



**TOWN OF BLACK MOUNTAIN**  
160 Midland Avenue ♦ Black Mountain ♦ N.C. ♦ 28711  
Phone: (828) 419-9300 ♦ Fax: (828) 669-2030

**MEMORANDUM**

To: Town of Black Mountain Historic Preservation Commission  
From: Jennifer Tipton, Zoning Administrator  
Re: Agenda Packet for September 18, 2019  
Date: September 6, 2019

**The Town of Black Mountain Historic Preservation Commission will meet on Wednesday, September 18, 2019 at 6:00 p.m. in Town Hall at 160 Midland Avenue.**

Please find the following items for your information and use at the meeting:

1. The proposed agenda;
2. Old Depot Sign Review; and
3. Review of CLG Training.

Please let Jennifer Tipton know if you are **unable** to attend this meeting.  
[jennifer.tipton@townofblackmountain.org](mailto:jennifer.tipton@townofblackmountain.org) or (828) 419-9373.

The Town of Black Mountain is committed to providing accessible facilities, programs and services for all people in compliance with the American with Disabilities Act. Should you need assistance or a particular accommodation for this meeting, please inform Jennifer Tipton at (828) 419-9373 or by email at [jennifer.tipton@townofblackmountain.org](mailto:jennifer.tipton@townofblackmountain.org).

CC: Jessica Trotman, Planning Director  
Ron Sneed, Town Attorney



## **PUBLIC NOTICE**

### **BLACK MOUNTAIN HISTORIC PRESERVATION COMMISSION**

#### **REGULAR MEETING**

**Wednesday, September 18, 2019 at 6:00 p.m.**

The Black Mountain Historic Preservation Commission will hold their regular monthly meeting on **Wednesday, September 18, 2019 at 6:00 p.m.** at Town Hall, 160 Midland Avenue, Black Mountain, N.C.

  
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**Jennifer Tipton**  
**Zoning Administrator**

The Town of Black Mountain is committed to providing accessible facilities, programs and services for all people in compliance with the Americans with Disabilities Act (ADA). Should you need assistance or a particular accommodation for this meeting please contact, Jennifer Tipton, Zoning Administrator at (828) 669-2030 or by email at [Jennifer.tipton@townofblackmountain.org](mailto:Jennifer.tipton@townofblackmountain.org)

*Posted to the Town Bulletin Board 08/31/19*

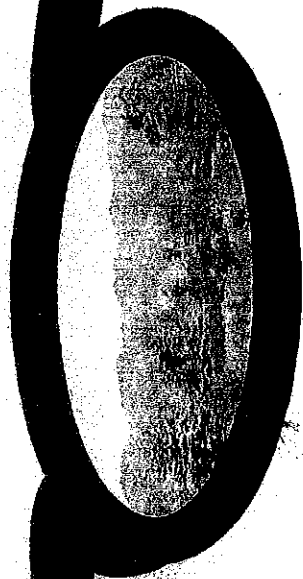
[www.townofblackmountain.org](http://www.townofblackmountain.org)



**Historic Preservation Commission Regular Meeting  
September 18, 2019**

**PROPOSED AGENDA**

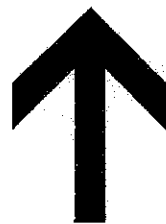
- I. CALL TO ORDER**
  - Welcome
  - Determination of Quorum
- II. ADOPTION OF AGENDA**
  - **Motion:** To adopt the agenda as presented [or as amended]
- III. ADOPTION OF MINUTES**
  - **Motion:** No minutes to adopt
- IV. OLD BUSINESS**
- V. NEW BUSINESS**
  - Russ Keeney – Old Depot Sign Review
  - Review of CLG Training
- VI. COMMUNICATION FROM HISTORIC PRESERVATION COMMISSION**
- VII. COMMUNICATION FROM STAFF**
- VIII. ADJOURNMENT**

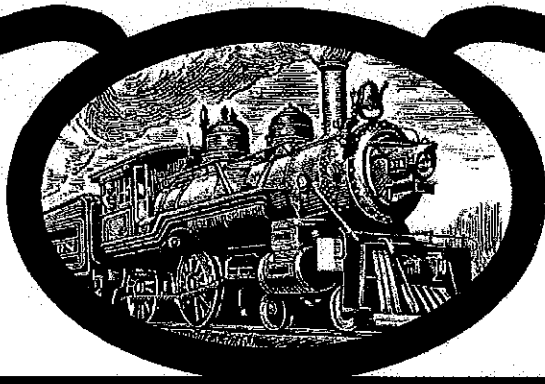


THE  
OLD DEPOT  

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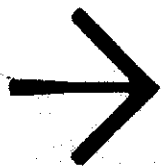
ARTS & CRAFTS  
GALLERY





**THE OLD DEPOT**

**ARTS  
&  
CRAFTS  
GALLERY**



THE OLD DEPOT

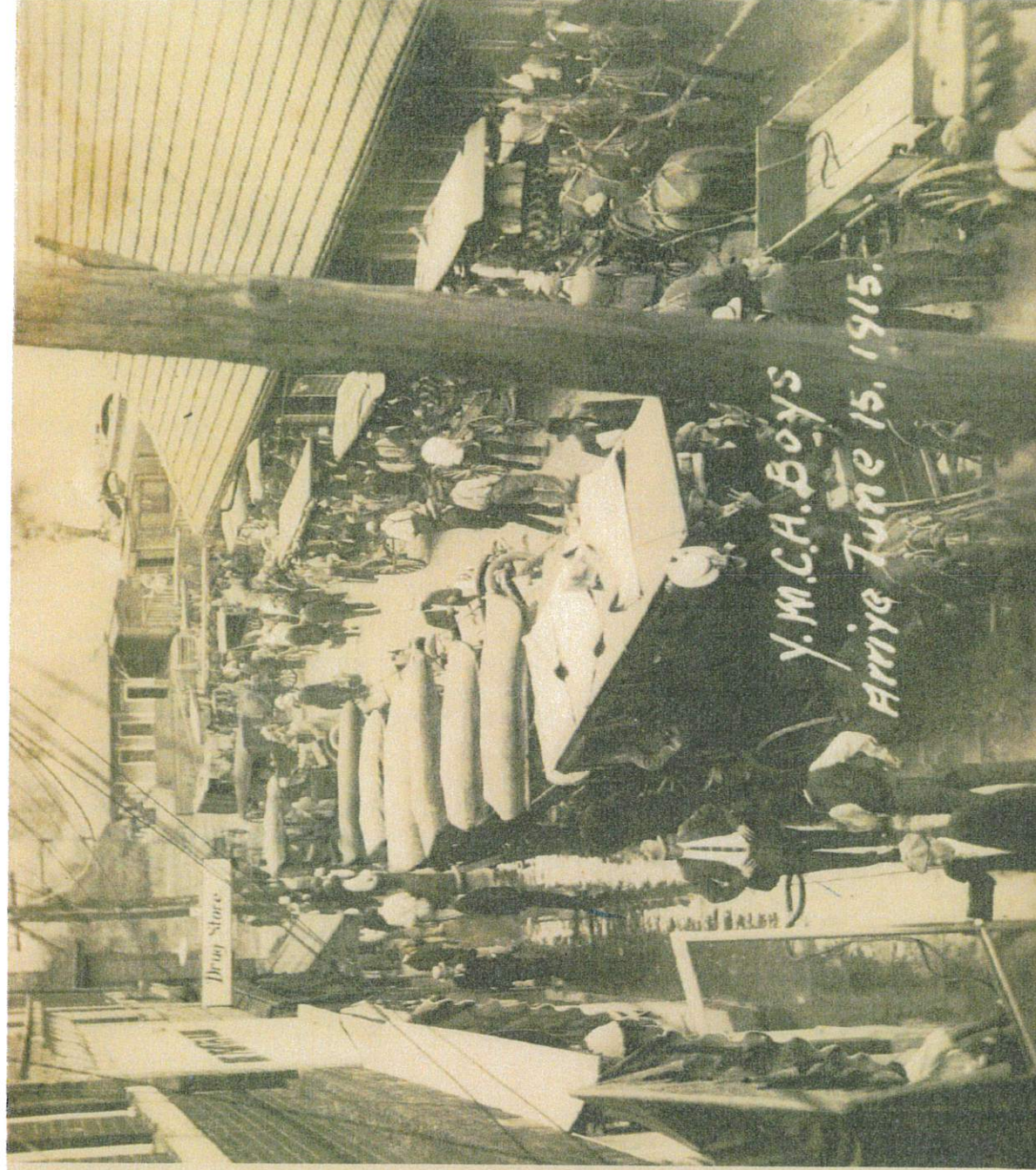


ARTS & CRAFTS  
GALLERY →

# Comings and Goings

At the height of rail travel, as many as 10 trains a day stopped at Black Mountain.

Horse-drawn buggies and, later, motor car taxis would line up to wait for disembarking passengers to take them to one of the many boarding houses, hotels, and religious retreat centers that had sprung up since the coming of the railroad. A freight house stood to the east of the depot. It was damaged, but rebuilt, after a huge fire destroyed many of the buildings along Sutton Avenue in 1912.



Y.M.C.A. Boys  
Arrive June 15, 1915.

Depot Street (now Sutton Avenue) as it appeared on June 15, 1915. The depot is at right, and the new freight house is in the background. Photograph from the Reed Collection, Swannanoa Valley Museum.



The Old Depot  
Association and Gallery

BLACK MOUNTAIN -  
SWANNAHOA VALLEY  
ENDOWMENT FUND



SWANNAHOA VALLEY MUSEUM  
& HISTORY CENTER

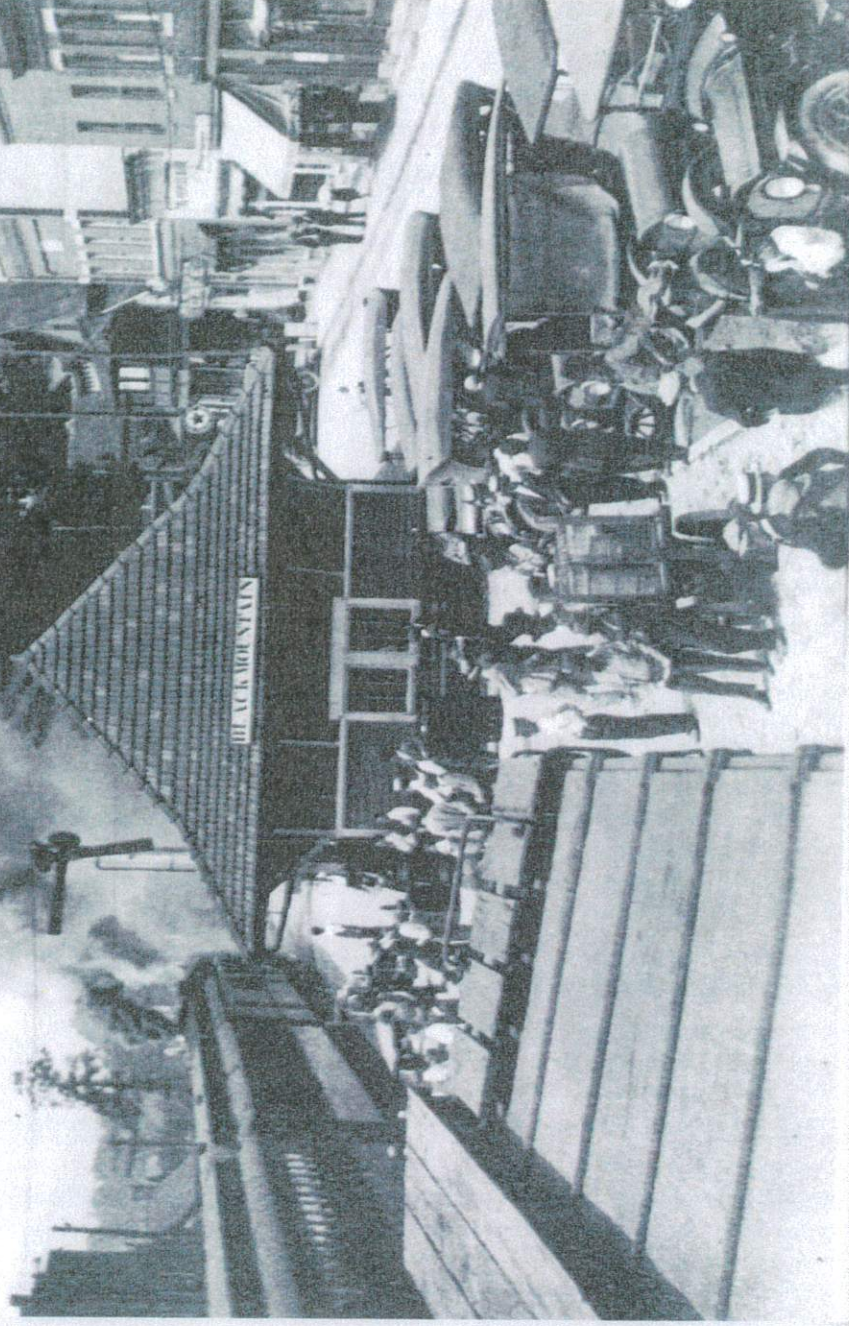
# Hustle and Bustle

Across the street from the depot, passengers could grab a last-minute souvenir or soda at the local drug store, dine at the New York Cafe, or rent a room above the Star Cafe, which advertised, "Locks on All Doors."

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Train travel was the primary mode of long-distance travel for most Americans until at least the 1950s. But as the popularity of cars and the quality of roads increased, train travel decreased. Passenger service to Black Mountain ceased in 1975. Cargo trains continue to pass through daily.

A passenger train arrives at the Black Mountain depot around 1920. With trains arriving and departing multiple times a day, this area became the commercial center of town.



The Old Depot  
Association and Gallery

BLACK MOUNTAIN  
SWANNANOVA VALLEY  
ENDOWMENT FUND

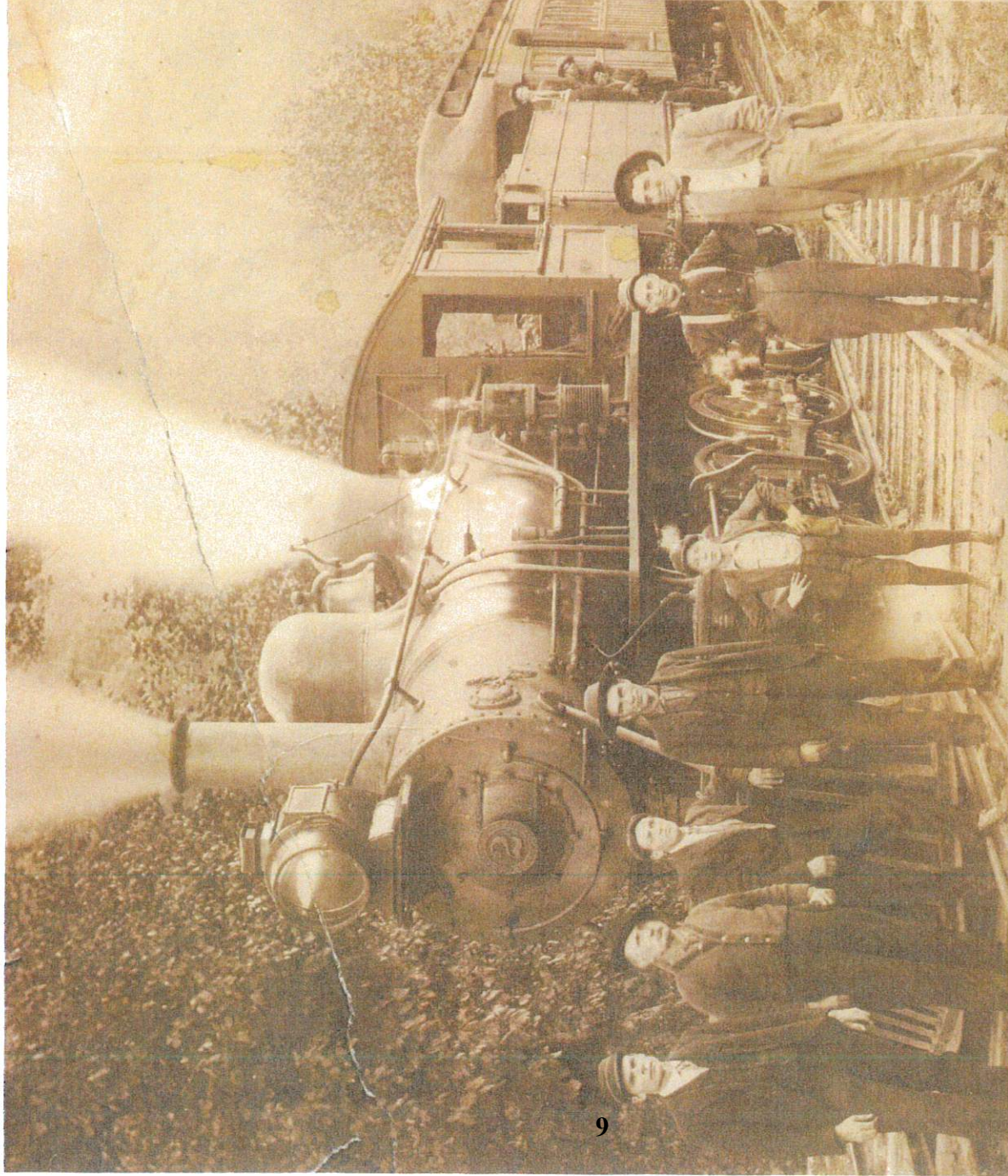


SWANNANOVA VALLEY MUSEUM  
& HISTORY CENTER

# Up to Black Mountain

Connecting Black Mountain to the growing network of railways across the nation proved to be a nearly impossible task.

Stalled by the Civil War, embezzlement, and ~ finally ~ by the extremely steep grade between Old Fort, at the foot of the Blue Ridge Mountains, and Black Mountain at the crest, the Western North Carolina Railroad, established in 1855, was not ready for service into Black Mountain until 1880.



To climb 3.4 miles, the railroad required nearly ten miles of track, which looped back and forth across the face of the mountain through seven tunnels. Pictured is locomotive No. 2 and crew.



The Old Depot  
Association and Gallery



BLACK MOUNTAIN -  
SWANNAOIA VALLEY  
ENDOWMENT FUND



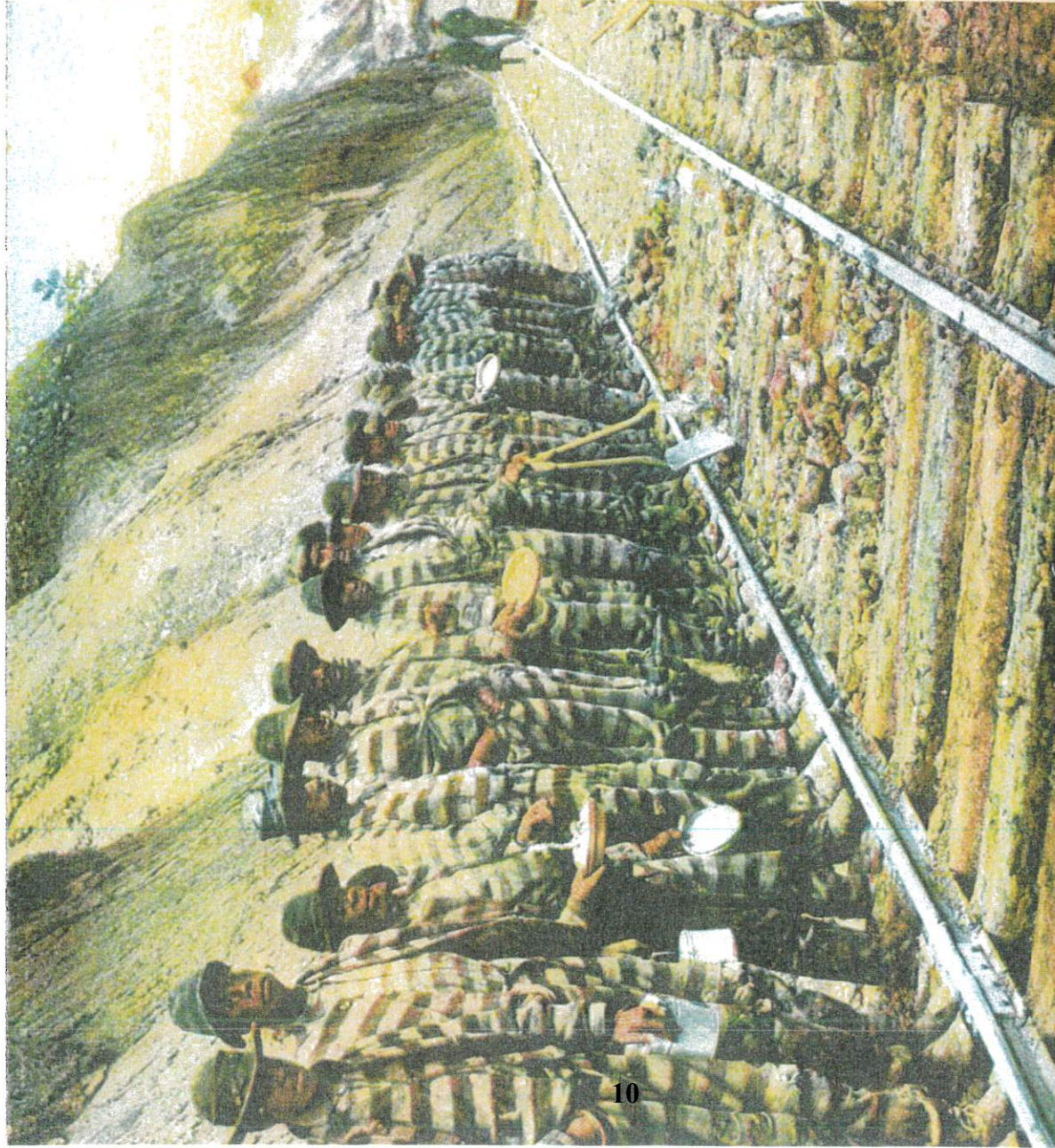
SWANNAOIA VALLEY MUSEUM  
& HISTORY CENTER

# Slavery by Another Name

In an effort to save money, the track to Black Mountain was laid by convicts leased from the state. It cost 30 cents per day to house an inmate, whereas a free laborer made about \$1.00 a day.

More than 500 convicts at a time, primarily African-American, served out their sentences - often for petty crimes, chained together to work during the day, packed into box cars at night.

Men did manual labor, women cooked. At least 125 convicts lost their lives to cave-ins, mudslides, illness, or escape attempts.



In this colorized postcard entitled, "Stripes but no Stars, Asheville, N.C.," an imprisoned work crew stands along newly-laid track while armed guards keep watch. Published by International Post Card Co., New York.



The Old Depot  
Association and Gallery

BLACK MOUNTAIN -  
SWANNOA VALLEY  
ENDOWMENT FUND

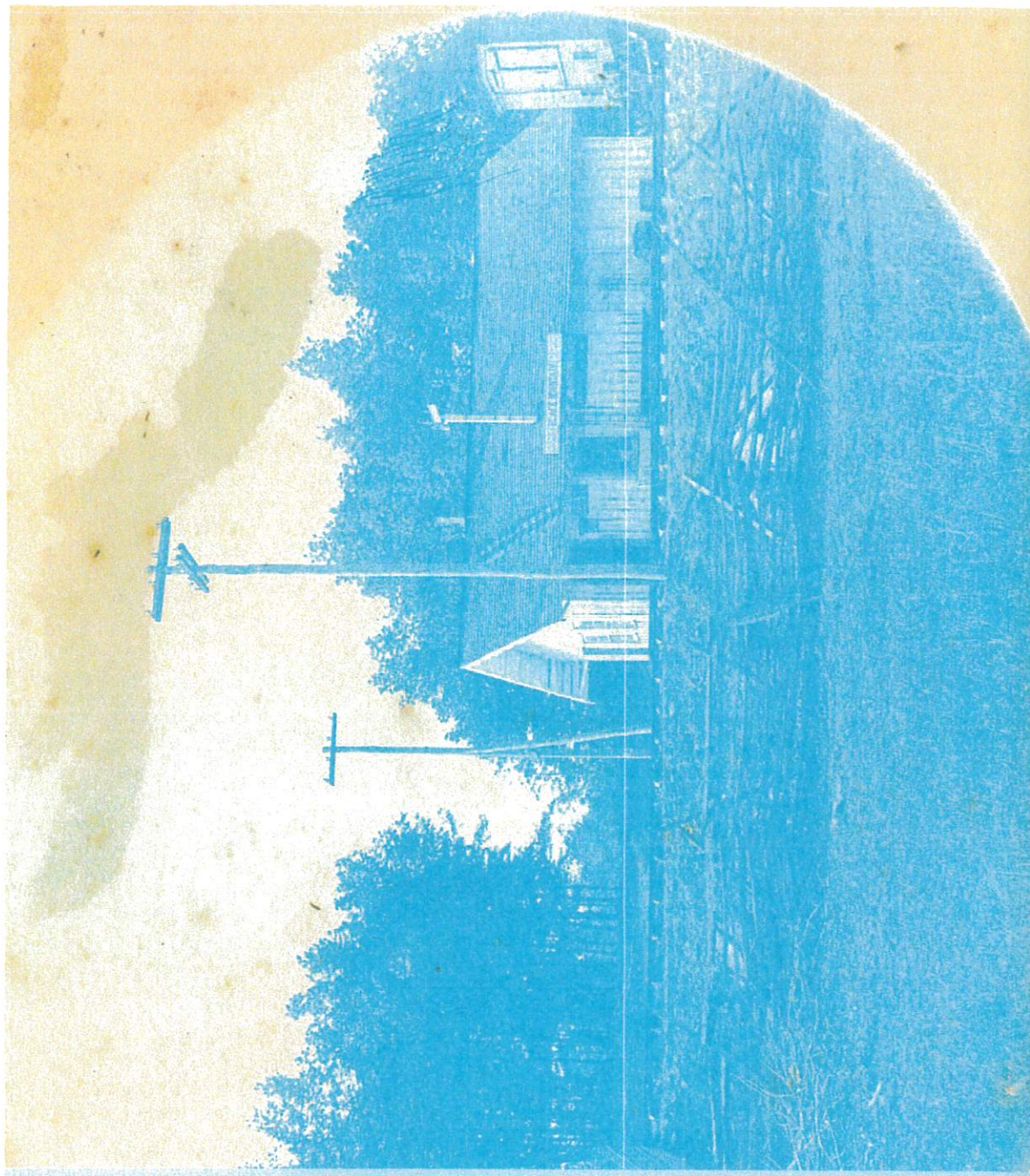


# The Center of It All

Prior to the coming of the railroad, Black Mountain was known as Grey Eagle, and its development centered around the stagecoach route through the valley (now State Street).

Once the railroad established a station in 1880 at this location, the town's center shifted. And, when Black Mountain was officially chartered on March 4, 1893, the town's boundaries were set as extending one mile in all directions from the Black Mountain Depot.

Local photographer Gertrude Sprague captured Black Mountain's first depot as it appeared from south of the tracks prior to 1900. Photograph from Sprague Collection, Swannanoa Valley Museum.





# Separate, Not Equal

Black Mountain's original depot was rebuilt in 1898 and rebuilt again, for the final time, in 1909.

This depot still stands here today and conformed to plans from the Southern Railway's Washington office, which mandated two waiting rooms, one "White" and one "Colored."

Until the mid-1960s, depots and passenger cars in the South were segregated. African-American facilities were typically smaller and offered fewer amenities.

Passengers gather at the Black Mountain Depot around 1930. The "White" waiting room sign is over the door at the top left. Photograph from the Austin Collection, Swannanoa Valley Museum.



The Old Depot  
Association and Gallery

BLACK MOUNTAIN -  
SWANNANOA VALLEY  
ENDOWMENT FUND



SWANNANOA VALLEY MUSEUM  
& HISTORY CENTER



## **The Secretary of the Interior's STANDARDS FOR REHABILITATION**

are ten basic principles created to help preserve the distinctive character of a historic building and its site, while allowing for reasonable change to meet user needs.

The Standards apply to historic buildings of all periods, styles, types, materials, and sizes. They apply to both the exterior and the interior of historic buildings. The Standards also encompass related landscape features and the building's site and environment as well as attached, adjacent, or related new construction.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

**[www.nps.gov/tps/standards](http://www.nps.gov/tps/standards)**

## STANDARDS CHEAT SHEET

|                                                                                           |                                                                                   |
|-------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| <p><b>1. Ensure compatible use.</b></p>                                                   | <p><b>2. Preserve authentic character/maintain significant features.</b></p>      |
| <p><b>3. Preserve authentic character/avoid nonauthentic or conjectural features.</b></p> | <p><b>4. Some alterations are historic and worthy of preservation.</b></p>        |
| <p><b>5. Preserve distinctive materials, features, &amp; finishes.</b></p>                | <p><b>6. Repair rather than replace significant features &amp; materials.</b></p> |
| <p><b>7. Select appropriate cleaning treatments (<i>gentlest means possible</i>).</b></p> | <p><b>8. Protect archaeological features.</b></p>                                 |
| <p><b>9. Design compatible additions &amp; new construction.</b></p>                      | <p><b>10. Ensure reversibility of additions &amp; new construction.</b></p>       |

# HPC OUTREACH WORKSHEET

## Project 1.

|                                               |                           |                                                   |
|-----------------------------------------------|---------------------------|---------------------------------------------------|
| HPC Objective                                 | Timeframe                 | Partnering Organization(s) – internal or external |
| Project Needs (space, staff time, tech, etc.) | Responsible HPC Member(s) |                                                   |
| Project Benchmarks                            |                           | Date/Time Period                                  |
| 1.                                            |                           |                                                   |
| 2.                                            |                           |                                                   |
| 3.                                            |                           |                                                   |

## Project 2.

|                                               |                           |                                                   |
|-----------------------------------------------|---------------------------|---------------------------------------------------|
| HPC Objective                                 | Timeframe                 | Partnering Organization(s) – internal or external |
| Project Needs (space, staff time, tech, etc.) | Responsible HPC Member(s) |                                                   |
| Project Benchmarks                            |                           | Date/Time Period                                  |
| 1.                                            |                           |                                                   |
| 2.                                            |                           |                                                   |
| 3.                                            |                           |                                                   |