National Register of Historic Places
Determination of Eligibility for the
Buck Creek/Perry Gap Historic Transportation Route

Tusquitee Ranger District, Nantahala National Forest
Clay County, North Carolina
August 2000

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ACKNOWLEDGEMENTS

In generating the historic transportation context, two documents were used in their entirety. The North Carolina transportation context was derived from a document written by Mr. Clay Griffith (NC Division of Archives and History), and Ms. Debra Kraybill Bevin, and contributed greatly to setting the backdrop for the historic context. In addition, the U.S. Forest Service transportation context from a recent Determination of Eligibility report (Ashcraft and Snedeker 1999) was utilized.

Many local informants, some who responded to a request for information add placed in the local papers, shared their knowledge and experience and contributed a great deal to this report. Appreciation is extended to Mr. Lawrence Morgan, Mrs. Eva Danielson, Mr. L.C. Loudermilk, Mr. Harvey Stiles, and Mr. Hoyt Dockery. Their information added a deeper dimension to the understanding of local history.

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In addition, Bobby Burrell (USFS) assisted with all aspects of field documentation, and David Stamey (USFS) contributed his knowledge and expertise of GPS and GIS. Their help assisted greatly in completing this document.

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INTRODUCTION

In 1999 a proposal was submitted to replace a bridge on Forest Service Road #350, located on the Tusquitee Ranger District, Nantahala National Forest, in Clay County, North Carolina (Figures 1 and 2). The bridge had been inspected by Forest Service engineers and deemed unsafe for vehicular traffic. The area is a fairly popular recreation area, and is used heavily by hunters. Another project, also located along Forest Service Road #350, involved the conveyance of 3,900 feet of the road to NC DOT for maintenance (Figure 2). This section of the road is used by private landowners to access their property, and has been previously widened to accommodate the traffic. Buck Creek parallels this section of the road, and repeated flooding necessitates regular maintenance.

In compliance with Federal laws and regulations, and the programmatic memorandum of Agreement (PMOA) with the State Historic Preservation Officer (SHPO), a heritage resource survey was conducted for the proposed bridge replacement. The bridge (31CY256) was recorded and considered eligible for inclusion in the National Register of Historic Places (NRHP) under Criterion A and C (36 CFR 60.6), it "(a) is associated with events that have made a significant contribution to the broad patterns of our history" and it "(c) embodies the distinctive characteristics of a type, period, and "method of construction". From historic documentation and oral information, it was concluded that the bridge was built by members of a nearby African-American Civilian Conservation Corps (CCC) camp in the early 1930s. The Nathaniel Greene/Buck Creek Civilian CCC Camp #F-12 was located along existing U.S. Highway #64 approximately ½ mile southeast of Buck Creek Road (FS Road #350).

During field survey of the area, one stone box culvert, and 53 smaller metal culverts with stone headwalls were noted along road #350 from its terminus at Perry Gap, to the fork of road #350 and #350A, a distance of 2.64 miles. Road #350A continues north along Buck Creek to private land, but no culverts were noted. From the junction of roads #350 and #350A, south to the beginning of road #350, 25 of the smaller stone culverts were noted. In addition, a 60 foot section of a stone retaining wall was discovered. All appear to be similar in age and style to the stone work used on the bridge. Figures 15 and 16 depict the locations of the retaining wall, bridge, box culvert, and smaller culverts. Site 31CY256 is no longer just the bridge, but now consists of the Buck Creek/Perry Gap Historic Transportation Route (HTR), constructed by the CCC.

This document provides the historic context for the bridge, the culverts, and the road route, and evaluates this HTR for listing in the NRHP (36 CFR 63).

The historic transportation route begins at the start of Buck Creek Road #350 and continues to the end of the road at Perry Gap. It includes 1 stone retaining wall section; 1 stone bridge; 1 stone box culvert; and 78 smaller metal culverts with stone headwalls, as well as the original road location.

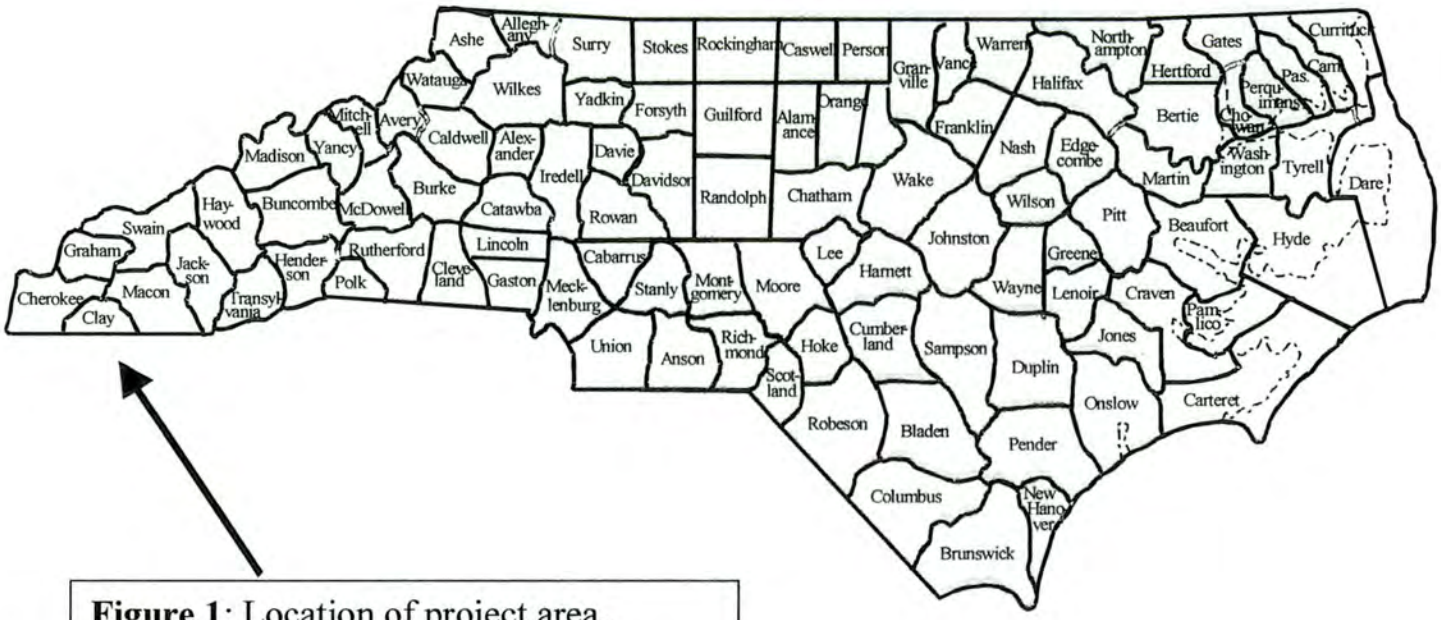
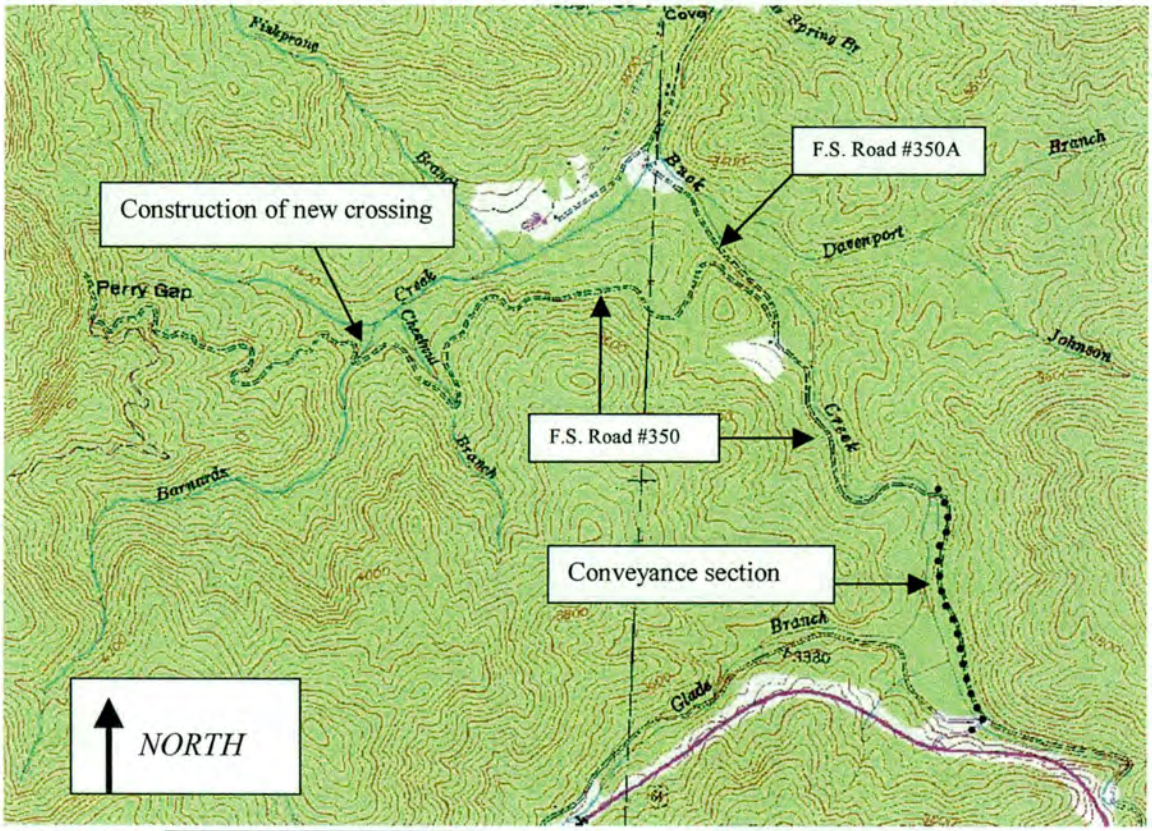


Figure 1: Location of project area.

Figure 2: Project location within Nantahala National Forest



Shooting Creek Quadrangle
7.5 minute series 1:24000

Rainbow Springs Quadrangle
7.5 minute series 1:24000

The bridge, box culvert, culverts, and retaining wall section are along a four mile stretch of Road #350, and possess similar characteristics. They were built between 1933 and 1935 by the Civilian Conservation Corps. Given the construction style, date, and proximity to one another, the bridge, culverts, etc., have been evaluated as one historic transportation route with respect to the NRHP criteria. Individual characteristics (including condition) of the bridge, box culvert, culverts, and stone retaining wall are documented and are compared with other known structures built by the CCC on the Nantahala National Forest.

The current project proposal is two-fold. Primarily, it consists of the construction of a new crossing downstream from the existing bridge (Figure 3). This alternative was also preferred by John Horton (NC Dept. Archives & History) because it allows the option of repairing the historic bridge in the foreseeable future and preserves the historic road route along with those characteristics that contribute to NRHP eligibility. This option is outlined in a letter (Option 2) from NC Department of Cultural Resources (Appendix 1). As per Option 2, the new culvert will be placed downstream to prevent any physical damage to the historic bridge. Its placement is dictated by the slope and grade of the creek, and to avoid major road realignment. The historic bridge will not be removed, but left in place, pending future restoration - vehicular traffic will not be permitted over the CCC bridge.

Secondly, the project proposal involves the deed transference of a 3,900 foot section of Buck Creek Road #350 to NC DOT (Figure 2). This section of the road includes a paved segment of the old US Highway 64 and a barrel box culvert (less than 50 years old). The remaining easement consists of unpaved road, and 11 CCC constructed culverts and their associated stone headwalls. This part of the road is heavily used by private landowners to access their property, and has been maintained and graded over the years so that the original roadbed has been widened. Two of the culverts are totally destroyed, while the remaining have suffered from the effects of the road widening. The last 400 feet of the proposed right of way conveyance deviates from the original road route and a new bridge (circa late 1950s) replaces what was most likely a CCC constructed bridge. Due to the maintenance and non-original footprint, this 3,900 feet segment of Buck Creek Road #350 is not considered a contributing element to the Historic Transportation Route.

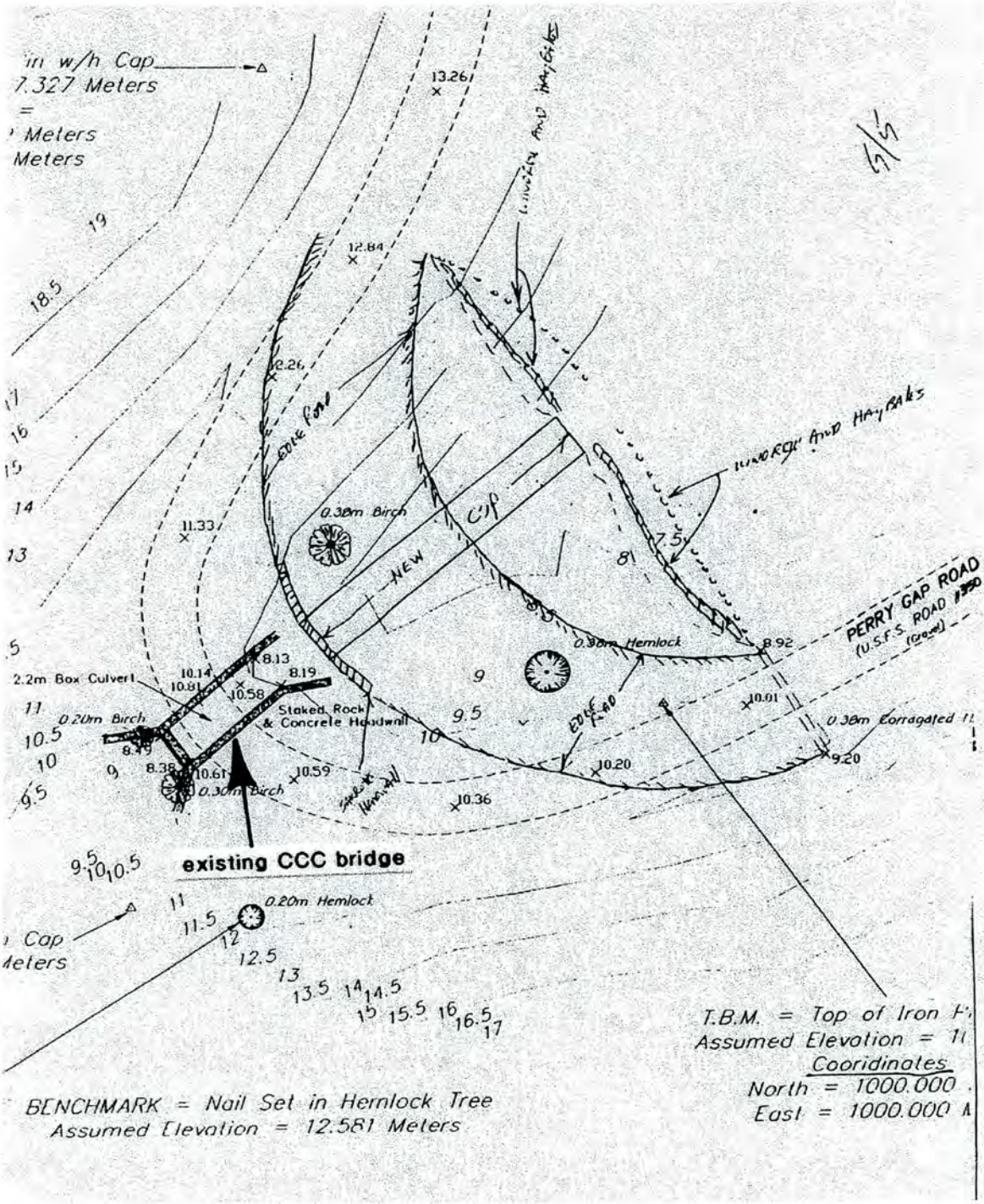


Figure 3: Proposed plan for new crossing.

HISTORIC CONTEXT

This historic context considers of three related histories pertinent to the historic transportation route now known as Forest Road #350 (Buck Creek Road). These are a transportation route context of North Carolina; U.S. Forest Service lands transportation context; and a Civilian Conservation Corps context with emphasis on African-American participation and camps.

A transportation context for North Carolina was developed in 1995 (Griffith and Bevin 1995) to evaluate and determine National Register eligibility of historic bridges. The transportation context for state roads is drawn entirely from that document.

The Forest Service land transportation context differs in purpose and function from the North Carolina public roads works. The majority of the roads were constructed for purposes of accessing, extracting, and managing natural resources. Often, Forest Service roads followed earlier historic (prior to government acquisition) routes that had been roughly established for the purpose of timber and/or mineral removal. The majority of this context is drawn from a report authored by Ashcraft and Snedeker in 1999.

Accomplishments and endeavors of the Civilian Conservation Corps (CCC) during the New Deal era in western North Carolina are substantial. Ranging in scale from projects like the construction of the Blue Ridge Parkway to the reforestation of forests, the benefits to individuals and the state of North Carolina alike, were considerable (Ashcraft and Snedeker 1999). The U.S. Forest Service benefited greatly, especially from the road construction and forest planting CCC projects. Likewise, impoverished families and individuals unable to find employment were sometimes able to find relief through the CCC program. In 1933, 27 out of 100 people were on relief in North Carolina, with the hardest hit in the coast and mountain areas (Hard Times and Happy Days 1992). It was almost impossible for young people to find jobs, and even more so for young African-American youth living in the south. Of the 131 CCC camps established in North Carolina, 14 were designated "colored" camps (CCC Alumni Association).

NORTH CAROLINA TRANSPORTATION CONTEXT
From: North Carolina's State Highways, Griffith and Bevin 1995

The natural transportation systems of North Carolina handicapped the state's early economic development and served to influence the prevalent modes of transportation and the physical development of the state's major routes and facilities. The importance of the "Good Roads Movement" in North Carolina in the 1920's results in part from the insufficient and inadequate transportation systems of the previous two centuries.

The earliest colonial roads were little more than Indian trails or trading paths where tree branches had been cut away to allow a rider on horseback to pass without being struck, but these trails evolved into the primary routes of travel in the eighteenth century. The act of 1764, one of many eighteenth century road laws, authorized the county courts to order "the laying out of roads," establish ferries, designate the location of bridges, and clear navigable rivers and creeks. The courts could delegate "Overseers of the Highways and Roads" to enlist "all male taxables", ages sixteen to thirty, to work the roads a certain number of days each year". Under this system public roads were laid out and cleared of trees and obstructions to a width of twenty feet (Lefler and Newsome 1956). If the road laws had been enforced, the state might have developed a satisfactory network of good roads in its infancy.

Archibald D. Murphy and the Reverend Joseph Caldwell were early proponents of an improved transportation network within the state to establish economic independence from North Carolina's neighboring states and help curtail the statewide problem of emigration. Murphy introduced a proposal to the General assembly in 1815 that called for the improvement of existing waterways, clearing of river channels, connecting principal waterways by canals, building good roads and turnpikes, and developing strategic centers of trade and distribution. Although Murphy's plan initially met with statewide support, emphasis on regional projects and sectionalism led to ineffective appropriation of the internal improvements funds (Ashe 1906).

The introduction of the locomotive engine and the operation of two "experimental railroads" in North Carolina aroused interest among the state's leaders and citizens concerning this new mode of transportation. In November 1833, the General Assembly chartered ten railroad companies to be constructed with private funds including the Wilmington and Weldon (originally chartered as the Wilmington and Raleigh) and the Raleigh and Gaston, both completed in 1840. The most important of the early railroad companies, however, proved to be the state-operated North Carolina Railroad (NCRR), chartered in 1849 and completed in 1856, because it not only linked the growing industrial cities of the state along its route but also demonstrated the willingness to the state's leaders to consider public funds for transportation projects. In the decade preceding the Civil War, North Carolina's railroads showed their potential to spur economic growth, but the war effort left the state's railroads in poor condition. By the

mid-1870's, construction and consolidation of rail lines in North Carolina began a new era of prosperity.

In addition to railroads, North Carolina's leaders pursued the construction of plank roads as an antidote to the state's poor transportation systems. The General Assembly chartered numerous private companies to build plank roads many radiating from Fayetteville, with the state subscribing up to three-fifths of the stock. Within ten years, however, most of the plank roads were in need of extensive repairs, and consequently abandoned, since the roads had not been profitable.

Although the railroads improved North Carolina's economic condition significantly, agitation for good roads resumed in the last quarter of the nineteenth century. The Mecklenburg Road Law, passed in 1879, provided for roads funded through taxation and implemented by the old labor system. This legislation was enacted as a general law but, in reality, only applied to a few counties. Most progressive counties, however, had adopted similar tax-based road building programs by the end of the century. Rural Free Delivery mail service, instituted by the federal government in 1896, generated additional interest in good roads. Ultimately, North Carolina's desire for an extensive and dependable highway system achieved broad-based acceptance in the early twentieth century with the introduction and widespread availability of automobiles. The number of registered automobiles in North Carolina rose sharply from 2,400 in 1910 to 150,000 in 1921. By 1929, neatly 500,000 vehicles were registered in the state (Lefler and Newsome 1989).

The "Good Roads" era of highway building in North Carolina can be said to have begun under Governor Locke Craig (1913-1917). In 1915, the Legislature created the State Highway Commission (SHC) and appropriated $10,000 for the construction of highways, in anticipation of the Federal Aid Road Act passed in 1916. The work of the SHC was carried out by four departments- bridges, testing, plans and estimates, and construction- under the supervision of the State Highway Engineer. State lawmakers passed new legislation in 1917 allowing the SHC to receive funds from automobile registration with the stipulation that 70 percent of the revenues were to be expended on the county from which they were collected.

A far-reaching, but ultimately flawed, piece of legislation enacted in 1919 "symbolized the beginning of real highway work" in North Carolina (Waynick 1952). The SHC was charged with constructing al roads on the state highway system, assisting the counties with highway work, and allocating Federal Aid funds. The 1919 act created the State Highway Fund and gave priority for highway projects to counties that provided one-fourth of the construction costs, to the disadvantage of poorer counties. The main fault of the legislation was that the responsibility of maintenance was left to the counties.

Acknowledgement of the inadequate system of maintenance and the need for even more and better roads led to the beginning of the Good Roads campaign. In 1921, the Doughton-Connor-Bowie Act was passed, empowering the state to assume control of a network of approximately 5,5000 miles of hard surfaced roads in North Carolina. The

proposal called for linking the state's 100 county seats, principal towns, state parks, principal state institutions, and the highways of adjoining states (*N.C. Highway Bulletin*, vol. 2, no. 2, 1921). To pay for this new responsibility, the state imposed a fuel tax of one percent per gallon, established a series of vehicle license and registration fees, and most significantly, approved a $50 million bond issue. In the years of Governor Cameron Morrison's term (1921-1925) additional highway bonds were approved, bringing the total to $115 million for the period from 1921 to 1927. During this period of highway building, North Carolina became known as "the Good Roads State" (Harrington 1989).

By the time the 1930's arrived and the Depression took hold, the counties clearly could not maintain the network of secondary roads, much less improve them. The legislature voted in 1931 to assume responsibility for county roads, which placed the state in charge of the entire secondary road system. On this single action, the state took over 40,000 miles of roads and 15,000 bridges (Hardin 1966). The highway fund was diverted to other state programs during the Depression, but by 1935, highway building resumed in earnest as revenues began to rise. Since World War II, North Carolina has continued to extend and improve its highway system to serve all citizens of the state.

Early Cherokee County Roads

Because of the topography of the state, Cherokee County was quite isolated, and road building efforts were even slower than in other areas of the state. Early transportation plans initiated by Archibald D. Murphey was confined to Eastern North Carolina and the piedmont, which was settled previous to western North Carolina and had more power (Freel 1956).

Similar to other areas, the early Indian trails were eventually taken over by roads and highways. One of the first recorded road building efforts was in 1836 during the Cherokee Indian removal when "General Scott's Military Roads" were built. The use of wagons in the removal operations in North Carolina required more than a footpath, and few prepared roads existed. General John Ellis Wool and his soldiers built roads from Graham County that traversed the Snowbird Mountains to Valley Town and Murphy, and continued on to Charleston, Tennessee where the major internment camps were located. The route between Fort Butler (the headquarters for removal in North Carolina, located in Murphy), to Charleston, Tennessee is thought to have followed an earlier commercial wagon road known as the Unicoi Turnpike that had opened in 1816 (Figure 4).
The Unicoi Turnpike was probably the best, and perhaps the only vehicle access from southwestern North Carolina to eastern Tennessee (Riggs 2000). Early Army records document the Unicoi Turnpike as the only wagon road access to the Valley River Region and propose that the U.S Government seize control of the road from the company on the basis of poor maintenance (Riggs 2000).

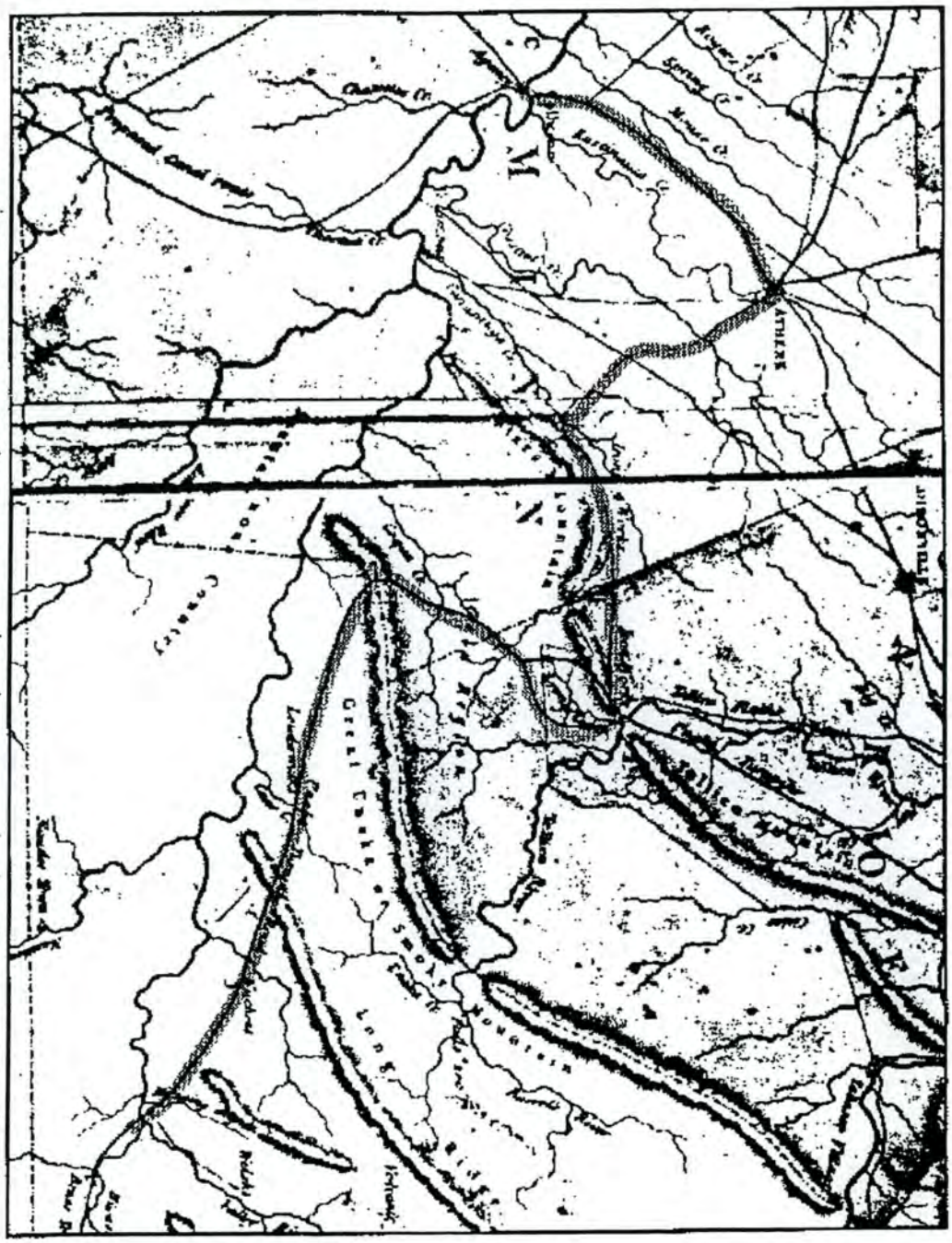


Figure 4: Route of Unicoi Turnpike

As western North Carolina became more populated by Euro-Americans, more and more counties were chartered. In 1839 the General Assembly had taken a considerable portion of Macon County's territory and called it Cherokee County. They also passed the road act that year which resulted in the Western Turnpike Act and led to the improvement, among others, of "...the State road leading from the Town of Franklin in Macon County, across the Nantahala and Valley River Mountains, to the new town site called Murphy" (Freel 1956). This road was completed in 1856. The Hiwassee Turnpike Act was enacted to connect North Carolina with Georgia. Many of these early roads were operated as toll roads, extracting as much as 75 cents for a 6 horse wagon.

Mr. George Hayes of Murphy introduced bills in the North Carolina Legislature for the first public roads in the county. In the fall election of 1860, Mr. Hayes was running for Representative from Cherokee County. To gain support from his constituents living in the southeastern part of Cherokee County, he promised to introduce another bill to form a new county. After his election, Clay County was created. The majority of Clay County was taken from Cherokee County except for a small area, which moved the Macon County line from the crest of Chunky Gal Mountain to the divide between the Buck Creek watershed and the Nantahala River.

In 1921, under a State program calling for a state road connecting all county seats, construction was started on a road connecting Haysville and Brasstown (via Warne) designated NC #28. In 1926 the State Highway commission started construction on another link of NC #28 between Haysville and Franklin, which was completed and paved in the 1930's (Figure 5). Most of NC #28 was improved and designated as US Highway #64 (Figure 6). Parts of US Highway #64 were realigned in the 1950's and sections of the original highway are visible in the Buck Creek area.

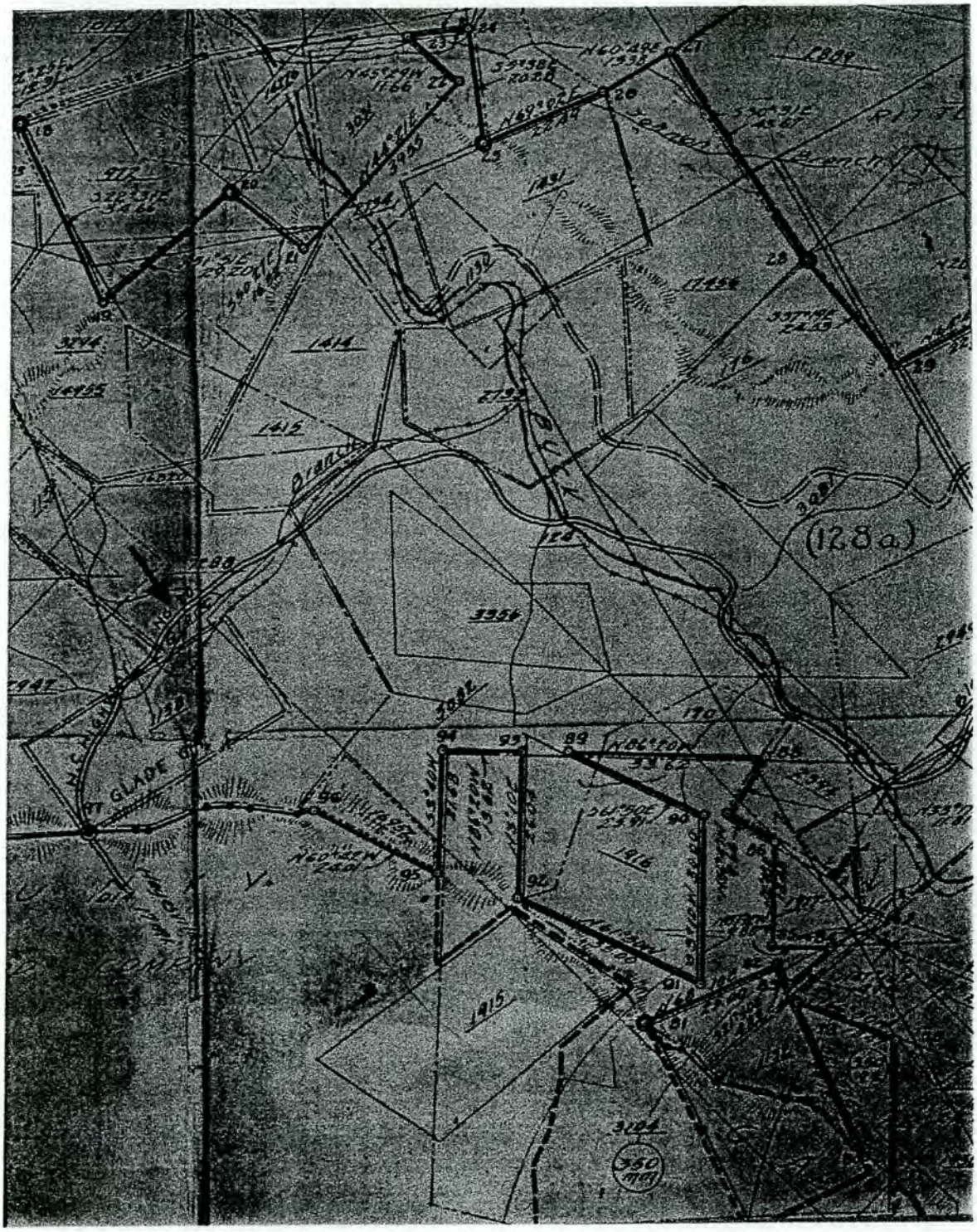


Figure 5: Location of early NC #28 in vicinity of Buck Creek
From: Andrews Manufacturing Tract Map, 1916-1918-1926-**1931**

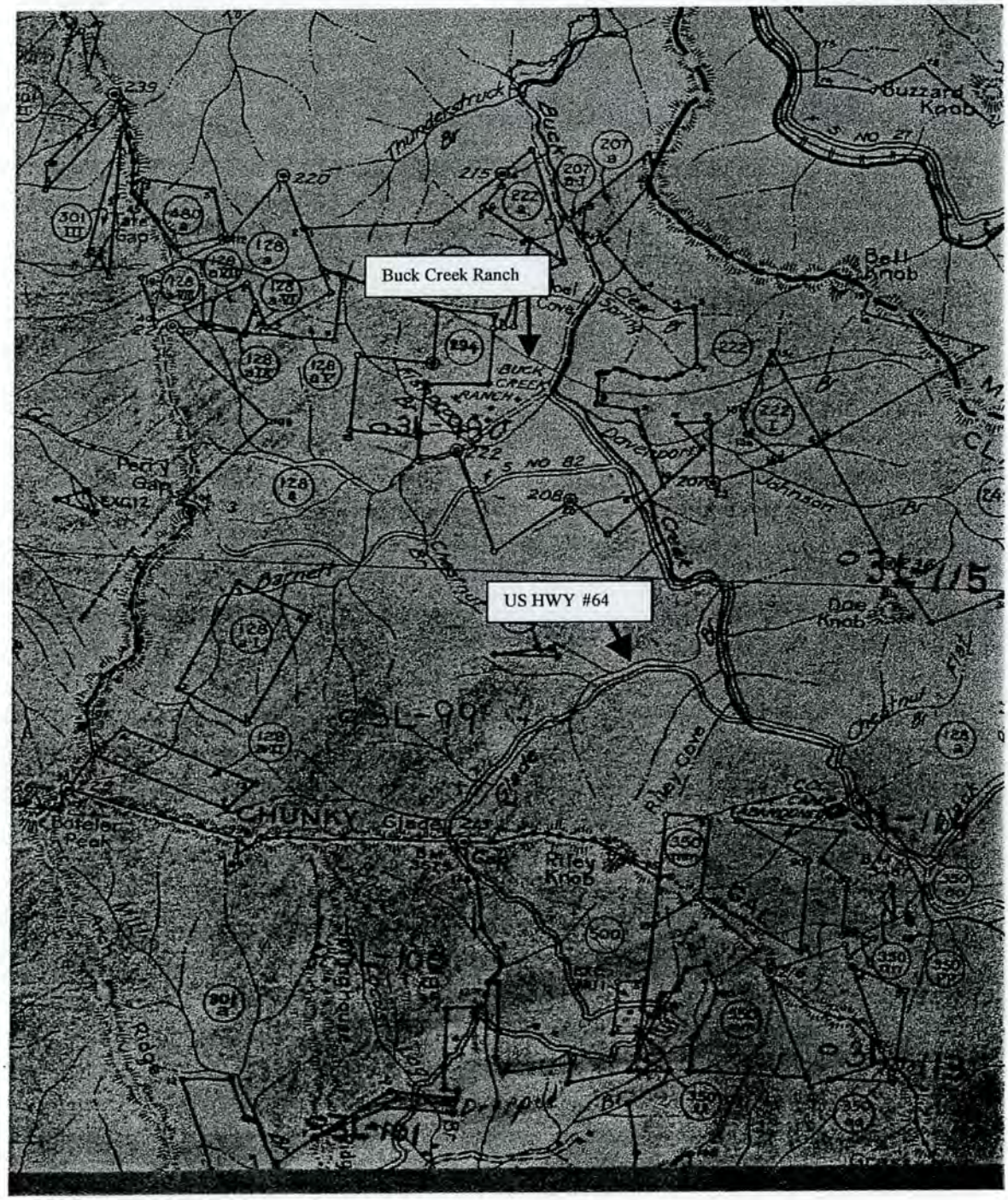


Figure 6: Location of original US Highway #64
From: Nantahala National Forest Map, 1939

U.S. FOREST SERVICE TRANSPORTATION CONTEXT
From: Determination of Eligibility for the Avery Creek & English Chapel Warren Pony Metal Truss Bridges, Ashcraft and Snedeker 1999

The transportation history of Forest lands in Western North Carolina is characterized by two separate periods defined by the Government acquisition of private lands. This acquisition of private lands resulted in a substantial redirection of transportation scope. The early 20th century conservation, forestry, and watershed restoration movement in the U.S. was partly inspired by the destructive land-use history in the once majestic Western North Carolina forests. The mountainous terrain was substantially damaged by a combination of natural and cultural factors prior to Forest Service ownership. Since acquisition, Forest Service management has produced a relatively stable physical environment.

Western North Carolina is part of the larger Appalachian social and economic region characterized by rough mountainous topography. The mountains have acted as a barrier that affected cultural, social, and economic development and interaction with surrounding areas. The first Euro-American settlers entered the relatively remote area in the late eighteenth century. Land grants to Revolutionary War veterans provided an additional incentive for settlement, as did the Cherokee removal treaty of 1835. Most of these early settlers were small-scale farmers, with settlement density generally low, and restricted to river and major creek floodplains (Harmon and Snedeker 1987). Travel was always difficult in the western North Carolina mountains. Prior to the coming of the railroads in the late nineteenth century, travel was either by foot, horse, or boat.

The heart of the transportation and communication system in the mountains was a network of trails and dirt roads connection each community with the larger villages and towns, and in turn with the nearest marketing centers of the low country. The earliest white settlers found the mountain landscape already interlaced by big-game and Indian trails, and they quickly turned these ancient paths into minor roads. Continued use gradually widened the narrow roadways, which usually ran along the banks of creeks and rivers, and frequently crossed the watercourse as they wound toward the headwaters of another stream. Such roads were usually steep and often muddy or impassible in the winter and spring, but they served the limited needs of early settlers (Eller 1979).

The area was sparsely populated until the years following the Civil War, when Western North Carolina was linked to the east by improved roads and completion of the railroad (Harmon and Snedeker 1987). The improvements in transportation, however, did not affect most mountain rural areas until the twentieth century. Thus, while technological change and industrial growth expanded transportation facilities in other areas of the nation, there matured in Appalachia a traditional transportation network which primarily met local needs (Eller 1979). It was the large-scale pursuit of the vast virgin forests that initiated major changes within western North Carolina's transportation system.

Early lumbering in the area began around 1880 and was relatively selective with what was cut. Railroads were not yet in use for logging in remote areas. Logging was initially limited to areas along rivers and creeks, but when these areas were clear-cut and depleted, operations moved into the higher, more remote sections of the forest (Harmon and Snedeker 1987). To get these giant trees out of the interior forests before the railroads, tram roads of thick hardwood planks were laid across heavy stringers. This provided footing for draft animals to pull wagons. Later, wooden rails were added, and logs were loaded on trucks with iron wheels, still pulled by animals (Bolgiano 1998). Oxen were the primary beats of burden and they were often led down the path of least resistance, thus creating a temporary "skid road".

The introduction of industrial scale logging into western North Carolina brought the funding for widespread use of the railroad. Between 1890 and 1920, the "lumber barons" purchased and cut over huge tracts of mountain timberland, devastating the regions' forests in one of the most frenzied timber booms in American history. This boom was facilitated primarily with the use of locomotives for large-scale removal of logs. The Western North Carolina Railroad arrived in Asheville, North Carolina on October 3, 1880 (Eller 1979). The line was soon extended west and connected with other regional railroads, and western North Carolina was opened up for railway logging.

Many lumber companies entered into western North Carolina, and many new companies were created during the logging boom period. Thousands of miles of narrow-gauge railroads were cut into the mountain sides of western North Carolina extending up the highest peaks the Appalachians have to offer. Major logging companies that initially logged the area now known as the Tusquitee Ranger District include the Kanawah Hardwood Co. (1897-1917), Whiting Lumber Co. (1890-?), Wm. M. Ritter Co. (1890- ?), Champion Fiber Co. (1905-1994), Andrews Manufacturing Co., and Andrews Hardwood Co..

The Forest Service acquired many acres from these timber companies, inheriting a transportation system that required extensive work. Where the public had access, extensive repairs and modernization was required. On more remote roads, trails, and logging trails, the Forest Service utilized, repaired and maintained many of them for future land management and public use. Many of the abandoned railroad beds were adopted for road and trail use.

Buck Creek/Perry Gap Road (FS Roads #350/#82)

Logging in the area of Buck Creek Road #350 was done by the Andrews Hardwood Manufacturing Company which was established by Mr. E.C. Campbell of Ridgeway, Pennsylvania in 1911. He also built a standard gauge railroad in the Nantahala area into Rainbow Springs (Scrivener 1994). The superintendent of the company, Bill Latham, built a lodge in the Buck Creek area, which he lived in during construction of the railroad line in the Buck Creek area (Figure 7) and during logging activities (Morgan, personal

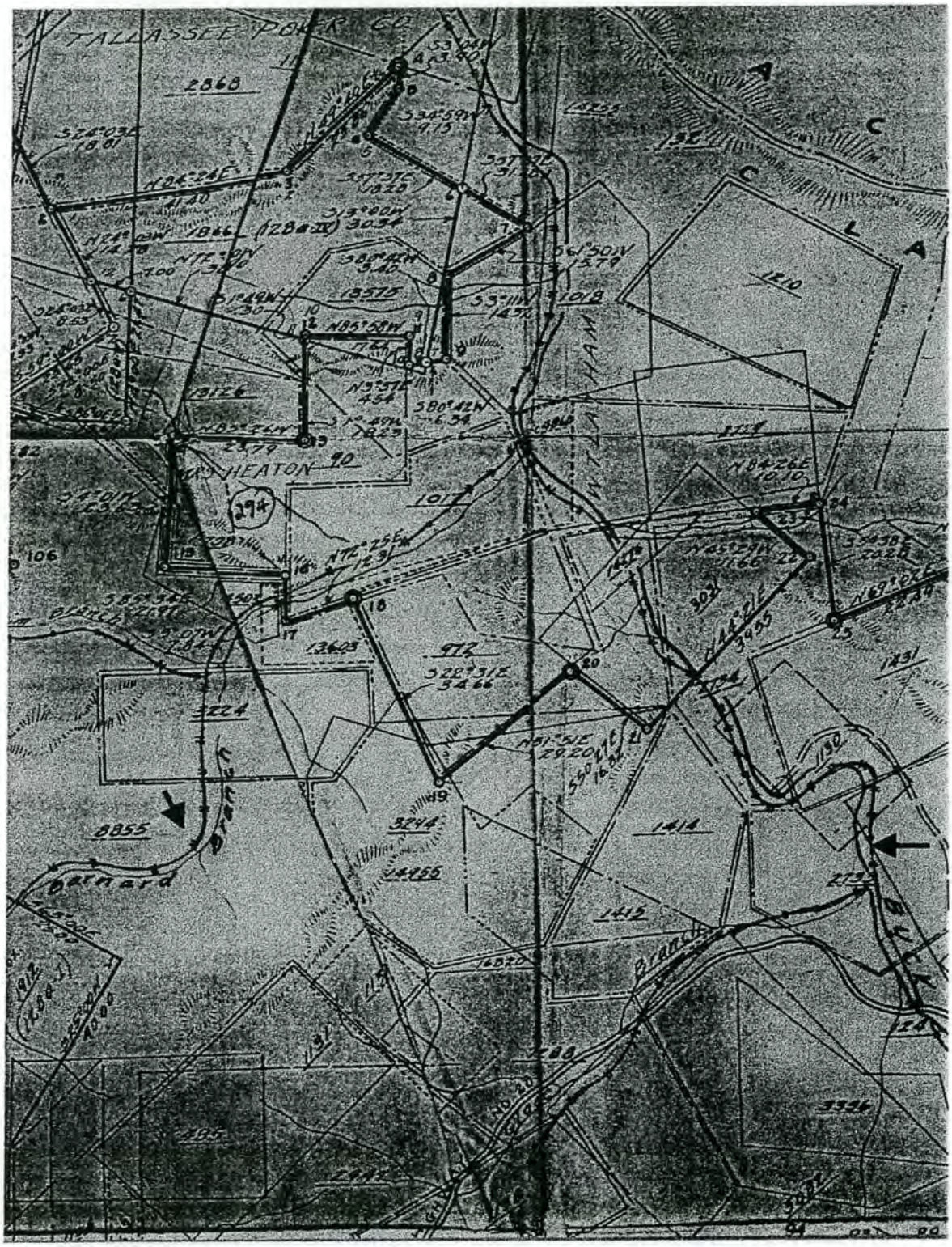


Figure 7: Logging railroad line in vicinity of Buck Creek/Perry Gap.
From: Andrews Manufacturing Map, 1916-1918-1926-1931.

communication). "Latham Lodge" or "Buck Creek Ranch" as it was later known by, is depicted in the 1939 map in Figure 5. The lodge was destroyed by fire in the late 1970's.

Land acquisition records show that in June 1931 the Andrews Company sold 8,746.88 acres in Clay County to the U.S. Forest Service. Shortly afterwards, road building activities began, utilizing the CCC crews.

The Buck Creek Road is shown on early (1939) historic maps of the Nantahala National Forest. The road was built to access the Buck Creek area, and did not go much beyond its' junction with Forest Road #82, which went to Perry Gap. The area was sparsely populated, and the roads were likely intended, for the most part, for recreational purposes and for forest fire suppression and timber extraction. The Perry Gap Road (#82) was, and still is, 2.64 miles long, the Buck Creek Road (#350) originally was about 3 miles to its' terminus (Figure 8).

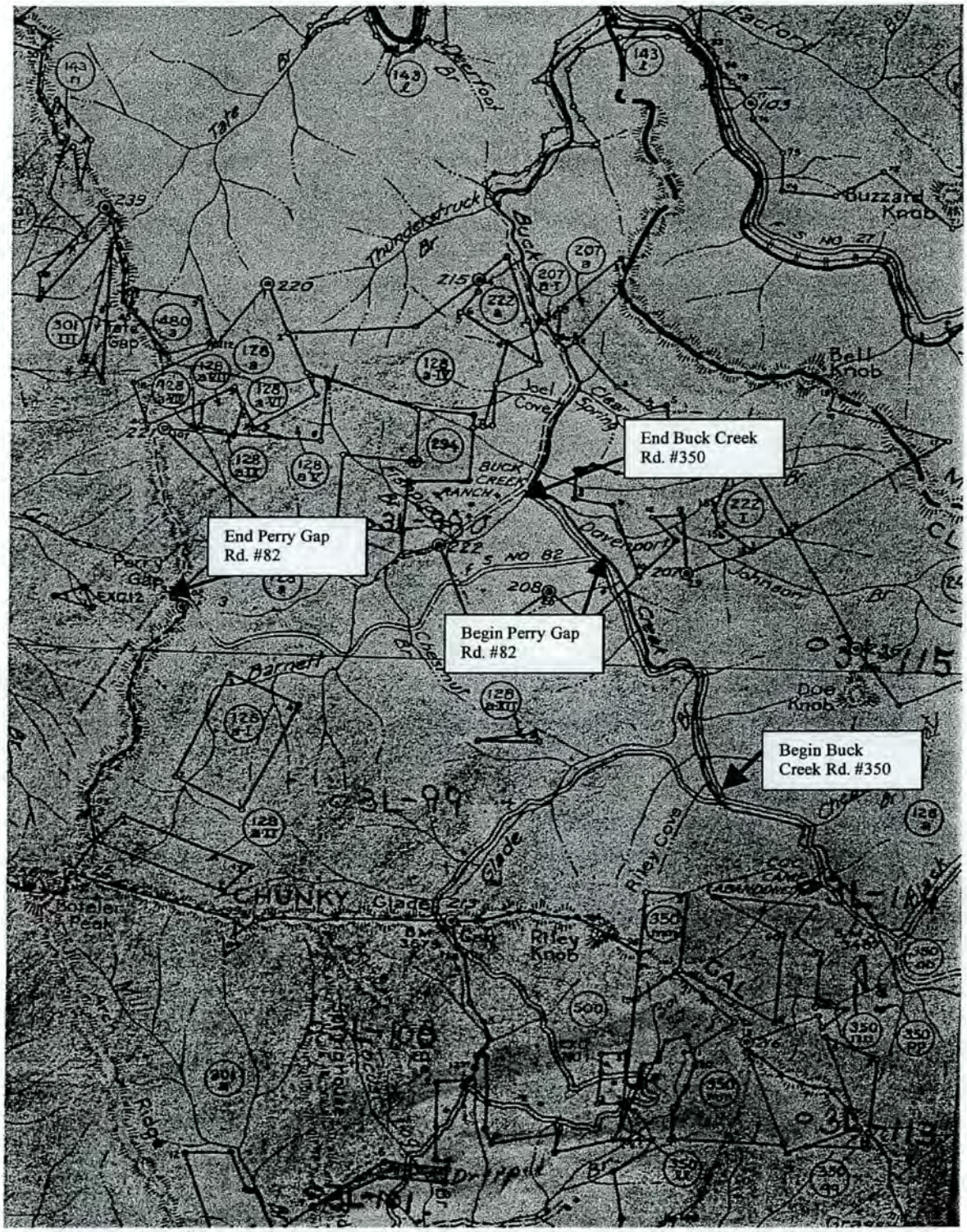


Figure 8: Original location of Buck Creek (#350) and Perry Gap Rd. (#82)

CIVILIAN CONSERVATION CORPS (CCC)

Under the authority of an emergency employment act of March 31, 1933, President Franklin D. Roosevelt established the Emergency Conservation Work (ECW). The same act also established the successor of ECW, the Civilian Conservation Corps (CCC). It was one of several programs devised by President Roosevelt to alleviate the rampant unemployment that gripped the country during the Depression. The idea behind the CCC as expressed by Congress, was "to relieve the acute condition of widespread distress and unemployment existing in the United States, provide for the restoration of the country's depleted natural resources, and advance an orderly program of useful public works" (CCC Handbook circa 1940).

The coordination of this effort involved the Department of Labor, which recruited men; the War Department, which used the U.S. Army for supplying and direction of the camps; the Office of Education, which provided for educational programs; the Department of the Interior and the Department of Agriculture for the supervision of projects (Wise 1994). President Roosevelt appointed Robert Fletcher as director of the CCC, and the enrollment of 250,000 unmarried men between the ages of 18 and 25 years begun. Enrollees also had to be unemployed and willing to make a twenty-five dollar monthly allotment to a dependent on relief rolls. Since the economic status of many American youths in the 1930's was so severe, these stipulations were not difficult to meet.

Black youth were often in desperate economic straits in the 1930's and represented a large percentage of the young men who were on relief. In addition, they suffered not only from the same handicaps as the white youth did in regards to meager training and insufficient job experience, but also from racial prejudice (Gower 1976). In recognition of this fact, J.A. Luvalle, editor of the *Washington* (D.C.) *Tribune*, stated: "our unemployed Negroes need assistance as well as others," and suggested a provision in the bill that the program would operate "without discrimination as to race, color, creed, or religion", which Congress included in an amendment to the bill. Despite the amendment, only 200,000 black men made it into a program that included 2.5 million enrollees during its' nine year life span.

Examples of discrimination became clear from a glance at the selection of enrollees. In Washington County, Georgia, whose population was three-fifth black, no blacks had gained admission to the corps although many had applied for positions as enrollees (Gower 1976). In the entire state of Georgia, only 143 blacks were employed with the CCC, out of a total of 3,710 enrollees. Likewise, Mississippi had enrolled only 46 blacks out of a total of 2,776 men, even though the black population constituted over 50% of the total population. In Georgia, many of the black who applied as enrollees were listed erroneously as "employed", making them ineligible to participate in the program. President Roosevelt called to task the Governor of Georgia threatening to withhold CCC money that would pour into the state. The governor reconsidered and agreed to permit blacks into the program as long as they served in separate camps.

Controversies over the location of African-American CCC camps, and their participation in the program, lasted throughout the duration of the program (Cole 1999). The CCC's central administration required segregated camps whenever there were enough black enrollees in an area to form a "colored camp", although in the northern states camps were occasionally integrated (Wolters 1975). Although usually segregated from white enrollees, African-American camps were more often than not, commanded by white leaders (Gower 1976).

In North Carolina, there were a total of 131 CCC camps running at one time during the nine year life span of the CCC program. The camps were assigned camp numbers, which, in part, indicated the technical division the camp was assigned to. For instance, the letter "F" in Camp #F-12 designates the camp as a National Forest camp, whereas the prefix "SCS" refers to the Soil Conservation Service. Of the 131 camps in North Carolina, 15 were African-American camps. Three (#F-12, #F-15, and #F-21) of the 15 camps were National Forest camps:

Camp No.	Company No.	Location (Post Office)	Date Occupied
Soil Conservation Camps (SCS)			
SCS-34	410/C*	Chapel Hill	6/30/40
SCS-38	429/C	Roxboro	6/01/41
SCS-33	1497/C	Gibsonville	6/04/40
SCS-28	2340/V/C*	Concord	9/29/39
SCS-29	3404/C	Raleigh	9/27/39
SCS-20	3404/C	Ramseur	8/09/35
Army Camps (Army-#)			
Army-3	1497/C	Raeford	7/11/35
Army-4	410/C	Aberdeen	7/09/35
National Forest Camps (F)			
F-12	**425/C**	**Rainbow Springs**	**6/28/33**
F-12	**3444/J/C***	**Rainbow Springs**	**7/05/35**
F-15	**4471/J/C**	**New Bern**	**6/10/41**
F-21	**5424/C**	**Maysville**	**9/03/35**
Private Forest (P)			
P-53	429/C	Fort Bragg	6/14/33
P-60	2411/V/C*	Littleton	9/22/33
National Park (NP)			
NP-2	3423/C	Raeford	1/28/41

* C denotes "Colored" camp
V/C denotes "Colored Veteran" camp
J/C denotes "Colored Junior" camp

Nathaniel Greene/Buck Creek Camp #F-12
From: Memories of District B: Civilian Conservation Corps, Carver and Holden, 1934

Camp #F-12 was organized May 29, 1933 at Fort Braggs, North Carolina. After one week they received orders to their new camp site in western North Carolina. An all day train trip to Murphy, N.C. was followed by a 40-mile truck trip over the mountains to Buck Creek, which appeared as a wilderness to the enrollees in comparison to the camp they had left at Fort Bragg.

It took seven days to create a temporary tent camp, which housed them until the barracks were completed at the end of that summer. During that time the camp commander was Captain Rathjen, although he only stayed until October of 1933. The following depicts the different camp commanders who served at the Nathaniel Greene/Buck Creek Camp #F-12:

Captain Rathjen	June-October , 1933
Captain Crawford	October-November, 1933
Captain James H. Drake	November-December, 1933
	January-May, 1934
Captain Robert H. Haag	May, 1934-?
Captain C.P. Zimmerman	?-July, 1935 (Buck Creek Camp,

Camp inspection reports for Nathaniel Greene Camp and when it was reoccupied as Buck Creek Camp show the occupation dates, camp condition, and the type of work (Figures 9-12). The majority of the work done by the earlier occupation of the camp (as Camp Nathaniel Greene), is shown as, "12 miles of truck trails: 1400 acres of TSI". The description of work projects as the reoccupied Buck Creek Camp was similar; "Road construction and maintenance: Timber Stand Improvement".

Due to the close proximity of CCC #F-12; historic documents and written accounts; along with information from local oral informants, it is most probable that the Nathaniel Greene/Buck Creek Camp constructed the Buck Creek/Perry Gap roads and stone culverts. Retired U.S. Forest Service employees L.C. Loudermilk, Hoyt Dockery, and Harvey Stiles, all referred to the Buck Creek/Perry Gap roads as being constructed by the CCC (personal communication 1999). Mr. Stiles, who conducted road maintenance in the Buck Creek area, remembered an inscribed rock located at the stone bridge that said built by the CCC, along with a date. The inscribed rock disappeared years ago. In an interview with CCC Forester James Cartwright (*Foxfire* Winter 1982), he reminisces about his time spent in different CCC camps, one of them Camp #F-12. He was transferred to #F-12 in 1935. According to Mr. Cartwright, Rainbow Springs, the nearest post office to the Buck Creek Camp, was a booming community. A large band mill owned by the Ritter Lumber Company was located there, and much of the virgin timber that was being cut was sent there (Plates 1-3). He recalled that the camp was located two to three miles away, across Black Gap on Buck Creek (Plate 4). Mrs. Eva Danielson, who lived and taught school in Rainbow Springs, remembered selling vegetables to the CCC camp, and also recalled an all night rescue search for two lost boys in which the

OFFICE OF THE DIRECTOR
WASHINGTON, D. C.

FEB 23 1934

CAMP REPORT Week ending 11/20/33

Camp No. NC F-12 Camp Name Camp Nathaniel Greene State North Carolina.

Camp Location Clay Franklin Rainbow Springs
County, nearest town or city, and Post Office Address

Size of Work Project 12 miles truck trails; 1,400 acres TSI

Colored or White Camp Colored

Name of Camp Commander James H. Drake, Capt Inf (24th)

Name of Work Project Supervisor Lee J. Smith

Number of Commissioned Officers at Camp 4

Number of Regular Army men assigned to Camp 4

Number of men actually on forest work 115

Number of men permanently detailed to camp work 23

Number of men enrolled locally in vicinity of Camp None

Number employed in Forestry Supervision (not enrolled men) 17

Type of Camp: (Underline particular one) National Forests, National Parks and Monuments, National Military Parks and Monuments, Public Land Office, State Parks, State Owned Lands, Migratory Bird Refuges.

Nature of work being done Road construction TSI

Number of men in camp when first established 212

Number of men in camp week ending 141

Number of elopements 19

Number dishonorably discharged 25 and 19 deserters

Number honorably discharged 5

States enrolled from ETS 59
North Carolina

Date this camp was occupied June 28, 1933

(over)

Figure 9: Camp Inspection Report for Nathaniel Greene Camp, 1933 (page 1).

Brief description of camp [illegible]

Garbage Removal: daily; Water Supply: chlorinated; — adequate

Drainage: very good.

Give name and rank of doctor assigned to camp Lester H. Shields, 1st Lt. Med-Res.

Number of camps he looks after Two (2)

How often does he visit this camp? Daily

Are men periodically examined for venereal disease? Once per month
Cooks once per week

What is condition of clothing, shoes, etc. of men in camp?

All items of clothing satisfactory.

Is there a Post Exchange at camp where men can purchase cigarettes, toilet articles etc.?
Yes

Are food supplies purchased locally, or from where? Perishables: locally
Non-perishables: Camp McPherson

What motor equipment is located at this camp for Army use?
1 Dodge 1½-Ton Truck

What motor equipment is located at this camp for Forest Service use?
3 Stake; 3 Dump 1½-T Chev; ½-T Pick-up.

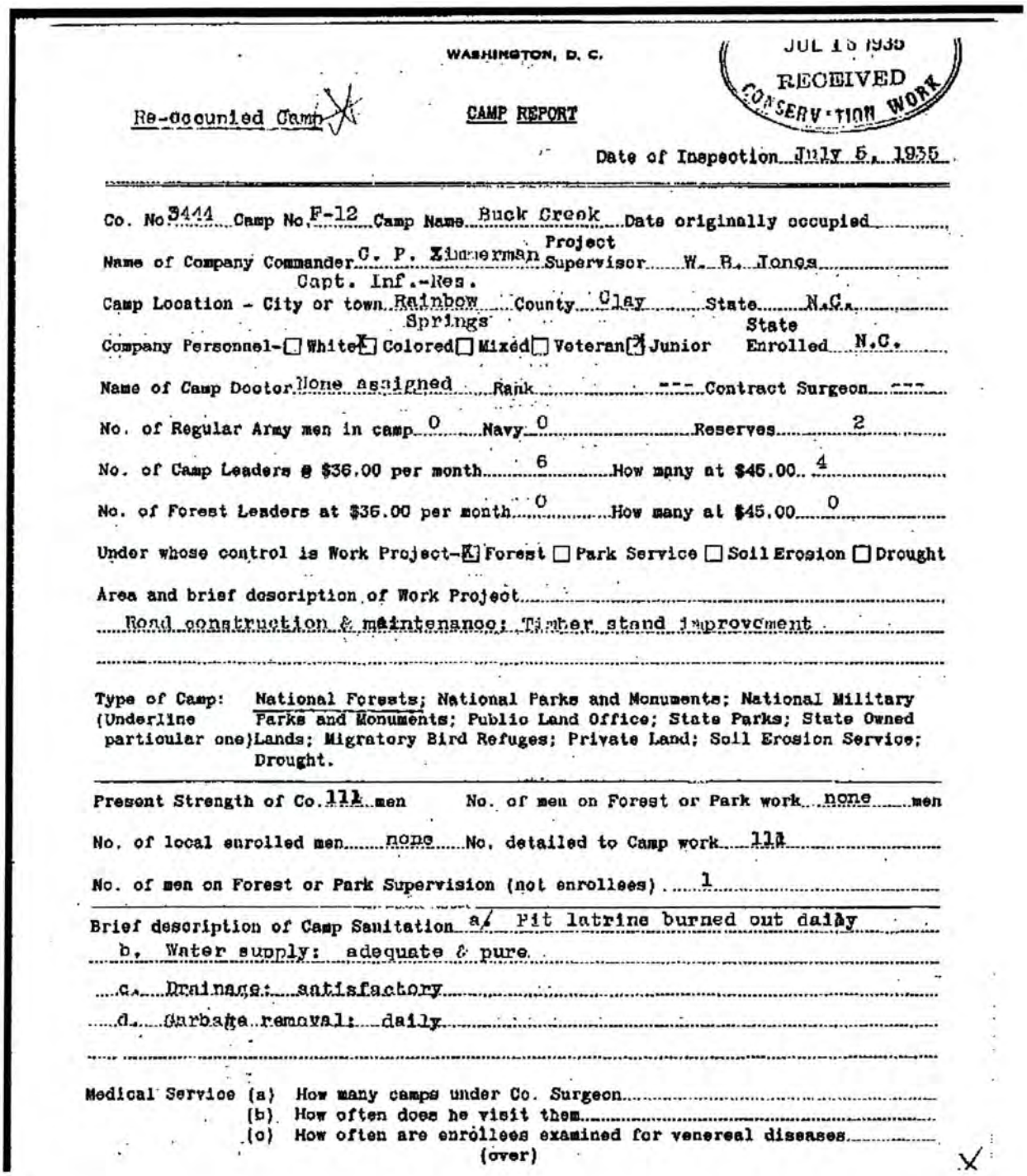
Number of enrolled men receiving $36 per month on forest work 4
Number of enrolled men receiving $45 per month on forest work 4
Number of enrolled men receiving $36 per month assigned to camp duties 3
Number of enrolled men receiving $45 per month assigned to camp duties 2
Are women visitors allowed in camp? Yes
Is there a reception tent, or are women allowed to visit through the camp?
During visiting hours--not in barracks area
Has there been any trouble of any nature since camp was installed?
None
What is the general spirit and feeling of enrolled men? Very good
What is the opinion of citizens in surrounding territory of the camps in their vicinity and the conduct of the men? Relations Satisfactory
Give number of illiterate men in camp, if any 25

Report made by Neill McL Coney, Jr.

Give address where your mail is to be sent.

NOTE: File copy of week's menu with this report.

Figure 10: Camp Inspection Report for Nathaniel Greene camp, 1933 (page 2).



WASHINGTON, D. C.

JUL 15 1935
RECEIVED
CONSERVATION WORK

Re-Occupied Camp X

CAMP REPORT

Date of Inspection July 5, 1935

Co. No. 3444 Camp No. F-12 Camp Name Buck Creek Date originally occupied

Name of Company Commander C. P. Zimmerman Capt. Inf.-Res. Project Supervisor W. B. Jones

Camp Location - City or town Rainbow Springs County Clay State N.C.

Company Personnel- ☐ White ☒ Colored ☐ Mixed ☐ Veteran ☒ Junior State Enrolled N.C.

Name of Camp Doctor None assigned Rank --- Contract Surgeon ---

No. of Regular Army men in camp 0 Navy 0 Reserves 2

No. of Camp Leaders @ $36.00 per month 6 How many at $45.00 4

No. of Forest Leaders at $36.00 per month 0 How many at $45.00 0

Under whose control is Work Project- ☒ Forest ☐ Park Service ☐ Soil Erosion ☐ Drought

Area and brief description of Work Project

Road construction & maintenance; Timber stand improvement

Type of Camp: (Underline particular one) National Forests; National Parks and Monuments; National Military Parks and Monuments; Public Land Office; State Parks; State Owned Lands; Migratory Bird Refuges; Private Land; Soil Erosion Service; Drought.

Present Strength of Co. 11½ men No. of men on Forest or Park work none men

No. of local enrolled men none No. detailed to Camp work 11½

No. of men on Forest or Park Supervision (not enrollees) 1

Brief description of Camp Sanitation a/ Pit latrine burned out daily

b, Water supply: adequate & pure

c. Drainage: satisfactory

d. Garbage removal: daily

Medical Service (a) How many camps under Co. Surgeon

(b) How often does he visit them

(c) How often are enrollees examined for venereal diseases

(over)

X

Figure 11: Camp Inspection Report for Buck Creek Camp, 1935 (page 1).

(a) Shoes G Clothes G Food supplies G Mess G

* (b) Barracks G Kitchen G Mess Hall G Officers Quarters G Other Bldgs.

(c) Camp area (condition, not size)

*Floors in barracks shaky

From what sources are food supplies procured

Perishables locally; non-perishables through QM

Safety Program:*

Are safety posters displayed Y Are all inflammable articles properly protected

Is safety committee organized How often are meetings held with enrollees

Are goggles required What type is used

Are explosives properly handled Where stored

How are careless and speeding truck drivers penalized

Are trucks provided with safety equipment

How often are fire drills held

What are the fire protection facilities

What auxiliary fire equipment is provided

*Camp not yet on a completely organized basis

Motor Equipment:

No. of trucks for Army use 1 Condition fair

No. of trucks for use of technical service -- Condition --

Rented Equipment and trucks (state kind and amount of rental) ---

Discharges during present enrollment period:

Honorable - Pressing needs elsewhere 0 End Term Service 0

Administrative - AWOL 0 Other causes 0

Dishonorable - Desertion 0 Other causes 0

Is the spirit and morale of enrollees Good ☑ Fair ☐ Poor ☐

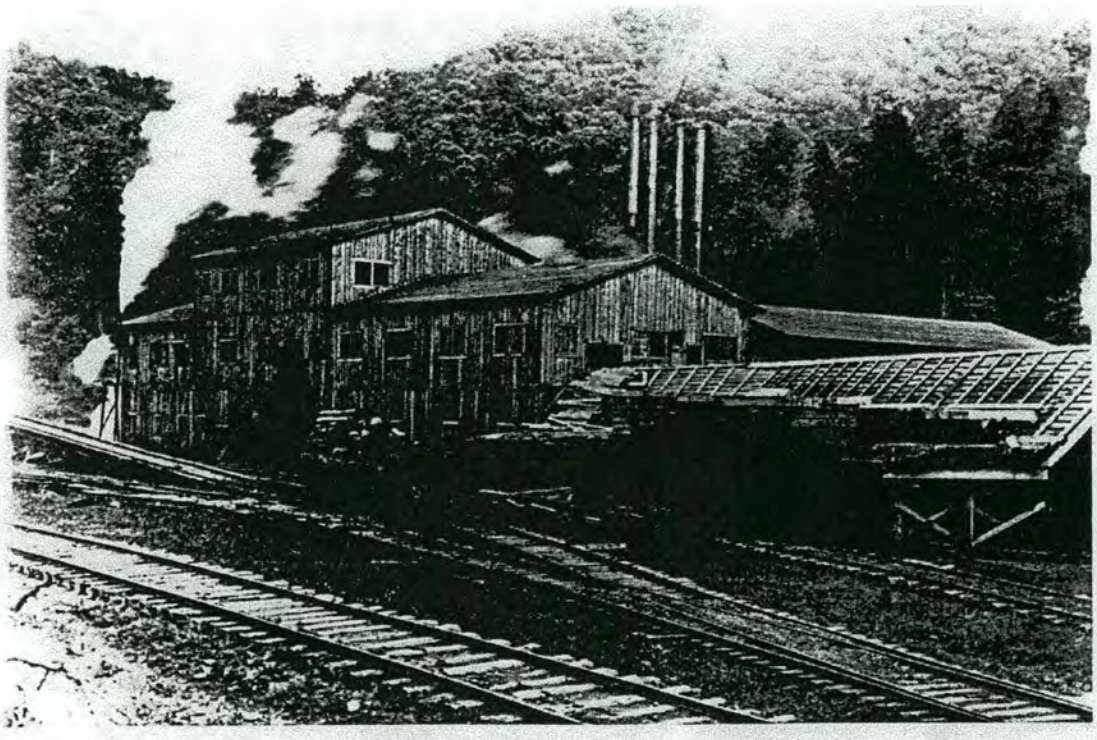
Remarks

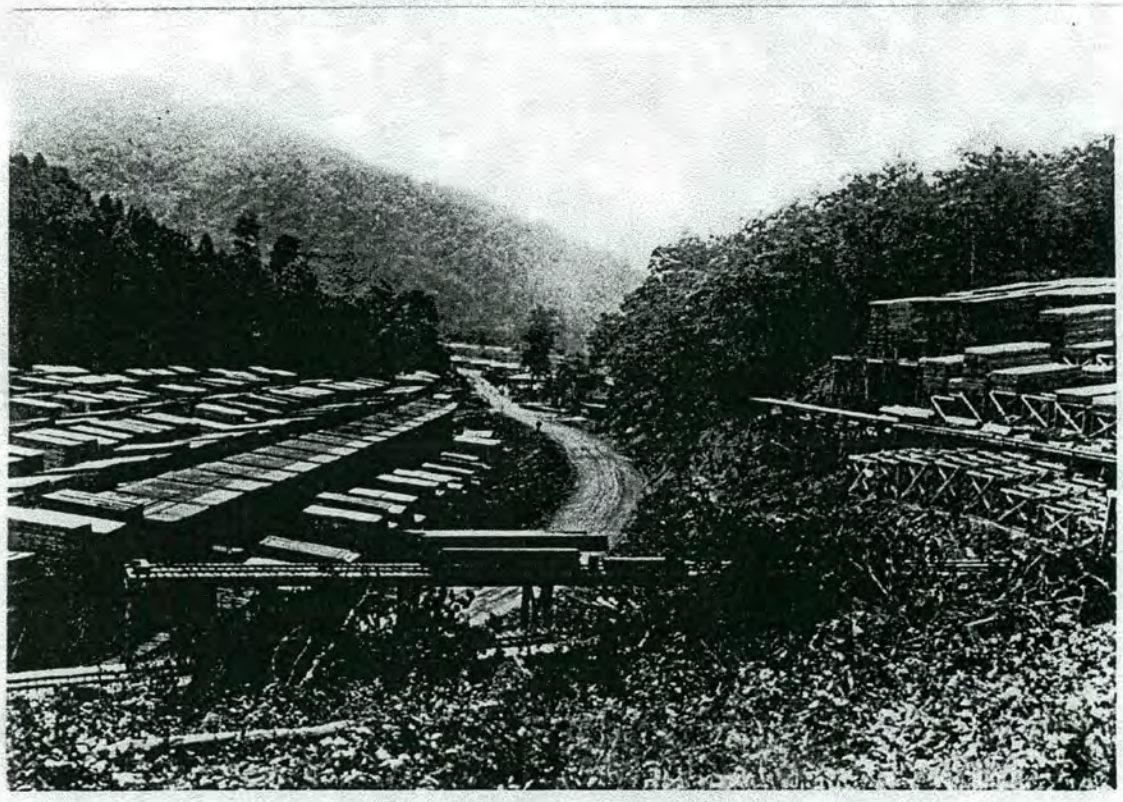
Report made by

NOTE: File copy of week's menu with this report.

NEILL MCL. CONEY JR.
SPECIAL INVESTIGATOR

Figure 12: Camp Inspection Report for Buck Creek Camp, 1935 (page 2).





Plates 1 & 2: Ritter Lumber Company, located in the community of Rainbow Springs, circa 1934. Plate 1 depicts the mill, Plate 2 shows stacked lumber. Upper end of gravel road goes towards CCC camp #F-12, other direction heads to Franklin. Road is in approximate location of U.S.Highway #64. From: Mrs. Eva Danielson

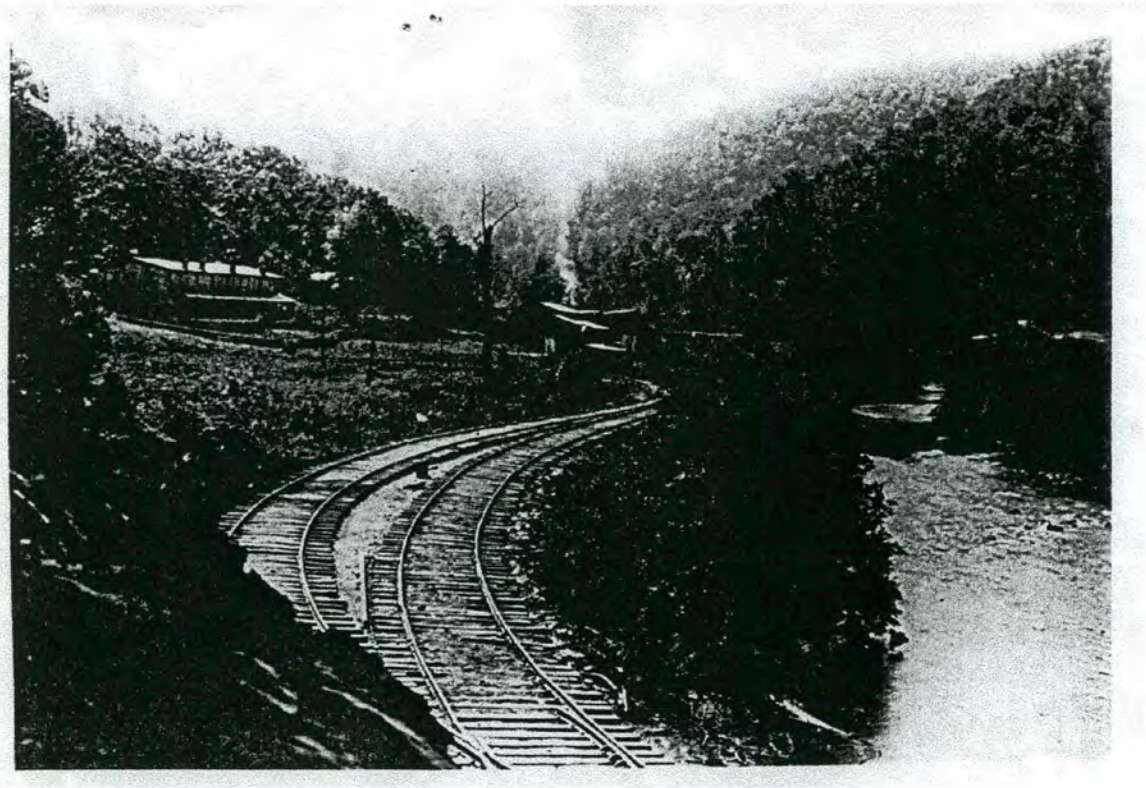


Plate 3: Ritter Lumber Co., Rainbow Springs, N.C., located on the Nantahala River, circa 1934. Building at upper left was used as a boarding house and club house and commissary. Railroad came from Andrews and continued on to Franklin.
From: Mrs. Eva Danielson

Plate 4: CCC Camp #F-12. Taken from direction of U.S. Highway #64, circa 1934/35.
From: Memories of District B: Civilian Conservation Corps.

CCC enrollees participated. She remembered that the camp was mostly "..colored boys who weren't very familiar with the mountains". Mr. Cartwright related that the camp was similar to other CCC camps that he had served in, except that the white officers supervised an all black outfit. Being African-American made it difficult for the enrollees to recreate in the local community. Mr. Cartwright said they "solved" this dilemma by taking the camp members by truck to Asheville every 2-3 weeks for a "night on the town" before trucking them back to the camp later that evening. The work, however, was similar to the project work done by other CCC camps. The main work project was building the road from Rainbow Springs to Aquone, where CCC Camp #F-10 was located (Colin, personal communication). The Rainbow Springs road (designated Forest Road #27) has had the majority of the culverts replaced, although there is one existing CCC constructed stone bridge remaining, located on Roaring Fork Branch (Figure 13). Camp #F-10 worked on the north end of the project and Camp #F-12 worked from the south end. This road was built to connect the two communities, and for forest fire access. Figure 12 depicts the location of the two CCC camps; the communities of Aquone and Rainbow Springs, and work project areas.

The type of masonry employed on the culverts and bridges for both the Perry Gap/Buck Creek road and the Rainbow Springs road are similar. Uncoursed rubble masonry consists of stone laid without any attempt to form a regular course or pattern. Proportion, design, and material are taken into consideration to create a pleasing pattern that has unity with the surrounding. An Emergency Conservation Work guideline for stone and brick work states:

> "Rubble masonry is one of the best things that an enrollee can learn to handle, for experts in this trade are in demand, and architects and landscape architects always have need of men who can lay up this type of masonry in an artistic manner" (USDA 1937)

The difficulties of building the roads in the Buck Creek area included cold weather (for North Carolina), and the lack of heavy equipment. Cartwright related that much of the work was done by hand with picks and shovels, which is depicted in one of the photos of enrollees of Buck Creek Camp #F-12 working on what appears to be Perry Gap Road #350 (Plate 5). Plates 6 and 7 depict enrollees of camp #F-12.

Oral informant Lawrence Morgan, a member of the Aquone CCC Camp #F-10, recalled the quarry site locations along the Rainbow Springs and Perry Gap Roads, where the men would use jackhammers to remove the stone needed for the culverts and bridges (personal communication 1999). Mr. Morgan was able to pinpoint on the ground these areas, as well as where the Buck Creek Camp was located. He recalled that when enrolled in Camp #F-10 in 1935, one of their jobs was to dismantle the Buck Creek Camp which closed earlier than some of the other CCC camps. The camp was similar to #F-10, although not nearly as large.

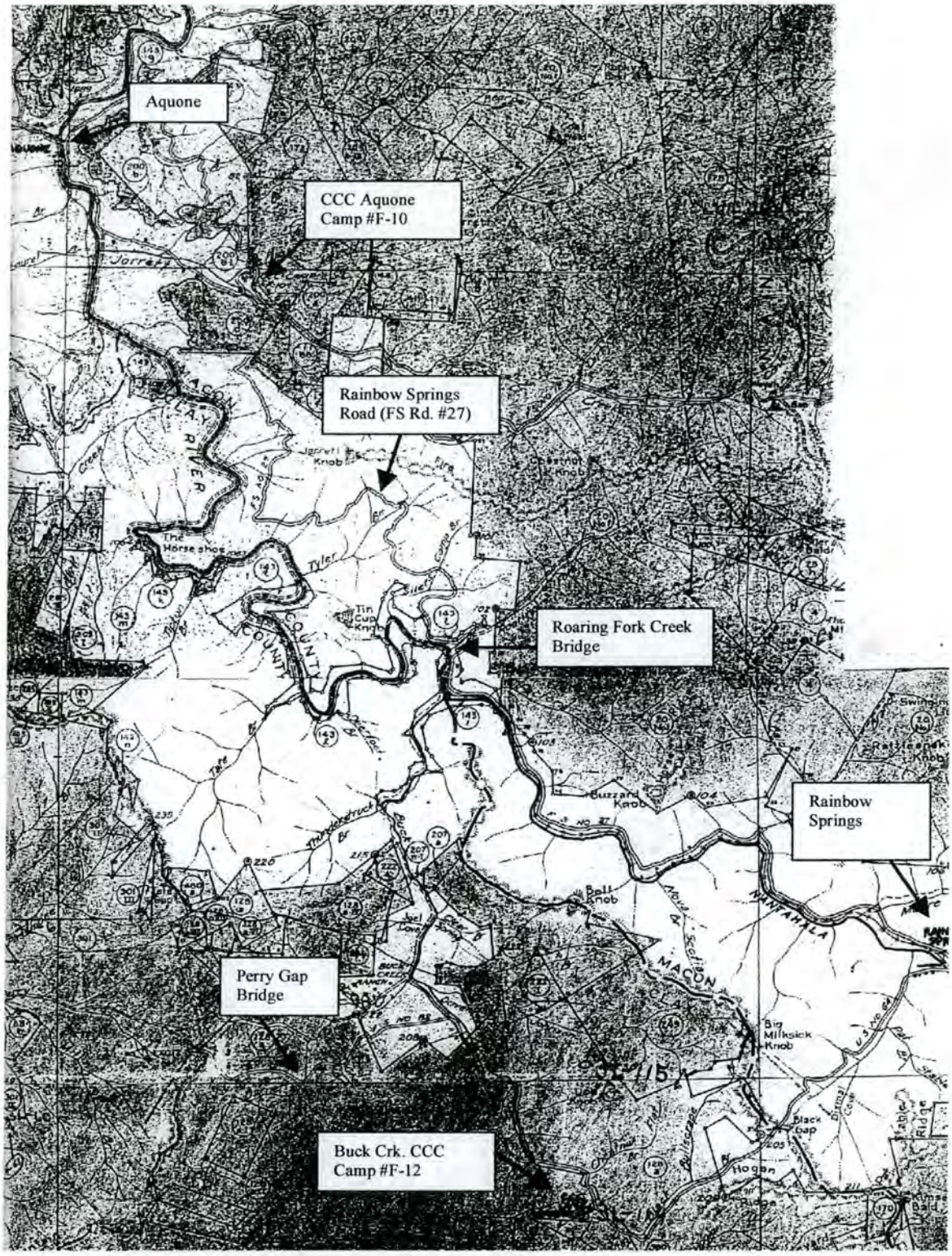


Figure 13: Locations of CCC camps, communities of Rainbow Springs and Aquone, and stone bridges built by the CCC.
From: Nantahala National Forest Map, 1939

Plate 5: Assorted photos of CCC Camp #F-12, enrollees, and work projects. Center photo appears to be Buck Creek/Perry Gap road construction work project. Bottom center and right photos depict early camp construction. From: Memories of District B: Civilian Conservation Corps, 1934.

Plate 6: Photo of Camp Nathaniel Greene, N.C. #F-12, Rainbow Springs, North Carolina. Under the command of Captain Herman F. Rathjen, circa 1933.
From: Memories if District B: Civilian Conservation Corps, 1934.

ROSTER COMPANY 425

Capt. Robert H. Haag, Cav. Res., New Orleans, C. O.
First Lieut. Albert H. Hatchett, F. A. Res.
First Lieut. Arthur J. Dunlap, Fin. Res., Atlanta, Ga.
Second Lieut. Karl P. Conradi, F. A. Res.

ENLISTED MEN

Sgt. Duncan B. Skipper, Hope Mills, N. C.
Corp. Hugh Sparks, Gonce, Ala.
PFC. Harold J. Watts, Greenville, S. C.

FORESTERS

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J. L. Piernol, Pittsburgh, Pa.
Joe Kowal, Kenmore, N. Y.

ROAD FOREMEN

R. C. Bell, Millswings, N. C.
Allen McDonald, Murphy, N. C.
C. P. Sawyer, Robinsville, N. C.

MECHANIC

H. P. Rolland, Franklin, N. C.

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Isadore Gill, Raleigh, N. C.
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McK. A. Johns, Raleigh, N. C.
J. W. McClenton, Greensboro.
A. Williams, Greensboro, N. C.
L. Wolf, Greensboro, N. C.

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Wilbert Brinson, Goldsboro.
L. Bynum, Chapel Hill, N. C.
Charles Carver, High Point.
P. A. Dildy, Roduco, N. C.
S. Greene, Raleigh, N. C.
Raymond Goode, Raleigh, N. C.
E. E. Jones, Winton, N. C.
Jonah Nobles, Snow Hill, N. C.
Wm. Streeter, Farmville, N. C.
Jarvis Watson, Efland, N. C.
Ed Whiteside, Nebo, N. C.

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John Alexander, Hayesville.
Alexander Alford, Latta, S. C.
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Roy Burson, Concord, N. C.
Robert Cagle, Goldsboro, N. C.
H. Caldwell, Morganton, N. C.
Willis Caldwell, Morganton.
Wm. Carroll, Rose Hill, N. C.
J. H. Carrow, Grifton, N. C.
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R. Douglas, Florence, S. C.
Ralph Downing, Grifton, N. C.
W. Edwards, Johnson City York, S. C.
D. F. England, Franklin, N. C.
Otis Farrish, Reidsville, N. C.
J. R. Fairley, Laurinburg, N.C.
J. R. Featherstone, Roxboro.
A. Flowers, Winston-Salem.
A. Ford, East Spencer, N. C.
John Francis, Forest City, N.C.
Wm. Freeman, Hickory, N. C.
L. E. Freeland, Ashboro, N. C.
A. Gibson, Franklin, N. C.
T. A. Graham, Salisbury, N. C.
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D. Guillebeaux, Asheville.
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G. E. Herbert, Hayesville, N.C.
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James Hines, Shannon, N. C.
W. L. Hodges, Marion, S. C.
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D. Holloway, Asheville, N. C.
Aaron Holmes, Lexington, N.C.
Sam Hood, Greensboro, N. C.
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J. C. Huff, Chester, S. C.
Willie Huff, Winston-Salem.
R. L. Jackson, Laurinburg.
R. Johnson, St. Matthews, S.C.
R. Johnson, Franklin, N. C.
D. Johnson, Hayesville, N. C.
R. D. Johnson, High Point.
C. Jones, Winston-Salem.
Ed. Jones, Beanford, N. C.
R. Jones, Dillon, S. C.
Ray Jones, Hayesville, N. C.
W. B. Kelly, Raleigh, N. C.
L. C. Kinard, Asheville, N. C.
M. Kinsey, Mayesville, N. C.
Theo. Lash, Liberty, N. C.
D. W. Lewis, New Bern, N. C.
Bob Ledford, Franklin, N. C.
Lee Ledford, Franklin, N. C.
L. Lockhart, Asheville, N. C.
Isaac Logan, Orangeburg, S. C.
Roy Lewis, Asheville, N. C.
Wiley Love, Franklin, N. C.
Jesse Lowry, York, S. C.
W. D. Mabens, Danville, Va.
W. Malone, Greensboro, N. C.
J. H. Marshall, New Bern, N.C.
Bivens Mayo, Hillsboro, N. C.
H. C. Mauldin, Hayesville, N.C.
H. E. Mauldin, Hayesville, N.C.
Arnold Mendas, New Bern, N.C.
S. W. McCawley, Burlington.
J. McCulley, Efland, N. C.
M. McCray, Florence, S. C.
L. McLean, Bunn Level, N. C.
A. Miller, Chesterfield, S. C.
H. Miller, Rock Hill, S. C.
S. L. Miller, Greensboro, N. C.
Nick Mitchell, Nashville, N. C.
C. M. Moore, Four Oaks, N. C.
J. D. Moore, Old Fort, N. C.
L. Neely, Salisbury, N. C.
R. T. Page, Mullins, S. C.
Thos. Parham, Raleigh, N. C.
E. Payton, Asheville, N. C.
G. Payton, New Bern, N. C.
Fred Penland, Franklin, N. C.
C. Pinckney, Orangeburg, S. C.
L. B. Pittman, Laurinburg, N.C.
P. Pompey, Leesville, S. C.
Wm. Porter, Franklin, N. C.
James Posey, Asheville, N. C.
J. E. Powell, Lumberton, N.C.
W. P. Rand, Raleigh, N. C.
J. A. Reid, Goldsboro, N. C.
T. Roach, Jr., Raleigh, N. C
T. Rhodes, Farmville, N. C.
Wm. Rippy, Shelby, N. C.
J. Roberson, Durham, N. C.
G. L. Robinson, Hope Mills.
Z. Robinson, Florence, S. C.
Willie Round, Chester, S. C.
M. W. Rountree, Grimesland.
Willie Rouse, Darlington, S.C.
John Stayles, Greenwood, S.C.
T. Scarborough, Laurinburg.
Smith Scott, New Bern, N. C.
Bennie Scruggs, Franklin, N.C.
Robt. Scruggs, Franklin, N. C.
Geo. Scruggs, Franklin, N. C.
J. H. Shaw, Raleigh, N. C.
R. Simmons, Greensboro, N. C.
J. K. Sims, Winnsboro, S. C.
L. Smith, Chesterfield, S. C.
E. Snipes, Greensboro, N. C.
B. Staton, Knightdale, N. C.
B. Strange, Statesville, N. C.
Wm. Suggs, Farmville, N. C.
S. W. Sullivan, Winston-Salem.
J. M. Tate, Bridgewater, N. C.
W. J. Tayler, Snow Hill, N. C.
D. Thacker, Greenshoro, N. C.
W. M. Townsend, Smithfield.
G. Trotter, Greenwood, S. C.
H. Turner, Mt. Gilead, N. C.
Moses Vines, Ayden, N. C.
J. L. Underwood, Goldsboro.
J. E. Wade, Kinston, N. C.
W. Westley, Elizabeth City.
L. Wharton, Danville, Va.
F. Whiteside, Asheville, N. C.
O. L. Whitfield, LaGrange, S.C.
Isaac William, Mullins, S. C.
J. Williams, Columbia, S. C.
A. Winstead, Roxboro, N. C.
W. E. Wise, Lexington, S. C.

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Plate 7: Roster and photo of Camp Nathaniel Greene #F-12, under the command of Captain Robert H. Haag, circa 1934.
From: Memories of District B: Civilian Conservation Corps, 1934.

Site Description

The CCC constructed Perry Gap/Buck Creek Historic Transportation Route (31CY256) begins at the start of Buck Creek Road #350, and continues to the end of Road #350 at Perry Gap, a distance of 3.64 miles (Figure 14). The gravel roadbed, varies in width from 18 to 20 feet wide. There are four different kinds of structures along the route; a rock retaining wall; a stone box culvert; a stone bridge; and 78 metal culverts with stone headwalls (Figures 15 and 16).

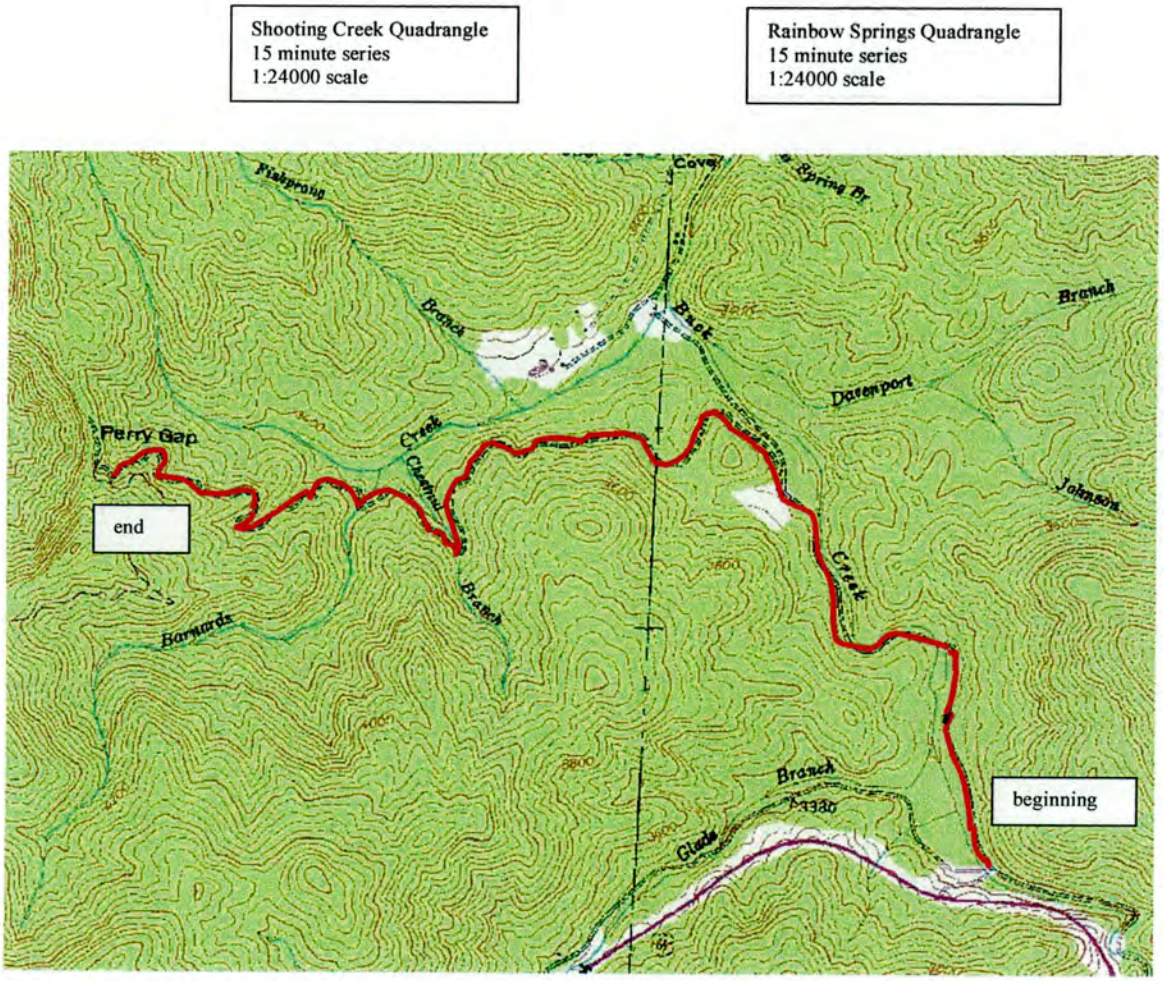

Figure 14: Historic Transportation Route (31CY256)

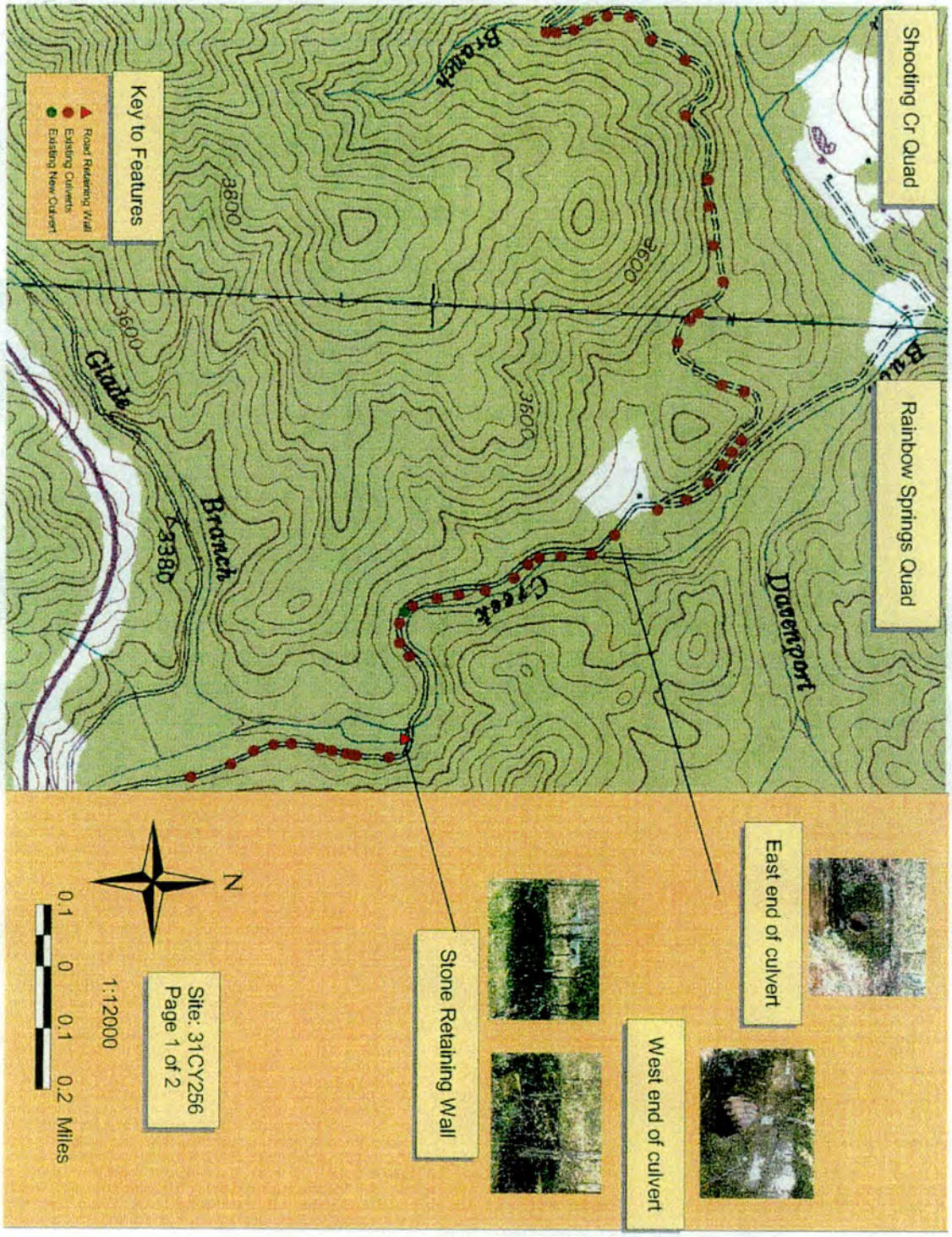

Figure 15: Site location map; depicts culverts and stone retaining wall with sample photos.

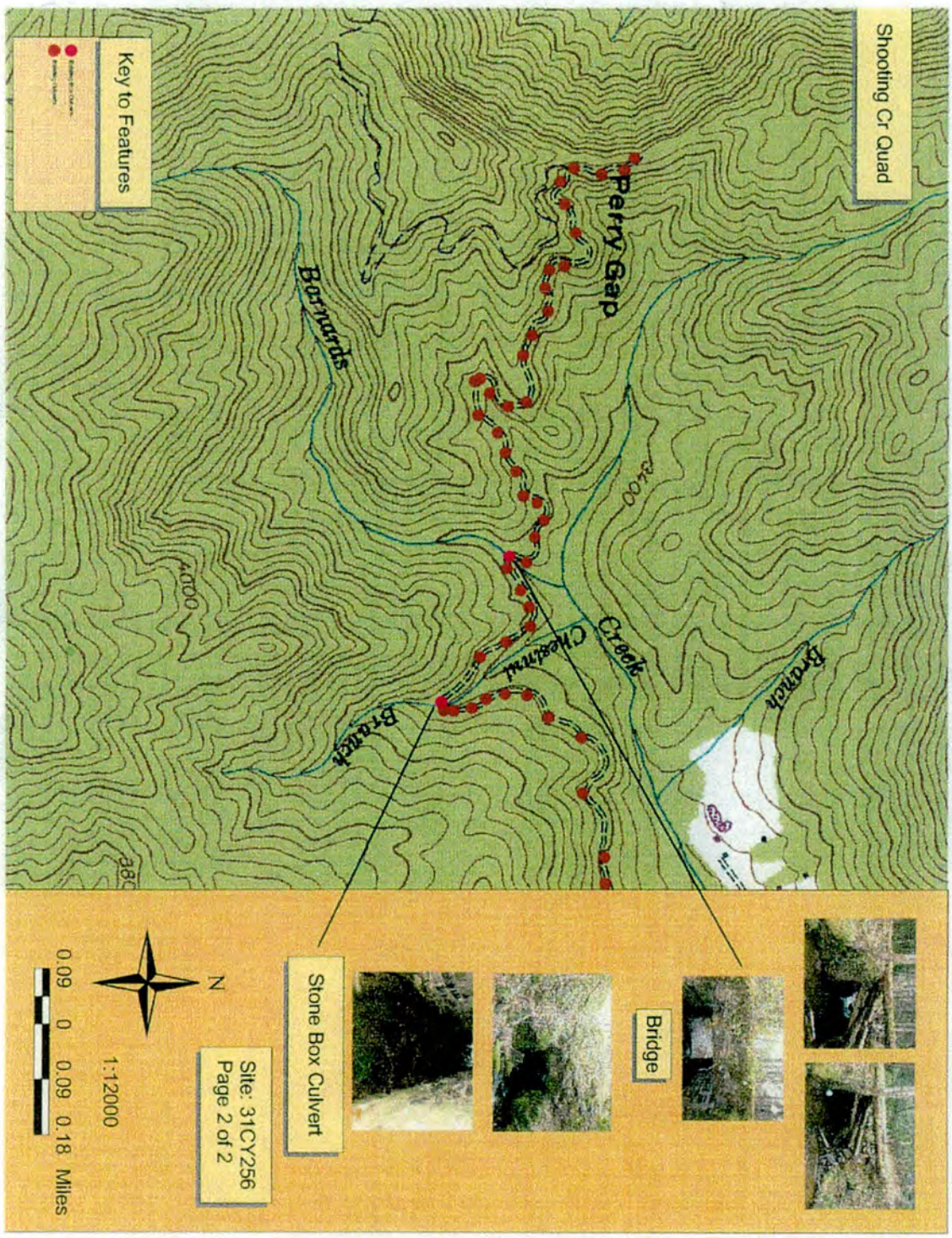

Figure 16: Site location map; depicts culverts, box culvert, and bridge locations.

Retaining Wall:

The retaining wall consists of what appears to be a mixture of dumped and stacked stone (Plates 8-11). The stone is rough, not cut like the stone used in the bridge and culvert, and ranges in size from small diameter (3") to larger (20") diameter. There are three large boulders that may have been in place and utilized as part of the retaining wall. The wall is 60 feet long and three feet high. It is located below the existing road approximately 13 feet. The remnant wall is located just south of the Buck Creek bridge which was built in the 1950's, and in all probability, replaced an old CCC bridge. This section of the road appears to be the only area where the original road deviates from the present road. While the retaining wall is not a finer example of CCC rubble masonry, it is the only visible remnant of this section of the historic route and thus is considered a contributing element of the historic property.

Plate 8: Northern section of retaining wall, view east. Buck Creek Road #350 is visible above.

Plate 9: Midsection of retaining wall, close-up.

Plate 10: Northern end of retaining wall, close-up.

Plate 11: View of retaining wall, looking northeast.

Stone Box Culvert

The box culvert is located on Chestnut Branch, 1.19 miles past the junction of Roads #350/#350A (towards Perry Gap). The box culvert is 35 and a ½ feet long, with a four and a ½ foot wide opening (Plates 12-16). The floor of the culvert consists of poured concrete with flat stone laid level. The top of the culvert is a prefabricated poured concrete slab, reinforced with re-bar. The upstream side of the culvert has two wingwalls. The wingwall on the west side of Chestnut Branch is 8.9 feet long and varies between two and four feet The east wingwall is 12.4 feet long, and also varies in height from two to three feet. There is approximately 1.6 feet of fill over the concrete slab. The downstream end of the culvert has 8.4 feet of fill between the roadbed and the top of the concrete slab. The west wingwall is 6.7 feet long, the east wingwall is 7.2 feet long. Height varies from three to four feet. The rock appears to be shaped, and according to local informants, quarried locally. The overall condition of the culvert is fair. The sidewalls appear to be stable and intact, although some movement is evident. The concrete slab is eroding and needs to be replaced. The box culvert is a good example of CCC rubble masonry and is considered a contributing element to the historic transportation route.

Plate 12: Floor and side walls of box culvert, from upstream (north) side.

Plate 13: Location of box culvert along Perry Gap section of route, on Chestnut Branch.

Plate 14: Downstream end of box culvert showing wingwalls. Arrow indicates fill over top of concrete slab (8 feet of fill).

Plate 15: Close-up of downstream end of box culvert

Plate 16: Close-up of upstream end of box culvert showing south side wall and exposed re-bar in concrete slab.

Stone Bridge

The stone bridge is located at Barnett Branch 1.55 miles from the junction of roads #350 and #350A. The structure is 18 feet long, 7.6 feet wide, and 6 feet tall, and was constructed to channel Barnett Creek and act as a bridge for vehicles (Plates 17-23). There are wingwalls on both the upstream and downstream ends of the bridge. Fill material was placed over a poured concrete slab reinforced with re-bar, although much of it has eroded away, especially on the west end of the bridge. It appears as if pressure treated posts were added length-wise along the top of the bridge to reinforce the edges of the road. The structure is in an advanced state of deterioration and has become a safety hazard for vehicles. The downstream, west side wingwall has fallen in, and many of the stones have been washed downstream. Movement of the rock is evident throughout the structure. A small diameter tree has grown among the rocks of the west, upstream wingwall, creating openings between the individual rocks. The rock is similar to that used on the box culvert, and according to informant Lawrence Morgan, was quarried just down the road at milepost 0.79. The bridge is an example of uncoursed rubble masonry, built by CCC camp #F-12 (Nathaniel Greene/Buck Creek Camp) in the early 1930's. Although considered a contributing element to the historic transportation route, the structure is in an advanced state of deterioration and considered a safety hazard for passing motorists.

Plate 17: Location of stone bridge on Perry Gap section of road #350.

Plate 18: Downstream end of bridge showing erosion, view east.

Plate 19: Downstream end of bridge and west wingwall.

Plate 20: Downstream end of bridge, east wingwall.

Plate 21: Upstream end of bridge, close up of concrete slab and fill.

Plate 22: Upstream end of bridge, west wingwall.

Plate 23: Upstream end of bridge, top and east side.

The only other known remaining CCC constructed bridge on the Nantahala National Forest is on the Wayah Ranger District in Macon County (Plates 24-26). It is on the Rainbow Springs road (F.S. #437) at Roaring Fork Creek. It was most likely constructed by the enrollees at Aquone CCC Camp #F-10. This bridge will be documented and evaluated for NRHP eligibility and managed accordingly by the US Forest Service.

Plate 24: Rainbow Springs CCC bridge. Located on Forest Rd. #437 at Roaring Fork Creek. View from south side of road.

Plate 25: View of interior showing rock construction and poured concrete top.

Plate 26: Close up view of concrete top with exposed re-bar. North side of road.

Metal Culverts with Stone Headwalls

There are a total of 78 metal culverts with stone headwalls along the four mile historic transportation route. Eleven of the structures are situated from the beginning of Buck Creek road #350 and the Buck Creek bridge which is the proposed easement section of the road. Another 14 structures are situated from the Buck Creek bridge to the junction of Buck Creek road #350 and road #350A. The remaining 53 structures are located from the junction to Perry Gap.

There are 2 different styles represented along the route. The most common style (Plates 27-31) is the straight walled version, consisting of a 15" metal culvert, with stacked rock on either side. Usually the top rocks are the largest. The average size of this structure is 1 and a ½ feet tall, and 3 feet wide, although there are several larger versions of this style. The larger version of the straight walled style is approximately five feet wide and 3 feet tall (Plates 32-35).

Plate 27: Straight walled style, smaller size version.

Plate 28: Small version, straight walled style.

Plate 29: Small version, straight walled style.

Plate 30: Small version, straight walled style. Note silt accumulation in culvert.

Plate 31: Small version, straight walled style. Headwall collapsing due to road grading.

Plate 32: Larger size, straight walled style.

Plate 33: Larger version, straight walled style. Located at creek before road junctions #350/#350A, east side of road.

Plate 34: Straight walled style, large size. Located on creek before junction of roads #350/#350A, west side of road. Growth of tree separating stacked rock.

Plate 35: Straight walled style, large version. Located on east side of road.

The winged corner culvert is constructed like the straight walled version with the addition of a corner stone that acts to channel water into the culvert. This style is fewer in number than the straight walled version, and generally smaller in size (Plates 36-38).

Plate 36: Winged corner style.

Plate 37: Winged corner style. Note silt accumulation in metal culvert.

Plate 38: Winged corner style.

Statement of Significance

The Perry Gap/Buck Creek Historic Transportation Route (Figure 13) is eligible to the National Register of Historic Places under Criteria A and C (36 CFR 60.6), and the historic route is "(a) are associated with events that have made significant contributions to the broad patterns of our history" and "(c) embodies the distinctive characteristics of a type, period, and method of construction. The route was constructed by members of the Nathaniel Greene/Buck Creek CCC camp #F-12, one of three African-American National Forest camps in North Carolina. The CCC was the first nationally sponsored conservation movement in the United States, part of Roosevelt's New Deal philosophy which looked at the social welfare of its citizens and created programs to employ those in need of help with useful work during the Great Depression (McCorvie 1995).

The Perry Gap/Buck Creek Historic Transportation Route is a "historic property that possesses integrity of location, design, setting, material, workmanship, feeling and association with events that have made a significant contribution to the broad patterns" of American conservation efforts and National Forest history (Ashcraft and Snedeker 1999).

The historic transportation route is also a "property that possesses integrity of location, design, setting, materials, workmanship, feeling and association and embody the distinctive characteristics of (Criterion C) New Deal Era Civilian Conservation Corps construction. The bridge, retaining wall, and culverts, are examples of rustic, uncoursed rubble masonry of locally quarried stone.

The route is a significant property on local, state and national levels. The retaining wall, roadbed, bridge, and culverts were constructed between 1933-1935 by Camp Nathaniel Greene, #F-12) one of three African-American National Forest CCC camps in North Carolina.

Mitigation of Effects

Presently, it is proposed to construct a new crossing downstream from the existing bridge and in the near future to deed easement of 3,900 feet of the southern most section of Buck Creek road #350 to NC DOT for maintenance.

Construction of a new crossing below the bridge located at milepost 1.55 and right-of-way conveyance of 3,900 feet (Figure 15) of Buck Creek road #350, will have an effect on the National Register of Historic Places eligible property.

To mitigate adverse effect from road maintenance and present and future management activities to the Perry Gap/Buck Creek Historic Transportation Route, the following mitigation measures must be implemented to retain the integrity and characteristics that qualify this route for NRHP eligibility:

Shooting Creek Quadrangle
15 minute series
1:24000 scale

Rainbow Springs Quadrangle
15 minute series
1:24000 scale

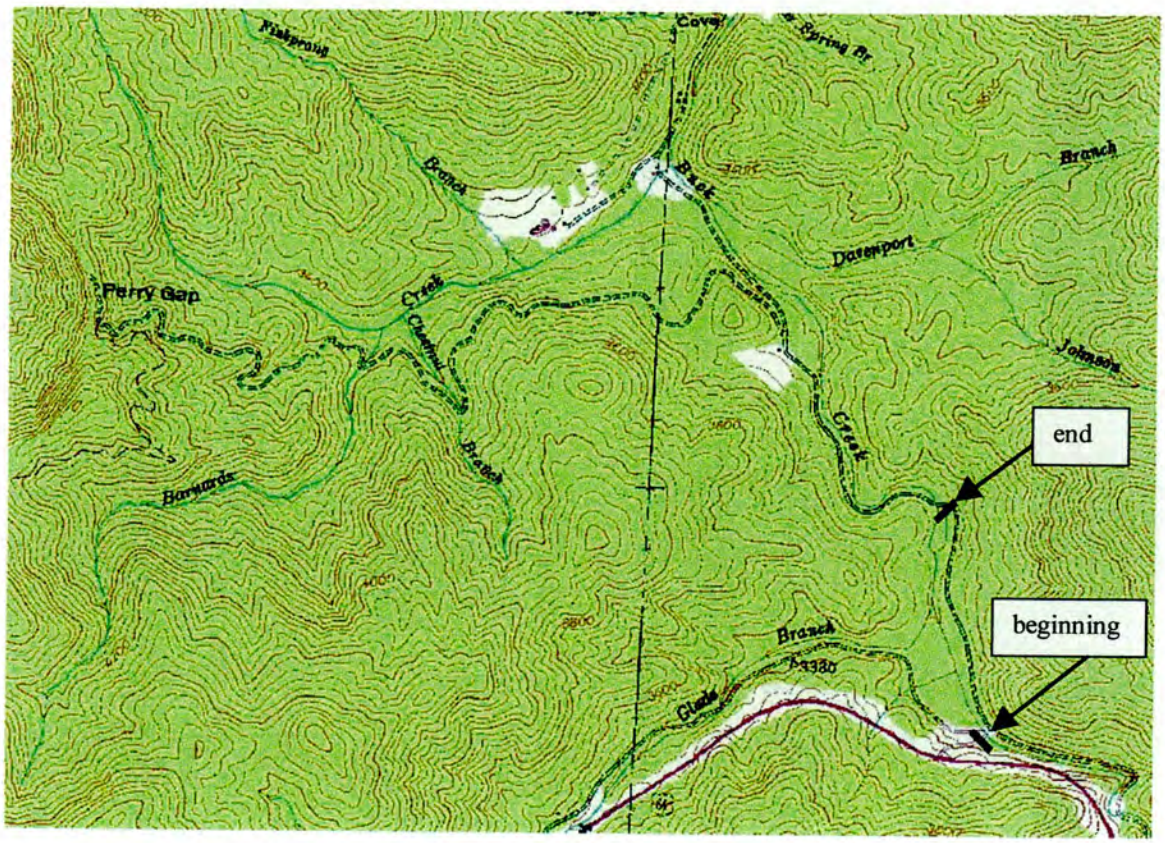

Figure 17: Proposed easement section of Buck Creek road #350 to be conveyed to NC DOT.

1.) The new crossing will be located downstream from the original CCC bridge at milepost 1.55. This will not foreclose the opportunity to repair and interpret the bridge at a later date. This was an original alternative proposed by the U.S. Forest Service and later suggested by the NC SHPO's office, outlined in letter form as Option 2 (Appendix 1).

2.) Preserving and maintaining a representative sample of the metal culverts with stone headwalls is a practical and economical alternative and will better ensure the preservation of the historic route. This sample, although not yet completely and individually identified, will be based upon condition of the metal culverts and respective stone headwalls, and whether or not they are functioning properly.

° The representative sample must include the stone box culvert at milepost 1.19 and some of each of the straight and winged headwall varieties.

° The majority of the representative sample will be along the Perry Gap section of road #350, which is contiguous and more in keeping with the original intent of the road. The lower section of the Buck Creek road has been plagued by flooding and gets constant and heavy use by private landowners assessing their property. Only one culvert proposed for preservation located just south of the road junction of Buck Creek and Perry Gap (Roads #350 and #350A), is on the Buck Creek section. This culvert is in good condition, although some maintenance is needed. None of the culverts along the NC DOT proposed easement section are to be preserved.

° The retaining wall and original road route along the section proposed for easement conveyance (located just south of the Buck Creek bridge) will be retained. Right-of-way easement shall be shifted, if necessary, to avoid the wall and retain it within U.S. Forest Service management.

° Any rehabilitation/restoration will meet the Secretary of the Interiors Standards (36 CFR 67).

3.) An assessment of all 78 culverts will be completed based upon criteria developed in consultation with the NC SHPO and a historic preservation engineer. These structures will be identified and scheduled for preservation maintenance and/or replacement.

4.) The stone box culvert at milepost 1.19 on the Perry Gap section will be the number one priority for maintenance and preservation, as it is the only known sample of its type.

5.) Culverts and respective stone headwalls scheduled to be replaced will be photographed prior to dismantling and adequate rock saved and/or stockpiled to be used in visible headwalls and for future maintenance on other culvert headwalls.

6.) An interpretive plan will be developed for the route and implemented as funding becomes available.

7.) All restoration, maintenance, etc. will meet The Secretary of the Interiors *Standards for the Treatment of Historic Properties,*1995 (36 CFR 67).

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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 3, 2000

Mr. Rodney J. Snedeker
Forest Archeologist, NFsNC
160A Zillicoa St. P. O. Box 2750
Asheville, NC 28802

Re: Proposed CCC Bridge Culvert Replacement, Perry Gap Road,
Clay County, ER 00-9714

Dear Mr. Snedeker:

Thank you for providing us with the opportunity to review the proposed work on the CCC-era stone box culvert on Perry Gap Road. We have reviewed the photographs and description and offer the following comments.

From conversations between you and John Horton, Restoration Specialist we understand that the stone box culvert is eroding and collapsing. The condition of the culvert is such that the road had to be closed to vehicular traffic. The photographs show displaced and collapsed road bed timbers as well as collapse of some of the stone side walls. We agree that to prevent further deterioration, vehicular traffic should not be permitted over the culvert. Our recommendations for treatment cover two options:

> Option 1: The existing roadbed should be removed down to the underlying stone structure. Any deteriorated stonework should be replaced and repointed in accordance with NPS Preservation Brief #2: *Repointing Mortar Joints in Historic Masonry Buildings*. The roadbed structure should be replaced to replicate as much as possible the appearance of this historic roadbed. This is the preferable option since work would have minimal effect on the historic structure. However, we understand that this work will involve closing down the road for a longer period of time, may be unacceptable to the public, and may not fit within your agency's budget for this year.

	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

Appendix 1: Letter from NC SHPO office regarding new crossing and CCC bridge (page 1)

Option 2: The historic box culvert should be abandoned to vehicular traffic and the roadbed be re-aligned to cross the stream below or above the exiting culvert. The new culvert should be constructed at an adequate distance from the historic culvert so that the visual impact of the new construction will have minimal effect. The historic culvert should not be removed, but should be barricaded and left in place, pending future restoration. Minimal stabilization of the stonework should be done to prevent accelerated deterioration. This work will have an effect on the historic structure, but the effect wold not be adverse.

We request that you follow up with a submittal which addresses one or both of the above options in more detail for our review. For Option1, we need plans and specifications addressing the restoration of the structure. For Option 2, we need a site plan showing the proposed relationship of the new culvert and roadbed to the existing culvert.

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.

Sincerely,

Renee Gledhill-Earley

David Brook
Deputy State Historic Preservation Officer

DB:kgc

Appendix 1: Letter from NC SHPO regarding CCC bridge (page 2).