



North Carolina Department of Cultural Resources  
State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor  
Lisbeth C. Evans, Secretary  
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History  
Division of Historical Resources  
David Brook, Director

June 7, 2006

MEMORANDUM

TO: Greg Thorpe, Ph.D., Director  
Project Development and Environmental Analysis Branch  
NCDOT Division of Highways

FROM: Peter Sandbeck *Plse for Peter Sandbeck*

SUBJECT: Historic Architectural Resources Survey Report, Gallimore Dairy Road (SR 1556) From  
South of I-40 to NC 68, U-4015A, Guilford County, ER 04-2451

Thank you for your letter of May 5, 2006, transmitting the survey report by Richard Silverman for the above project.

The following property is determined not eligible for listing in the National Register of Historic Places:

*GF 4962*

\*Property # 1 – Road Remnant, north side of Gallimore Dairy Road between NC 68 and the east fork of the Deep River, is not eligible for the National Register under any criteria because it appears to be a minor section within a larger network of roads in central and southwestern Guilford County. The historical record provides no evidence that this road remnant was part of an early major route or a significant route in the transportation history of Guilford County. The road remnant is an interesting remnant with a deep ravine-like subsidence, but does not appear likely to yield potential information in the future.

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. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Mary Pope Furr  
Richard Silverman

bc: Brown/McBride  
County

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-4763/733-8653
RESTORATION	515 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6547/715-4801
SURVEY & PLANNING	515 N. Blount Street, Raleigh, NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6545/715-4801



RECEIVED  
MAY 8 2006  
HISTORIC PRESERVATION OFFICE

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

May 5, 2006

Mr. Peter B. Sandbeck  
Deputy State Historic Preservation Officer  
North Carolina Department of Cultural Resources  
4617 Mail Service Center  
Raleigh, North Carolina 27699-4617

Ref.# ER 04-2451

A- (NC) 5/11/06  
ARCHITECTURAL  
REPORT

S-

5/25/06

Dear Mr. Sandbeck:

RE: U-4015A, SR 1556 (Gallimore Dairy Road) from south of I-40 to NC 68, Guilford County, NC  
State Project # 8.2498201, Federal Aid # STP-1556(3), WBS # 35013.1.1.

The North Carolina Department of Transportation (NCDOT) is conducting planning studies for the above-referenced project. Please find attached two copies of the U-4015A Phase II report which concludes:

- Property #1 - Road Remnant is recommended **not eligible** for the National Register.

Please review the report and provide us with your comments. If you have any questions concerning the accompanying information, please contact Richard Silverman, Historic Architecture Section, (919) 715-1618.

Sincerely,

*Richard Silverman*

Richard Silverman  
Historic Architecture Group  
Human Environment Unit

Attachment

cc:  
cc (w/ attachment):

Eric Midkiff, P.E., Project Development Unit Head, PDEA  
Karen Reynolds, Project Development Engineer, PDEA  
John F. Sullivan, III, P.E., Division Administrator, FHWA

MAILING ADDRESS:  
NC DEPARTMENT OF TRANSPORTATION  
HUMAN ENVIRONMENT UNIT  
1583 MAIL SERVICE CENTER  
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TELEPHONE: 919-715-1500  
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WEBSITE: WWW.NCDOT.ORG

LOCATION:  
PARKER LINCOLN BUILDING  
2728 CAPITAL BOULEVARD, SUITE 168  
RALEIGH, NC 27604

**Historic Architectural Resources Survey Report  
Phase II  
Final Identification & Evaluation**

TIP Project No:

**U-4015A**



**Gallimore Dairy Road (SR 1556)  
from South of I-40 to NC 68**

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**Federal Aid # STP-1556(3)  
State Project # 8.2498201  
WBS # 35013.1.1**

*Richard Silverman*

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Richard Silverman  
Principal Investigator  
Historic Architecture Section  
North Carolina Department of Transportation

*May 4, 2006*

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Date

*Mary Pope Furr*

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Mary Pope Furr, Supervisor  
Historic Architecture Section  
North Carolina Department of Transportation

*May 4, 2006*

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Date

**WIDEN GALLIMORE DAIRY ROAD  
GUILFORD COUNTY  
TIP No. U-4015A**

***PROJECT DESCRIPTION***

The North Carolina Department of Transportation (NCDOT) TIP project U-4015A proposes to widen Gallimore Dairy Road from 1000 feet south of I-40 to NC 68. The project length is 1.1 miles. The purpose of the project is to increase the traffic carrying capacity on Gallimore Dairy Road (see vicinity map, p. 4).

***PURPOSE OF SURVEY AND REPORT***

Via an August 24, 2005 letter (see attached), the North Carolina Historic Preservation Office (HPO) recommended a survey for the project due to the presence of a roadbed remnant within the Area of Potential Effects (APE).

NCDOT conducted a survey and compiled this report in order to identify historic resources located within the APE as part of the environmental studies performed by NCDOT 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) of 1969 and the National Historic Preservation Act (NHPA) of 1966, as amended. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings (federally funded, licensed, or permitted projects) on properties listed in or eligible for 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 available for review by the public.

***METHODOLOGY***

NCDOT conducted the survey and prepared this report in accordance with the provisions of FHWA Technical Advisory T 6640.8A (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.

NCDOT conducted an intensive survey 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 all significant resources within the APE; and (3) to evaluate these resources according to the National Register of Historic Places criteria.

The survey methodology consisted of a field survey and background research on the project area. A NCDOT staff architectural historian conducted a field survey on October 6, 2005 by car and on foot with Benjamin Briggs, Executive Director, Historic Greensboro, Inc. One property, a road remnant, was photographed and keyed to a historic architectural resources survey map (See sheet HR-1, p. 5). Preliminary research was completed at the North Carolina Historic Preservation Office. Historical map research was conducted in Raleigh at the North Carolina State Library & Archives. Mr. Briggs provided historical information about the presence of the road remnant on

the north side of Gallimore Dairy road between NC 68 and the East Fork of the Deep River. The Principal Investigator conducted a site visit with Mr. Briggs to survey the road remnant and gain additional information concerning the historic background of the road and its environs. Additionally, the Principal Investigator consulted with Tom Magnuson, the founder and Chief Executive Officer of the Trading Path Association. The road remnant is neither part of the historically significant Trading Path nor is it a section of the Great Wagon Road. Mr. Magnuson documented the location of the road remnant and recommended that the principal investigator consult with Bill Phillips, who has a knowledge of history for this vicinity. Mr. Phillips concurred with Mr. Briggs assessment that the road remnant is likely a section of a larger network of stage roads in a region of Guilford County settled by the Quakers.

***SUMMARY OF REPORT FINDINGS***

*National Register or National Register-Eligible Properties*

-None-

*Properties Evaluated by NCDOT and Recommended Eligible for the National Register*

-None-

*Properties Entered into the North Carolina Study List*

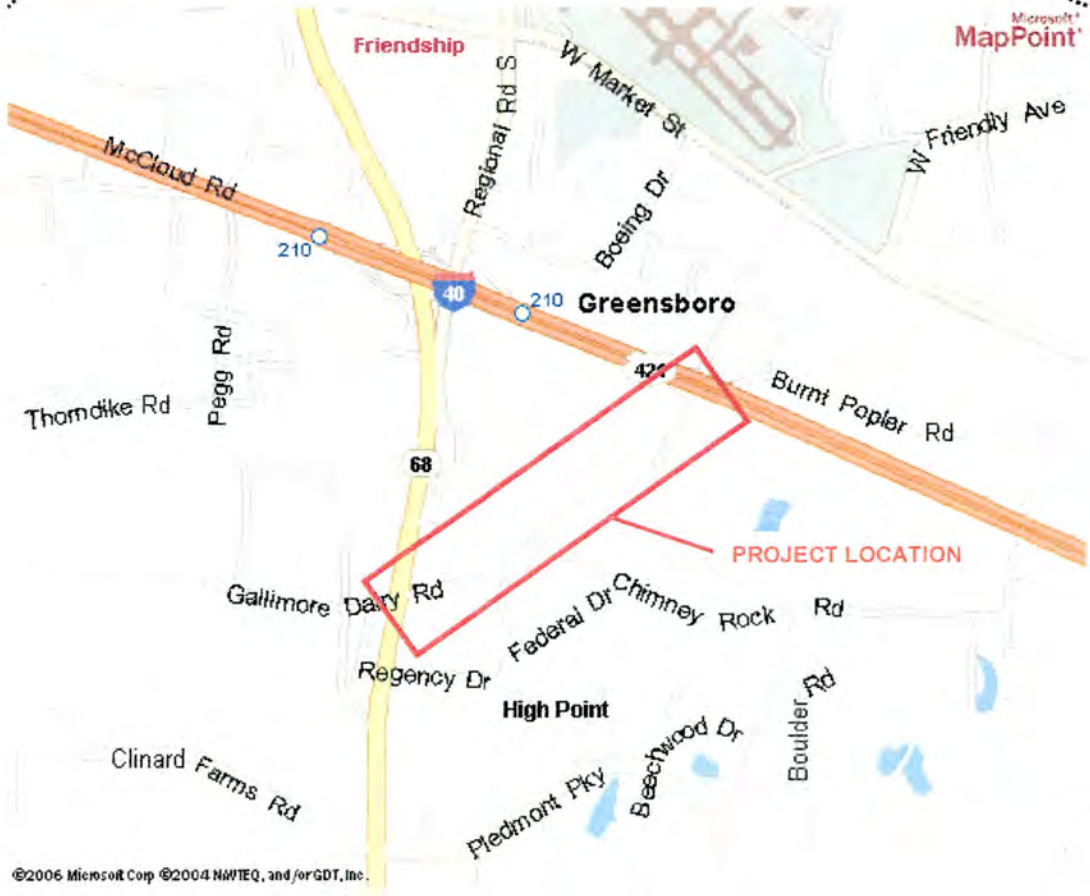
-None-

*Properties Eligible Under Criterion G*

-None-

*Properties Evaluated by NCDOT and Recommended Not Eligible for the National Register*

Property #1 – Road Remnant

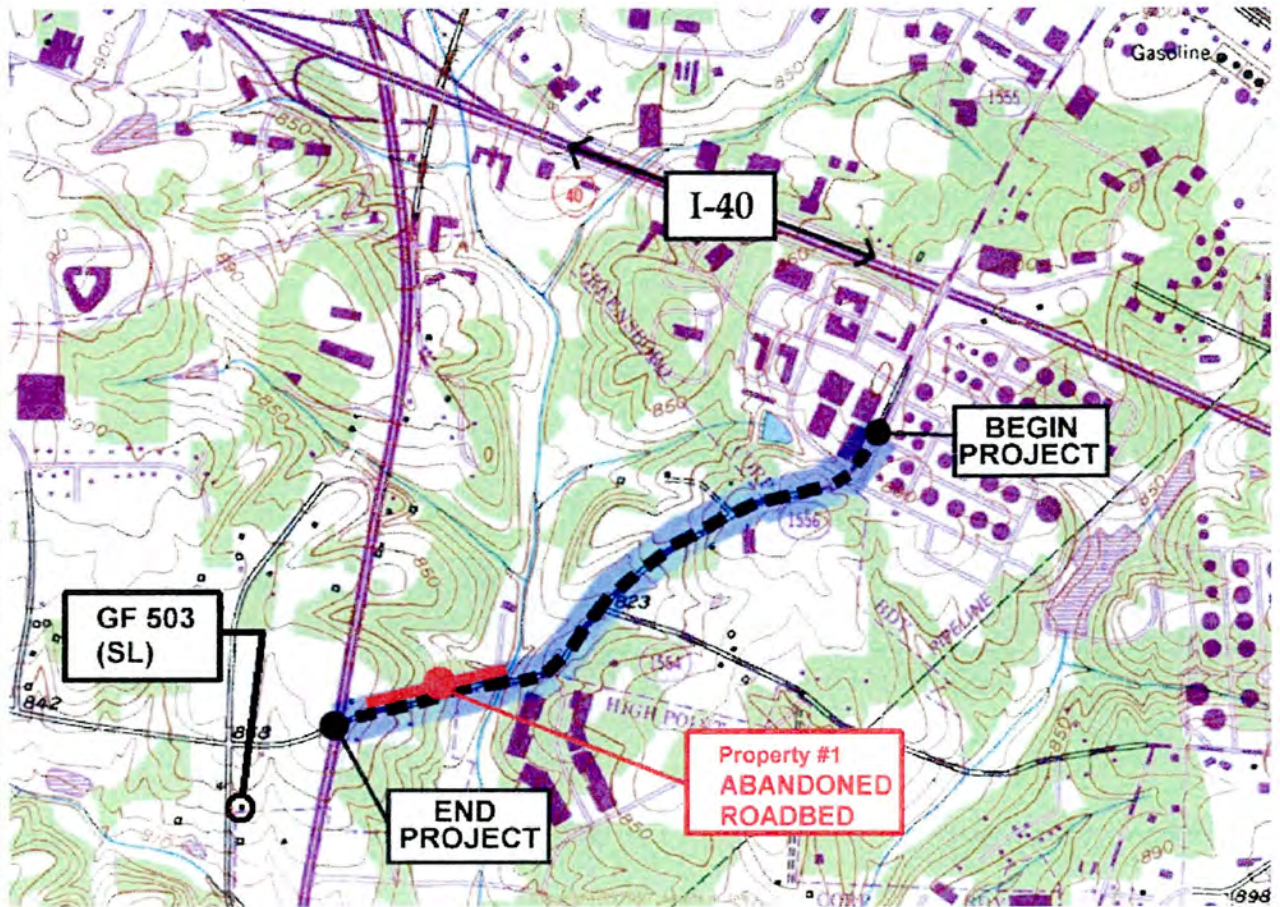


NCDOT Historic Architecture  
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Project	Gallimore Dairy Road (SR 1556) from I-40 to NC 68
Sheet Title	Project Vicinity Map

Drawn By:  
Silverman  
 Issue Date:  
 05-04-06  
 File Name:  
VIC-1.ppt

TIP No.	<b>U-4015A</b>
Scale	<b>NTS</b>
Sheet No.	<b>VIC-1</b>



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Project  
**Gallimore Dairy Road  
 (SR 1556) from I-40 to NC 68**

Sheet Title  
**Historic Architectural  
 Resources Survey Map**

Drawn By:  
Silverman

Issue Date:  
05-04-06

File Name:  
HR-1.ppt

TIP No.  
**U-4015A**

Scale **NTS**

Sheet No.  
**HR-1**

**PROPERTY INVENTORY AND EVALUATIONS:  
PROPERTIES EVALUATED AND CONSIDERED NOT ELIGIBLE FOR THE NATIONAL REGISTER**

**Identification**

Property #1 – Road Remnant

North side of Gallimore Dairy Road between NC 68 and East Fork of the Deep River

**Setting**

Located between NC 68 and I-40, the 1.1 mile section of Gallimore Dairy Road proposed for improvements has experienced intensive commercial and industrial development. Anchoring the northeast terminus of the project and adjacent to I-40 is a large gasoline storage tank facility owned by Colonial Pipeline Company. Office parks, warehouses, and light industrial complexes form the core of uses for this quickly redeveloping area situated southwest of the city of Greensboro and within close proximity to Piedmont Triad International Airport. At the opposite end of the project, the East Fork of the Deep River traverses Gallimore Dairy Road near a pumping station and Greensboro Pipe, Inc. The intersection of NC 68 and Gallimore Dairy Road marks the southeastern terminus of the project. There, several gas stations, restaurants, and an auto parts store define the mix of commercial properties that have been developed along the highway.

**Description of Road Remnant**

On the north side of Gallimore Dairy Road between NC 68 and the East Fork of the Deep River, there survive a series of abandoned roadbeds that form a ravine-like environment. This area is now heavily wooded and some trees are growing in the deep recesses that were created by wagons or other vehicles that used the road during the period in which it was active, as well as by subsequent erosion following abandonment. According to Mr. Briggs, when the road was active, wagons would follow one alignment of the road until it became unusable and then establish a new parallel route.<sup>1</sup> During the field survey, an approximately 0.15 mile primary remnant was observed to the east and multiple short sections of abandoned parallel routes were found to the west. Abandoned sections of unpaved roadbeds are not uncommon in the Piedmont. But for both major and minor routes, early roadbeds are illustrative of the challenging conditions travelers faced in traversing the countryside, fording creeks, streams and rivers, while trying to reach their intended destination. These segments of abandoned roadbeds north of Gallimore Dairy Road have not been documented as being part of a significant route, rather historic background information suggests that the road remnant likely served as a minor section within in a larger network of roads in central and southwestern Guilford County.

**Historical Background**

Following a 1733 Crown survey, settlers from the north began to stream into the Piedmont region of the state.<sup>2</sup> The most dramatic influx of settlers came from the north via the Great Wagon Road, the name given to a series of heavily used trails through the Shenandoah Valley of Virginia to the Carolina Piedmont. As early as the 1730s, Ulster Scots – Scots who lived for a time in northern Ireland - began making their way southward from Pennsylvania. Quakers used the same route,

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<sup>1</sup> Interview with Benjamin Briggs, Preservation Greensboro, Inc., October 6, 2005; project file correspondence, Benjamin Briggs to Marie Sutton, NCDOT June 17, 2005.

<sup>2</sup> William Wesley Pegg, *Something of the Story of Deep River* (Greensboro, NC: The Guilford Genealogical Society, 1980), 3; See also Emily Feldman-Kravitz, Historic Architectural Resources Survey Report, U-3615, Guilford County. Raleigh, NC: Unpublished document in the possession of the North Carolina Department of Transportation, Historic Architecture Group, 2001.



along with long-established trading paths, to locate good lands in the Piedmont, particularly in the central and southwestern regions of Guilford County.<sup>3</sup>

Modern-day Gallimore Dairy Road passes through Friendship and Deep River townships in central Guilford County. Both townships are associated with patterns of Quaker settlement that began in the 1740s, peaked just before 1800, but began to decline in the early nineteenth century.<sup>4</sup> From the period 1740 to 1800 the Quaker population grew steadily, land holdings increased, and Quaker meetings, such as New Garden (1753) and Deep River (1758) were established.<sup>5</sup> At the turn of the nineteenth century central and southwestern Guilford remained predominately Quaker. The rural landscape was characterized by the presence of family farms and small cottage industries, such as grist and lumber mills, tan yards, and brick making operations. By the 1820s, good land became difficult to obtain, and many Guilford Quakers migrated west, some to Tennessee and many more traveled further inland to Indiana during the Civil War and its aftermath.<sup>6</sup> During reconstruction era, the Quakers who remained in Guilford County received needed assistance from the Baltimore Association and began to rebuild farms based on progressive methods of farming.<sup>7</sup> Transportation improvements, such as the introduction of rail service in the 1850s facilitated trade and communication between Guilford and the rest of North Carolina. In the 1870s, the Southern Railroad built a Greensboro-Winston spur with station stops in northern Deep River township, further transforming the economic life of the community.<sup>8</sup> By the final quarter of the nineteenth century, Deep River and Friendship Townships persisted as an agrarian landscape populated with family farms as well as commercial agricultural enterprises that provided produce, dairy products, and meat for nearby urban communities. The county's farms also provided needed lumber and timber for building construction as well as for the railroads. By the opening decades of the twentieth century, many local farms had transformed into specialized commercial agricultural operations which took advantage of new highway improvements that opened better access to markets in central Guilford County and beyond.

From the early twentieth century and into the 1950s, Gallimore Dairy Road (SR 1556) was a quiet farm road that served rural properties located between NC 68 and US 421, the two most significant routes located within Friendship Township. According to longtime resident William W. Pegg<sup>9</sup>, Gallimore Dairy Road is named for L.B. Gallimore, a Greensboro builder who owned a dairy farm along this road during the 1930s.<sup>10</sup> In the early-to-mid-twentieth century commercial dairy operations were common to the central Guilford County landscape, and a network of secondary roads and paved primary routes such as NC 68 and US 421 connected farms to small communities and towns, such as Friendship, Guilford College, Deep River, and Jamestown. After World War II, open parcels of land located near major highway routes became attractive for industrial and manufacturing uses requiring large parcels of relatively affordable property with good access to urban markets and population centers. In the 1960s, L.B. Gallimore sold the

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<sup>3</sup> Ibid.

<sup>4</sup> Seth B. Hinshaw, *The Carolina Quaker Experience, 1665-1985* (North Carolina Friends Historical Society, 1984), p. 58; At the close of the revolutionary war, there were approximately 15,000 Quakers in North Carolina. After the Civil War, due to westward migration, there were fewer than 5,000.

<sup>5</sup> *National Register Nomination for Jamestown, Guilford County*, North Carolina Department of Archives and History files, Raleigh, NC.

<sup>6</sup> Sally W. Stockard, *The History of Guilford County, North Carolina* (Knoxville, TN: Gaut-Ogden Co., 1902) p. 126.

<sup>7</sup> Cecil E. Haworth, *Deep River Friends: A Valiant People* (Greensboro, NC: North Carolina Friends Historical Society, 1985), p. 45-49.

<sup>8</sup> Pegg, p. 28-30.

<sup>9</sup> The son of W.W. Pegg, author of *Something of a Story of Deep River*.

<sup>10</sup> According to the Friends Historical Collection at Guilford College, the Gallimore surname is not one prevalent among Guilford County Quakers.

Gallimore Dairy and its buildings for commercial and industrial development.<sup>11</sup> At the site of the Gallimore Dairy, today one finds office parks, light industrial facilities, and Colonial Pipeline's large gasoline storage tank complex.

Prior to the road's association with the Gallimore Dairy, this stretch of farm road was named Burnt Poplar Road. Archival materials, such as a 1910 county map (see figure 1) as well as an interview with William W. Pegg documents the use of this name.<sup>12</sup> Community history relates that a large poplar tree, struck by lightning and suffering fire damage, provided the road with its interesting name. Burnt Poplar Road traveled in an east-west direction from just north of Sandy Ridge School, crossing the major highway between Friendship and Deep River (to become NC 68), then terminating into the main highway between Greensboro and Winston-Salem (to become US 421) between Friendship and Guilford College.

At the turn of the century Guilford County began a campaign to improve its major highways. In 1903, the county issued \$300,000 in bonds, and it was during this time that the main highway between Greensboro and Winston-Salem (to become US 421) was improved.<sup>13</sup> Burnt Poplar Road, then a small farm road, remained unpaved, but the road was linked to a larger network of highways receiving improvements. In 1921 the state legislature had authorized a \$50 million bond issue for roads, created the North Carolina Highway Commission, and called for the construction of a system of hard surface and other dependable highways to link the county seats in the state. In the early 1920s, NC 68 was relocated south of Friendship and paved soon thereafter. During the same period, US 421 was widened and paved from Guilford College west to the Forsyth County line.<sup>14</sup> Burnt Poplar road crossed NC 68 in the west and terminated at US 421 in the east, thus the road was now connected to two highways receiving major improvements. A 1938 county map illustrates this trend towards modernization of major highways in Guilford County, with its major routes now numbered (see figure 3).<sup>15</sup>

The 1895 Johnson-Benbow map of Guilford County (see figure 2), promoted during the period as being accurate and reliable and illustrating major roads, privately owned and maintained roads, tracks, trails, and "cart ways."<sup>16</sup> The eastern segment of Burnt Poplar Road—the section which today contains Gallimore Dairy Road and the abandoned roadbed—does not appear on the map. In the area in which the road now exists, the 1895 map shows prominent geographic features, such as the eastern fork of the Deep River and Long Branch Creek. The western section of Burnt Poplar Road, west of NC 68, is depicted on the map terminating at a T-intersection in Deep River Township. In the southwest quadrant of that T-intersection, the 1895 map indicates the location of the S.H. Davis property. This location coincides with the HPO survey site for GF 503, the Stephen H. Davis House, 715 Millwood School Road.<sup>17</sup> Prior to the relocation of NC 68 further to the east, this highway linking Friendship with Deep River, followed the alignment of current Millwood School Road. As depicted in the 1895 map, Burnt Poplar Road (modern Gallimore Dairy Road) would have terminated at the intersection of modern-day Gallimore Dairy Road and Millwood School Road. The eastern section of Gallimore Dairy road, which today is associated with the abandoned roadbed, is omitted from the 1895 map.<sup>18</sup> The omission was either a map

<sup>11</sup> Telephone interview with William Pegg, February 24, 2006.

<sup>12</sup> Telephone interview with William Pegg, February 26, 2006; 1910 Guilford County map.

<sup>13</sup> Pegg, p. 31.

<sup>14</sup> Ibid.

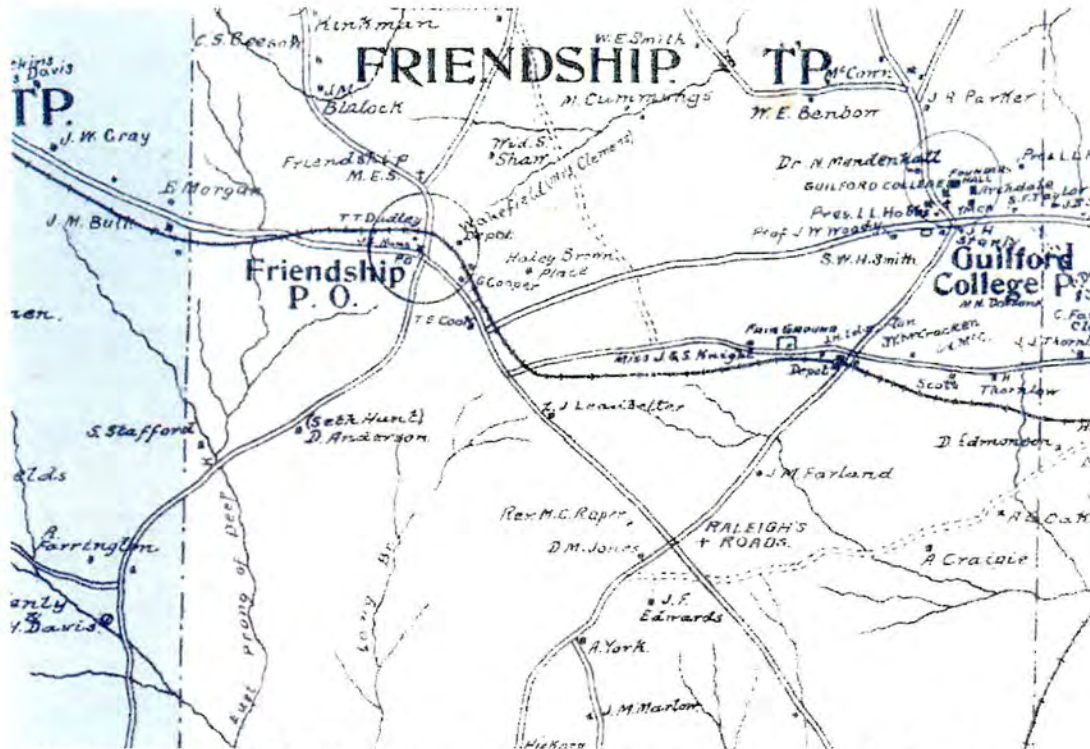
<sup>15</sup> 1938 Guilford County map.

<sup>16</sup> *Guide to 1895 Map of Guilford County*, North Carolina (Pleasant Garden, NC: Pleasant Garden Historical Society, 2002), p. 5; 1895 Johnson-Benbow Map of Guilford County, NC.

<sup>17</sup> The 1910 map identifies this area as the Stephen Davis property.

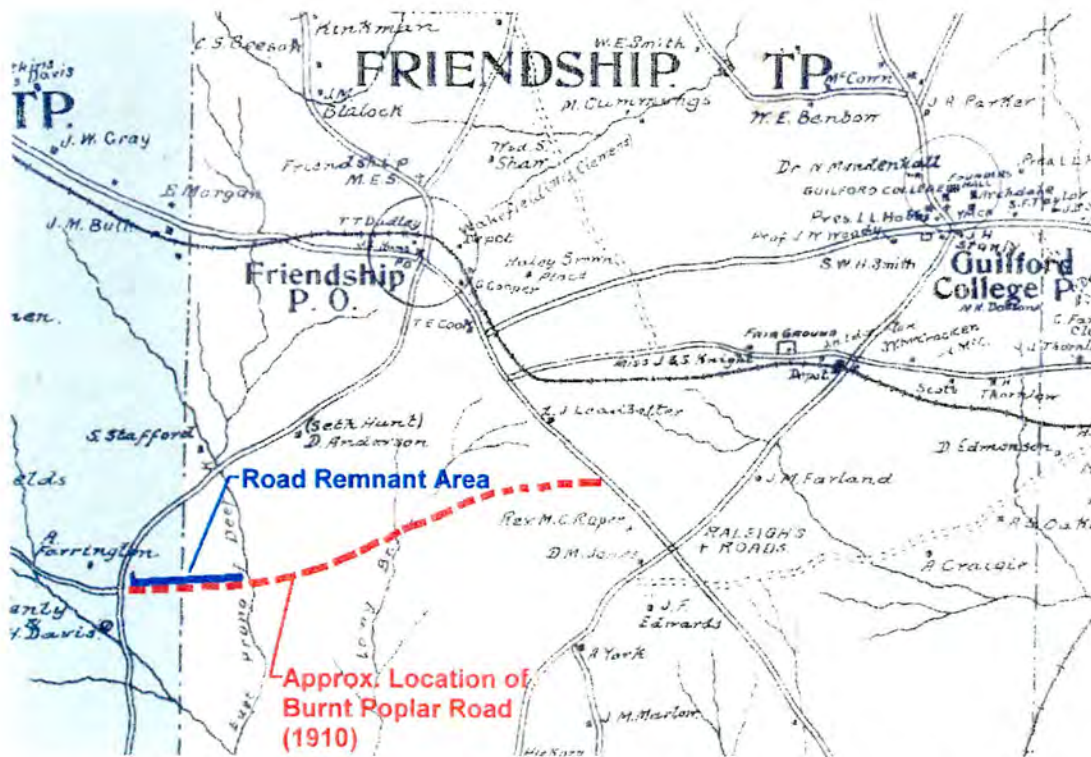
<sup>18</sup> 1895 Map of Guilford County.

error or the eastern section of Gallimore Dairy Road had yet to be built. Another factor to consider is that the abandoned roadbed may be a segment of a much earlier route that was not in use in the 1890s, but then re-established on a slightly shifted alignment some time after 1895. If the abandoned roadbed is evidence of an earlier road, it would have provided an additional crossing of the east fork of the Deep River less than one mile south of a long-established crossing further north on NC 68. The road also would have provided an east-west linkage about midway between the communities of Friendship and Deep River. The abandoned roadbed north of Gallimore Dairy road have not been documented in maps or historical records as being part of an early major route or as significant routes in the transportation history of Guilford County. Rather, the abandoned roadbeds appear to be one of a network of roads that served a rural area of Friendship and Deep River townships in central and southwestern Guilford County.



1895

**Fig. 1: 1895 Map of Guilford County; Eastern segment of Burnt Poplar Road (later renamed Gallimore Dairy Road) This map shows the segment with the road bed as yet to be built. Or this road may have been omitted from the map.**



**Fig. 1a: 1895 Map of Guilford County; Location of eastern segment of Burnt Poplar road from 1910 map superimposed on 1895 map. Approximate location of road remnant area shown.**



1910

Fig. 2: 1910 Map of Guilford County



Fig. 2a: 1910 Map of Guilford County annotated showing eastern segment of Burnt Poplar Road.

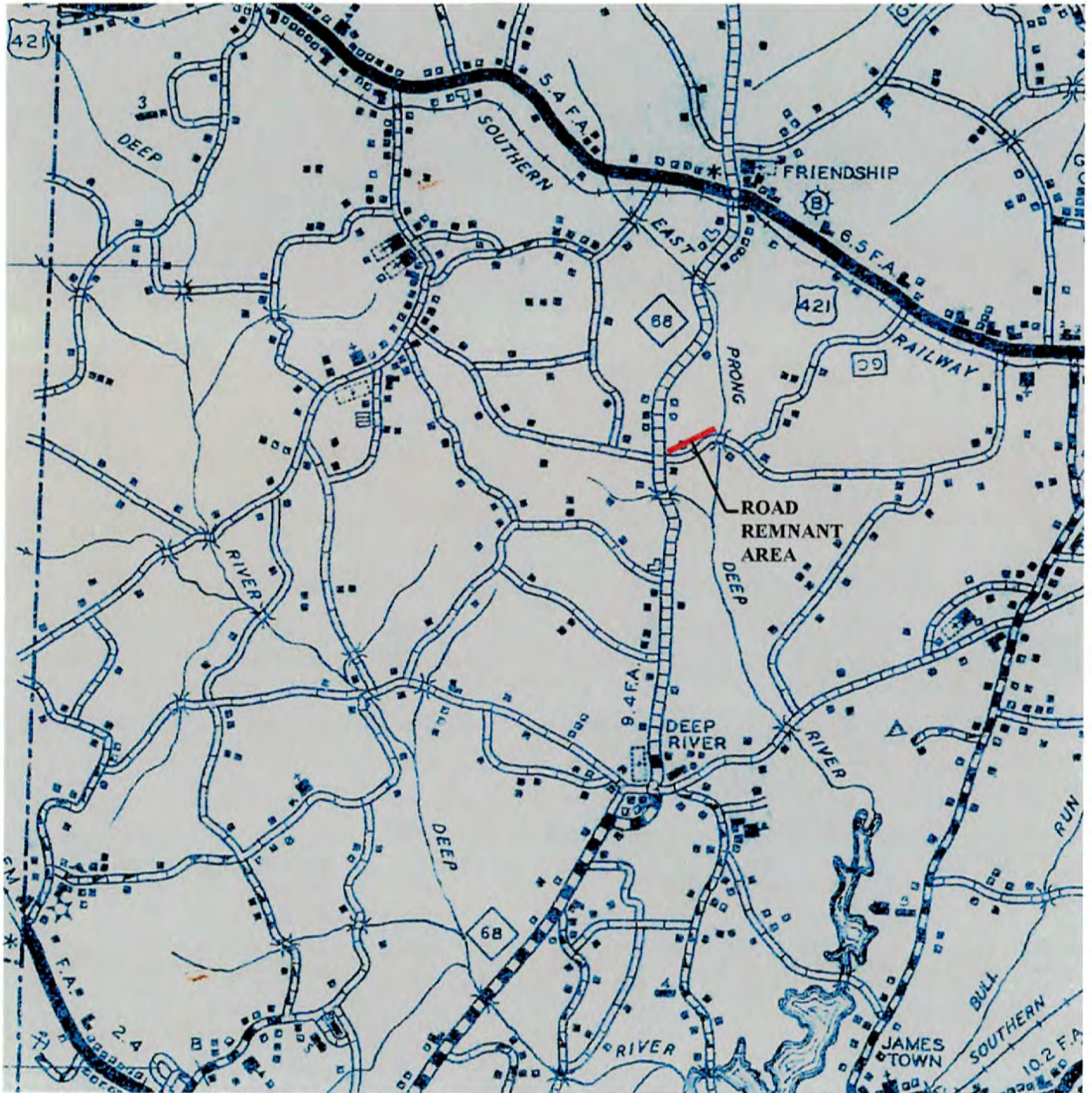


Fig. 3: 1938 Map of Guilford County

1938

**Fig. 4: Abandoned  
Roadbed north of  
Gallimore Dairy Road**



**Fig. 5: Abandoned  
Roadbed north of  
Gallimore Dairy Road**



**Fig. 6: Abandoned  
Roadbed north of  
Gallimore Dairy Road**



**Fig. 7: Abandoned  
Roadbed north of  
Gallimore Dairy Road**

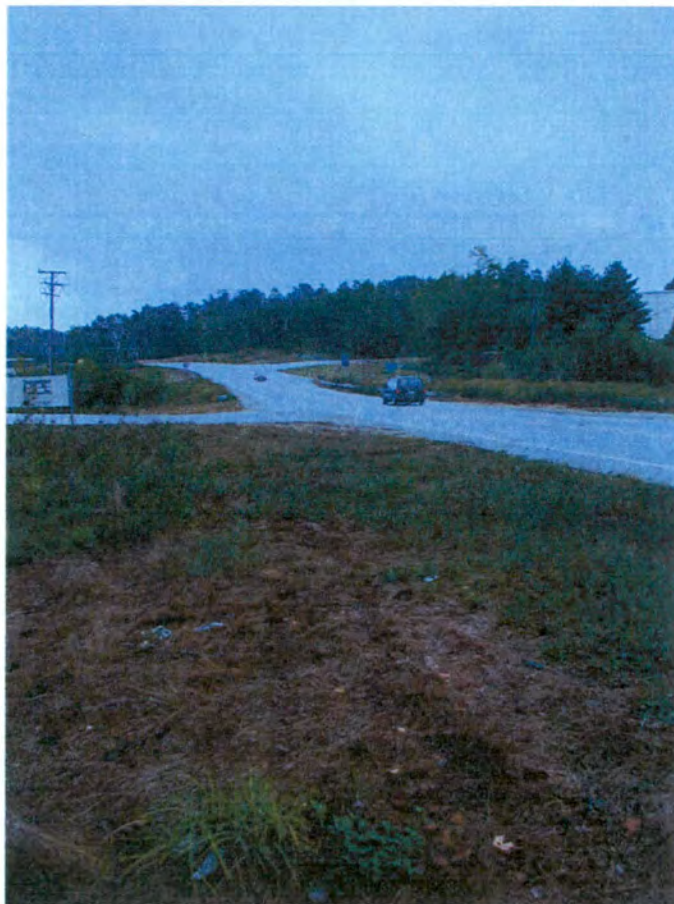






**Fig. 8:**  
← North side of  
Gallimore  
Dairy Road  
with Road  
Remnant  
beyond trees

**Gallimore Dairy Road looking west to NC 68**



**Fig. 9: Gallimore Dairy Road**

### ***National Register Evaluation – Road Remnant***

The road remnant, Gallimore Dairy Road, Guilford County, NC, is **not eligible** for the National Register under Criterion A (Event). *To be eligible under Criterion A the property must retain integrity and must be associated with a specific event marking an important moment in American pre-history or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well.*<sup>19</sup> There are no significant events associated with the road remnant that possess National Register significance.

The road remnant north of Gallimore Dairy Road, Guilford County, NC is **not eligible** for the National Register under Criterion B (Person). *For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e., individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification for significance is that it was owned or used by a person who is or was a member of an identifiable profession, class or social or ethnic group.*<sup>20</sup> The road remnant does not illustrate the activities of any particular person notable in national, state, or local contexts.

The road remnant north of Gallimore Dairy Road, Guilford County, NC is **not eligible** for the National Register under Criterion C (Design/Construction) for its architectural significance. *For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction.*<sup>21</sup> The unpaved road remnant does not convey distinctive methods of construction, nor is there any evidence of specialized or unique paving.

The road remnant north of Gallimore Dairy Road, Guilford County, NC is **not eligible** for the National Register under Criterion D (Potential to Yield Information). *For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory, and 2) the information must be considered important.*<sup>22</sup> The road remnant is not likely to yield any new information pertaining to the history of roadbuilding technology. Though interesting as a remnant with a deep ravine-like subsidence, the road does not appear to be highly significant within the context of road construction or evocative of innovative roadbuilding technology.

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<sup>19</sup> National Park Service, *National Register Bulletin 15* (Washington, D.C.: Department of the Interior, 1991), 12.

<sup>20</sup> *Ibid.*, 15.

<sup>21</sup> *Ibid.*, 17.

<sup>22</sup> *Ibid.*, 21.