



**North Carolina Department of Cultural Resources
State Historic Preservation Office**

Peter B. Sandbeck, Administrator

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

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

May 13, 2005

MEMORANDUM

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

FROM: Peter B. Sandbeck *PBS for Peter Sandbeck*

SUBJECT: Historic Architectural Resources Survey Report, Replace Bridge No. 60 (Alfred A. Cunningham Bridge) on US Highway 70 Business over the Trent River, New Bern, B-2532, Craven County, ER90-8222

Thank you for your letter of March 14, 2005, concerning the above project.

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

- ◆ Alfred A. Cunningham Bridge, (Bridge No. 60), New Bern, is eligible for the National Register of Historic Places under Criterion A: Transportation, for its association with the development of North Carolina's coastal military bases. The bridge facilitated a major corridor for Cherry Point and Camp Lejeune. The bridge also enabled the reconstruction and restoration of Tryon Palace and Gardens in New Bern.

The Cunningham Bridge has been altered and no longer retains sufficient integrity to be eligible for the National Register under Criterion C: Architecture. Furthermore, building demolition and recent in-fill have compromised the bridge's immediate setting, eliminating the consideration of the bridge as a contributing structure to the New Bern National Register Historic District.

We concur with the proposed National Register historic boundaries as defined and delineated in the survey report.

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

- ◆ New Bern Historic District

	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

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, 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, NCDOT
Tracy Roberts, HNTB

bc: Southern/McBride
106
County



RECEIVED
MAR 22 2005

HISTORIC PRESERVATION OFFICE

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

March 14, 2005

REF #: ER 90-8222

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

S

Due 4/13/05

Dear Mr. Sandbeck:

RE: TIP# B-2532, Craven County, Bridge Replacement of Bridge No. 60 (Alfred A. Cunningham Bridge on US 70 Business over the Trent River, WBS Project # 32649.1.1, Federal Aid # BRSTP-070B (4)

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 evaluates Bridge No. 60 and the surrounding area comprising the Area of Potential Effects (APE), for their eligibility for listing to the National Register of Historic Places. A major component of the APE is part of the New Bern National Register Historic District, first listed in 1973, with a 2003 boundary expansion.

Please review the attached survey report and provide us with your comments. If you have any questions concerning the accompanying information, please contact me at 715-1620.

Sincerely,

Mary Pope Furr
Historic Architecture Section

Attachment

RECEIVED

cc (w/attachment): John F. Sullivan, Federal Highway Administration
Vincent J. Rhea, Project Engineer, PDEA

MAR 22 2005

Historic Architectural Resources Survey Report
Phase II - Intensive
Final Identification & Evaluation

B-2532

Replace Bridge No. 60
(Alfred A. Cunningham Bridge)
on US Highway 70 Business
over the Trent River
New Bern, Craven County

State Project No. 8.1172401
Federal Aid # BRSTP-070B (4)



The
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March, 2005

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HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT

REPLACE BRIDGE NO. 60 (ALFRED A. CUNNINGHAM BRIDGE) ON US 70 BUSINESS
OVER TRENT RIVER, NEW BERN
CRAVEN COUNTY
TIP No. B-2532
State Project No. 8.1172401
WBS No. 32649.1.1
Federal Aid No. BRSTP-070-B (4)



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
REPORT PREPARED BY PENNE SANDBECK

MARCH 2005

Penne Sandbeck

March 9, 2005

Principal Investigator
Historic Architecture Section
North Carolina Department of Transportation

Date

Mary Pope Furr

3.9.2005

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

Date

Management Summary

The North Carolina Department of Transportation proposes a series of alternatives for the Alfred A. Cunningham Bridge (Bridge No. 60), spanning the Trent River on US Highway 70's business route, in New Bern, North Carolina. The six proposed alternatives represent a range of options, including rehabilitating the present 1955 bridge, replacing the bridge, or removing the bridge. This project is federally (Project No. BRSTP-070-B) and state (WBS Project No. 32649.1.1) funded, funded, and is classified as a Categorical Exclusion (CE).

The purpose and need of Bridge No. 60's replacement is due to functional and structural deficiencies of the bridge, in addition to fifty years of constantly increasing traffic. The bridge received a sufficiency rating of 8 out of a possible 100 in 2004.

A Final Identification and Evaluation survey was conducted to determine the Area of Potential Effects (APE), and to identify and evaluate all structures over fifty years of age within the APE according to the Criteria of Evaluation for the National Register of Historic Places. In September and October 2004 architectural historian Penne Sandbeck conducted a survey to identify historic architectural resources within the project's APE. Properties in the APE fifty years of age or older were photographed and documented, as well as properties less than fifty years of age. Of these, the majority of properties was within the New Bern National Register Historic District, listed in 1972 and updated in 2003. Other resources consulted included those held in the State Library of the North Carolina Office of Archives and History, the North Carolina Collection at East Carolina University's J. Y. Joyner Library, and Craven County Public Library's Kellenberger Research Room.

The Alfred A. Cunningham Bridge was analyzed at that time for its structural significance, and an evaluation assessing its structural and historic significance is included in this report. The bridge, although not possessing singular significance, is considered eligible for the National Register under Criterion A for Transportation. It is its own entity, however, and not a component of the New Bern National Register Historic District.

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Project Description

The North Carolina Department of Transportation (NCDOT) proposes a series of alternatives for the Alfred A. Cunningham Bridge (Bridge No. 60), spanning the Trent River on US Highway 70's business route, in New Bern, North Carolina. The six proposed alternatives represent a range of options, including rehabilitating the present 1955 bridge, replacing the bridge, or removing the bridge. This project is federally (Project No. BRSTP-070-B) and state (WBS Project No. 32649.1.1) funded, and is classified as a Categorical Exclusion (CE).

Purpose of Survey and Report

The purpose and need of Bridge No. 60's replacement is due to functional and structural deficiencies of the bridge, in addition to its nearly fifty-year span of constantly increasing traffic. The bridge received a sufficiency rating of 8 out of a possible 100 in 2004.

This survey was conducted and the report prepared in order to identify historic architectural resources located within the APE as part of the environmental studies conducted by NCDOT and documented by an Environmental Assessment (EA). This report is prepared as a technical addendum to the EA and as part of the documentation of compliance with the National Environmental Policy Act of 1969 (NEPA) and the National Historic Preservation Act of 1966, as amended. This report is on file at NCDOT and is available for review by the general public. Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. Section 470f, requires Federal agencies to take into account the effect of their undertakings on properties included in or eligible for inclusion in the National Register of Historic Places and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings.

Methodology

NCDOT conducted the survey and prepared this report in accordance with the provisions of FHWA Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents); the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716); 36 CFR Part 800; 36 CFR Part 60; and *Survey Procedures and Report Guidelines for Historic Architectural Resources* by NCDOT (October 2003). This survey and report meet the guidelines of NCDOT and the National Park Service.

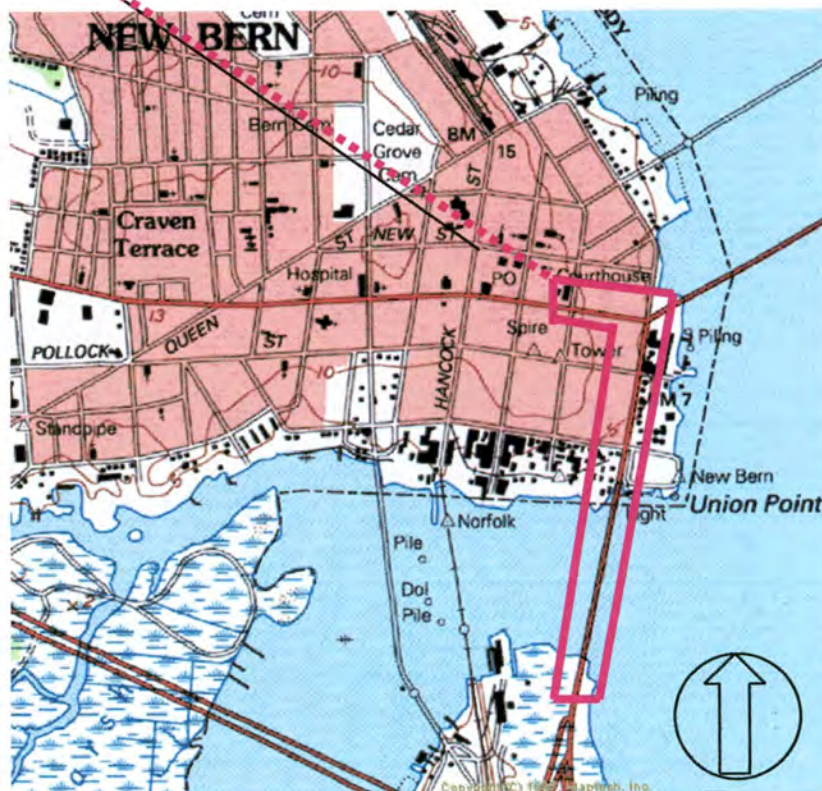
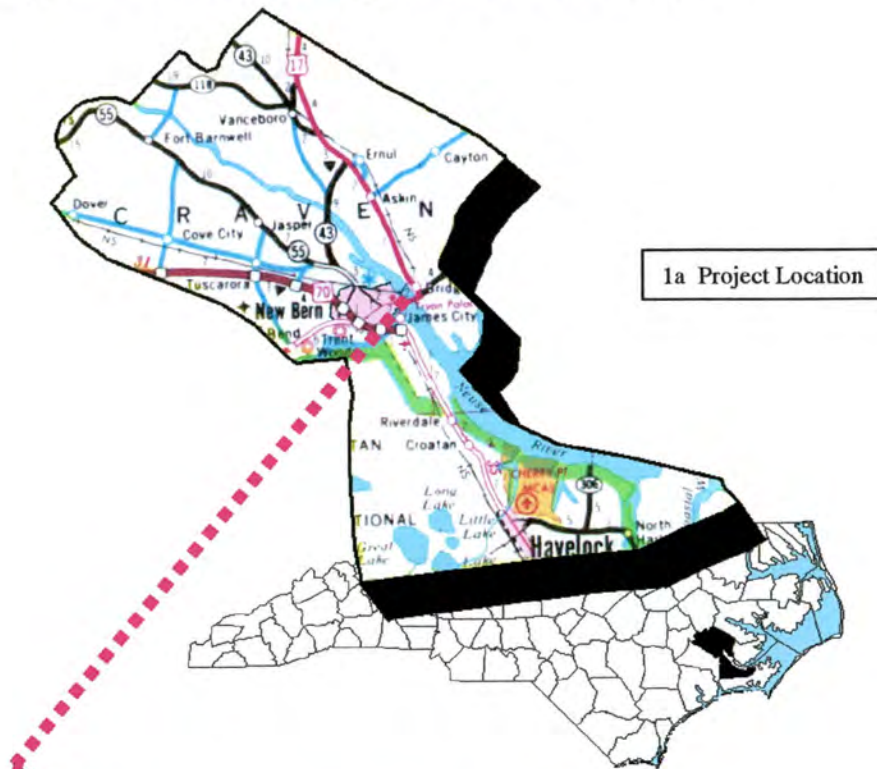
NCDOT conducted a Final Identification and Evaluation survey with the following goals:
1) to determine the APE, defined as the geographic area or areas within which a project may cause changes in the character or use of historic properties, if any such properties

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.

The survey methodology consisted of a field survey and historical background research of the project area. In September and October 2004, architectural historian Penne Sandbeck conducted a survey on foot to identify historic architectural resources within the project's APE. Properties in the APE fifty years of age or older were photographed and documented, as well as specific properties less than fifty years of age. Of these, the majority of properties was within the New Bern National Register Historic District, listed in 1972 and updated in 2003. The Alfred A. Cunningham Bridge was also analyzed for its structural significance, and an evaluation assessing its structural and historic significance is included in this report.

Background research was conducted at the following archival repositories. Pertinent papers from the State Highway Commission and Governors Broughton, W. Kerr Scott, and Umstead collections were consulted at the State Library of the North Carolina Office of Archives and History, Raleigh, North Carolina. The Bridge Maintenance Office of the North Carolina Department of Transportation, Raleigh provided earlier records of the Alfred A. Cunningham Bridge. The Kellenberger Research Room of the Craven County Public Library, New Bern, North Carolina was consulted for their collection of local materials, including the *New Bern Sun-Journal* microfilm. Other sources included the State Historic Preservation Office (NC-HPO) Survey File Room, Department of Cultural Resources, Raleigh, North Carolina, and the North Carolina Collection, J. Y. Joyner Library, East Carolina University, Greenville, North Carolina. Individuals who were consulted during this report include John Green and Victor Jones of the Craven County Public Library's Kellenberger Room; Mike Summers of NCDOT Bridge Maintenance; and Fred Harrison, of ECU's J. Y. Joyner Library. All of these contributions are greatly appreciated and acknowledged.

Figures 1a and 1b: Project Location and APE

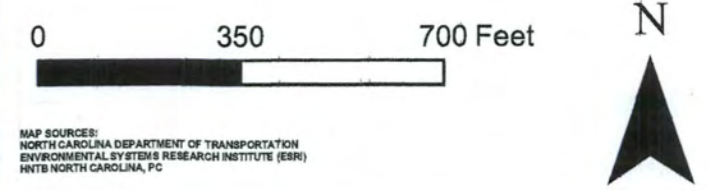


1b Project Location
with APE
(Area of Potential Effects)

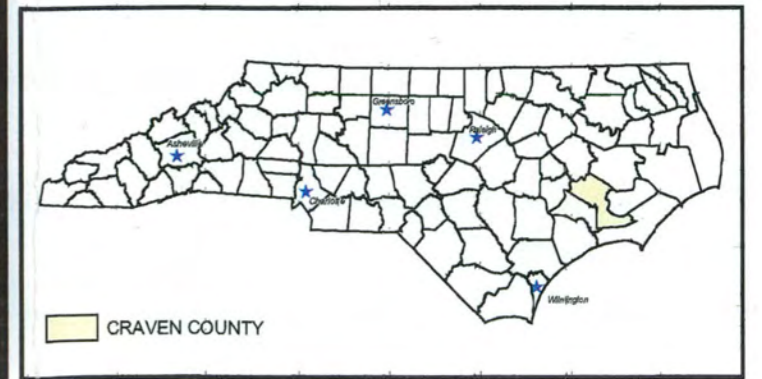


ALTERNATIVE 1: REMOVE EXISTING BRIDGE WITH NO REPLACEMENT

-  Alternative 1 Prel. Construction Limits
-  New Bern Historic District
-  Union Point Park
-  New Bern Riverfront Convention Center
-  Bridge Pointe Hotel & Marina
-  Sheraton Hotel & Marina



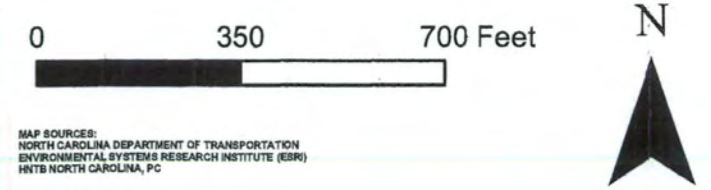
MAP SOURCES:
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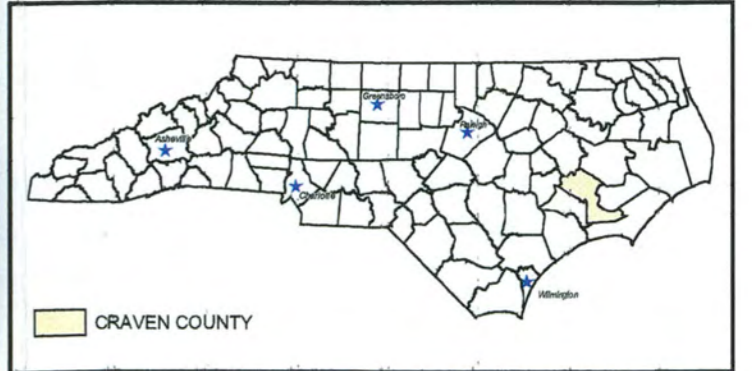


ALTERNATIVE 2: REHABILITATE EXISTING BRIDGE

-  Alternative 2 Prel. Construction Limits
-  New Bern Historic District
-  Union Point Park
-  New Bern Riverfront Convention Center
-  Bridge Pointe Hotel & Marina
-  Sheraton Hotel & Marina



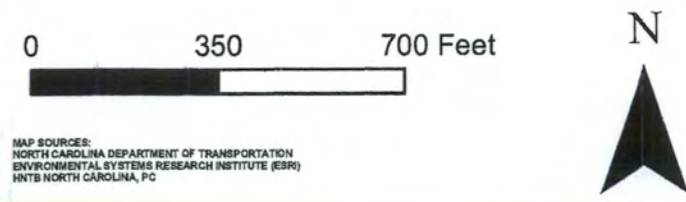
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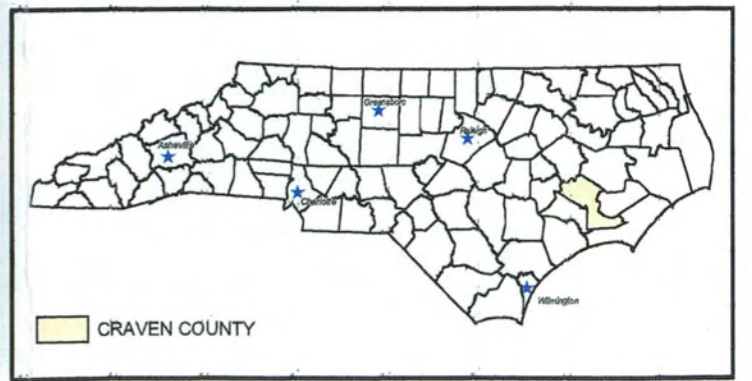


ALTERNATIVE 3: REPLACE EXISTING BRIDGE WITH A BASCULE BRIDGE

-  Alternative 3 Prel. Construction Limits
-  New Bern Historic District
-  Union Point Park
-  New Bern Riverfront Convention Center
-  Bridge Pointe Hotel & Marina
-  Sheraton Hotel & Marina



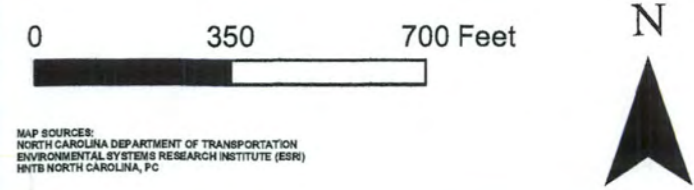
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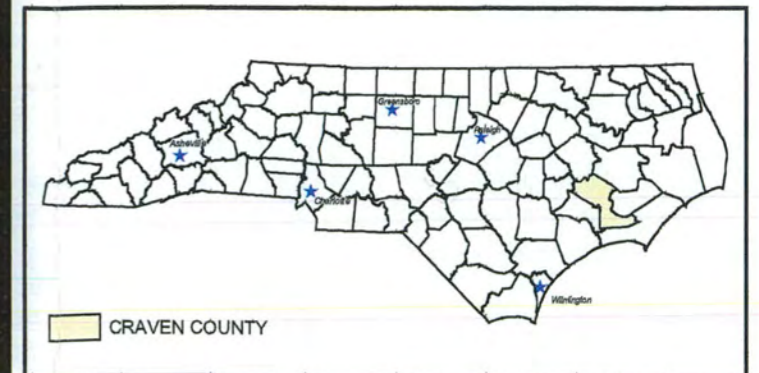


ALTERNATIVE 4: REPLACE EXISTING BRIDGE WITH A VERTICLE-LIFT BRIDGE

-  Alternative 4 Prel. Construction Limits
-  New Bern Historic District
-  Union Point Park
-  New Bern Riverfront Convention Center
-  Bridge Pointe Hotel & Marina
-  Sheraton Hotel & Marina



MAP SOURCES:
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
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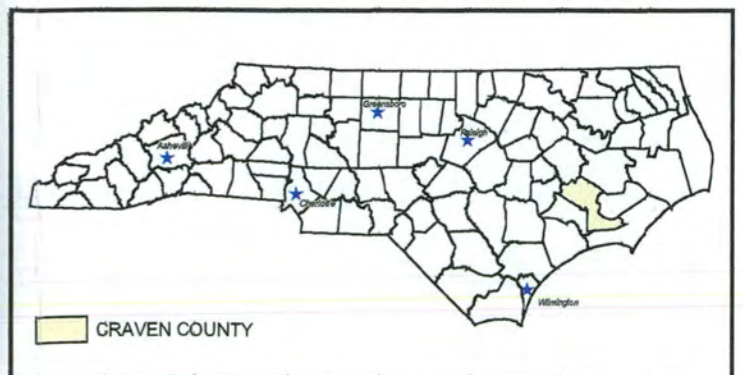


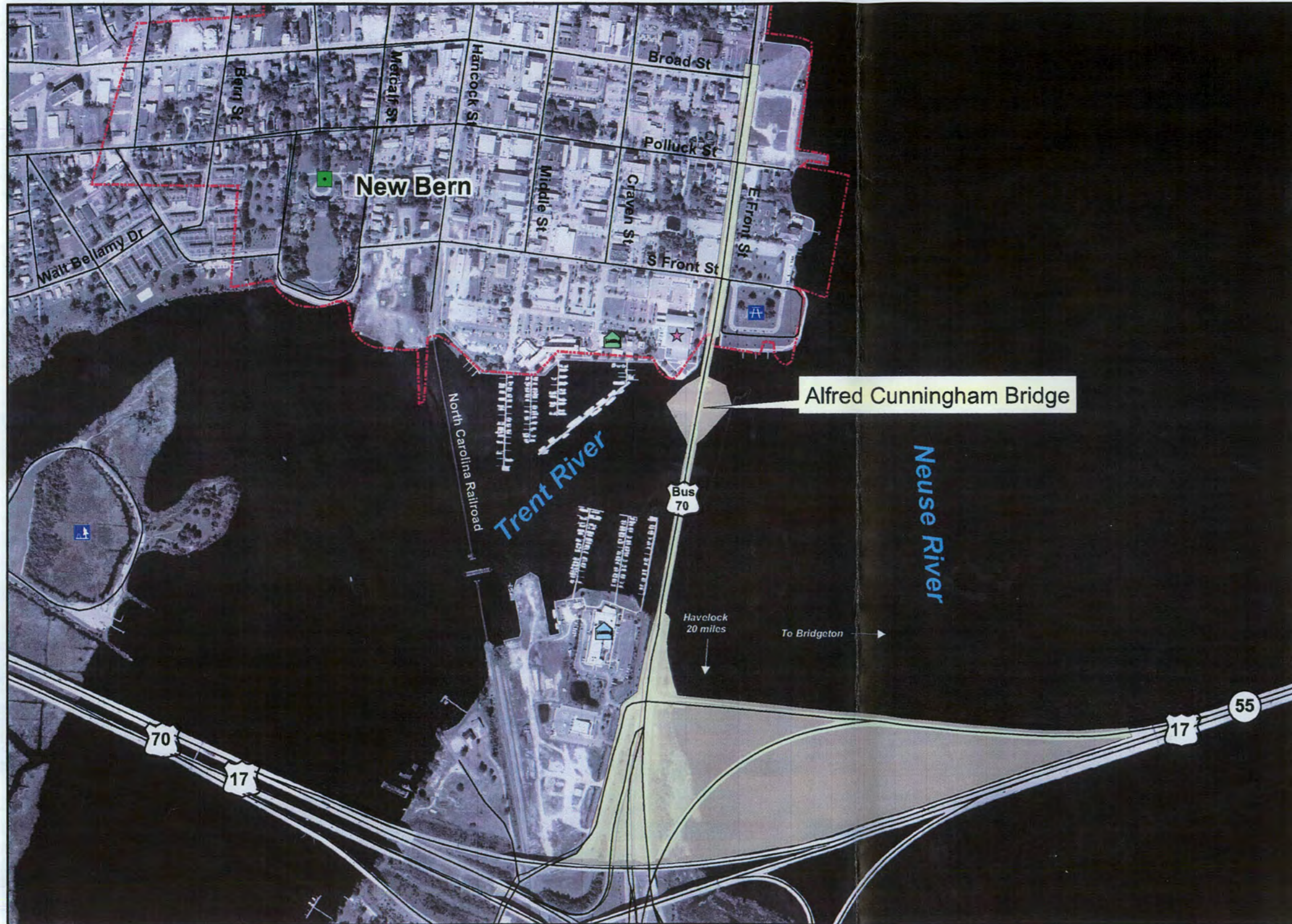
ALTERNATIVE 5: REPLACE EXISTING BRIDGE WITH A TUNNEL

- Alternative 5 Prel. Construction Limits
- New Bern Historic District
- Tryon Palace
- Union Point Park
- Lawson Park
- New Bern Riverfront Convention Center
- Bridge Pointe Hotel & Marina
- Sheraton Hotel & Marina

0 350 700 Feet

MAP SOURCES:
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
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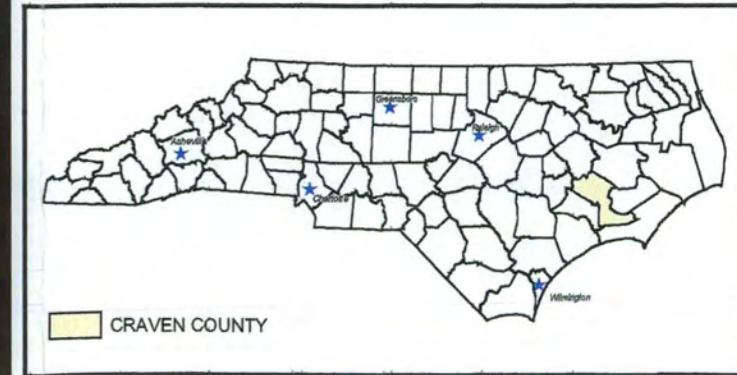


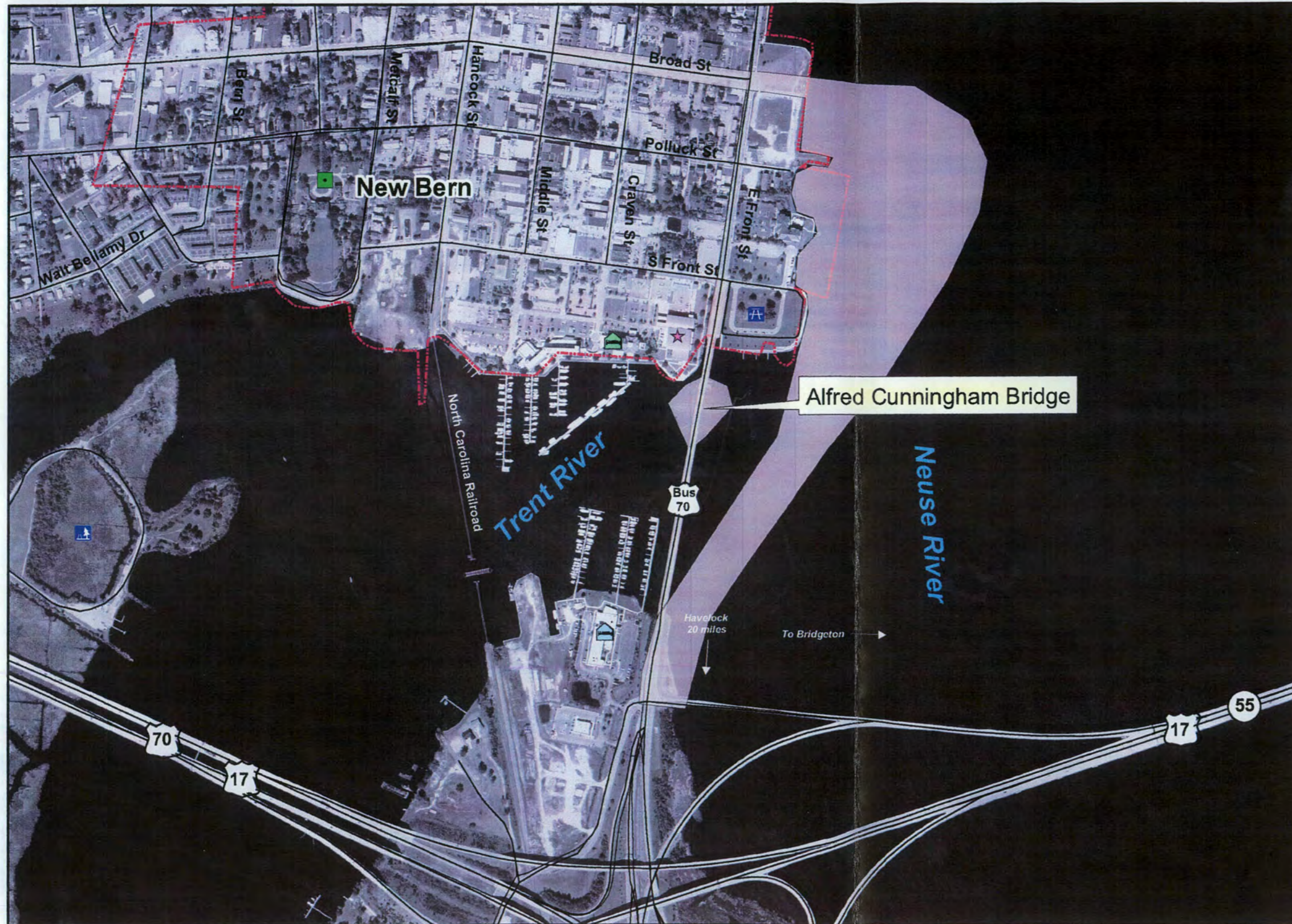
ALTERNATIVE 6: REPLACE EXISTING BRIDGE WITH A HIGH-RISE BRIDGE ON EXISTING ALIGNMENT

- Alternative 6 Prel. Construction Limits
- New Bern Historic District
- Tryon Palace
- Union Point Park
- Lawson Park
- New Bern Riverfront Convention Center
- Bridge Pointe Hotel & Marina
- Sheraton Hotel & Marina



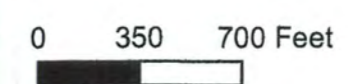
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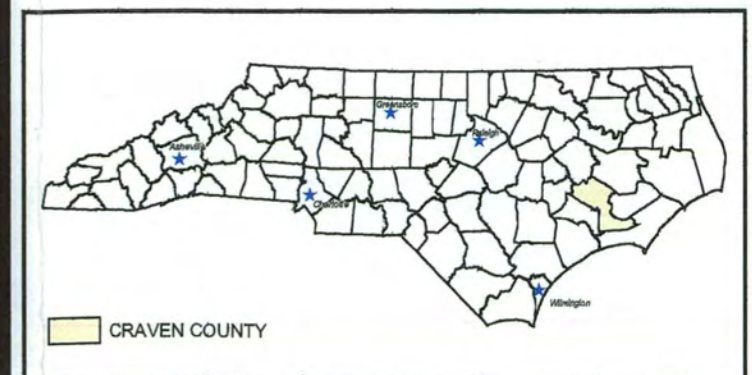


ALTERNATIVE 7: REPLACE EXISTING BRIDGE WITH A HIGH-RISE BRIDGE THAT CURVES OUT INTO THE NEUSE RIVER

- Alternative 7 Prel. Construction Limits
- New Bern Historic District
- Tryon Palace
- Union Point Park
- Lawson Park
- New Bern Riverfront Convention Center
- Bridge Pointe Hotel & Marina
- Sheraton Hotel & Marina

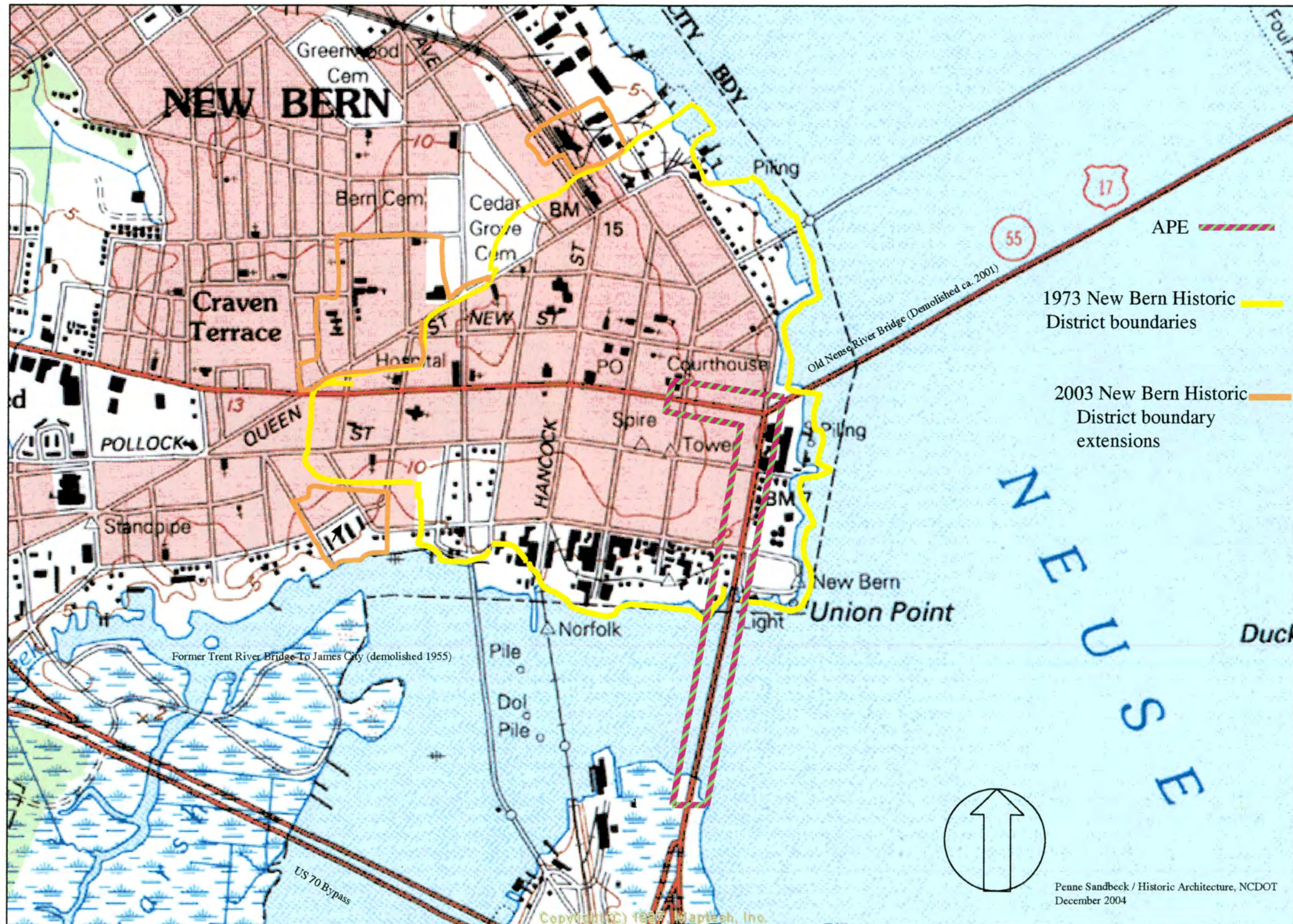


MAP SOURCES:
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B-2532: Rehabilitate or Replace Bridge No. 60 (Alfred Cunningham Bridge) on US 70 Business over Trent River, New Bern, North Carolina

Figure 9: Area of Potential Effects (APE)



Summary of Survey Findings

The project area includes the following historic resources fifty years old or older. Its northern, western, and eastern boundaries overlap the New Bern National Register Historic District, particularly East Front Street where several nineteenth-century buildings still stand. Union Point Park, part of which lies within the New Bern Historic District, is also within the project area. There are no properties in the APE less than fifty years old that qualify for the National Register under Criterion Consideration G.

Resources in the APE are as follows:

Properties Listed on the National Register of Historic Places
New Bern Historic District (1973; updated 2003)

Properties that are Locally Designated
None

Properties Listed on the North Carolina Study List (designated by NC-HPO)
None

Properties Recommended Eligible for the National Register
Alfred A. Cunningham Bridge (Bridge No. 60)

Properties Evaluated and Recommended Not Eligible for the National Register
N/A

Properties Listed on the National Register of Historic Places

New Bern Historic District

(Resources in the APE include properties on South and East Front streets, Pollock Street, and Broad Street)

The project APE's northern, western, and eastern boundaries overlap the New Bern National Register Historic District, particularly East Front Street where several nineteenth-century buildings still stand. Union Point Park, part of which lies within the New Bern Historic District, is also within the project area. Initially nominated in 1973, the district was expanded in 2003 with appendages to the west, north, and northwest. None of the 2003 boundary extensions are in the B-2532 project APE. The New Bern National Register Historic District and its boundaries, as shown in **Figure 11**, remain intact and sufficient.

New Bern's locally designated historic district is also within the project APE, as shown with **Figure 11**. However, the local historic district has no bearing on the National Register Historic District, or the eligibility of the Alfred A. Cunningham Bridge for the National Register of Historic Places.

During this report's preliminary research phase, NC-HPO notified NCDOT on August 24, 2004, that the Alfred A. Cunningham Bridge was located within the New Bern National Register Historic District. Subsequent research has revealed the Alfred A. Cunningham Bridge is not located within the New Bern National Register Historic District, and thus is not a contributing resource to the district. The bridge is not listed in either nomination's inventory, nor is it discussed.



Figure 10: New Bern Historic District, 223-219 East Front Street, looking south to intersection with South Front Street (Alfred A. Cunningham Bridge in distance), October 2004.

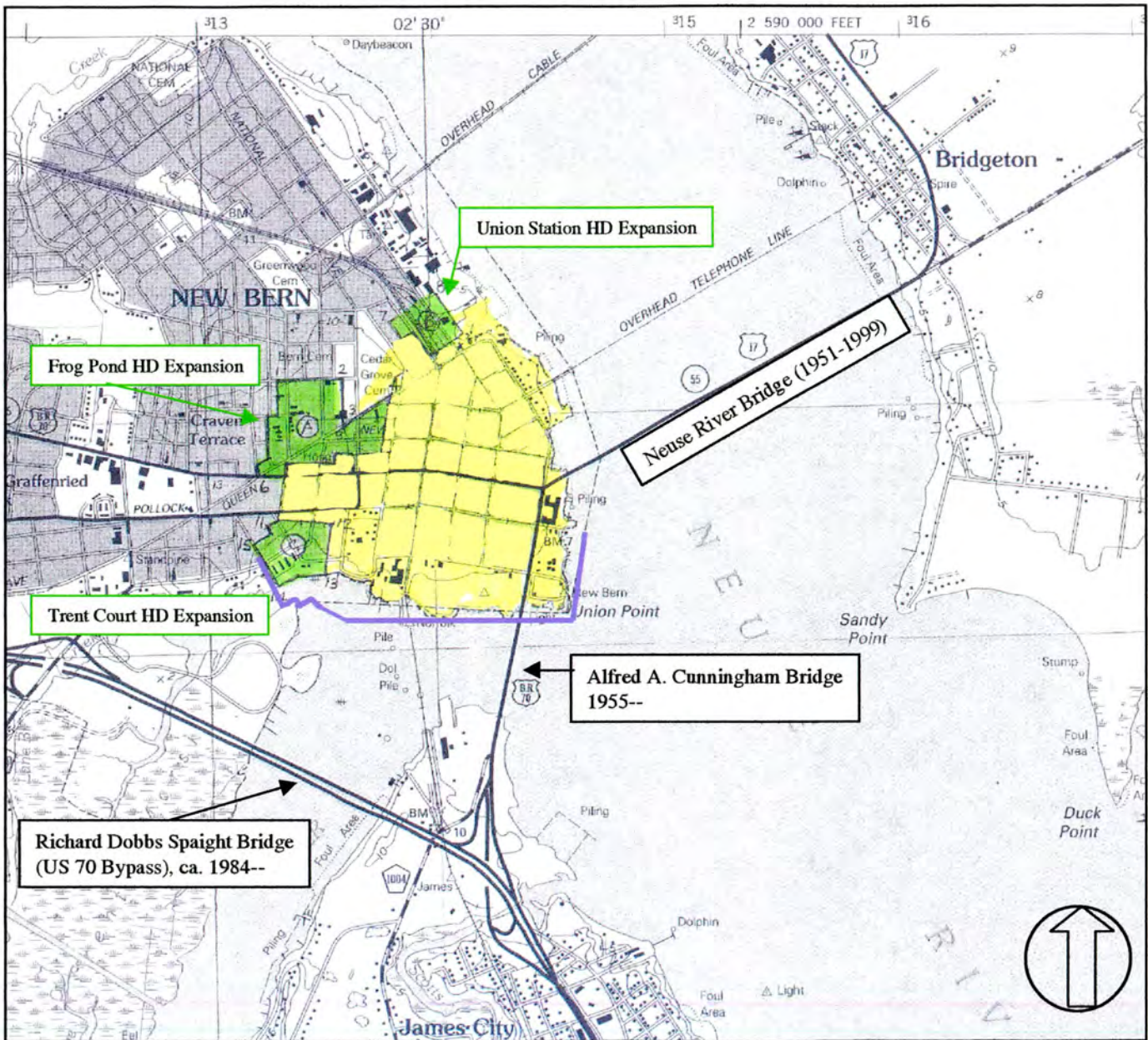


Figure 11: New Bern National Register Historic District

KEY

- 1973 boundaries
- 2003 expansion
- Local historic district (boundary along Trent River; taken from City of New Bern LHD and NRHD map, courtesy Annette Stone)

Bridge No. 60: Location and Description, Alfred A. Cunningham Bridge over Trent River, New Bern, Craven County

The Alfred A. Cunningham Bridge, named for the United States Marines Corps' first aviator, spans the Trent River at its confluence with the Neuse River. At its north end, the bridge's approach begins at East Front Street south of its junction with South Front Street; the bridge's southern approach joins the US 70 Bypass, routed outside of downtown New Bern with the 1980s construction of the Richard Dobbs Spaight Bridge. The Spaight Bridge, named after the Craven County native and early state governor, spans the Trent upriver.

The McMeekin Construction Company of Cheraw, South Carolina, built the 46-span, 1,763-foot-long Alfred A. Cunningham Bridge between 1953 and 1955, and the structure opened to the public on February 22, 1955. It replaced an 1898 wooden bridge, substantially altered in the 1930s, located below the intersection of George and South Front Streets. The 1955 bridge carries a two-lane highway.

Much of the Alfred A. Cunningham Bridge's design is identical to the recently-demolished Neuse River Bridge (also known as the John Lawson Bridge) that spanned the Neuse River from Bridgeton to New Bern from 1951 until 1999. Identical features included a Warren thru truss, center-bearing, swing-span center section; the American Bridge Company of Roanoke, Virginia made the trusses. The Neuse River Bridge and the Alfred A. Cunningham Bridge also had identical concrete Moderne-style traffic machinery houses and bridge tender's buildings.¹ Both bridges shared the same resident engineer, J. M. Cutchin of New Bern, and were built close enough in time that little to no structural innovation differentiated them. In the case of the Alfred A. Cunningham Bridge, its Warren thru truss is 220 feet long and a channel was dredged at this location of the Trent River to facilitate the swing-span. Framing at the top of the Warren thru truss indicates the stairs and location of the former operator's house, where the bridge tender opened and shut the bridge.² In 1988, the operator's house was removed, replaced by a two-story operator's house built for Carteret County Bridge No. 68 in 1969. The new operator's house, floated to New Bern by barge, is installed at the bridge's east elevation [Figures 21 and 23]. Part of the bridge was also augmented in 1988 by creating a parking deck next to the new operator's house.³ At that time the bridge tender's house was vacated and is now used for storage.

¹ Patrick Harshbarger, North Carolina Department of Transportation Historic Bridge Inventory Report, entry for Alfred A. Cunningham Bridge (Bridge No. 60, Craven County, ID No. 240060), ca. 2002.

² Harshbarger 2002; *The Sun-Journal* (New Bern, NC), February 22, 1955, pp. 1-6.

³ Jean Hardin, NCDOT, Division 2 District Office, New Bern, NC. November 16, 2004, telephone conversation with Penne Sandbeck; "Project. No. 5.16501, Carteret County: Details of Operator's House, Built According to Plan 4-28-69." Bridge Maintenance Records, NCDOT, Raleigh, NC.

Defining visual features of the bridge, typical of second-quarter, twentieth-century roadway design include Moderne-style concrete railing with decorative arch cutouts. The Moderne style at its most utilitarian is also seen in the former bridge tender house at the bridge's west side, near the north approach [**Figures 17, 18, and 22**]. It is sited on its original platform deck. A two-room concrete and steel building lit by steel casement windows and sash doors, the flat-roof structure has minimal decoration beyond the molded reveal on all four elevations and a finial-like copper flue positioned above the bathroom. The traffic barrier machinery building, also positioned at the bridge's west elevation, has identical streamlined decoration. It is sited on a platform outside of the balustrade, unlike the bridge tender's house, and its cantilevered entrance deck is secured by iron railing. [**Figures 19 and 20**]. There are freestanding concrete platforms closer to the north approach for the bridge barrier bars.

The new bridge tender's house, located at the east elevation adjacent to the truss, was a two-stage, one-room building designed in the late 1960s initially for Carteret County's bridge between Morehead City and Atlantic Beach (Bridge No. 68), where the Bogue Sound and Intercoastal Waterway route join. At the time of its move by barge to New Bern, the tender's house was sided with vertical T-111 siding but has since been updated with vinyl weatherboard covering. At that time, the east elevation of the bridge was expanded at the new bridge tender's house to incorporate a parking deck. The swing-span's mechanical controls are now located within this building.



Figure 12: North Approach, Alfred A. Cunningham Bridge



Figure 13: South Approach, Alfred A. Cunningham Bridge, looking towards north bank of Trent River waterfront



Figure 14: Alfred A. Cunningham Bridge, viewpoint from bridge's east side, looking south (walkway under bridge constructed ca. 1997 for Union Point Park)



Figure 15: Traffic Barrier Platform, west side of bridge, looking north (convention center and Sparrow House in distance)



Figure 16: West elevation. Truss, moved operator's house, and 1955 bridge tender house (view from New Bern Convention Center promenade).



Figure 17: 1955 bridge tender house, west elevation



Figure 18: Bridge tender's house, east elevation

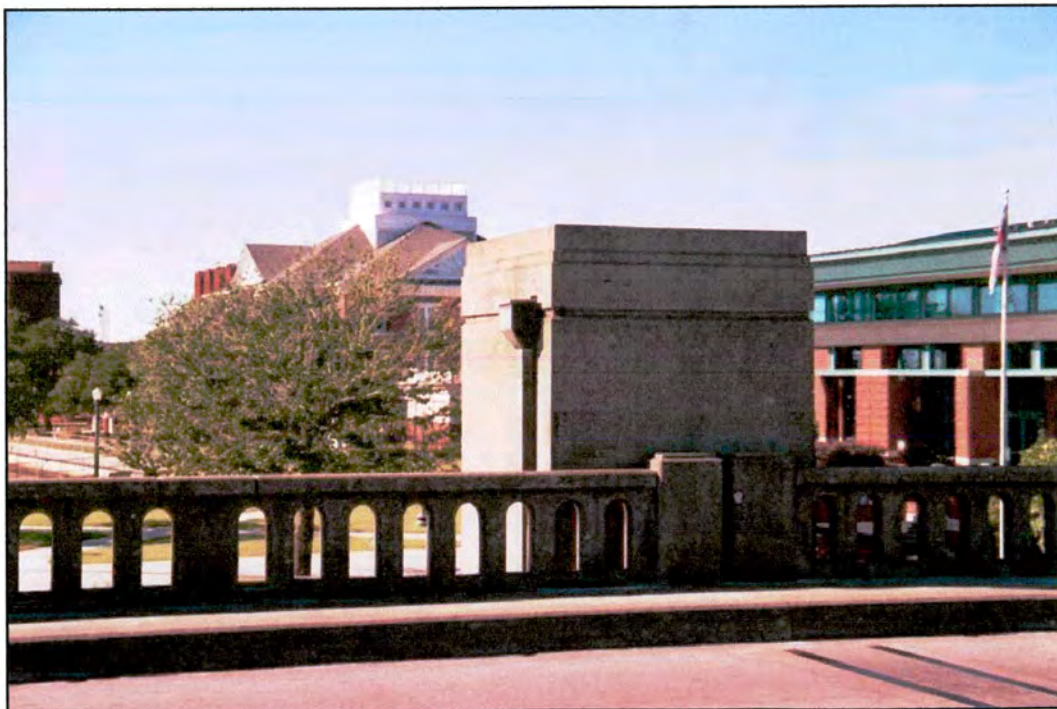


Figure 19: Traffic barrier machinery house, east and south elevations



Figure 20: Traffic machinery house, north and west elevations



Figure 21: 1988 moved operator's house, west and south elevations (1988 parking deck adjacent)

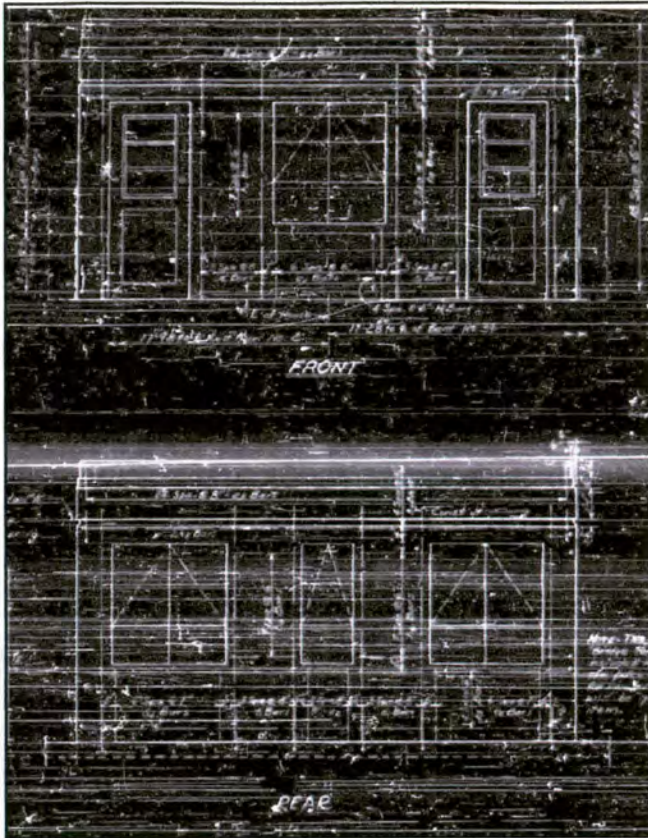


Figure 22: 1949 plans for Bridge Tender's House, east and west elevations (Bridge Maintenance Records, NCDOT)



Figure 23: Bridge Operator's House moved by barge from Carteret County at new site on Cunningham Bridge, 1988 (Bridge Maintenance Records, NCDOT).



Figure 24: Truss bridge, stair and former frame of operator's house



Figure 25: Truss bridge, north elevation



Figure 26: Alfred A. Cunningham Bridge, west elevation, swing span in operation. Photograph taken from Convention Center promenade.

Historic Context

Commercial, Industrial, and Residential Contexts of New Bern Waterfront at Union Point

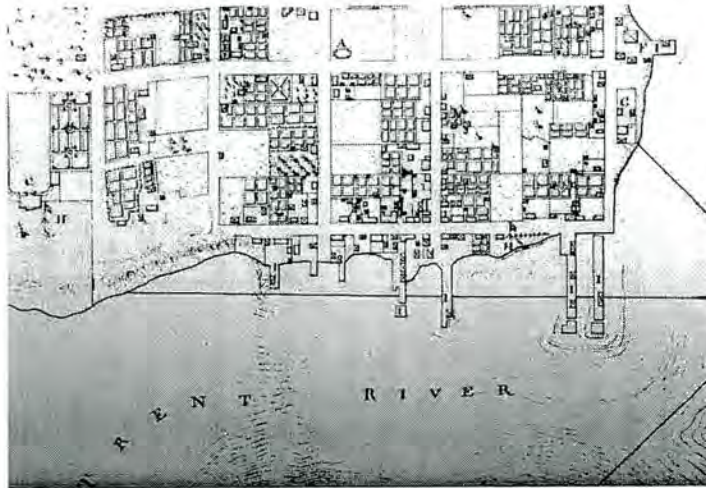


Figure 27: Detail of Trent River waterfront and Union Point from "Plan of the Town of Newbern" by C. J. Sauthier, May 1769. Tryon Palace is to the far left, Union Point at the far lower right.

"NEWBERN is a Town situated on a point or Neck of Land at the confluence of the Rivers Neuse and Trent, each of these Rivers are at the Town about three quarters of a Mile wide....this place is generally reckon'd to be the Capital of North Carolina, tho' the Legislature do not always meet there....There are convenient Wharves at Newbern, these are mostly on the Trent side of the Town where the Shipping generally lay—Vessels drawing nine feet water can come up to the place."⁴

By William Attmore's 1787 visit, New Bern with its superior riparian location had become North Carolina's premier port. In spite of geography, this status had taken years to achieve, due to evolving settlement and colonial bureaucracy. New Bern (settled 1710) was initially within colonial jurisdiction of Port Bath, the colony's early capital, and then after 1730, Port Beaufort (ca. 1713). The latter port's jurisdiction extended between the Neuse River and Topsail Inlet.⁵ After 1759, however, Beaufort was an official port in name only; most of its privileges were transferred to New Bern.⁶ By this time, approximately eighty vessels were entering the Port Beaufort region annually, a number

⁴ Lida Tunstall Rodman (ed.), "Journal of A Tour to North Carolina by William Attmore, 1787," in *The James Sprunt Historical Publications*, Volume 17, Number 2 (1922), pp. 45-46.

⁵ Alan D. Watson, *A History of New Bern and Craven County* (New Bern: Tryon Palace Commission, 1987), p. 58. Hugh Talmage Lefler and Albert Ray Newsome, *North Carolina: The History of a Southern State* (Chapel Hill: The University of North Carolina Press, 1973 ed.), pp. 68, 107-109

⁶ Watson, p. 58. In 1752, all three Port Beaufort commissioners were residents of Craven County.

that increased to 127 in the mid-1760s.⁷ New Bern's population steadily climbed as well, from 1,000 persons in 1775 to 3,600 by 1820.⁸ It became the capital of North Carolina when Royal Governor William Tryon established it as thus in 1761.

New Bern's mercantile success lay in its twin rivers' direct connection to regional ports and products. The Neuse River, its headwaters far into the Eno River backcountry of Orange and Durham counties, increases from a moderately-sized river meandering past Raleigh, Smithfield, Goldsboro, and Kinston to its broad expanse approximately five miles upriver from New Bern, there becoming a gateway to the wide Pamlico Sound. The Trent, a smaller river with its source in southeastern Lenoir County, flows into Jones and Craven counties, both traditionally agricultural areas, and, at New Bern, was considered a safer harbor for vessels than the rolling Neuse.⁹

Although it would lose its status as state capital to Raleigh in 1792 and its primary port status to Wilmington by the 1820s, New Bern remained a prosperous marketplace during the nineteenth century. Its prosperity was, in addition to local markets, due to commerce with the West Indies and ports of the northeastern states. The 1809 Price Map of New Bern shows the Neuse and Trent waterfronts on either side of Union Point having developed since Sauthier's colonial map (**Figures 28a and 28b**). Although the Neuse had fewer wharves and slips than the Trent, there were two substantial docks on its waterfront just north of Union Point. The Trent waterfront increased from three docks east of Craven Street in Sauthier's map to seven in the Price map.¹⁰ There was also more infill east of East Front Street by 1809, as well as at Union Point. A local poet described waterside industry in 1818 thus:

Along the banks where Trent and Neuse
Their sparkling waters wide diffuse,
Industrious art rears other piles,
And growing wealth its toil beguiles.
There, from a hundred stills dispenc'd,
Spirits of Pine are fast condens'd ...¹¹

⁷ Ibid., p. 59.

⁸ Catherine W. Bishir and Michael T. Southern, *A Guide to the Historic Architecture of Eastern North Carolina* (Chapel Hill: The University of North Carolina Press, 1996), p. 188.

⁹ William S. Powell, *The North Carolina Gazetteer* (Chapel Hill: The University of North Carolina Press, 1968), pp. 347, 499; Peter B. Sandbeck, *The Historic Architecture of New Bern and Craven County, North Carolina* (New Bern, NC: Tryon Palace Commission, 1988), p. 8; Janet Seapker, National Register Nomination for New Bern Historic District (unpublished manuscript, NC-HPO Survey Files, ca. 1973), p. 8b

¹⁰ Sauthier's maps are considered to be quite accurate regarding buildings, major structures, and roads. See Charles Ewen, Patricia M. Samford, and Perry Mathewes, "The Sauthier Maps and the Formal Gardens at Tryon Palace: Myth or Reality?" in *The North Carolina Historical Review*, 79:3 (July 2002), pp. 335-344.

¹¹ Stephen M. Chester, *Carolina Centinel* (New Bern), October 17, 1818, op cit. Sandbeck p. 37.

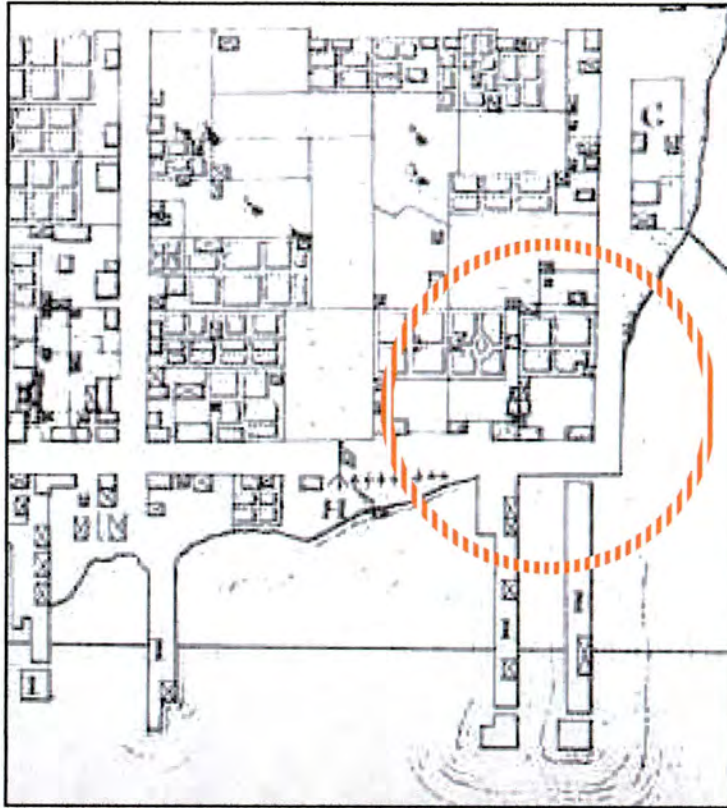


Figure 28a: Union Point area of the 1769 C. J. Sauthier Map (I = wharf)

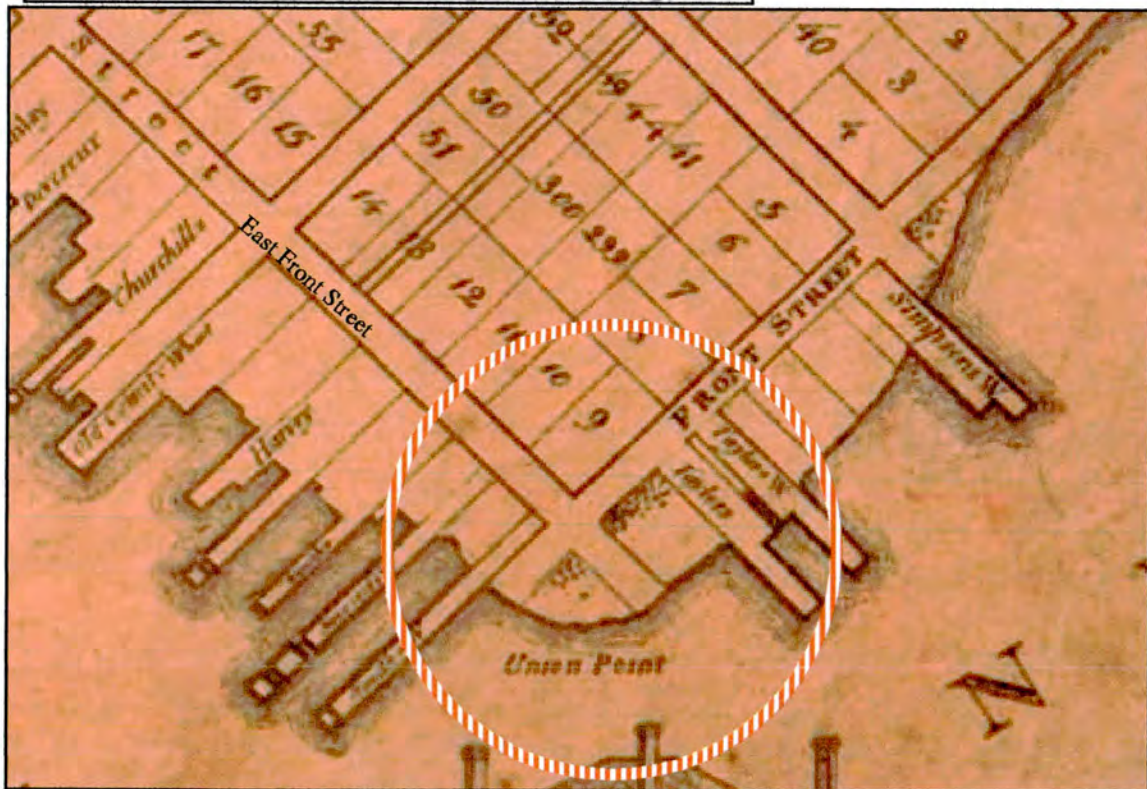


Figure 28b: Union Point area from 1809 Price Map. Note development of waterfronts, and east extension of East Front Street, as well as increased infill at Union Point.

This trend was still in evidence during the 1840s and 1850s, with turpentine distilleries on East Front Street's docks, as well as a sash and blind manufactory at the northwest corner of East and South Front streets.¹²

Water-borne trade consisting of lumber, naval stores, fish, livestock, and regional crops of cotton and corn continued to define the town's identity into the twentieth century, especially with the lumber industry's resurgence during the late 1860s.¹³ Enterprising northerners Daniel Stimson and George Ives returned to New Bern after the Civil War to harvest the vast expanses of swamp and woodland surrounding the town or, in the case of Ives, exploit the region's equally vast stores of oysters and fish.¹⁴ In 1882, Gray's Map of New Bern showed an increased number of wharves on the Trent waterfront, primarily sited between the Atlantic and North Carolina Railroad tracks to the west on Hancock Street and Union Point to the east. There was a treenware factory where dishes and plates were fashioned from wood, docks for both the railroad and Virginia's Old Dominion Steamship Company, Howard's Marine Railway, and the J. A. Meadows Wharf and Grist Mill, all located just west of Union Point [Figure 29]. Three years later in 1885 45,000 bales of cotton, 3,000,000 shingles, 6,000,000 feet of lumber, and 1,250 tons of seafood were shipped from New Bern's harbor.¹⁵ Sanborn Fire Insurance Maps from 1885 to 1898 show the waterfront further developing on either side of Union Point. In 1885, below South and East Front streets' southwestern corner was T. S. Howard's cotton gin, followed by his ship carpentry and planing mill; there was also E. B. Ellis' rice mill and J. A. Meadows' grist mill.¹⁶ Along the Neuse, E. H. and J. A. Meadows had a fertilizer and grist mill in 1893 near the site of the New Berne Manufacturing Company, a cotton yarn mill seen on the 1885 Sanborn Map. Above the Meadows' guano and grist mills in 1893 was E. B. Ellis turpentine still and dock and below it were an oyster canning factory and W. B. Ellis' shingle mill.¹⁷ Along with commerce, population continued to increase; by 1897 9,000 people resided in New Bern, a considerable rise from 6,443 in 1880.¹⁸

As the commercial waterfront expanded, so also did its residential counterpart. Sauthier's 1769 map shows non-commercial development close to the Neuse and Trent riversides along East and South Front streets. Two fires, six months apart in 1843, destroyed a significant number of buildings on the east side of town.¹⁹ Just before or after the fires,

¹² Sandbeck, pp. 96-97.

¹³ Sandbeck, pp. 7-11, 123, 126-127; Watson, pp. 54, 56, 57-59, 517-532; Bishir and Southern, pp. 186-189.

¹⁴ Sandbeck, pp. 125-126; Watson, p. 524.

¹⁵ Jonathan Havens, *The Pamlico Section of North Carolina* (New Bern, NC: N. S. Richardson & Son, 1886), p. 39.

¹⁶ 1885 New Bern Sanborn Fire Insurance Map, p. 3.

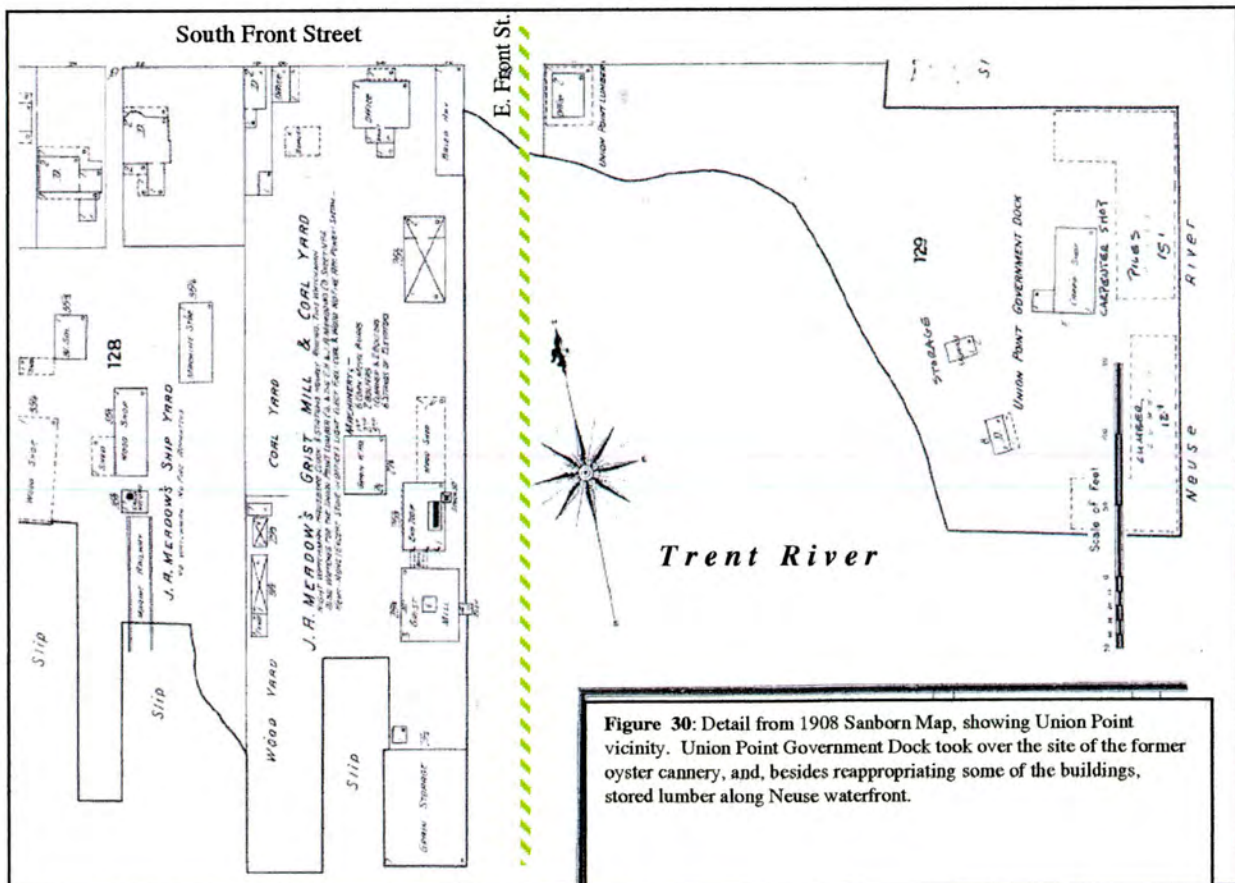
¹⁷ 1893 New Bern Sanborn Fire Insurance Map, p. 5, and 1885 New Bern Sanborn Fire Insurance Map, p. 3.

¹⁸ *Branson's 1897 North Carolina Business Directory*, p. 204; Sandbeck, p. 123.

¹⁹ Sandbeck, p. 95. "The first of these was by far the largest and burned nearly every building on both sides of Pollock Street between East Front and Craven streets....The second fire...consumed thirteen 'store houses' or commercial structures along Craven and Pollock streets near their intersection, in the vicinity of the earlier fire."



Figure 29: ca. 1910 photograph of J. A. Meadows Grist Mill on Trent River near Union Point, taken from *Souvenir of New Bern* (New Bern: Owen G. Dunn, 1910), p. 56. Image courtesy Kellenberger Room online archives (<http://newbern.cplib.org>), Craven County Public Library, New Bern, N. C.



four extant houses above Union Point along East Front Street were built. These include the Justice House (221 East Front Street), the Roberson-Chadwick House (223 East Front Street), 227 East Front Street, and the Thomas Sparrow House (222 East Front Street).²⁰

After the Civil War, lumber merchants, such as Daniel Stimson, J. A. Meadows, and Elijah Ellis, lived in ornate Second Empire-style mansions by the waterfront, close to their mills and docks; of these, only the Wade-Meadows House, at 214 East Front Street near Union Point, survives.²¹

Another transformation was, as docks and slips continued to grow by accretion, the expansion of land mass along Union Point's waterfront. Period atlases, beginning with the 1769 Sauthier Map, show land at Union Point gradually increasing throughout the eighteenth and nineteenth centuries. The 1809 Price Map indicates some buildup along the Neuse and Trent riverfronts, in that South Front Street had expanded east from its earlier intersection with East Front Street. Its extension appeared due to mercantile development on the Neuse above Union Point, a trend that continued into the 1850s. Further wharf infill, charted by late nineteenth-century municipal Sanborn maps, created much of the land mass that is now Union Point Park by 1898 [**Figures 31 a-e**].

Union Point's increasing dry acreage contributed to a period when terrain expansion led to new purposes for the site. In 1893 the North Carolina Packing Company, an oyster cannery, was located just southeast of South and East Front streets. Vacated by 1898, parts of the cannery complex were still in use that year as a carpenter's shop and storage for the Government Yard.²² In 1904 and 1908, municipal maps clearly identify the former cannery complex as the Union Point Government Yard. By this time, the cannery building's north section had been torn down, with the south section still standing (and labeled "dilapidated"). The packing room remained a carpenter shop. The cannery's boiler building was vacant, labeled "old" on municipal maps. The dynamite storage building seen on the 1898 map was still in place, as was an office, shed, and lumber shed; a south lean-to seen on the 1898 lumber shed had disappeared [**Figure 30**].²³ The complex was mostly intact in 1913, although the carpenter's shop had become a storage facility, and lumber was being piled along the Neuse riverfront, in piles of twenty feet and higher.²⁴ The Government Yard, corresponding buildings, and the Union Point Lumber Office, located at East and South Front streets' southwest corner, were all gone in 1924; Union Point had become the town dump, and there was no evidence of a boat slip still on site.²⁵ In 1932, following an unsuccessful attempt to build a hotel on the property, the Woman's Club of New Bern obtained \$188.95 from the Civil Works

²⁰ Sandbeck, pp. 105-106, 300-302. The Roberson-Chadwick House and 227 East Front Street were two of three front-gable, frame houses built as a complex (possibly, speculative housing) in the later 1840s.

²¹ Sandbeck, pp. 127-129, 142-143, 174-175.

²² 1893 (p. 5) and 1898 (p. 4) New Bern Sanborn Fire Insurance Maps; Watson, p. 527. According to Alan Watson, Moore and Brady of Baltimore, MD, leased the Union Point site as early as 1885.

²³ 1898 (p. 4) and 1904 (p. 4a) New Bern Sanborn Fire Insurance Maps.

²⁴ 1913 New Bern Sanborn Fire Insurance Map, p. 2.

²⁵ 1924 New Bern Sanborn Fire Insurance Map, p. 3.

Administration, an early Depression-era works program, to reclaim Union Point's bulkhead and fill in part of the site.²⁶ Led by their president Mrs. Ben E. Moore, the Woman's Club shortly afterwards obtained \$203.70 from the Emergency Relief Administration for landscaping the new Union Point Park, and received permission from the city to build their clubhouse there. The Colonial Revival clubhouse, its exterior resembling tabby construction but actually fashioned from highway concrete curbing previously removed to the dumping grounds, was dedicated in 1933.²⁷



Figure 32: 1943 sketch, The Woman's Club of New Bern at Union Point, from Gertrude Carraway, *New Bern: Second Oldest City in North Carolina* (p. 22)

During World War II New Bern, according to perennial booster and local historian Gertrude Carraway, enjoyed a “phenomenal transformation” from “the stimulus given industry by the establishment of military camps in the zone.”²⁸ Barbour Boat Works, located on the Trent riverfront west of Union Point, was awarded lucrative contracts for military vessels and mine sweepers, putting its pleasure water craft business on hold.²⁹ Yet, in this boom period, the only other shipyard in the vicinity was Meadows Marine Railway at 35 South Front Street, and their business was repairing, not building, boats.³⁰ 1943 municipal maps, approximately two years after the war's beginning, show little, if

²⁶ NC Emergency Relief Administration (NC-ERA), *Emergency Relief In North Carolina* (Raleigh, NC: Edwards & Broughton, 1936), p. 469; Sandbeck, p. 173.

²⁷ NC-ERA, p. 469; Sandbeck, p. 173.

²⁸ Gertrude Carraway, “What Industry Has Done in the Development and Progress of Craven County,” [“Industry”] p. 22. [Article clipping, n.d. (ca. 1943-1944), journal unknown, found in New Bern Clipping File, State Historic Preservation Office (NC-HPO) Survey Files, Raleigh, NC]

²⁹ Carraway, “Industry”, p. 23; *The Times* (New Bern, NC), January 23, 1942, p. 1. In January 1942, Barbour Boat Works was awarded a two-million dollar contract to construct two salvage ships within the year.

³⁰ New Bern City Directories, 1937 (p. 233) and 1941 (p.326); Gertrude S. Carraway, “New Bern, North Carolina, Industrially (New Bern, NC: Owen G. Dunn, 1940), p. 12.

any, war-related development in Union Point's immediate vicinity, nor along East Front Street below Pollock, except for a Federal Recreation Center, a one-story masonry building north of the Thomason Plywood Corporation.³¹

The Trent and Neuse riverfronts immediately adjacent to Union Point shifted to light industrial and automotive-related functions during the twentieth century's second quarter. Hudnell's Coal and Wood Yard had taken over part of J. A. Meadows Neuse riverfront empire by 1931, but Meadows Grist Mill remained at its South Front Street location on the Trent River, its owners apparently having embarked upon real estate as an additional concern by 1937. Albert Crabtree maintained a machinery shop behind Meadows Mill, and Simpkins Coal and Wood were at 29 South Front Street, with Samuel Ferebee's fertilizer warehouse and the Sinclair Refining Company as neighbors.³² In 1941 the only manufactory on the Neuse riverfront between Union Point and Broad Street was the Neuse Veneer and Box Company at 25 East Front Street. On the Trent riverfront, only the Meadows Marine Railway remained from that family enterprise's earlier holdings. Simpkins Coal and Wood Yard, as well as Sinclair Refining Company and Albert Crabtree, were still in place during 1947, with Sinclair staying on site into the late 1960s.³³ Aerial photography from 1954 shows the Trent riverfront remaining busy, while, apart from an industrial complex on East Front Street across from Pollock Street, little was happening on the Neuse riverfront [**Figure 33**].

Away from the rivers, local commerce was reinvigorated after the Alfred A. Cunningham Bridge was built at the foot of East Front Street. One 1955 article noted "There is to be competition for business at the foot of the new Trent River Bridge, judging by the building permits granted this week."³⁴ Postwar business along South Front Street, offsetting the decline of waterfront commerce, included Builders Hardware Company, electrical contractors Register and Vinson, New Bern Plumbing and Heating Company, and Culligan Soft Water Services.³⁵ In addition to a Texaco and Esso Station, Carolina Power and Light also set up shop on East Front Street by 1958, followed by an A&P Grocery Store at 215 East Front Street, and the Holiday Inn, close to the Neuse River Bridge, by 1966.³⁶ Until 1973, residency rates along East Front Street below Pollock Street were somewhat higher than on South Front Street in the Union Point area, averaging seven homeowners to four between 1937 and 1966. Residency began to significantly slide on South Front Street after 1966, and by 1973 there were only three homeowners between South Front and Craven streets [**Figure 34**].³⁷ This coincided with what architectural historian Peter Sandbeck has termed "the wholesale demolition of the

³¹ 1943 New Bern Sanborn Fire Insurance Map, p. 6.

³² 1943 New Bern Sanborn Fire Insurance Map, p. 7; *New Bern City Directory* (Charleston, SC: Baldwin Directory Company, 1937), p. 233.

³³ *New Bern City Directories*, 1941 (p. 326), 1947 (p. 371), 1958 (p. 131), 1961 (p. 113), 1966 (p. 27), 1968 (p. 94), and 1973 (p. 30); 1943 New Bern Sanborn Fire Insurance Map, p. 7.

³⁴ *New Bern Sun-Journal*, April 19, 1955, p. 8.

³⁵ *New Bern City Directories*, 1947 (p. 371) and 1958 (p. 131).

³⁶ *New Bern City Directories*, 1958 (p. 130), and 1966 (pp. 27, 71). The A&P was acquired by Pak-A-Sak, a regional grocery chain, during the 1980s and recently closed.

³⁷ *New Bern City Directories* sampling, 1947-1973.



Figure 33: Aerial photograph of Alfred A. Cunningham Bridge under construction, ca. 1954. Kellenberger Room, Craven County Public Library, New Bern, NC



Figure 34: 1960 aerial of New Bern, Alfred A. Cunningham Bridge in foreground, taken from Bill Sharpe, *A New Geography of North Carolina*, Volume 3 (1961), p. 1232. Note how many waterfront industrial complexes have vanished since 1954.

Trent River waterfront district during the late 1960s and early 1970s,” itself “an unfortunate product of the misguided urban renewal philosophy of the period.”³⁸

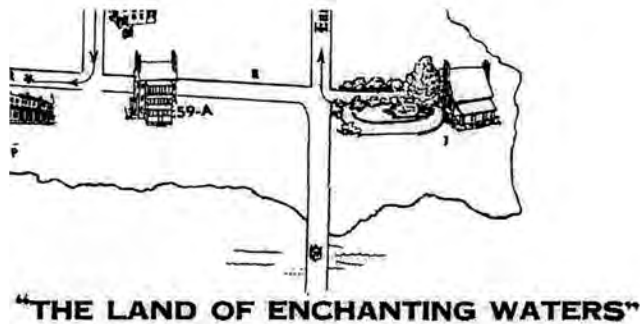


Figure 35: Janet Latham, Section of tourist map of New Bern, ca. 1960 (from *Enjoy New Bern, Land of Enchanting Waters*, tourist brochure).

Another agent of change along New Bern’s riverfronts was the town’s burgeoning identity as a tourist haven, something that Carraway and others had promoted from the 1930s on but had not exactly caught fire until the mostly-reconstructed Tryon Palace opened its doors in 1959. In the spirit of burgeoning historic tourism, South Front Street was renamed Tryon Palace Drive, a name it held until it reverted to its original name in 1999. The 1951 John Lawson Bridge spanning the Neuse and the 1955 Alfred A. Cunningham Bridge across the Trent facilitated easier travel to the Carteret County beaches, gaining additional tourists by default.³⁹ Between active civic organizations such as Swiss Bear and the New Bern Historical Society, and a series of municipal National Register Historic Districts in the 1970s and 1980s, historic buildings and neighborhoods gained visibility and cachet throughout the town. By 1984, New Bern was reaping 28 million dollars from the tourist industry, a fact spurring a Sheraton Hotel being built close to the J. A. Meadows Grist Mill site in 1986 and a Ramada Inn at the Trent River’s south bank in 1987.⁴⁰ Bicentennial Park, the razed area of the Trent waterfront west of East Front Street, was quickly subsumed by the Sheraton’s large expansion in 1995, followed by the New Bern Convention Center in 1999.⁴¹ Union Point Park, which had become

³⁸ Sandbeck, p. xvi.

³⁹ Like some North Carolinians born in the 1960s and 1970s, this report writer attended summer camp on the coast. Family excursions during camp breaks regularly included a visit to New Bern and a stay at the Holiday Inn on the Neuse River for both the writer and her cousin. Camp Sea Gull, Camp Seafarer, Camp Don Lee, and Camp Morehead (no longer in operation) were all regional camps within one hour of New Bern.

⁴⁰ *The Sun Journal* (New Bern, NC), June 5, 1984 (p. 1), August 20, 1985 (p. 1), January 9, 1986 (p. 1), and February 6, 1986 (p. 1).

⁴¹ *The Sun Journal*, October 12, 1990 (p. 1), July 2, 1992 (p. 1).

somewhat run-down since the 1960s, was re-landscaped and expanded in the late 1990s; the Woman's Club, vacant for years, was torn down and public facilities erected near its site.

As with other port towns, features and functions of New Bern's waterfront are continually dynamic, undergoing cyclical ebb and flow. Examples abound, a popular one being New York City's thriving residential areas and tourist-oriented shops and restaurants, such as South Street Seaport and Battery Park City, in Lower Manhattan. These newer enterprises, resulting in higher property values and commercial/residential development, pushed out establishments that gave the waterfront its historic identity and sense of place, the most famous being Fulton Street Fish Market. New Bern's evolution from a water-based mercantile economy to an automobile-centered tourist destination has likewise left its riverfront a significantly altered entity. In Union Point's vicinity--between the Comfort Inn above the park on East Front Street and the Sheraton, its marina, and the Convention Center--a visitor could be forgiven for not seeing anything revealing New Bern's historic basis, because almost nothing is older than twenty years.



Figure 36: New Bern Convention Center, East elevations, as seen from Union Point Park, 2004

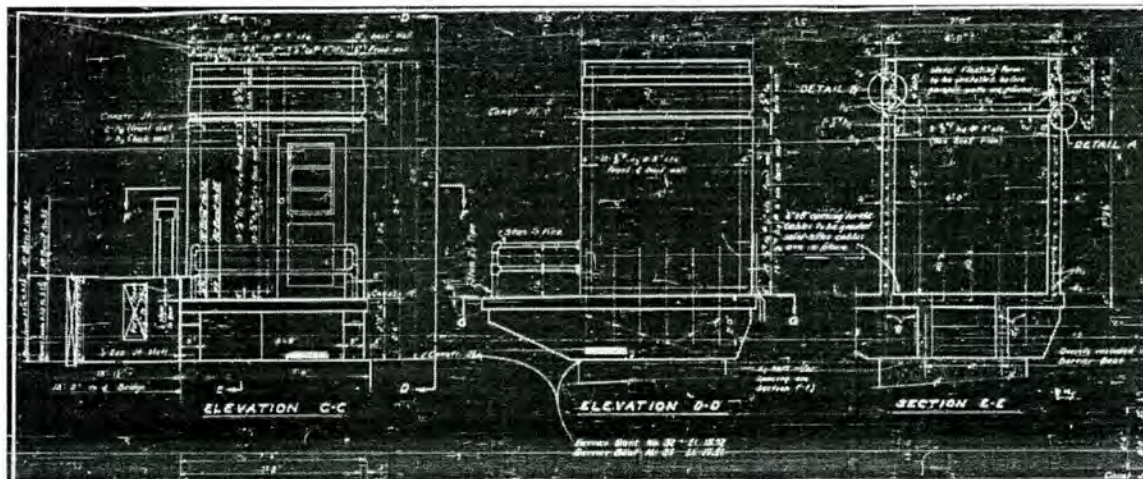


Figure 37: Draft Elevations for Traffic Barrier Machinery House, future Alfred A. Cunningham Bridge. Engineering Department, State Highway Commission, ca. 1949 (Bridge Maintenance Records, NCDOT)

Bridge No. 60: Alfred A. Cunningham Bridge over the Trent River, New Bern

Transportation Context

During most of the nineteenth century, travelers came to New Bern either over water, via Fowler's Ferry at Sandy Point and Streets Ferry near Vanceboro, or by land, crossing small wooden bridges spanning the Trent west of town. Two of these bridges were located at Pembroke and the site of Clermont Plantation.⁴² According to some sources, a bridge connecting the Freedmen settlement of James City to New Bern did exist in the 1860s, but it does not appear in documentary pictures, one being an 1864 lithograph of the city.⁴³ Another mode of transport, the railroad train, came to New Bern in 1850 with the Atlantic and North Carolina Railroad; the first bridge was destroyed when Union forces occupied New Bern in 1862. The second railroad bridge is seen in the 1864 lithograph but, unlike descriptions of the first wooden trestle bridge, the second bridge does not appear to have a pedestrian walkway.⁴⁴ As it ran past James City, however, there may have been some kind of pedestrian lane at some point.

Access by land—whether by the old coastal road from Washington, or the thoroughfare paralleling the Neuse's north bank known as River Road—was consistently poor during the nineteenth century, concerning many of New Bern's citizens that the town was increasingly remote from the rest of the county.⁴⁵ The East Carolina Land And Railway

⁴² Sandbeck, p. 129.

⁴³ Watson, p. 455; Sandbeck, pp. 98-99; "Map of New Berne, NC, and Defenses", plate 131, Atlas to Accompany the Official Records of the Union and Confederate Armies (Washington: Government Printing Office, 1891-95)." Map property of Tryon Palace Historic Sites and Gardens, and can be accessed online at <http://newbern.cpclibr.org/digital/tp1987040001.html>.

⁴⁴ Ibid; Sandbeck, pp. 384-385.

⁴⁵ Watson, p. 531.

Company (later the Wilmington, Newbern & Norfolk Railroad) connected the town to Jacksonville and Wilmington in 1893, but there was no reliable connection to Vanceboro, or other Craven County villages besides Dover.⁴⁶

In 1897 the Craven County Commission succeeded in obtaining state legislation for a bridge across the Neuse and a bridge to replace the Clermont Bridge, as well as a loan limit of \$35,000 to build the bridges.⁴⁷ R. S. Neal, a local contractor, completed the wooden Trent River Bridge, linking George Street to the south bank's freedmen settlement, James City, in May 1898.⁴⁸ Five months later, Neal completed all but minor details of a 5,100-foot bridge across the Neuse River from Union Street to the future site of Bridgeton, which included a metal truss drawbridge at its center point.⁴⁹

Ascendancy of the automobile propelled a series of statewide transportation improvements known as North Carolina's "Good Roads" era. This period was headlined by the 1921 State Highway Act, which financed construction of hard surface roads throughout the state and created the State Highway Commission.⁵⁰ Improvements were also locally funded, as in the case of Craven County's series of brick roads connecting New Bern with county towns by 1917.⁵¹ In 1929, the "Central Highway" proposed by North Carolina's 1911 State Legislature, a thoroughfare from Hot Springs in Madison County to Beaufort in Carteret County—what is now US Highway 70, but then known as NC Highway 10—was in place.⁵² New Bern's inclusion in NC Highway 10 was crucial; by the 1920s much of New Bern's water trade had declined, making the town increasingly reliant upon the railroad and the new concrete highways.⁵³ US Highway 17, in place by 1928, was another important connector for New Bern, further establishing it as a twentieth-century regional nexus, the "virtual capital of a five-county area" including Pamlico, Carteret, Onslow, and Jones counties [Figure 38].⁵⁴ The "Ocean Highway" linked New Bern to Norfolk and New York as well as to Wilmington and Charleston. A 161-foot-long Warren truss swing-span replaced the old Neuse River Bridge's drawbridge in 1931.⁵⁵

⁴⁶ Watson, pp. 530, 540-541; Bishir and Southern, p. 45. Other towns in Craven and Pamlico counties were connected to New Bern by smaller, regional railroad lines by 1906.

⁴⁷ Watson, pp. 534-535.

⁴⁸ Ibid, p. 535; Sanborn Fire Insurance Map for New Bern, NC, 1898, p. 1.

⁴⁹ Ibid.

⁵⁰ Walter Turner, *Paving Tobacco Road* (Raleigh: North Carolina Office of Archives and History, 2003), pp. 12-14.

⁵¹ Watson, p. 589; Sandbeck, pp. 545-546.

⁵² Turner, p. 23; Watson, p. 589; *1911 Public Laws and Resolutions of the State of North Carolina* (Raleigh: E. M. Uzzell & Co., 1911), pp. 195-196; "1929 U. S. Highways" webpage from www.ncroads.com.

⁵³ Watson, pp. 591-592. Watson makes several good points: although the Intracoastal Waterway's deepening in the early twentieth century helped with regional lumber trade, New Bern's water trade was drastically reduced by the rise of freight railroads, foreign trade centering on Wilmington, and New Bern's harbor waters being too shallow for newer vessels.

⁵⁴ Carraway, *New Bern, North Carolina, Industrially*, p. 4.

⁵⁵ Patrick Harshbarger, North Carolina Department of Transportation Historic Bridge Inventory Report, entry for Tar River/Grimesland Bridge (ID No. 730129, Pitt County), ca. 2002.



Figure 38: "Ocean Highway" Map, ca. 1935, showing US Highway 17's route from Jacksonville, FL, to Norfolk, VA (from Gertrude Carraway, *New Bern, North Carolina, Industrially*, ca. 1940)



Figure 39: Trent River Bridge at George Street (foreground) ca. 1940. This bridge, west of the railroad trestle bridge, had undergone major repairs ca. 1930. Image taken from *The City of New Bern, NC, Extends a Hearty Welcome to All* (brochure, probably written by Gertrude Carraway). North Carolina Collection, J. Y. Joyner Library, East Carolina University, Greenville, NC.

In addition to these principal roads, other routes connecting New Bern to smaller regional hubs included NC Highway 55 and NC Highway 43. By 1940, just before World War II, the Neuse Channel being deepened to twelve feet, in addition to the Morehead City Port Terminal's 1940 opening, created more opportunities for New Bern as a regional gateway. Opportunity, however, also came with stress on existing and somewhat older resources; increasing traffic from Highways 17 and 70, as described in 1940, would have put a great deal of strain on the Trent and Neuse rivers' bridges, in addition to heavy traffic in New Bern's residential areas. The Trent River Bridge, US Highway 70's southern route, would have been especially hard hit [Figure 39].⁵⁶

In the effort to promote local commerce and tourism, reconstructing the colonial governor's house, familiarly known as "Tryon Palace", became a celebrated cause and this would have implications for transportation. Through her connections with the New Bern Historical Society and the Daughters of the American Revolution (DAR), Gertrude Carraway contacted U. S. Secretary of the Interior Harold Ickes in 1935 to try to obtain special funding. Carraway's purpose was to appropriate some of the money the New Deal was giving national historic sites in order to excavate at Tryon Palace. As it happened, a large component of the site lay under George Street, US Highway 70 itself. One part of the complex, the palace's former west stable wing, was still standing but had been converted to a boarding house in the nineteenth century.⁵⁷ Carraway's attempt with Ickes was unsuccessful, but nevertheless launched her on the path whereby she engaged Fiske Kimball, the architectural historian and Director of the Philadelphia Museum of Art, in the cause in 1939. Kimball steered Carraway through the labyrinthine process of obtaining support from the Works Progress Administration. His correspondence with Carraway was emphatic on the need to properly excavate the Tryon Palace site, and he recommended that the George Street section of US 70 should be closed and acquired by a state agency, and the highway rerouted. Carraway's discovery of John Hawks' Tryon Palace drawings at the New-York Historical Society, establishing the scale of the complex, was further confirmed when another set of Tryon Palace drawings by Hawks was found in London at the British Public Records Office.⁵⁸ North Carolina Governor Clyde Hoey visited the George Street site and agreed in May 1939 to approach the State Highway Commission for permission to excavate. The project became part of a comprehensive WPA excavation program in December 1939.⁵⁹

World War II brought regional expansion in terms of industry and population. Camp Davis, fifty-eight miles southwest of New Bern at Holly Ridge, was established in 1940, and Cherry Point at Havelock, located in southeastern Craven County near Morehead City, was under construction the summer of 1941. The two new military bases brought employment to many of New Bern's citizens, and also brought "thousands of

⁵⁶ Carraway, *New Bern, North Carolina, Industrially*, pp. 4, 10, and 12; Watson, p. 592.

⁵⁷ Blackwell P. Robinson, *Three Decades of Devotion* (New Bern, NC: Tryon Palace Commission, 1978), pp. 12-13.

⁵⁸ Robinson, pp. 14-17.

⁵⁹ *Ibid.*, pp. 20-21.

Leathernecks”, including 2,300 women Marines, to the area.⁶⁰ There were 20,000 soldiers and employees at Cherry Point by 1945.⁶¹ In addition to the two military bases’ proximity, Barbour Boat Works’ lucrative wartime contracts employed over one hundred workers. By virtue of being the telephone operating center for Cherry Point, among some other prized commissions, New Bern found itself in vibrant, prosperous times [Figure 40].⁶² “Despite travel restrictions,” Carraway wrote in an article about wartime Craven County, “the highways have numerous jeeps, trucks, and passenger automobiles.... A visitor in New Bern for the first time in several years is astonished at the crowds that jam the streets and crowd the stores.”⁶³

Meanwhile, in addition to promoting New Bern to prospective visitors and businessmen, Gertrude Carraway continued to work on behalf of the New Bern Historical Society and the fledgling Tryon Palace Restoration Committee. While the Restoration Committee was seeking state acquisition of the archaeological site and surveying all land known to have been part of the original complex, the town itself was becoming concerned about the safety of the Trent River Bridge. In December 1943 Carraway engineered a meeting with the regional highway commissioner, John A. Clark, and state senator David “Libby” Ward, where a new bridge was discussed. Clark met with New Bern’s mayor a few months later. According to Carraway, several alternatives to the Trent River Bridge’s George Street location were discussed throughout that time.⁶⁴

On March 13, 1944, the Craven County Board of Commissioners passed a resolution to replace the bridge; New Bern’s City Board of Aldermen had passed a similar recommendation the week before.⁶⁵ A letter-writing campaign quickly ensued; in June 1944 Charles Ross, the State Highway Commission’s chairman, received seven letters from prominent military officials, the mayor of New Bern, the Craven County Board of Commissioners’ chairman, and New Bern’s postmaster. All letters deplored the wooden bridge’s inadequacy to handle the high volume of military traffic, including transport of gasoline and materials to Cherry Point, Camp Davis, and Camp Lejeune. Colonel A. E. Potts of Camp Davis stated, “Of the only two access roads which serve this area (NC 24 and US 70), US Highway 70 is by far the most travelled (sic.), as it is the shortest route to

⁶⁰ “Leathernecks” was a term referring to Marines, and Miss Carraway was apparently rather fond of the term.

⁶¹ Carraway, “Industry”, pp. 22-23; Carraway, *The Flying Marines: USMC Air Station, Cunningham Field* (New Bern: Owen G. Dunn Company, 1946), p. 7. Among the 20,000 enlisted at Cherry Point were movie stars Sonja Henie and Tyrone Power.

⁶² Carraway, “Industry”, pp. 23-24. According to Carraway, Cohen, Goldman and Company, a New York clothing company whose sewing rooms were located in New Bern, held an exclusive contract with the U. S. Navy for all Naval commissioned officers’ pants.

⁶³ Carraway, “Industry”, p. 22.

⁶⁴ Gertrude Carraway, New Bern, NC, August, 3, 1944, letter to Governor J. Melville Broughton, Department of Conservation and Development Activities Correspondence, J. Melville Broughton Papers, State Library, NC Office of Archives and History (NCOAH), Raleigh, NC;

⁶⁵ Robinson, pp. 33-34; New Bern City Board of Aldermen, March 7, 1944, Resolution, Highway Commission Correspondence, Broughton Papers, State Library, NCOAH, Raleigh, NC; Craven County Board of Commissioners, March 13, 1944, Resolution, Highway Commission Correspondence, Broughton Papers, State Library, NCOAH.

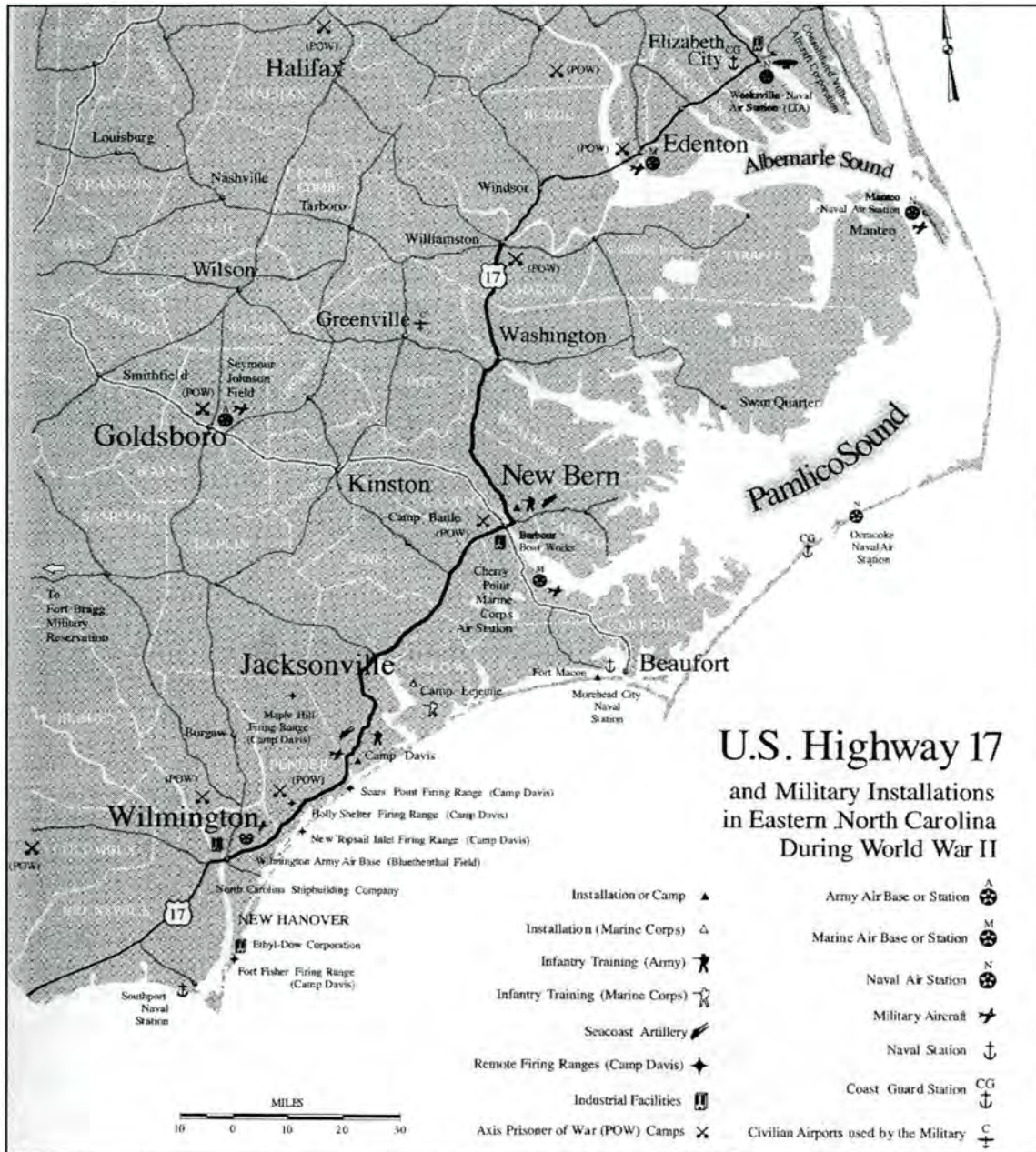


Figure 40: Mark A. Moore, “U. S. Highway 17” map from Walter Turner, *Paving Tobacco Road: A Century of Progress by the North Carolina Department of Transportation*, p. 46.

rail connections to the rest of the country.” Potts stressed the importance of a future Trent River Bridge being able to support convoy that might be carrying as much as sixty-five metric tons of equipment. He also inferred that the overall opinion among the officers was the Army might provide over seven hundred prisoners of war to work on such a project.⁶⁶ On June 24, Gertrude Carraway sent Governor J. Melville Broughton copies of all the letters commenting

We do appreciate your interest and aid so much, and I trust you’ll get the bridge started before your term of office expires.⁶⁷

Governor Broughton and his wife visited New Bern in September 1944 where, during a luncheon at the Queen Anne Hotel, he announced plans for a “new concrete bridge” spanning the Trent River to be constructed “in a different location from the current one as soon as vital materials were available.”⁶⁸

However, replacing the Trent River Bridge stalled soon thereafter. One factor may have been that local citizens, concerned about a bridge relocation and losing their homes if the state did indeed acquire George Street at the palace site, rallied behind New Bern attorney Charles Abernethy to stop the General Assembly from ceding the Tryon Palace tract.⁶⁹ New Bern’s City Aldermen, however, endorsed the acquisition in December 1944. During a spirited meeting on February 9, 1945, Abernethy, the mayor, the Chamber of Commerce, and Gertrude Carraway met with the aldermen. In the course of the meeting, “Miss Carraway insisted that ... removal of the Trent River Bridge would not be occasioned by the rebuilding of the palace,” a reversal from her earlier position.⁷⁰ In January 1945 Abernethy and Carraway had met with other interested parties before the State Joint Appropriations Committee. At that meeting Abernethy had expressed concern that, with removal of the bridge and the state enacting eminent domain on the Tryon Palace site, several businesses—including Barbour Boat Works, located on South Front Street and very close to the site—would shut down. Senator Ward told the committee that moving the Trent River Bridge had nothing to do with the Tryon Palace site.⁷¹

⁶⁶ Captain I. A. Bickelhaupt, USMC, Cherry Point, NC, June 13, 1944, letter to Charles Ross, State Highway Commission, Broughton Papers, NCOAH; Colonel P. E. Conradt, USMC, Cherry Point Marine Air Station, June 17, 1944, letter to Charles Ross, State Highway Commission, Broughton Papers, NCOAH; Colonel A. E. Potts, Army Service Forces, Fourth Services Command, Camp Davis, NC, June 16, 1944, letter to Charles Ross, State Highway Commission, Broughton Papers, NCOAH; Major General John Marston, USMC, Camp Lejeune, NC, June 14, 1944, letter to Charles Ross, State Highway Commission, Broughton Papers, NCOAH; L. C. Lawrence, Mayor, City of New Bern, June 24, 1944, letter to Charles Ross, State Highway Commission, Broughton Papers, NCOAH; George W. Ipock, Craven County Board of Commissioners, June 23, 1944, letter to Charles Ross, State Highway Commission, Broughton Papers, NCOAH.

⁶⁷ Gertrude Carraway, New Bern, NC, June 24, 1944, letter to Governor J. Melville Broughton, Broughton Papers, NCOAH.

⁶⁸ Robinson, p. 35. Broughton’s comment regarding vital materials was due to steel and iron being in short supply because of the war.

⁶⁹ Robinson, pp. 39-41; *The Sun-Journal* (New Bern, NC), February 8, 1945, pp. 1-2.

⁷⁰ *The Sun-Journal*, February 11, 1944, p. 5.

⁷¹ Robinson, pp. 41-42.

Proposed relocations were not clear; according to word of mouth, alternate sites included the bridge remaining near its present location, extending it from Craven Street, or even moving as far west as “some point between the Country Club and New Bern.”⁷² In the end, with bridge relocation undecided, the General Assembly approved the Tryon Palace site acquisition on February 21, 1945, and disbursed \$150,000 to that purpose.⁷³ The City of New Bern was requested to close George Street between Pollock and South Front Street in July 1945, but it was not closed for some years.⁷⁴

There was also an impasse due to that initial work on Tryon Palace, involving demolition of buildings on site, did not officially begin until 1950. Given the time lapse, some of the urgency behind bridge relocation possibly abated.⁷⁵ It might even be argued that, once Gertrude Carraway and the Tryon Palace Historic Commission had the land they wanted they were less interested in the Trent River Bridge, its previously antiquated status notwithstanding. Then there was the scarcity of structural materials themselves, due to the war. D. B. McCrary, who served as a highway commissioner under Governor Broughton, noted that war’s privations had turned the state highway program in another direction:

We have carried on a program of refinement. . . .great strides have been made in perfecting highway policies, our maintenance system, in bringing our maps up to date, and in postwar planning.⁷⁶

The bridge may have also foundered due to a factor touched upon by Gertrude Carraway. With Broughton out of office and a new governor, R. Gregg Cherry (1945-1949), with his own administrative agenda, priorities had shifted and there was no mention of a new bridge for a few years. The New Bern city alderman repeatedly complained in 1951 that there had been no information from the State Highway Commission regarding any “definite plan or purpose” for a new bridge.⁷⁷

Unbeknownst to the City of New Bern, the State Highway Commission’s engineers had in fact been drafting plans for the Trent River Bridge as early as April 1949. Surviving plans from that period include blueprints for substructure piers and the concrete and steel traffic barrier machinery house and bridge tender’s office [**Figures 22 and 37**], but there

⁷² *The Sun-Journal*, February 11, 1944, p. 1.

⁷³ Robinson, p. 43.

⁷⁴ Robinson, p. 45; Map of New Bern ca. 1951, Department of Administration, Powell Bill Correspondence, State Highway Commission Papers, State Library, NCOAH.

⁷⁵ Sandbeck, p. 208.

⁷⁶ State Highway Commission Minutes, October 11, 1944 [reading of D. B. McCrary’s resignation letter], pp. 10-11. Agencies Correspondence, Broughton Papers, State Library, NCOAH.

⁷⁷ New Bern, NC, “Extracts from the Board of Aldermen Meeting...August 7, 1951”, p. 1, and “Extracts from the Board of Aldermen Meeting...December 6, 1951,” p. 1. Highway Commission Correspondence, Governor W. Kerr Scott Papers, State Library, NCOAH.

is a gap in the drawings between 1949 and 1953.⁷⁸ Why that would be so is not known, but it is conjectural that the Neuse River Bridge, opened in 1951, took precedence over the Trent River Bridge during the late 1940s. The new bridge emphasized the Trent River Bridge's dilapidated condition. City aldermen noted in their November 6, 1951, resolution that "certain" traffic was already being detoured by way of Maysville in Jones County, a considerable distance, to avoid the bridge.⁷⁹

New Bern Gets A Bridge



Figure 41: Mrs. Guy Hargett, wife of Division 2 Commissioner (Mr. Hargett to her left), cuts the ribbon for the Neuse River Bridge in fall 1951. Governor W. Kerr Scott is to her right.

In December 1952, an accident on the Trent River Bridge threw the city into a panic; a series of telegrams demanding a new bridge were sent to Governor Scott. The following day, Scott announced \$1,250,000 had been allocated from Highway Division 2 (New Bern's regional highway division) "to construct new Trent River bridge east of present structure and tying into Front Street...the tentative location has been decided upon and the final survey has been ordered."⁸⁰ Municipal maps quickly showed the new location, extending from East Front Street at Union Point [**Figure 42**]. The contract was awarded to McMeekin Construction Company of Cheraw, South Carolina, on May 27, 1953.⁸¹

⁷⁸ State Highway and Public Works Commission, Substructure Details, Project No. 2150, Craven County, April 1949. Bridge Maintenance Records, North Carolina Department of Transportation (NCDOT), Raleigh, NC.

⁷⁹ New Bern, NC, "Extracts from the Board of Aldermen Meeting...November 6, 1951," p. 2. Highway Commission Correspondence, Governor W. Kerr Scott Papers, State Library, NCOAH.

⁸⁰ *Sun-Journal*, December 3, 1952 (p. 1), and December 4, 1952 (p. 1); Citizens' telegrams (George H. Roberts, Mayor of New Bern; George W. Ipock, Craven County Board of Commissioners; Helen S. Kafer, Central Elementary PTA, New Bern, NC; C. V. Rogers, New Bern Chamber of Commerce), December 3, 1952, Division 2 Correspondence, Scott Papers, State Library, NCOAH; W. Kerr Scott, telegram response, December 4, 1952, Division 2 Correspondence, Scott Papers, State Library, NCOAH.

⁸¹ State Highway Commission Minutes for June 26, 1953, Governor William B. Umstead Papers, State Library, NCOAH. There appears to be a discrepancy in the contract let date; in the minutes, the date is May

Work began on the bridge September 1953, and local supervisors included J. B. Cutchin, who had also been the resident engineer on the Neuse River Bridge.⁸²

On February 22, 1955, a delegation headed by Governor Luther Hodges drove across the new 1,753-foot-wide Alfred A. Cunningham Bridge, after which the old Trent River Bridge was immediately closed to traffic. Alexander Graham, chairman of the State Highway Commission, told the crowd that forty percent of the 10,000 vehicles that had been crossing the old bridge and would cross the Cunningham Bridge were “directly connected to Cherry Point.” With the new bridge in place, a contract had just been let, Graham announced, to expand US Highway 70 to Cherry Point to four lanes.⁸³ Even the choice of the bridge’s name stressed the importance of military to the local economy; Alfred Austell Cunningham (1882-1939) was the first Marine to fly a plane on duty, a plane catapulted from the *USS North Carolina*, in 1916.⁸⁴ Cherry Point’s main airfield was initially named Cunningham Field in his memory.⁸⁵ Although Governor Hodges cited the future Tryon Palace as a destination the Cunningham Bridge would facilitate, it would be 1959 before the reconstructed governor’s house opened to the public. In 1955, New Bern’s eyes were on the military bases and how commerce with Cherry Point and Camp Lejeune would help their economy grow. Nevertheless, his remark proved prescient, not only for Tryon Palace but for vacationers heading to the Carteret and Onslow County beaches.

27, 1953, but the contract let date on the NCDOT specifications book (Bridge Maintenance Records) is June 12, 1953.

⁸² Bridge Maintenance Records, NCDOT, for Project No. 2150; also “New Bern Gets A Bridge”, ca. September/October 1951 (publication not known; copy of page in Miscellaneous files for New Bern, Survey and Planning Property Files, NC-HPO, Raleigh, NC).

⁸³ *Sun-Journal*, February 22, 1955, pp. 1 and 6.

⁸⁴ Carraway, *The Flying Marines*, p. 23; “General Who?” crossword puzzle, October-December 2003, www.usmc.mil/marinelink.

⁸⁵ Carraway, *The Flying Marines*, pp. 3-4.

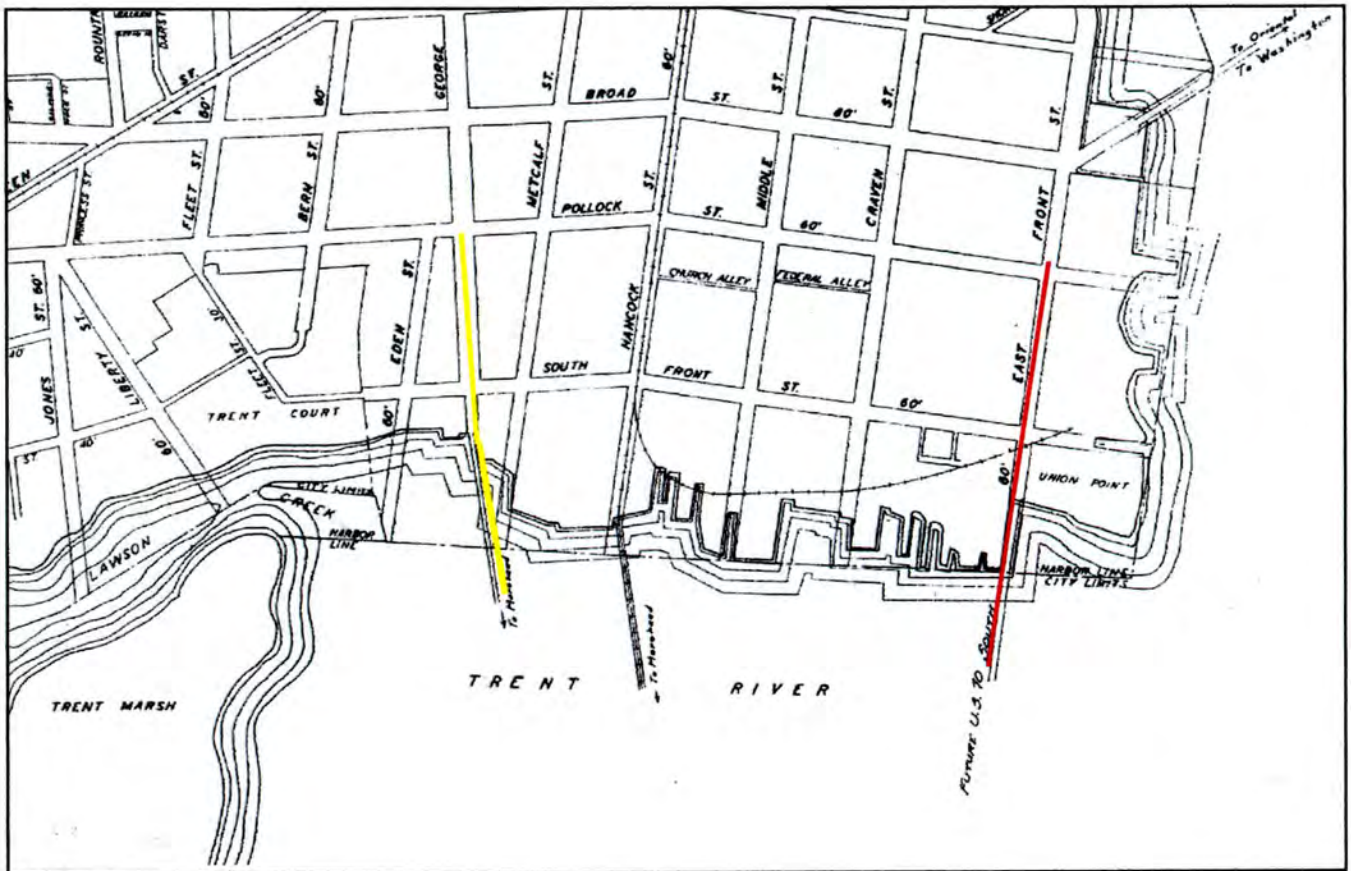


Figure 43: 1953 Municipal Map of New Bern, showing then-current route across Trent River at George Street (yellow) and future route of Cunningham Bridge (red). North Carolina Collection, J. Y. Joyner Library, East Carolina University, Greenville, NC.

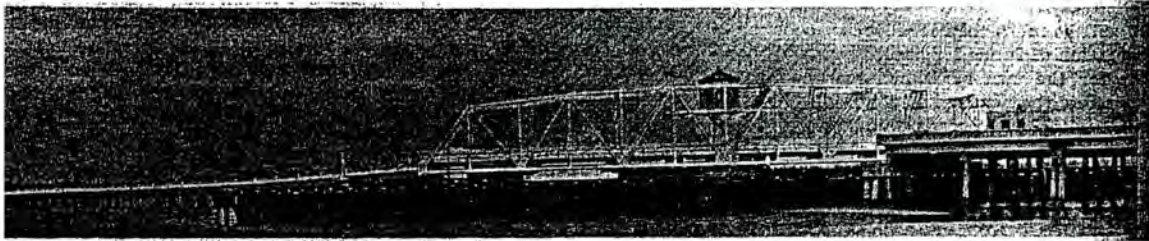


Figure 43: The Neuse River Bridge in 1951, the year it was opened to the public.

Design Context

A swing-span bridge rotates in a horizontal plane around a vertical axis to a position parallel with the marine channel. When in operation, the movable span is supported by one of two methods: center-bearing on a vertical pin or pivot, or rim bearing on a circular girder called a drum, which in turning moves on rollers. The center-bearing, such as used with [the Alfred A. Cunningham Bridge], is the most common design because of its ease of operation, but as with all movable bridges they are inherently complex because of the need to move and support loads in the closed and open positions. The superstructure of swing-span bridges can be trusses, stringers, or girder-floorbeams. The swing-span bridge type has been known in Europe since the seventeenth century and developed most rapidly in the United States between 1840 and 1890. All of North Carolina's surviving swing-span bridges are later examples of the well-established swing-span technology.⁸⁶

For its day the 1955 Alfred A. Cunningham Bridge's design was not innovative. It fell back upon stock designs perpetuated by the State Highway Commission since the 1930s, including the use of the very reliable Warren thru truss, in use throughout the state for decades prior. Extant features such as the aforementioned Warren thru truss swing-span, as well as the concrete and steel Moderne-style machinery house and bridge tender's office, are identical to those of the Neuse River Bridge, which spanned the Neuse River at New Bern between 1951 and 1999. These shared features are also quite similar to other center-bearing, swing-span bridges constructed in North Carolina earlier in the twentieth century, including the 1930 Warren thru truss spanning Smith Creek in New Hanover County. There is also a comparable swing-span bridge built at Sunset Beach in 1930 that was relocated in 1954 to span the Intercoastal Waterway at Surf City in Pender County. Although the Smith Creek and Surf City bridges, like the Cunningham Bridge, have been altered through the years, they remain among the earliest and most intact examples of swing-span technology found in the state.⁸⁷ The Perquimans River Bridge, constructed between the towns of Hertford and Winfall in 1928, is an even more intact example of

⁸⁶ Patrick Harshbarger, North Carolina Department of Transportation Historic Bridge Inventory Report, entry for Alfred A. Cunningham Bridge (Craven County, ID No. 240060), ca. 2002.

⁸⁷ Harshbarger, NCDOT Historic Bridge Inventory Report, entries for Smith Creek Bridge (New Hanover County, ID No. 640029) and Topsail Island/Surf City Bridge (Pender County, ID No. 700016), ca. 2002.

this type and, as with the Smith Creek and Surf City bridges, is considered more exemplary of swing-span design than the Cunningham Bridge.⁸⁸

The Alfred A. Cunningham Bridge's lack of technical innovation had a great deal to do with the immediate postwar climate. Increasing population mobility was pitted against the state and Federal governments' financial paucity; historian Walter Turner has noted that, in addition to structural materials being scarce, postwar inflation doubled construction costs. It was not until the late 1950s when the Federal-Aid Highway Act inceptioned the beginning of North Carolina's interstate highway system and the progressive administrations of Governors Scott and Hodges began to bear fruit that the state would shake this cautious conservatism.⁸⁹

⁸⁸ Harshbarger, NCDOT Historic Bridge Inventory Report, entry for Perquimans River Bridge (Perquimans County, ID No. 710008), ca. 2002; Beth Keane, National Register Nomination for Hertford Historic District, Perquimans County, NC, p. 7-39 and 7-40. Unpublished Manuscript, ca. 1998, NC-HPO Survey and Planning Files.

⁸⁹ Turner, pp. 44-45, 62-63.

Property Evaluation for Alfred A. Cunningham Bridge (Craven County Bridge No. 60)

The Alfred A. Cunningham Bridge is **eligible** for listing to the National Register of Historic Places under Criterion A for Transportation. Its construction marked a transportation development milestone in that it facilitated a major corridor route for North Carolina's coastal military bases, Cherry Point and Camp Lejeune. Furthermore, the construction of the Cunningham Bridge from East Front Street and the removal of the older Trent River Bridge extending from George Street enabled the full restoration and reconstruction of Tryon Palace Historic Sites and Gardens, among the most notable of North Carolina's heritage tourism sites. Although the bridge's physical structure is not exceptional and has been heavily altered, it retains key features, particularly the bridge tender's concrete building and machinery house, and the concrete railing with its decorative arch cutouts. The bridge's streamlined Moderne-style design identifies its association with the North Carolina's State Highway Commission, and that agency's effort, in the face of financial restraints, to improve and update state roadways during the mid-twentieth century, just before the advent of interstate highways.

The bridge itself is individually eligible and is not part of the New Bern National Register Historic District, implemented in 1973 and updated in 2003.⁹⁰ It is removed from any visual ties to the historic district's contributing resources and has lost many of the surrounding buildings that would have further established its postwar context and made it eligible under Community Development and Planning, or Commerce. The Sinclair Oil Refinery, Meadows Marine Railway, and other industrial and commercial buildings once framing the Alfred A. Cunningham Bridge were torn down over twenty-five years ago, and replaced by an entirely different streetscape. When the Cunningham Bridge was constructed, the Trent waterfront still had commercial boat slips, warehouses, and other industrial features; today, the waterfront's convention center, marina, and motels cater to the tourist industry. It could even be argued that, although Union Point remains a park, its visual anchors have drastically changed. The New Bern Woman's Club to the east of the Cunningham Bridge was demolished in the late 1990s, and the park itself was extensively re-landscaped at that time as well, including new walkways and passageways under the bridge.

The Alfred A. Cunningham Bridge is **not eligible** for listing to the National Register of Historic Places under Criterion B for an important personage. For properties to be eligible under Criterion B, they must retain integrity and (1) be associated with the lives of persons significant in our past, i.e., individuals whose activities are demonstrably important within a local, state, or national historic context; (2) be normally associated with a person's productive life, reflecting the time period when he or she achieved

⁹⁰ The bridge is not cited in the nominations' contexts, nor is it listed in the property inventory for either of the 1973 or 2003 nominations.

significance; and (3) should be compared to other associated properties to identify those that best represent the person's historical contributions. Alfred A. Cunningham was an important military personage, but he was not a resident of either New Bern or North Carolina. Cunningham died in 1939, some sixteen years prior to the opening of the bridge named in his memory.

The Alfred A. Cunningham Bridge is **not eligible** for listing to the National Register of Historic Places under Criterion C for Engineering as it is not an exceptional feat of technological design. It is, furthermore, not a technical work embodying *distinctive* characteristics of a type, period, or method of construction. Nor is it the work of a master, possessing high artistic values. It is not representative of a significant and distinguishable entity whose components may lack individual distinction. Although original elements of the bridge have survived, they are in deteriorated condition. Furthermore, key elements of the bridge have been successively augmented over the past fifty years, compromising its initial integrity and exemplary postwar character. There are other, better examples of swing-span bridges still in operation within North Carolina, most notably the Perquimans River Bridge in Hertford (Perquimans County); this S-shaped bridge, constructed in 1929, stands on its original siting and is intact enough to have been included in Hertford's National Register Historic District.

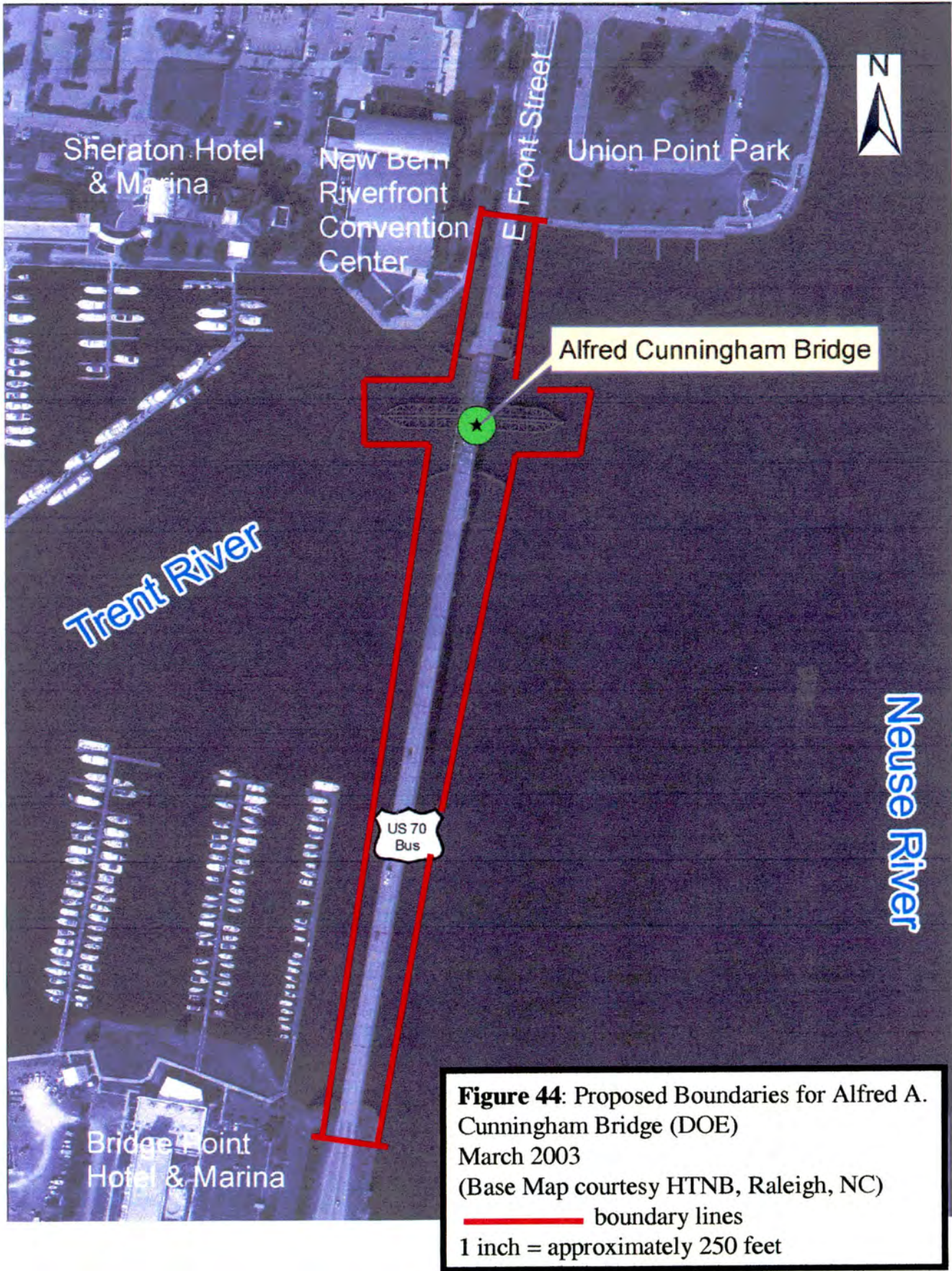
The Alfred A. Cunningham Bridge is **not eligible** for listing to the National Register of Historic Places under Criterion D. The bridge, as an existing 1955 structure, neither yields, nor is likely to yield, information important to prehistory or history.

Boundary Description

The boundary for the Alfred A. Cunningham Bridge begins at the bridge's north approach beyond the New Bern National Register Historic District boundary. The concrete balustrade and substructure comprise its east and west bounds, and the southern boundary terminates at the bridge's abutment at the Trent River's south bank [Figure 44].

Boundary Justification

The proposed boundary for the Alfred A. Cunningham Bridge delineates the 1953-1955 structure designed by the State Highway Commission.



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