



North Carolina Department of Cultural Resources
State Historic Preservation Office

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

Peter B. Sandbeck, Administrator
Office of Archives and History
Division of Historical Resources

David Brook, Director

January 23, 2006

MEMORANDUM

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

FROM: Peter Sandbeck *for Peter Sandbeck*

SUBJECT: Historic Architectural Resources Survey Report, Widen SR 2643 (Union Cross Road) From SR 2691 (Wallburg Road) to SR 2632 (Sedge Garden Road), U-4909, Forsyth County, ER 05-1882

Thank you for your letter of December 12, 2005, transmitting the above survey report by Jennifer Cathey.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property is listed in the State Study List and remains eligible for the National Register of Historic Places:

FY0377

- ◆ David Smith Farm, SE corner of junction with SR 2643 and SR 2683.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are eligible for the National Register of Historic Places:

FY 3407

FY 4199

- ◆ Former Winston-Salem Air Force Radar Station and Military Housing, north and south sides of Union Cross Road, is eligible for the National Register under Criteria A for association with Cold War Era defense strategy in the United States. The property is also eligible under Criteria Consideration G for properties that have achieved significance within the last 50 years. Most of the complex was built between 1958 and the mid-1960s.

The former Winston-Salem Air Force Radar Station and Military Housing is eligible as a discontinuous historic district comprised of resources of high integrity and located in two separate, noncontiguous tax parcels. The following buildings and structures contribute to the former Winston-Salem Air Force Radar Station and Military Housing Historic District and are found on the site plan, page 27, of the survey report:

	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

Main Radar Station, military housing development located around Woodgate Circle, GATR radar replacement, Main Radar station multipurpose building, two-story barracks, Quonset huts, one-story metal-sided building, one-story concrete block building, and five-story concrete radar tower base. (The five-story concrete radar tower base is outside the Area of Potential Effects).

The district excludes the new Union Cross Park complex located on one of tax parcels. In the new park are a ball field, tennis court, and two concrete utility buildings, once part of the Winston-Salem Air Force Radar Station complex. According to the report, these resources have been substantially altered as part of Union Cross Park landscape plan and do not contribute to the former Winston-Salem Air Force Radar Station and Military Housing Historic District.

We concur with the proposed National Register boundary as described and delineated in the report.

FY3408

- ◆ Union Cross Boone Trail Highway & Memorial Association Marker, 4300 High Point Road is eligible for the National Register under Criteria Consideration F. The marker is a twentieth-century cultural artifact – a commemorative object, significant because it equates American eighteenth-century exploration with early-twentieth-century expansionism. The marker is also significant for its role in conveying local historical identity by referencing the Fayetteville and Western Plank Road and its proximity to Daniel Boone-associated sites. We concur with the proposed National Register boundary as described and delineated in the report.

We would like to convey our appreciation for the in-depth and succinct contextual history and analysis of the Daniel Boone historical markers. We will can use the material as a quick reference to the distinctive markers.

Fy 3409

- ◆ Smith-Tucker Farms Rural Historic District, both sides of Union Cross and the intersections of Temple School and Hedgecock roads, is considered eligible for the National Register under Criterion A for its association with agriculture and Criterion C for its construction and design. The district features four pre-1955 rural dwellings with associated domestic and agricultural outbuildings still in cultivation, displaying a remarkable continuity in agricultural life in Forsyth County.

The district is comprised of the David Smith Farm and associated buildings, Daniel Smith Complex, Smith Tenant Complex, Robert Tucker Farm and associated buildings, Charlie Tucker House, and the Ira Tucker Farm and associated outbuildings. The district retains a high degree of integrity and displays architectural stylistic influences and vernacular forms from the mid nineteenth to the mid twentieth centuries. We concur with the proposed National Register boundary as described and delineated in the report.

FY 3410

We do not concur with your evaluation of the Well House and property located at 1462 Union Cross Road. We think the Well House is significant and eligible for the National Register under Criterion C as a type, retaining the distinctive characteristics of a log well house, expressed in its materials and construction. The Well House retains a remarkable degree of integrity. It is sited in its original location and retains all the identifying features of its use.

We do agree that its agricultural context has been comprised, but this resource is individually distinctive and stands out among others of its type in the local area. We have contacted Forsyth County preservationist John Larson about the Well House. He believes that the Well House may be the only remaining intact log well house in its original location in the county and perhaps in the Piedmont. Mr. Larson is planning a site visit to the Well House shortly. We will be able to recommend a proposed historic boundary after our discussion with Mr. Larson.

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

- ◆ ^{FY 0301} Weavil House, 4005 Wallburg Road, is not eligible for the National Register because it has lost integrity through artificial siding and replacement windows. The property's agricultural context has been eroded by new development and a loss of farmland.
- ◆ ^{FY 3295} Motsinger House, 1442 Union Cross Road, is not eligible for the National Register because the house and accompanying outbuildings are not architecturally distinctive. Artificial siding and some replacement windows have comprised the house's integrity. The property's agricultural context has been eroded by new development and a loss of farmland.
- ◆ Properties 3 – 4; 7 – 12; 16 – 18; 21 – 28.

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
Jennifer Cathey
John Lawson, Old Salem

bc: Southern/McBride
County



North Carolina Department of Cultural Resources
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Office of Archives and History
Division of Historical Resources
David Brook, Director

February 23, 2006

MEMORANDUM

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

FROM: Peter Sandbeck *PBS for Peter Sandbeck*

SUBJECT: Well House, Widen Union Cross Road (SR 2643), U-4909, Forsyth County, ER 05-1882

On February 16, 2006, staff from our office and the NC Department of Transportation conducted a site visit to the Well House, a property determined eligible for listing in the National Register of Historic Places and located within the Area of Potential Effects for the above project.

After viewing the structure, we reaffirmed our opinion that the structure is eligible for the National Register under Criterion C, architecture as a type. Therefore, we recommend a rectangular boundary that encompasses the land upon which the Well House rests and a ten-foot buffer measured from the Well House foundation. This boundary will provide a sufficient setting to convey the structure's architectural significance.

We look forward to discussing any potential effects the proposed undertaking may have upon the Well House historic resource.

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
Sarah Woodard David
John Larson, Old Salem

bc: Southern/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



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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

December 12, 2005

Ref ER05-1882
Sarah 1/7/06

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

Dear Mr. Sandbeck:

RE: Widen SR 2643 (Union Cross Road) from SR 2691 (Wallburg Road) to SR 2632
(Sedge Garden/Old Salem Road), Forsyth County, North Carolina, ER 05-1882

The North Carolina Department of Transportation (NCDOT) is conducting planning studies for the above-referenced project. Please find attached two copies of the Historic Architectural Resources Survey Report, which meets the guidelines for survey procedures for NCDOT and the National Park Service.

This report concludes that three properties in the Area of Potential Effects (APE), the former Winston-Salem Air Force Radar Station and military housing development, the Union Cross Boone Trail Highway and Memorial Association marker, and the Smith-Tucker Farms Rural Historic District are Eligible for the National Register of Historic Places.

Please review the survey report and provide us with your comments. If you have any questions concerning the accompanying information, please contact me at (919) 715-1516.

Sincerely yours,

Jennifer Cathey

Jennifer Cathey
Historic Architecture Group
Office of Human Environment

RECEIVED

DEC 14 2005

Attachment: survey report

Cc (w/ attachment): Mark Pierce, Project Development, NCDOT/PDEA
John F. Sullivan, III, Division Administrator, FHWA
Michelle McCullough, Forsyth/Winston-Salem City-County
Planning Dept.

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2728 CAPITAL BOULEVARD, SUITE 168
RALEIGH, NC 27604

**HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT
FINAL IDENTIFICATION & EVALUATION**

**Widen SR 2643 (Union Cross Road)
from SR 2691 (Wallburg Road) to SR 2632 (Sedge Garden Road)
Forsyth County, North Carolina**

**TIP No. U-4909
WBS No. 40278
Federal Aid No. STP-2643(2)**



**Jennifer Cathey
Architectural Historian
North Carolina Department of Transportation**

December 2005

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Federal Aid No. STP-2643(2)**

**Jennifer Cathey
Architectural Historian
North Carolina Department of Transportation**

December 2005

Jennifer Cathey _____ *12/9/05*
Principal Investigator Date
Historic Architecture Section
North Carolina Department of Transportation

Mary Pope _____ *12/9/2005*
Supervisor Date
Historic Architecture Section
North Carolina Department of Transportation

Management Summary

The North Carolina Department of Transportation (NCDOT) proposes to widen SR 2643 (Union Cross Road) from SR 2691 (Wallburg Road) to SR 2632 (Sedge Garden Road) in Forsyth County. NCDOT Historic Architecture staff conducted a Phase II intensive-level historic resources survey of the project area in September 2005, with additional field investigation in October and November 2005.

Of the 28 properties surveyed, the following properties required in-depth National Register evaluation: the former Winston-Salem Air Force Radar Station and Military Housing (Property 1); the Weavil House (Property 2); the Union Cross Boone Trail Highway and Memorial Association Marker (Property 6); the Smith Tenant Farm (Property 13); the David Smith Farm (Property 14); the Daniel Smith House (Property 15); a log well house (Property 19); and the Motsinger House (Property 20). Properties 13, 14, and 15 are evaluated together as part of the Smith-Tucker Farms Rural Historic District.

Three properties, the former Winston-Salem Air Force Radar Station and Military Housing (Property 1), the Union Cross Boone Trail Highway & Memorial Association Marker (property 6), and the Smith-Tucker Farms Rural Historic District (Properties 13, 14, 15) are Determined Eligible for the National Register in this report.

The project is State and Federally funded. The WBS number is 40278, and the Federal Aid project number is STP-2643(2).

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Project Description

The North Carolina Department of Transportation (NCDOT) proposes to widen SR 2643 (Union Cross Road) from SR 2691 (Wallburg Road) to SR 2632 (Sedge Garden Road) in Forsyth County (*Figures 1-2*). This 3.6-mile stretch of road is two lanes with a center turn lane, and has a posted speed limit of 35 to 50 miles per hour. Existing right-of-way in the project area varies, and it is anticipated that 150 to 200 feet of new right-of-way will be needed for the widening. The project also includes capacity studies and upgrading, as warranted, for the I-40 and US 311 interchanges and for intersections within the project area.

Residential, commercial, and industrial land development in Winston-Salem and Kernersville has increased traffic volume in the project vicinity. Additional development that is proposed or currently under construction will place additional demands on the regional transportation infrastructure. During the summer of 2005, NCDOT Division 9 widened Union Cross Road between I-40 and US 311 from two lanes to three lanes, with curb and gutter in some sections. Temple School Road was widened to four lanes with curb and gutter, and a new road accessing the new Dell manufacturing facility was constructed. This roadwork utilized state funding. NCDOT intends to further widen Union Cross Road in order to accommodate future traffic volumes. The project utilizes both state and federal funding. The WBS number is 40278, and Federal Aid number is STP-2643(2).

Purpose of Survey and Report

NCDOT conducted a survey and compiled this report in order to identify historic architectural resources located within the Area of Potential Effects as part of the environmental studies performed by NCDOT and documented by a Categorical Exclusion (CE). This report is prepared in 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 that if a Federally funded, licensed, or permitted project has an effect on a property listed in or eligible for the National Register of Historic Places, the Advisory Council on Historic Preservation be given an opportunity to comment. This report is on file and is 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 CFR 44716); 36 CFR Part 800; 36 CFR Part 60; and Survey Procedures and Report Guidelines for Historic Architectural Resources by NCDOT (October 2003). This survey and report meet the guidelines of NCDOT and the National Park Service.

NCDOT conducted a Final Identification and Evaluation 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.

Survey methodology for this report consisted of field survey and background research of the project area. All structures over fifty years of age in the project area were photographed and keyed to a map (*Figures 3a-c*) on September 22 and 27, and November 8, 2005. Leann Pegram and Michelle McCullough of the Forsyth and Winston-Salem City-County Planning Department met with NCDOT staff member Jennifer Cathey at the project area on October 13, 2005 in order to discuss the architectural survey process and the potential National Register eligibility of surveyed properties. Ms. McCullough offered recommendations for properties requiring Phase II National Register Evaluation in a memorandum dated November 7, 2005 (*see Appendix I*).

NCDOT and HPO reviewed photographs of properties surveyed in the U-4909 project area on October 21 and November 14, 2005. Comments provided by the Forsyth and Winston-Salem City-County Planning Department were taken into consideration at the November 14 meeting. As a result of this consideration, two properties that had been tentatively determined Not Eligible for the National Register by NCDOT and HPO personnel—the Weavil House (Property 2) and the Motsinger House (Property 20)—receive National Register evaluation in this Phase II Survey Report.

Of the 28 properties surveyed, 23 properties were determined Not Eligible for the National Register of Historic Places and not worthy of further study for National Register eligibility. Properties determined Not Eligible are inventoried in Appendices 2 and 3 of this report. In addition to Properties 2 and 20, an additional three properties received National Register evaluation in this report: the Former Winston-Salem Air Force Radar Station and Military Housing (Property 1); the Union Cross Boone Trail Highway and Memorial Association marker (Property 6); and three building complexes historically associated with the Smith family (Properties 13, 14, 15).

NCDOT staff performed the architectural survey, documentary research, and evaluated the National Register eligibility of the properties. Resources for survey, background research and evaluation of the properties included the following materials: National Register and survey maps and files located at the Raleigh office of the North Carolina State Historic Preservation Office (HPO), Gwynne S. Taylor's architectural survey publication, *From Frontier to Factory*; public records at the Forsyth County Register of Deeds and the North Carolina State Archives in Raleigh; and published histories of Forsyth County of and the North Carolina Piedmont. Several historic structure surveys conducted for NCDOT by Jennifer Martin and Heather Fearnbach at Edwards-Pitman Environmental, Ruth Little, and Langdon Opperman contained useful Forsyth County historic and architectural contexts.

Ina Jean Tucker Stephens, a resident of the Union Cross community and descendant of nineteenth century settlers of the Abbotts Creek township, supplied information about the history and appearance of the Smith and Tucker farmsteads. Mrs. Stephens also identified previous owners and discussed the disposition of many surveyed properties in the project area. Valuable historic context for the Boone Trail Association marker was supplied by Gary Marshall, a historian and genealogist from southwest Virginia. Mr. Marshall published a study of J. Frank Rich and the Boone Trails Association in 2003, *Rich Man: Daniel Boone*, and has inventoried and evaluated the current condition of the markers nationwide.

Prior Historic Architectural Survey in the U-4909 Project Area

Gwynne Taylor performed the comprehensive historic architectural survey of Forsyth County in 1979. Several properties around the US 311 and High Point Road intersections with Union Cross Road were surveyed and received National Register (NR) evaluation during NCDOT planning studies for other transportation projects prior to the U-4909 historic architectural resources survey. The results of these evaluations are listed below:

Property address: **4005 Wallburg Road** (Weevil House)
U-4909 survey #: Property 2
Evaluation: Not NR eligible and not worthy of further evaluation
Date: June 4, 2002 and June 28, 2005
Reference: U-2579A, Winston-Salem Northern Beltway Eastern Section from I-40 Business to US 311 (Survey Report Appendix B, Property 7); R-2568, Improvements to NC 109 from SR 1768 to I-40/US 311 in Forsyth and Davidson Counties (Survey Report Appendix B, Property 133)

Property address: **1890 Union Cross Road** (bungalow farm complex)
U-4909 survey #: Property 3
Evaluation: Not NR eligible and not worthy of further evaluation
Date: June 4, 2002 and June 28, 2005
Reference: U-2579A, Winston-Salem Northern Beltway Eastern Section from I-40 Business to US 311 (Survey Report Appendix B, Property 6); R-2568 Improvements to NC 109 from SR 1768 to I-40/US 311 in Forsyth and Davidson Counties (Survey Report Appendix B, Property 135)

Property address: **1817 Union Cross Road** (house)
U-4909 survey #: Property 4
Evaluation: Not NR eligible and not worthy of further evaluation
Date: June 4, 2002
Reference: U-2579A, Winston-Salem Northern Beltway Eastern Section from I-40 Business to US 311 (Survey Report Appendix B, Property 1)

Property address: **4272 High Point Road** (house)
U-4909 survey #: Property 8
Evaluation: Not NR eligible and not worthy of further evaluation
Date: June 4, 2002
Reference: U-2579A, Winston-Salem Northern Beltway Eastern Section
from I-40 Business to US 311 (Survey Report Appendix B,
Property 11)

Property address: **4258 High Point Road** (house)
U-4909 survey #: Property 9
Evaluation: Not NR eligible and not worthy of further evaluation
Date: June 4, 2002
Reference: U-2579A, Winston-Salem Northern Beltway Eastern Section
from I-40 Business to US 311 (Survey Report Appendix B, Property
12)

Archaeologists Michael and Martha Hartley examined portions of Union Cross Road and Wallburg Road in and near the Moravian community of Friedland in a study entitled "*There Is None Like It: The South Fork Settlements and the Development of Colonial Wachovia.*" They identified archaeological sites and sites with archaeological potential along Union Cross Road west of Piedmont Memorial Drive and along Wallburg Road opposite the Union Cross Business Park. These sites are immediately to the west and the south of the U-4909 project terminus, and according to the stated purpose and need of the U-4909 project and current project plans, are outside of the U-4909 project APE (Hartley & Hartley, 2003: survey map).

Summary Findings

A total of 28 properties were identified for historic architectural survey in the U-4909 project area. There are no properties listed on or previously Determined Eligible for the National Register of Historic Places or possessing local historic designation. One complex, the David Smith Farm (Property 14), was listed on the North Carolina Study List in 1980, following the Forsyth County architectural survey. Two building complexes in the project area, the former Winston-Salem Air Force Radar Station and associated housing development (surveyed together as Property 1) warrant evaluation for the National Register under Criteria Consideration G, significance for properties less than 50 years old. The Boone Trail Association Monument was surveyed and evaluated under National Register Criteria Consideration F for commemorative properties.

Properties listed on the National Register:

- None

Properties listed on the North Carolina State Study List:

- Property 14: David Smith Farm

Properties determined Not Eligible for the National Register and not worthy of further evaluation:

- Properties 3, 4, 5, 7, 8, 9, 10, 11, 12, 16, 17, 18, 21, 22, 23, 24, 25, 26, 27, 28 (See Appendices 2 and 3)

Properties previously determined Not Eligible for the National Register and not worthy of further evaluation:

- Property 2: Weavil House
- Properties 3, 4, 8, 9

Properties Evaluated in this report and recommended Not Eligible for the National Register:

- Property 2: Weavil House
- Property 19: Log well house
- Property 20: Motsinger House

Properties Evaluated in this report and recommended Eligible for the National Register:

- Property 1: former Winston-Salem Air Force Radar Station and Military Housing
- Property 6: Union Cross Boone Trail Highway & Memorial Association Marker
- Properties 13, 14, 15: Smith-Tucker Farms Rural Historic District

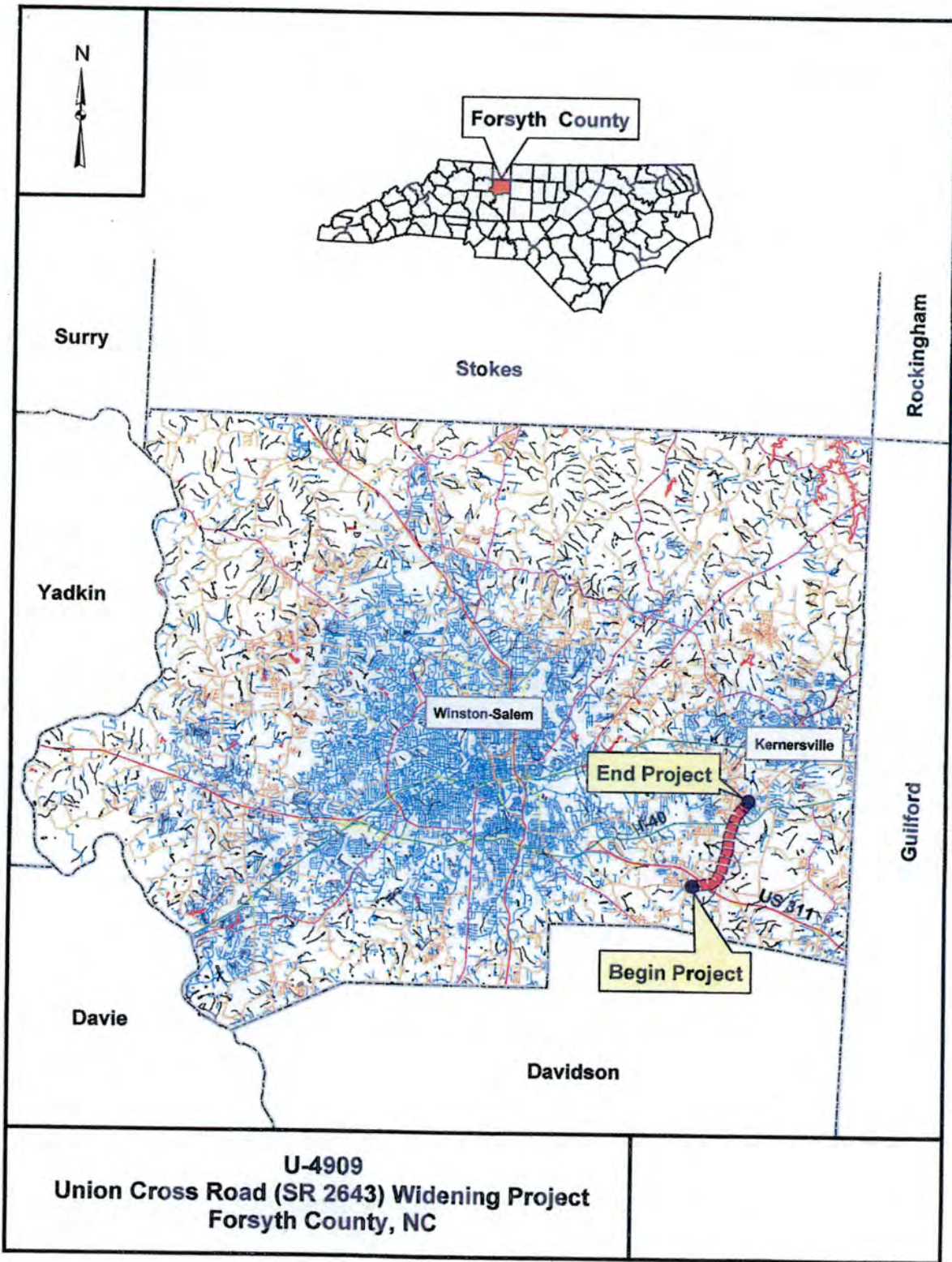


Figure 1. U-4909 Project area map.

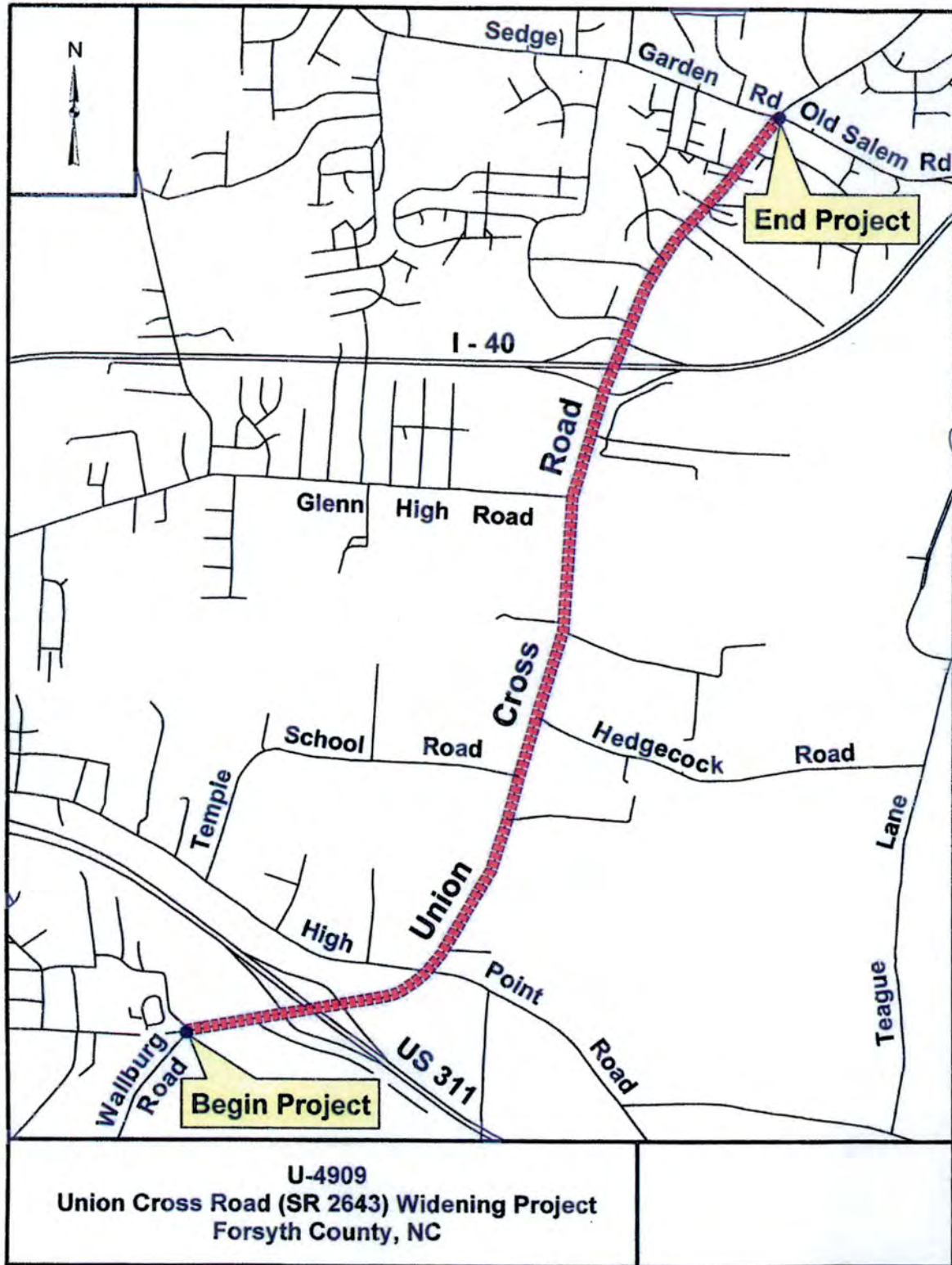


Figure 2. U-4909 Project location map.

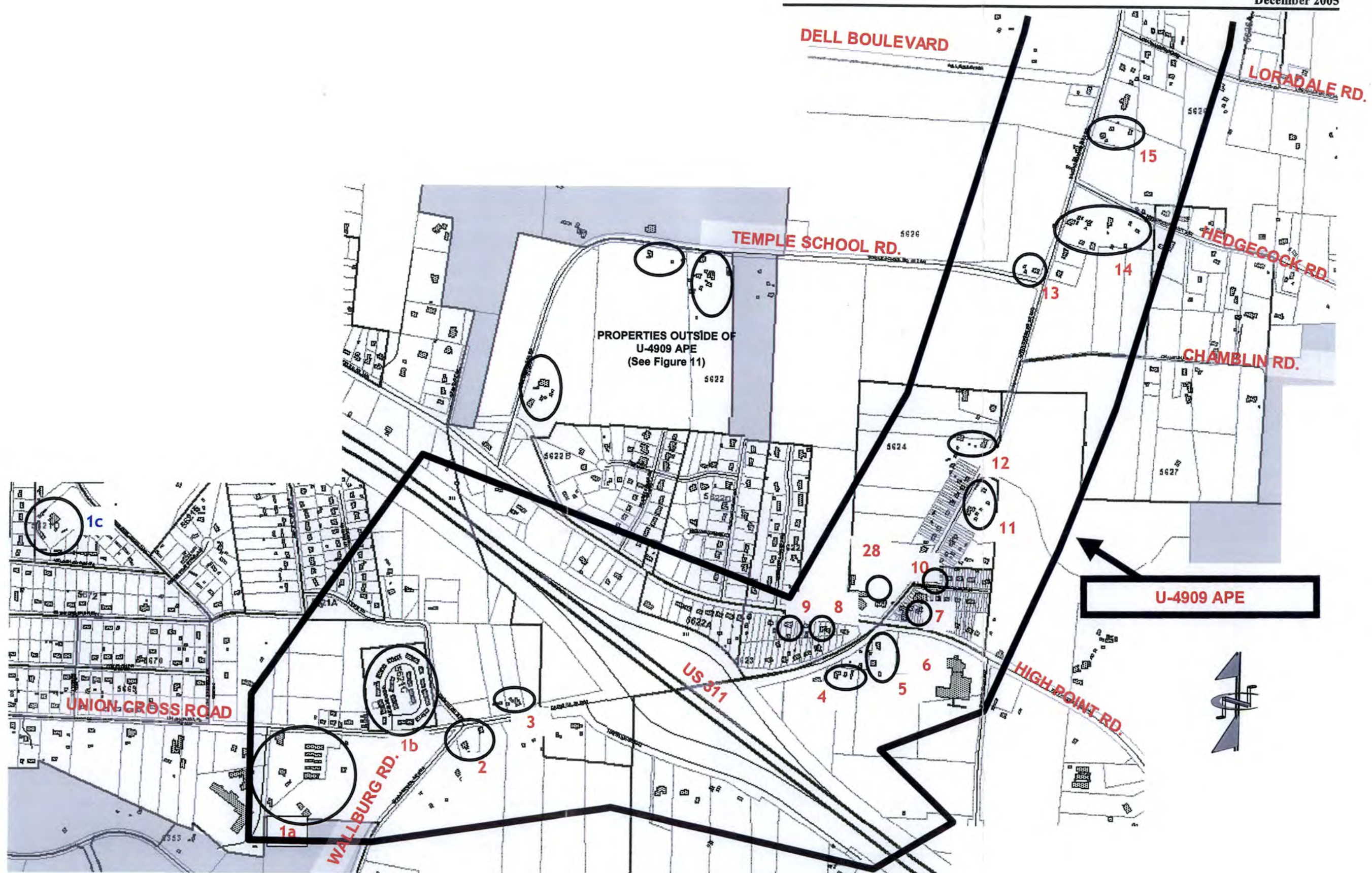


Figure 3a. U-4909 architectural resources survey map, not to scale. Based on Forsyth County tax map.

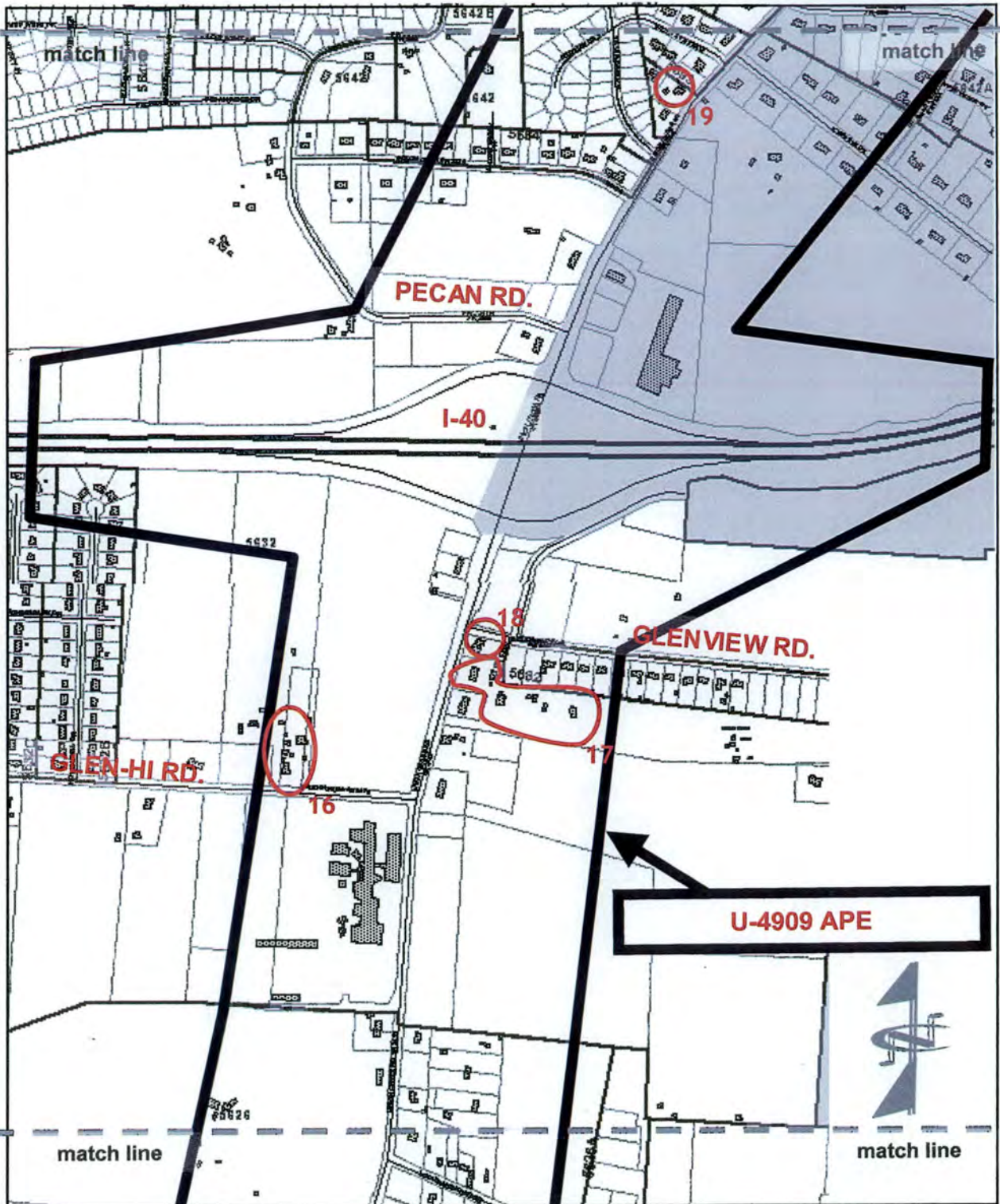


Figure 3b. U-4909 architectural resources survey map, not to scale. Based on Forsyth County tax map.

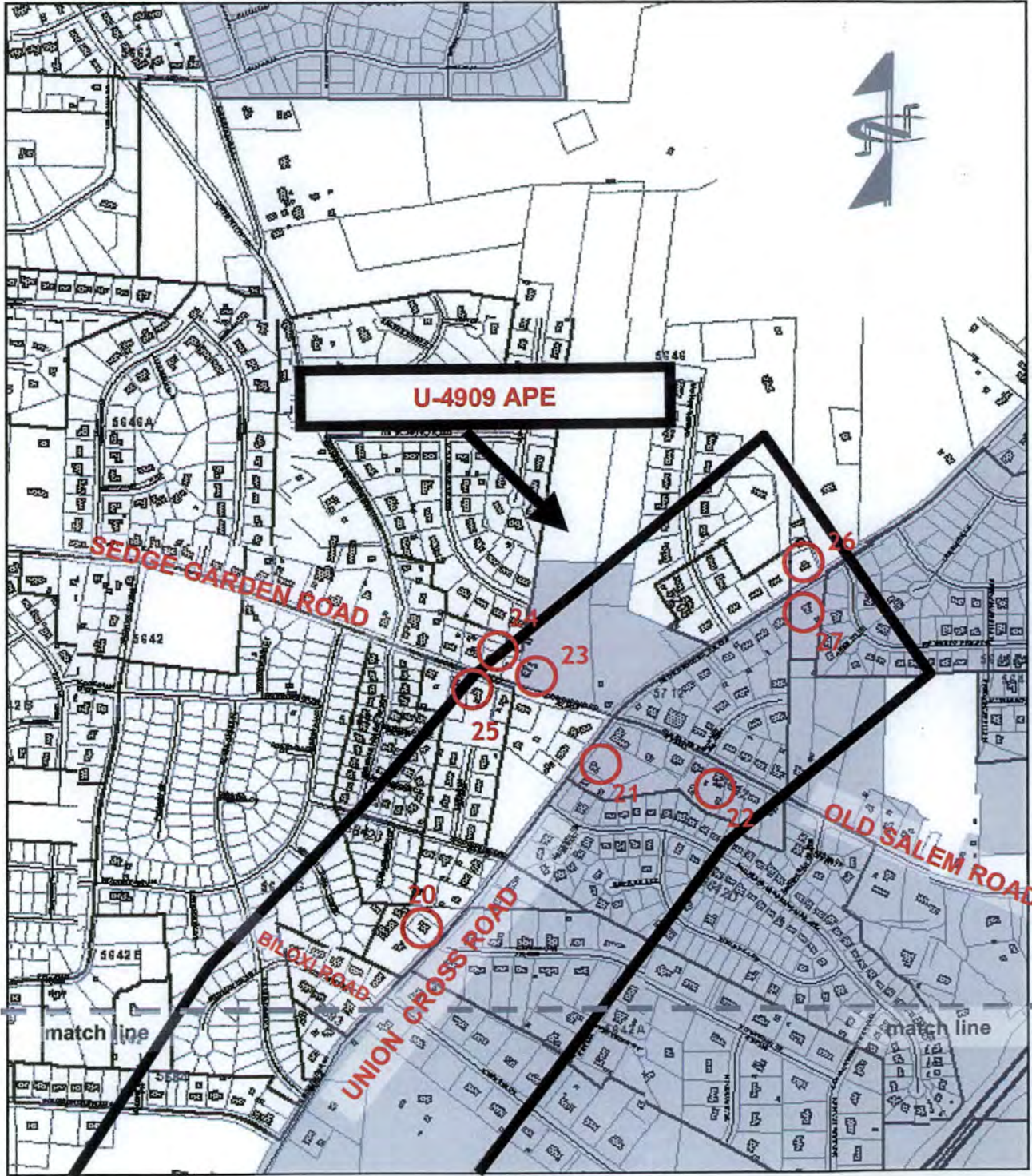


Figure 3c. U-4909 architectural resources survey map, not to scale. Based on Forsyth County tax map.

Historical and Architectural Overview of the U-4909 Project Area

Formed in 1849 from Stokes County, Forsyth County lies in North Carolina's western Piedmont region. The U-4909 project area is located in Abbot's Creek Township at the county's southeastern corner, bordering Davidson County. Union Cross Road originated as a link between the town of Kernersville, southeastern Forsyth County, and northern Davidson County, and crossed the Fayetteville and Western plank road (also called the Cross Creek Road) at Union Cross. The Fayetteville and Western connected one of North Carolina's premier coastal plain centers with the backcountry market towns of Salem and Bethania via High Point. Financed by private investment and tolls, plank roads were composed of sand-covered planks laid over wooden sills. The Fayetteville and Western was built between 1848 and 1854, and was the longest plank road ever chartered in the United States. Present-day High Point Road, which crossed Union Cross Road near the southern end of the U-4909 project area, follows the approximate path of the Fayetteville and Western.

The western Piedmont was home to German, Scottish, and English immigrants (among them the family of Daniel Boone) who entered the region from the Mid-Atlantic by way of the Great Wagon Road. The U-4909 project area lies outside of the Wachovia Tract, the acreage purchased by Moravian settlers during the mid-eighteenth century. The Moravian town of Friedland, established at the eastern edge of the Wachovia Tract in 1771, lies just west of the U-4909 project area. Though outside of Friedland and the Wachovia Tract, the Union Cross community is not without associations with the Moravians, who established a church and burial ground at Union Cross as a satellite of the Friedland congregation. This church was constructed northwest of the old plank road and Union Cross Road junction during the 1890s. The Union Cross Moravian Church became an independent congregation by the 1920s. The present-day church complex dates from the late 1940s to the 1980s (Moravian Archives; see *Appendix 3, property 28*).

Antebellum agriculture in Forsyth county is characterized by generally small farm size and little reliance on slave labor. Local farmers supplied the local bright leaf tobacco industry during the 1840s and 1850s, and also raised grain and livestock at a subsistence level. Most of Forsyth County's antebellum homesteads featured log dwellings and outbuildings. After the period of initial settlement, more prosperous builders adopted brick or frame construction for their dwellings, while log continued to be utilized for more modest houses and for outbuildings into the late nineteenth century (Little: 11-12).

A handful of brick houses were built outside of the Wachovia tract between 1780 and 1840, though because of the poor quality of local brick and a lack of raw materials for producing mortar, brick was more often utilized as nogging for timber frame, German-influenced buildings. An increase in load-bearing brick construction during the mid-nineteenth century is attributed to the discovery of a local limestone seam, which was quarried and processed for mortar. Advancements in building technology were paired with general economic prosperity resulting from increased regional trade and improved agricultural practices (Taylor: 27, 32).

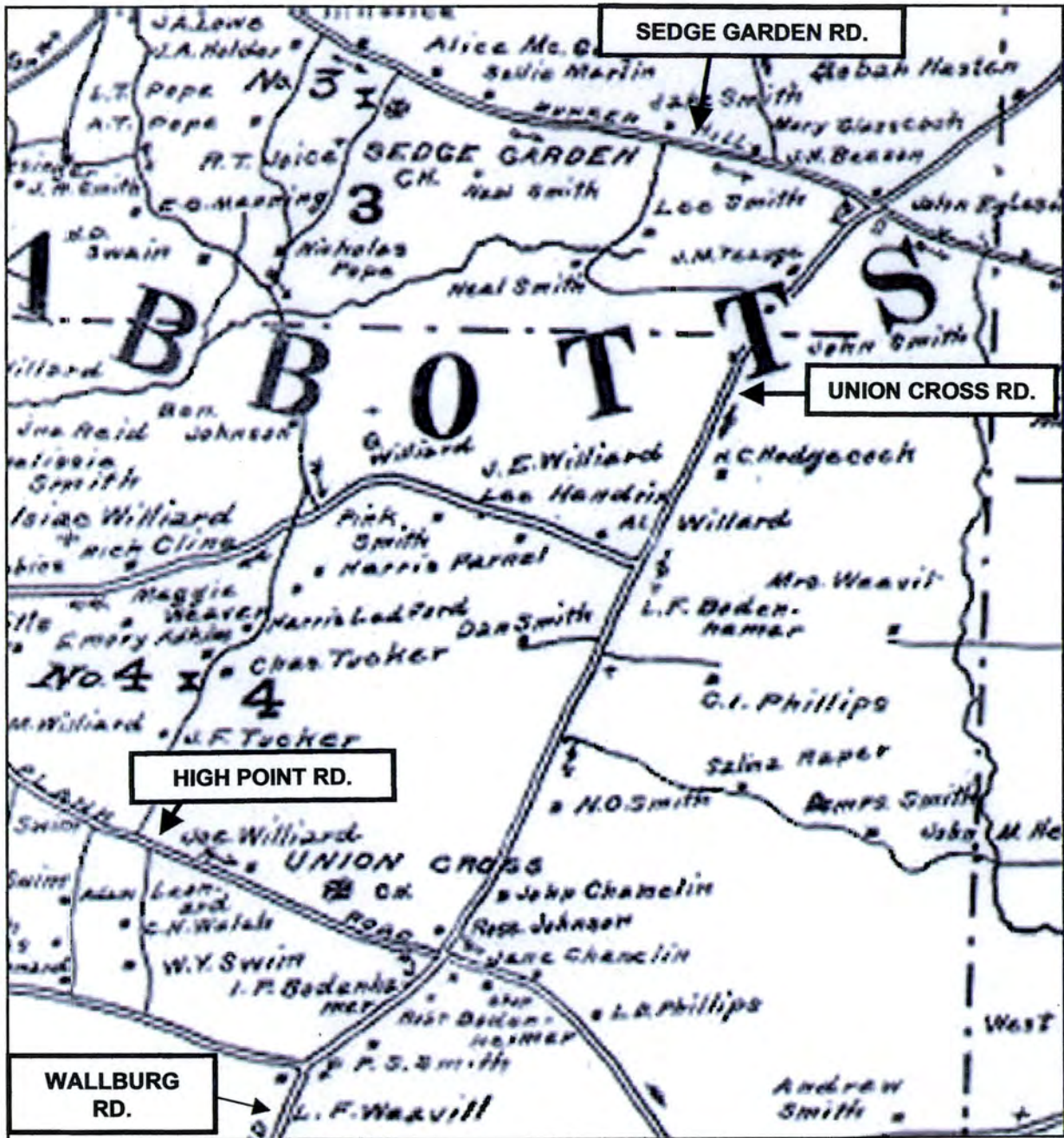


Figure 4. Miller Map of Forsyth County, 1907.

Kernersville and southeastern Forsyth County are home to a number of brick dwellings with Greek-Revival stylistic influences. According to Gwynne Taylor, who performed the Forsyth County architectural survey in 1979, the local Greek Revival style is characterized by houses with “heavier, square, and wider proportions, a center hall plan, [and] larger windows...” (Taylor: 30). Brick houses with Greek Revival detailing appeared in the Kernersville area during the mid-nineteenth century, and the style was prevalent until Italianate-influenced T- and L-plan brick residences supplanted it. Three common bond brick, two-story center hall houses were constructed in Kernersville in the 1850s and 1860s. Entry porches, porticos and rear ells were often added to these houses at a later date (Oswald: E/F-1, 4, 6).

Builders utilized log outbuildings throughout the nineteenth century, with the double-pen log barn as the predominant type. These barns often featured shed-roof additions and pent eaves supported by cantilevered logs. By the mid-to-late nineteenth century, trussed roof systems gave way to common rafter roofs, the rafters fashioned from skinned poles. Larger and better suited to large-scale storage and grain processing, frame barns appear to have come into wider use in the region by the late nineteenth century. Frame barns dating to the 1880s and 1890s were recorded at the John Henry Kapp Farm northwest of Winston-Salem, and at the John and Charles Fries Day and Dillon Farms east of Winston-Salem. Both of these mortise and tenon frame barns had side, shed-roofed additions (Opperman: 64; Little: 30, 63).

The urban textile and tobacco industries drew labor out of the rural Piedmont, resulting in a shortage of farm labor and a decline in agricultural production after the Civil War. Small owner-occupied and owner-worked farms dominated rural Forsyth County. By the late nineteenth and early twentieth centuries, Abbott’s Creek was the least populated township in Forsyth County. During the 1930s, farmers were outnumbered by mill, factory, and service workers who commuted to Winston-Salem (Martin: 12). Tobacco and grains, rather than foodstuffs, were the primary local crops, and erosion and soil depletion reduced the usable agricultural acreage. Advances in scientific farming and the institution of agricultural extension services transformed the practice of agriculture during the first half of the twentieth century. Farmers experimented with the breeding of seed corn and varieties of hog, boar, and cattle. Between 1900 and 1950, small-scale fruit production and poultry farming made up a significant portion of the local agricultural economy. Agricultural extension agents introduced lespedeza (bush clover) to local farmers in order to halt erosion, improve soil quality, and provide forage for grazing animals (Fries: 178-180, 241-243).

During the first few decades of the twentieth century, house styles on local farms utilized local interpretations of national building styles such as the bungalow and American four-square. Twentieth-century rural dwellings in Forsyth have rarely received in-depth or National Register evaluation, resulting in few historical contexts or registration requirements applicable to their types. In her architectural study for the Winston-Salem North Beltline in 1995, Ruth Little observed that traditional rural vernacular dwelling forms such as the center hall house were replaced by small front and side-gable cottages, likely based on mail-order plans, by the 1920s. Builders constructed “small frame cottages in a hundred variations of

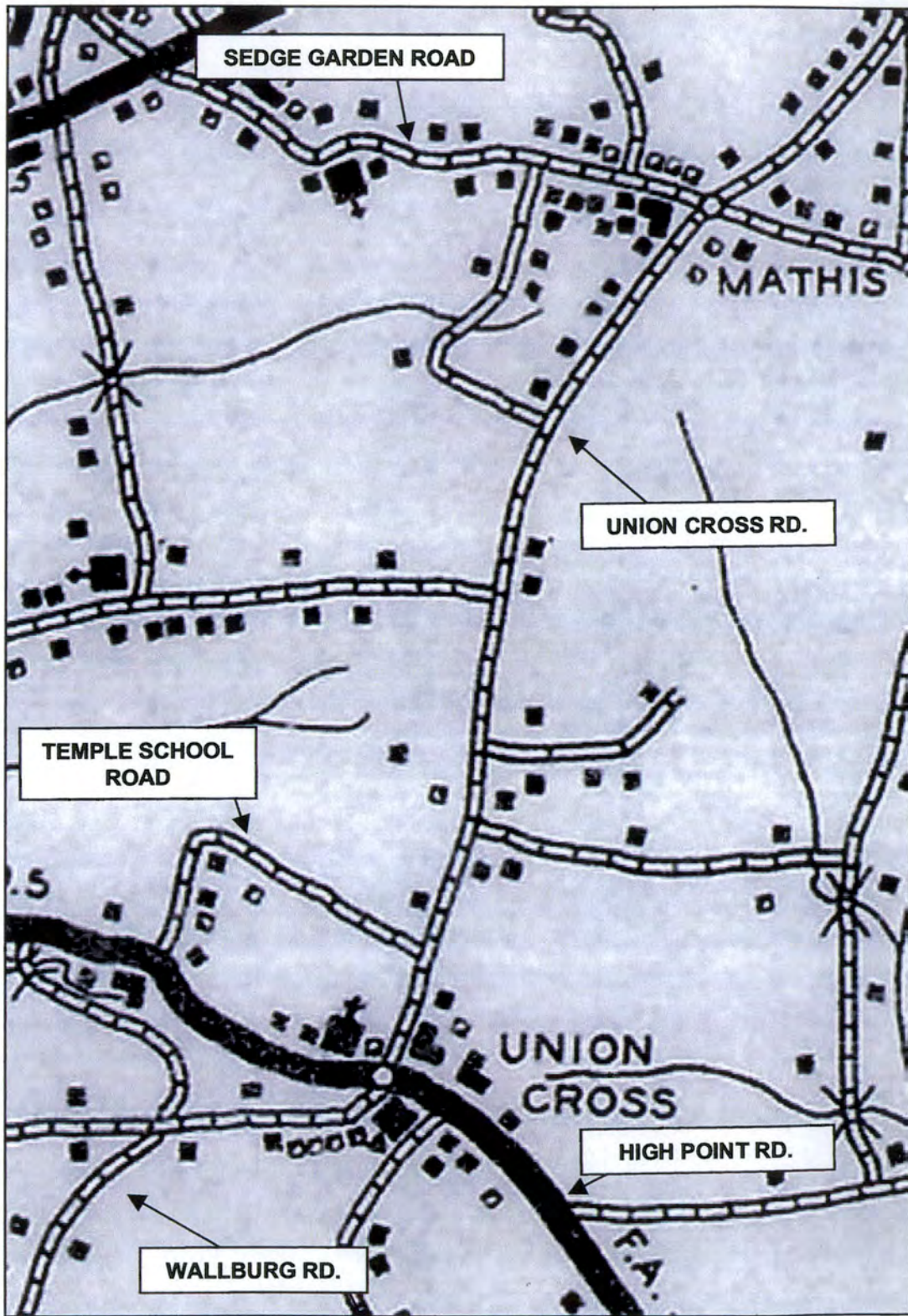


Figure 5: State Highway and Public Works Commission Map of Forsyth County, 1938.

side and front-gable rooflines, engaged porches with bungalow piers, and gabled or shed dormer windows until the 1940s”(Little: 13).

American Foursquare houses, rarely noted in any rural Forsyth County architectural survey prior to the U-4909 study, represent a variation in the early twentieth century building palate. Constructed of wood, brick, or concrete block, with applied ornament ranging from the Craftsman to Colonial Revival in style. The utility of the Foursquare plan is seen as an alternative to the complexity and relative expense of Queen Anne houses, which were characterized by irregular rooflines and asymmetrical massing. The Foursquare offered a simple plan that was easily adapted to urban and rural environments and was economical to build. The Will Hammock Farm, located northwest of Kernersville, was inventoried and evaluated during the Winston-Salem Northern Beltway study. This intact complex consisted of a frame American-Foursquare house with original windows and German siding. Paired wooden posts on brick piers supported its hipped-roof porch. The farm complex included a 1930s tenant house, washhouse, and two garages. Lacking specific historic and architectural distinction, the complex was not considered to be eligible for the National Register (Little, 60).

Expansion of Kernersville and Winston-Salem and intensive road building within the last 25 years has gradually transformed the Union Cross community. USGS aerial photographs indicate that the area was still predominantly rural and agricultural by the early 1960s (Figure 6a-c), with some suburban-style tract development taking place around the Union Cross and High Point Road junction. High Point Road became the official route of US Highway 311 during the 1920s. In the 1980s, the state highway was relocated to a new four-lane facility to the south of High Point Road, and in the future, this route will carry Interstate 74. High Point Road remains in use as a local route. In order to shift through-traffic out of Winston-Salem, a new section of I-40 was constructed south of Winston-Salem and Kernersville during the early 1990s, crossing Union Cross Road between Beesons Crossroads and High Point Road (Steffora).

According to recent observations by the local Farm Services Agency, much of the remaining agricultural acreage in Forsyth County is now used as pastureland, though tobacco continues to be the most profitable local crop (FSA). A handful of farmers continue to cultivate tobacco, corn, and soybeans in the southeastern reaches of the county, though a local journalist noted in the late 1990s that “single-family housing has become the new bumper crop of Union Cross” (White, *WSJ*, 18 Sep. 1997). Union Cross Road in the U-4909 project area links the major transportation arteries of I-40 and US 311, making the corridor desirable for development and annexation by both Winston-Salem and Kernersville. Caleb’s Creek, a 937-acre mixed-use development, is planned for the land centered on Teague Lane east of the U-4909 project area. Many of the cross streets intersecting with Union Cross Road will provide access to Caleb’s Creek and other new subdivisions. Remnants of nineteenth century farmsteads, and in a few cases, intact nineteenth and twentieth century farmsteads such as the Smith and Tucker Farms, are intermixed—sometimes within the same parcels—with post-1955 commercial and residential development.

The 527,000 square foot Dell computer manufacturing facility was built northwest of the Union Cross Road and Temple School junction during the Spring and Summer of 2005. The land on which the plant was built belonged to members of the extended Smith and Tucker families, and is now part of the 200-acre Alliance Science and Technology Park developed by the City of Winston-Salem. The Dell plant utilizes a “just in time” manufacturing strategy in which transportation facilities are an integral part of business infrastructure, and travel *time* is considered more important than travel *distance*. Suppliers and shipping firms are expected to be located within a five-to-thirty-minute drive of the manufacturing facility in order to maintain a steady flow of parts and services. The Union Cross area continues to be transformed from an agricultural hinterland to a suburban transportation hub with burgeoning mixed-use development.

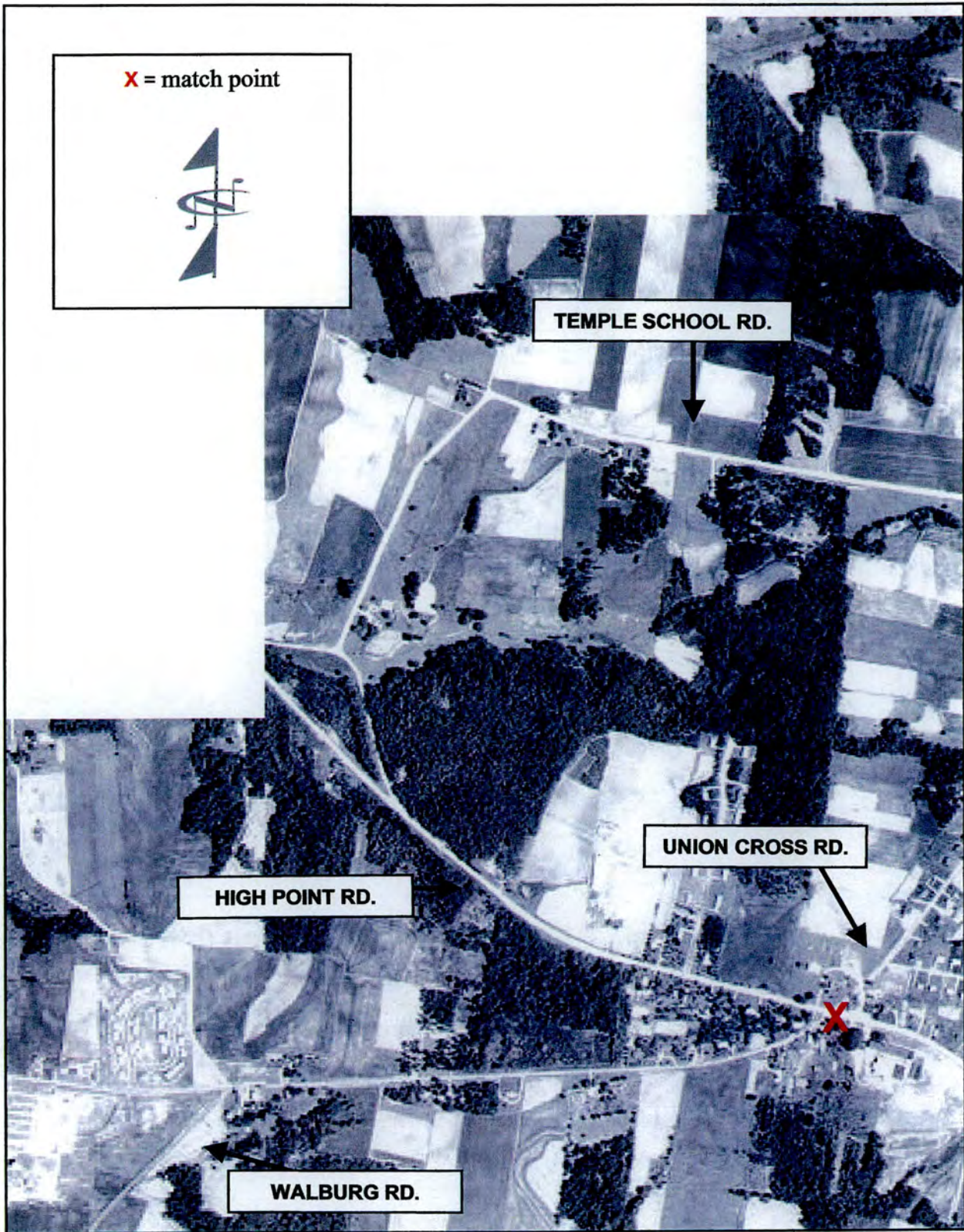


Figure 6a. USGS aerial photograph of Union Cross area, 1961.

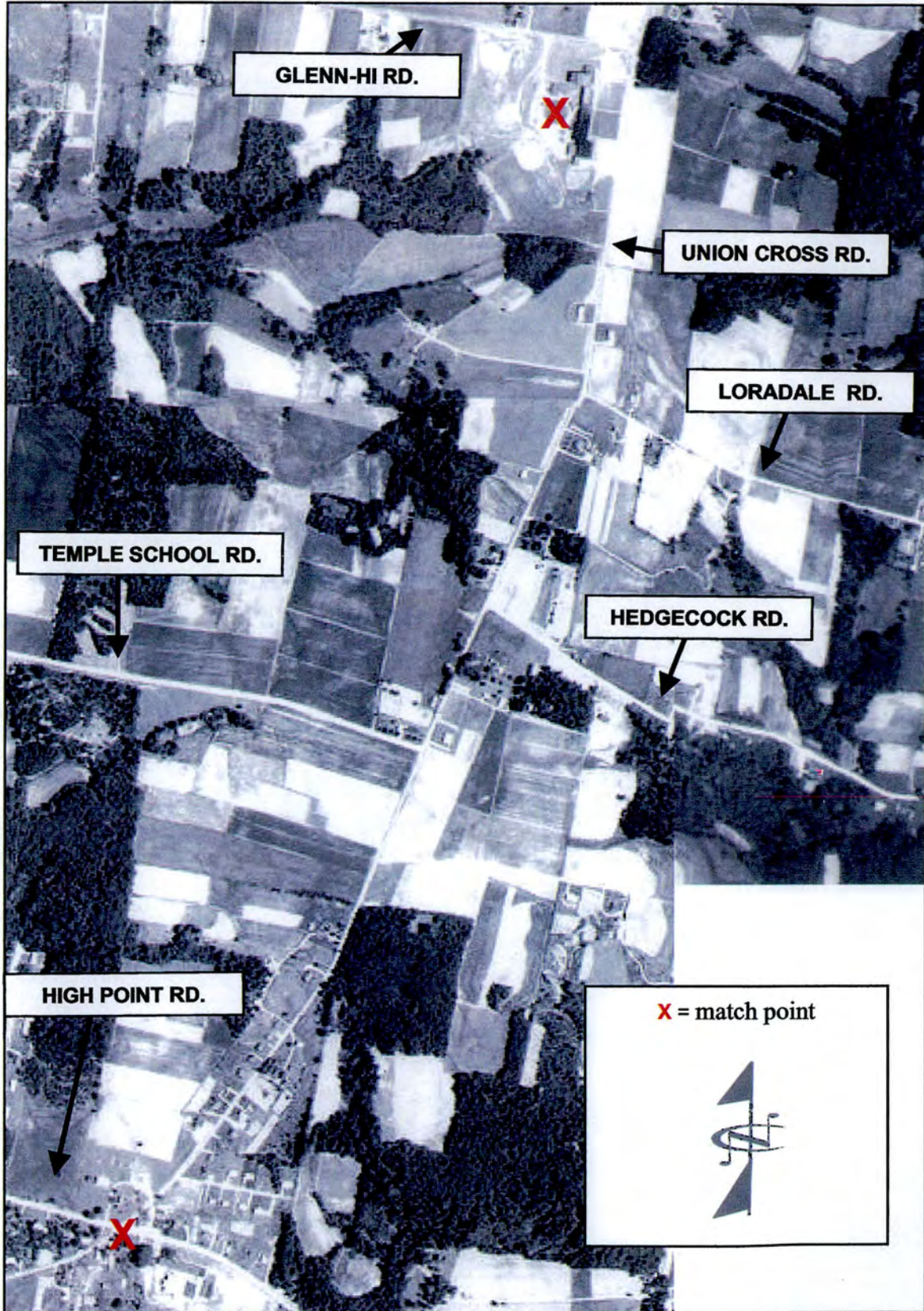


Figure 6b. USGS aerial photograph of Union Cross area, 1961.

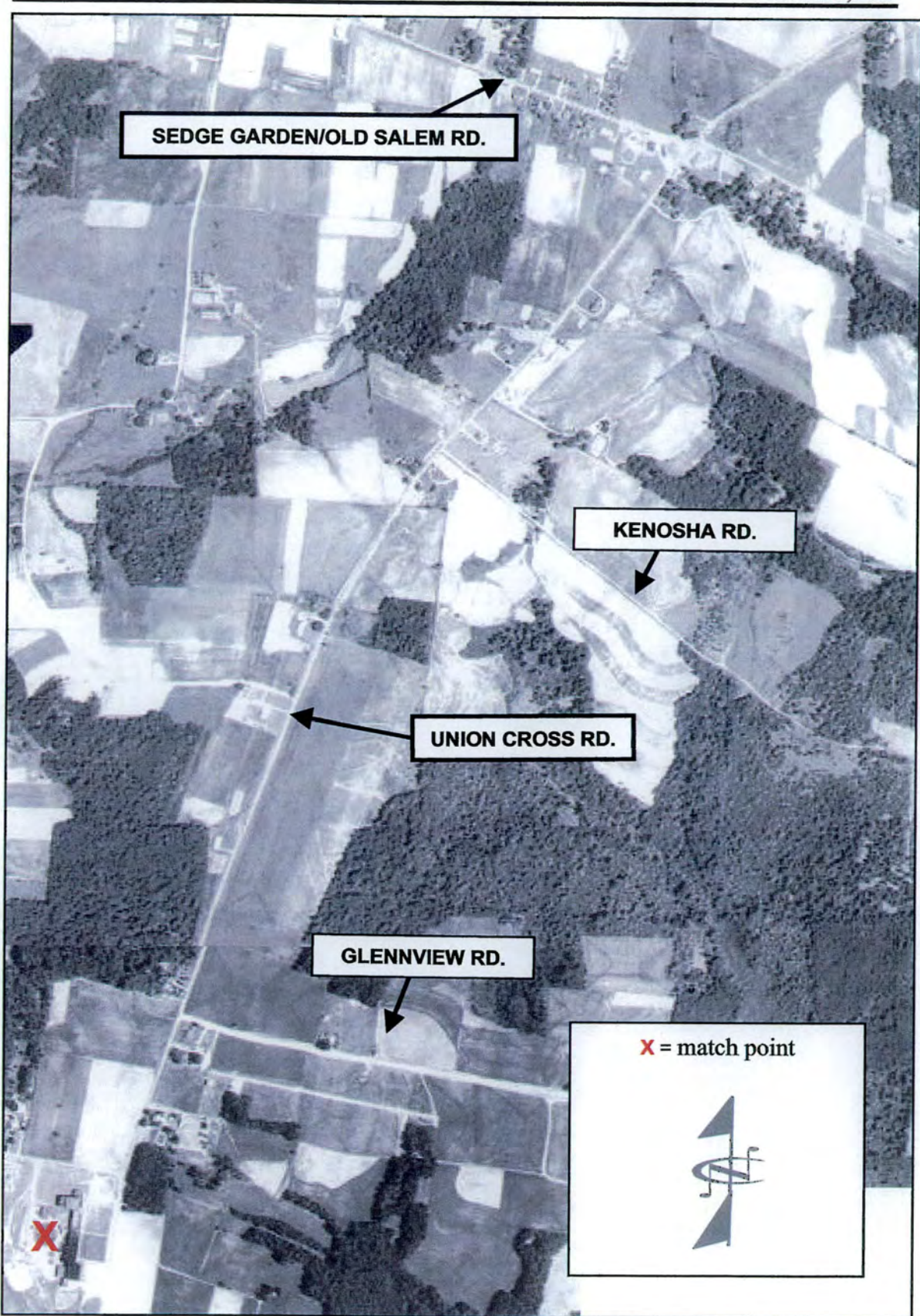


Figure 6c. USGS aerial photograph of Union Cross area, 1961.

Property Evaluations

FY3407 FY4199

Property #1: Winston-Salem Winston-Salem Air Force Radar Station and Military Housing

Location

Buildings associated with the former Winston-Salem Air Force Radar Station are located on three separate parcels on the north and south sides of Union Cross Road, oriented to Union Cross Road and Piedmont Memorial Drive. Two of these parcels, the former main radar station at 1931 Union Cross Road, and the former military housing development at Woodgate Circle (now the Woodgate Subdivision), are inside the U-4909 project APE. The third site, the former GATR radar emplacement, is located northwest of the main radar station at 3600 Piedmont Memorial Drive, outside of the U-4909 APE.

Description

Public access to the main radar station, which is leased by the Addiction Recovery Care Association (ARCA), is limited. NCDOT staff received permission to photograph the exterior of former radar station buildings on the main base site, but did not examine the buildings in detail. The time allotted for the research and compilation of this report did not allow for in-depth research of the radar station, and all of the buildings extant on the base have not yet been identified. This description and evaluation is based primarily on local news articles, historic photographs, and information supplied by Union Cross Park employee Dan McIver, neighbors on Union Cross Road, and the Radomes (Radar Domes) website created by Air Force veterans.

The **main radar station (A)** is located on an irregularly shaped 6.65-acre parcel lying between Union Cross Road and Wallburg Road. The parcel was divided from the adjoining triangular-shaped 17-acre parcel that now comprises **Union Cross Park (D)**, a county-operated park and recreational facility, after the radar station closed in 1970. At least nine buildings that appear to date to the period in which the radar station was in operation, 1955 to 1970, remain on the main station grounds in relatively unaltered condition. They are arranged on the north and south sides of a paved driveway and parking lot. A flat-roofed concrete block **multipurpose building (A1)** with recessed entry porch is located on the south side of the drive. Once used as the station's recreation hall, PX, and library, this building now houses the ARCA administrative offices. The building is composed of a one-and-a-half-story main block flanked by one-story wings. Metal casement windows are used throughout the building, except for the auditorium extending from the rear of the main block, which has glass block windows. A two-story, shallow-gabled roofed **concrete block barracks (A2)** with metal sash windows, three **Quonset huts (A3)**, and a one-story front-gabled **metal-sided building (A4)** are aligned on the north side of the drive. An additional **Quonset hut (A5)** and a one-story, shallow-gabled **concrete block building (A5)** are located south of the drive and east of the multi-purpose building.

A five-story poured concrete **radar tower base (D1)** is located immediately west of the main base complex, now on Union Cross Park grounds. The monolithic poured concrete structure has shallow vertical buttresses, a textured finish, and is pierced by vents and small windows

at each elevation. Metal doors are located in the ground story of the north and south elevations. A metal pipe, likely part of the tower HVAC system, runs up the southeast corner of the structure, extending above a metal rail that runs along the perimeter of the roof. The radar station grounds surrounding and extending east of the radar tower have been heavily altered for use as a public park. However, it appears that park planners incorporated the radar station **ball field (D2)**, and **tennis court (D3)** into the new park complex. Two one-story concrete block buildings (**D4, D5**) dating to the radar station era have also been adaptively used by the county for park maintenance and administration (McIver interview).

The 27-unit **housing development (C)** associated with the Winston-Salem Radar Station is arranged around Woodgate Circle on the north side of Union Cross road, opposite the main radar station base. Each house is a one-story, side-gabled frame structure on a poured concrete slab. With the exception of a single house that flanks the west side of the entry to the complex, the houses are arranged in pairs around Woodgate Circle, with eight houses inside the circle, and 26 outside. Although some houses have cosmetic alterations ranging from synthetic shutters to replacement doors and windows, all retain their original integral side carport and shed awning over the front entry. Some houses retain their original asbestos shingle siding and horizontal-light sash windows.

The **Ground Antenna Transmit and Receive (GATR) radar emplacement (D)** is located northwest of the main Radar Station grounds on the west side of Piedmont Memorial Drive. The one-story, flat-roofed concrete block building at the site was likely the operations center for numerous antenna towers that were dismantled when the base closed. The site is currently enclosed by a chain link fence.

History

The United States Air Force established the 810th Radar Squadron facility, locally known as the Winston-Salem Radar Station, at Union Cross in 1955. The site is part of the network of radar stations and Air Force bases that monitored North American airspace during the 1950s and 1960s and was an integral part of the nation's Cold War air defense system. The Federal government purchased land from farmers south of the Union Cross junction during the mid 1950s. It is not known at this time why the Air Force selected the Union Cross location, though one might assume that the placement satisfied several technical requirements. It provided the requisite distance from urban activities or development that could interfere with radar operations. Its placement would also have been dictated by the overlapping radar coverage required by the air defense system. According to a 1958 map of the radar defense network, stations were concentrated in the northeast United States to protect the urban east and in coastal states nationwide to protect the continent's perimeter (*Figure 14*). The Winston-Salem Station is located 950 feet above sea level, one of the highest geographical elevations in North Carolina's western Piedmont.

The Winston-Salem station was one of 44 Mobile radar stations formed across the North American continent during the 1950s. The appellation "Mobile radar station" refers to World War II-era radar technology, in which the military moved radar equipment as needed. Though each mobile station required too many support structures to be truly mobile by the

1950s and 1960s, the Air Force retained the earlier terminology (Winkler: 23). Radars were in operation at the Winston-Salem station by 1957, and support buildings were under construction for the next several years. A total of four radars were installed to monitor air traffic, estimate the height of aircraft, and assist disabled aircraft. The radars had ranges variously reported in local newspapers as 200 to 400 miles, covering parts of North Carolina and surrounding states. Air Force personnel relayed air traffic data to the Washington Air Defense Section at Fort Lee, Virginia, with the goal of intercepting enemy aircraft in North American airspace (*Twin City Sentinel*, 1965).

The Air Force continually updated radar and technical support equipment throughout the life span of the station, enabling it to supply data to the Semi-Automatic Ground Environmental (SAGE) system from 1963 until the station closed in 1970 (Winkler 144, 171). Four “skysweeper” radar towers located at the main station were composed of a concrete base topped with a plastic bubble that enclosed the radar equipment. The single tower that survives on site today (B1) was constructed in 1961, and was the tallest built on the site. The five-story-high poured concrete structure reputedly has walls more than a foot thick and, built to withstand nuclear attack, was intended to double as a workstation for radar operations and a fallout shelter. It carried a 40-foot-tall by 120-foot-wide radar antenna. Radar equipment was also installed at a flat-roofed concrete block building on high ground northwest of the main station (now Piedmont Memorial Drive). This emplacement likely contained a “GATR array” of metal tower antennas (*TCS* 1 June 1961; *TCS* 18 Oct. 1961).

By 1960, the Air Force stationed 20 officers and 160 enlisted airmen at the station. According to local newspaper accounts, the main radar station complex included an automobile maintenance building, an engineering building, a supply warehouse, a non-commissioned officers club, and four barracks for unmarried enlisted personnel (*TCS* 23 April 1960). These barracks were probably the four Quonset huts (A3) aligned on the north side of the main station drive, seen in two of the circa 1961 photographs on the Radomes website (*Figures 9 and 11*). It appears that one hut was moved to the south side of the drive when the two-story concrete block barracks was constructed later in the 1960s.

Since there was little private housing available in the Union Cross area, officers and married enlisted men initially lived in Kernersville and Winston-Salem. Travel time between home and station compromised the rapid response capability of the air defense network, so the Air Force undertook construction of a 27-unit residential development in order to house all of its officers and married enlisted men closer to the station. Contractors broke ground on the development during the Spring of 1959, and completed all 27 houses, streets, sidewalks, and utilities, including water and telephone, by the Spring of 1960. Each house was valued at \$17,000 and featured a living room, kitchen, dining room, and storage room. All shared a common three-bedroom floor plan except for the station commander’s house, which had four bedrooms (*TCS* 23 April 1960; *TCS* Sep. 1976).

After the station closed in 1970, the Air Force dismantled the radar equipment and transferred the three station parcels to the Federal Department of Health, Education, and Welfare, which in turn deeded it to Forsyth County government between 1974 and 1976.

The transfer likely stipulated that the facilities be used for civic purposes. The County used some of the former military housing as foster homes for children, but struggled to find governmental uses for the entire housing and radar station complex. County government considered demolishing all of the structures except for the five-story radar tower, which was considered indestructible due to its fortress-like construction. Ultimately, the county ceded the housing development to private ownership, transferring the land on which the houses stand to the Woodgate Housing Association in 1979. Each house is now held in individual private ownership. The main radar station grounds are leased to ARCA. The County has retained the use of the GATR emplacement, where air quality monitoring and meteorological equipment is installed (*WSJ* March 1976; *TCS* Sep. 76; *WSJ* Dec. 1976).

National Register Evaluation

The former Winston-Salem Radar Station is eligible for the National Register under Criteria A for association with Cold War era defense strategy in the United States, and is significant at a state and national level. In a study of post World War II radar installations, Air Force historian David Winkler stated that radar stations were a key element of national defense policy in the Cold War era, supplying the manpower and hardware necessary to deter nuclear threat to the North American continent (Winkler 63). The former station grounds are evaluated under National Register Criteria Consideration G for properties that have achieved significance within the last 50 years. Though the station was established in 1955, it is likely that most of structures remaining on site were constructed between 1958 and the mid-1960s, under the 50 year requirement required by the National Park Service for historic significance.

Excluding the parcel that has been developed into a public park, the radar station complex as a whole retains a high degree of integrity, as evidenced by the circa 1961 photographs available on the Radomes website (*Figures 8-13*). The main radar station displays a remarkable degree of integrity of design, materials, and workmanship, considering that the County has done little to alter the appearance of the military complex. Despite some cosmetic changes to individual houses, such as synthetic shutters and replacement doors and windows, and backyard fences, the layout of the housing development and the overall plan and form of each house remains intact.

National Register Boundary

The proposed National Register Boundary for the former Winston-Salem Air Force radar Station is illustrated in Figure 7. Because the resources that comprise the former Winston-Salem Radar Station are geographically separate, they are evaluated as a discontinuous historic district. The National Register boundary is drawn around the two separate, noncontiguous tax parcels (excluding existing right-of-way on Union Cross Road and Woodgate Circle) that composed the main radar station at 1931 Union Cross Road and the Air Force housing development at Woodgate Circle. The GATR emplacement at 3600 Piedmont Memorial Drive is not included within this Determination of Eligibility because the integrity of the site can not be determined without further research. (The site is outside of the U-4909 APE.) The five-story concrete radar tower inside Union Cross Park is included within this discontinuous district, and the footprint of the tower structure forms the National Register Boundary. Due to substantial landscape alterations, the grounds that comprise Union Cross Park are omitted from the National Register Boundaries.

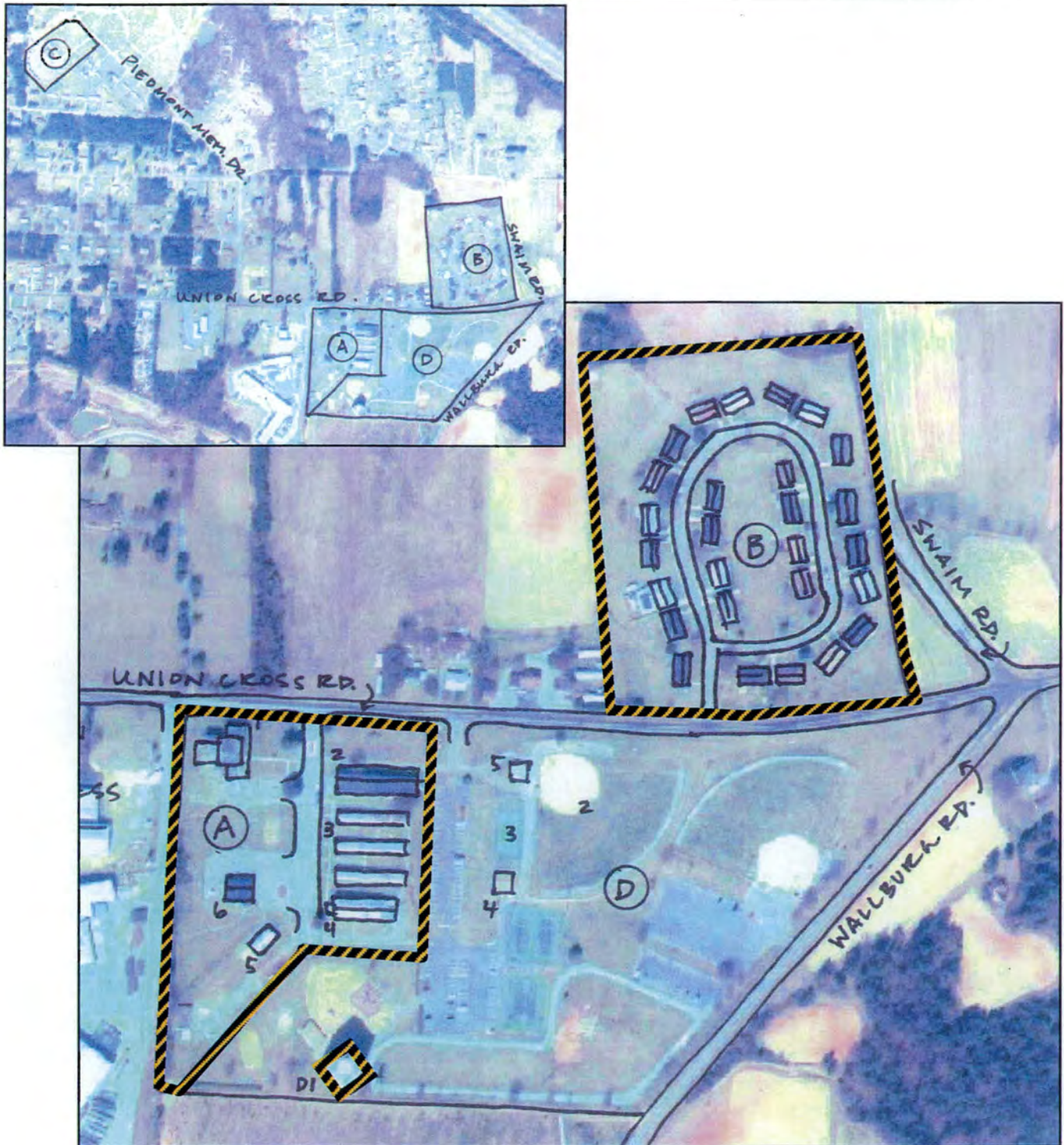


Figure 7. Site plan (inset) and detailed site plan and proposed National Register boundaries for the former Winston-Salem Radar Station. Main radar station (A), military housing development (B), GATR radar emplacement (C), Union Cross Park (D). Main Radar station multipurpose building (A1), two-story barracks (A2), Quonset huts (A3, A5), one-story metal-sided building (A4), one-story concrete block building (A6). Five-story concrete radar tower (D1), ball field (D2), tennis court (D3), and two-concrete block utility buildings (D4, D5). The National Register Boundaries for sites A and B, shown in hatched lines, follow tax parcel lines. The National Register Boundary for radar tower D1 is formed by the footprint of the building.



Radar station building (A1), currently administrative offices of ARCA, looking southwest.



Figure 8. Circa 1963 view of building (A1) looking southwest. The Radomes website identifies this building as the recreation hall, PX, and library.



Concrete block building (A2) and Quonset huts (A3), looking northeast towards radar tower (B1) and Wallburg Road.

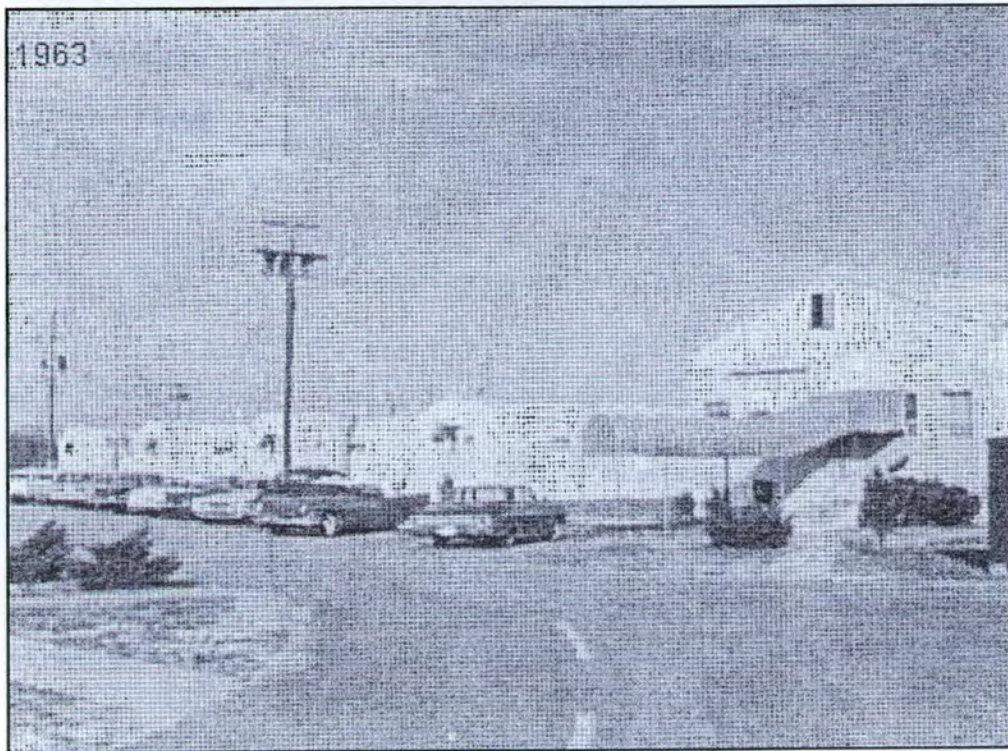


Figure 9. Circa 1963 view of building (A4) and Quonset huts (A3) looking northwest towards Union Cross Road.



Building (A4) looking northeast.



Figure 10. "Change of Command" at building (A4) looking north.



Radar tower (D1) looking south from Union Cross Park.

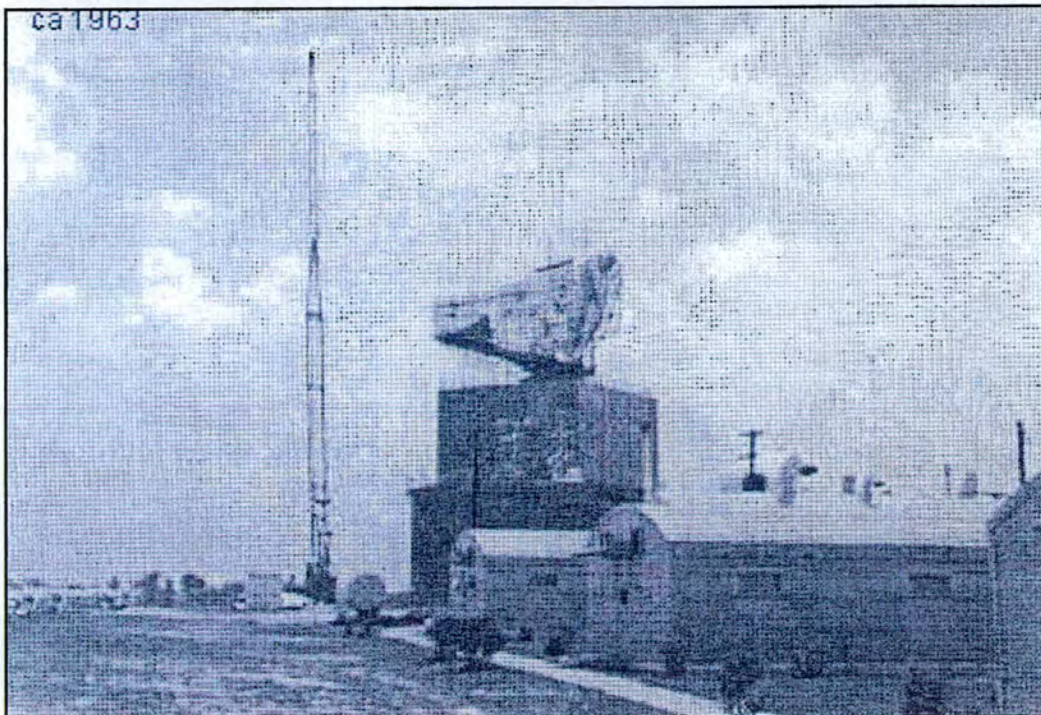


Figure 11. Radar tower (D1) circa 1963, looking southeast. Photo from the Air Defense Radar Veteran's Association website, Radomes [Radar Domes] Inc. All historic photos of the station in this report are from the Radomes website, accessed online 9 November 2005, <www.radomes.org/museum/photos>.



Housing development (B) looking northeast.

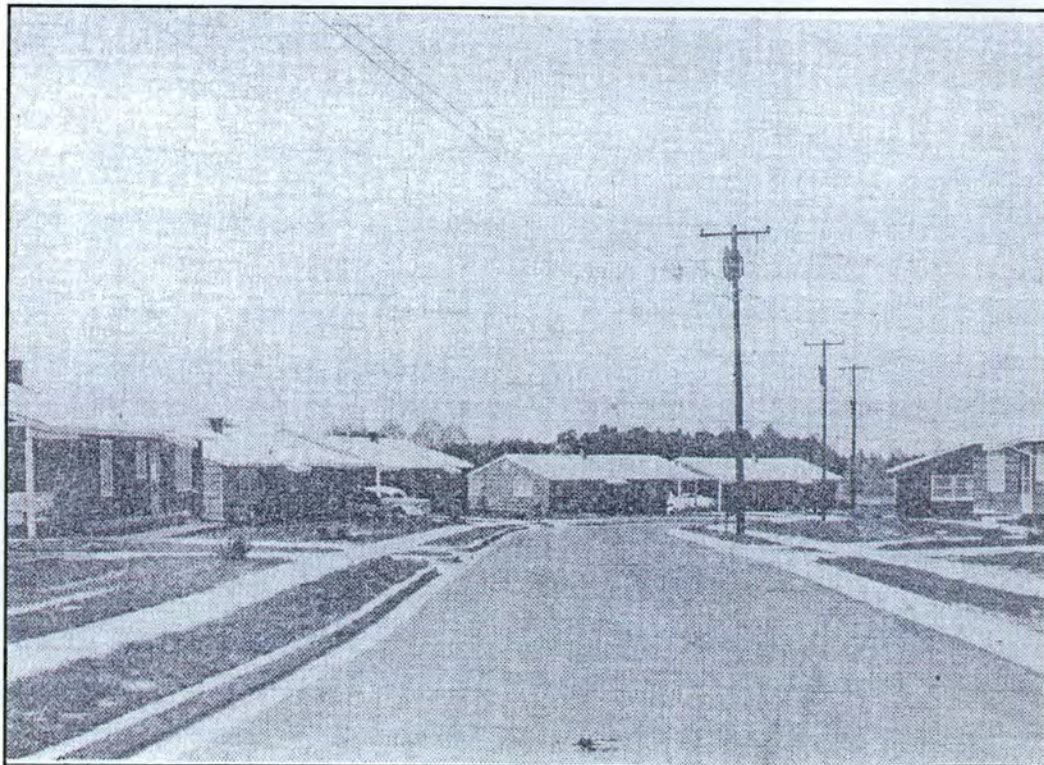


Figure 12. Housing development (B) looking northwest.



Housing development (B) looking southwest.



Figure 13. Housing development (B) from radar tower (D1), looking northwest. Baseball field (D2), tennis court (D3), and utility building (D4), are in same approximate locations as those at present-day Union Cross Park.



GATR site (C) on Piedmont Memorial Drive, looking northwest.

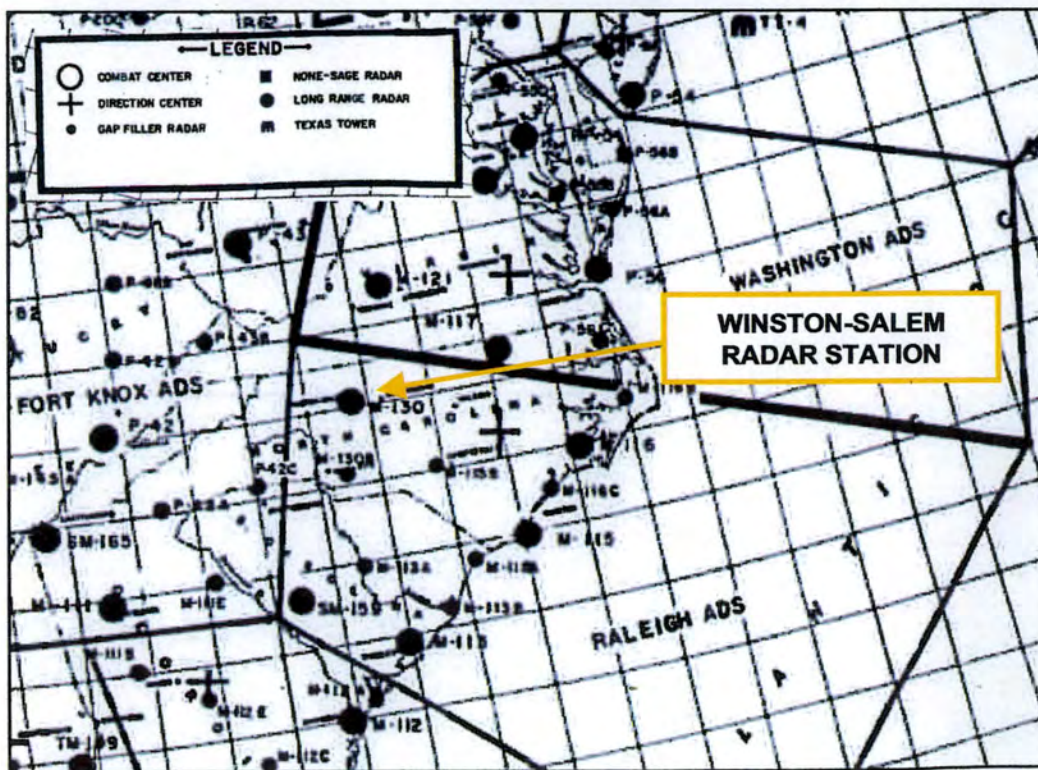


Figure 14. Detail of 1958 Sage System Radar Sites and Sector Boundaries map showing radar sites in North Carolina and surrounding states, from Radomes website.

Property #2: Weavil House FY 0301

Location

The Weavil House is located on a one-acre parcel at **4005 Wallburg Road**, immediately southeast of the Union Cross Road and Wallburg Road junction.

Description

The Weavil complex consists of a frame, two-story American Foursquare **house (A)** and five frame outbuildings that appear to date from the late-nineteenth century to the late-twentieth century. The hipped-roof house features a wraparound porch. A front-gabled dormer with end returns at attic level matches a porch gable centered over the front door. Although the house retained all of its original 2/2 sash windows until recently, several windows in the upper story have been replaced with 1/1 sash. The wrap-around porch features its original wooden battered posts, though the exterior of the house and the porch eaves are covered in vinyl siding.

The Weavil House complex includes two domestic and three agricultural outbuildings. A two-room, side-gable, frame **washhouse (B)** with concrete foundation, German siding, and standing seam metal roof over exposed rafter tails is located behind the house. A large multi-purpose side-gabled, frame **barn (C)** is located at the northwestern edge of the one-acre lot. It appears to date to two periods of construction. The western end of the structure has pegged, hewn and braced bents and hewn sills on rubble stone piers. Some interior bents, walls, and flooring appear damaged or removed, making it difficult to discern the interior division of space, though some combination of runway workspace and loft hay storage would have been present in the structure. An addition to the east end of the barn contains two stables on a concrete foundation. The Weavil complex also contains what appears to be a story-and-a-half frame **grain barn (D)** or smokehouse. Though the building possesses the proportions of a large smokehouse and was identified as such in earlier survey reports, its tightly fit interior plank sheathing (visible through missing exterior weatherboard), taken with the presence of stables in the large barn, suggest that this structure was used for grain storage. It rests on a rubble stone foundation.

A two-bay, shed-roofed **machine shed (F)** with peeled log posts is located at the edge of the woodlot behind the house. A frame, front-gable, two-car **garage (E)** with concrete-block foundation and vinyl siding has been built on the north side of the house within the last 10 to 15 years.

History

Ina Jean Tucker Stephens, who was raised in the Union Cross community and lives further north on Union Cross Road, believes that this Foursquare house and agricultural complex was built by Earl (or Early) Bascomb Weavil and his wife Nannie. Earl Weavil's farm spanned the present-day Union Cross Road and Wallburg Road intersection. Forsyth County tax records indicate that the house was built in 1890, though the house is not depicted on the 1907 map of the Union Cross area (*Figure 4*). The Foursquare house form appeared in the United States during the 1890s, and it remained a popular building form through the 1930s.

It seems likely that the Weavils built the house during the 1910s or 1920s, though the barns may predate the house by several decades.

Subdivided from the surrounding acreage, the one-acre parcel on which the house and outbuildings stand is a remnant of a large farm complex developed by the extended Weavil family during the late nineteenth and early twentieth century. A large two-story frame bungalow at 4035 Wallburg Road, south of the Weavil Foursquare and outside of the U-4909 APE, may have also belonged to the Weavil family. Little remains of the farmland that was once associated with the family complex. A small, uncultivated field and a golf driving range now lie south of the Foursquare, and a wooded lot lies to the east.

By the mid-1940s, Earl Weavil had a substantial farm operation, with 102 acres of wheat, corn, oats, and lespedza in cultivation (NCDA 1945 census). Like many of his farming neighbors in Union Cross, he kept nearly a hundred hens and pullets, and a few cows and pigs. Weavil was one of several farmers in the area to sell acreage to the United States Government in 1957 for the Air Force Radar Station. Land remaining in the family, divided into several lots, passed to the Weavil daughters, Millie Jean Weavil Sells and Sara Jo Kirkman in the 1960s, who owned the Foursquare complex until 1996. The current owners, Tim and Lynda Hamilton, purchased the property in 1998.

National Register Evaluation

The Weavil House and outbuildings are not eligible for the National Register under any criteria. The surrounding residential and recreational development and loss of farmland detracts from the integrity of feeling, association, and setting that is required for eligibility under Criterion A for association with agriculture. The western edge of the large farm parcel from which the house was subdivided has been developed into a golf driving range. Other parcels that likely composed the Weavil Farm have over the years been sold for various uses. A post-1950 ranch house lies on former agricultural fields to the east. The complex is not eligible under Criterion B, for it has no known association with significant persons. It is not significant under Criterion C for design and construction, for neither the house nor individual outbuildings embody the distinctive characteristics of a type, period, or method of construction. The complex is not eligible under Criteria D, potential to yield information important in history or prehistory.

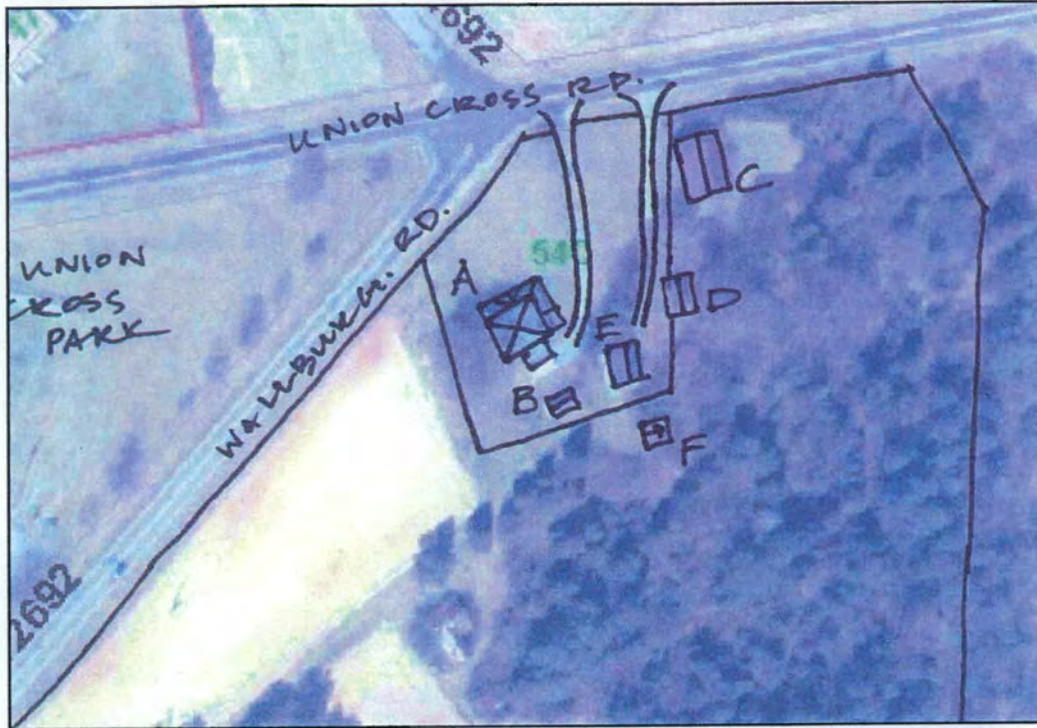


Figure 15. Weavil House site plan, not to scale. House (A), washhouse (B), barn (C), granary (D), garage (E), machine shed (F).



Weavil House (A), washhouse (B), and garage (E) looking southeast from Union Cross Road.



Weavil House (A) and washhouse (B) looking northeast.



Weavil washhouse (B) looking southeast.



Weavil Barn (C) looking northeast.



Weavil Granary (D) looking northeast.



Garage (E) added to Weavil complex looking northeast.



Weavil machine shed (F) looking northeast.

Property #6: Boone Trail Highway & Memorial Association Marker

Fy 3408

Location

The Boone Trail Highway and Memorial Association marker stands at **4300 High Point Road** (south side) east of the junction with Union Cross Road on the grounds of the Union Cross Traditional Academy. The original Union Cross School, an early-twentieth-century brick building, stood behind the monument until it was demolished in the early 1980s. Mature oak trees stand behind the monument and mark the former location of the school.

Description

The Boone Trail Highway and Memorial Association **Marker (A)** is approximately eight feet tall and four feet wide at its greatest width. The monument has an upright arrowhead shape and is fabricated out of concrete around a framework of metal pipe. Three metal plaques are embedded in the front side of the monument facing High Point Road. The top plaque features a low relief image of a buffalo. A portrait of Daniel Boone occupies the middle plaque, which is bordered by white and brown quartzite stones embedded in the concrete. "BOONE TRAIL HIGHWAY" is inscribed at the top edge, and "METAL FROM BATTLESHIP MAINE" is inscribed at the bottom edge. The lower plaque bears the following inscription:

DANIEL BOONE LIVED 1.8 MILES SW
HIS PARENTS ARE BURIED 25 MILES SW

HERE PASSES THE TRACE OF THE
OLD PLANK ROAD, THE FAYETTE-
VILLE AND WESTERN, CHARTERED IN 1848

THIS MEMORIAL ERECTED BY THE
BOONE TRAIL HIGHWAY ASSOCIATION

History

The Union Cross Boone Trail Highway and Memorial Association marker was likely erected in the 1920s by Joseph Hampton Rich and the Union Cross School. Rich, a native of Davie County, worked as a schoolteacher, minister, newspaper publisher, and North Carolina State Senate librarian. Throughout this varied career, Rich maintained an interest in the improvement of North Carolina roads and in pioneer and colonial era history. Rich founded the Boone Trail Highway and Memorial Association in 1913, and began a decades-long campaign to build monuments to Boone and to develop a memorial highway dedicated to the legendary frontiersman by 1916.

Rich initially conceptualized the Boone Trail Highway as a "heritage road" linking sites associated with Boone between the North Carolina towns of Mocksville and Boone, and extending into Tennessee and Kentucky. The highway would follow preexisting roadways. Rich later expanded his vision to link the Boone Trail Highway with other commemorative

roadways though the Midwest and to the Pacific Coast. Members of the Memorial Association were issued certificates in exchange for donations, and received a newsletter, *The Boone Trail Herald*, recounting the erection of new monuments across the country. Rich worked in concert with the North Carolina Daughters of the American Revolution, which also instituted a monument and road improvement campaign during the 1910s (Marshall 24-29).

Between 1913 and 1938, Rich oversaw the construction of approximately 358 Boone Trail Association monuments in the United States. Though some monuments commemorated sites associated with Boone, many held no actual Boone connection. Rich felt that regardless of documented historic ties to the legendary frontiersman, the monuments would be evocative of American patriotic spirit. To engender patriotic feelings in a target audience, he sited monuments on school grounds and college campuses, and in Boy Scout camps. (Rich sought to link his organization with the Boy Scouts, inviting troops to participate in the fabrication and dedication of monuments). Equating Boone's western exploration with American manifest destiny and global expansionism, Rich expanded the network of monuments from coast to coast. One monument was placed on the Virginia Beach boardwalk, another at Golden Gate Park in San Francisco. Rich located monuments at Revolutionary War Era forts and in National Parks, on state capital grounds, and in "patriot cities" such as Boston, Philadelphia, and Washington, D.C. (Marshall, 101, 135; Marshall email 13 Oct. 2005).

Boone Trail markers varied in style and appearance, but shared certain stylistic characteristics. Some were designed as flat building plaques, though most were freestanding, mortared stone cairns or molded concrete arrowheads faced or embellished with stones. All incorporate one or more metal tablets fabricated from metal salvaged from the *Maine*, the American battleship that exploded and sank in Havana Harbor in February 1898. The destruction of the Battleship and loss of 266 American sailors inspired the rallying cry, "*Remember the Maine*," and precipitated the Spanish-American War. In a peace settlement in the fall of 1898, the United States annexed the Spanish colonial territories of Guam, the Philippines, and Puerto Rico. The Spanish-American War launched the political career of Teddy Roosevelt and led to an era of American imperialist expansionism.

The wreckage of the battleship remained in Havana harbor until raised by the U.S. Government in 1912. Metal from the hull was salvaged, and the ship was resunk into the Atlantic off of the Cuban coast. The Department of the Navy held the salvaged materials and distributed metal for various commemorative causes in the following years. The *Maine's* main mast was incorporated into a monument for lost sailors at Arlington National Cemetery, and its foremast into a monument at the U.S. Naval Academy in Annapolis. Its anchors were installed at Reading, Pennsylvania and Newport News, Virginia, and salvaged metal was incorporated into monuments elsewhere in the United States (Marshall 2003: 124).

Although the connection between the Battleship *Maine* and Daniel Boone may today seem contrived, Rich and his contemporaries were willing to equate the two as historic icons. The association of the memorials with the *Maine* likely aided in promoting the Boone Trail

markers, for the wrecked battleship and the Spanish-American War would have been part of the national consciousness during the first few decades of the twentieth century. When the *Maine* exploded in 1898, Rich was a senior at Wake Forest College. The event, and the ensuing war and salvage of the ship inspired Rich to bring a piece of the wreckage to his home state. His monument campaign combined commemoration of the *Maine* with historic and civic issues relevant to the Piedmont North Carolina locale (Marshall 2003: 131).

Daniel Boone's family emigrated from Berks County, Pennsylvania to North Carolina's Yadkin River valley in the 1750s. His parents, Squire and Sarah Boone, were buried at the Joppa Cemetery near Mocksville in present-day Davie County, which lies roughly 25 miles southwest of the Union Cross monument. The Union Cross monument plaque's assertion that Boone himself once lived 1.5 miles southwest of the monument site can not be verified, though residents of the Yadkin River valley during the 1910s and 1920s certainly believed that this was so. Rich's invention of the Boone Trail Highway and monument program coincides with public interest in Boone across Piedmont and Western North Carolina. In 1909, the North Carolina General Assembly chartered the Daniel Boone Memorial Association, headquartered in Davidson and Davie Counties. A conflation of anecdotes about Boone's life and travels led to the construction of historic sites and markers in the Yadkin and Watauga river valleys. During the 1960s, the North Carolina Historical Commission investigated the Yadkin Valley sites—some of which may have been owned by Rich's family—and found no conclusive evidence that the adult Daniel Boone had ever resided there (Hill).

Rich's monument building also took place in connection to the Good Roads Movement in North Carolina. During the early decades of the twentieth century, the state legislature and private organizations promoted road building and improvements throughout the state. In 1919, the North Carolina Good Roads Association proposed to the legislature a system of all weather highways to link county seats and commercial centers, leading to the establishment of the State Highway Fund (Turner 2,6). In his monument program, Rich equated the plank road movement of the 1840s and 1850s with the Good Roads movement of the 1920s, and the pioneering image of Daniel Boone with the expansionist trend in the United States leading up to the First World War.

Rich received 400 pounds of metal salvaged from the *Maine* in 1916, and commissioned a sculptor to design plaques to be cast from the metal (Marshall 2003: 131). The sculptor utilized a preexisting image of Daniel Boone, a portrait created in 1861 by illustrator Alonzo Chappel. Chappel worked for New York City publishers Johnston and Fry, and specialized in portraits of European and American and European historical figures. In Chappel's depiction, Boone is presented as the archtypical frontiersman. He wears a fur-trimmed coat belted with a powder horn, and holds a fur-trimmed hat in one hand and a flintlock rifle in the other. (Some observers interpret that Boone, head turned in three-quarter profile, is looking to the West.) He is seated in a rustic setting with a hunting dog at his side. In addition to becoming the central image in Boone Trail Association monuments, this same image of Boone is often reproduced in histories, biographies, and advertisements for Boone-

related products, and on other commemorative objects such as mugs, plates, and sculpture (Marshall: 117-119).

Marshall has identified only three Boone monuments that utilize the buffalo plate, those at Union Cross, Sugar Grove, and Pembroke, North Carolina. The buffalo image commemorates the migration routes of the American buffalo in the piedmont region—routes assumed to have been adapted first into Indian trading paths and then into pioneer roadways. The Association utilized three different Boone portrait plate styles, and variations in labeling of these plates indicate the approximate fabrication date of the monuments. Based on the labeling of the Boone portrait plaque, Marshall estimates that the Union Cross marker was fabricated between 1922 and 1926 (Marshall email 13 Oct. 2005).

Marshall has accounted for the present-day location and condition of 50 monuments out of the more than 300 erected. Many have fallen victim to road construction, vandalism, and neglect. A number of monuments, including those in Mountain City, Sanford, and Hillsborough, North Carolina have been rehabilitated at new locations. Others have been moved from their original sites without any plans for reinstallation, such as those in Pfafftown and Blowing Rock, North Carolina. Some monuments have survived in their original locations, though their plates have been damaged or removed (Marshall email 10 Oct 2005).

Marshall has documented the circumstances surrounding the placement of many individual markers. Drawing on Boone Trail Association records and newsletters, local newspaper articles, and various other archival resources, no documentation for the Union Cross monument has yet been located. It is likely that the Union Cross School sponsored the erection of the marker, and students or faculty may have participated in its construction and dedication. Although the accuracy of the text and the appropriateness of the location of some markers has been called into question, the content of the Union Cross tablet reflects a mixture of historical fact and early-twentieth-century popular belief about Daniel Boone's presence in Piedmont North Carolina.

National Register Evaluation

The Union Cross Boone Trail Highway marker is evaluated as a commemorative property under National Register Criteria Consideration F. According to the National Register, commemorative properties are “cultural expressions” that “serve as evidence of a later generation’s assessment of the past.” The significance of commemorative properties must relate to the actions that led to the creation of the monument, not to the “value of the event or person being memorialized” (NPS: 39-40). According to these guidelines, the Boone Trail Highway monument must not be evaluated in connection with the eighteenth-century frontiersman himself. Rather, it is significant as a cultural artifact that equates the eighteenth-century American trends of exploration and westward movement with the early-twentieth-century movement towards American growth and expansionism.

The marker retains integrity of location, design, materials, workmanship, feeling, and association, and conveys significance as a commemorative object. It is significant for its role in conveying what the National Register calls the “historic identity of the area” by its

reference to the Fayetteville and Western Plank road and its proximity to Boone-associated sites. Although the Union Cross School has been torn down, the monument remains at its original crossroads location marking the path of the Fayetteville and Western plank road and referencing regional sites believed to be associated with the Boone family. The significance and the integrity of the monument are tied to the Union Cross location, though not necessarily to the school grounds.

The marker is also eligible for under Criteria C for design and construction, for it embodies distinctive design characteristics specific to the Boone Trail program such as the poured or cast concrete construction, arrowhead shape, Chappel image of Boone, and use of metal salvaged from the *Maine*. The marker is not eligible under Criteria B, for according to National Register Criteria Consideration F, the monument may not be evaluated in connection with Daniel Boone himself. Additional research would be required in order to apply National Register Criterion B for association with Joseph Hampton Rich. The monument is not eligible under Criterion D for potential to yield information important in history or prehistory.

National Register Boundary

The suggested National Register boundary, illustrated in Figure 16, is limited to the footprint of the monument.



Figure 16. Union Cross Boone Trail marker site plan and proposed National Register boundary, not to scale. The monument (A) is located between High Point Road and an oak tree that marks the yard of the old Union Cross School. Parking lot (B) is now located on the old school site. The National Register Boundary, shown in hatched lines, consists of the footprint of the marker.



Union Cross Boone Trail marker (A) looking southwest from High Point Road.



Union Cross Boone Trail marker looking southeast (top left); detail of Union Cross marker plaques (top right); Boone Trail markers in Hillsborough (bottom left) and Hendersonville (bottom right), North Carolina.

FY 3409

Properties #13-14-15: Smith-Tucker Farms Rural Historic District

Location

The Smith-Tucker Farms Rural Historic District is comprised of five pre-1955 rural building complexes on Union Cross and Temple School Roads. Three of these complexes, the David Smith Farm (Property #14, 1675 Union Cross Road), the Noah Smith House and Outbuildings (Property #15, 1655 Union Cross Road), and the Smith Tenant Complex (Property #13, 1690 Union Cross Road) are inside the U-4909 APE. The Charlie Tucker House (Property A, 3185 Temple School Road) and the Ira Tucker Farm (Property B, 3255 Temple School Road) are outside of the project APE, yet they are discussed in this report and included in the proposed historic district because of their physical proximity and historic associations with the Smith properties. Three additional building complexes located at 1695 and 1689 Union Cross Road and 3175 Temple School Road are considered to be noncontributing resources inside the proposed district.

Description FY 0377

The **David Smith Farm (A, North Carolina Study List)** lies at the heart of the proposed rural historic district, spanning both sides of Union Cross Road and the intersections of Temple School and Hedgecock Roads. The brick **house (A1)** dates to three periods of construction. The two-story, three-bay, side-gabled main block with exterior end chimneys was completed in 1861. The center hall, single-pile dwelling, constructed out of handmade brick, displays modest Greek Revival stylistic influences that are typical of eastern Forsyth County, including large six-over-six sash windows and a transomed front door. In her examination of the house's interior in 1979, Gwynne Taylor noted that the interior of the main block retains some of its original finish, including plaster walls (the plaster laid directly over the brick) and paneled doors. The current owner of the house reports that the house's interior has not been altered since the 1979 survey. A two-story, gable-roof brick ell was added to the rear elevation of the house around 1900. The ell features elongated two-over-two pane sash windows. Two corbelled brick chimneys ride the ell's roofline. A one-story, shed-roofed enclosed porch and bathroom addition was added to the north side of the house and rear ell in 1938. (A brick on the west exterior wall of the addition is inscribed *William Mallard Flinchim/March 16, 18 1938.*)

The front porch of the house displays some influence from the bungalow and Colonial Revival styles. Noah Smith, David Smith's grandson, replaced the original one-story, full-width, hipped-roof porch with a brick baluster on a poured concrete floor in the 1940s. Battered wooden posts support the flat porch roof. A wooden baluster composed of square-cut wooden rails once lined the porch roof, but was removed from the house prior to 1979. A shed-roofed porch, likely dating to the second quarter of the twentieth century, fills the L-shaped profile of the southeast (rear) corner of the house. Round wooden posts support one leg of the rear porch, while the other leg is enclosed with screen. Mature maple trees surround the house, the remainder of the 26 trees that once delineated the yard.

Four groupings of outbuildings are associated with the David Smith farm complex. Twin domestic outbuildings, a **washhouse** and **tenant dwelling (A2)** and a number of poultry houses and small sheds and utility buildings are located immediately behind the house. The northernmost of the two domestic outbuildings, a frame, two-room washhouse, is a side-gabled structure with a standing-seam metal roof. The interior of each room is sheathed with manufactured bead board paneling, and the floors are packed dirt. Corbelled brick chimneys vent cast iron stoves in each room. The exterior is covered in weatherboard siding finished with flat-cut cornerboards. The southern domestic outbuilding is identical in form and construction, yet does not have any chimneystacks or other apparent source of heat. The doors on each domestic outbuilding are located on the west side of the building, facing the back of the house, and the windows are located on the east side, overlooking the farmyards. The exact use of southernmost domestic outbuilding is not known at this time, although the current owner of the complex recalls that Jessie Clinard, an African-American man who worked on the farm in the 1920s and 1930s, occupied one chamber of the building. Lacking chimney stacks, this building does not have any obvious source of heat, so its utility as a dwelling is unknown.

Three **chicken houses (A3)** are located behind the domestic outbuildings. All are shed-roofed, and their sawn lumber and wire nail construction appears to date to the second or third quarters of the twentieth century. A small front-gable **log barn** with side sheds (**A4**, now used as a woodshed), a ruinous frame, shed-roof utility **building (A5)**, and a ruinous single-pen log and frame **crib (A6)** are located between the house and woodlot.

Five frame **tobacco barns (A7)** dating to the second or third quarter of the twentieth century are located in the trees east (behind) the house and chicken houses. These barns are nearly identical in size and construction and are aligned in two rows extending east from the farmyard. Each has a poured concrete over brick and stone rubble foundation, vertical board siding, and a gabled roof with horizontal board siding in the gable ends. The exteriors are covered with tarpaper nailed under vertical wooden battens. Each barn has a steep shed roof protruding from one side, sheltering the entrance to each barn, and providing a space to store a wagon or machinery.

A large gambrel-roof **mule and hay barn (A8)** is located at the edge of the woodlot. The two-story structure has a brick foundation and German siding. The ground floor features a central runaway flanked by grain bins to the north and, to the south, a transverse aisle lined with stables. The central runaway is open to the roof; haylofts occupy the upper story above the granaries and stables. A small one-room shed was added to the south end of the barn. Once capped by two cupola-like vents, the barn roof is deteriorated and partially collapsed at the south end of the structure, leaving one side of the hayloft open to the elements. The ground floor remains, at present, completely intact and undamaged.

The ruins of two small, frame, front-gabled **fruit barns (A9)** on concrete foundations are located on the north side of Hedgecock Road across from the Smith tobacco barn complex.

These barns were used to store apples and pears grown on the farm by Noah Smith during the mid-twentieth century.

Two modern **machine sheds (B3)** associated with the post-1960 brick ranch-style **Paul and Ina Jean Tucker Stephens House (B1)** and **Ina Smith House (B2)** are located on small lots subdivided from the Smith Farm property. FY 3302

Another cluster of outbuildings associated with the David Smith House is located on the west side of Union Cross Road. A frame, gable-front **garage (A10)** with a side shed addition, dating to the second quarter of the twentieth century, is located directly across from the house. Gwynne Taylor's 1979 survey notes indicate that a side-gabled, **log barn (A11)** was once located beside the garage. The log barn, no longer standing, probably predated or was contemporary to the David Smith House, but fell into disuse with the modernization of the farm and addition of the gambrel-roof barn to the complex. Further north from the garage, a long shed-roofed frame **storage building (A12)** is located perpendicular to the road. This building is a remnant of a cluster of **outbuildings (A13)** that was located on the west side of the road between the David Smith and Noah Smith houses. One of the missing buildings was a kennel that housed Daniel Smith's hunting dogs, and there may have been an additional building used as tenant or rental housing, and for hunters who boarded on the Smith property during the 1920s and 1930s (Stephens interview).

FY ~~3300~~ 3300
The **Daniel Smith complex (C)** was built by David Smith's son in the 1920s. The one-story, front-gable **house (C1)** features a single-bay, offset, gable-front entry porch. A brick exterior chimney heats the living room, and an interior brick stack vents the kitchen stove. The house displays a few modest bungalow characteristics, including exposed rafter tails and brick piers under square-cut porch posts. Although storm windows have been applied, the original six-over-one sash windows remain intact, as does the house's weatherboard siding. A frame, gable-front multi-purpose **barn (C2)** sits to the north, and two frame, weatherboarded outbuildings lie on the south side of the house. Both, like the house, have gabled roofs with exposed rafter tails and flat-cut cornerboards. One is a **well house (C3)** and Ina Jean Tucker Stephens refers to the other as the "**watch house**" (**C4**). Her grandfather, Noah Smith, ran a watch repair business in this building. Lit by numerous windows, the small one-room building would have provided a bright workspace suitable for delicate work (Stephens interview).

The **Smith Tenant complex (D)** is located northwest of the Union Cross and Temple School Road junction, south of the David Smith complex. The tenant complex is tightly arranged on a small parcel subdivided from the surrounding farm fields. Ina Jean Tucker Stephens reports that the house was not only used by renters or tenants, but also by various members of the Smith family as needed. The one-story, front-gable duplex **tenant house (D1)** has a full-width porch with poured concrete floor engaged under the asphalt-shingled roof. Knee brackets and a small 4-paned window decorate the front gable, and brick piers support square-cut wood porch posts. An enclosed porch spans the rear of the house. Two outbuildings are contemporary to the house. A small side-gable multipurpose **barn (D2)**

features German siding and exposed rafter tails under a standing seam metal roof. A shed-roof **chicken house (D3)** with a concrete foundation, vertical board siding, and exposed rafter tails completes the complex. Two additional structures have been added to the tenant complex, both dating to the last decade of the twentieth century. A long gable-roofed metal shed shelters five Power brand **tobacco curing barns (D4)**. These trailer-style barns were installed in the 1990s and were in use as recently as the Fall of 2005. A modern **outhouse (D5)** servicing farm workers has been installed at the rear of the tenant complex.

The **Robert Tucker Farm (F)**, ^{FY 0380} **Charlie Tucker House (G)**, and ^{FY 3298} **Ira Tucker Farm (H)** extend west along Temple School road away from Union Cross Road and the U-4909 project APE. They are separated from the Smith properties by **woodlot and farm fields (E)** owned and utilized by Smith and Tucker descendants. During the Summer of 2005, these fields were sown in tobacco by Paul Stephens, resident of the house at 1695 Union Cross Road (B1). The tobacco was processed on site in the curing barns located behind the Smith tenant farm (D4).

The **Robert Tucker House** is a one-story cross-gabled frame structure with vinyl siding and an asphalt shingled roof, built before 1955 and remodeled in 1983. An array of pre-and post-1955 **barns, sheds and outbuildings** are located behind the house. Two metal **grain silos** sit in the field to the east of the house, and a frame **tobacco barn** and small **barn** lie in the field to the west extending towards the **Charlie Tucker House**.

Charlie Tucker built the frame, two-story, center hall house in 1910, utilizing sawn lumber and cut nails. Two corbelled brick chimneystacks sit on the ridgeline of the side-gabled roof. Original two-over-two light, pegged window sash are located in the main block. The otherwise austere single-pile, three-bay house is embellished by a number of decorative details. Each gable end is filled with diamond-shaped shingles and punctuated by a single diamond-shaped window, all framed by a deep molded cornice with gable end returns. A three-quarter-width, hipped-roof porch is supported by turned wooden posts with scrolled spandrels. A one-story kitchen and dining room ell is attached to the east end of the rear elevation. The ell reputedly contains a structure that predates the house, possibly a dwelling or kitchen retained from an earlier building complex on the property.

The owners report that the interior plaster walls and mantelpieces in the main block of the house are intact, and that part of the ell is brick or brick filled. This suggests that the earlier structure may have been a frame building with brick nogging. Brick is visible under the weatherboards of the mid-section of the ell. The front block and rear ell rest on a handmade brick foundation. The L-shaped space on the west side of the ell contains a shed-roof porch, and a small courtyard is enclosed by a low cinderblock wall that links the house to the one-story, frame, side-gable washhouse. The washhouse has a poured concrete foundation, and like all of the washhouses found along Union Cross Road, this structure has two rooms and German siding.

Pastureland and a soybean field stretches between the Charlie Tucker House and the **Ira Tucker Farm**, located northeast of the Temple School Road and High Point Road junction. Although covered with vinyl siding, the **house** retains its original window sash and decorative exposed wooden false rafters. The house possesses an irregular cross-gable roofline and offset front-facing gables, a more stylish representation of the bungalow style than is often found in rural North Carolina. Squat battered wooden posts and brick piers flanking poured concrete steps support a wrap-around, shed-roof porch. A one-story enclosed porch has been added to the rear of the house. The Ira Tucker complex features a large, frame, gambrel-roof **dairy barn**. A concrete block milking shed and milk processing room were added to the north and east elevations during the mid-twentieth century. Although dairy operations have been suspended, the Tuckers continue to graze beef cattle on the property. A disused roadbed, which appears to be part of an earlier alignment of High Point Road or the Fayetteville and Western Plank Road, lies at the southern edge of the Ira Tucker Property. This road bend appears in a 1938 State Highway Map (*Figure 5*), and was in use as late as 1961 (*Figure 6b*).

History

The Smith and Tucker Farms represent five generations of occupancy by two interrelated families. According to family history, Jacob Smith was the first of the family to settle along what is now Union Cross Road, amassing hundreds of acres between present-day Glenn-Hi and High Point Roads during the early-to-mid nineteenth century. David and Betsy Hine Smith built the brick house at 1765 Union Cross Road (A1). The family reputedly was finishing construction of the roof when news of the outbreak of the Civil War reached southeastern Forsyth County in 1861. The brick house became the seat of the family farm and was passed down to the next four generations of Smiths—Daniel, Noah, and Ina L. Smith. The property is currently held by the heirs of Ina Smith, who live along Union Cross and Temple School Roads and continue to farm the surrounding lands (Stephens interview, Forsyth County Register of Deeds).

Modifications to the David Smith House and most of the agricultural outbuildings and tenant complex located on Smith lands date to the tenures of Daniel and Noah Smith. Daniel Smith, David's son, had inherited the 1861 house and farmlands during in the 1880s or 1890s. Between 1910 and 1916, Daniel operated a hunting reserve on his property and surrounding leased lands. He developed a small building complex on the west side (A13) of Union Cross Road related to the hunting business, including a kennel for the hunting dogs that he raised on site, and housing for out-of-town boarders. (Of these structures, only a shed roofed storage building (A12) remains on site today.) Jessie Clinard, known to Smith descendants as "Old Jess," also boarded on the property (possibly in the domestic outbuilding behind the 1861 house) and drove hunters to and from the hunting grounds. A photograph in the Stephens family collection shows the house in Daniel's time, with the original front porch and a hedge running along Union Cross Road in front of the house. Daniel added the two-story rear ell to the brick house around 1900, and occupied the house until the 1920s. He then sold it to his son Noah, and built the house and outbuildings at 1655 Union Cross Road (B) for himself (Stephens interview).

Noah modernized the 1861 brick house by replacing the front porch and adding the one-story addition (containing a bathroom) to the north side of the house. Like many Forsyth County farmers during the early-to-mid twentieth century, Noah practiced small-scale tobacco and grain production. He also supplemented his operation by raising hens and pullets and growing fruit for a local market. A mid-twentieth century newspaper article featuring the Smith farm described extensive plantings that Noah made on the property, including twenty-six maples arranged around the brick house, flanked by apple and pear orchards on each side (Dinkins). Noah had two daughters, Ina and Ota. In the 1920s, Ota married Ira Tucker from nearby Temple School Road. Ira's father, Charlie Tucker, had built the two-story frame house at 3185 Temple School Road (G). Ira and Ona Tucker built the bungalow and dairy complex at 3255 Temple School Road (H).

The 1945 agricultural census provides a snapshot of agricultural production on Union Cross and Temple School Roads. Noah Smith had 130 of his 250 acres in cultivation, with much of the remaining acreage in woodland and pasture for four cows. His crops included hybrid corn, wheat, oats, and lespedeza for seed and hay. Two home gardens were supplemented by two acres of sweet and Irish potatoes. Fruit and poultry production was a major focus of agricultural activity in Abbot's Creek Township in Noah's time. Noah Smith had 200 fruit trees, more than any other farmer in the Abbot's Creek Township. He also had 100 hens and pullets, and the family sold eggs at local stores. Noah's son-in-law, Ira Tucker, had a more modestly sized farm operation, with 40 out of 73 acres in cultivation. He cultivated hybrid corn, tobacco, wheat, and oats. Tucker kept a few cows and sows, a garden, and grew sweet and Irish potatoes. The Smiths constructed the complex at 1690 Union Cross Road (D) in 1936 as a rental property. Through the years, the Smiths have rented it out or used it to house various members of the family as needed (NCDA 1945 census, Stephens interview).

Mrs. Stephens believes that Union Cross Road was first paved in 1949, beginning a gradual encroachment that destroyed the hedge that divided the yard at the David Smith House from the road, several of the twenty-six maple trees that surrounded the house, and the well that was located in front of the house. Before the 1940s, she describes Temple School Road as a "horsepath." The school for which the road is named was located near the present-day location of the Dell plant, and was demolished before 1979 survey. Several of Ira and Ota Tucker's children remain in the Union Cross community and continue to live along Union Cross and Temple School Roads. Robert Tucker occupies the house at 3175 Temple School Road (F), and cultivates the fields surrounding his parents' and grandparents' houses. His sister, Oneita Tucker, occupies the Ira and Ona Smith Tucker bungalow. A second sister, Ina Jean Tucker Stephens, lives with her husband Paul Stephens at 1695 Union Cross Road (B1). Mr. Stephens raises tobacco in the fields extending between the Smith and Tucker complexes. Ina Smith never married, and she inherited the 1861 brick house and associated farm lots and lived there until her nieces and nephews constructed a new one-story brick house for her at 1689 Union Cross Road (B2).

National Register Evaluation

The Smith and Tucker Farms Rural Historic District is considered eligible for the National Register under Criterion A for association with agriculture and Criterion C for design and construction. The district features four pre-1955 rural dwellings with associated domestic and agricultural outbuildings and farmland still in cultivation, displaying a remarkable continuity in agricultural life in Forsyth County. The David Smith House is significant as a local expression of the Greek Revival style. As observed by Virginia Oswald in her study of brick Greek Revival houses in Kernersville, modifications to front porches and the addition of rear ells do not detract from the integrity of design, workmanship, feeling, or association in local nineteenth-century brick houses. Rather, the addition of rear ells and porch remodeling are representative of local trends in updating mid-nineteenth century brick structures for continued use. The historic significance of the David Smith Complex was recognized at the time of the Forsyth County comprehensive architectural survey in 1979, when it placed on the North Carolina Study List. The Charlie Tucker House is also significant under Criterion A, representative of the large stylish frame I-house form adopted in rural Forsyth County during the late-nineteenth and early-twentieth centuries.

Of the four pre-1955 houses in the district, the David Smith House, Charlie Tucker House, Smith Tenant House, and the Daniel Smith House retain a high degree of integrity of design, feeling, and workmanship, having their original doors, windows, and exterior finishes. The Ira Tucker House does have exterior synthetic siding, yet other aspects of integrity are present. Though the bungalow and tenant complexes may not be considered to be individually significant, the proposed district meets the National Register guidelines for representing "a significant and distinguishable entity whose components may lack individual distinction" (NPS: 17).

National Register Boundary

The proposed National Register boundary for the Smith-Tucker Rural Historic District is illustrated in Figure 11. The boundary contains 17 contiguous house and farm parcels associated with the Smith and Tucker families. All of these parcels are currently owned by descendants of David Smith and Charlie Tucker who live within the proposed district, with the exception of one wooded parcel on the south side of Temple School Road east of the Robert Tucker complex (F). The City of Winston-Salem purchased this parcel in 2003 as part of the Alliance Science and Technology Park. (In 2005, the Dell computer assembly plant was constructed on the north side of Temple School Road as part of the Alliance Science and Technology Park, on land sold by Tucker descendants who no longer live in the Union Cross community.) The National Register boundary is drawn along parcel lines, and omits existing right-of-way along Union Cross and Temple School Roads.

Key to Figure 12, Smith Farms site plan
 (see next page)

- A David Smith Farm
- A1 David Smith House
- A2 washhouse and domestic outbuilding
- A3 chicken houses
- A4 log barn with side sheds
- A5 shed (ruinous)
- A6 log granary (ruinous)
- A7 tobacco barns
- A8 gambrel-roof barn
- A9 fruit barns (ruinous)
- A10 garage with side shed
- A11 log barn (demolished)
- A12 storage building
- A13 kennel and outbuilding (destroyed)

- B1 Paul and Ina Jean Tucker Stephens House (noncontributing)
- B2 Ina Smith House (noncontributing)

- C Daniel Smith complex
- C1 house
- C2 barn
- C3 well house
- C4 watch house

- D Smith Tenant Farm
- D1 duplex house
- D2 garage
- D3 chicken house
- D4 tobacco curing barns

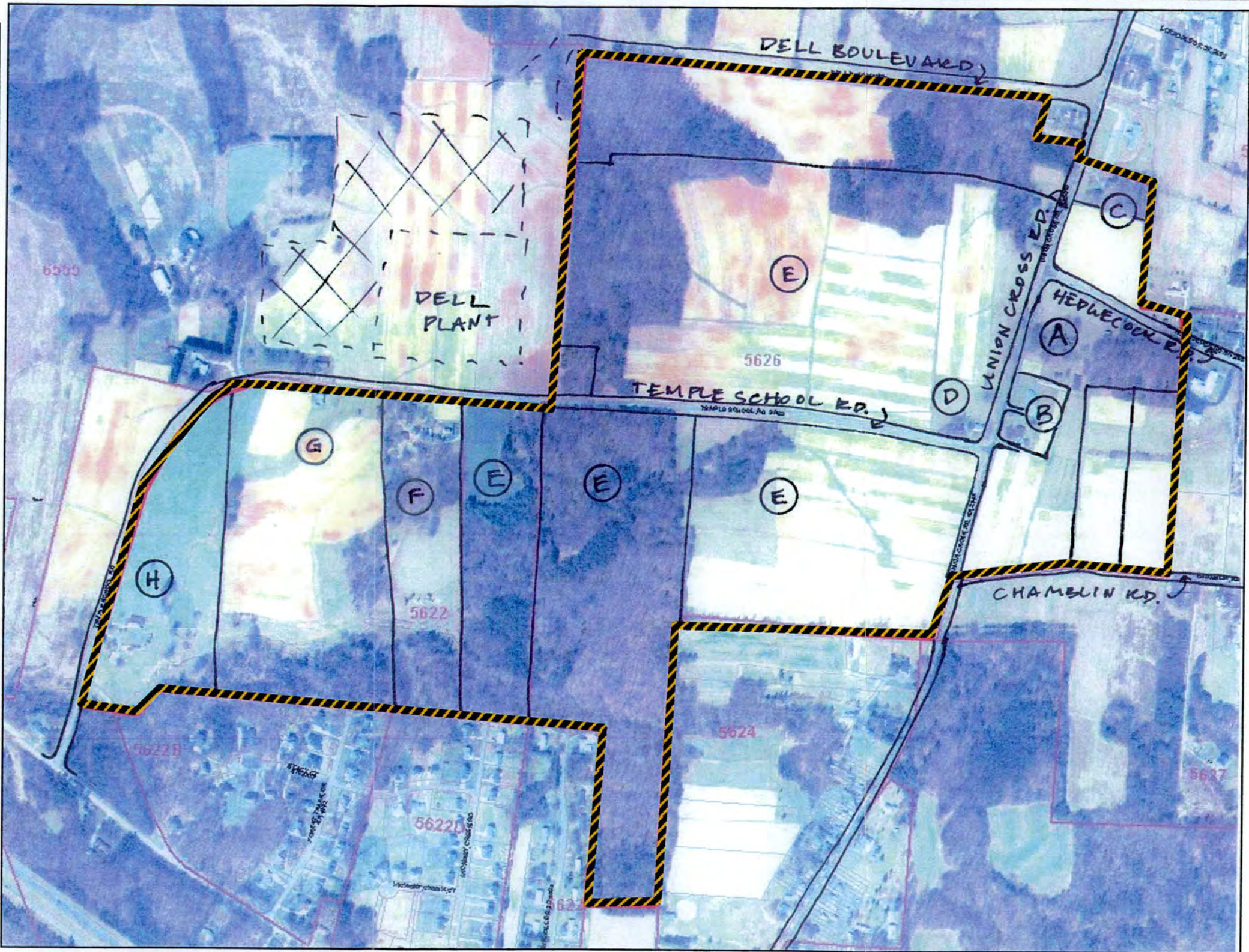


Figure 11. Site plan and National Register Boundaries for Properties 13, 14, 15, Smith-Tucker Rural Historic District. David Smith Farm (A); Ina Smith House and Paul and Ina Jean Tucker Stephens House (B); Daniel Smith House (C); Smith Tenant Complex (D); Smith-Tucker fields (E); Robert Tucker House (F); Charlie Tucker House (G); Ira and Ona Smith Tucker Farm (H). National Register Boundary, shown in hatched lines, is drawn around contiguous tax parcels historically and/or currently owned by descendants of David Smith and Charlie Tucker.



Figure 18: Site plan of Properties 13, 14, and 15, David Smith Farm (A); Ina Smith House and Paul and Ina Jean Tucker Stephens House (B); Daniel Smith House (C); Smith Tenant Complex (D); Smith-Tucker fields (E); Robert Tucker House (F); Charlie Tucker House (G); Ira and Ona Tucker Farm (H). See previous page for list of all structures.



David Smith House looking northeast.



David Smith House looking northwest.



Smith Farm washhouse (left) and tenant house (right) looking northeast.



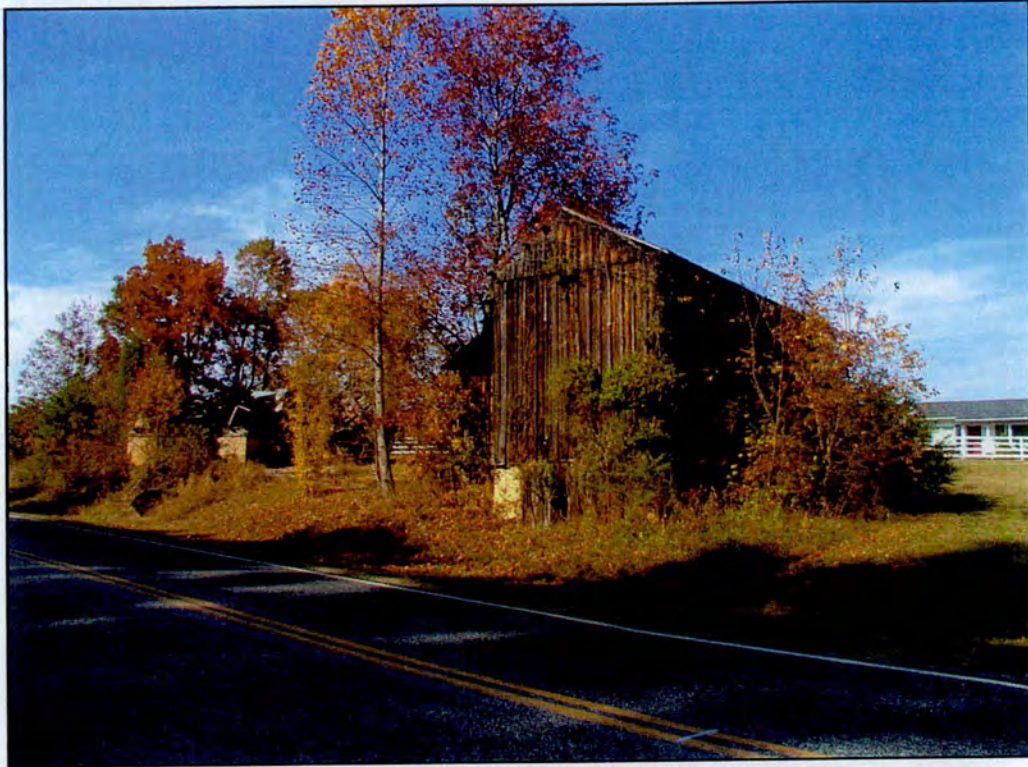
Smith Farm agricultural outbuildings. From left, two chicken houses and crib barn.



Smith Farm mule and hay barn looking northwest.



Smith Farm tobacco barns looking southeast.



Smith fruit barns looking northwest.



Ina L Smith House (left) and Paul and Ina Jean Tucker Stephens House (right) looking northwest.



Smith Farm garage looking southwest.



Smith Farm storage building looking northwest.



Daniel Smith House looking southeast.



Daniel Smith barn looking northeast.



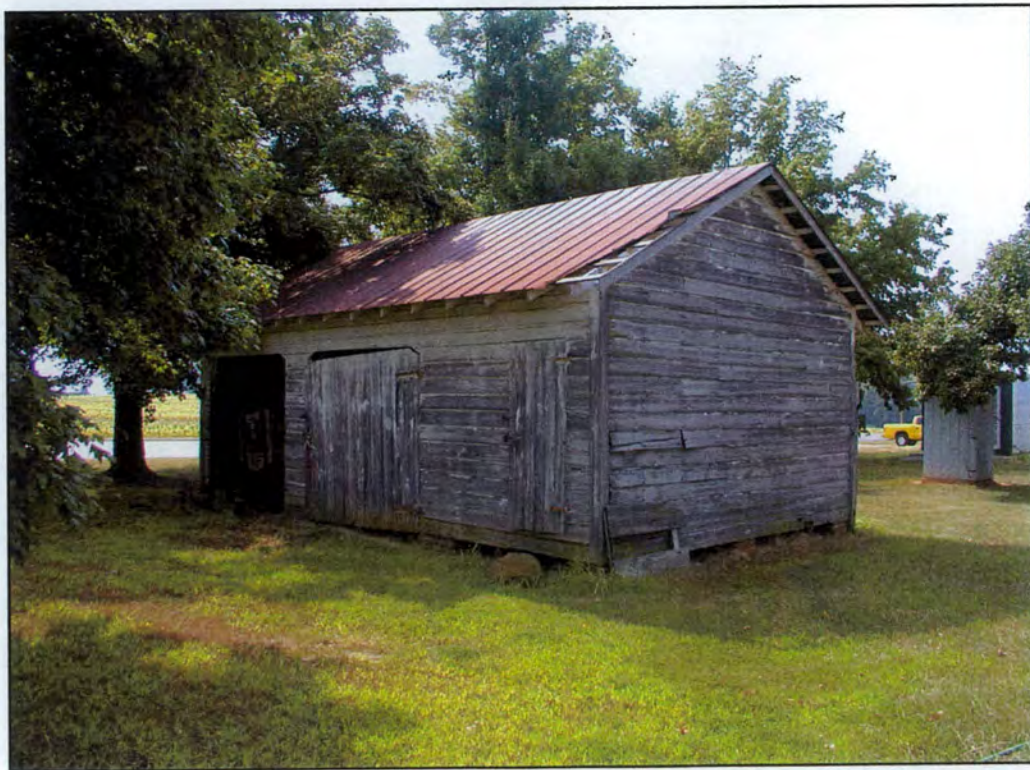
Daniel Smith "watch house" looking northeast.



Daniel Smith well house looking north.



Smith tenant house (A) looking northwest.



Smith tenant farm garage/storage building (B) looking southwest.



Smith tenant farm chicken house (C) looking northwest.



Tobacco bulk barn complex at rear of Smith tenant farm complex, looking northeast.



Smith-Tucker tobacco field looking northeast from Temple School Road towards Smith Tenant Farm. NOT IN U-4909 PROJECT APE.



Smith-Tucker field looking northwest from Temple School Road. NOT IN U-4909 PROJECT APE.



Smith-Tucker fields from southwest junction of Union Cross and Temple School Road. NOT IN U-4909 PROJECT APE.



Robert Tucker grain bins and garden looking southwest.
NOT IN U-4909 PROJECT APE.



Robert Tucker House looking southeast from Temple School Road.
NOT IN U-4909 PROJECT APE.



Robert Tucker outbuildings looking southeast.
NOT IN U-4909 PROJECT APE.



Charlie Tucker House looking south. NOT IN U-4909 PROJECT APE.



Charlie Tucker House and washhouse looking northwest.
NOT IN U-4909 PROJECT APE.



Detail of brick nogging in rear ell of Charlie Tucker House.
NOT IN U-4909 PROJECT APE.



Detail of shingled eave, gable returns, and cornerboard and porch of Charlie Tucker House, looking southeast.
NOT IN U-4909 PROJECT APE.



Charlie Tucker House and farmland looking southeast from Temple School Road. NOT IN U-4909 PROJECT APE.



Ira Tucker House looking northeast. NOT IN U-4909 PROJECT APE.



Ira Tucker dairy barn looking southeast. NOT IN U-4909 PROJECT APE.



Former alignment of High Point Road or the Fayetteville and Western Plank Road at southern edge of Ira Motsinger Farm. NOT IN U-4909 PROJECT APE.

Property #19: Well house FY3410

Location

The **well house (A)** is located at 1462 Union Cross Road on the west shoulder of the existing pavement. It sits at the southeast corner of a lot occupied by 1920s **bungalow (B)** that has been altered by the addition of vinyl siding and post-1955 additions. A brick ranch house is located in the adjoining lot to the south.

Description

The well house is an approximately eight-by-eight foot single-pen, half-dovetailed log structure resting on stacked stone piers. A common rafter gable roof covered in standing seam metal overhangs the north end of the structure and is supported by square-hewn braced posts. The roof overhang shelters the well shaft, which is covered with a concrete slab and wooden apparatus for drawing water. Although small log buildings such as this are imminently portable, the concrete well head appears to indicate that the structure is sited at its original location.

History

The well house appears to be a remnant of a nineteenth century farmstead that spanned Union Cross Road. Although neighbor and long-time Union Cross resident Ina Jean Tucker Stephens believes that the structure once belonged to the Teague family, the 1907 Miller map of Forsyth County (Figure 4) suggests that the area in which the well house is located was part of the H. C. Hedgecock farm complex. Due to intensive suburban development in the immediate area, no other apparent remnants of the farmstead survive.

Lacking its original domestic or agricultural setting, it is difficult to interpret significance in the siting of the well house. Each farmstead that was located along Union Cross Road in the nineteenth and twentieth century prior to the extension of county or municipal water service into the area would have had its own well, and many old and new houses still do have individual wells. Architectural survey and historic research of the U-4909 project area readily identified four wells and well houses along Union Cross Road, and doubtless more went unrecognized because they are not marked by above-ground structures.

Building complexes that date to the 1920s at 1890 Union Cross Road (Appendix 3, property 3) and at the Daniel Smith House (Property 13) retain frame well houses similar in form and proportion to the log well house under evaluation, each having a single-cell enclosed room and a roof that overhangs the well shaft. The mouth of the well at the 1930s Smith Rental complex on Union Cross Road (Property 11) is cased in poured concrete. A metal well pump was located in front of the David Smith House (Property 12) at Union Cross Road through the early twentieth century. Smith descendants recall that in addition to supplying the Smith House and farm complex, the well was used by travelers on Union Cross Road.

The neatly fitted log construction of this well house suggests that it dates to the nineteenth century, when half-dovetail and diamond-notch construction were the most commonly-used log joining techniques in the North Carolina Piedmont (Bishir & Southern: 26). However, farmers continued to construct log outbuildings into the twentieth century, evidenced by the numerous log barns and tobacco barns recorded in Forsyth County architectural surveys.

National Register Evaluation

The well house at 1462 Union Cross Road is not eligible for the National Register under any criteria. Lacking the agricultural complex of which it was once a part and an agricultural landscape setting, the structure can not be considered eligible under Criterion A for associated with agriculture. Neither can it be considered eligible under Criterion C for significance for embodying characteristics of a type, period, or method of construction. The structure is not eligible under Criteria B or D, for it is not known to be associated with significant persons or to possess the potential to yield information important in history or prehistory.

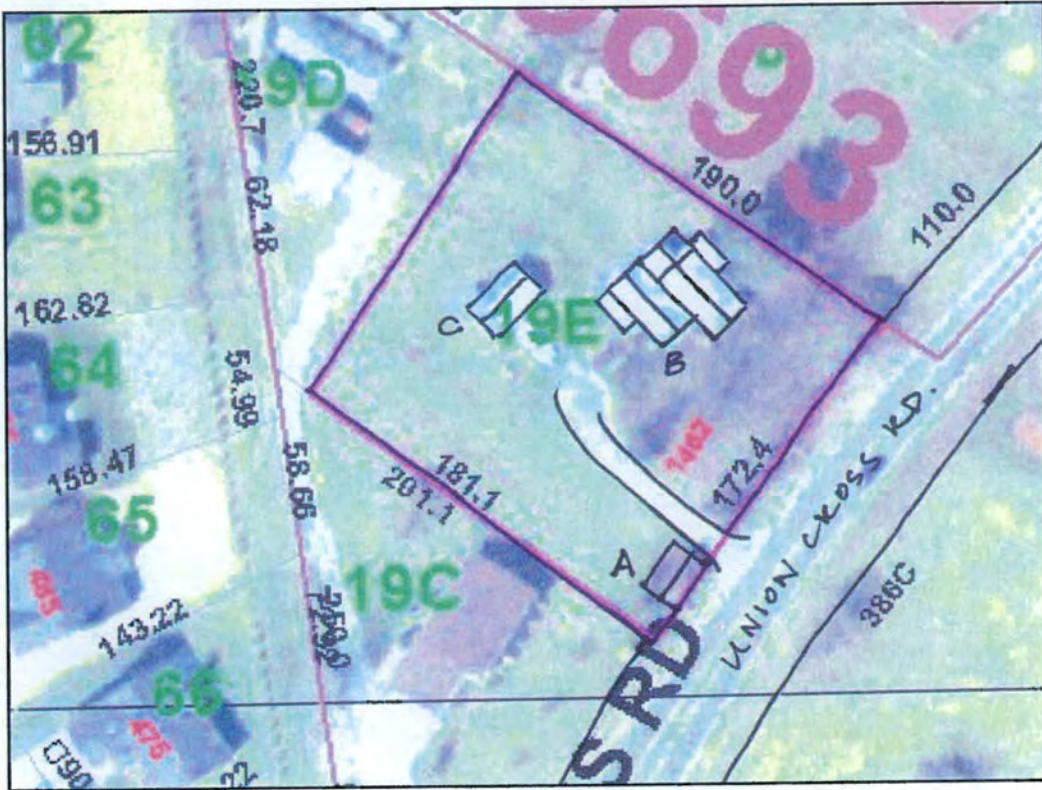


Figure 19. Well house site plan, not to scale. Well house (A), bungalow (B), storage building (C).



Well house looking southeast.



Well house looking northwest.



Bungalow on well house lot looking northwest.

Property #20: Motsinger House FY 3295

Location

The Motsinger House is located at 1442 Union Cross Road, on a one-half-acre lot on the west side of the road.

Description

The **Motsinger House (A)** is a mid-1920s American Foursquare with a one-story, hipped-roof rear kitchen addition built in the 1930s. The two-story frame structure displays some hints of the Colonial-Revival (pedimented roof dormer and porch gable) and Craftsman styles (multi-pane windows). A porch with square-cut wooden railing and paired wooden square-cut posts wraps around the front and south elevations. Each pair of posts flanks a slender vertical wooden rail held in place by delicate horizontal rails, lending a modest decorative touch to the porch.

Most of the windows in the house are original multi-pane, Craftsman-style windows, except for the kitchen and dining room windows, which were replaced after 2000 by the current owners. The original four-over-four room floorplan has been retained, although one upstairs room has been converted into a bathroom. Original floorboards have also been retained throughout the house. The original weatherboard siding was covered with asphalt or asbestos shingle siding during the mid-nineteenth century, and again covered with aluminum siding and shutters during the 1970s or 1980s (Stoltz interview).

Three outbuildings that appear to date to the second and third quarters of the twentieth century are located on a lot adjoining the current house lot. A small side-gabled **barn (B)** with rear shed addition is located behind the house. Extending south, there is a **greenhouse (C)** and small gambrel-roof **barn (D)**. Both barns are sheathed in aluminum siding.

History

The current owners of the Motsinger House, Randy and Cindy Stolz, report that Ira Motsinger built the American Foursquare house in 1927. Motsinger accumulated farmland formerly belonging to J. L. Teague and Cornelius Smith during the 1920s and 1930s. Motsinger's land spanned both sides of Union Cross road, with approximately 58 farm acres on the east side and seven acres on which he built his house on the west side of the road. According to Motsinger's children, lumber for the house was milled nearby on the east side of Union Cross Road. Motsinger retained the house and some of the farmland until his death in 1973. It appears that some of his farmland or adjoining parcels on the west side of Union Cross road were subdivided for the Biloxi Subdivision in 1966, and for the Beeson Park development on the east side of Union Cross Road in latter decades of the twentieth century. The house and remaining acreage passed to Ira Motsinger's ten children. Dislocated by the construction of I-40 through the area, Hazel and Willie Cavanaugh purchased the Foursquare and residual farm acreage from Ira Motsinger's heirs in 1983. The Cavaughns built a one-story, ranch-style brick **house (E)** south of the Foursquare, and adapted the barns and greenhouse for their own use (Stoltz interview). They sold the Foursquare to the current

owners, Randy and Cindy Stoltz, in 2000. The Motsinger House now sits on its own one-half-acre parcel.

National Register Evaluation

The Motsinger House is not eligible for the National Register under any criteria. The surrounding residential and recreational development and loss of farmland detracts from the integrity of feeling, association and setting that is required for eligibility under Criterion A for association with agriculture. The complex is not eligible under Criterion B, for it has no known association with significant persons. It is not significant under Criterion C for design and construction, for neither the house nor individual outbuildings on the adjoining lot embody the distinctive characteristics of a type, period, or method of construction. The complex is not eligible under Criteria D, potential to yield information important in history or prehistory.

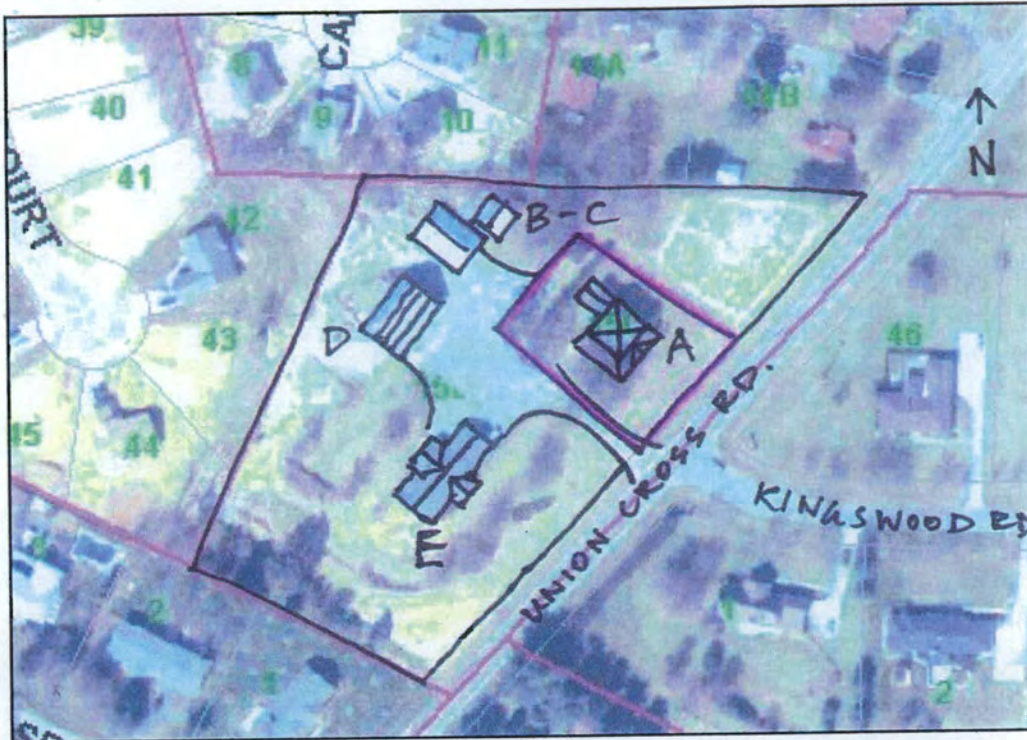


Figure 20. Motsinger House site plan, not to scale. Motsinger House on individual parcel (A), gable-roof barn (B), greenhouse (C) and gambrel-roof barn (D) on separate parcel with Cavanaugh House (F).



Motsinger House looking northwest.



Motsinger House looking southwest.



Gambrel-roof barn (D), greenhouse and gable-roof barn (B-C).

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NCDA	North Carolina Department of Agriculture
NCDOT	North Carolina Department of Transportation, Raleigh
NC HPO	North Carolina State Historic Preservation Office, Raleigh
NPS	National Park Service
TCS	<i>Twin City Sentinel</i>
WSJ	<i>Winston-Salem Journal</i>

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APPENDIX 1

MEMO

TO: Jennifer Cathey
NCDOT Office of Human Environment
Historic Architecture Section

FROM: Michelle M. McCullough
City-County Planning

DATE: 7 November 2005

RE: Union Cross Road Widening Project

Planning staff has reviewed the APE for the Union Cross Road Widening Project and the draft architectural photo survey inventory materials received during the site visit on October 13, 2005.

In the last year the Union Cross area has seen an incredible amount of change due to recent economic growth opportunities. As such, architectural resources throughout this rural landscape are endangered due to the expansion of industrial and commercial centers along with new residential subdivisions. That being said, there will be several properties that may have been reviewed in the past and deemed not eligible for the National Register, therefore, at this time staff must more closely examine the existing structures and perhaps request a more thorough review of certain properties.

The following properties have been identified by staff as resources which warrant consideration before any plans or work is completed that would adversely affect said properties. Staff requests that these properties be thoroughly reviewed for National Register eligibility because of their historical or architectural significance to Forsyth County:

- 4005 Wallburg Road – Frame four-square house with several outbuildings
- 4300 High Point Road – Daniel Boone Trail monument at old Union Cross School site
- 1660 Union Cross Road – Tenant farm probably associated with David Smith Farm
- 1765 Union Cross Road – David Smith Farm
- 1655 Union Cross Road – One-story frame front-gable bungalow and front-gable barn probably associated with David Smith Farm
- 1442 Union Cross Road – Two-story frame Colonial-Revival four-square house

Staff believes that the David Smith Farm along with all related sites are eligible under Criterion C as one of the most outstanding and intact examples in the area of an extant rural farmstead that includes many outbuildings and tenant farms. The Daniel Boone Trail monument is a unique object to the area and is one of approximately 70 monuments to be erected in North Carolina in the 1920s and 1930s of the more than 300 original monuments erected nationwide. The monument is eligible under Criterion B, having significance to the life of Daniel Boone and Criterion A for being part of the movement during the early 20th century to promote and recognize the nation's early forbearers and events through the erection of highway markers.

Thank you for the opportunity to review and comment on this report. If you have any questions my number is 336-747-7063.

APPENDIX 2

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

Project Description: **Widen SR 2643 (Union Cross Road) from SR 2691 (Wallburg Road) to SR 2632 (Sedge Garden Road)**

On **November 14, 2005**, representatives of the

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

Reviewed the subject project at

- Scoping meeting
- Historic architectural resources photograph review session/consultation
- Other

All parties present agreed

- There are no properties over fifty years old within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.

- There are properties over fifty years old within the project's Area of Potential Effects (APE), but based on the information available and the photographs of each property, the properties identified as **(List Attached)** are considered not eligible for the National Register and no further evaluation of them is necessary.

Properties # 3, 4, 5, 7, 8, 9, 10, 11, 12, 16, 17, 18, 21, 22, 23, 24, 25, 26, 27, 28

- There are no National Register-listed or Study Listed properties within the project's area of potential effects. *David Smith Farm, Study List, (property #14) inside APE*
- All properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- There are no historic properties affected by this project. *(Attach any notes or documents as needed.)*

Signed: *The following properties require evaluation in a Historic Resources survey report: 1, 2, 6, 13, 14, 15, 19, 20*

Jennifer Cathey

Representative, NCDOT

11/14/05

Date

n/a

FHWA, for the Division Administrator, or other Federal Agency

Date

Susan D. [Signature]

Representative, HPO

11/14/05

Date

Pete B. Sandbrook

State Historic Preservation Officer

11/14/05

Date

APPENDIX 3

Inventory of Properties Determined Not Eligible for the National Register

3. Farm complex, 1890 Union Cross Road

(SW of jct. with US 311)

One-and-a-half-story frame bungalow with shed-roof dormer window, asbestos shingle siding, original doors and windows. Three outbuildings: washhouse with German siding; front-gable building with bracketed eaves and rear machine shed addition, concrete block well house.

Property evaluated for NR eligibility by NCDOT and HPO on June 4, 2002 for U-2579A, W-S Northern Beltway Eastern Section from I-40 Business to US 311. Determined not eligible and not worthy of further evaluation. (R-2579A report Appendix B-5, Property 6.)

3. House, 1817 Union Cross Road (E sd btwn High Point Rd and US 311)

Front-gable one-story frame house with carport.

Property evaluated for NR eligibility by NCDOT and HPO on June 4, 2002 for U-2579A, W-S Northern Beltway Eastern Section from I-40 Business to US 311. Determined not eligible and not worthy of further evaluation. (R-2579A report Appendix B-5, Property 1.)

4. House and barn, 1801 Union Cross Road (SE of jct with High Point Rd)

One-and-a-half-story frame house with shed dormer, vinyl siding, replacement doors and windows, pair of corbelled brick chimneys. Gambrel-roof barn located behind house.

7. Log Houses, 4301 High Point Road (NE of jct with Union Cross Rd, beside gas station)

Two single-pen log houses with log hyphen, replacement stone chimney and piers, and added front porches. Multiple metal-sheathed sheds and outbuildings. According to neighbor, the log buildings were moved to the site in the 1980s for use as an antique shop.

8. House, 4172 High Point Rd. (S sd)

One-story, side gabled minimal traditional house with front cross gable and bay window. Exterior aluminum siding, stone veneer around front entry.

9. House, 4258 High Point Rd. (S sd)

One-story, side gabled Minimal Traditional house with front cross gable and front gabled entrance bay. Exterior asbestos siding.

10. House, 1791 Union Cross Road (NE jct with Pinewood Terrace)

Ca. 1950 Minimal Traditional brick house with replacement Colonial Revival front door surround, replacement windows, side and rear additions.

11. **House and outbuildings, 1761 Union Cross Road** (E sd btwn US 311 and Chamblin Rd)
Late 19th c. L-plan house with corbelled brick chimneys, 20th c. brick veneer, and Colonial Revival front entry. Front porch with wood Corinthian columns; porch roof and eaves wrapped with vinyl. Rear addition with vinyl siding. Four frame outbuildings: washhouse, garage, chicken house, barn.
12. **Log and frame outbuildings, 1744 Union Cross Road** (W sd btwn US 311 and Temple School Rd)
Horse farm with 1951 brick ranch house and post-1955 horse stables. Two pre-1955 log or frame outbuildings within horse complex.
16. **Farm complex, 4565 Glenn Hi Road** (NE of jct with Union Cross Rd)
One-story frame bungalow with one-over-one sash windows and cross-gabled front porch with battered wooden posts with brick piers. Multiple agricultural sheds outbuildings, surrounded by field and woodland.
17. **Former farm complex, 1569 Union Cross Road** (E sd south of Glenview Rd)
Ca. 1960s brick ranch house fronts Union Cross Road. Multiple small barns with metal siding on lot behind ranch house. Nineteenth-century frame, side-gable house with six-over-six sash windows and full-width front porch with exposed rafters on lot behind outbuildings. According to owner, frame house originally fronted Union Cross Road, was moved to present location before construction of brick ranch house. Frame house has replacement foundation and chimney.
18. **House and outbuilding, 1565 Union Cross Road** (E sd south of Glenview Rd)
Circa 1960s ranch house siding fronts Union Cross Road. Single-pen log agricultural building on lot behind ranch house. Log building may be remnant of the Ed Crews complex, surveyed in 1979 by HPO, FY 378. Ed Crews log house was moved to this site in 1968 and moved away in 1980 (*Kernersville News*, 11 Sep. 1980). Log outbuilding may have been part of the Ed Crews collection of log buildings.
21. **House, 1405 Union Cross Road** (E sd SE of jct with Sedge Garden/Old Salem Rd)
One-story frame front-gable bungalow with cross-gable front porch with battered wooden posts with brick piers and knee-brackets in eaves.
22. **House, 1116 Old Salem Road** (S sd btwn Union Cross Rd and Margate Lane)
One-and-a-half-story frame bungalow with engaged full-width porch, paired porch posts, and bracketed gable-roof dormer. Porch features paired wooden posts on brick piers. One-story rear addition.
23. **House and outbuilding, 1021 Sedge Garden Rd.** (NW of jct with Union Cross Rd)
One-story, side-gable brick bungalow. Pedimented front-gable porch with battered wooden posts on brick piers. Frame, side-gable garage/utility building with exposed rafter tails.

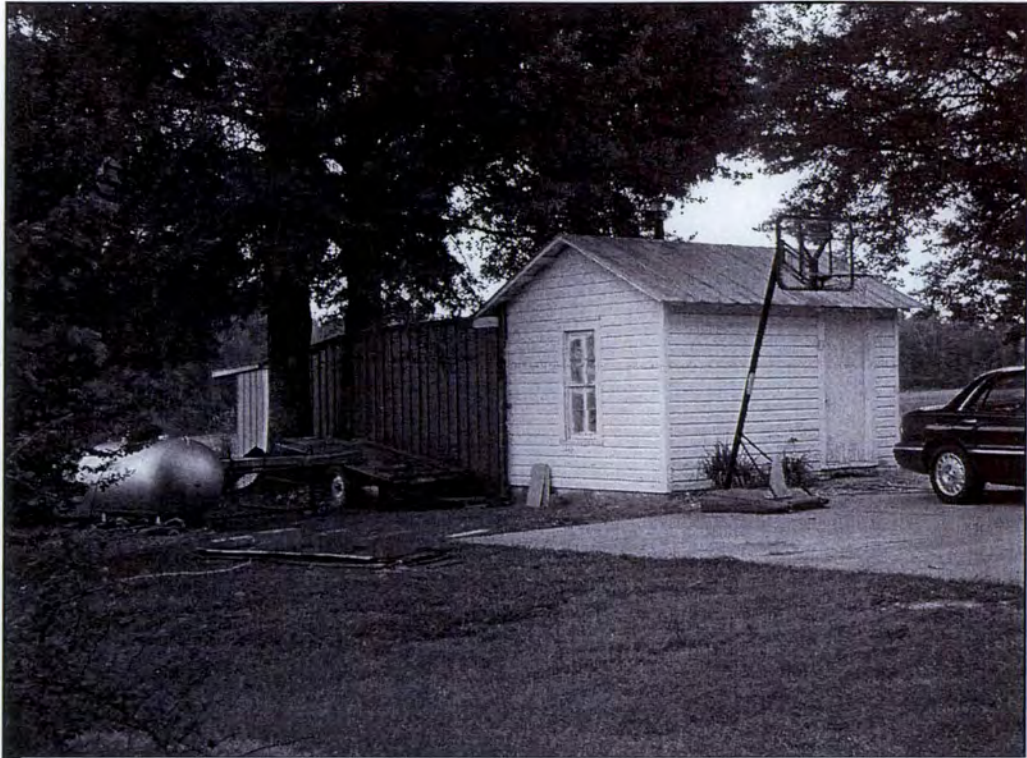
24. **House, 1013 Sedge Garden Rd** (NW of jct with Union Cross Rd)
One-story, side-gable minimal traditional house with cross gable at entry, brick chimney on front elevation, side porch, and vinyl siding.
25. **House, 1006 Sedge Garden Rd** (SW of jct with Union Cross Rd)
One-story, side-gable minimal traditional house with vinyl siding. Front gabled entrance bay covered with stone veneer.
26. **House, 1370 Union Cross Rd** (W sd, N of jct with Sedge Garden Rd)
One-story brick Tudoresque house with steep cross-gable at entry and chimney on front elevation.
27. **House, 1371 Union Cross Rd** (E sd, N of jct with Sedge Garden/Old Salem Rd)
One-and-a-half-story, side-gabled brick house with Colonial Revival and Tudoresque influences. Integral front porch with arched entry, arched front entrance with shed roof, and three gabled dormers.
28. **Union Cross Moravian Church Sunday School Building and God's Acre, 4295 High Point** (NW of jct with Union Cross Rd)
1949 two-story, front-gable brick Sunday School building with three-bay front elevation and arched hood at door. Circa 1980 rear addition links Sunday School Building to circa 1980s church sanctuary. Brick piers with iron spandrel marks entry to God's Acre. Gravestones date to 1936 and later.



Property 3. 1890 Union Cross Rd.



Property 3. 1890 Union Cross Rd.



Property 3. 1890 Union Cross Rd.



Property 4. 1817 Union Cross Rd.



Property 5. 1801 Union Cross Rd.



Property 5. 1801 Union Cross Rd.



Property 7. 4300 High Point Rd.



Property 7. 4300 High Point Rd.



Property 8. 4272 High Point Rd.



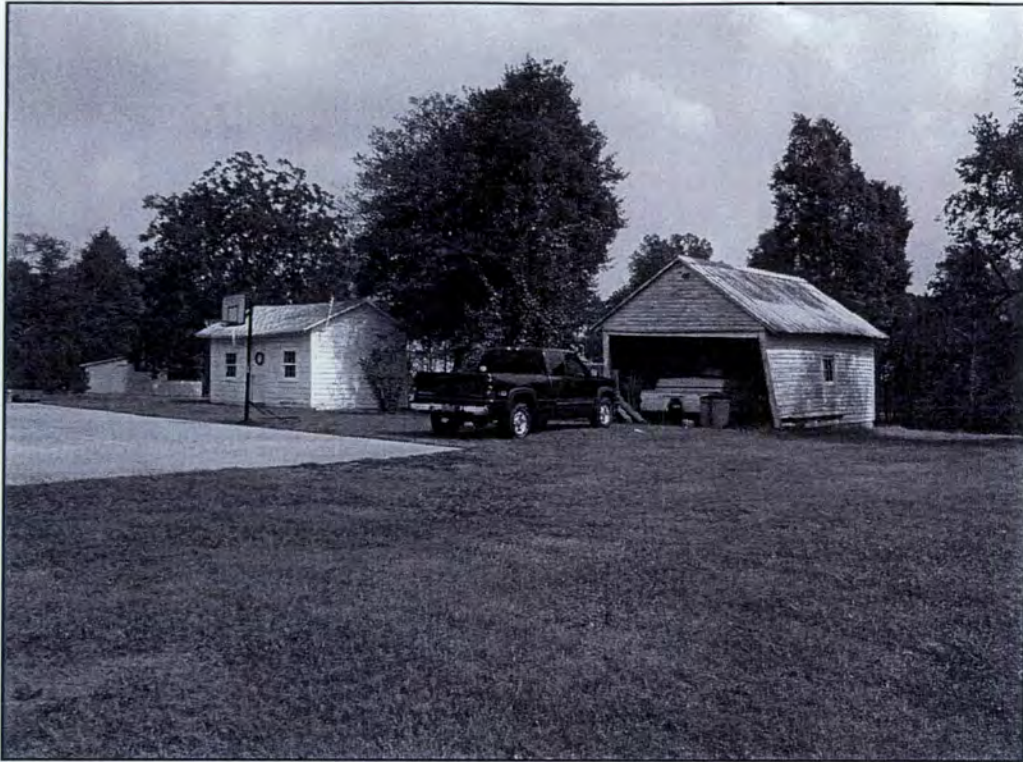
Property 9. 4258 High Point Rd.



Property 10. 1791 Union Cross Rd.



Property 11. 1761 Union Cross Rd.



Property 11. 1761 Union Cross Rd.



Property 11. 1761 Union Cross Rd.



Property 11. 1761 Union Cross Rd.



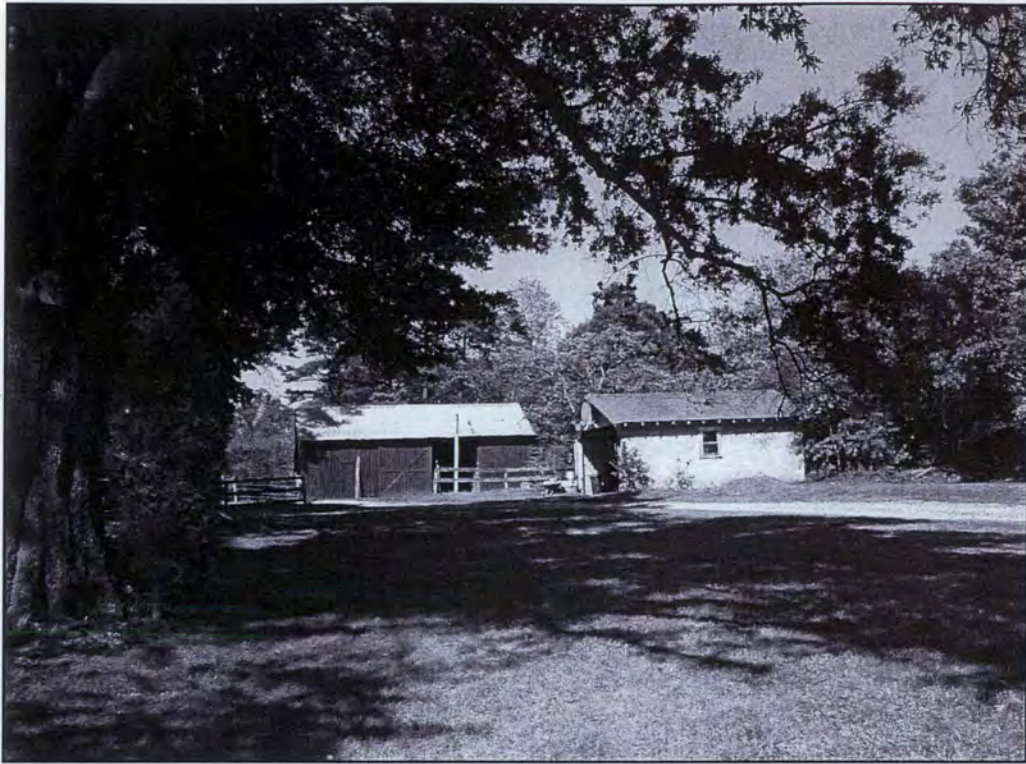
Property 12. 1744 Union Cross Rd.



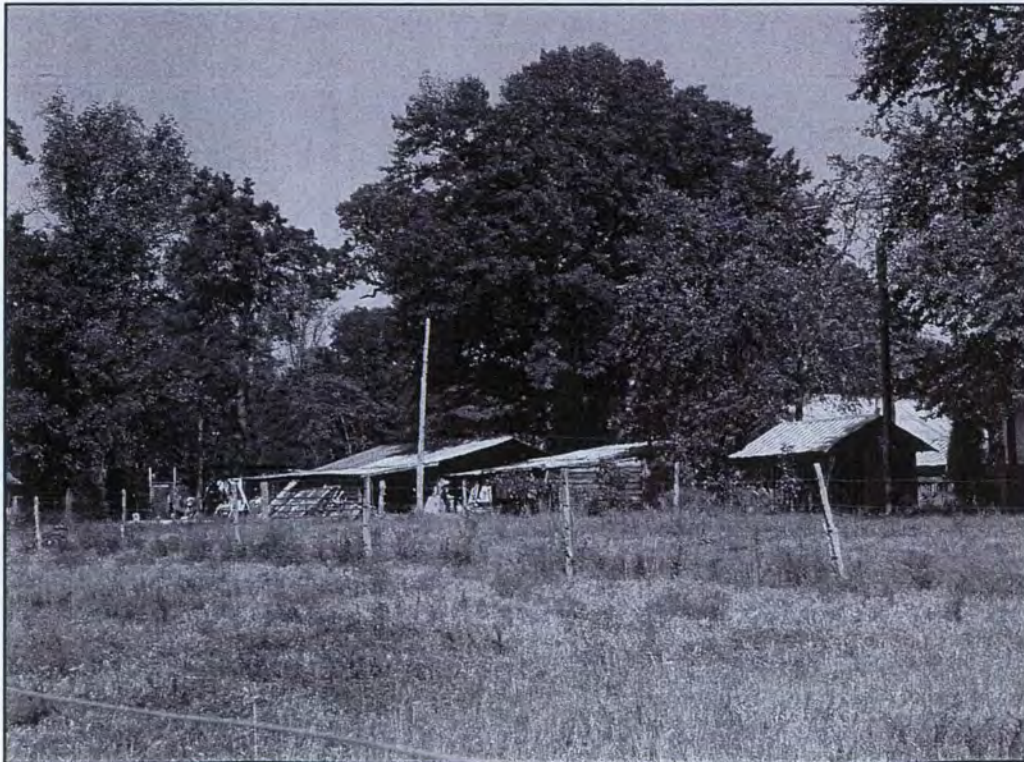
12. 1744 Union Cross Rd.



16. 4565 Glen Hi Rd.



16. 4565 Glen Hi Rd.



16. 4565 Glen Hi Rd.



17. 1569 Union Cross Rd.



17. 1569 Union Cross Rd.



Property 17. 1569 Union Cross Rd.



Property 17. 1569 Union Cross Rd.



21. 1405 Union Cross Rd.



22. 1116 Old Salem Rd.



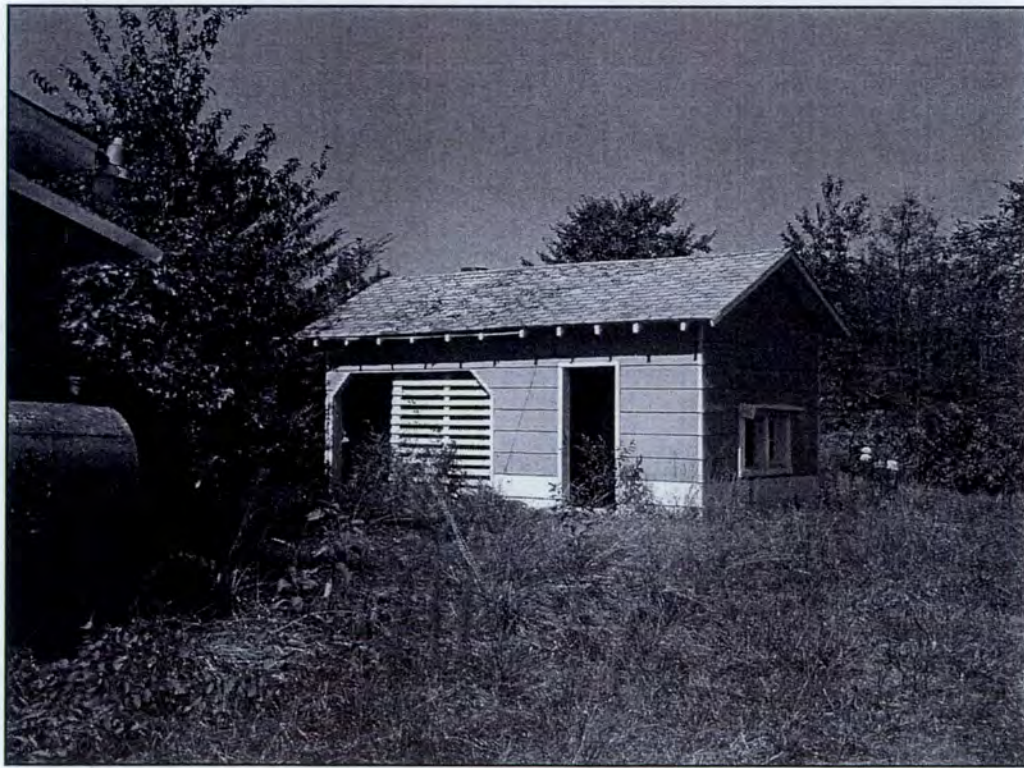
18. 1565 Union Cross Rd.



18. 1565 Union Cross Rd.



23. 1021 Sedge Garden Rd.



23. 1021 Sedge Garden Rd.



24. 1013 Sedge Garden Rd.



25. 1006 Sedge Garden Rd.



26. 1370 Union Cross Rd.



27. 1371 Union Cross Rd.



28. Sunday School Building, Union Cross Moravian Church,
4295 High Point Rd.



28. God's Acre, Union Cross Moravian Church, 4295 High Point Road