equestrian sports as a means to expand the recreational cachet of Pinehurst. The temperate climate and the level, sandy terrain that was so suited to golf was also superbly suited to equestrian sports, so in the early 1910s, Leonard Tufts began construction of an equestrian complex on the southeast section of the original tract purchased by James Tufts in 1895.<sup>6</sup> It initially consisted of a group of timber-frame race horse barns and a half-mile long harness track, a three-quarters-mile long running track, and a large, wooden grandstand.

In November, 1915, Leonard Tufts and eighteen other Pinehurst racing fans formed the Pinehurst Jockey Club.

Desiring to establish racing as a permanent feature in addition to the many attractions at Pinehurst for the entertainment of cottagers and guests, we the undersigned have decided to form the "PINEHURST JOCKEY CLUB" and to insure such, do hereby agree to pay the sum of \$25.00 (\$10 initiation and \$15.00 annual dues) and \$15.00 annually hereafter, as long as he may remain a member, which gives each member and family free admission of all racing days and privileges of the Club.<sup>7</sup>

On November 30, 1915, the Track was inaugurated with a two-heat race and by early 1916, the barns were filled.

The white railings of the race course, glistening in the sun, were lined with carriages and automobiles, piled high with an expectant throng when the two-thirty trot was called. The feature that appealed most to the gallery was the [steeplechase] rivalry and the hot finish expected between Polly, owned and ridden by Rodman Wanamaker II, of Southern Pines and New York, and the darling of the Pinehurst stables, the thoroughbred mare Miriel H., with Batchelor up.<sup>8</sup>

In November, 1917, Leonard Tufts staged a Sandhills Fair that was attended

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by more than 5,000 people.<sup>9</sup> Whether the success of this event prompted him to commission the construction of the large, two-story Mission style stucco exhibition hall on the southwest curve of the race tracks, or whether the building was in place for the 1917 Fair, is unclear. Certainly construction was completed before March 21, 1918, when the building, known as the Amphidrome, hosted a dog show.<sup>10</sup> The addition of this grand, stylish, exhibition hall made the Track an ideal site for a fair, and in November, 1918, a colorful combination fair and Armistice Day celebration held on the grounds attracted over 5,000 people (in spite of the Spanish influenza epidemic). The euphoria of victory in the Great War and the excitement over the varied exhibitions prompted the Outlook to describe the opening of the Fair:

When the whole cantonment [turned] out including every grandmother and every tootling within riding distance, . . . when the track [was] humming with rush of horses and the air [was] full of bursting hickory nuts--by which one [could] tell that Annie Oakley [was] again at her favorite pursuit [target shooting]--and the offing [was] full of \$10,000 hogs, and the hot dog man [was] working overtime, and the outlying buildings [were] popping with the myriad harvests of the fertile fields; and the band [was] playing and the babies [were] yelling and the companies manoeuvring, and the tractors a-plowing for dear life, and the school boys turning handsprings to the fierce barking of the drill sergeant. . . .<sup>11</sup>

This November, 1918, fair was probably one of the most exciting events ever held in the Sandhills region of the state. Not only did it celebrate an end to casualty-heavy World War I, it was also an agricultural fair featuring "a memorable hog show" associated with the Berkshire Congress (a hog breeders' convention) that was addressed by Governor Bickett in a speech entitled "The Little Farmer and the Big Hog." This Berkshire Show and Sale attracted exhibitors from as far away as Illinois and Indiana, who exhibited sows with such names as "Frances B.," and "Iowana Lady," who were sold as foundation stock to southern breeders. The hog sales netted a total of \$6,982, and it was noted that there were "many bargains for farmers of moderate means."<sup>12</sup>

In addition to the livestock shows, horse races, parades and athletic competitions, the fair featured the legendary Annie Oakley in a shooting exhibition in which she was

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. . . armed to the teeth with about ten rifles. Each rifle held six shots. Which accounts for the heavy casualties among flying walnuts, marbles and pin heads mashed potatoes, punctured discs, and in all exactly sixty various revolving, running and infinitesimal objects that she took a fancy against while the ammunition lasted. The consensus of opinion upon this performance was expressed by an old turkey hunter who asked Frank Butler if it was true she was his wife. Frank said it was. 'Well,' said the old veteran, 'you sure have got a piece of shooting machinery.'<sup>13</sup>

By November, 1920, the annual Sandhills Fair and Races had expanded to feature an Ayrshire Cattle Show and Sale, in addition to the Berkshire Congress and Hog Sale. In addition to the horse races and livestock and produce exhibitions, several cultural and sporting events were packed into the "Three Big Days" of the Fair. Among them were a "Mother Goose Pageant" in which the schools of Moore County and the Sandhills participated, under the direction of Mrs. Harriet Moore of Atlanta; the annual Harvest Ball; a presentation of the operetta, "The Golden Girl," directed by Alice Page Shamberger; a football game between State College (now North Carolina State University) and Davidson College, and athletic contests and a basketball game.<sup>14</sup>

Leonard Tufts' interest in building the Pinehurst Race Track complex and in founding and expanding the Sandhills Fair did not divert his attention from his agricultural activities. At a time when the major cash crops in North Carolina were cotton and tobacco and the state ranked second to the last in the production of livestock, Tufts, under the auspices of Pinehurst Enterprises, Inc. was an innovative and progressive farmer.<sup>15</sup> His livestock operations included, in addition to breeding, raising, and exhibiting Berkshire hogs, the Pinehurst [racing] Stable that produced championship thoroughbreds, a dairy farm that included an operating dairy, and a poultry farm that was adjacent to the race track during the 1910s. Throughout the 1910s and 1920s, Tufts, again through Pinehurst Enterprises, Inc., also owned and operated a network of tenant farms on which such diverse crops as spring oats, soy beans, livestock fodder, and garden produce were raised. All these farms were supported by the Pinehurst Enterprises Work [horse] Stables, carpentry and mechanics shops, a commissary that provided necessaries such as seed and fertilizer, and a farm manager's office.<sup>16</sup>

During the 1920s and early 1930s, one of the major recreational attractions of the Pinehurst resort, in addition to the weekly races at

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the Pinehurst Race Track, was participatory equestrian sports. The American Horse Show Association recognized the Pinehurst Race Track as a desirable horse show facility and officially sanctioned shows were held there regularly for the next two decades. Perhaps this recognition is what prompted Leonard Tufts to expand his horse operation to include a hacking and training stable. In May, 1923, Pinehurst Enterprises, Inc. contracted with Otis W. Coleman of Forest Hills, New York, to run a riding school and livery stable for a salary of \$210 a month, plus ten percent of the profits. Apparently the livery stable and riding school were popular; in 1928, Tufts organized the Pinehurst Hunt Club and engaged a hunt master, together with his pack of fox hounds, to run hunts for the winter season at the resort. The Sandhills region also gained a reputation as an outstanding winter training ground for racehorses, and many of them, especially Standardbred trotters and pacers, wintered in Pinehurst, where the network of clay-based sand lanes provided miles of excellent, endurance-building training runs and where the Pinehurst Race Track provided young horses with opportunities to race before they were subjected to the pressures of the Grand Circuit at renowned tracks in the Northeast and Mid-west.<sup>17</sup>

According to the recollections of long-time residents of Pinehurst, it was in the late Spring or early Summer of about 1937 when a tornado swept up Linden Road, through Jackson Hamlet, and raced onto the track property from the southeast. Some residents recall that the funnel of the storm actually entered the open east door of the Amphidrome. The storm destroyed the northeast and southeast towers of the building, as well as the original tile roof. It then veered off the west side of the track property and ran north, where it finally died in Carthage. Since the winter training season had ended, there were no horses, trainers or support personnel on the property and apparently only the Amphidrome was seriously damaged. By the Fall of 1938, the Amphidrome had been re-roofed with galvanized metal and, although the destroyed towers were not replaced, was again in use during an Autumn horse show.<sup>18</sup>

After World War II, interest in horse racing in Pinehurst waned as it began to be replaced by drag races and truck races at the dwindling number of county fairs. The last Standardbred harness races were held at the North Carolina State Fair in Raleigh in the early 1960s (although they were resumed successfully in 1991). However, the importance of the Pinehurst Race Track as a winter training ground for young horses remained constant. In the mid-1940s, stalls were added to the interior open space in the historic Amphidrome. About 1952, a mile-long race track was laid out on the acreage south of the 1915 tracks and barn complex. In the 1950s, five new barns were added to the complex and a new blacksmith's shop was added on the south end of the tracks.<sup>19</sup> The Track Restaurant,

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known as the Boarding House, replaced an earlier one in 1958. In 1963, the harness-maker E.J. Schmelzer, the son of Frank Schmelzer [who ran a harness shop in a building (Entry 12) he erected in 1930 on the west side of the track], re-located his shop into a concrete-block building on the west side of the race tracks (Entry 9). In the early 1960s, fires destroyed two of the early barns on the north end of the race tracks, and they were soon replaced. In 1989 a fire damaged one of the early barns (Entry 13).<sup>20</sup> This barn was repaired with materials similar to the original.

In 1952, the track property was leased for forty years to the Pinehurst Driving and Training Club, and by 1957 the track, with its surrounding barns and shops and its stuccoed Amphidrome, was servicing some 300 horses from as many as twenty prominent stables. During the 1950s, such outstanding Standardbred horses as the mare Proximity, a trotter, and the pacer Meadow Skipper, a stallion and successful sire, trained at the Pinehurst Race Track.<sup>21</sup>

In 1971, the Tufts family sold Pinehurst to the Diamondhead Corporation, a development company that embarked upon the expansion of the resort around the perimeters of the original village.<sup>22</sup> Pinehurst Enterprises (a business un-related to the original Pinehurst Enterprises of the 1910s and 1920s) succeeded Diamondhead as the owners of Pinehurst, including the 111-acre tract on which the 1915 race tracks and the 1952 track were located. On August 31, 1988, at 11:55 a.m., Pinehurst Enterprises sold the tract to the Pine Needles Country Club. At 11:56 a.m., on the same day, the Pine Needles Country Club exchanged the tract for 300 acres known as the Magruder Dent Farm with S.P. Partners, a Vero Beach, Florida development company.<sup>23</sup> On November 3, 1989, in a reorganization, S.P. Partners became Town Realty Investors.<sup>24</sup>

In 1988 a group of interested citizens formed The Friends of the Track in an effort to find a means of preserving the track acreage as the last non-golf related open space in the village. Fearing that the various transfers of the property among development interests spelled the end of this open space and the destruction of the training ground for Standardbred horses, the Friends began lobbying the Village of Pinehurst to purchase the property in order to preserve both the training facility and a habitat for the endangered red-cockaded woodpecker and to maintain an open area for various community activities. On January 3, 1992, the efforts of the Friends were rewarded when the Village of Pinehurst purchased the 111-acre tract from Town Realty Investors. Plans are now being made to ensure that the Pinehurst Race Track will retain its historical function as an equine sports facility and it is hoped that the means can be found to restore the historic Amphidrome to its original

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appearance.

### Recreational Context:

The Pinehurst Race Track, with its surrounding horse barns and shops and its large, stylish exhibition building, had a profound effect on establishing the popularity of a wide variety of equestrian sports in North Carolina in the early decades of this century. The race track complex was developed by Leonard Tufts, proprietor of the resort Village of Pinehurst from the early 1910s to about 1930, beginning with the construction of one-story wooden horse barns in the early 1910s; the laying out of two race tracks, one for Standardbreds and one for Thoroughbreds, in 1915; a grandstand and judges' stands in 1916; and the Mission-style, stuccoed exhibition hall, known as the Amphidrome, around 1917. The track complex, the oldest surviving such facility in North Carolina, immediately became a magnet for horsemen of all kinds, who expanded the variety of equestrian sports in the state well beyond the traditional horse racing that dominated North Carolina horsemen for two centuries. The efforts Leonard Tufts devoted to the establishment of his resort horse facility also generated a flourishing, many faceted, horse industry in the Sandhills region that contributes much to the state's agricultural and recreational economy today.

When Leonard Tufts built his Pinehurst Race Track in 1915, the sport of horse racing had long been established in North Carolina. It arrived with the imported horses of the first settlers and endured through the eighteenth and mid-nineteenth centuries, both as a sport and as an incentive to improve bloodlines in horses used for riding, agricultural and transport purposes. During the colonial period, horses were indispensable to land travel; planters, lawyers, preachers and government officials traveled by horseback over difficult, boggy terrain, and horses were used to pull wagons and carriages to convey goods and people who were unable to ride.<sup>25</sup> Horse races during the eighteenth and early nineteenth centuries were usually in the form of race meets held on plantations in the eastern part of the state, and the tracks were informal affairs consisting of a measured distance roughly cut out of a section of forest, or on a straight section of a country road. A popular modern breed, the American Quarter Horse, a strong, all-purpose horse with an unchallenged ability to sprint over a quarter-mile distance, was developed on the coastal county race tracks of North Carolina and Virginia. After the Revolution, English thoroughbred stallions were imported to the state to improve native-born stock, and many gentlemen of means owned stables whose reputations they were anxious to enhance on the proliferating race courses of the new American states.<sup>26</sup>

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As North Carolina became more settled, local horse racing gradually developed into an organized sport. In the early nineteenth century, an elliptical race course was laid out about two miles east of the state capital of Raleigh, on state-owned property. Known as the Raleigh Race Ground, this track became a popular gathering place, especially when the state legislature was in session. Not everyone was excited about the advent of horse racing near the Capitol. William Boylan, editor and publisher of the Raleigh Minerva, asked rhetorically if ". . . the people [will] be benefitted if the Governor has the fastest horse in Raleigh?," as Governor James Turner occasionally neglected his office to urge his horses to victory.<sup>27</sup> In 1838, in an effort to counteract the growing evangelical religious sentiment against horse racing and its attendant practice of betting, the North Carolina Jockey Club was formed in Raleigh. Partly because of the club's efforts, horse racing at the Raleigh Race Ground continued through the 1850s.<sup>28</sup>

The Civil War was a disaster for horse breeding and racing in the South, and North Carolina was no exception. Not only did the horses of racing stable proprietors, planters, yeoman farmers, merchants, and draymen suffer the same heavy battle casualties as their masters, but also the ruined economy of the post-war years did not encourage the breeding of any animal that was not strictly utilitarian. Beginning in 1867 the number of horses in North Carolina steadily declined, while the number of mules increased from 35,000 in 1867 to 277,000 in 1947.<sup>29</sup>

Although there was a lesser number of sport animals in the state, horse racing received a boost when the North Carolina State Fair moved from a site east of Raleigh to a roomier one west of the city in 1873. At the new site, a half-mile race track designed by George Wilkes, a civil engineer from New York, was constructed, together with a grandstand with a seating capacity of some 6,000. During the years leading up to World War I, horse racing was the most popular sport at the North Carolina State Fair, and quickly gained a foothold at developing county fairs. The popularity of the sport endured in the face of criticism that was largely aimed at the gambling associated with it and rising concerns that the sport attracted incidents of fraud and abuse. North Carolina promoters of the sport tried to counter criticism by emphasizing the utility of horses, especially Standardbred harness trotters, for farm work. They also adopted the rules of the American Jockey Club for running races and those of the National Trotting Association for trotting races and broadened the field by encouraging entries from other states.<sup>30</sup> Standardbred harness racing continued at county fairs throughout the state until about the 1950s, and the last one was run at the North Carolina State Fair about 1960. In 1991, the State Fair successfully reinstated Standardbred harness racing on an experimental basis. Other efforts in the state to

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revive Standardbred and Thoroughbred racing have been stymied by the state Legislature's reluctance to allow pari-mutual betting.<sup>31</sup>

In 1915, when Leonard Tufts constructed his horse facility in Pinehurst, Standardbred harness racing was a popular spectator sport in the state. Because Pinehurst was a resort, one of Tufts' main concerns was to present his guests and cottagers with a variety of entertainment options; he therefore furnished many types of equestrian sports at the track complex. In addition to the weekly trotting meets held at the Pinehurst Race Track during the season, the complex hosted polo matches, running races (for Thoroughbreds), steeplechases, gymkhanas, and children's classics. Tufts also offered hacking and riding lessons at his livery stable and, during the 1920s, sponsored a hunt club that met regularly during the winter season.<sup>32</sup> Tufts was successful in marketing Pinehurst as an equestrian mecca that attracted horses and riders from all over the Eastern Seaboard. An article entitled "Turf and Field Affairs of the Moment" in the May, 1932, issue of Spur describes the Carolina Cup meet at Pinehurst and its participants:

. . . [achieving] such distinction in three short years [is] not at all surprising to anyone knowing the recrudescence popularity of Carolinian racing from the time of the Chickasaw Indian to the present day. . . . More than one hundred years ago the planters of the Carolinas were enjoying matching their horses against one another, not for stupendous purses but for the honor of breeding and owning a fine "home-bred," racing for a plate of little value. . . . Then came a suspension for a time but soon the land of the Cherokee rose, the magnolia, the jasmine and the long-leaf pine attracted the Sinklers, the Boykins, Cantrys, Austins, Mannings, Hamptons and Ravenels. . . ." [names of horse-loving families from places other than North Carolina]<sup>33</sup>

Although the Village of Pinehurst itself is presently noted for its superb golfing facilities, the influence Leonard Tufts exerted at the Pinehurst Race Track established the Sandhills area as the premier area in North Carolina for breeding, raising and training all types of sport horses. As early as the 1920s and 1930s, the Pinehurst Race Track became a favored winter training ground for young Standardbreds. Trainers such as Del Cameron, a native of Massachusetts who settled in Pinehurst in 1944, found the climate and the clay-based sandy tracks ideal for conditioning their horses for the rigors of racing on the summer Grand Circuit, a series of races held in northern and midwestern states. In the years

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before and after World War II, horse farms, such as Stoneybrook Farm owned by Michael Walsh and the site of the famous Stoneybrook Steeplechase, the Dooley Adams Farm, and the Little River Farm owned by the de Pasquale family from New York, were established near Pinehurst and neighboring Southern Pines.<sup>34</sup>

Today the Pinehurst Race Track continues to fulfill its historical function, as it has for the last seventy-six years. During the winter season, the barns provide stabling for nascent champions, the blacksmith shop reflects the heat from its forge, and early every morning the race tracks echo with the swift, two-beat rhythmic sounds of striking hooves of the trotters and pacers.

### Architectural Context:

The turn-of-the-century collection of frame horse barns and the ca. 1917 Amphidrome at the Pinehurst Race Track are important to the architectural history of North Carolina as components in the only surviving, continuously operating horse facility in the state. The Mission style Amphidrome is one of two examples of the grand exhibition hall type of fair building that ambitious fair-promoters in North Carolina built in the 1910s and 1920s, and is the oldest surviving one in the state. The six frame horse barns, dating from around 1910 through the early 1920s, were specifically designed and built for the Track, and a prototype floor plan for them exists in the Tufts Archives in Pinehurst. These six barns are not only distinctive because of their prototype design, but they survive as a group of agricultural buildings that was originally intended to form an important element of an early equestrian sports facility. Finally, the ca. 1910 farrier shop, a small, clapboarded, gable-roofed building near the north end of the tracks, is a rare surviving example of the type of blacksmith shop that was once essential to the economy of the rural areas of the state.

Around the turn of the century, North Carolina abounded with county fairgrounds boasting race tracks and the North Carolina State Fair in Raleigh had been established for some twenty-five years. However, it appears that with a few notable exceptions, the building facilities at the fairgrounds tended to be marginal wooden buildings with a temporary flavor about them. A photograph of the Catawba Jersey Calf Club at the Catawba County Fair that appeared in the September, 1925 issue of Extension Farm-News shows the exhibitors and their livestock posed in front of a long, low, roughly-built wooden barn with a tin-roofed loafing shed extending along one side. Even the New Bern Fish, Oyster and Game Fair was held in low, wooden, strictly utilitarian, buildings surrounding the race track that served the city and surrounding counties until they were

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destroyed in the Great Fire of 1922.<sup>35</sup> An exception to this fairground culture of low wooden buildings appears to have been the Cape Fear Home Demonstration Exchange, a large masonry and steel, vaulted-roofed building that once stood in Wilmington, but now only exists in documentary photographs.

When Leonard Tufts decided to build an exhibition hall on the grounds of the Pinehurst Race Track, apparently he had to turn to sources outside the state for inspiration. Tufts' exhibition hall is unlike any of its contemporary fair buildings in the state in its scale, materials and style. Although it appears that the original plans for the two-and-one-half-story, stucco-clad Amphidrome have been lost, this Mission style building with its towers on each corner (the northwest and southwest ones were destroyed by tornado ca. 1937) must have been designed by an architect or a skilled designer. It is possible that Aymar Embury III, a New York architect who came to work in Pinehurst in 1911, provided the plans for the building.<sup>36</sup> It is also possible that Leonard Tufts, who spent his summer family vacations in Meredith, New Mexico during the early years of the century, applied his training as a mechanical engineer and designed an exhibition building that reminded him of the buildings he saw in the Southwest.<sup>37</sup> Or he may have been influenced by an article similar to the one entitled "Premium Lists for the Fair: You Can't Draw Crowds Without Things Worthwhile," that appeared in the July, 1916, issue of Country Gentleman and featured a photograph of a very large, stylish cross gable-roofed exhibition building garnished with festive banners suspended from numerous flagpoles set on the roof peaks. Whatever its source, the design of the ca. 1917 Amphidrome at the Pinehurst Race Track was unique for a rural county race track that doubled as the site of a county fair. The handsome, Mission style Amphidrome may have been one inspiration for the design of the Mediterranean Revival style exhibition hall (N.R. 1986) at the North Carolina State Fair Grounds in Raleigh a decade later in 1928. Today, the Amphidrome and the 1928 exhibition hall remain as the only North Carolina examples of the high style exhibition halls that were built on American fairgrounds in the early years of this century. Despite the loss of two of its four towers and its signature tile roof about 1937, and the mid-1940s addition of horse stalls in the originally open central area, the Amphidrome retains the majority of its original salient features and continues to impress viewers with its system of massive timber scissors trusses that support the roof.

The group of ca. 1910 wooden horse barns are unique in the state and are extremely important to its dwindling collection of pre-World War I livestock facilities. They were built exclusively to stable race horses and the prototype plan for them still exists in the Tufts Archives in

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Pinehurst. That these barns have survived, in spite of various fires and some neglect, is testimony to their useful design and sturdy construction.

Almost all horse barns display a center aisle plan, with windowed stalls on the exterior and a loft above. The rationale behind this traditional plan is exemplified in the 1908 publication of Radford's Combined House and Barn Plan Book as follows:

All horse stables should be well ventilated. Every farmer knows that there is a great difference in stables in this respect. . . .The smell of ammonia is always present and when the doors are shut is very disagreeable. Imagine shutting a valuable horse up in such an atmosphere at night and expect to find him in good condition in the morning. . . .A horse stable should be cool and airy in summer and it should be warm and well ventilated in the winter. . . .Before starting to build, put a little time on the study of ventilation.

Radford's variety of plans for horse barns all share a commonality in that the roomy box stalls are arranged along exterior walls with windows and are serviced either by a center aisle or, in the case of a small barn, an aisle on the opposite wall. In contrast, the dairy cattle barn plans published in Radford's show low-walled, narrow tie stalls with a continuous feed trough along one side arranged on either side of a central driveway, with concrete, guttered passages behind each bank of stalls on the barn's outside windowed walls. The contrasts between the dairy cattle designs and the horse barn designs reflect two facts: Dairy cattle tend to be less competitive animals than horses and therefore will tolerate closer quarters and a common feeding trough; and dairy barns are the first step in producing foodstuffs and must be hosed down every day, whereas horses require dry footing to maintain the health of their hooves.

When Leonard Tufts commenced building his horse barns at the Pinehurst Race Track, he obviously knew what type of plan was best suited to stabling horses. What sets his horse barns apart and marks them as housing for race horses or show horses is the one-story, shed-roofed, one-room trainer's office attached to the gable-end wall of each of them. Radford's does not show any such feature, nor is there any other known example of such a racehorse barn in the state. This feature, together with the use of German siding that matches that of many of the dwellings in the village, shows that Leonard Tufts intended for the Pinehurst Race Track to be an equestrian showplace.

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The ca. 1910 farrier shop, while it is not a unique building design, is an extremely rare artifact from the early years of this century. Since horse and mule power was important to the agrarian economy of the state as late as the 1940s, maintaining the animals' hooves in good condition was of paramount importance to the farmer. A good blacksmith was an integral member of the rural community and blacksmith shops dotted the North Carolina landscape until the advent of mechanized farm equipment. Nearly all of these small shops have disappeared. Modern blacksmiths almost always travel to their customers and work out of specially fitted trucks or vans. That a turn-of-the-century blacksmith shop has survived virtually intact at the Pinehurst Race Track is extremely unusual and is further evidence of the continuity of historical purpose that distinguishes the entire track complex.

### Agricultural Context:

The Pinehurst Race Track and its Amphidrome were a locus for the agricultural diversity that Leonard Tufts helped to introduce to the Sandhills region that had been relatively backward and unproductive until the early years of the twentieth century. Not only did the track complex attract the horse racing and other equestrian sports that helped establish the thriving horse industry that now exists in the area, it also served as an exhibition area for the champion Berkshire hogs and Ayrshire cattle that Tufts raised and was the headquarters for the annual Berkshire Congress and Hog Sale. The complex was also the site of the annual Sandhills Fair, an event that encouraged agricultural competition in the area through the awarding of premiums, or prizes, for the best exhibits of various agricultural products. Consequently, the complex is important in the area of agriculture under two National Register criteria - criterion B for its association with the achievements of Leonard Tufts and under criterion A as the site of the Sandhills Fair.

Shortly before Leonard Tufts built the track complex, local papers reported that

Natural pasturage in the Sandhills is non-existent, and cultivated forage there was a task to daunt Hercules. There was hardly a good cow in the South. Even in good pasture lands, to survive the long, hot summers with their flies and other pests, especially the fatal cattle tick, took most of an animal's vitality. . . .<sup>38</sup>

Tufts took on the Herculean task of raising livestock in the unpromising environment of the Sandhills because he was faced with the problem of

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feeding his guests at the resort. During the 1910s, when he started raising swine and cattle in Pinehurst, the per capita value of North Carolina livestock was the lowest in the nation, save only that of Alabama.<sup>39</sup> Though he had been schooled as a mechanical engineer, he had always maintained an interest in the raising and breeding of livestock. Tufts combined this interest with the necessities of supplying foodstuffs for the village, and shortly after he settled there in 1906, he began raising Berkshire hogs, initially as a means of disposing of village garbage.<sup>40</sup> Since the hardy, prolific Berkshires did well on the Pinehurst Farm, Tufts increased his herd through studied, scientific breeding, and by the 1910s was exhibiting his hogs at the North Carolina State Fair and advertising breeding stock for sale in the Progressive Farmer.<sup>41</sup> Throughout the 1910s and 1920s, he also hosted the annual Berkshire Congress and Hog Sale in the Amphidrome at the Pinehurst Race Track, and served as President of the Congress from 1922 until 1928.<sup>42</sup>

Tufts approached the problems of raising dairy cattle in the Sandhills by importing Ayrshire cattle, a hardy breed from New England. By 1911, he had constructed a model dairy that, by 1915, supported over 100 cows.<sup>43</sup> As with the raising of his Berkshire hogs, he strove to perfect his herd through selective breeding and, in doing so, became involved with the national Ayrshire Breeder's Association. In 1922, he was elected to the executive committee of the Breeders Association, and served as president from 1927 until 1929. During this period, he was also on the Board of Directors of the National Dairy Association.<sup>44</sup>

In addition to raising of Berkshire hogs and Ayrshire cattle, Tufts also maintained a poultry farm adjacent to the race track during the 1910s. During the 1910s and 1920s, he owned and operated a network of tenant farms that produced spring oats, soy beans, livestock fodder and garden produce.

Perhaps the most important contribution Leonard Tufts made to the dairy industry, both in North Carolina and in the nation, was his two-decade-long effort to stabilize the Ayrshire breed and to categorize bloodlines so that superior animals could be produced. He began work on this problem early in the 1920s by lobbying for accurate official appraisals of dairy cattle and by serving as a member of the first Ayrshire Test Committee. The purpose of the Ayrshire Test Committee was to test the daughters of certain sires for characteristics that lead to superior milk production. Tufts hoped that this testing program would lead to an "Approved Sire Plan" that would stabilize the breed and allow farmers to research the quality of cows before they purchased them. In 1925, the Ayrshire Breeders Association adopted rules for herd testing, based on U.S. Department of Agriculture Standards. Not content with the

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Department of Agriculture Standards, Tufts worked throughout the 1920s and 1930s to refine the bloodlines with his Ayrshire herd in Pinehurst and kept meticulous records on every animal produced on his holdings. When ill health rendered him bedridden in the early 1940s, he began an exhaustive, in-depth study of his thousands of cattle records and, through this study, formulated the basis of a cattle breeding formula that became known as the Regression Index. The Regression Index was adopted by the American Dairy Science Association in 1944. It was adopted by the Ayrshire Breeders Association in January, 1945; in July of that year, the Association announced that the requirements for (Ayrshire) Approved Sires would be raised to 9,000 pounds of milk, 360 pounds fat average for all tested daughters, with not less than sixty percent making that record. C.T. Conklin, Secretary of the Ayrshire Breeders Association, in noting the improvement of the breed in the 1940s, said of Leonard Tufts:

The soundness and prestige of the Approved Sire Plan has influenced a steadily increasing number of breeders to retain and test systematically complete samples of groups of daughters of their sires, thus detecting any lines of breeding that may not have been respected in past. . . [Conklin called Tufts] . . . the still, small voice crying in the wilderness in behalf of truth, sincerity and factual information. His efforts brought about much needed reform in one of America's largest industries.<sup>45</sup>

### Notes:

1. National Register nomination for the Village of Pinehurst, 1973.
2. A series of articles entitled "Memories: Leonard Tufts Inherited a Village," by Ethel M. Gray between June, 1944 and October, 1945. Reprinted by the Sandhills Citizen, Southern Pines, N.C., March, 1976. (copies on file in the Survey and Planning Office)
3. Ibid.
4. The Report of the Fifty-Fifth Annual North Carolina State Fair. Joseph E. Pogue, Secretary. 1915. (copy on file at the Survey and Planning Office)
5. The National Magazine: Now for North Carolina. June, 1911. pp. 309-311; and "Pinehurst: The Famous Winter Resort in North Carolina." (published by Leonard Tufts.) Boston, Mass., 1915-1916. (Both

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publications are on file in the North Carolina Collection, Wilson Library, University of North Carolina, Chapel Hill, N.C.)

6. Moore County Registrar of Deeds Office, Carthage, N.C., Book 13, page 210. (copy on file at the Survey and Planning Office)
7. Leonard Tufts papers, Tufts Archives, Pinehurst, N.C.
8. The Pinehurst Outlook, March 4, 1916. "Good Horsemanship: Wanamaker and Polly Ride to Victory." (copy on file at the Survey and Planning Office)
9. "The Great Berkshire Sale at Pinehurst." A newspaper clipping found in Leonard Tufts' papers in the Tufts Archives, Pinehurst, N.C. Undated and un-headed, (possibly, it is from the Raleigh News and Observer) it obviously refers to the Berkshire Show and Sale held at the Sandhills Fair of 1918 and refers to the 1917 Fair as generating a greater attendance. (copy on file at the Survey and Planning Office)
10. The Pinehurst Outlook, March 30, 1918. "Little Tommy Tucker's Dog and Ninety Others on Exhibition at the Amphidrome." This article also features a photograph of the completed interior of the building. (copy on file at the Survey and Planning Office)
11. The Pinehurst Outlook, November 23, 1918. "That Wonderful Fair: Pageant and Victory Parade Celebrate Before Thousands."
12. "The Great Berkshire Show and Sale at Pinehurst."
13. The Pinehurst Outlook, November 23, 1918. "That Wonderful Fair: Pageant and Victory Parade Celebrate Before Thousands."
14. The Sandhills Citizen, November 5, 1920. A Sandhills Fair schedule of events. (copy on file at the Survey and Planning Office)
15. Lefler, Hugh Talmadge and Newsome, Albert Ray. North Carolina: The History of a Southern State. The University of North Carolina Press, Chapel Hill, North Carolina, 1979. pp. 577. Prior to 1920, cotton was the single largest source of agricultural income; after that date, tobacco was, and North Carolina led the country in bright-leaf production. In 1920, only Alabama ranked below North Carolina in the \$442 value of livestock per farm.
16. Correspondence between Leonard Tufts and various tenants and employees of Pinehurst Enterprises, dating from the late 1910s through the

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1920s. Tufts Archives, Pinehurst, N.C.

17. Ibid. Also, various horse show programs and period photographs showing a remarkable array of equine events at the track including harness and thoroughbred races, steeplechases and stadium jumping, polo matches, gymkhanas, tests of arms, and children's classics.

18. The recollections of long-time residents of Pinehurst collected by Marsha Emerson, Track Manager, August, 1992; also a 1937 photograph of the Amphidrome with its towers intact, and a Fall, 1938, photograph of the Amphidrome without its towers. A search of the 1931-1940 Journals at the National Climate Data Center in Asheville, N.C., revealed only two storms, one on October 19, 1937 and one on April 29, 1939, that might have caused extensive damage to the Amphidrome, but the weathermen emphasize that data from that era are not detailed. Ms. Emerson and some of the veteran horsemen at the track are convinced that the storm must have occurred in the late Spring or early Summer, or they would have remembered horses stabled at the track being killed or injured. Based on the photographic evidence and the horsemen's recollections, I am placing the storm after the training season of 1937, when the track was shut down.

19. "Pinehurst and the Village Chapel." Published by the Pinehurst Religious Association, Pinehurst, N.C., 1957. p. 48. (This publication features an aerial view of the tracks and the surrounding buildings.)

20. The Pilot-Southern Pines. November 9, 1989. "No Horses Lost in Barn Fire." (copy on file at the Survey and Planning Office)

21. Conversation with Ms. Marsha Emerson, Track Manager, May, 1992.

22. National Register nomination for the Village of Pinehurst, 1973.

23. Moore County Registrar of Deeds Office, Carthage, N.C., Book 623, pp. 0150-0156 and Book 623, pp. 0177-0181. (copies on file at the Survey and Planning Office)

24. Moore County Registrar of Deeds Office, Carthage, N.C., Book 687, pp. 0396-0400. (copies on file at the Survey and Planning Office)

25. Powell, William S. North Carolina Through Four Centuries. University of North Carolina Press, Chapel Hill, N.C., 1989. p. 140.

26. Elwyn, Hartley Edwards. The Encyclopedia of the Horse. Octopus Books, Limited, London, England, 1977. p. 121.

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27. Murray, Elizabeth Reid. Wake: Capital County of North Carolina; Volume I. Capital Publishing Company, Raleigh, N.C., 1983. pp. 125 and 218.
28. Ibid. p. 358.
29. "Livestock Numbers in North Carolina--1867-1947." R.P. Handy, Federal-State Crop Reporting Service, The North Carolina Farmer, December, 1947. pp. 10 and 24.
30. "The State Fair and the Development of Modern Sports in Late Nineteenth Century in North Carolina." Jim L. Sumner, Journal of Sport History, Summer, 1988. pp. 138-150.
31. Conversation with Glenn Petty, Manager, Hunt Horse Arena, North Carolina State Fair, June, 1992.
32. Various horse show programs and documentary photographs in the Tufts Archives, Pinehurst, N.C.
33. "Turf and Field Affairs of the Moment." Spur, May, 1932.
34. "Catch Driver of the Sandhills," Betsy Lindau. The State, June, 1976. pp. 10-11 and 59.; also, "A Place in the Sun," Patsy McKimmon Tucker. The State, April, 1973. pp. 20-21.
35. A documentary photograph of the New Bern Fairgrounds, Feb. 26 & 27, 1897. Published in the New Bern Album by John B. Green, III; New Bern, N.C., 1985, p. 222.
36. Bisher, Brown, Loundsbury and Wood, III. Architects and Builders in North Carolina, The University of North Carolina Press, Chapel Hill, N.C., 1990. p. 307.
37. "Memories: Leonard Tufts and Pinehurst." by Ethel Gray, June 1944 - October, 1945.; republished in The Sandhills Citizen, Southern Pines, N.C., March, 1976. (copy on file in the Survey and Planning Office)
38. Ibid.
39. Lefler, Hugh Talmadge and Newsome, Albert Ray. North Carolina: The History of a Southern State. The University of North Carolina Press, Chapel Hill, North Carolina, 1979. pp. 577.
40. "Memories: Leonard Tufts and Pinehurst." (copy on file in the Tufts

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"Turf and Field Affairs of the Moment." Spur, May, 1932.

"Memories: Leonard Tufts and Pinehurst," by Ethel Gray, June 1944 - October, 1945.; republished in The Sandhills Citizen, Southern Pines, N.C., March, 1976.

Moore County Registrar of Deeds Office, Carthage, N.C.

Murray, Elizabeth Reid. Wake: Capital County of North Carolina; Volume I. Capital Publishing Company, Raleigh, N.C., 1983.

"Pinehurst and the Village Chapel." Published by the Pinehurst Religious Association, Pinehurst, N.C., 1957.

"Pinehurst: The Famous Winter Resort in North Carolina." (published by Leonard Tufts.) Boston, Mass., 1915-1916.

Powell, William S. North Carolina Through Four Centuries. University of North Carolina Press, Chapel Hill, N.C., 1989.

Radford's Combined House and Barn Plan Book. The Radford Architectural Company, Chicago, Ill., 1908.

The National Magazine: Now for North Carolina. June, 1911.

The Pinehurst Outlook.

The Pilot-Southern Pines.

The Report of the Fifty-Fifth Annual North Carolina State Fair.

The State Fair and the Development of Modern Sports in Late Nineteenth Century North Carolina." Jim L. Sumner, Journal of Sport History, Summer, 1988.

The Sandhills Citizen.

"Turf and Field Affairs of the Moment." Spur, May, 1932.

Various horse show programs and documentary photographs in the Tufts Archives, Pinehurst, N.C.

### 10. Geographical Data

Verbal Boundary Description: Please refer to the bold-line historic

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district boundary delineated on the accompanying sketch map entitled "The Pinehurst Race Track," dated July, 1992.

Boundary Justification: The historic district boundaries for the Pinehurst Race Track are the same as the property boundary that developed during the period of significance of the resource. Although the east side and south end of the tracks are predominately post-1942 resources, they are in scale and character with the pre-1942 resources on the west side and north end of the tracks. All of the historical and later resources around the tracks are bound together visually and by continuity of functions.

Pinehurst Race Track  
Name of Property

Moore, North Carolina  
County and State

10. Geographical Data

Acreage of Property @ 50 acres

**UTM References**

(Place additional UTM references on a continuation sheet.)

1 | 117 | 6395610 | 318943120 |  
Zone Easting Northing  
2 | 117 | 63981010 | 31894280 |

3 | 117 | 63198100 | 3891381510 |  
Zone Easting Northing  
4 | 117 | 6394160 | 31898910 |

See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Linda Harris Edmisten

organization \_\_\_\_\_ date September, 1992

street & number 2121 Lake Wheeler Road telephone 919-821-9175

city or town Raleigh state N.C. zip code 27603

Additional Documentation

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative black and white photographs of the property.

**Additional items**

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

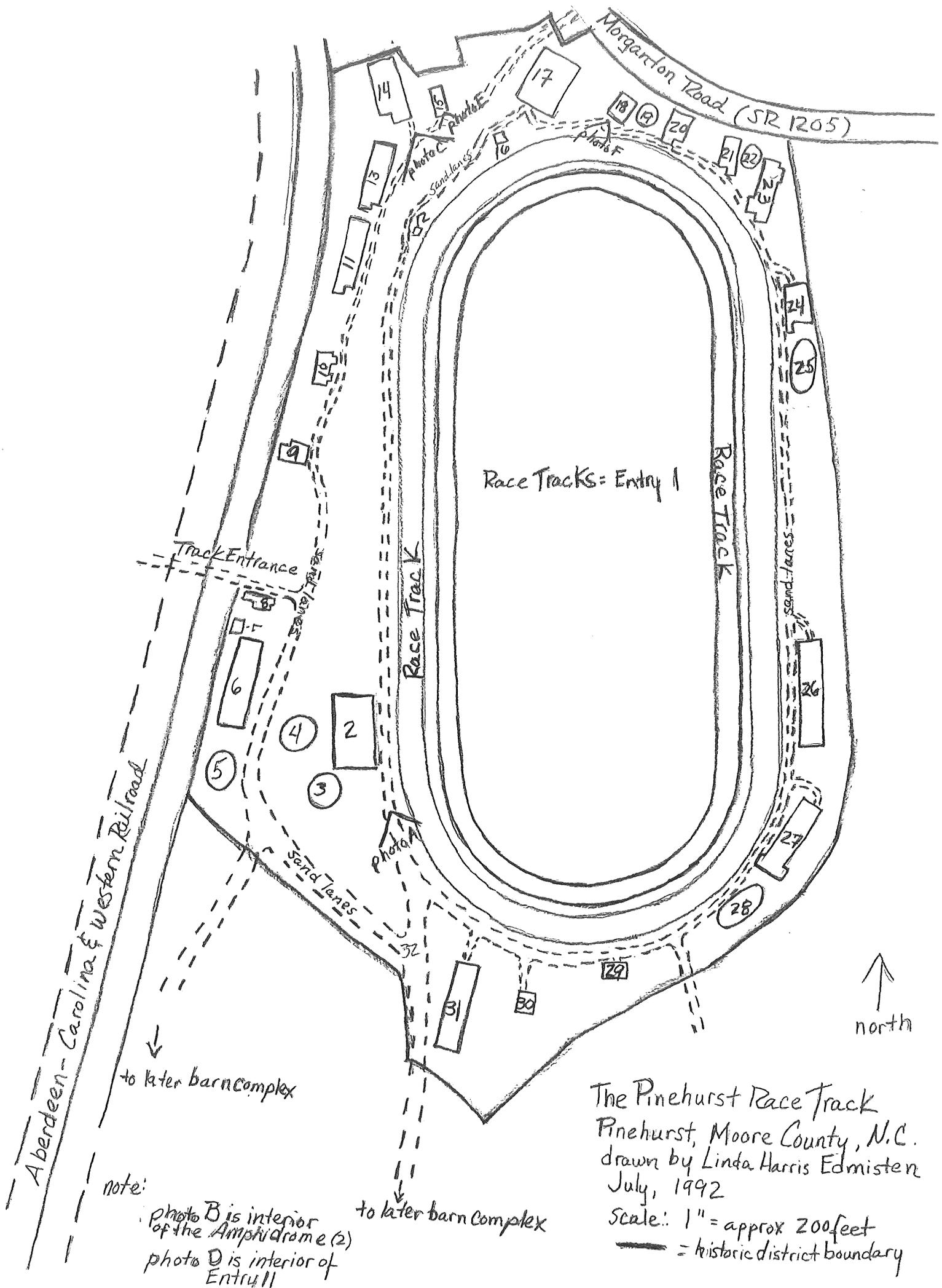
name Village of Pinehurst

street & number 10 Village Way ; P.O. Box 1793 telephone 919-295-1900

city or town Pinehurst state N.C. zip code 28374

Paperwork Reduction Act Statement: This information is being collected for applications 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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.



The Pinehurst Race Track  
 Pinehurst, Moore County, N.C.  
 drawn by Linda Harris Edmisten  
 July, 1992  
 Scale: 1" = approx 200feet  
 — = historic district boundary

note:  
 photo B is interior  
 of the Amphidrome (2)  
 photo D is interior of  
 Entrull

to later barn complex

to later barn complex

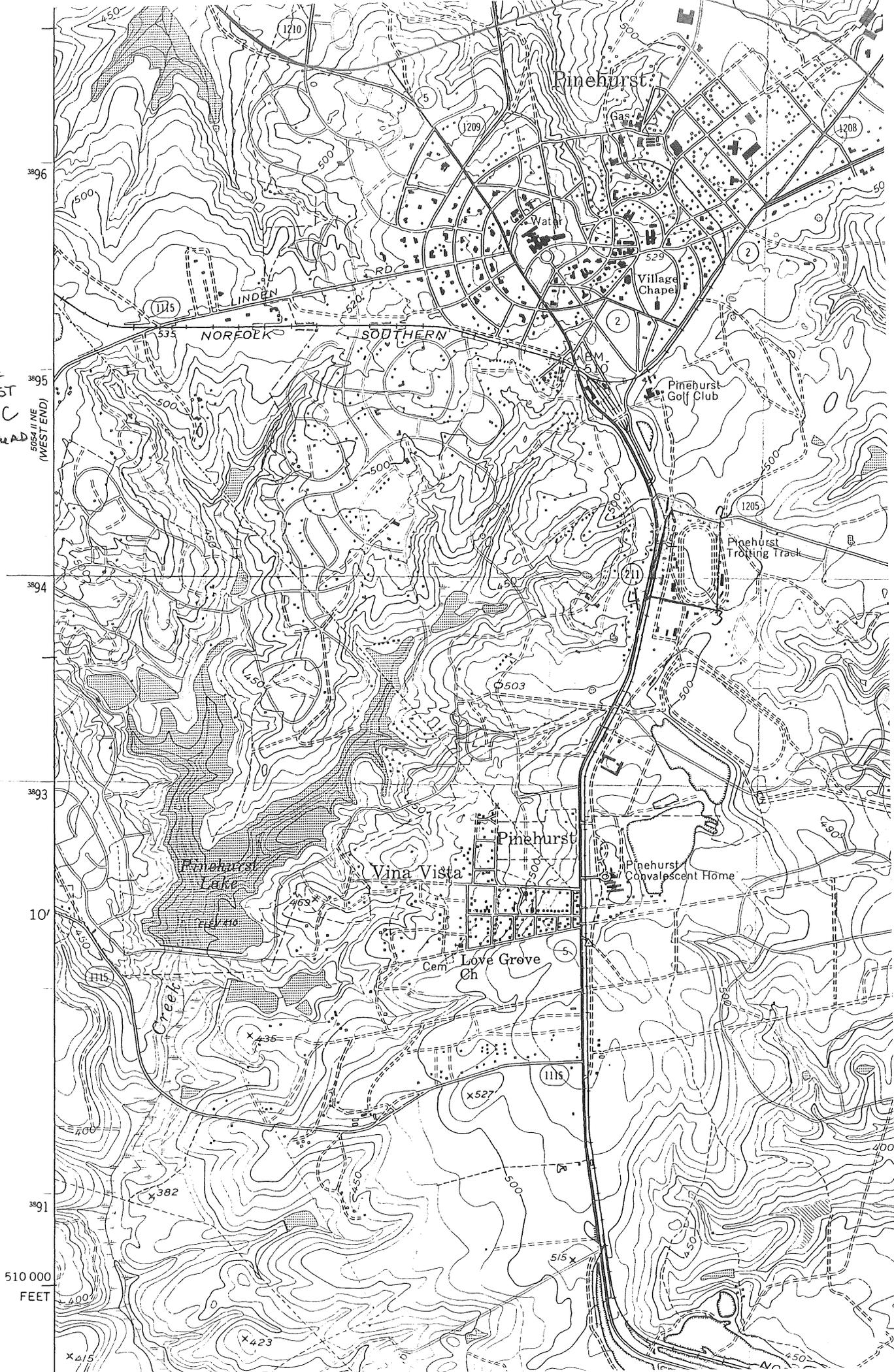
PINEHURST RACE  
TRACK, PINEHURST  
MOORE COUNTY, NC  
SOUTHERN PINES QUAD  
ZONE 17

1: N 3894320  
E 639560

2: N 3894280  
E 639800

3: N 3893850  
E 639800

4: N 3893910  
E 639460



3896  
3895  
3894  
3893  
10'  
3891  
510 000  
FEET

