



# North Carolina Department of Cultural Resources

State Historic Preservation Office

David L. S. Brook, Administrator

James B. Hunt Jr., Governor  
Betty Ray McCain, Secretary

Division of Archives and History  
Jeffrey J. Crow, Director

July 24, 2000

## MEMORANDUM

*file*

TO: William D. Gilmore, P.E., Manager  
Project Development and Environmental Analysis Branch

FROM: David Brook *DL Brook*  
Deputy State Historic Preservation Officer

RE: Extend SR 1537 (Daniel Street) from SR 1518 (Loop Road) to US 258 at NC 122,  
TIP No. U-3826, Edgecombe County, ER 00-10277

Thank you for your letter of June 21, 2000, transmitting the survey report by Vanessa Patrick concerning the above project.

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

**Atlantic Coast Line** (Norfolk Branch) Railroad Bridge is eligible under Criterion A for Transportation and Commerce as part of one of the earliest railroads in the country, Wilmington and Weldon, and because it encouraged and facilitated commercial growth in truck farming, prevalent in much of the post-Civil War South. The Atlantic coast Line (Norfolk Branch) Railroad Bridge is also eligible under Criterion C for Design/Construction as it displays all the distinctive characteristics of the deck plate girder railroad type with the less common addition of a swing span, and unusual component.

We do not concur that the Atlantic Coast Line (Norfolk Branch) Railroad Bridge is eligible under Criterion B for its association with Robert R. Bridgers, nor do we concur that it is eligible under Criterion D for its potential to yield information in engineering. The bridge is not eligible under Criterion B for its association with Robert R. Bridgers because it is not associated with his productive life as it was built in 1913, twenty-five years after his death in 1888. The bridge is not eligible under Criterion D as it is unlikely to yield further information on the construction of bridges of this type.

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount St., Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919) 733-4763 • 733-8653
ARCHAEOLOGY	421 N. Blount St., Raleigh NC	4619 Mail Service Center, Raleigh NC 27699-4619	(919) 733-7342 • 715-2671
RESTORATION	515 N. Blount St., Raleigh NC	4613 Mail Service Center, Raleigh NC 27699-4613	(919) 733-6547 • 715-4801
SURVEY & PLANNING	515 N. Blount St., Raleigh NC	4618 Mail Service Center, Raleigh NC 27699-4618	(919) 733-6545 • 715-4801

Page 2 of 2  
William D. Gilmore  
Memo dated July 24, 2000

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are not eligible for the National Register of Historic Places under the criterion cited:

Petway-Moore House  
Overhead Bridge/Edgecombe County Bridge & 31  
Dwelling House and Outbuilding

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

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

DB:kgc

cc: Brown/Montgomery  
County  
RF

**HISTORIC ARCHITECTURAL RESOURCES  
FINAL IDENTIFICATION AND EVALUATION**

**DANIEL STREET (SR 1537) EXTENSION**

FROM  
SR 1518 (LOOP ROAD) TO US 258 AT NC 122  
TARBORO, EDGEcombe COUNTY,  
NORTH CAROLINA

T.I.P NO. U-3826  
STATE PROJECT NO. 8.2291201  
FEDERAL AID PROJECT NO. STP-1537 (2)

VANESSA E. PATRICK  
ARCHITECTURAL HISTORIAN  
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

JUNE 2000

**HISTORIC ARCHITECTURAL RESOURCES  
FINAL IDENTIFICATION AND EVALUATION**


**DANIEL STREET (SR 1537) EXTENSION**

FROM  
SR 1518 (LOOP ROAD) TO US 258 AT NC 122  
TARBORO, EDGECOMBE COUNTY,  
NORTH CAROLINA

T.I.P NO. U-3826  
STATE PROJECT NO. 8.2291201  
FEDERAL AID PROJECT NO. STP-1537 (2)

VANESSA E. PATRICK  
ARCHITECTURAL HISTORIAN  
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

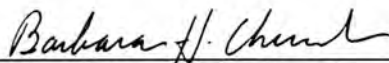
JUNE 2000



Principal Investigator  
Historic Architecture Section  
North Carolina Department of Transportation

6-19-00

Date



Barbara H. Church, Head  
Historic Architecture Section  
North Carolina Department of Transportation

6/19/00

Date

## Table of Contents

Signatory Page	i.
Project Description	2
Purpose of Survey and Report	2
Methodology	3
Summary Findings of the Survey	4
Properties Evaluated and Determined Not-Eligible for the National Register of Historic Places	6
Properties Evaluated and Determined Eligible for the National Register of Historic Places	10
Principal Sources Consulted	21
Appendix	24

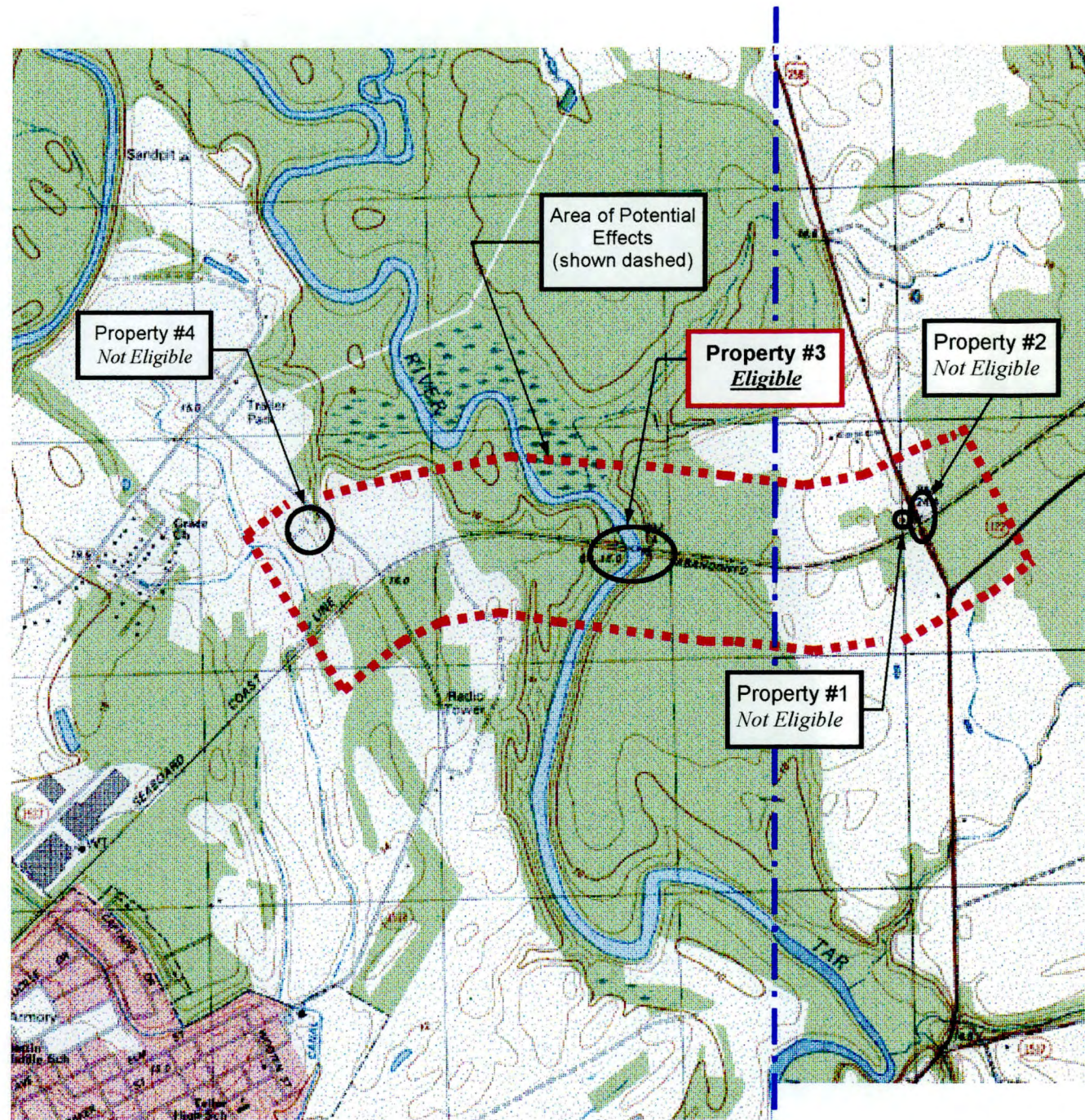
## **Project Description**

The North Carolina Department of Transportation (NCDOT) proposes to extend SR 1537 (Daniel Street) 1.8 miles (2.9 km.) to the northeast, from SR 1518 (Loop Road) to US 258 at NC 122 in Tarboro, Edgecombe County, North Carolina (Figure 1B). The proposed extension of SR 1537, currently a two-lane, two-way facility, entails constructing a similar roadway on a multi-lane right-of-way and a crossing of the Tar River. The project (T.I.P. No. U-3826) is both federally (Project No. STP-1537 (2)) and state (Project No. 8.2291201) funded.

The Area of Potential Effects (APE) for historic architectural resources was delineated by NCDOT staff architectural historians and reviewed in the field on December 10, 1999 (Figure 1A). It surrounds the route of the proposed extension to include those areas that may be affected either physically or visually by new construction.

## **Purpose of Survey and Report**

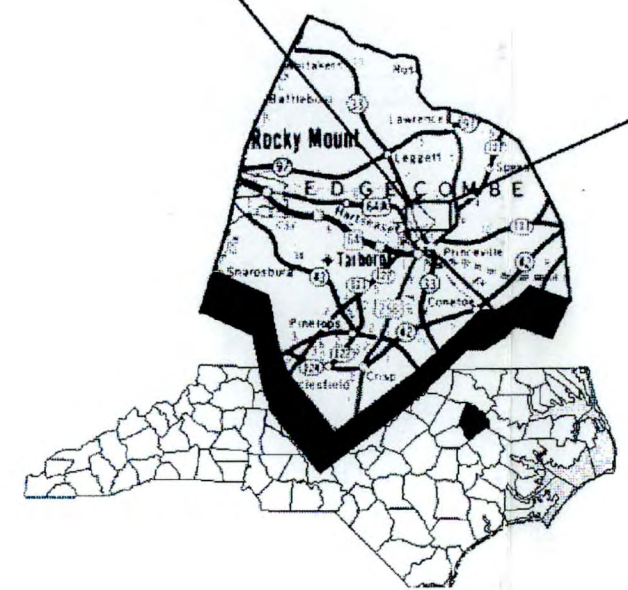
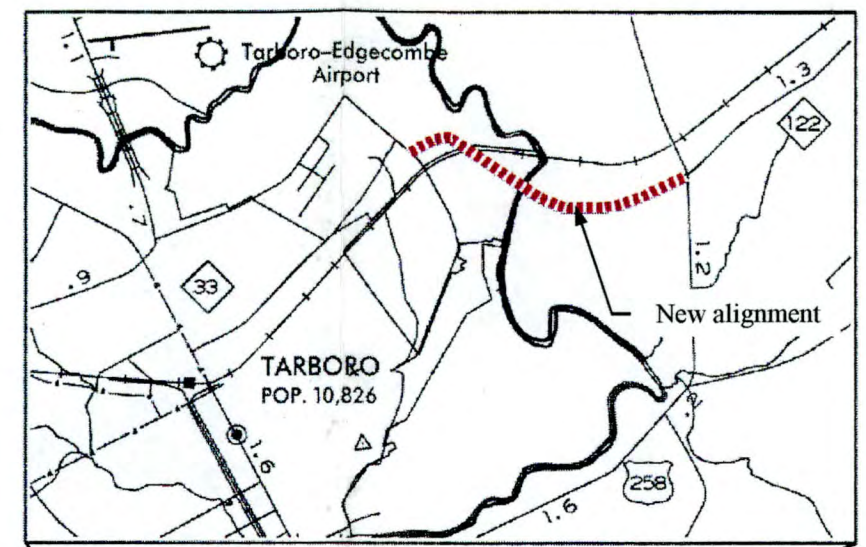
NCDOT conducted a survey and compiled this report for the purpose of identifying significant architectural resources located within the APE as part of the pre-environmental studies performed by NCDOT for the proposed project T.I.P. No. U-3826, extension of SR 1537 (Daniel Street), Tarboro, Edgecombe County, and documented by an Environmental Assessment (EA). This report is prepared as a technical addendum to the EA and as part of the documentation of compliance with the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA) of 1966, as amended. Section 106 of the NHPA, 16 U.S.C. Section 470f, requires Federal agencies to take into account the effect of their undertakings on properties included or eligible for inclusion in the National Register of Historic Places and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. This report is on file at NCDOT and is available for review by the general public.



← Tarboro USGS Quad      Speed USGS Quad →

**HISTORIC ARCHITECTURAL RESOURCES SURVEY MAP- FIGURE 1A**

Date Drawn:  
30 May 2000



**VICINITY MAP- FIGURE 1B**

**Historic Architecture Section**

Special Environment  
Analyses Unit

---

Project Development &  
Environmental Analysis  
Branch

**Historic Architectural Resources**

**Eligible Properties:**  
*Property #3*

**Properties Not Eligible:**  
*Properties #1, 2, & 4*

**SR 1537**  
Daniel Street Extension  
Tarboro  
Edgecomb County, NC

---

Project Architectural Historian  
Vanessa Patrick

**U-3826**

## Methodology

NCDOT conducted the survey and prepared this report in accordance with the provisions of Federal Highway Administration (FHWA) Technical Advisory T6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents); the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716); 36 CFR Part 800; 36 CFR Part 60; and Survey Procedures and Report Guidelines for Historic Architectural Resources by NCDOT. This survey and report meet the guidelines of NCDOT and the National Park Service. In addition, this report conforms to the expanded requirements for architectural survey reports developed by NCDOT and the North Carolina State Historic Preservation Office (NCSHPO) dated February 2, 1996.

An intensive survey was undertaken with the following goals: (1) to determine the APE, defined as the geographic area or areas within which a project may cause changes in the character or use of historic properties, if any such properties exist; (2) to identify and record all significant resources within the APE; and (3) to evaluate these resources according to the National Register of Historic Places criteria.

The APE, as illustrated in Figure 1A, was delineated to allow for flexibility in the design of avoidance alternatives.

NCDOT architectural historians completed a field survey on December 10, 1999, by automobile and on foot, covering 100% of the APE. All structures over fifty years of age in the APE were identified, evaluated, photographed, and recorded on the appropriate United States Geological Survey (USGS) topographic maps. Additional photography and evaluation were carried out on January 13, 2000.

NCDOT architectural historians pursued preliminary documentary research to establish historical and architectural contexts for the project area, as well as the development of individual buildings and structures. The principle resources consulted included survey and National Register files at the NCSHPO and public records at the Edgecombe County Register of Deeds and Tax Administration Offices. Both primary and secondary sources held in the North Carolina State Library and Archives and the Allsbrook Local History Room of the Edgecombe County Memorial Library yielded additional information. Individuals conversant with the history of the Atlantic Coast Line Railroad generously shared their knowledge and resources.



## Summary Findings of the Survey

The project proposes to extend SR 1537 (Daniel Street) in Tarboro, Edgecombe County. In a memorandum dated October 22, 1999, the project development engineer requested pre-environmental architectural analysis of the project area. No properties listed on the National Register or the State Study List were located within the APE for the project. Four properties were identified that were greater than fifty years of age. Of the four, Properties No. 1, 2 and 4 -- respectively the Petway-Moore House, the Overhead Bridge/Edgecombe County Bridge #71, and an un-named dwelling house and its outbuilding -- were determined not eligible for the National Register and not worthy of further evaluation in consultation meetings between the NCSHPO and NCDOT held on December 16, 1999 and February 3, 2000 (for concurrence forms, see Appendix). This report includes photographs and brief descriptions of the buildings, as well as reasons for their ineligibility. Property No. 3, the Atlantic Coast Line (Norfolk Branch) Railroad Bridge, is considered to be eligible for the National Register and is treated accordingly in this report.

Criterion Consideration G, for properties that have achieved significance within the last fifty years, states that properties less than fifty years of age may be listed on the National Register only if they are of exceptional importance or if they are integral parts of districts eligible for the National Register. There are no properties in the APE that qualify for the National Register under Criterion Consideration G.

### ***Historic Architectural Resources in the APE***

#### *Properties Listed on the National Register:*

None

#### *Properties Listed on the North Carolina State Study List:*

None

#### *Properties Evaluated and Determined Not Eligible for the National Register:*

Property 1: Petway-Moore House

Property 2: Overhead Bridge/Edgecombe County Bridge #71

Property 4: Dwelling House and Outbuilding

#### *Properties Evaluated and Considered Eligible for the National Register:*

Property 3: Atlantic Coast Line (Norfolk Branch) Railroad Bridge

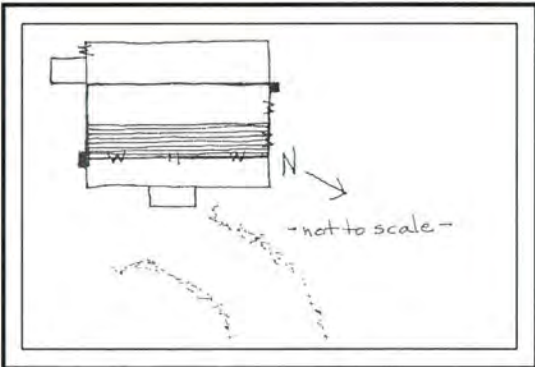
**PROPERTIES EVALUATED  
AND  
DETERMINED NOT ELIGIBLE  
FOR THE  
NATIONAL REGISTER  
OF  
HISTORIC PLACES**

*Name of Property*  
**Number 1 -  
 Petway-Moore House**

*Location*  
**West side of US 258,  
 approximately .25 miles (.40 km.)  
 north of the intersection with  
 NC 122**

*Setting*  
**The structure sits in a clearing  
 south of cultivated fields at the  
 end of a .1 mile (.16 km.) ,  
 unpaved drive from US 258.  
 The site falls away to the west  
 towards the Tar River and to the  
 south towards the adjacent  
 abandoned Atlantic Coast Line  
 Railroad bed**

*Date of Photographs*  
**December 10, 1999**



*Description*

The dwelling house is a one and one-half story, three-bay by two-bay, frame building, resting on masonry block piers. Its gable roof engages a full-length rear shed and a five-bay, shed-roofed porch graces the main (east) elevation, features corresponding to the "coastal cottage" house form. A one-story, one-bay shed extends from the rear of the south elevation. The building is enclosed with horizontal board siding and standing-seam metal roofing. Windows are six-over-one double-hung sash, and two exterior, masonry block chimneys, one on each side elevation, contain stove flues. The house is represented in the survey files of the State Historic Preservation Office as site ED 775.

*Evaluation*

For purposes of compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, the dwelling house is considered not eligible for the National Register of Historic Places. It is not representative of major developments in the history of the region, nor is it associated with any individuals of specific historical significance. It does not display distinctive structural or design features, nor does it promise any additional information. This property therefore does not meet Criteria A, B, C or D. NCDOT in consultation with the State Historic Preservation Office at a meeting on December 17, 1999 determined the ineligibility of Property Number 1.



**HISTORIC  
 ARCHITECTURE  
 NCDOT**  
 1 SOUTH WILMINGTON  
 STREET  
 P.O. BOX 25201  
 RALEIGH, NC 27611-  
 5201  
 T 919-733-7844  
 F 919-733-9794  
 www.dot.state.nc.us

*Property*  
**Number 1 - Petway-Moore House**

*Project*  
**DANIEL STREET (SR1537)  
 EXTENSION  
 EDGEcombe COUNTY**

*Supervisor*  
**B. Church**      **dr.10**

*Principal*      *Issue*  
**V.E. Patrick**      **6-2000**

TIP No.  
**U-3826**

Work Order No.

Scale

**n.a.**

Page No.

**6**

Name of Property  
**Number 2 -  
 Overhead Bridge/  
 Edgecombe County  
 Bridge #71**

Location  
 Incorporated into US 258,  
 approximately .25 miles  
 (.40 km.) north of the  
 intersection with NC 122

Setting  
 The bridge carries US 258  
 over the abandoned Atlantic  
 Coast Line Railroad bed,  
 through otherwise level  
 terrain devoted largely to  
 agricultural cultivation

Date of Photographs  
 December 10, 1999



*Description*

Bridge #71 was constructed by the State Highway and Public Works Commission in 1936. It is a reinforced concrete deck girder bridge of T-beam type and is one of 634 currently standing in the state. The bridge is 128 feet (39.0 m.) long. Its balustrade features an arcade of round-headed openings. The bridge abutments are also of reinforced concrete construction. Damaged by Hurricane Floyd in September of 1999, the bridge is scheduled for replacement.

*Evaluation*

For purposes of compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, Bridge #71 is considered not eligible for the National Register of Historic Places. The bridge was evaluated within the historic and architectural contexts of Edgecombe County and as part of the state transportation network. No significant individuals or events are associated with the bridge, making the structure not eligible under Criteria A or B. As one of 634 similar bridges in the state, the bridge does not exhibit significant architectural or technological characteristics and therefore is not eligible under Criteria C or D. NCDOT in consultation with the State Historic Preservation Office at a meeting on December 17, 1999 determined the ineligibility of Property Number 2.



**HISTORIC  
 ARCHITECTURE  
 NCDOT**  
 1 SOUTH WILMINGTON  
 STREET  
 P.O. BOX 25201  
 RALEIGH, NC 27611-  
 5201  
 T 919-733-7844  
 F 919-733-9794  
 www.dot.state.nc.us

Property  
**Number 2 - Overhead Bridge/  
 Edgecombe County Bridge #71**

Project  
**DANIEL STREET (SR1537)  
 EXTENSION  
 EDGECOMBE COUNTY**

Supervisor File Name  
**B. Church dr.10**

Principal Issue  
**V.E. Patrick 6-2000**

TIP No.  
**U-3826**

Work Order No.

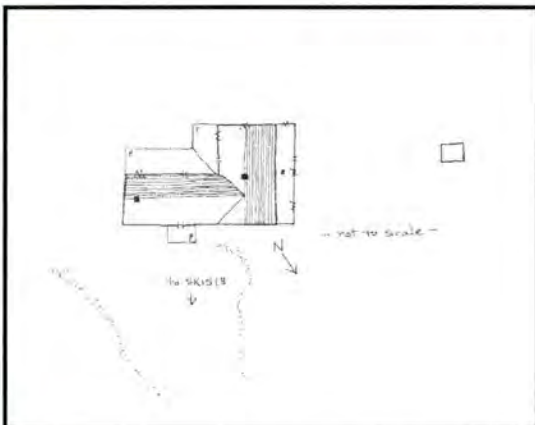
Scale Page No.

*Name of Property*  
**Number 4 -  
 Dwelling House and  
 Outbuilding**

*Location*  
 West side of SR 1518,  
 approximately .2 miles (.32  
 km.) north of the  
 intersection with SR 1537

*Setting*  
 The structures sit amidst  
 cultivated fields on level  
 ground to the north of SR  
 1537 (Daniel Street) and the  
 abandoned Atlantic Coast  
 Line Railroad bed, at the end  
 of a .1 mile (.16 km.) ,  
 unpaved approach road from  
 SR 1518

*Date of Photographs*  
 December 10, 1999



*Description*

The dwelling house is a one-story, L-shaped and cross-gabled, frame building resting on brick piers. The northwest arm of the L incorporates an enclosed shed along its length. The building is covered with horizontal board siding and V-crimped metal roofing. A three-bay porch occupies the inner angle of the L and a one-bay porch shields the central doorway of the northeast elevation; both porches are shed-roofed, sit on masonry block piers, and include simple 4" x 4" posts and 2" x 4" railing elements. Windows are four-over-four double-hung sash, and three interior chimneys are of brick. Plain board fascias mask all rafter ends except those of the one-bay porch. The one-story, frame outbuilding is now ruinous. It incorporated an open bay supported by groundset posts at its southeast end.

*Evaluation*

For purposes of compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, the dwelling house and outbuilding are considered not eligible for the National Register of Historic Places. They are not representative of major events or individuals, nor do they display distinctive structural or design features or promise to reveal any additional information. This property therefore does not meet Criteria A, B, C or D. NCDOT in consultation with the State Historic Preservation Office at a meeting on February 3, 2000 determined the ineligibility of Property Number 4.



**HISTORIC  
 ARCHITECTURE  
 NCDOT**  
 1 SOUTH WILMINGTON  
 STREET  
 P.O. BOX 25201  
 RALEIGH, NC 27611-  
 5201  
 T 919-733-7844  
 F 919-733-9794  
 www.dot.state.nc.us

*Property*  
**Number 4 - Dwelling House and  
 Outbuilding**

*Project*  
**DANIEL STREET (SR1537)  
 EXTENSION  
 EDGEcombe COUNTY**

*Supervisor*      *File Name*

**B. Church**      **dr.10**

*Principal*      *Issue*

**V.E. Patrick**      **6-2000**

TIP No.

**U-3826**

Work Order No.

Scale.

**n.a.**

Page No.

**8**

**PROPERTIES EVALUATED  
AND  
CONSIDERED ELIGIBLE  
FOR THE  
NATIONAL REGISTER  
OF  
HISTORIC PLACES**



Figure 2. General view from the eastern bank of the Tar River.

### **Number 3 - Atlantic Coast Line (Norfolk Branch) Railroad Bridge**

**Location:** The structure constitutes a section of the abandoned Atlantic Coast Line Railroad (ACL) branch just east of Tarboro; the bridge spans the Tar River approximately .7 miles (1.1 km.) east of the intersection of SR 1537 (Daniel Street) and SR 1518 and .8 miles (1.3 km.) west of the intersection of NC 122 and US 258.

**Setting:** The property is surrounded by tree and brush vegetation, particularly dense to the north, west and east. To the south a narrow tree line screens cultivated fields. Vegetation extends to the river, but does not engulf either the bridge or its flanking railroad-beds. Rails and cross-ties have been removed from both the bridge and the road-beds, leaving the former largely open to the river below. Access to the bridge is blocked at its western end. Broken stone ballast remains in place on the road-beds. Spikes, tie plates and other metal fragments are scattered along the road-beds and beneath the bridge on the riverbanks.

**Dates of Photographs:** December 10, 1999 and January 13, 2000.

**Description:** A metal plate affixed to the ACL (Norfolk Branch) Railroad Bridge proclaims that it was constructed by the Virginia Bridge and Iron Company in 1913 (Figure 3). The character of the brick and stone work of its piers and abutments, as well as their arrangement and reinforcement, suggest the existence of at least one superstructure of earlier date. In its present form the structure is a steel, deck plate girder bridge incorporating a swing span for accommodating river traffic (Figures 2 and 4). Approximately 510 feet (155.4m.) in length, it stands about 45 feet (13.7 m.) above the water (Figure 8). A massive, cylindrical, concrete pier bound with metal strapping supports the pivot mechanism and the swing span at mid-stream (Figure 5). Abutments on both banks of the river, as well as most of the intervening, battered piers, are composed of a base of coursed, roughly squared granite and a body of brick laid in three-course American bond sealed with a thin coat of concrete (Figures 6 and 7). Approximately 8 feet (2.4 m.) of the bridge's length at its western end constitute a timber open deck. Framed trestle bents underpin this wooden section and stand adjacent to the abutment to which it leads. Bents also flank the piers on the broad western bank, perhaps revealing the use of existing masonry, reinforced sufficiently to carry a later, more burdensome superstructure (Figure 7). The bridge is represented in the survey files of the NCSHPO as site ED 442.



Figure 3. Manufacturer's identity plate. Interior south side, east end.



Figure 4. Deck looking west. Slight offset of swing span is visible in middle distance.



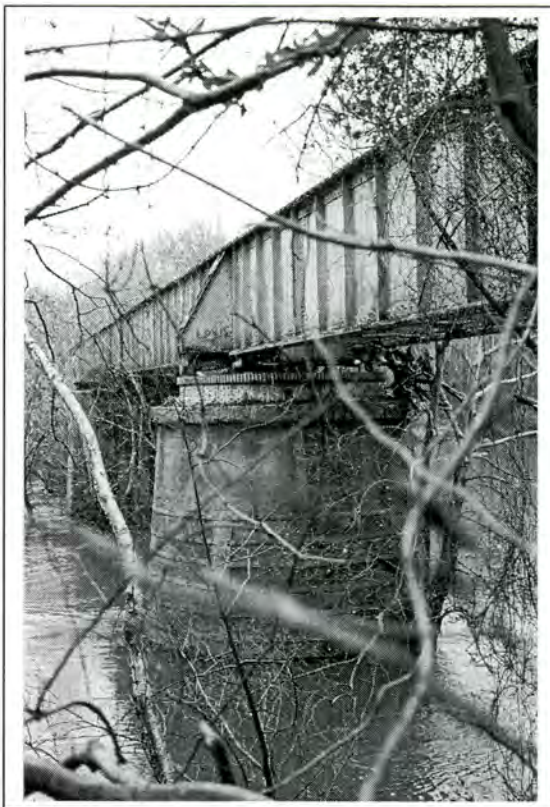


Figure 5. Pivot mechanism and pier from the east.



Figure 6. Detail of abutment on western riverbank. Detached section of concrete coating visible in foreground.



Figure 7. Pier with flanking bents at western end.

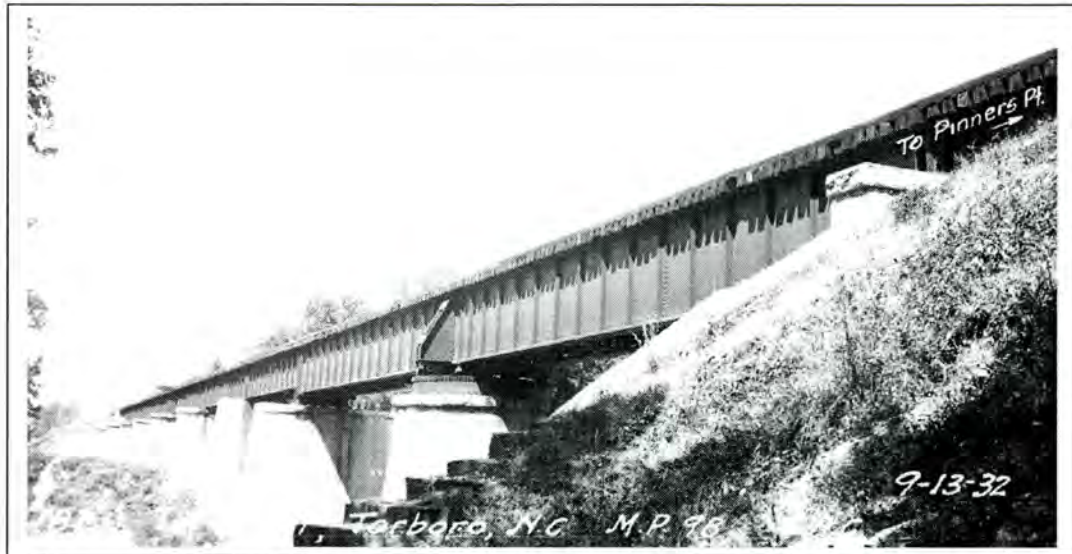


Figure 8. View from the eastern bank of the Tar River, September 13, 1932. Private Collection. Inscribed on the image of the bridge is the northern destination of the Norfolk Branch, "To Pinner's Pt." The timber open deck noted in the specifications below is at the extreme left in the photograph. Six deck plate girder spans follow to the right, the swing span dominates the center, and a single deck plate girder span completes the bridge at the extreme right.

SUPERSTRUCTURE		SUBSTR. TYPE	MAX. HT.	YEAR	STEEL/CONC. LENGTH		TIMBER TRESTLE	REMARKS
TYPE	# SPANS				SPAN	TOTAL		
TOD	1	T-F	6				8	BRIDGE ON FALSEWORK - NOT IN SERVICE - TRACK REMOVED
DPG	4	BMS	45	1913	55	220		
DPG	1	BMS	45	1913	54	54		
DPG	1	BMS	45	1913	49	49		
DPG/SWG	1	BMS	45	1913	150	150		
DPG	1	BMS			29	29		

Specifications for the "Tar River" bridge at milepost 138.2 on the Tarboro-Kelford (AB) line, Rocky Mount Division, East End Subdivision (abandoned), built by the Atlantic Coast Line Railroad and owned and maintained by the Seaboard Coast Line (1981).

TOD = timber open deck  
 DPG = deck plate girder  
 SWG = swing span

T-F = timber frame  
 BMS = brick masonry

Table adapted from "Seaboard Coast Line Railroad Bridge List - January 1, 1981." Private Collection.

**History:** By 1840 Tarboro had evolved into a county seat of considerable ambition and seemed destined to become one of the largest and most prosperous urban centers in North Carolina. Nevertheless, when completed in that same year, the Wilmington and Raleigh Railroad (renamed the Wilmington and Weldon in 1853) completely bypassed the town. This apparent miscalculation was rectified during the late 1850s with the construction of a branch line connecting the town to the Wilmington and Weldon at Rocky Mount, seventeen miles to the west. Up and running in September of 1860, the Tarboro Branch linked the town and its environs to a far more extensive geography than had steamboats, wagons, and stages alone. Tarboro's effective reach now included such previously remote places as Charleston, Petersburg, Baltimore, and New York.<sup>1</sup>

Anticipating the completion of the Tarboro Branch, the town's newspaper speculated:

When it is completed, the next question which will engage the thoughts of the Edgecombe people is, shall it be extended? They will hardly be content to have but "one string to their bow." They are an enterprising people, and the rapid improvement in agriculture, which has been going on in that county for some years, will prompt them to seek the very best facilities for getting their produce to market, and also a choice of markets.<sup>2</sup>

That the Wilmington and Weldon Railroad contemplated extending the line is illustrated by a military map of the region, drawn in 1864 (Figure 9). The "Tarboro R.R." arrived in town from Rocky Mount, proceeded northeast through forest and field to the Tar River, and crossed the river to terminate on the eastern bank.<sup>3</sup> The brief continuance of the line beyond Tarboro suggests a plan for its future connection to the northeastern corner of the state and, ultimately, to the major port of Norfolk or to the closer coastal outlets of Plymouth and Washington to the southeast. The inclusion of the river in the branch line may also reflect a more immediate scheme to establish a landing for the many steamboats that already traveled the Tar. While the direct rail connection was no doubt attractive, the difficulties of navigation in its vicinity apparently proved discouraging, and most water-

---

<sup>1</sup> Alan D. Watson, *Edgecombe County - A Brief History* (Raleigh: 1979), pp. 55-58; J. Kelly Turner and John L. Bridgers, Jr., *History of Edgecombe County, North Carolina* (Raleigh: 1920), pp. 350-354; Howard D. Dozier, *A History of the Atlantic Coast Line Railroad* (New York: 1971), pp. 59-65; Richard E. Prince, *Atlantic Coast Line Railroad* (Green River, Wyo.: 1966), pp. 8, 62. The bypassing of Tarboro in 1840 may merely reflect both the economy and appeal of constructing an essentially straight route (at 161 miles the longest continuous rail line then in the world) between Wilmington and Weldon, the latter serving the Roanoke River region and providing a connection to points north via the Petersburg Railroad.

<sup>2</sup> "Our Railroad Again," *The Southerner* [Tarboro, NC], 3 March 1860, p. 2, col. 4.

<sup>3</sup> The *Travellers' Official Railway Guide for the United States, Canada and Mexico* (New York 1868) identified the terminus as "Sorbon." Cited in Henry V. Taves' *Edgecombe County Survey Notes* (ED 442 - "Tar River Moveable Railroad Bridge"), NCSHPO, Raleigh.

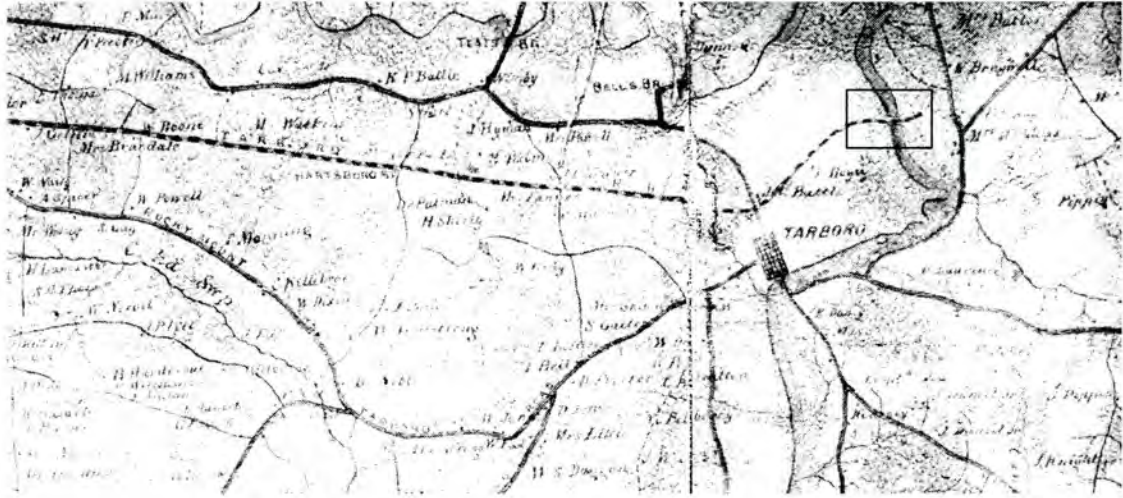


Figure 9. Eastern end of the Tarboro, Branch, Wilmington and Weldon Railroad. Box highlights the Tar River crossing. Detail from "Map of a Part of Eastern North Carolina . . .," scale 1:100,000, prepared by the Chief Engineer's Office, Richmond, 1864. North Carolina State Library and Archives, Raleigh.

borne traffic continued to use the Tar River landing at the southern edge of Tarboro. The location of the river crossing appears to be identical to that of the present ACL structure, and the railroad bridge that served it surely was the first to be built on the site. No descriptions or images of the 1860 bridge have yet come to light, but it may have conformed to a prevalent arrangement of wooden trestlework and masonry abutments supporting an open truss of iron or wood. The masonry underpinnings of the ACL bridge may, at least in part, date to this period. The bridge was destined to experience three, or quite possibly four subsequent reworkings in the years to come.

Within months of its opening, the Tarboro Branch achieved great commercial success, carrying the cotton and other agricultural produce of the region, as well as passengers and various manufactured goods. During the Civil War, the line principally transported soldiers, munitions, and related supplies. Samuel Putnam of the Twenty-fifth Massachusetts Volunteers recalled that, while encamped near the "railroad leading to Tarboro" in 1862, "trains were heard running very often during the night, and scouts reported that soldiers by thousands were pouring into Tarboro." In 1863 the bridge suffered at least partial destruction by Union troops, and in the wake of the fall of Goldsboro in 1865, which completely shut down the Wilmington and Weldon Railroad, it was probably intentionally burned by the Confederates. On August 27, 1865, the Wilmington and Weldon resumed operation, albeit with limited track, rolling stock, warehouses, and bridges. By 1866, a state business directory included a listing for "THE TARBORO BRANCH RAILROAD, [which] Is an adjunct of the Wilmington and Weldon Railroad, from Rockymount to Tarboro, 16 miles, and is under the control of that company." By 1868, if not earlier, a new bridge once again carried the line across the river.<sup>4</sup>

During the years following the Civil War, the Wilmington and Weldon, like most railroad companies in the South, adopted three specific goals. Total recovery from the ravages of war naturally assumed preeminent importance. The company also considered expansion of its route, particularly by the creation of new physical connections to other rail lines, essential to its prosperity. As the region developed into the "winter

---

<sup>4</sup> Dozier, pp. 87-88 and Turner and Bridgers, p. 354; Samuel H. Putnam, *The Story of Company A, Twenty-Fifth Regiment, Massachusetts Volunteers in the War of the Rebellion* (Worcester, Ma.: 1886), pp. 135-136; Watson, p. 40; Turner and Bridgers, pp. 227-229, Prince, p. 8, and Dozier, pp. 115-116; William P. Derby, in his *Bearing Arms in the Twenty-Seventh Massachusetts Regiment of Volunteer Infantry During the Civil War* (Boston: 1883), suggests that Union troops marching on Tarboro in December of 1864 intended to destroy the bridge (p. 446). He also differed with Putnam and characterized the very same troop movement as a retreat (p. 139). *Branson and Farrar's North Carolina Business Directory for 1866-'67* .... (Raleigh: 1866), p. 150; *The Traveller's Official Railway Guide*, see fn. 3. The design of the new bridge is as yet unknown, but it may have closely resembled its predecessor.

garden" of the nation, the railroads hoped to encourage and profit from the increasingly lucrative agricultural business known as truck farming. By the 1870s the Wilmington and Weldon had restored its services and embarked on a new era of growth under the inspired leadership of its president, Robert R. Bridgers. A Tarboro lawyer and planter, who served in both the state legislature and the Confederate Congress, Bridgers had championed the original building of the Tarboro Branch. Beginning in 1865, he and his associates began to gather various independent railroad companies in North Carolina, South Carolina, and Virginia under the management aegis of the Wilmington and Weldon. The network of rail lines greatly benefited from a centralized, unifying control, visible in such improvements as standardized track gauge, coordinated timetables, and aggressive advertising. In 1887 the railroads joined in a cooperative freight agreement, the Atlantic Coast Dispatch, that greatly facilitated the speed and reliability of shipping fruits and vegetables to northern markets. Two years later the network formally consolidated itself as the Atlantic Coast Line Railroad.<sup>5</sup>

A second railroad bridged the river at Tarboro, south of the town, with the construction of the Williamston and Tarborough during the 1870s and 1880s. Known as the Albemarle and Raleigh after 1883, the line eventually became the Plymouth Branch of the ACL (Figure 10). A functioning crossing and a later structure remain in place today. Tarboro's rail connections were enhanced further in 1890 by the linking of the Tarboro Branch to a new line from Pinner's Point near Norfolk, Virginia. Completed by the Norfolk and Carolina Railroad Company and soon part of the ACL, it was praised by *The Tarboro Southerner* as

a new and fast line running from Norfolk and Portsmouth and connecting with the Wilmington and Weldon road here, and it is expected will in the very near future run direct to the State capital in a couple of hours run at the outside, and at the other terminus connecting with the great Pennsylvania system of roads for Philadelphia and New York and the Bay Line steamers from Norfolk to Baltimore. This line offers special facilities for getting our early truck to northern markets.

The Norfolk and Carolina served as a particularly important player in the Atlantic Coast Dispatch arrangement and became one of the busiest roads of the ACL. Most of the ACL's bulk through freight for ocean shipping traveled from Rocky Mount through Tarboro and on to the Norfolk and Carolina's docks at Pinner's Point. After 1900, the line was known as

---

<sup>5</sup> Dozier, pp. 116-127, 140; Prince, pp. 5, 13; James L. McCorkle, Jr., "Moving Perishables to Market: Southern Railroads and the Nineteenth-Century Origins of Southern Truck Farming," *Agricultural History* 66 (Winter 1992), pp. 43-44, 51-53; *Dictionary of North Carolina Biography* (Chapel Hill: 1979) I: 224; Glenn Hoffman, *Building a Great Railroad* (n.p.: 1998), p. 78; Prince, pp. 19, 105; Dozier, pp. 124-127.

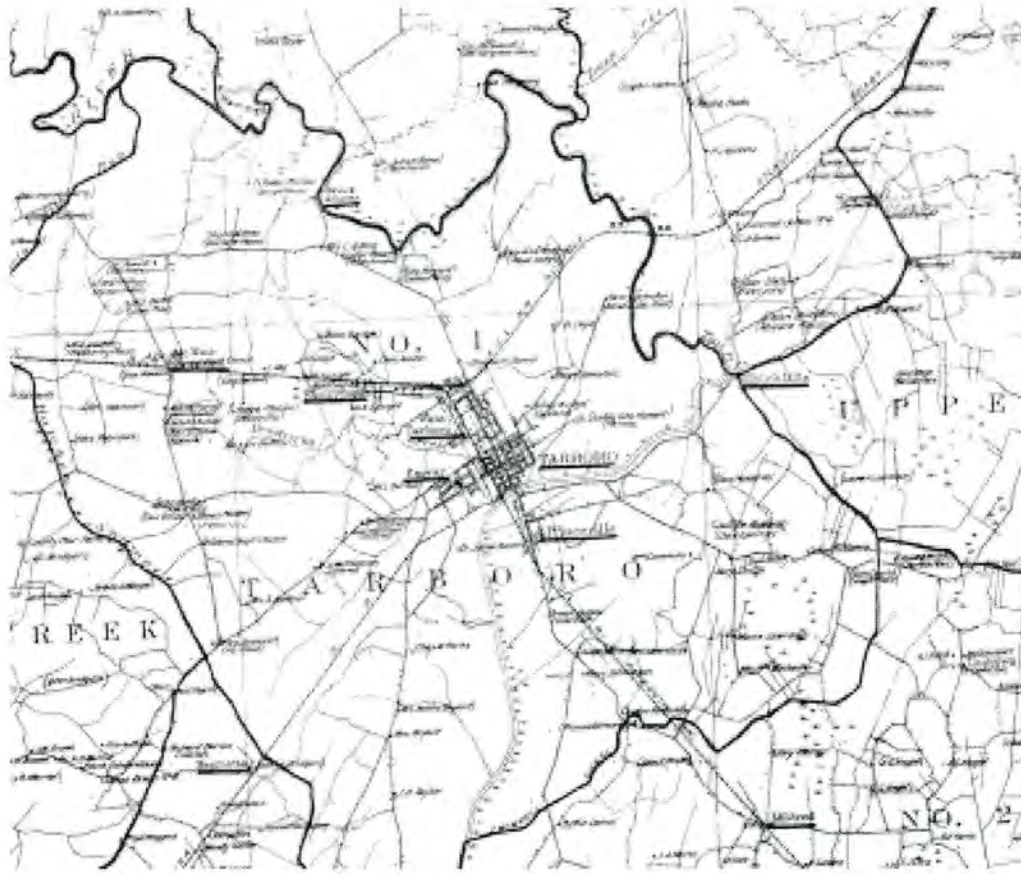


Figure 10. Tarboro and environs around 1900, showing the Norfolk and Plymouth Branches of the Atlantic Coast Line Railroad. Detail from "Map of Edgecombe County, North Carolina," scale 13/16 inch = 1 mile, Albert Pike and W.N. Brown, USGS Topographers, 1905. Based on the Tarboro (1903) and Parmele (1902) quadrangles, scale 1 inch = 1 mile, USGS, Washington, D.C. Edgecombe County Memorial Library, Allsbrook Local History Room, Tarboro.

the Norfolk Branch and constituted the northeastern section of the ACL (Figure 10).<sup>6</sup>

The building of the Norfolk Branch commenced in 1887 at its northern end and reached Tarboro by January of 1890 when *The Tarboro Southerner* referred to the "Norfolk and Carolina Bridge." The newspaper reported in March that "crossties are thrown out all along the old tracks of the Tarboro branch to replace the old and rotten ones, which have been there many years." It is, therefore, not unreasonable to believe that the bridge over the Tar River also needed repair, if not replacement, in anticipation of a considerable increase in activity on the line. Again the nature of such work on this presumed third incarnation of the bridge is not known in any detail.<sup>7</sup>

During the 1880s, improvements of the river navigation below Tarboro had generated commercial benefits and clearing of the upper reaches had begun around the time of the Norfolk Branch construction. Criticism leveled at the Albemarle and Raleigh bridge for obstructing river traffic through lack of a "draw" reflected local aspirations for the Tar. The Norfolk and Carolina bridge was similarly immovable, indicating that the swing span revealed at its eastern end in a ca. 1910 photograph likely represents a post-1890 response to such concerns (Figure 11). In 1913, this Warren truss unit was replaced (Figure 12). The pivot mechanism, as well as other spans of the superstructure, were probably also changed at the same time and the ACL bridge assumed its present form (Figures 3, 5, and 8).<sup>8</sup>

The ACL system continued to evolve by construction and merger well into the twentieth century. By 1926, its lines traversed the southeast coast from Virginia to Florida and extended westward into Alabama, justifying its claim to be "The Standard Railroad of the South" (Figure 13). In 1960, ACL track covered approximately 5600 miles. The services and efficiencies of the Norfolk Branch contributed decisively to the revitalization of agriculture and the general economy in Tarboro and Edgecombe County during the decades around the turn of the century. ACL promotional literature, and undoubtedly its "agricultural and immigration" agents, pitched the town as a transportation center, key cotton and peanut market, and a place of social and architectural distinction. The climate and agricultural productiveness of the surrounding countryside were cited as typical of the region served by the ACL, the

<sup>6</sup> Prince, p. 13; *The Tarboro Southerner* 18 December 1890, p. 1, col. 2 ("Edgecombe County - The Foremost Agricultural Garden Spot of the State"); Hoffman, pp. 77-78 and Prince, p. 19.

<sup>7</sup> Hoffman, p. 77; *The Tarboro Southerner* 16 January 1890, p. 2, col. 4, 13 March 1890, p. 3, col. 5.

<sup>8</sup> *The Tarboro Southerner* 16 January 1890, p. 2, col. 4; *Edgecombe County! North Carolina*, p. 35; *Edgecombe County Railroad Records 1837-1905*, North Carolina State Library and Archives, Raleigh.





Figure 11. Looking north towards the swing span constructed between 1890 and 1913. Private Collection. The photograph is identified on its reverse as "Milepost AB 138.2, Tarboro to Kelford line" and dated to ca. 1910.



Figure 12. A deck plate girder railroad bridge under construction. The view appeared in an advertising brochure and shows a "derrick car" lowering into place a plate girder spanning 100 feet. From *Virginia Bridge and Iron Company*, 1915.



Figure 13. Map of the Atlantic Coast Line Railroad and affiliated lines in about 1946. From Richard E. Prince, *Atlantic Coast Line Railroad - Steam Locomotives, Ships, and History*, 1966.

"Nation's Garden Spot." Agricultural diversification and industrial development in the county also relied greatly on the Norfolk Branch, both before and after the setbacks of the Great Depression.<sup>9</sup>

By 1967, when the ACL merged with the Seaboard Air Line to form the Seaboard Coast Line Railroad (SCL), the Norfolk Branch was nearing the end of its active use. Improvements in highway travel and transport in the region challenged the dominance of the railroads. The introduction of the present wooden bents to the ACL bridge, sometime after the 1932 photograph was made, suggest a relatively inexpensive (and probably ineffective) attempt to counter structural problems (Figures 7 and 8). In the 1970s, the SCL concluded that repairing or replacing the bridge, as well as operating the line, offered no financial gain and decided to abandon the Norfolk Branch. By 1981, the track had been removed and the bridge remains to this day a monumental presence above the modest river. SCL merged with the Chessie System in 1986 and the resultant company, CSX Transportation, now owns the Norfolk Branch and its Tar River bridge. The rail corridor, its structures, and rights-of-way passed essentially unchanged from company to company, following the initial acquisition of the lands from private individuals by the Wilmington and Weldon Railroad in the 1850s.<sup>10</sup>

**Evaluation:** For purposes of compliance with Section 106 of the NHPA, the ACL (Norfolk Branch) Railroad Bridge is considered eligible for the National Register of Historic Places. The structure qualifies for eligibility under Criteria A, ~~B~~, C, and ~~D~~ as significant both locally and regionally in the areas of transportation, commerce, and engineering. *Statewide*

The bridge served as an integral component of the Atlantic Coast Line Railroad, directly connecting Tarboro, Edgecombe County, and North Carolina with the major port and terminus of Norfolk, Virginia and, indeed, the entire eastern coastal transportation network of its day. Originally built as part of one of the earliest railroads in the country, the Wilmington and Weldon, the crossing experienced its most intense use from 1890 to about 1950. Its presence both encouraged and facilitated local commercial development, particularly the growth of the truck farming so prevalent in much of the post-Civil War South. Thus the bridge is associated with a pattern of historic events and trends that made a significant contribution to

<sup>9</sup> Prince, pp. 5, 107-109; *The Atlantic Coast Line Railroad Industrial and Shippers' Guide* (Wilmington, NC: 1915), pp. 12, 26, 31-33, 93-94; Watson, pp. 92-94.

<sup>10</sup> Hoffman, pp. 303-304; Taves, Survey Notes, NCSHPO, Raleigh; "Seaboard Coast Line Bridge List - January 1, 1981," see Figure 8; Edgecombe County Deeds, Edgecombe County Register of Deeds, Tarboro and North Carolina State Library and Archives, Raleigh.

the development of its environs and therefore **qualifies for eligibility under Criterion A (events) for significance in transportation and commerce.**

The fortunes of the ACL bridge rested largely with a man who achieved both local and regional prominence, the railroad official Robert R. Bridgers (1819-1888). As an Edgecombe County lawyer, planter, and legislator, Bridgers advocated the building of the Tarboro Branch in the 1850s. President of the Wilmington and Weldon Railroad from 1865, he envisioned and oversaw the creation of the Atlantic Coast Line, serving as the new system's president until his death. Thus the survival and later evolution, indeed the very existence of the bridge may be attributed to a specific individual's contributions, **qualifying it for eligibility under Criterion B (person) for significance in transportation and commerce.**

The ACL bridge displays the distinctive characteristics of the deck plate girder railroad type, plus the perhaps less common addition of a swing span. As a relatively well-preserved example of a disappearing bridge type, and one that also includes an unusual component, the structure **qualifies for eligibility under Criterion C (design/construction) for significance in engineering.**

The presence of the pivot mechanism, as well as elements seemingly dating to different periods of construction, such as the masonry abutments and reinforcing bents, suggest the possibility that the ACL bridge may reveal information important in the history of building technology. It therefore **qualifies for eligibility under Criterion D (information potential) for significance in engineering.**

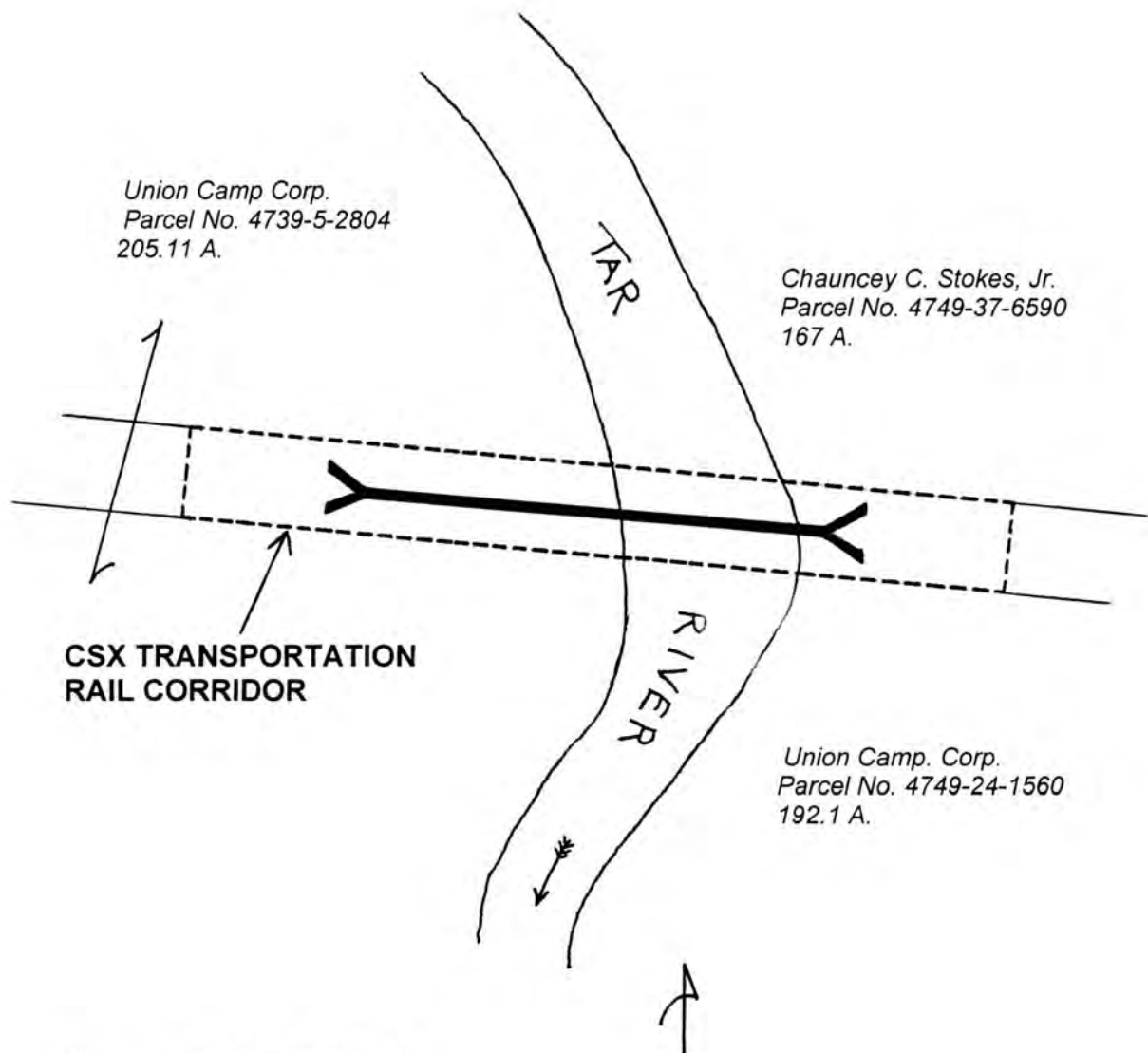
Though now abandoned and bereft of rails, the ACL bridge remains largely intact and unaltered and retains its original relationship to its flanking road-beds and the river it spans (Figures 2 and 14). Its physical features and setting clearly convey its historical purpose and performance of carrying a railroad line across a waterway. The integrity of the structure is minimally compromised.



Figure 14. Railroad bed looking east from the bridge

**Boundary Description:** The National Register boundary for the ACL (Norfolk Branch) Railroad Bridge is shown in Figure 15. The north and south boundary lines correspond with the limits of the CSX Transportation ownership, a corridor of 100 feet (30.48 m.) in width, with the bridge as its center line. The east and west boundary lines meet the north and south lines at right angles, converting the corridor into a box, and are each placed 200 feet (60.96 m.) from the respective ends of the bridge, creating a total long dimension of 910 feet (277.37 m.). The CSX property is defined on Edgecombe County Tax Map No. 4749 (1999); the bridge and its right-of-way lie adjacent to tax parcels 4749-37-6580, 4749-24-1560 and 4739-5-2804. The National Register boundary encloses 9100 square feet (845.42 square meters) or 0.21 acres (0.85 hectare).

**Boundary Justification:** The National Register boundary for the ACL (Norfolk Branch) Railroad Bridge encompasses the structure and representative segments of its flanking railroad-beds. The road-beds are features historically associated with the bridge and contributing to its current setting. The boundary also conforms to the historic right-of-way established for the original rail corridor and maintained to the present day. Given the integrity retained by the rail-beds throughout most of the APE, particularly to the east of the bridge, the expansion of the boundary to include a greater length of the Norfolk Branch is defensible, but awaits additional investigations beyond the APE and the scope of this project.



**Approx. Scale: 1/2"=100'**

Figure 15. National Register boundary for the Atlantic Coast Line (Norfolk Branch) Railroad Bridge. Based on Edgecombe County Tax Map No. 4749 (1999) and specifications in the "Seaboard Coast Line Railroad Bridge List - January 1, 1981 (see Figure 8).

## PRINCIPAL SOURCES CONSULTED

*Atlantic Coast Line. Fast Mail Passenger Route. Through Time Tables and Arrangements of Sleeping Cars.* New York: J.J. Little and Co., Printers, 1877.

Atlantic Coast Line and Seaboard Air Line Railroads Historical Society. "Question and Answer Forum." <http://www.aclsal.org>.

*The Atlantic Coast Line Railroad Industrial and Shippers' Guide.* Wilmington, NC: Atlantic Coast Line Railroad, 1915.

*Branson and Farrar's North Carolina Business Directory for 1866-'67, Containing Facts, Figures, Names and Locations.* Raleigh: Branson and Farrar, Publishers, 1866. Also volumes for 1867-8, 1869, 1872, 1877-8, 1884, 1896, and 1897.

*Chataigne's North Carolina State Directory and Gazetteer, 1883-84.* Raleigh: J.H. Chataigne, Publisher, 1883.

Condit, Carl W. *American Building Materials and Techniques from the First Colonial Settlements to the Present.* Chicago: University of Chicago Press, 1968.

Derby, William P. *Bearing Arms in the Twenty-Seventh Massachusetts Regiment of Volunteer Infantry During the Civil War. 1861-1865.* Boston: Wright and Potter Printing Co., 1883.

*Dictionary of North Carolina Biography.* Chapel Hill: University of North Carolina Press, 1979.

Dozier, Howard D. *A History of the Atlantic Coast Line Railroad.* 1920. Reprint, New York: Augustus M. Kelley, Publishers, 1971.

*Edgecombe County! North Carolina. Her People and Resources. The Foremost Agricultural Section of the State.* Raleigh: Edwards and Broughton, Power Printers and Binders, 1891.

Gilbert, John and Grady Jefferys. *Crossties Through Carolina - The Story of North Carolina's Early Day Railroads.* Raleigh: The Helios Press, 1969.

Hoffman, Glenn. *Building a Great Railroad - A History of the Atlantic Coast Line Railroad Company.* n.p.: CSX Corporate Communications and Public Affairs, 1998.

- McCorkle, James L., Jr. "Moving Perishables to Market: Southern Railroads and the Nineteenth-Century Origins of Southern Truck Farming." *Agricultural History* 66 (Winter 1992): 42-62.
- Powell, William S. *North Carolina Through Four Centuries*. Chapel Hill: University of North Carolina Press, 1989.
- Prince, Richard E. *Atlantic Coast Line Railroad - Steam Locomotives, Ships, and History*. Green River, Wyo.: R.E. Prince, 1966.
- Private Collection. Photographs of the Atlantic Coast Line (Norfolk Branch) Railroad Bridge, ca. 1910 and 1932.
- Putnam, Samuel H. *The Story of Company A, Twenty-Fifth Regiment, Massachusetts Volunteers in the War of the Rebellion*. Worcester, Ma.: Putnam, Davis and Co., Publishers, 1886.
- Library of Congress - American Memory. "Railroad Maps 1828-1900." <http://memory.loc.gov/ammem/gmdhtml/rrhtml/rrhome.html>.
- Raleigh. North Carolina State Historic Preservation Office. Survey and National Register Files.
- Raleigh. North Carolina State Library and Archives. Edgecombe County Records.
- Raleigh. North Carolina State Library and Archives. Edgecombe County Railroad Records 1837-1905.
- Raleigh. North Carolina State Library and Archives. Map Collection.
- The Rand McNally New Commercial Atlas Map of North Carolina*. Scale: 14 miles to 1 inch. Chicago: Rand McNally, 1921.
- Raymond, William G. *The Elements of Railroad Engineering*. New York: John Wiley and Sons, Inc., 1917.
- The Reconstructed Farmer* [Tarboro, NC] 1 (March 1870) -- 12 (December 1872).
- "Seaboard Coast Line Railroad Bridge List - January 1, 1981." Private Collection.
- "Survey and Report on the Inland Ports and Waterways of North Carolina - Prepared for the Department of Conservation and Development by



Parsons, Brinckerhoff, Hall and Macdonald, Engineers, New York." June, 1954.

Tarboro. Edgecombe County Register of Deeds. Edgecombe County Records.

Tarboro. Edgecombe County Tax Office. Edgecombe County Tax Records.

Tarboro. Edgecombe County Memorial Library. Allsbrook Local History Room. Photograph Collection.

Tarboro. Edgecombe County Memorial Library. Allsbrook Local History Room. Sanborn Map Collection (microfiche). 1884 -- 1931.

Tarboro. Edgecombe County Memorial Library. Allsbrook Local History Room. Vertical Files.

*The Tarboro Southerner*. Continuation of *The Southerner*.

Taves, Henry V. "The Rural Architectural Heritage of Edgecombe County, North Carolina." Unpublished survey report. 1985.

Turner, J. Kelly and John L. Bridgers, Jr. *History of Edgecombe County, North Carolina*. Raleigh: Edwards and Broughton Printing Co., 1920.

*Virginia Bridge and Iron Company*. Roanoke, Va.: The Stone Printing and Manufacturing Co., 1915.

"*Virginia Bridge*" - *Efficiency, Strength, Durability*. Roanoke, Va.: Virginia Bridge and Iron Co., [1900].

Watson, Alan D. *Edgecombe County - A Brief History*. Raleigh: North Carolina Department of Cultural Resources, Division of Archives and History, 1979.

**APPENDIX**

**CONCURRENCE FORMS**

**FOR**

**PROPERTIES NOT ELIGIBLE**

**FOR THE**

**NATIONAL REGISTER**

**OF**

**HISTORIC PLACES**

FIP # FEMA PROJECT

Federal Aid # \_\_\_\_\_



COUNTY EDGECOMBE

JAN 13 2000

CONCURRENCE FORM

FOR ~~NATIONAL REGISTER OF HISTORIC PLACES~~  
PROPERTIES NOT ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

Brief Project Description

REPLACE BRIDGE # 71 ON US 258 OVER ABANDONED  
RAILROAD CORRIDOR

On DEC 16, 1999, representatives of the

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

reviewed the subject project at:

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

All parties present agreed:

- there are no properties over fifty years old within the project's area of potential effect.
- there are no properties less than fifty years old which are considered to meet Criterion Consideration G within the project's area of potential effect.
- there are properties over fifty years old (list attached) within the project's area of potential effect, but based on the historical information available and the photographs of each property, properties identified as BRIDGE # 71 PETWAY-MOORE HOUSE are considered not eligible for the National Register and no further evaluation of them is necessary.
- there are no National Register-listed properties within the project's area of potential effect.

Signed:

Mary Pope  
representative, NCDOT

12-16-99  
Date

\_\_\_\_\_  
FHWA, for the Division Administrator, or other Federal Agency

Date

Carl Alper  
representative, SHPO

12/16/99  
Date

Deputy  
State Historic Preservation Officer

1/19/00  
Date

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

TP # U-3826

Federal Aid # not yet available

County EDGEcombe

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

Brief Project Description

EXTENSION OF SR 1537 (DANIEL ST.) 1.8 MILES TO NORTHEAST, FROM SR 1518 (LOOP ROAD) TO US 258 AT NC 122 BY CONSTRUCTING A TWO-LANE, TWO-WAY FACILITY ON A MULTILANE RIGHT-OF-WAY.

On FEBRUARY 3, 2000, representatives of the

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

Reviewed the subject project at:

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

All parties present agreed:

- there are no properties over fifty years old within the project's area of potential effect.
- there are no properties less than fifty years old which are considered to meet Criterion Consideration G within the project's area of potential effect.
- there are properties over fifty years old (list attached) within the project's area of potential effect, but based on the historical information available and the photographs of each property, properties identified as PROPERTY NO. 4 (DWELLING HOUSE & OUTBUILDING) are considered not eligible for the National Register and no further evaluation of them is necessary.
- there are no National Register-listed properties within the project's area of potential effect.

Signed:

Vanessa Patrick \_\_\_\_\_ 2-3-00  
representative, NCDOT Date

Muel D. Dawson \_\_\_\_\_ 2/2/2000  
FHWA, for the Division Administrator, or other Federal Agency Date

Gail Alpin \_\_\_\_\_ 2/3/2000  
representative, SHPO Date

[Signature] \_\_\_\_\_ 2/3/2000  
State Historic Preservation Officer Date

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