



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

September 19, 2005

MEMORANDUM

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

FROM: Peter Sandbeck 

SUBJECT: Final Report, Assessment of the National Register Eligibility of Yadkin River Crossings
Historic District, I-85 From North of SR 2120 (Exit 81) to US 29-52-70/Business (Exit 87),
I-2304A, Rowan and Davidson Counties, ER92-8556

Thank you for your letter of July 29, 2005, transmitting the survey report by Marvin A. Brown and Daniel Cassidy of URS Corporation for the above project.

Please note that our comments are focused upon the report's Area of Potential Effects (APE), with transportation and military history as the relevant historical patterns found within that APE. The Survey and Planning Branch is not qualified to remark upon the evaluation of potential archaeological sites discussed in this report. Those remarks are found in our October 26, 2004, letter to the Keeper of the National Register and remain unchanged.

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:

Yadkin River Crossings Historic District, Interstate 85 Bridge over the Yadkin River, Rowan and Davidson Counties, is eligible for the National Register under Criterion A: for its association with significant historical patterns; Criterion C: as a significant and distinguishable entity; and Criterion D: as an archaeological resource likely to yield important information not accessible through other sources.

The district is significant in the areas of Transportation and Military History and the visible contributing resources retain enough integrity to convey their significance and directly relate to one or both of the contexts. The resources include:

	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

Beard's Bridge/Piedmont Toll Bridge Site, (remnant stone piers, c. 1820), representing the early bridging of the Yadkin River.

Fort York or Camp Yadkin (earthen fortification remnants of Civil War encampment, including trenches, berms, rifle pits, and artillery positions). Site (31Dv654) was previously determined eligible for the National Register.

Wilcox Bridge or US 29/70 Bridge No. 1 (constructed in 1924, open spandrel, reinforced concrete). Bridge was previously determined eligible for the National Register.

Second US 29/70 Bridge No. 2 (constructed in 1953, steel stringer).

North Carolina Railroad Bridge No.1 (constructed 1907, riveted steel deck truss, with rusticated stone abutments and piers from earlier 1855 bridge at the site).

North Carolina Railroad Bridge No. 2 (constructed 1919, riveted steel deck truss).

Trading Path Road Trace, (no known construction date, but historically documented to late seventeenth century, 0.8-mile trace of old road bed). A discontinuous contributing resource.

We recommend Yadkin River Crossings Historic District be expanded to include the main channel of the Yadkin River and the Big Island, located south of the I-85 Bridge, as contributing natural landscape features to the district.. Historical maps, written accounts, and photographs, as evidenced in the report, substantiate that the island, including its north and south tips, and surrounding water were significant in the history of fording and ferrying the Yadkin River. As such, the river and island significantly contribute to the district's transportation history and provide a more complete picture of its early crossings. A comparative analysis of the report's early and recent maps reveal that the Big Island's form has not changed substantially in over two hundred years, despite the river's twentieth-century impoundment. Thus, it retains enough integrity to convey its significance.

We concur that the Interstate I-85 Bridge across the Yadkin River is not eligible for the National Register because, as part of the interstate highway system, it is now exempt from National Register eligibility consideration.

We would like to request three revisions to the report:

- (1) We recommend that the period of significance be extended from 1770 (when the Big Island begins to appear on historical maps) to 1953 when US 29/70 Bridge No. 2 was built. This can be submitted as a correction page.
- (2) Please submit a revised proposed National Register historic district boundary map, description, and justification. The southeast boundary should be expanded to include the entire Big Island and surrounding water, excluding marshy river sloughs which were created from the river's impoundment and have altered the landscape, (see attached boundary map.)
- (3) Please submit a more detailed site and boundary map for the Trading Path Road Trace, the discontinuous section of the Yadkin River Crossings Historic District.

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.

Attachment

cc: Mary Pope Furr, NCDOT
Matt Wilkerson, NCDOT
Rob Ayers, FHWA
Marvin A. Brown, URS Corporation
Ann Brownlee

bc: Southern/McBride
Claggett/Hall
106
County

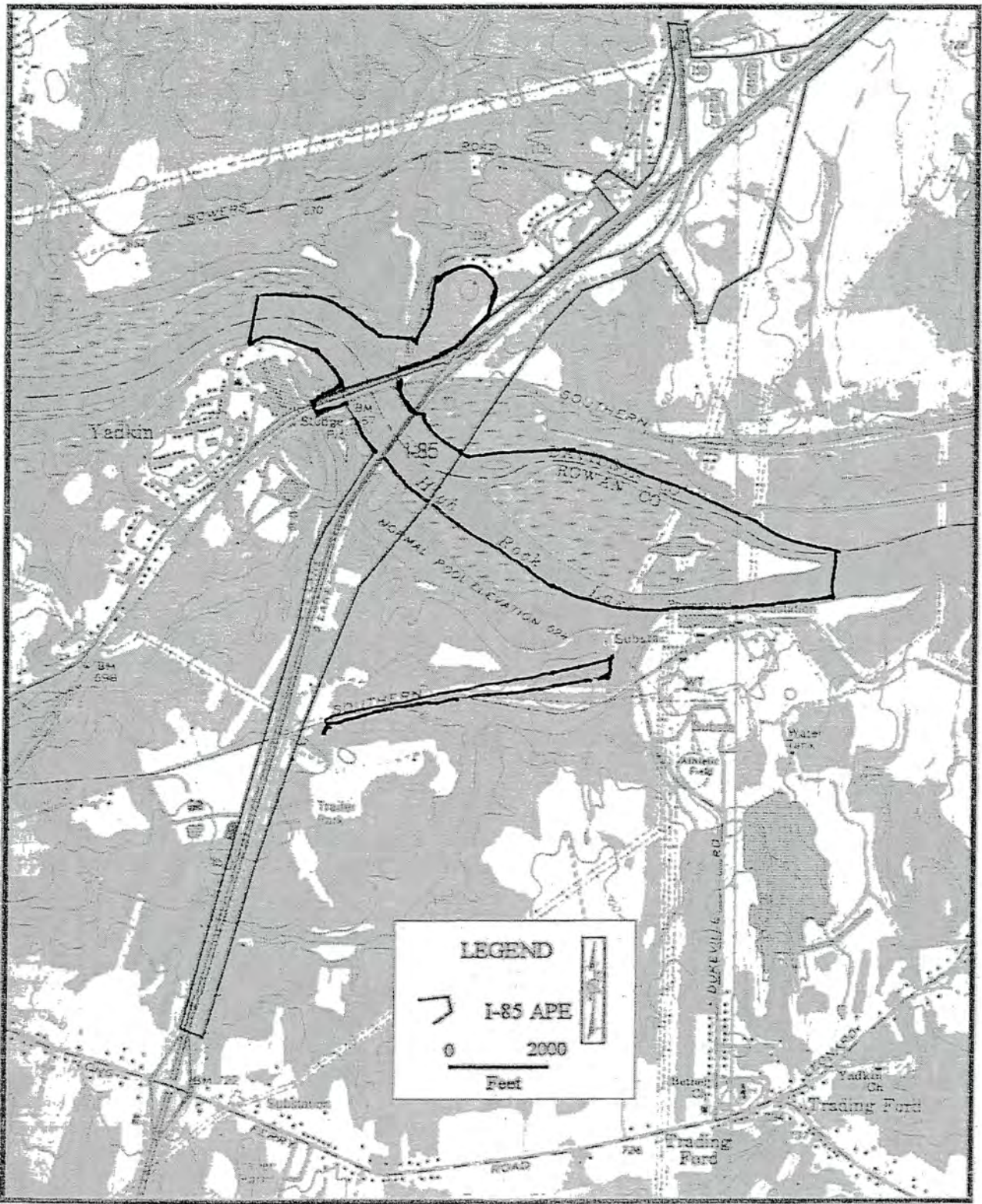


Figure 3. Proposed boundary of Yadkin River Crossings Historic District.

FINAL REPORT

**ASSESSMENT OF NATIONAL REGISTER ELIGIBILITY OF
YADKIN RIVER CROSSINGS HISTORIC DISTRICT
ASSOCIATED WITH INTERSTATE 85 FROM NORTH OF SR 2120
(EXIT 81) TO US 29-52-70/I-85 BUSINESS (EXIT 87),
ROWAN AND DAVIDSON COUNTIES, NORTH CAROLINA**

**TIP NO. I-2304A
STATE PROJECT NO. 8.1631403
FEDERAL AID PROJECT NO. NHF-85-3(164)80**

Prepared For:

**Office of Human Environment
Project Development and Environmental Analysis Branch
North Carolina Department of Transportation
and
Federal Highway Administration**

Prepared By:

**URS Corporation – North Carolina
1600 Perimeter Park Drive
Morrisville, NC 27560**

July 2005

FINAL REPORT

ASSESSMENT OF NATIONAL REGISTER ELIGIBILITY OF YADKIN RIVER CROSSINGS HISTORIC DISTRICT ASSOCIATED WITH INTERSTATE 85 FROM NORTH OF SR 2120 (EXIT 81) TO US 29-52-70/I-85 BUSINESS (EXIT 87), ROWAN AND DAVIDSON COUNTIES, NORTH CAROLINA

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Prepared For:


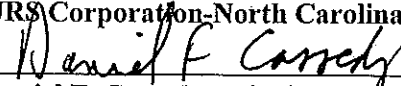
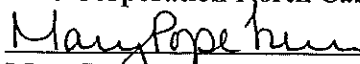
Office of Human Environment
Project Development and Environmental Analysis Branch
North Carolina Department of Transportation
and
Federal Highway Administration

Prepared By:

URS Corporation – North Carolina
1600 Perimeter Park Drive
Morrisville, NC 27560

Marvin A. Brown
Daniel F. Cassidy, Ph.D.

July 2005

 Marvin A. Brown, Principal Investigator URS Corporation-North Carolina	7-19-05	Date
 Daniel F. Cassidy, Principal Investigator URS Corporation-North Carolina	7/19/05	Date
 Mary Pope Furr, Supervisor Historic Architectural Resources Section North Carolina Department of Transportation	7.28.2005	Date
Matt Wilkerson, Supervisor Archaeological Resources Section North Carolina Department of Transportation		Date

MANAGEMENT SUMMARY

The North Carolina Department of Transportation (NCDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to widen and upgrade a 6.8-mile (10.9-kilometer) section of Interstate 85 (I-85) from north of SR 2120 (Exit 81) in Rowan County to US 29-52-70/I-85 Business (Exit 87) in Davidson County (TIP No. I-2304A, State Project No. 8.1631403, FA No. NHF-85-3(164)80, WBS No. 34156.1.1). The project involves the widening of the existing roadway to accommodate eight to ten lanes; major interchange reconstruction; bridge construction, replacement, and removal; and construction of road extensions. Between 1998 and 2005, extensive investigations into potential cultural resources within the project area were conducted by NCDOT, consultants, and private individuals. All of these efforts are summarized at Section I of this report, below. The most current investigations were the following.

In January 2003, local historian Ann Brownlee of Salisbury, North Carolina, submitted applications to the North Carolina State Historic Preservation Office (HPO) to have four resources placed on the North Carolina Study List of resources considered potentially eligible for listing in the National Register of Historic Places (National Register or NRHP). These resources, which were located within or near the project's Area of Potential Effects (APE), were: (1) Trading Path and Trading Fords, including Cape Fear Road, (2) Yadkin Ford and Ferry, (3) Greene's Crossing at the Trading Ford, and (4) Battle at Camp Yadkin. In June 2003, North Carolina's National Register Advisory Council (NRAC) placed the four on the Study List.

Placement on the Study List is not an official Determination of Eligibility and therefore did not resolve the question of whether the four resources were eligible for NRHP listing. In July 2004, NCDOT requested that URS Corporation-North Carolina (URS), under the terms of an open-end contract for historic architectural services, assist NCDOT's in-house environmental unit in the project. The scope of work provided by NCDOT requested that URS assess and report upon the NRHP eligibility of the four Study List resources. In September 2004, URS submitted a report titled *Assessment of National Register Eligibility of Four Proposed Historic Resources*. In that report, URS recommended that none of the four Study List resources were eligible for NRHP listing.

On October 29, 2004, following review of the URS report, the Keeper of the National Register (Keeper) submitted a Determination of Eligibility (DOE) Notification to FHWA. The DOE found that additional information was needed and suggested the possibility of a historic district that included portions of the four Study List resources and perhaps other resources in the immediate area. On December 6, 2004, a conference call was held between the Office of the Keeper, NCDOT, FHWA, the North Carolina HPO, the North Carolina Office of State Archaeology (OSA), the Advisory Council on Historic Preservation (ACHP), Alcoa Power Generating, Inc. (Alcoa) (which owns extensive property along the Yadkin near the project area), and Ms. Brownlee.

NCDOT subsequently requested that URS assess the National Register eligibility of a potential historic district along the Yadkin River within the project's APE. During the months of February and March, 2005, URS conducted research at repositories in Raleigh, Chapel Hill, Salisbury, and Spencer and additional fieldwork within the APE. This report records the results of URS' field

survey, research, and evaluation. It recommends that a district denominated the Yadkin River Crossings Historic District is eligible for National Register listing under the following Criteria: A—for its association with significant historical patterns; C—as a significant and distinguishable entity; and D—as an archaeological resource that is likely to yield important information not accessible through other sources. Its primary area of significance is Transportation; its secondary area of significance is Military. The district's period of significance extends between 1820, the approximate date of construction of Beard's Bridge, and 1953, the year construction was completed on US 29/70 Bridge No.2.

Six resources are recommended for inclusion within the proposed historic district: Beard's Bridge/Piedmont Toll Bridge Site; Fort York or Camp Yadkin; Wilcox Bridge or US 29/70 Bridge No. 1; US 29/70 Bridge No. 2; North Carolina Railroad Bridge No. 1; North Carolina Railroad Bridge No. 2; and the Trading Path Road Trace. (The Road Trace is recommended as a discontinuous component of the district.) Six resources are recommended as not eligible for inclusion within the proposed district: Long's Ferry; Greene's Crossing at the Trading Ford; Battle at Camp Yadkin; I-85 Bridge; Yadkin Ford and Ferry; and the Trading Path and Trading Fords, including Cape Fear Road.

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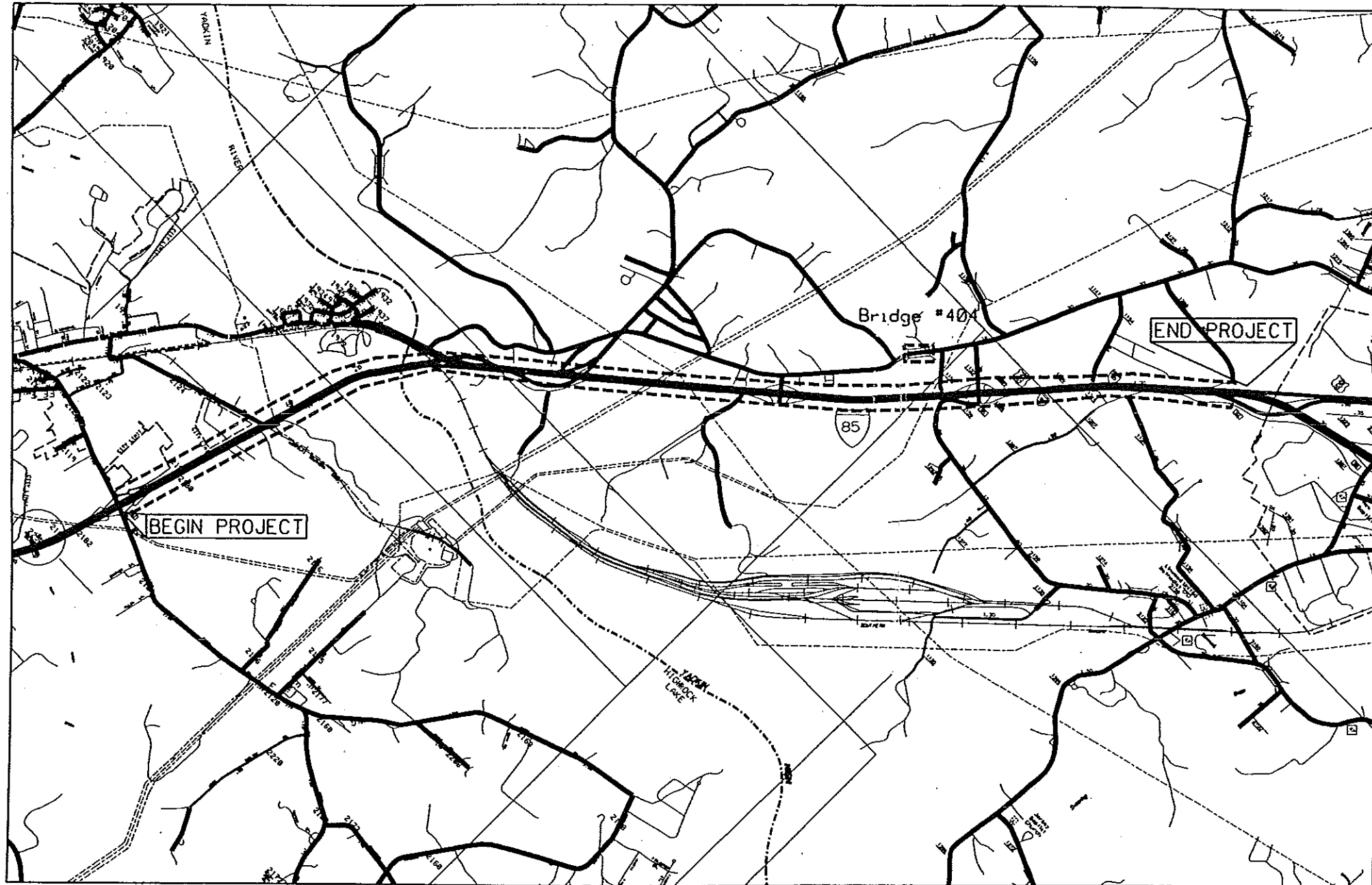
I. INTRODUCTION AND PROJECT DESCRIPTION

The North Carolina Department of Transportation, in cooperation with the Federal Highway Administration, is proposing to widen and upgrade a 6.8-mile (10.9-kilometer) section of Interstate 85 (I-85) from north of SR 2120 (Exit 81) in Rowan County to US 29-52-70/I-85 Business (Exit 87) in Davidson County (Figure 1) (TIP No. I-2304A, State Project No. 8.1631403, FA No. NHF-85-3(164)80, WBS No. 34156.1.1). The project involves the widening of the existing roadway to accommodate eight to ten lanes; major interchange reconstruction; bridge construction, replacement, and removal; and construction of road extensions (Figure 2).

The North Carolina HPO initially reviewed historic architectural and archaeological issues associated with the project in September 1998. In order to address historic architectural issues raised by the HPO, NCDOT conducted a comprehensive survey of the project's historic architectural APE. Two NCDOT staff architectural historians conducted field surveys in November and December 1998 and associated background research. NCDOT identified four historic architectural resources within the APE (Davis 1999). It found that only one of these resources—the twentieth-century Wilcox Bridge that carries US 29/70 over the Yadkin River—was eligible for NRHP listing under Criteria A and C in the areas of significance of transportation history and design. NCDOT prepared the report of these findings in July 1999.

The HPO also recommended a comprehensive archaeological survey to identify the presence and significance of remains that might be damaged or destroyed by the project. NCDOT completed its original archaeological survey in December 1999 and submitted the final, revised survey report in November 2000 (Sheehan). A total of eight archaeological sites were identified within the project's archaeological APE during the survey. Seven of the eight were determined to be not eligible for NRHP listing. One location—Fort York/Camp Yadkin/Site 31Dv654**, the remains of a Civil War-era fortification—was recommended as NRHP eligible under Criteria A and D for its association with historic events and its likelihood to yield important information. NCDOT submitted an application for placement of the Fort York site on the HPO's Study List of resources that are potentially eligible for NRHP listing. The North Carolina National Register Advisory Council (NRAC) placed the site on the Study List in February 2000 and the HPO later concurred that it was eligible for NRHP listing. NCDOT subsequently committed to producing detailed mapping of the visible remains of the earthen defenses, which are located adjacent to the planned highway improvements. Global Positioning System (GPS)-based mapping of Fort York was submitted in July 2001 and accepted by the HPO in September 2001.

Subsequent to NCDOT's historic architectural and initial archaeological surveys of the APE, local historian Ann Brownlee of Salisbury, North Carolina, contacted NCDOT and the HPO regarding potential historic resources located within or near the project area. In the spring of 2002, NCDOT archaeologists and the project planning engineer met with Ms. Brownlee and visited specific locations within the archaeological APE that she speculated might contain significant archaeological sites. Based on this site visit and other information compiled by NCDOT, no additional archaeological work was deemed necessary.



**NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS BRANCH**

Archaeological Investigations
of I-85 North of SR2120 (ex. 81)
to US 29-52-70/I-85 Business (ex. 87)
in Rowan and Davidson Counties
TIP Number I-2304 A

Figure 1

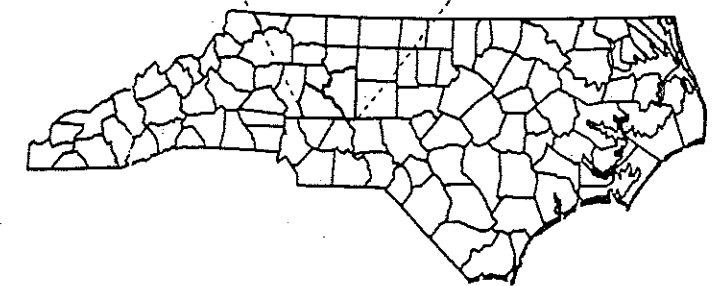
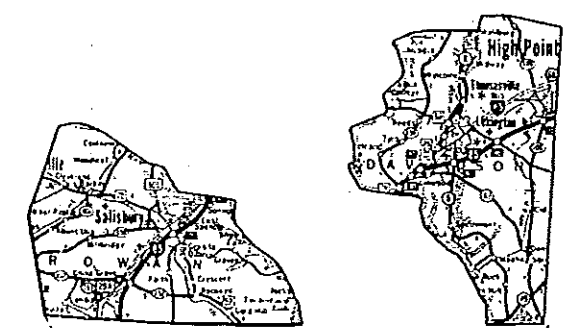
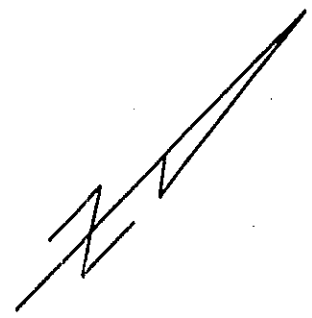
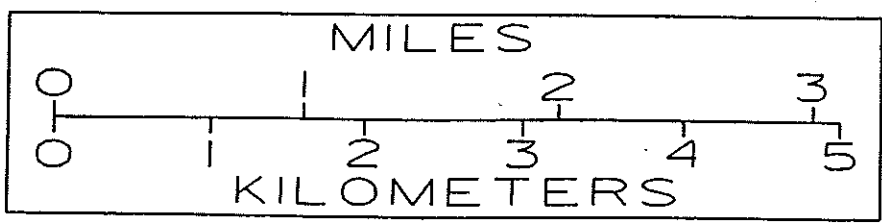


Figure 1. Project Locator Map (from Sheehan 2000).

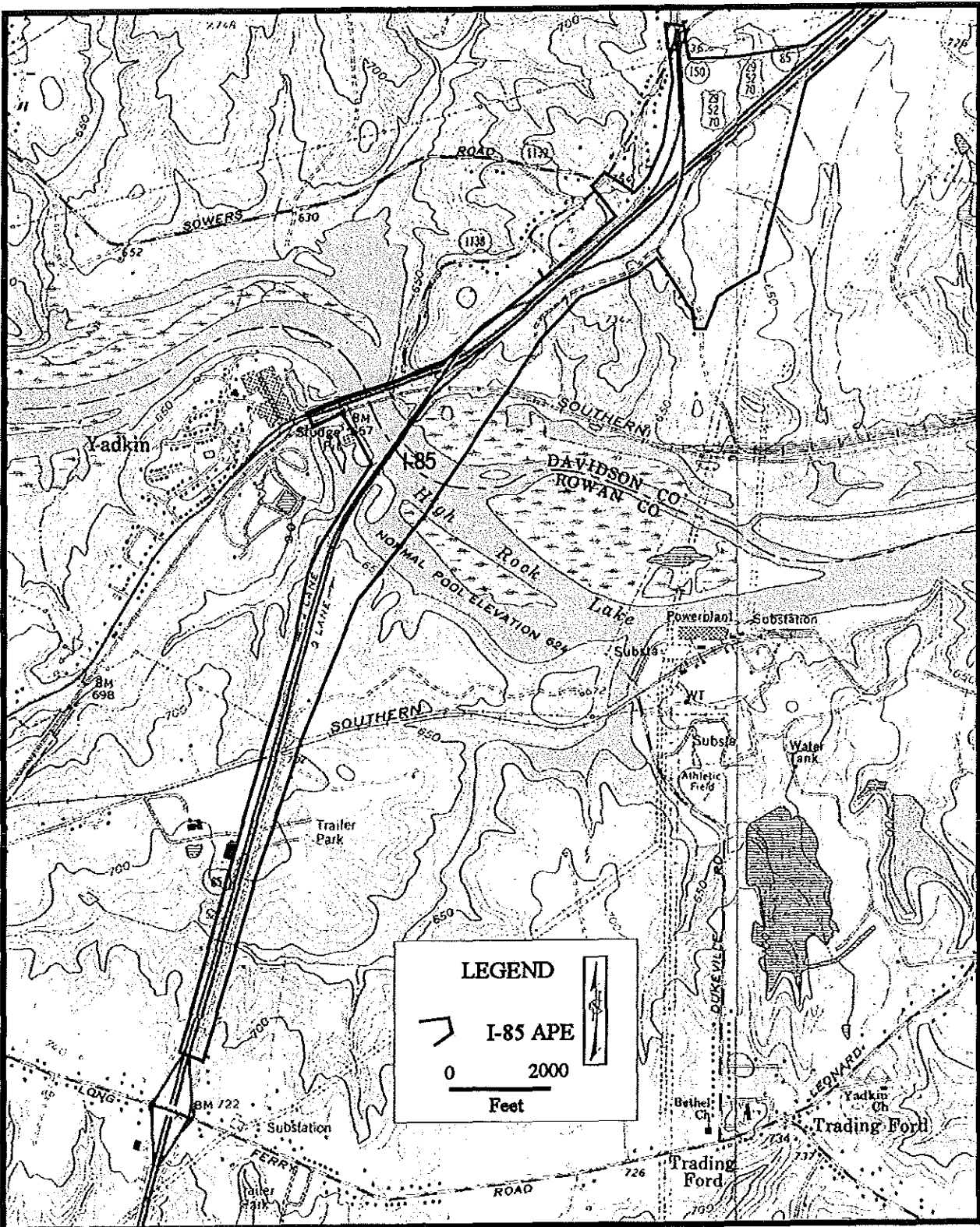


Figure 2. Location of I-85 Project Limits on USGS Topographic Maps.

In the same visit, Ms. Brownlee made NCDOT aware of the Trading Ford Monument, a 1929 roadside memorial erected and currently owned by the North Carolina Historic Commission. NCDOT architectural historians consulted with the HPO and jointly determined in May 2002 that the Trading Ford Monument was not eligible for NRHP listing.

On December 13, 2002, another field consultation was conducted. It included archaeologists and architectural historians from the HPO and NCDOT. The parties inspected locations reported by Ms. Brownlee to be of historic significance. They included earthen berms suggested by Ms. Brownlee to be military earthworks, as well as the Trading Ford Monument. Based upon Ms. Brownlee's continued concerns, the HPO subsequently recommended that NCDOT conduct an archaeological field investigation of an earthen berm that Ms. Brownlee believed was associated with Fort York.

In consultation with the HPO, NCDOT archaeologists conducted extensive background research and a combined surface and subsurface archaeological investigation of the site. NCDOT concluded that the berm was not historic and that no new archaeological sites were identified during these investigations. It reported its efforts and conclusions in a draft addendum to the original archaeological survey report that it submitted in September 2003 to the HPO for review and comment. In correspondence dated October 27, 2003, the HPO concurred with the report's conclusions. NCDOT completed its final revised addendum report in November 2003 (Overton and Mohler). The HPO, in correspondence dated February 14, 2004, concurred with the report's revised final conclusions.

On January 9, 2003, Ms. Brownlee submitted Study List applications to the HPO for four resources located within or near the APE: (1) Trading Path and Trading Fords, including Cape Fear Road, (2) Yadkin Ford and Ferry, (3) Greene's Crossing at the Trading Ford, and (4) Battle at Camp Yadkin. The NRAC, at a meeting on February 13, 2003, deferred a decision on these applications pending the receipt of additional information. In order to further the gathering of this information, Michael Southern and Ann Swallow of the Survey and Planning Branch of the HPO met with Ms. Brownlee in the field on March 13, 2003. On May 9, 2003, Ms. Brownlee submitted an addendum to the Study List applications to the HPO. The NRAC considered the applications again on June 12, 2003, and placed all four resources on the Study List.

Placement on the Study List is not an official Determination of Eligibility and therefore did not resolve the question of whether the four resources were eligible for NRHP listing. In July 2004 NCDOT requested that URS, under the terms of an open-end contract for historic architectural services, assist NCDOT's in-house human environment unit with the project. The scope of work provided by NCDOT stated: "In particular this assistance is in response to four Study List applications that were accepted by the State Historic Preservation Office. The consulting firm shall determine eligibility of the four historic resources and provide a written report and include photos and other graphics as needed." NCDOT faxed a notice to proceed for the project to URS on August 11, 2004.

URS senior architectural historian Marvin A. Brown and URS senior archaeologist Daniel F. Cassedy conducted background and field research for the project in August and September, 2004. In September 2004, they submitted a report titled *Assessment of National Register Eligibility of Four Proposed Historic Resources*. In that report, URS recommended that none of the four Study List resources were eligible for NRHP listing.

On October 29, 2004, following review of the URS report, the Keeper of the National Register submitted a Determination of Eligibility Notification to FHWA. The DOE found that additional information was needed and suggested the possibility of a historic district that included portions of the four Study List resources and perhaps other resources in the immediate area. On December 6, 2004, a conference call was held between the Office of the Keeper, NCDOT, FHWA, the North Carolina HPO, the North Carolina OSA, the ACHP, Alcoa, and Ms. Brownlee.

NCDOT subsequently requested that URS assess the National Register eligibility of a potential historic district along the Yadkin River within the project's APE. During the months of February and March, 2005, URS conducted research at repositories in Raleigh, Chapel Hill, Salisbury, and Spencer and additional fieldwork within and around the APE. This report records the results of URS' field survey, research, and evaluation. It recommends that a district denominated the Yadkin River Crossings Historic District is eligible for National Register listing under the following Criteria: A—for its association with significant historical patterns; C—as a significant and distinguishable entity; and D—as an archaeological resource that is likely to yield important information not accessible through other sources. Its primary area of significance is Transportation; its secondary area of significance is Military. The district's period of significance extends between 1820, the approximate date of construction of Beard's Bridge, and 1953, the year construction was completed on US 29/70 Bridge No.2 (Figure 3).

The investigations conducted by URS in this and its previous report were necessary for compliance with the basic requirements of: Section 106 of the National Historic Preservation Act of 1966, as amended; the Department of Transportation Act of 1966, as amended; the Department of Transportation regulations and procedures (23 CFR 771 and Technical Advisory T 6640.8A); the Advisory Council on Historic Preservation regulations on the "Protection of Historic Properties" (36 CFR 800); and NCDOT's current "Guidelines for Survey Reports for Historic Architectural Resources". Both of the principal investigators, Mr. Brown and Dr. Cassedy, exceed the Secretary of the Interior's standards for conducting Section 106 investigations.

Seven resources are recommended for inclusion within the proposed historic district: Beard's Bridge/Piedmont Toll Bridge Site; Fort York or Camp Yadkin; Wilcox Bridge or US 29/70 Bridge No. 1; US 29/70 Bridge No. 2; North Carolina Railroad Bridge No. 1; North Carolina Railroad Bridge No. 2; and the Trading Path Road Trace. (The Road Trace is recommended as a discontinuous component of the district.) Six resources are recommended as not eligible for inclusion within the proposed district: Long's Ferry; Greene's Crossing at the Trading Ford; Battle at Camp Yadkin; I-85 Bridge; Yadkin Ford and Ferry; and the Trading Path and Trading Fords, including Cape Fear Road.

The following table identifies and summarizes the recommended status of the resources that were investigated as potential components of a Yadkin River Crossings Historic District. These resources are assessed at Section IV of this report.

POTENTIAL COMPONENTS OF YADKIN RIVER CROSSINGS HISTORIC DISTRICT (YRCHD)

Resource Name	Resource Location or Study List Application (SLA) Proposed Boundary	Recommended for Inclusion within YRCHD
Long's Ferry	Yadkin River W of piers of Beard's Bridge, Rowan & Davidson Co.	No
Beard's Bridge/ Piedmont Toll Bridge Site	Yadkin River approx. 0.3 mi. NW of Wilcox Bridge, Rowan & Davidson Co.	Yes
Greene's Crossing at the Trading Ford	<i>SLA bound:</i> Area surrounding the Yadkin River beginning at eastern edge of US 29 bridge, extending eastward approx. 2.9 mi., northward approx. 0.9 mi., & southward approx. 1.3 mi., Rowan & Davidson Co.	No
Battle at Camp Yadkin RW 1581	<i>SLA bound:</i> Area surrounding the Yadkin River extending approx. 0.5 mi, W of US 29 bridge & approx. 1.4 mi. E, approx. 0.9 mi. NE of Rowan/ Davidson line, & approx. 0.8 mi. SW, Rowan & Davidson Co.	No
Fort York or Camp Yadkin	On bluff N of Wilcox Bridge overlooking the Yadkin River, Davidson Co.	Yes
Wilcox Bridge or US 29/70 Bridge No. 1	Carries westbound lanes of US 29/70 across the Yadkin River, Rowan & Davidson Co.	Yes
US 29/70 Bridge No. 2	Carries eastbound lanes of US 29/70 across the Yadkin River, Rowan & Davidson Co.	Yes
NC Railroad Bridge No. 1	Carries North Carolina Railroad across the Yadkin River, Rowan & Davidson Co.	Yes
NC Railroad Bridge No. 2	Carries North Carolina Railroad across the Yadkin River, Rowan & Davidson Co.	Yes
I-85 Bridge	Carries I-85 across the Yadkin River, Rowan & Davidson Co.	No
Yadkin Ford and Ferry RW 1579	<i>SLA bound:</i> From Hackett St. & SE side of I-85 (Rowan County) continuing NE crossing I-85 approx. 0.6 mi. N of county line (Davidson County) to end point approx. 0.1 mi. SE of SR 1138 & 0.1 mi. SW of SR 1139, Rowan & Davidson Co.	No
Trading Path and Trading Fords, including Cape Fear Road DN 8104	<i>SLA bound:</i> Beginning 200' southeast of US 29 & 200' SW of Hackett St., approx. 1.3 mi., N approx. 0.7 mi., east approx. 1.0 mi., N crossing Yadkin River approx. 0.7 mi., E approx. 2.4 mi. to North Potts Creek, N approx. .45 mi., E approx. 0.7 mi. to 100' W of Linwood-Southmont Rd., Spencer vicinity, Rowan & Davidson Co.	No
Trading Path Road Trace	On S side of Yadkin River, extending approx. 0.8 mi. from W of Horah's Branch to east of I-85, Rowan Co.	Yes

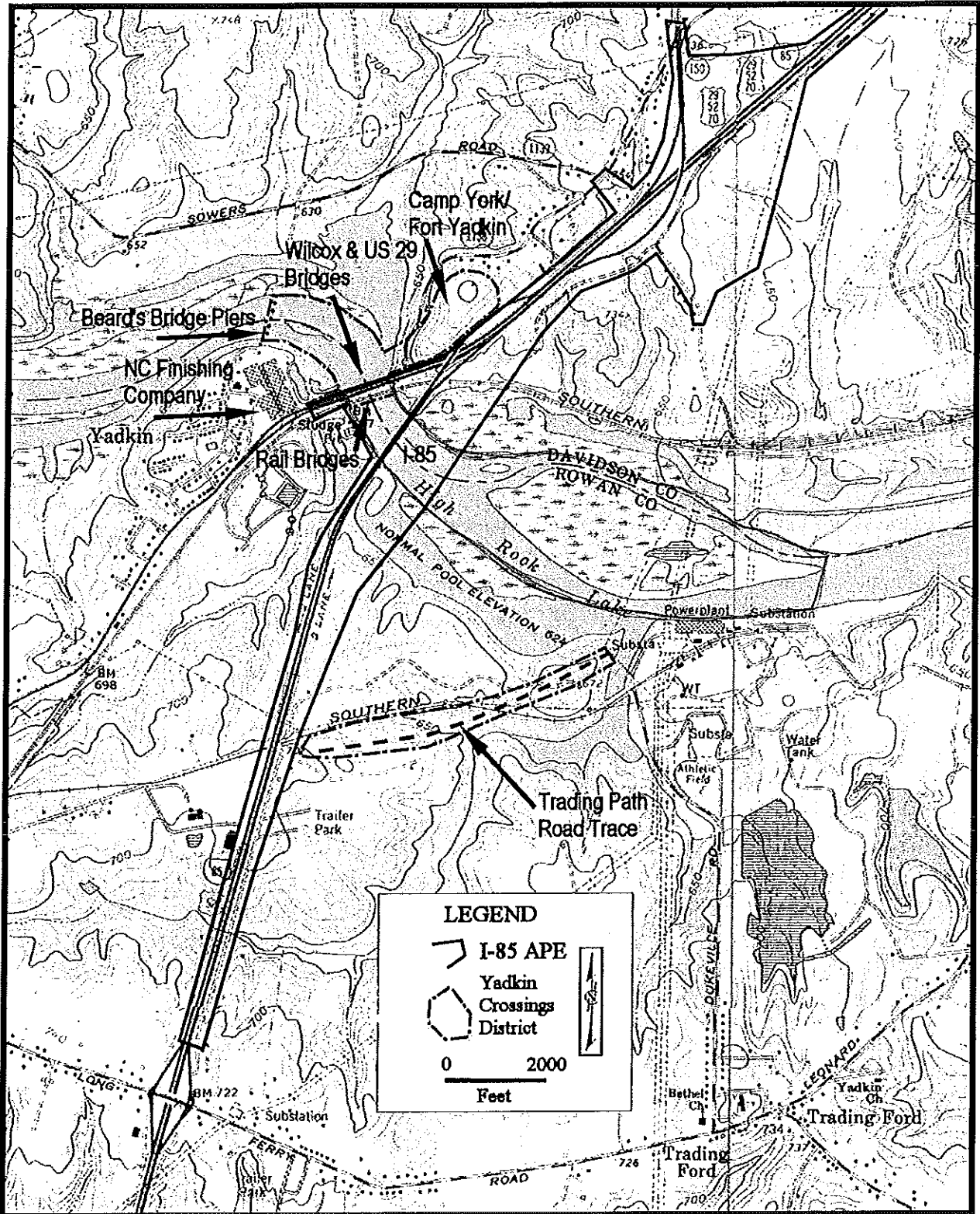


Figure 3. Proposed boundary of Yadkin River Crossings Historic District.

II. METHODOLOGY

URS senior architectural historian Marvin A. Brown and URS senior archaeologist Daniel F. Cassedy conducted fieldwork, research, and analysis for this report. The background research included general research to determine the overall historic development of river crossings in the project area and specific research into the particular river crossings within the project's Area of Potential Effects and into the events, military and otherwise, that occurred around these crossings. It included review of existing reports, aerial photographs, historic maps, and other primary and secondary materials. In Raleigh, the consultants visited the following repositories: the North Carolina HPO, OSA, and DOT; the North Carolina State Archives, Library, and Old Records Center; the Hill Library and the Satellite Shelving Facility at North Carolina State University; and the NCDOT Bridge Maintenance Office. In Chapel Hill, they visited the Davis Library and the North Carolina Collection at the Wilson Library. In Rowan County they utilized the collections of the Clark History Room of the Rowan County Public Library in Salisbury and the North Carolina Transportation Museum (Transportation Museum) in Spencer. Among the individuals they spoke with were: Walter Turner, historian at the Transportation Museum, who provided photographs of river crossings and background history on the historic road network of the area and the state; and Jim Carter, Chief Engineer of Bridges and Structures at the Norfolk-Southern Corporation, who provided information on the two railroad bridges in the project area. As part of the investigations, Brown and Cassedy also revisited the copious historical information previously gathered by many parties, including NCDOT (Sheehan 2000; Overton and Mohler 2003), Ann Brownlee (2003a through 2003e), Thomason and Associates (2004), and Dr. Lawrence E. Babits and Joshua B. Howard (2002). Field studies included pedestrian reconnaissance conducted by Brown and Cassedy within the APE during the week of February 28-March 4, 2005 (systematic survey and subsurface investigations were not included in the scope of investigation).

Following the background research and data collection, data synthesis, analysis, and report preparation were conducted. The data synthesis included spatial reconciliation of historic maps and aerial photographs to accurately locate bridges, fords, and ferries in relation to the modern landscape. The analysis included the application of the National Register Criteria to the resources identified within the APE, in order to determine whether they met the standards of significance and integrity required for National Register eligibility or listing. This report documents the research, findings, and National Register analysis.

III. PHYSICAL ENVIRONMENT

Interstate 85 crosses the Yadkin River in the central Piedmont region of North Carolina at the upper end of the High Rock Lake impoundment on the Davidson/Rowan county line near Salisbury, North Carolina. The Yadkin River originates on the eastern slopes of the Blue Ridge escarpment in northwestern North Carolina near the town of Blowing Rock and then flows southeast and south through the Piedmont past Winston-Salem and Salisbury. It joins the Rocky River in Anson County and continues south and east through the coastal plain of South Carolina as the Great Pee Dee River (Linder 1993:2-4).

From the Interstate 85 bridge, the Yadkin River flows southeast between Davidson and Rowan counties and reaches the High Rock Lake Dam after 14.5 river miles (12 miles by air). The mapped pool elevation of the lake is 624 feet above sea level (ASL), although the water level in the area of the project is often lower. Hills rise quickly north of the river to over 730 feet ASL and a little less abruptly to about 700 feet ASL on the south side.

The broad Yadkin River floodplain is a dynamic landscape of frequently flooded soils and shifting landforms. Figure 4, an air photo taken in 1941, depicts the effects of floods on the valley floodplain. Taken just one year after major floods, it illustrates how almost all vegetation was stripped from the floodplain, leaving multiple intertwined flood scars.

The crossing point of the Yadkin near current Spencer and Salisbury was selected for nineteenth-century wagon and railroad bridges because the uplands come relatively close to the river banks there, thus reducing the span required to cross the river and its floodplain. The older highway and railroad bridges span up to approximately 1,300 feet between high ground, but the floodplain broadens quickly downstream. At the I-85 bridge crossing, the floodplain is approximately 3,000 feet wide; the bridge is less than 900 feet long, but its approaches are built up on substantial fill embankments. Between the bridges and the Buck Steam Plant downstream, the floodplain expands to as much as 3,400 feet at its widest point (Plates 1 and 2).

The landscape of this section of the Yadkin River valley has been shaped by hundreds of years of human land use, most notably since the middle of the nineteenth century. After Beard's Bridge was built in c.1820, the North Carolina Railroad line and its associated bridge crossing carved the first major alteration into the natural landscape at mid-century. The pace of modifications accelerated rapidly in the early twentieth century. By 1918, a power plant served by a rail spur stood on the south bank of the Yadkin (Tallasse Power Company 1918). It was expanded into the massive Buck Steam Plant complex in 1926 (Plate 3). Multiple high voltage power lines extend in several directions across the valley from the power plant, which still operates. In the 1910s, the North Carolina Finishing Company industrial complex was developed above the river, along with the associated residential village of Yadkin, in Rowan County. A new public highway crossing—the Wilcox Bridge—was added just upstream from the railroad bridge in 1924 (Plate 4). In 1927-1928, the landscape was further altered by the creation of High Rock Lake within the Yadkin via the impounding of the river's waters. Within and south of the project area, this changed the banks of the river, along with islands within and tributaries flowing into it. One notable example in the project area is the flooded inlet, historically Horah's Branch, just upstream of the Buck Steam Plant. Yet another prominent bridge and road corridor was created for I-85 in the mid 1950s.



Figure 4. Annotated May 1941 air photo of general study area (base photo courtesy NC State Archives). No scale.

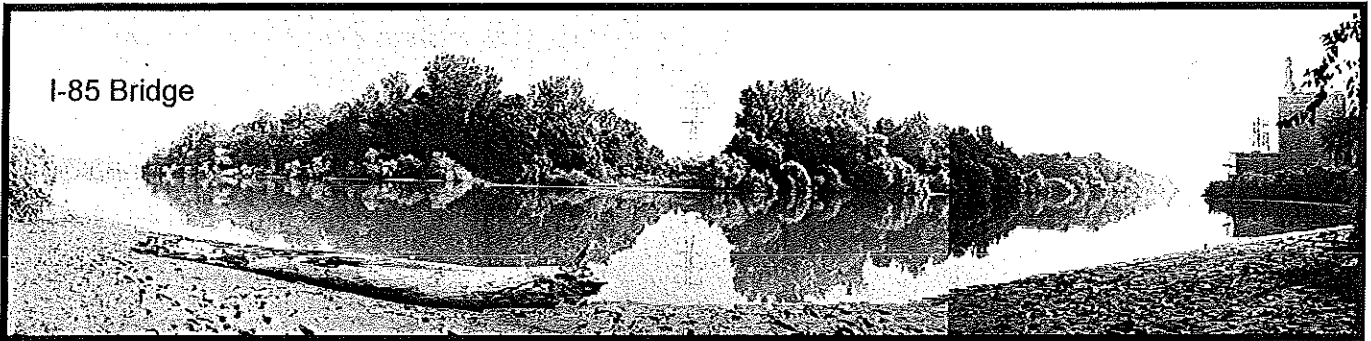


Plate 1. 180-degree panorama between Interstate 85 and the power plant. View looking north from the Rowan County side of river in August 2004.



Plate 2. 180-degree panorama between the north end of Big Island and Interstate 85. View looking south from the Davidson County side of river in August 2004.

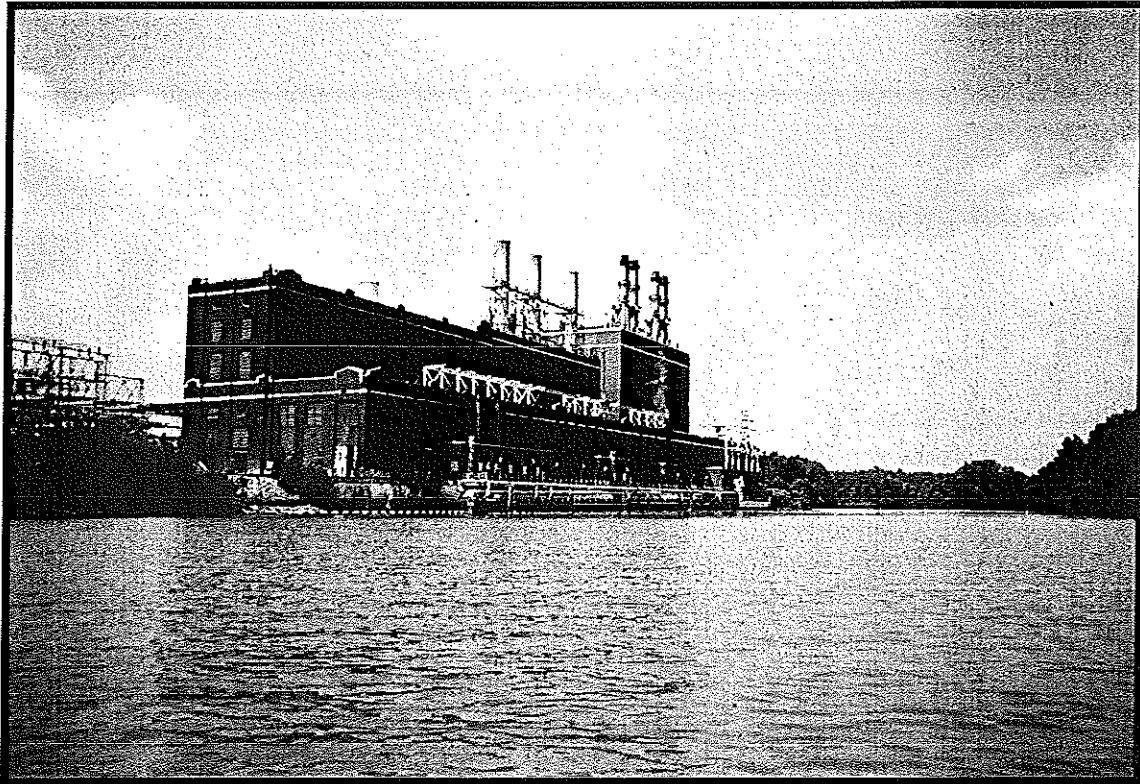


Plate 3. Buck Steam Plant on south bank of Yadkin River. View looking west in August 2004.

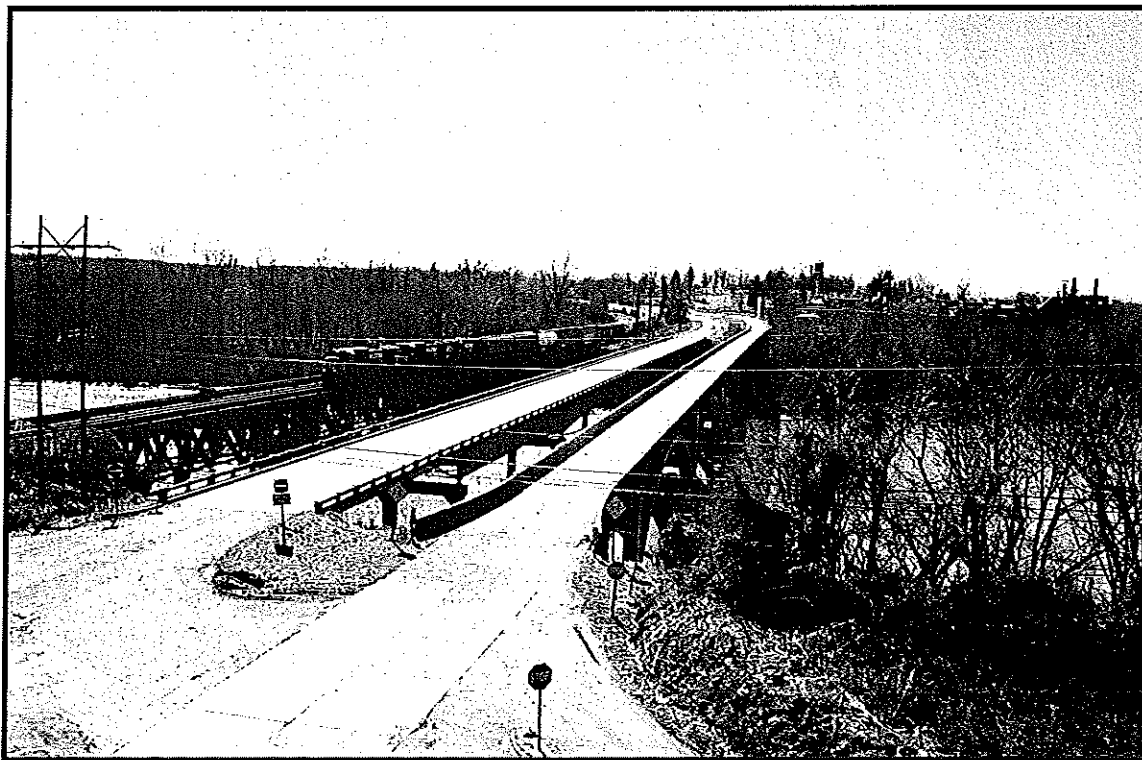


Plate 4. US 29 and railroad bridges over the Yadkin River; North Carolina Finishing Company at right. View looking south from York Hill in August 2004.

On the Rowan County side of the river, the Southern Railroad Company established a consolidated repair facility in 1896 near the river (but south of the project area). The facility was established in Rowan County due to its central location between Atlanta and Washington, not because of the presence of the Yadkin. The small towns of Spencer and East Spencer, which are now effectively extensions of Salisbury, sprang up around the shops (Cooper 1975:1-2; Turner 2005). In Davidson County, the Linwood Railroad Yard complex was developed in the late twentieth century as a replacement for the yards in nearby Spencer.

About six miles beyond the Yadkin, the principal community located near the project is Salisbury in Rowan County. Salisbury was established in 1755 as the county seat of Rowan County. From a court town of perhaps 35 homes, inns, and shops in 1762, it rapidly grew to the "major center of trade and politics for western North Carolina in the eighteenth and early nineteenth centuries." In 1860, Salisbury's population of 2,420 made it the fifth largest town in the state. It was a target for Union forces at the tail end of the Civil War, but quickly rebounded. By 1890 its population stood at almost 6,300 and, with expanded boundaries, it reached nearly 14,000 in 1920, which ranked it as the state's ninth largest city (Hood 1983:289-295). Salisbury's 2003 population of about 28,000 places it only 24th in the state, but it remains a principal regional center (<http://demog.state.nc.us/frame_start_projections.html>).

IV. INVENTORY AND EVALUATION

Yadkin River Crossings Historic District

Banks of the Yadkin River to the east and west of the Interstate 85 Bridge,
Rowan and Davidson Counties, North Carolina

A. History

Introduction

The complete historic contexts of the four Study List resources that were the subject of the previous URS report (Brown and Cassedy 2004)—the Trading Path and Trading Fords; the Yadkin Ford and Ferry; Greene’s Crossing at the Trading Ford; and the Battle at Camp Yadkin—along with their surroundings have been well documented in previous memos, reports and documents (Babits and Howard 2002; Brownlee 2003a through 2003e; Davis 1999; Overton and Mohler 2003; Sheehan 2000) and are not repeated here. These documents make it clear that certain historical events are associated with the fords and ferries and the Revolution and Civil War. The Trading Path and Trading Fords resource and the Yadkin Ford and Ferry resource were the sites of fords and ferries across the Yadkin River, including associated roads, from the late eighteenth century until as late as the early twentieth century. Revolutionary War activities and an artillery encounter between British and Colonial forces took place along the Yadkin River February 2-4, 1781, likely somewhere within the proposed boundaries of the Greene’s Crossing at the Trading Ford resource. A Civil War fort of earthen fortifications known as Fort York or Camp Yadkin was established by the Confederacy overlooking the Yadkin by 1863 and a military encounter, likely within the proposed boundaries of the Battle at Camp Yadkin resource, took place between Confederate and Federal forces near the river on April 14, 1865.

The critical question to be answered in this report is whether the resources associated with the Yadkin River crossing, which potentially constitute a single historic district, are historically significant and retain sufficient integrity to support such significance. As the first step in answering this question, a context has been developed that describes the general historical background of the Yadkin River and the specific histories of its crossings and associated historic events and resources. Following that is a discussion of the integrity of these resources. Finally, the National Register-eligibility of a historic district—named the Yadkin Rivers Crossings Historic District—is evaluated and National Register boundaries are proposed and justified.

Ford and Ferry Crossings of the Yadkin River, 1670-1819

The Yadkin River, which rises from a small spring just below the Eastern Continental Divide near Blowing Rock, North Carolina, is the dividing line between Rowan and Davidson counties. While politically and physically it separates the counties, it more profoundly connects the two and the region through which it flows. In her history of the Yadkin and Great Pee Dee River—the river’s name changes as it approaches South Carolina—Suzanne Linder notes that, “[d]espite its inauspicious beginning, the river has exerted a powerful influence on the region,” offering

water, food, fertile floods, transportation and, in modern times, hydroelectric power and water for paper and textile mills (Linder 1993:4).

The Yadkin's offerings were available to Native American inhabitants of the region and to the Euro-Americans who had begun to come through Rowan and Davidson counties by the late seventeenth century. In 1670 German explorer John Lederer followed a "well-worn Indian trail"—the Trading Path—from Virginia into North Carolina. He crossed the Yadkin River at the Trading Ford, downstream and within a few miles of the current I-85 bridge. The Native American trail called the Trading Path led from Ft. Henry near Petersburg, Virginia, southwest through North Carolina. In the western piedmont it crossed the Yadkin and continued toward the present location of Concord, where it split into routes leading west to the mountains and south to South Carolina. At the opening of the eighteenth century, John Lawson passed over the ford while traveling upon the Yadkin. William Byrd, who never visited the project area, described the Trading Path in 1728 (Linder 1993:52-56; Sheehan 2000:8-9; Brownlee 2003d). Edward Moseley mapped the route of the path through North Carolina in 1733 (Figure 5). He labeled it "Indian Trading Road from the Catuabos and Charokee Indians to Virginia." This path was later followed by settlers moving into the region and evolved into an early historic road.

Indian occupation of the region likely ended by the second quarter of the eighteenth century. Not coincidentally, Euro-American settlement of Davidson and Rowan counties had begun by the late 1740s. Large groups of German-American and Scots-Irish settlers—as well as Welsh, English, and Huguenot immigrants—came via the Great Wagon Road out of Pennsylvania to the counties and the fertile Yadkin Valley in the 1750s. They laid their claims first in Bladen County; then in Anson County, which was formed from Bladen in 1749; and then in Rowan County, which was carved from Anson in 1753. Davidson County was not created, from Rowan, until 1822 (Touart 1987:2; Hood 1983:16-17, 289; Corbitt 1987; Ramsey 1964:10-22). These multi-ethnic settlers were attracted by glowing accounts of the region, such as those of John Lawson, who called the region a "delicious country—none that I ever saw exceeded it." The Yadkin, he said, had "fertile and pleasant banks" and was "beautified with a numerous train of swans and other sort of water fowl...."

For three-quarters of a century, Rowan and Davidson county residents, and travelers through the area, had to rely upon fords and ferries to cross the Yadkin. There were at least three fords, or fords and ferries, within and around the project area. Just downstream of the I-85 bridge were the Yadkin Ford and Ferry. Farther downstream, at the Big Island, were the Trading Ford and Ferry. Long's Ferry crossed upstream, near the current site of the remnants of Beard's Bridge.

Both a ferry and a ford served the route of the Trading Path, the first known crossing of the Yadkin River, in the last half of the eighteenth century. In 1755 Governor Arthur Dobbs took a ferry across the Yadkin and reported (Saunders 1887:355):

[A]ll along the Yadkin, is very rich level ground, free from rocks or gravel, but all a rich dark red, and some including to yellow of the richest Loams, here they sow barley, wheat rye and oats, and have yards to stack it in. The Yadkin here is a large beautiful river where is a ferry, It is near 300 yards over, it was at this time fordable scarce coming to the horses bellies."

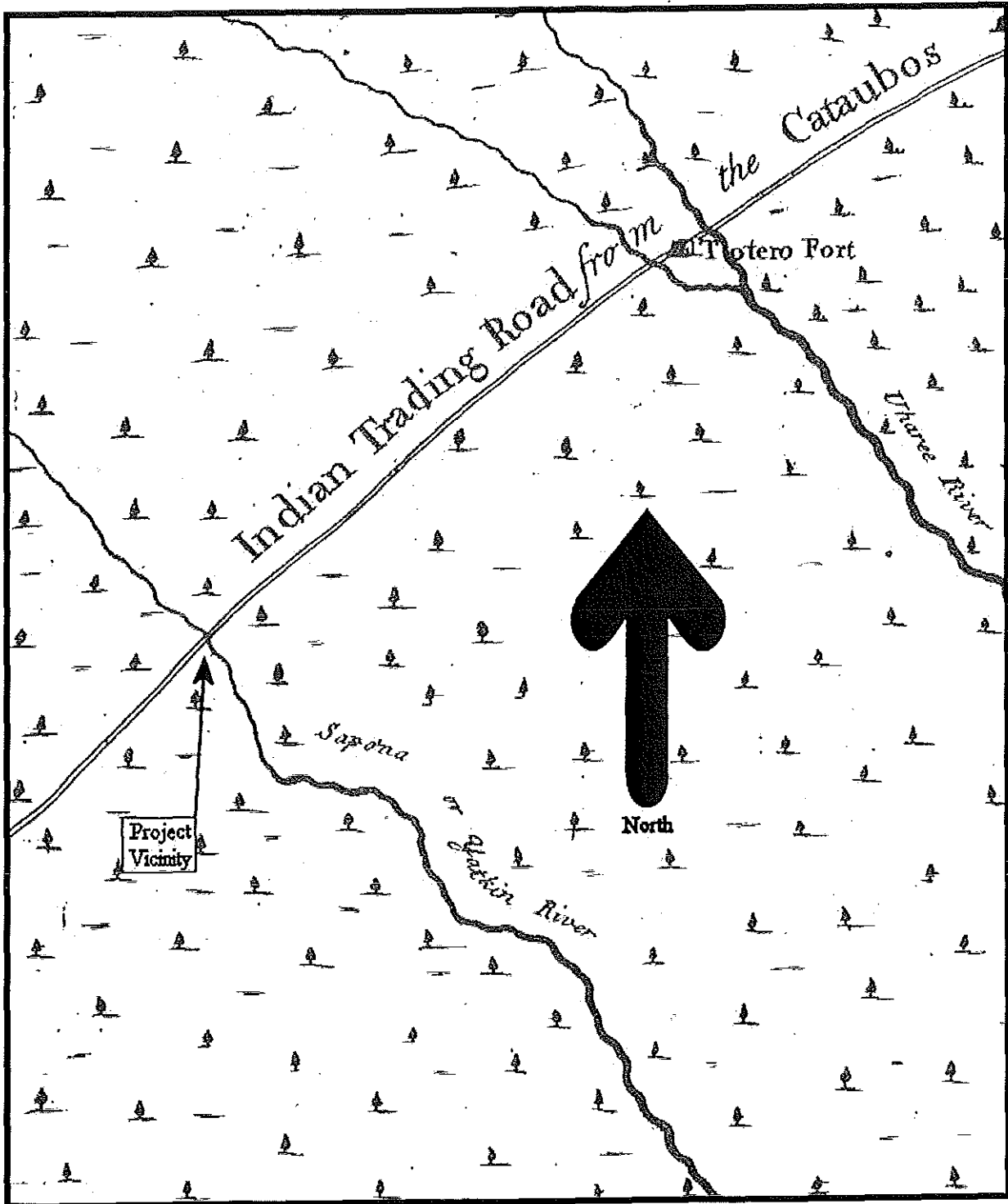


Figure 5. Moseley Map of 1733.

Two years later Archibald Craige was given permission to keep a ferry at the Trading Ford. A legislative act from the period 1769-1779 states that “the Ferry crossing the Yadkin River, where the Trading Path crosses below the Island, where the ferry is now kept in Rowan County, be, and is hereby declared to be a Public ferry...” (quoted in Brownlee 2003d).

The Trading Ford and Ferry appear on three late eighteenth- and early nineteenth-century maps, Collet’s map of 1770 (Figure 6), Mouzon’s map of 1775 (Figure 7), and Moore’s map of 1814 (Figure 8). The Collet, Mouzon, and Moore maps do not pin down the location or locations of the crossing of the Trading Path over the Yadkin, other than to put it upon or south of the Big Island. They also do not make it clear whether there were one or more fords, ferries, or both. The mapping of twin crossings by Collet and Mouzon, and late-eighteenth-century documentary evidence, suggest that at least one ford and one ferry crossed the river at or near Big Island. The legislative act places a ferry near the spot referred to as Trading ford on the Moore map.

In 1849 Benson J. Lossing drew a sketch of the Trading Ford (Figure 9) and noted, “[the] river is usually fordable between the island and the stakes seen in the picture; below that point the water is deep” (Lossing 1852:601). The ford apparently also went by the name “Island Ford” according to early Rowan County historian Jethro Rumble (1881:186). The ford appears on the Johnson map of Davidson County of 1890 as well (Figure 10). By 1918, when the Tallasse Power Company completed a survey in preparation for the 1920s’ construction of High Rock Dam, the crossing was gone, although some road traces leading toward it still survived (Figure 11). This crossing was located downstream from the current APE.

A second crossing, the Yadkin Ford, was in place by 1755, when itinerant preacher Hugh McAden visited it. In 1758 John Long, Sr. was appointed commissioner of the road from Salisbury to the Yadkin Ford. Five years later the Rowan County court ordered that a road be constructed on the opposite side of the river, from the Yadkin Ford to the Bethabara settlement near Salem. In 1780 state records reportedly mention a ferry at the Yadkin Ford (Brownlee 2003e).

The Yadkin Ford and Ferry crossing appears on William Moore’s map of the Yadkin River of 1814 (see Figure 8). A second map by Moore of 1830 depicts the ford at the same location (Figure 12). During this period, Thomas Cowan owned the crossing as well as several hundred acres on either side of the river. In the late nineteenth century, it was owned and operated by John Hedrick. Late-nineteenth and early-twentieth century maps indicate that Hedrick operated his ferry at the location of the ford at the western tip of Big Island, whereas Cowan’s ferry had been located upstream closer to the current I-85 bridge.

The Yadkin Ford crossing may have remained active into the early twentieth century. The 1890 Johnson map (see Figure 10) depicts a road on the north side of the river leading to Hedrick Ferry—Hedrick was a subsequent owner—and Miller’s map of Rowan County of 1903 (Figure 13) shows a road leading to the crossing on the south side of the river. The Yadkin Ford and Ferry crossing appear to have fallen into disuse in the early twentieth century. The 1914/1915 soils maps of Rowan and Davidson (Figure 14) do not depict a ferry at this location and they do not show the approach roads leading down to the river (Hartley’s, Sower’s, and Hannah’s ferries upstream *are* all clearly labeled). A 1918 survey by the Tallasse Power Company (Figure 15) depicts the Hedrick Ferry crossing just southwest of the Big Island, but its fading status is suggested by the label “Old Hedrick Ferry Road” on the Rowan County side of the river and unconnected remnants of the road on the Davidson County side.

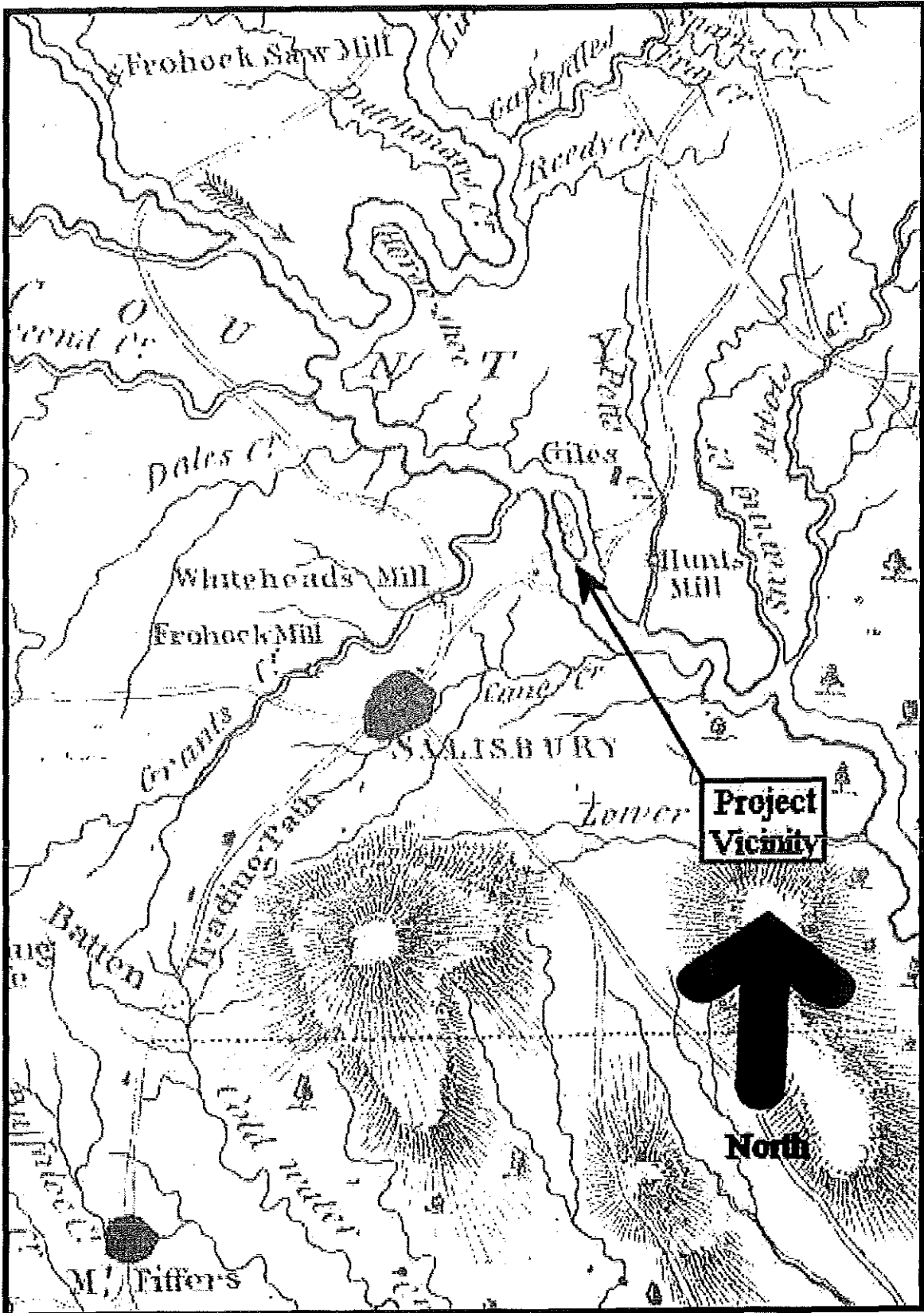


Figure 6. Collet Map of 1770.

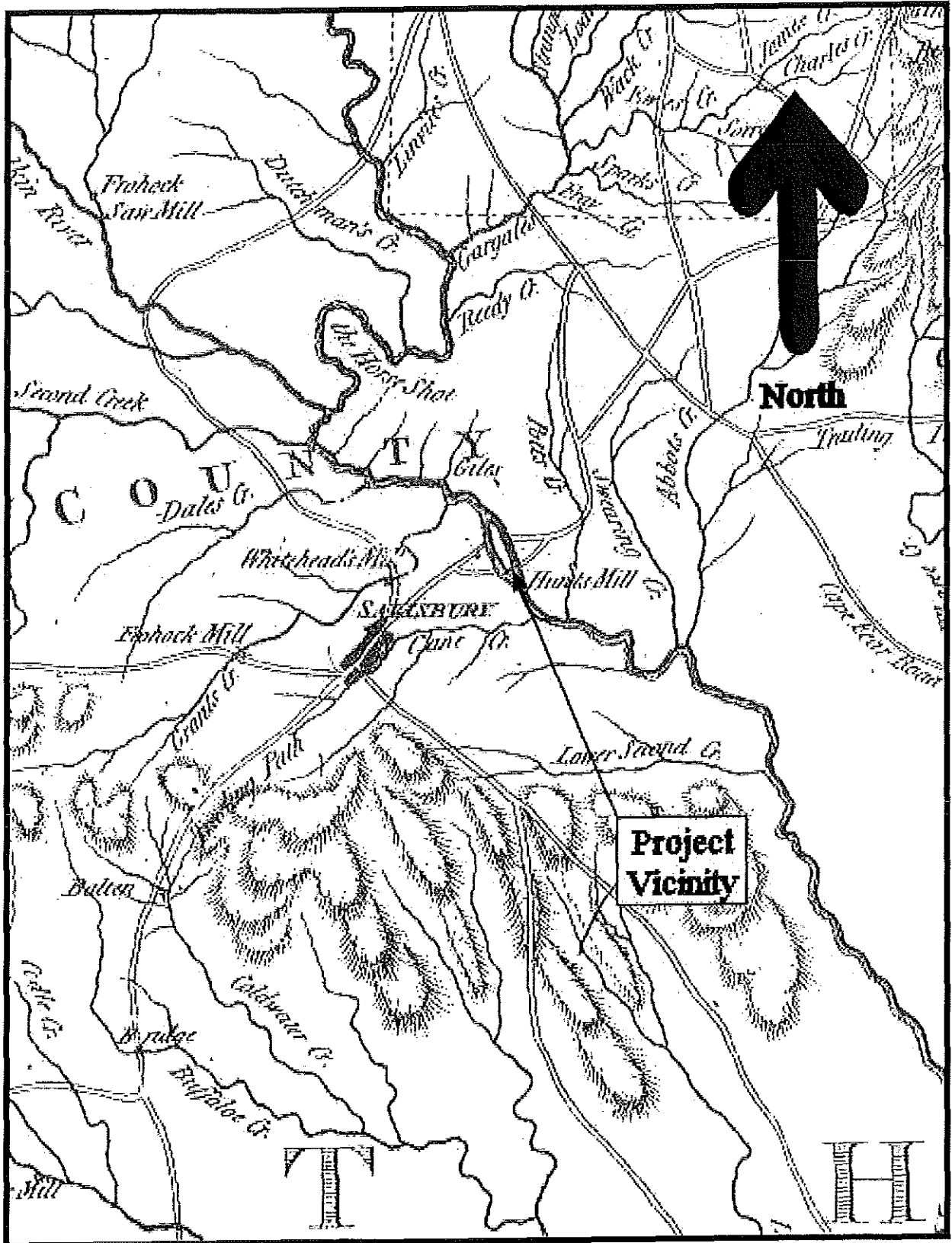


Figure 7. Mouzon Map of 1775.

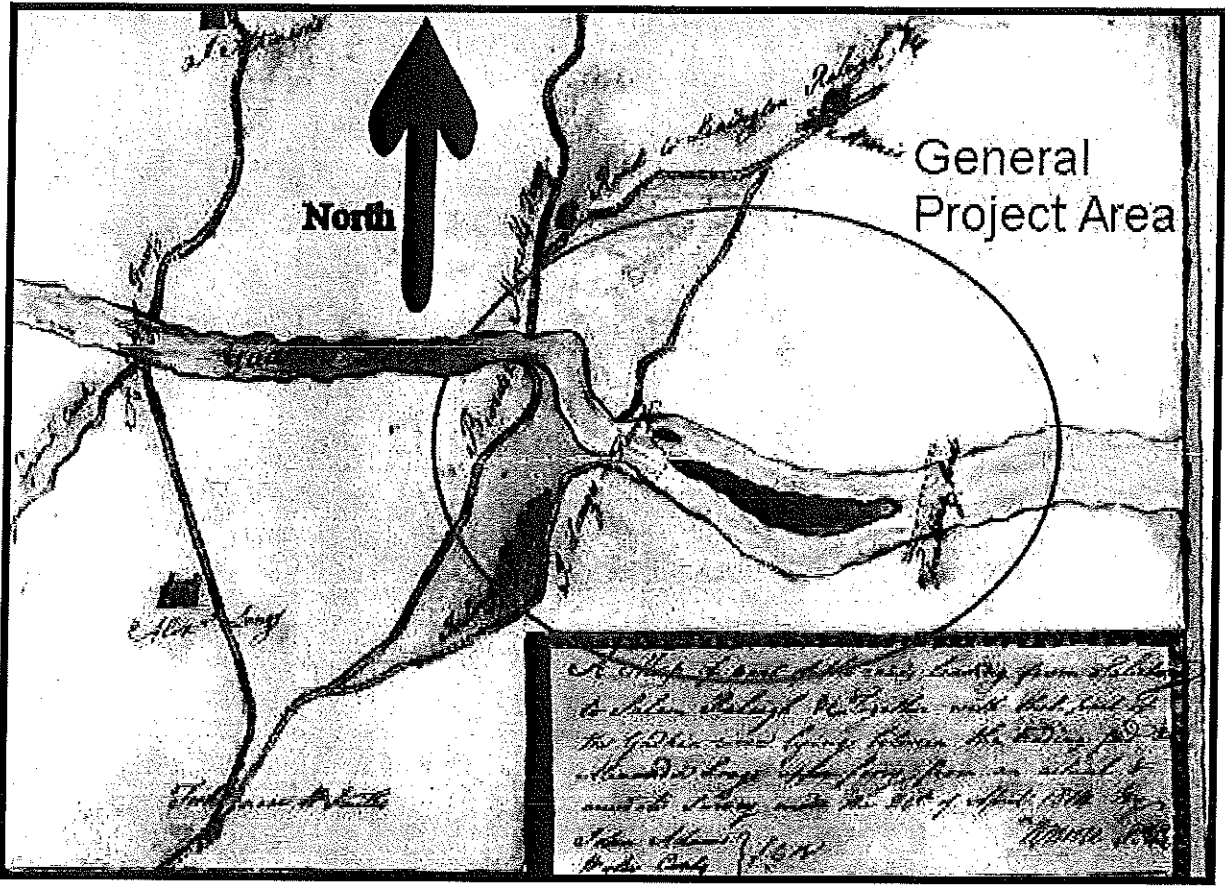


Figure 8. Moore Map of 1814.

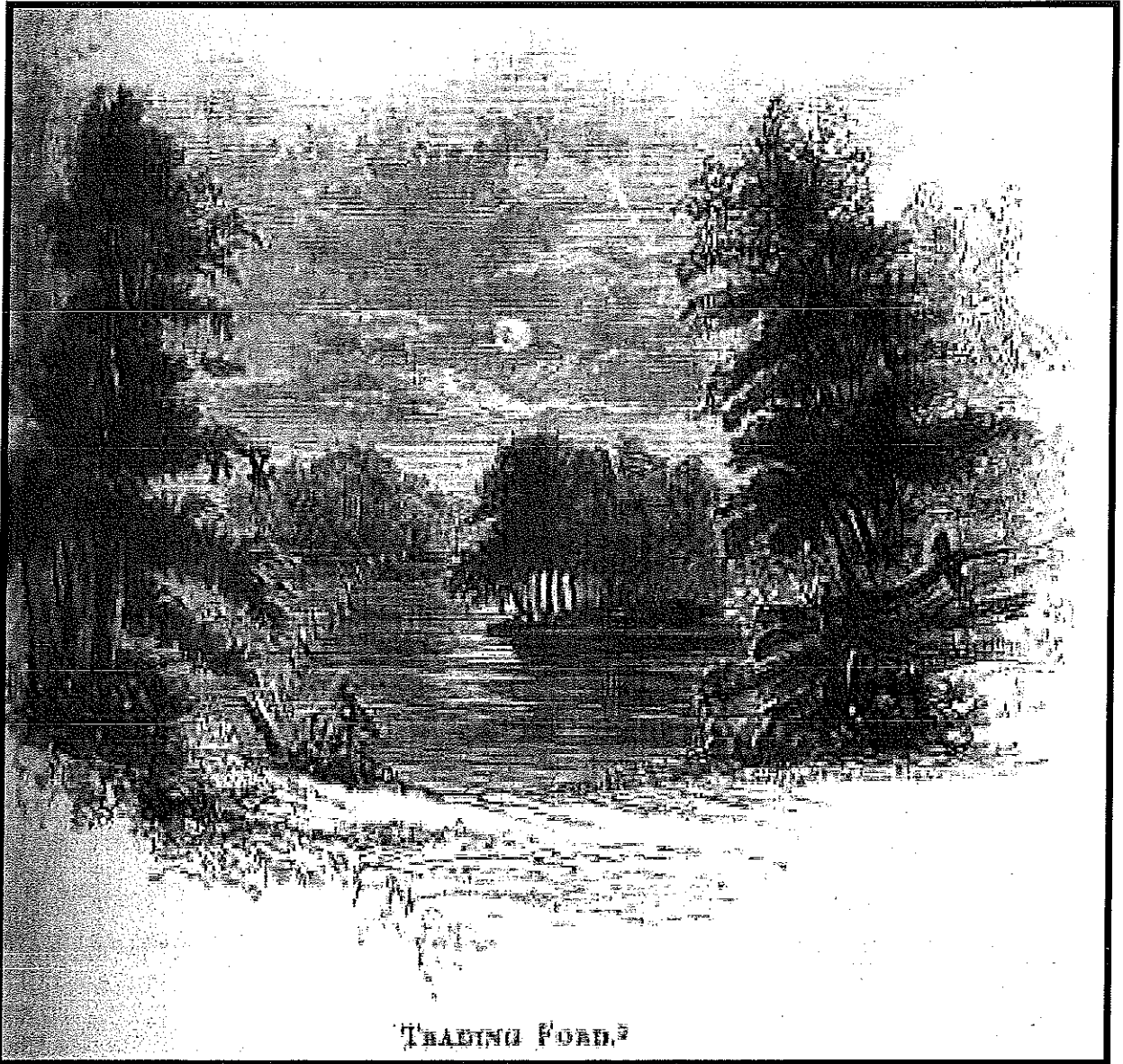


Figure 9. Lossing sketch of 1849.

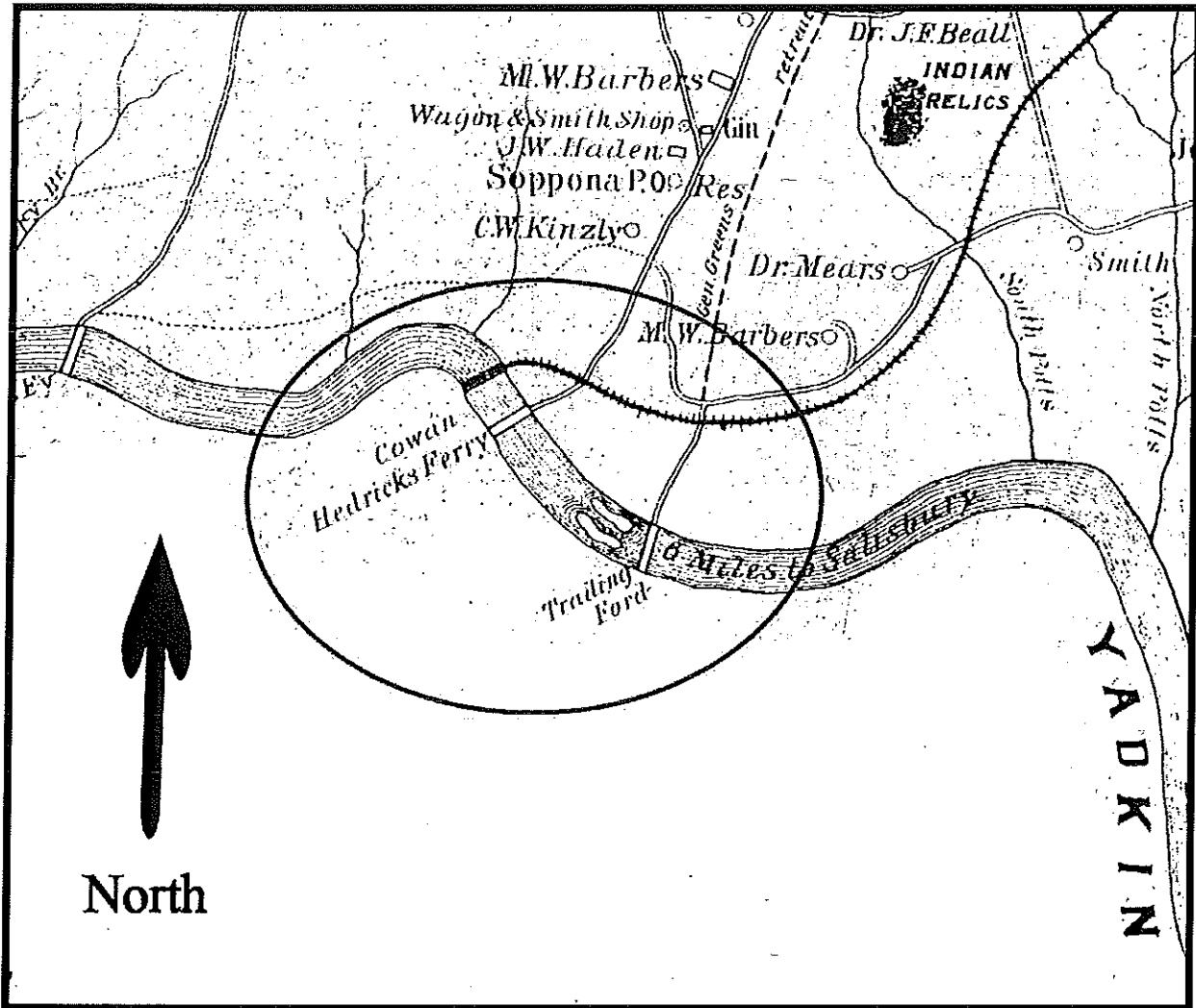


Figure 10. Johnson Map of 1890 (oval indicates general project area). No scale.

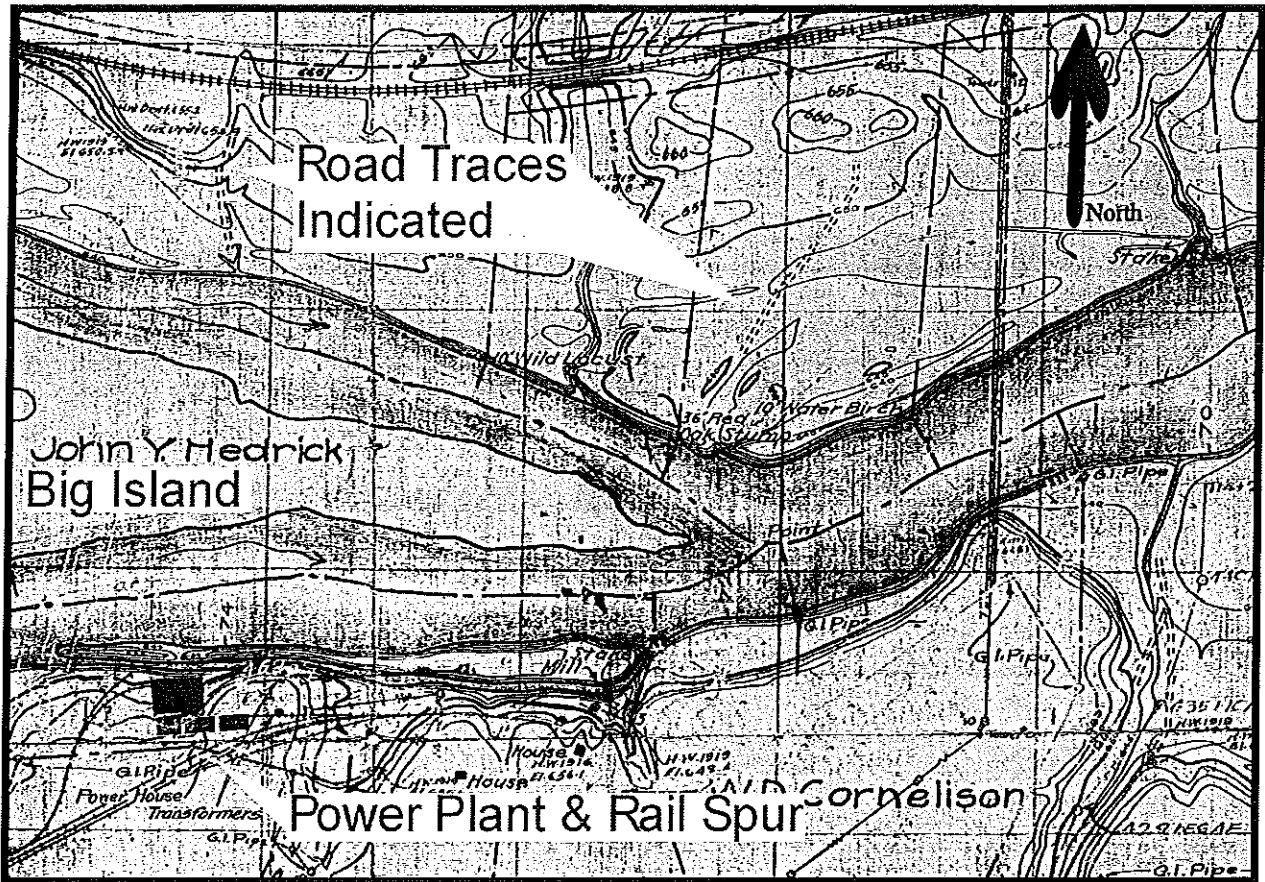


Figure 11. Tallassee Power Company Map of 1918 (project APE located off of map to the left).

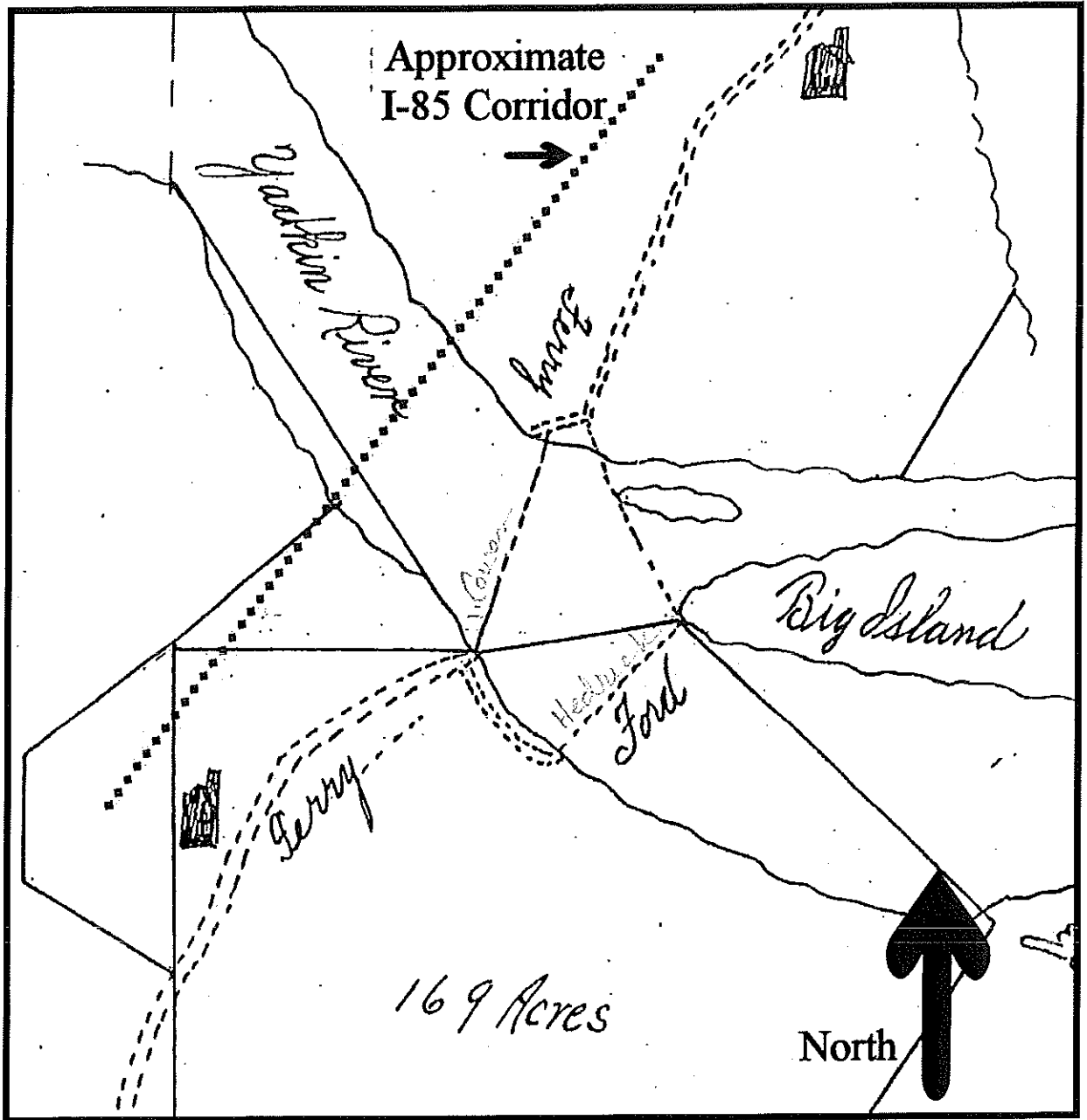


Figure 12. Moore Map of 1830. No scale.

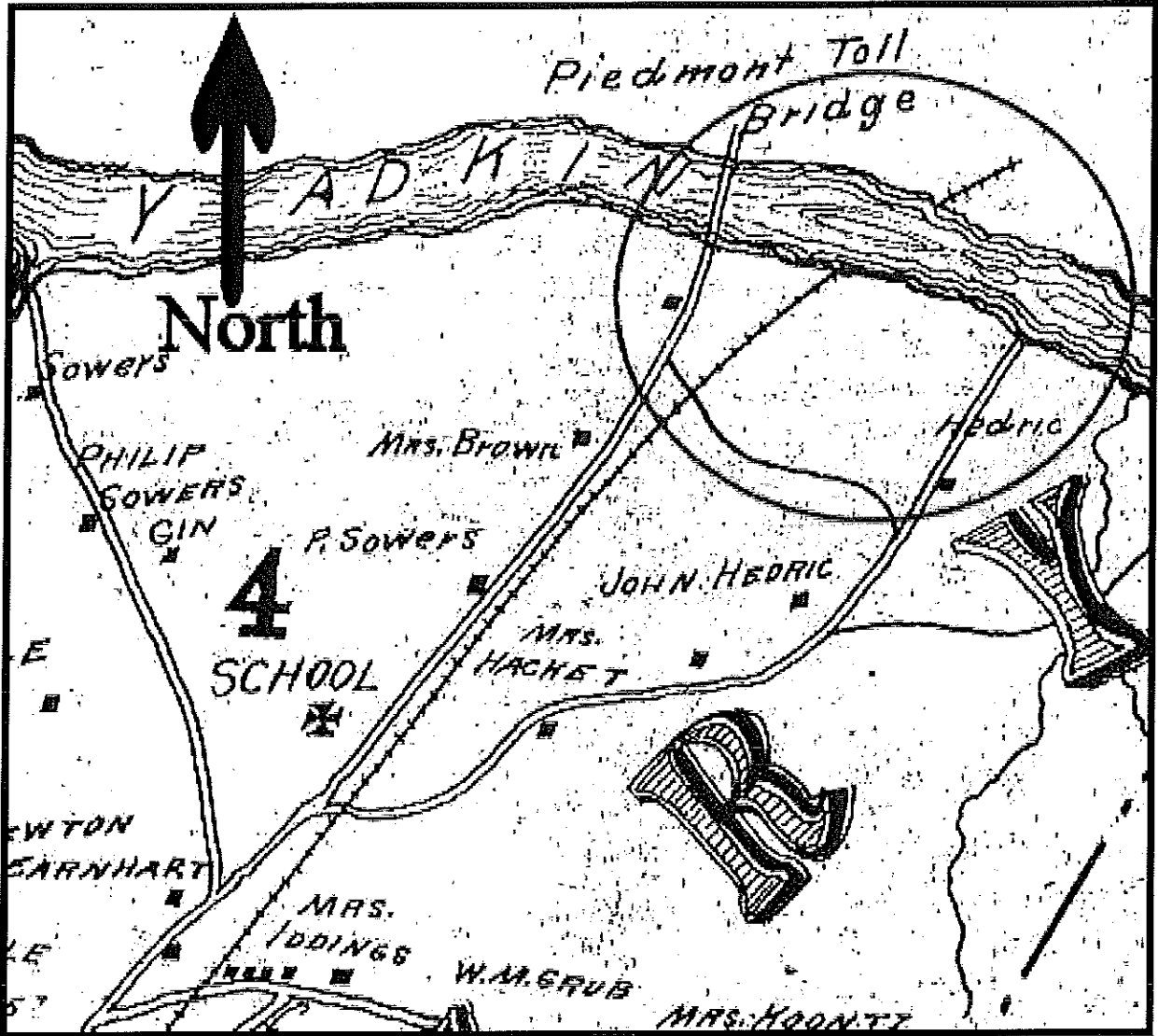


Figure 13. Miller Map of 1903 (oval indicates general project area). No scale.

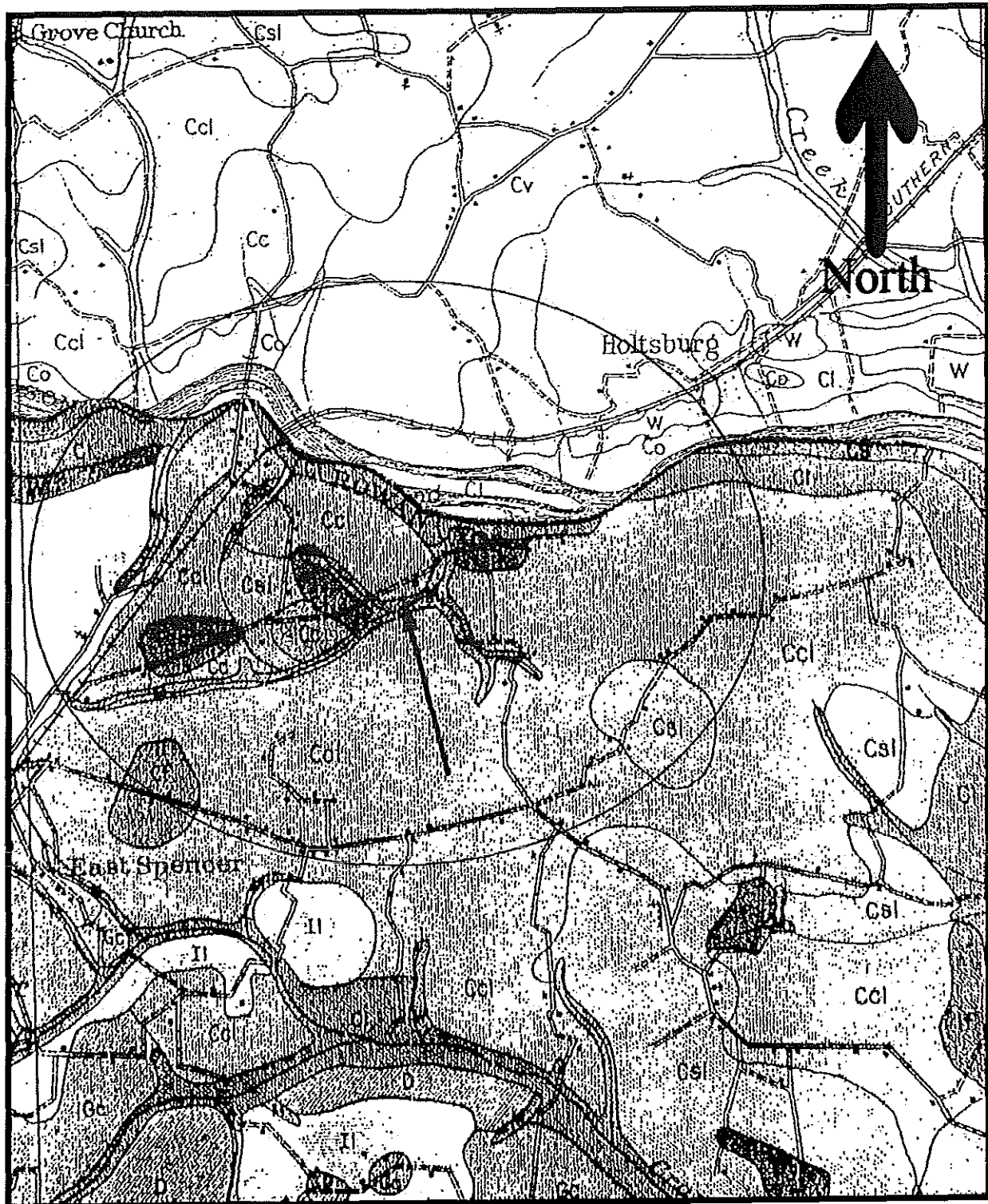


Figure 14. 1914/1915 Soil Survey maps of Rowan and Davidson counties. Oval indicates general project vicinity. Arrow points to location of road corresponding to historic Trading Path crossing trace. Not to scale.

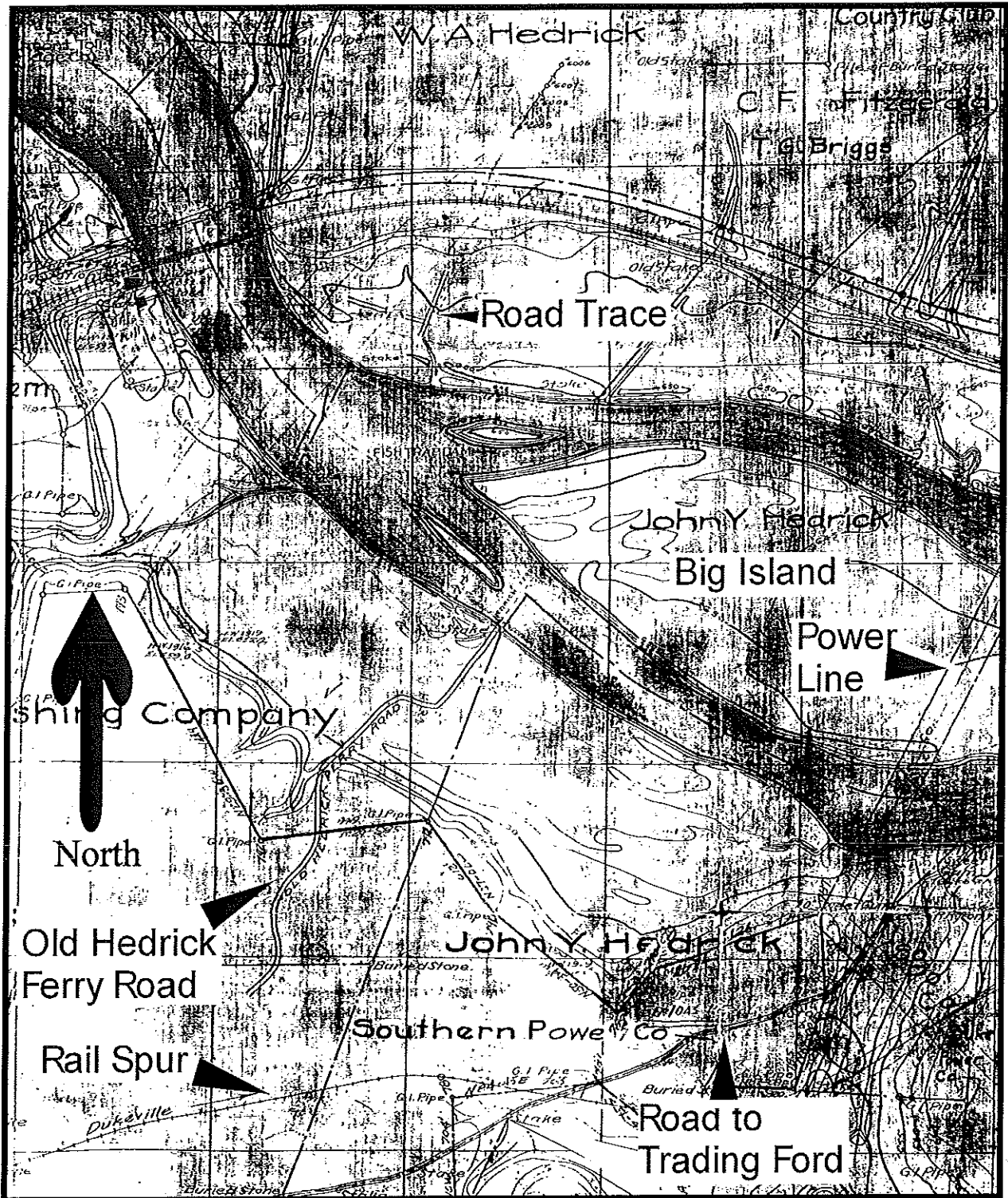


Figure 15. Tallassee Power Company Map of 1918 showing location of Old Hedrick Ferry Road and Ferry crossing.

A third crossing of the Yadkin, about one-half mile upstream of the bridges that now carry NC 29 over the river, was established by Alexander Long, Sr. in the late eighteenth century. In 1784 Long received a license from the Legislature to operate a ferry across the Yadkin at a point near the mouth of Grant's Creek (Hood 1983:347-348; Rumble 181:183-185). This crossing was likely put out of commission not too many years after 1820, when Long's neighbor, Lewis Beard, built a bridge immediately to the south. It was still in operation, however, when Long ran the following advertisement in the November 20, 1821, issue of Salisbury's *Western Carolinian*:

False reports having, by some means, got into circulation, respecting the rates at my Ferry on the Yadkin river, five miles from Salisbury, I take this method to inform the public, that they are as follows, viz:

For a four wheel carriage of pleasure, forty cents.

For a gig, twenty-five cents.

For a Dearborn or Yankee wagon, with two horses, twenty-five cents: The same with one horse, twenty cents.

For a loaded wagon and team, forty cents.

For a two horse wagon, loaded, thirty cents.

Men and horses, six and a quarter cents: footmen, five cents.

The best of boats and the most punctual attendance will at all times be kept at the ferry. Travelers can be accommodated in the best manner the country affords, and on reasonable terms, at the dwelling house of the subscriber, one mile from the river.

During the Revolutionary War, military activity and a skirmish took place along the Yadkin River near Salisbury. The skirmish took place in early February, 1781, and other activities likely occurred there the previous year as well:

...Revolutionary War camps may have been located on both sides of the river in the fall of 1780. Serving as the region's military headquarters under General Jethro Sumner, these camps swelled with the troops of General William Smallwood and Daniel Morgan. When these forces pursued [Lord] Cornwallis into South Carolina, it is possible that they left a small contingent to guard the Yadkin Ford (Clark 1993 [1896]). General Horatio Gates, at the time, ordered Sumner that "on no account abandon the defense of that ford" (Overton and Mohler 2003:12).

(It is not clear whether "that ford" referred to the Trading Ford or the Yadkin Ford (Overton and Mohler 2003:12; Brownlee 2003b).) Further exchanges between the generals discussed the potential construction of defenses. Colonel Thaddeus Kosciuszko, a Polish military engineer, may have been sent to the river to supervise such construction (Brownlee 2003b). (The Study List application denominates the areas occupied by Colonial forces during the fall of 1780 as Camp McGoon's Creek and Camp Yadkin Ford.)

As January 1781 closed, the British army raced Colonial forces to the northeast and the Yadkin River. The Colonials reached the river's southwest (Rowan County) banks first. On February 2, General Edward Stevens arrived at the Trading Ford, but found it impassable for his men. On February 3, General Nathanael Greene and his troops met General Daniel Morgan and his forces there, amidst torrential rain and knee-high mud. On the 3rd, with the British forces of Lord Cornwallis approaching, the Colonials managed to cross the river via boat, in spite of the

dangerous conditions. Baggage wagons and about 150 troops remained on the southwest bank when advance British forces under the command of General Charles O'Hara approached at twilight on February 4. A brief skirmish ensued and the Colonials retreated, without the baggage, across the river. When the main body of the British army reached the swollen river, they could not cross it. All that was left to them was to lob artillery shells across the water at the retreating Colonials. The British returned to Salisbury and on February 6, apparently still unable to cross the Yadkin at the Trading Ford or any other nearby crossing, headed about 40 miles upriver to Shallow Ford (Mohler and Overton 2003; Brownlee 2003b). (The significance and integrity of the resources associated with this Revolutionary War activity are discussed below.)

The Bridging of the Yadkin River, 1820-1922

Linder ends her history of the Yadkin/Great Pee Dee River in 1825. Prior to that date, she says, the river flowed unchecked; afterwards, man began to assert control over it by dams, canals, and other means (Linder 1993:2). Five years earlier, however, at the Davidson/Rowan border, man asserted his dominance over the Yadkin by building a bridge across it. Rumple described this bridge and its building in his early history of Rowan County (Rumple 1881:185):

Some misunderstanding having arisen between Mr. [Alexander] Long and Mr. [Lewis] Beard concerning the right of the latter to keep a ferry on his lands, Mr. Beard secured from the Legislature the right to build a bridge over the river on his own lands. He therefore secured as an architect, Ithiel Towne, and erected a magnificent bridge, at a cost of thirty thousand dollars. For many years this bridge stood there, and spanned the streams; affording passage at all heights of the river. It was known in later years as "Locke's Bridge."

Locke's
Bridge
Built
1820-1822

Different dates have been offered for the construction of Beard's Bridge. It was certainly built well before the 1830s (Overton and Mohler 2003:31), but perhaps not as early as the 1818 date assigned to it by some (Brownlee 2003e; *Salisbury Evening Post* 1975:6TR). The following advertisement in the September 5, 1820, issue of the *Western Carolinian* strongly suggests that the bridge was under construction in 1820 (Rouse 1975:54):

\$500 REWARD

Early this morning the carpenters engaged in covering the Yadkin Toll Bridge returning to their work discovered the south end of it on fire. The timely discovery and the exertion of themselves and the Negroes on the premises prevented its sustaining any further injury than the loss of eight or ten feet of weatherboarding. From the circumstances of a pine torch half consumed being found at the spot where the fire commenced and other strong circumstantial proofs, there is no doubt that it was the act of some vile incendiary. The above reward will be given for the detection of the wretch. Lewis Beard, Proprietor, August 29th, 1820.¹

There is no primary source documentation of Ithiel Town (1784-1844) having designed Beard's Bridge. If the bridge did utilize the Town Lattice Truss design, which Town patented in 1820, it would have been one of its earliest uses. Town built very few bridges himself—he was more

¹ The "false reports" of ferry rates and the acts of "some vile incendiary" and "wretch" suggest that Rumple's use of the word "misunderstanding", in regards to Long and Beard, may have sugarcoated a more vicious struggle between the families that extended beyond Beard's death in December 1820 (*Western Carolinian* December 19, 1820).

promoter than builder—but he did engage in “a few test jobs in the South” that could have included Beard’s Bridge (Allen 1983:15-16).

After Lewis Beard’s death, the bridge was operated by his son-in-law, Moses A. Locke (*Salisbury Evening Post* 1975:6TR). How long the wooden toll bridge continued to span the river is not known. It apparently could no longer be crossed by April 1865, at the close of the Civil War. Confederate forces went to great effort in early 1865 to protect the North Carolina Railroad bridge near Salisbury from the advancing Federal army. However, these preparations, which are detailed in contemporary reports and recounted by later historians, did not include fortifying the toll bridge. A skirmish on April 12, 1865, concentrated solely on the nearby railroad bridge (Brownlee 2003a; Overton and Mohler 2003:23-24). A c.1870s post-Civil War map depicts the “Old Road Bridge”, but does not indicate whether or not it was functional (Figure 16).

The first North Carolina Railroad bridge across the Yadkin was barely ten years old when it survived the flame-wracked final days of the Civil War. The bridge, which no longer stands, was built from March through May in 1855, less than a year prior to the opening of the North Carolina Railroad. The wooden bridge had four spans of 150 feet each that rested on three stone piers. A deck-type Howe Truss, it had a total length of 658 feet. Its wooden frame was covered with sheet iron in 1871, the same year the state of North Carolina leased the railroad to the Richmond and Danville Railroad (Trelease 1991:49, 387 n.41; *Salisbury Evening Post* 1975:1TR, 19TR).

As alluded to above, the railroad bridge was the focal point of military events that took place within and near the project area at the close of the Civil War. By 1863 the Confederacy had established Fort York, also known as Camp Yadkin, on the bluffs overlooking the Yadkin River in Davidson County. A carefully planned and constructed earthwork, it stood (and, archeologically, still stands) just north of the Yadkin Ford and Ferry and, critically, the bridge that carried the North Carolina Railroad over the river.

On April 1, 1865, Confederate General Pierre G.T. Beauregard inspected the fort and ordered some defensive improvements. On April 6 he sent a telegram to General Jeremy F. Gilmer, Confederate Chief of Engineers in Danville, Virginia, advising “the immediate construction of tetes-de-pont [bridgeheads] at railroad bridges on Yadkin and Catawba; also at nearest fords to each said bridges” (quoted in Brownlee 2003a). Any activities that took place in the ensuing week in response to Beauregard’s telegram are not known.

Utilizing the contemporary accounts of Robert L. Beall (1866), Harriet E. Bradshaw (n.d.), and Captain A.G. Brenizer (n.d.), as well as the work of historians Ina W. Van Noppen (1961) and John G. Barrett (1963), Overton and Mohler (2003:23-24) recount the battle of April 12, 1865, at the bridge as follows:

Soon after entering Salisbury, [Union General George] Stoneman sent a detachment to destroy the railroad bridge over the Yadkin.... Van Noppen (1961:361) states that the estimates of the number of men that guarded the bridge on April 12 vary, but that they had entrenched the Davidson County side on high bluffs overlooking the trestle, and when the raiders approached, the Confederates cut loose their guns, and these plus rifle fire prevented the capture of the bridge (Bradshaw Account). The skirmishing started around two o’clock and lasted until nightfall (Beall Account). Soon after the skirmish began, Stoneman’s men moved up the guns that they had captured at Grant’s Creek.

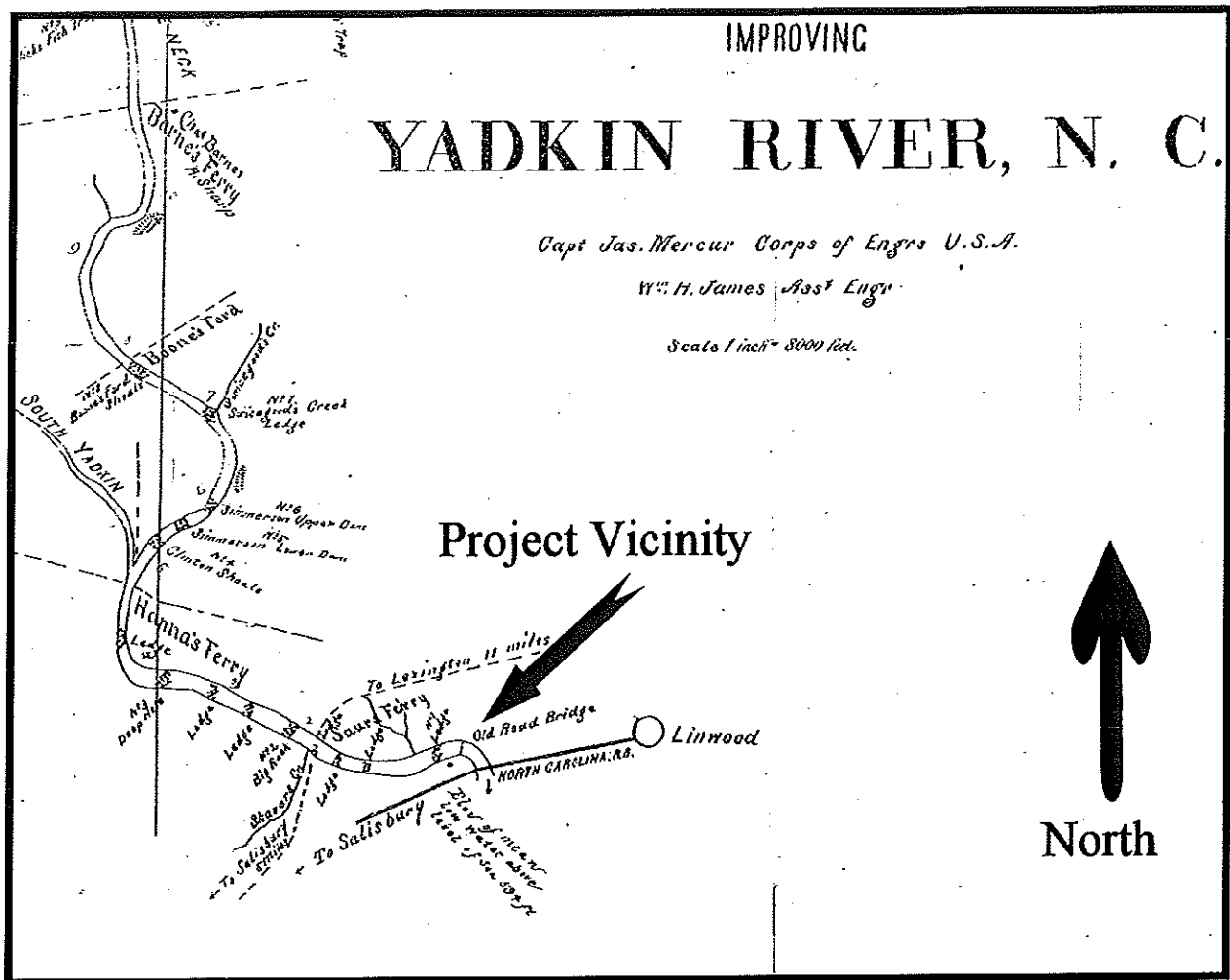


Figure 16. Undated Map of the Yadkin River north of the North Carolina Railroad bridge by Capt. James Mercur (1842-1896) (courtesy North Carolina Collection, University of North Carolina at Chapel Hill).

“...But it is a remarkable thing to relate that “THEY DID NOT BURN THE BRIDGE”! ‘The Galvanized Yankees’ who had formerly been soldiers in the United States Army, had been captured, and had taken an oath of allegiance to the Confederacy, were faithful and had manned the guns and repulsed the 2,000 cavalry....” (Brenizer Account).

“Soon after entering Salisbury, General Stoneman sent out a strong detachment to capture the long railroad bridge over the Yadkin River, some six miles above town. From strong entrenchments on the north side of the river, a hastily assembled Confederate force of approximately a thousand men defended the bridge. This enemy position on the bluffs overlooking the trestle appeared so formidable to the Federals that they decided against a major assault. After feeling out the defenses and receiving in return strong Confederate artillery fire, the cavalymen pulled back to Salisbury. Since they left the long bridge intact, their return to town was not marked by ‘wild cheers’ or ‘war whoops of victory” (Barrett 1963:358).

“Stoneman’s pursuing cavalry was coming back to Salisbury after a battle lost. But no wild cheer, no war whoops of victory marked their return to town. General Beauregard’s defenders had saved the Yadkin bridge” (Bradshaw Account).

During the final days of the war, the troops at the fort successfully fulfilled their mission, driving back Union forces from the bridge. This small tactical victory of April 12, 1865, was hollow, however, for it did nothing to alter the outcome of the war or protect the rail line or Salisbury. Although the bridge was saved, Stoneman destroyed the Confederate supplies at Salisbury and tore up the railroad tracks for several miles on either side of the city, rendering the line useless. Three days earlier, unbeknownst to the defenders of Camp Yadkin, Robert E. Lee had surrendered to Ulysses S. Grant at Appomattox Court House. Two weeks later, Joseph E. Johnston surrendered his Confederate army to William Tecumseh Sherman at Durham (Bradley 2000).

In 1886 the North Carolina Railroad bridge was finally brought down and replaced entirely by a new iron bridge. This bridge, in turn, was severely damaged in 1890, when a train jumped the tracks and plunged into the river (*Salisbury Evening Post* 1975:1TR, 10TR). The downstream bridge of the two current railroad bridges was erected in 1907 (Plate 5). The parallel, adjacent, upstream bridge was added in 1919 (Carter 2005).

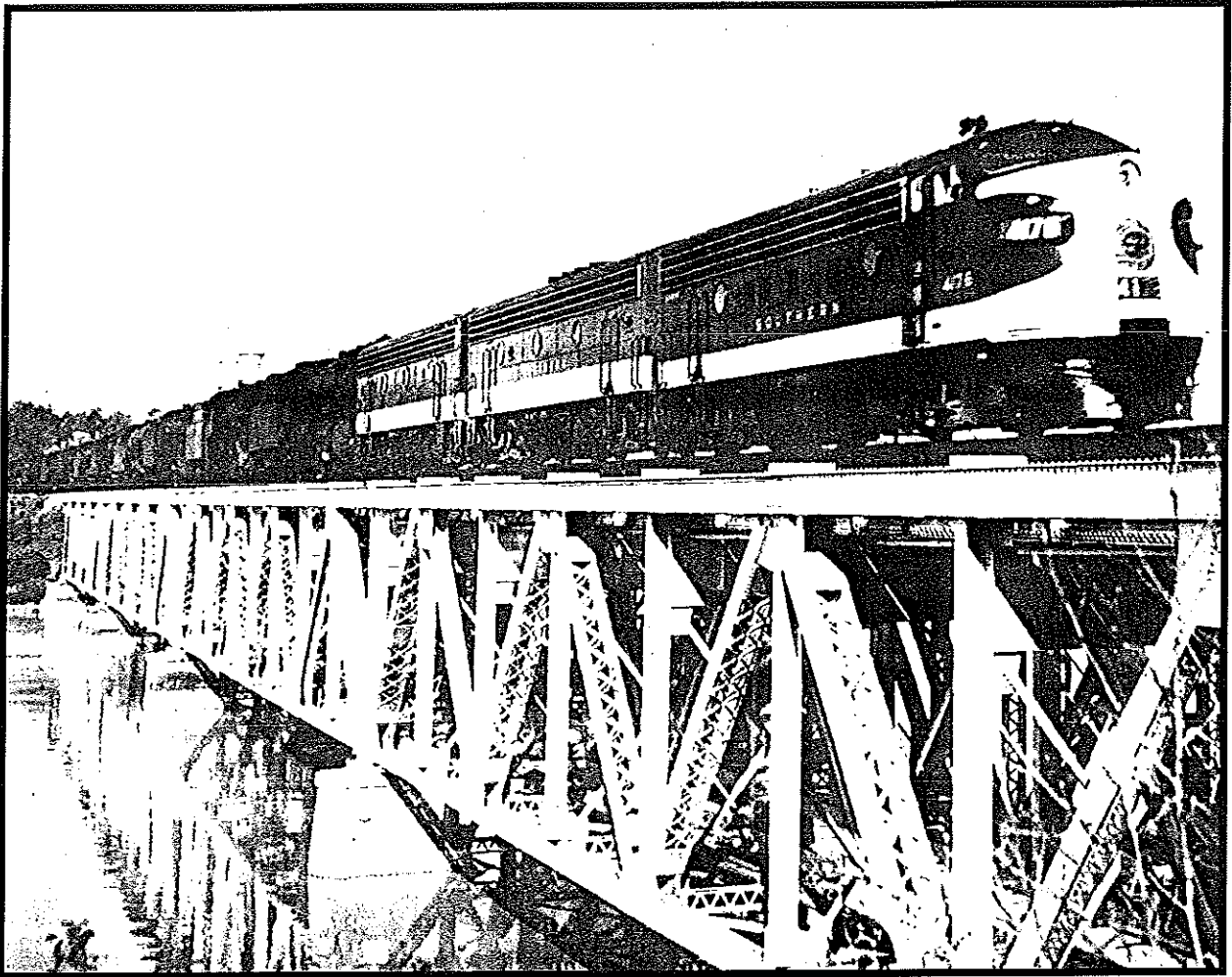


Plate 5. 1952 photograph of downstream (1907) North Carolina Railroad bridge captioned "Diesel pulling steam locomotives to junkyard?" (courtesy Rowan County Public Library).

The North Carolina Railroad bridge was not the only river crossing built anew in the late nineteenth century. A replacement for Beard's Bridge was constructed in 1900. Its history was recounted in 1924, when the new free bridge that led to its demise was opened (*North Carolina Highway Bulletin* 1924a):

The pillars on which [the toll bridge] stands were erected prior to the Civil War, say old Rowan residents. The original wooden bridge was washed away years ago and for a number of years the only way to cross the Yadkin at this point was by ferry. About 26 years ago a company was formed to build a toll bridge on the old pillars, left standing when the old bridge was washed away. This company was headed by the late D.R. Julian. It was several years after the organization of the company until actual work was begun and the toll bridge was opened to the public December 13, 1900. Travel was light then; the automobile was unheard of, but from the beginning the bridge is said to have paid some handsome dividends to its owners. Its earning capacity in recent years, with the advent of the automobile, has been almost amazing.

A few images of the multi-span, metal, Pratt and camelback through-truss structure survive. One shows the bridge and its stone piers in the early twentieth century (Plate 6). A second depicts it almost inundated by the waters of the Yadkin during the great freshet or flood of the summer of 1916 (Plate 7). The bridge was reportedly moved to Reeves Island, presumably in Rowan County—there is a Reeves Island Road in the southeastern corner of the county—and repainted for service (*Salisbury Evening Post* 1975:1TR, 10TR). The precise date of the bridge's removal is not known. At the opening of the free bridge that supplanted it, it was noted that the toll bridge "stood lonely and neglected [and s]oon it will be torn down" (*North Carolina Highway Bulletin* 1924a). By September 1926, when Douglas Rights traveled the length of the Yadkin and Great Pee Dee, only its stone piers remained (Rights 1928:34). All of the secondary sources that discuss Beard's Bridge and the Piedmont Toll Bridge aver that the latter was built on the stone piers of the former and that the piers at the site that currently rise above the river are those of Beard's Bridge (see for example *Salisbury Evening Post* 1975:1TR, 10TR; Rights 1928:34; *North Carolina Highway Bulletin* 1924a).

Free Crossings of the Yadkin River, 1923-1958

The history of a free crossing of the Yadkin goes back to 1912, when the *Salisbury Evening Post* advocated for a free bridge across the river. Four years later, a mass meeting was held in Salisbury at which it was proposed that the Piedmont Toll Bridge be purchased and a new bridge constructed. As no consensus could be reached on what entity—Salisbury, Rowan County, Davidson County—would pay for or build the bridge, the matter stalled. The emerging Good Roads movement in the state kept the issue alive, but local efforts never successfully led to the locally funded construction of a new free crossing. As Davidson County historian Jacob Calvin Leonard noted in the mid 1920s, the fitful attempts to build a new crossing awaited the entry of the state to come to fruition:

But as the big highway building program came along it was also very clearly established that the bridge would come and after several efforts to buy the old bridge from the owners the two counties awaited the development of the State program which took charge of the bridge as a unit in the big highway project. Effort was finally made to buy the toll bridge, but the two sides could not agree on a price, and things went along until the State entered into a big road building campaign and then we all knew that the larger and open bridge would come.

In 1921 the North Carolina Legislature enacted the Doughton-Connor Good Roads bill, which provided for the financing and maintenance of "hard surfaced and dependable highway" in the state and a new State Highway Commission. Among the first roads "scheduled for rapid completion" was the Central Highway which had been given legal status by the state back in 1911 (Waynick 1952:40-41; Brown 1931:100-123).

North Carolina's highway numbering system began in 1921 with the Doughton-Connor bill. At that date, the "best-known state highway" was the Central Highway. It was renamed NC 10 and subsequently became part of US 70 (Turner 2003:22). It currently carries US 70, US 29, and NC 150 across the Yadkin.

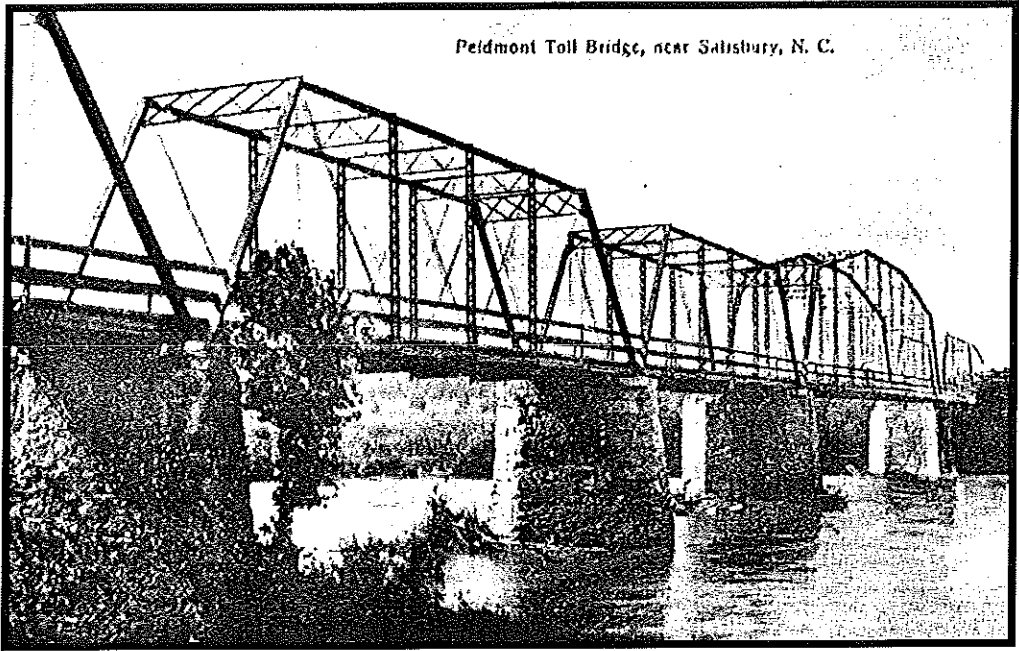


Plate 6. Early twentieth-century photograph of the Piedmont Toll Bridge and stone piers (source – Overcash's *Souvenir Postcards*, 1977).

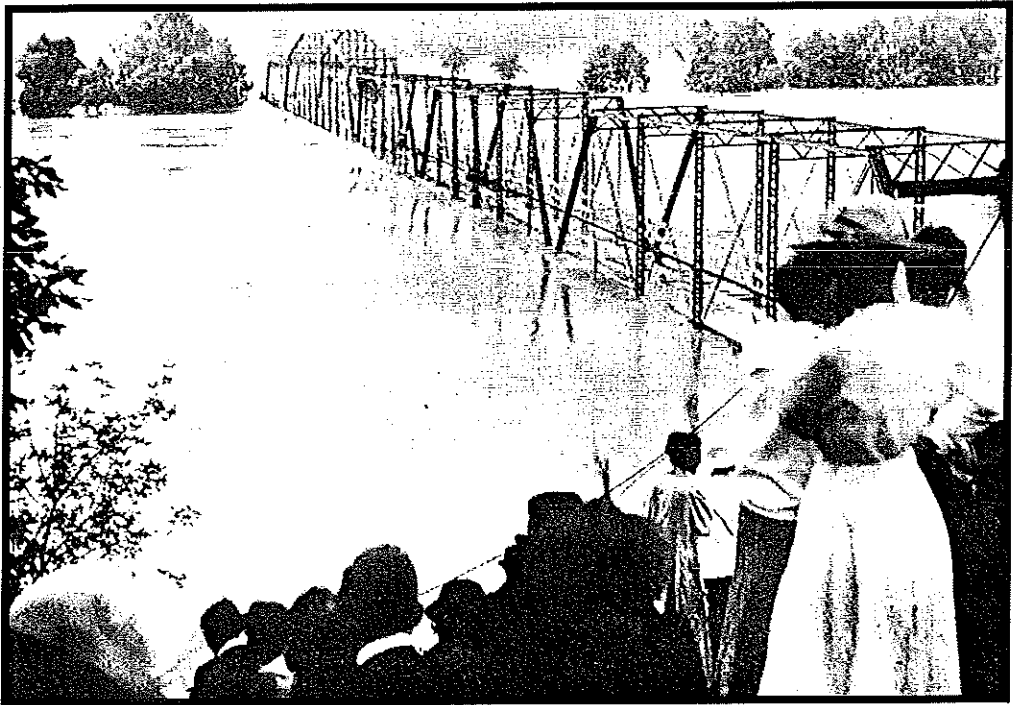


Plate 7. Piedmont Toll Bridge during great freshet of 1916 (source – Overcash's *Souvenir Postcards*, 1977).

While under construction—which commenced in January 1923—the bridge across the Yadkin was, appropriately, referred to as the Yadkin River Bridge (Figure 17; Plate 8 and Plate 9). When the bridge opened on August 15, 1924, it was renamed the Wilcox (or Wil-Cox) Bridge, for two highway commissioners named Wilkinson and Cox (*North Carolina Highway Bulletin* 1924a and 1924b). Between 10:00 am and noon on the 15th, more than 1,000 cars crossed the bridge. W.L. Cohoon, the State Highway Commission attorney, spoke at the grand opening (*North Carolina Highway Bulletin* 1924a):

In accepting the bridge, Mr. Cohoon told the audience some interesting things about the matter of financing the structure. It cost \$212,500. There is not a dollar of tax levied against any land, any dog, horse, cow, pig, or billy goat in either of the counties which adjoin the stream or in any other county of the State, he said. The automobile license tax and the gasoline tax is handling the matter. A man who uses the roads and bridges of the State pays for them. The man who does not is put to no expense.

Cohoon also noted the strong North Carolina roots of the bridge when describing its design and construction:

“It’s a North Carolina bridge, too,” he said. “we paid no tribute to anyone for it. A native Tar Heel, W.L. Craven, of the Raleigh office of the Highway Commission, designed it. Another North Carolinian, J.B. Pridgen, district engineer with headquarters in Charlotte, was in executive charge of construction. W.F. Morrison, another Tar Heel, was resident engineer. The Hardaway Construction Company is a North Carolina outfit. Together they have done something, from the vision in the designer’s brain to the actual completion of the work, which is and should be a matter of great pride to all North Carolinians.”

The late 1910s and 1920s saw intensive activity along the Yadkin River both upstream and down from the current I-85 bridge. In 1916, on the Rowan County side of the river east of the toll bridge and west of where the Wilcox Bridge was to be raised, the Yadkin Finishing Company opened a damask-finishing mill. In 1920 the Erlanger family, which controlled the B.V.D. Corporation of Baltimore, bought the operation. Along with damask, they finished pajama material, and shortly added shirting and diaper material finishing as well. Next came the manufacture and finishing of sheets and pillowcases. By the late 1920s, they had expanded their operations to include dyeing, mercerizing, and shrinking. By 1932 they had 500 employees and, in spite of the Depression, they added a rayon division to the facility in 1935. The associated mill village included numerous houses and associated community resources. In 1964 Fieldcrest Mills, Inc. bought the mill where, in 1975, they employed 700 workers (*Salisbury Evening Post* 1975:15B). Little of the village now remains intact and the mill currently stands vacant (Plate 10).

In 1926 an equally massive facility opened, also on the Rowan County side of the river, east of the railroad and highway bridges (see Plate 3). By the end of November, Duke Power Company’s Buck Steam Plant, which was named for James “Buck” Buchanan Duke, had begun producing electricity from two coal-fired units that loomed over the Yadkin.

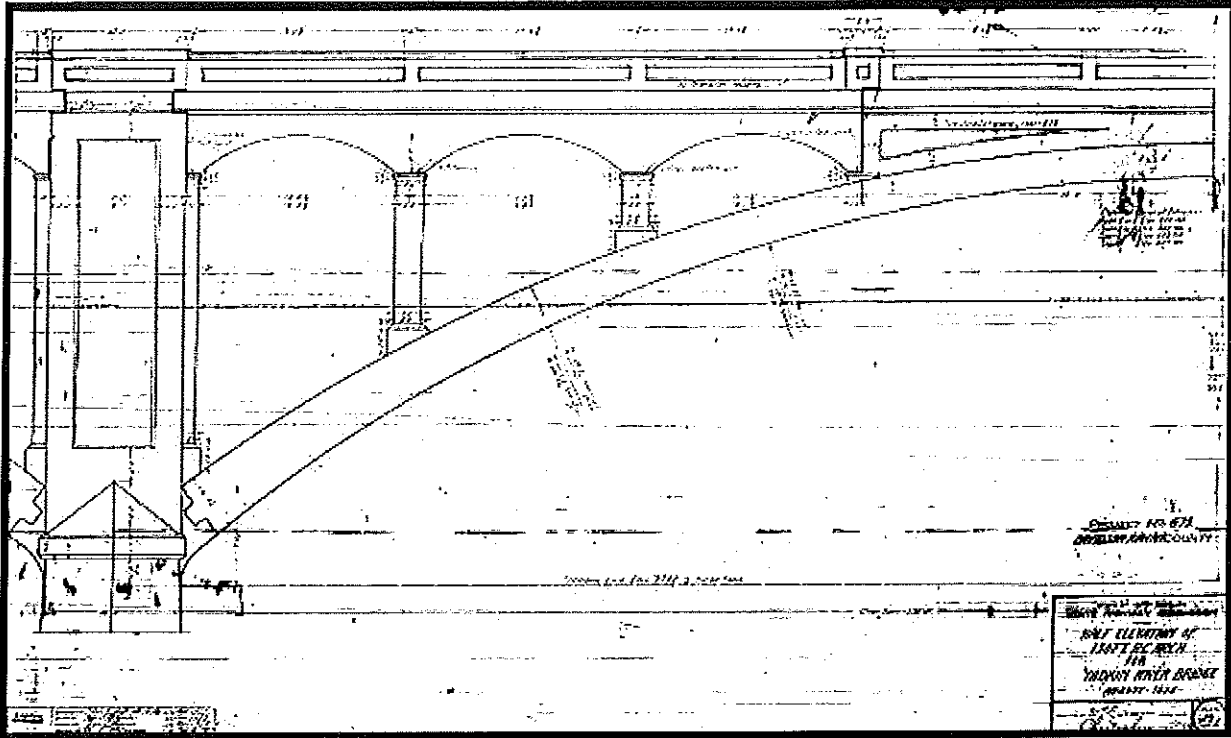


Figure 17. Wilcox Bridge – Plan sheet labeled “Half Elevation of 150 Ft R[einforced] C[oncrete] Arch for Yadkin River Bridge, August 1922” (courtesy NCDOT Bridge Maintenance Division).

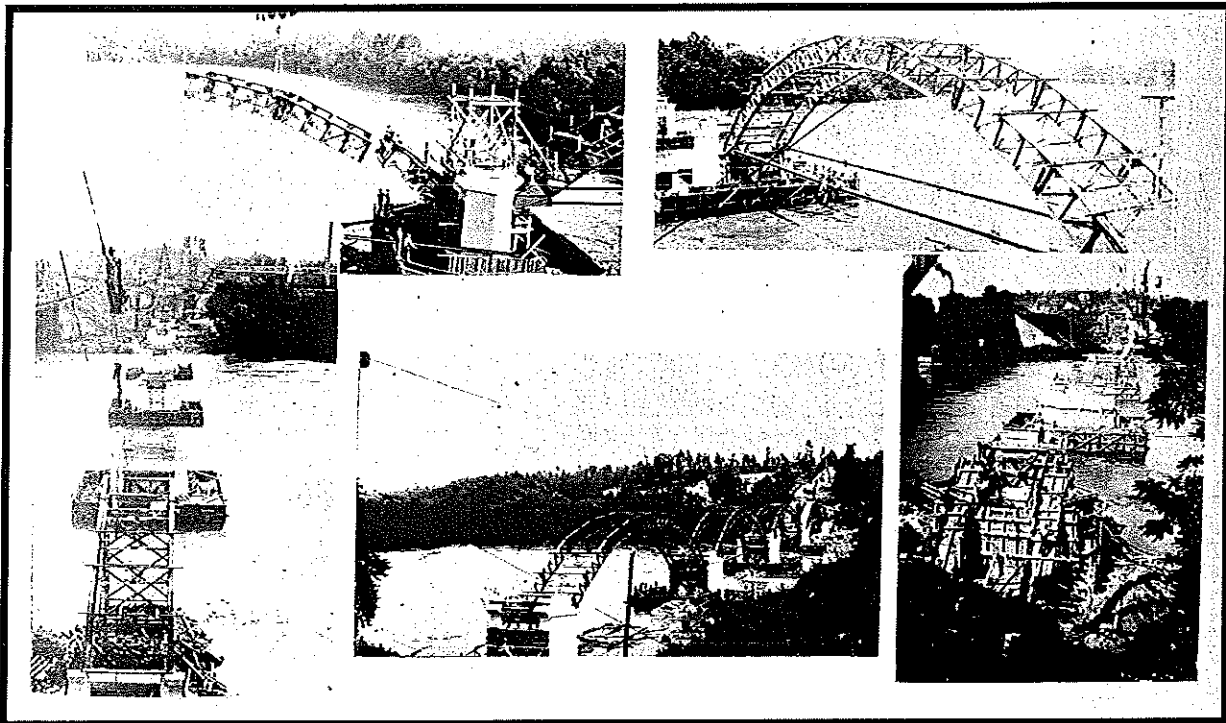


Plate 8. Wilcox Bridge under construction, c.1924; note steel framework to be integrated into reinforced-concrete arches (courtesy NC State Archives).

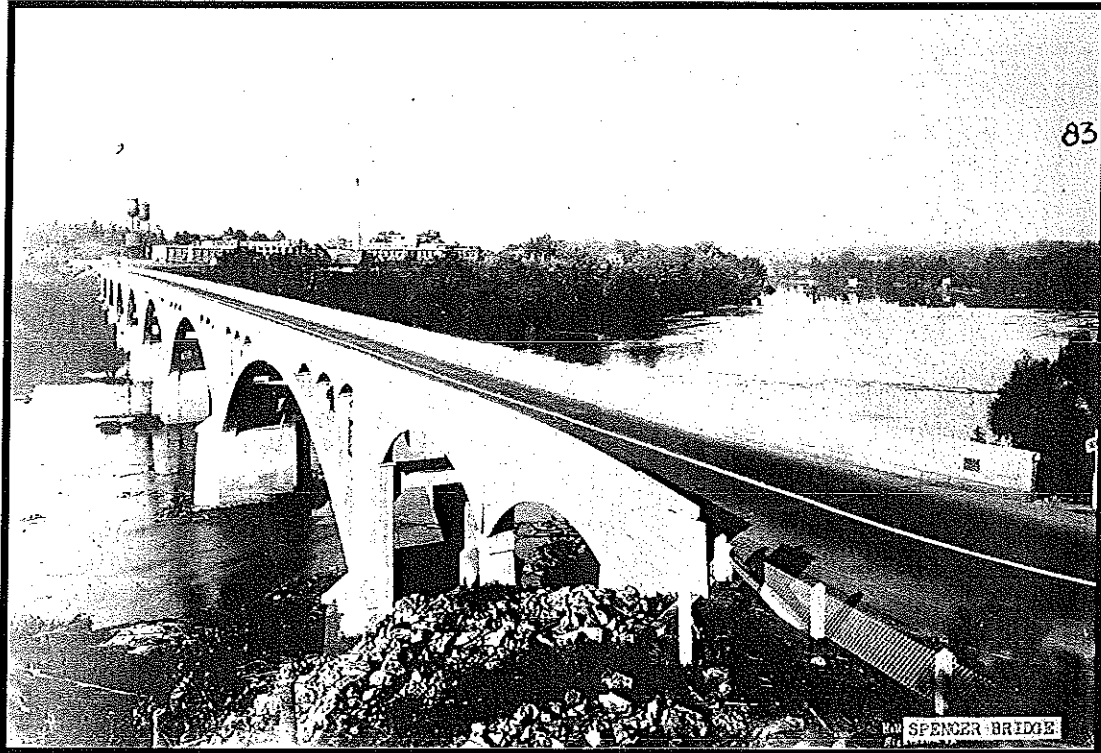


Plate 9. Wilcox Bridge upon completion in 1924; North Carolina Finishing Company at upper left and piers of Beard's Bridge within river at upper right (courtesy NC State Archives).



Plate 10. Looking northeast at vacant North Carolina Finishing Company in March 2005; US 29 bridges just out of frame to right.

At its height, the power plant employed 700 workers, many of whom lived in Dukeville, the mill village that stretched to the south of it, away from the river. The village, which included 85 houses and a community building, began to fade away by the 1950s and only parts of it survive at present. In 2003 the plant's work force numbered just 70, although it continues to be a major power producer. Four of six units were on line in that year; the two original units were retired from service in 1979 (*Salisbury Post* 2003:46).

Even these two expansive industrial facilities and mill villages paled in comparison to a larger force of change to the river and its environs in the twenties. In 1926 the Tallassee Power Company commenced construction of a 1,200-foot-long dam at Badin, about 15 miles downriver of the current crossing of I-85. The gates closed in November 1927 and soon the new High Rock Lake flooded 20,000 acres in Rowan, Davidson, and Davie counties. At normal full pond the lake, which is now the property of Alcoa Power Generating, Inc., covers about 15,180 acres. It extends upstream of the I-85, I-29/70, and North Carolina Railroad bridges and has greatly altered the banks of the Yadkin within their vicinity (*Salisbury Post* 2003:46).

In the early 1950s, the State Highway Commission allocated about \$500,000 for the construction of a second roadway bridge across the Yadkin parallel to the Wilcox Bridge (State Highway and Public Works Commission 1952:33, 184). This bridge was part of a plan to increase the capacity of US 29, one of the state's most important highways. In 1951 a photograph of the clearance work and grading for the new Yadkin River Bridge graced the cover of the magazine the Commission maintained for its employees (Plate 11). The interior caption noted that (*North Carolina Roadways* 1951):

US 29, knifing through the industrial piedmont, carries the heaviest traffic of any North Carolina highway. Now at last the Highway Commission is rushing through plans to four-lane it from Kings Mountain [near the South Carolina line] to Greensboro. The cover shows a shovel working on approaches to the old Yadkin River Bridge near Spencer. A new bridge carrying two lanes of traffic will be built between the old bridge and the railroad trestle, supplementing the highway's present capacity.

Work proceeded more quickly on the approaches than the actual bridge, for two years later—in February 1953—the magazine included a small photograph of the bridge's piers, which had just been completed (Plate 12). The caption noted that H.H. Stewart was serving as the contractor and J.A. Kennedy as the resident engineer (*North Carolina Roadways* 1953). The bridge was likely finally opened to traffic in 1953.

One final major addition to the roster of Yadkin crossings, and another major landscape-altering force, was the Interstate 85 bridge erected across the river in the mid 1950s (Plate 13). In 1947 Congress passed the first federal interstate highway plan. In North Carolina, the State Highway Commission embarked on a program that attempted to build expressways that were compatible with this plan. Part of this effort included the improvements to US 29 and 70 that led to the construction of the second Yadkin River bridge in 1953. The Commission was immeasurably aided by Congress' passage, in June 1956, of the expanded Federal-Aid Highway Act.

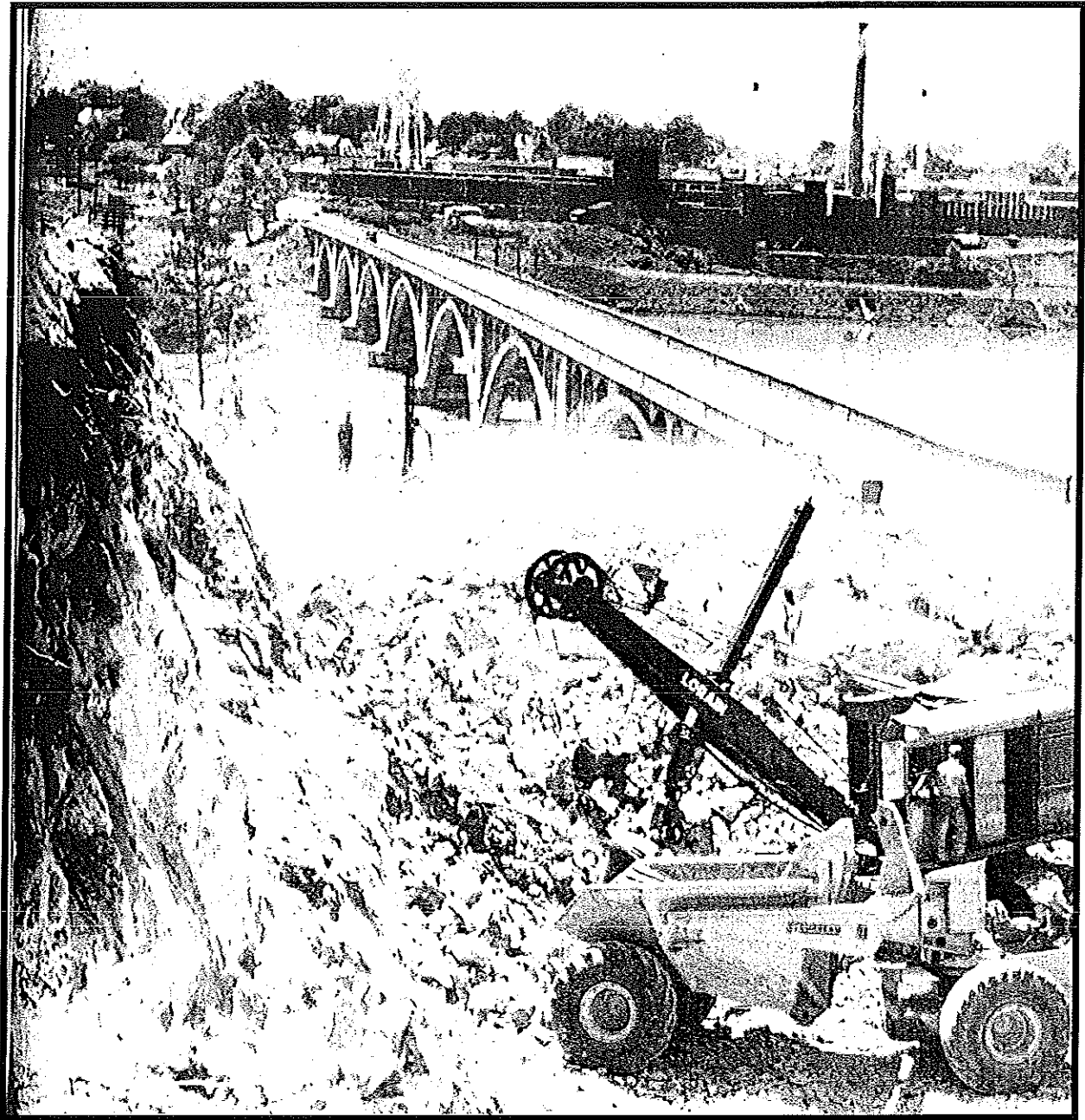


Plate 11. 1951 photograph of the preparation of the banks of the Yadkin for the new US 29/70 Bridge; note Wilcox Bridge and North Carolina Finishing Company in background (source—*North Carolina Roadways* July/August 1951).

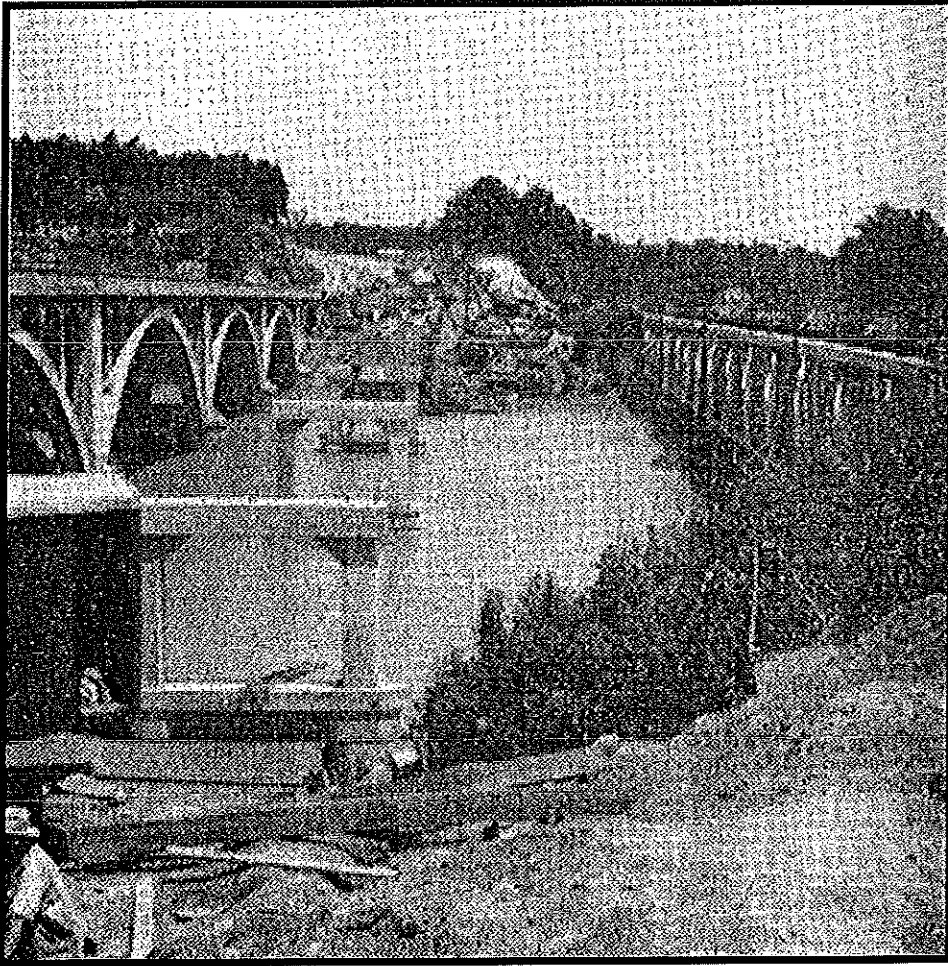


Plate 12. 1953 photograph of the piers of the new US 29/70 Bridge; note Wilcox Bridge at left and North Carolina Railroad bridge at right (source—*North Carolina Roadways* January/February 1953).

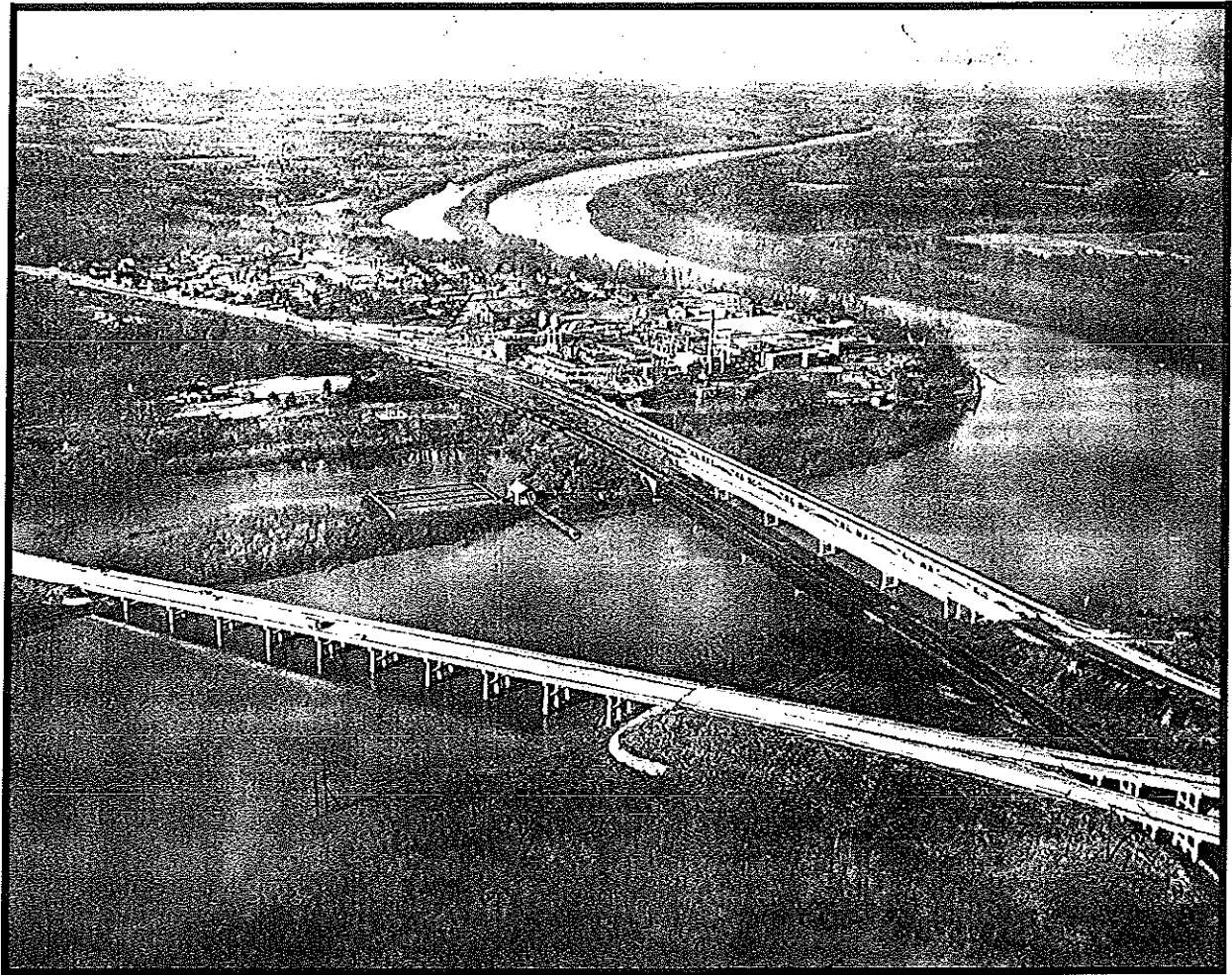


Plate 13. Late 1950s aerial photograph depicting I-85 bridge at lower left, North Carolina Finishing Company and mill village at center, railroad and US 29 bridges at right, and piers of Beard's Bridge at upper right

The Act authorized the building of a 41,000-mile network of interstate highways that would be financed 90 percent by the federal government and 10 percent by the individual states. It allocated 776 miles of roadway in North Carolina for the construction of interstate highways 26, 40, 77, 85, and 95. In the mid 1980s, all of the sections of the Interstate Highway System originally envisioned for North Carolina were finally completed (Turner 2003:61-62). The first of these was Interstate 85.

The Interstate 85 bridge over the Yadkin River, which was begun in 1956, was beset by construction delays and cost overruns. Due to these delays, its opening on June 19, 1958, included neither official celebration nor ribbon-cutting. The *Salisbury Evening Post*, in an article entitled "New 29 By-Pass Opens," stated that the U.S. Highway 29 bypass around Salisbury had cost \$5,000,000. The bypass or "super-highway" extended 14.37 miles from China Grove in southern Rowan County to the Yadkin and then across the river into Davidson County. The cloverleaf interchanges, which were in place prior to completion of the bridge, were to link US 29 with Charlotte and Greensboro. The builders of the bridge were Foster and Creighton (*Salisbury Post* 2003:63; *Salisbury Evening Post*, June 19, 1958). The State Highway Commission noted in its 1957-1958 biennial report that the "Salisbury Bypass (Interstate 85)" opened in 1958 and that I-85 was opened and completed during that year from Salisbury northeast to Greensboro (State Highway Commission 1958:12 and map after 12).

B. Description and Integrity of Potential Components of Yadkin River Crossings Historic District Description

Long's Ferry

(Yadkin River west of piers of Beard's Bridge,
Rowan and Davidson counties)

Long's Ferry was established in the late eighteenth century. The last recorded reference to it, however, was in 1821, when Alexander Long felt compelled to assure the public of the reasonableness of his rates (*Western Carolinian* 1821). It likely had difficulty competing with Beard's Bridge, which opened in c.1820 (*Western Carolinian* 1820b). No surviving physical remnant of it has been identified and it therefore does not have sufficient integrity to contribute to the proposed Yadkin River Crossings Historic District.

Beard's Bridge/Piedmont Toll Bridge Site

(Yadkin River approximately 0.3 miles northwest of Wilcox Bridge,
Rowan and Davidson counties)

Beard's Bridge was likely erected in 1820 (*Western Carolinian* 1820b). No images of it survive, but it reportedly was designed by Ithiel Town, who patented his eponymous wooden lattice truss design in the same year. It was uncrossable by 1865 and washed away before the century was out. In 1900, reportedly upon its stone piers, the Piedmont Toll Bridge was constructed. Images of this metal truss bridge survive, but its life was short; it was removed from the Yadkin in the latter part of the 1920s.

Historic photographs of the Piedmont Toll Bridge (see Plate 6) depict stone bridge piers that, in truncated form, remain standing in the main channel of the Yadkin. (To the north of the main channel are an island, a subsidiary river channel, and the Davidson County banks of the river, none of which are believed to retain visible evidence of the bridges or piers.) Although neither bridge still stands, at least five stone piers have remained anchored in the river for perhaps 185 years (Plate 14).

The surviving piers have gently battered sides and are rectangular in shape with, in a few instances, overhanging stone caps (Plate 15 and Plate 16). Their exterior faces are formed of large shaped stones joined by unidentified cementitious material. Although they are overgrown, they retain sufficient integrity to represent the earliest bridging of the Yadkin in the area in c.1820 and the second pedestrian and vehicular bridging in 1900. They are therefore believed to contribute to the proposed Yadkin River Crossings Historic District.



Plate 14. Looking upriver at piers of Beard's Bridge/Piedmont Toll Bridge.

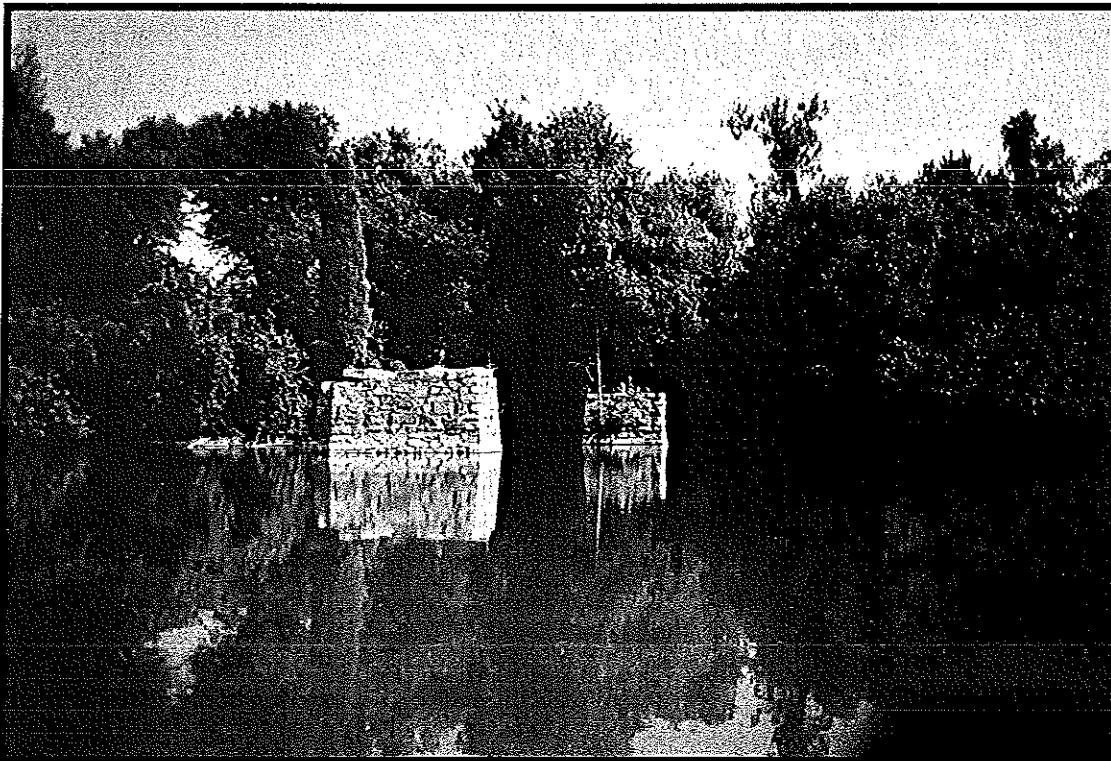


Plate 15. Looking north toward piers of Beard's Bridge/Piedmont Toll Bridge and island.

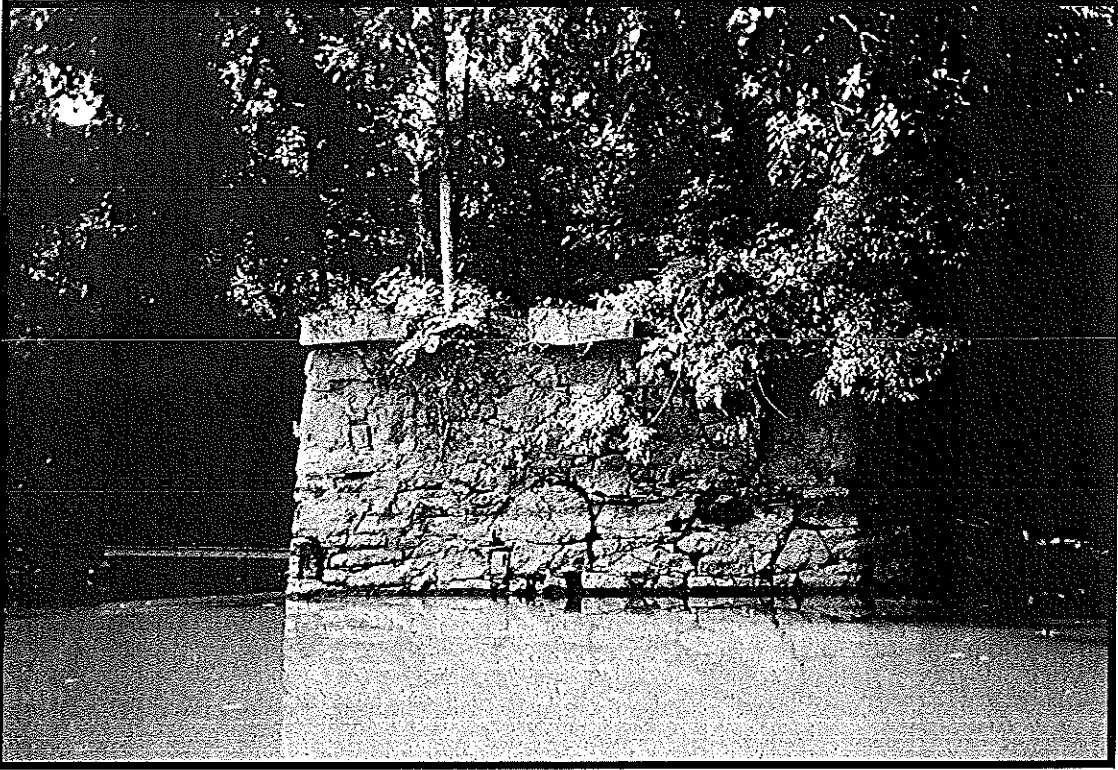


Plate 16. Looking south at southernmost pier of Beard's Bridge/Piedmont Toll Bridge; note stonework and capstones

Greene's Crossing at the Trading Ford

(Study List application proposed boundary:

Area surrounding the Yadkin River beginning at eastern edge of US 29 bridge, extending eastward approx. 2.9 mi., northward approx. 0.9 mi., and southward approx. 1.3 mi., Rowan and Davidson counties)

(Note: The following text is drawn largely from the previous National Register assessment of four potential historic districts within and around the project area (Brown and Cassedy 2004).)

As noted above, Revolutionary War activity took place at the Yadkin River during the opening days of February 1781. It is not possible to determine, however, precisely where these activities took place. The Study List application and addendum, in summary, proposed the following components of the Greene's Crossing at the Trading Ford resource:

- Camp McGoon's Creek and Camp Yadkin Ford. The application states that "The exact locations of Camp McGoon's Creek and Camp Yadkin Ford have not been ascertained, although probable areas have been defined." These locations are not included on the proposed boundary map of the resource submitted with the addendum (Figure 18).²
- The area of the 1781 rear guard engagement in Rowan County, the area where the British encamped in Rowan County, the approach to the Trading Ford, the bluff where Cornwallis set his artillery, and the area where the militia camped on the Davidson County side. Locations of these various activities are discussed in a general way but are not included on the proposed boundary map of the resource submitted with the addendum.³
- The site of the Trading Ford monument.
- Apparently, the site of the 1940 highway marker.

The resource's proposed boundaries, as revised, are included in the Study List application addendum. (The application was revised by the addendum in order to address concerns the North Carolina National Register Advisory Council had about the integrity of the resource.) The Study List application lists an approximate acreage of 3,400, which may have been reduced by revisions to the boundaries. Since no physical remains of sites or features associated with the Revolutionary War activities have been identified, only the overall landscape integrity can be evaluated. The following "areas of lost integrity" were noted in the Study List application addendum and are shaded in dark on Figure 18:

Waste water treatment site associated with NC Finishing (Rowan)
Interstate 85 (Rowan and Davidson)
Railroad spur to Buck Steam Plant (Rowan)
Flooded inlet (historically Horah's Branch) beside Buck Steam Plant (Rowan)

² Locations were included on a map submitted by Brownlee subsequent to the Study List application and the 2004 URS report (Figure 19). There is no documentary evidence, however, for the placement of these locations. Additionally, they fall outside of the project's APE.

³ Ibid.

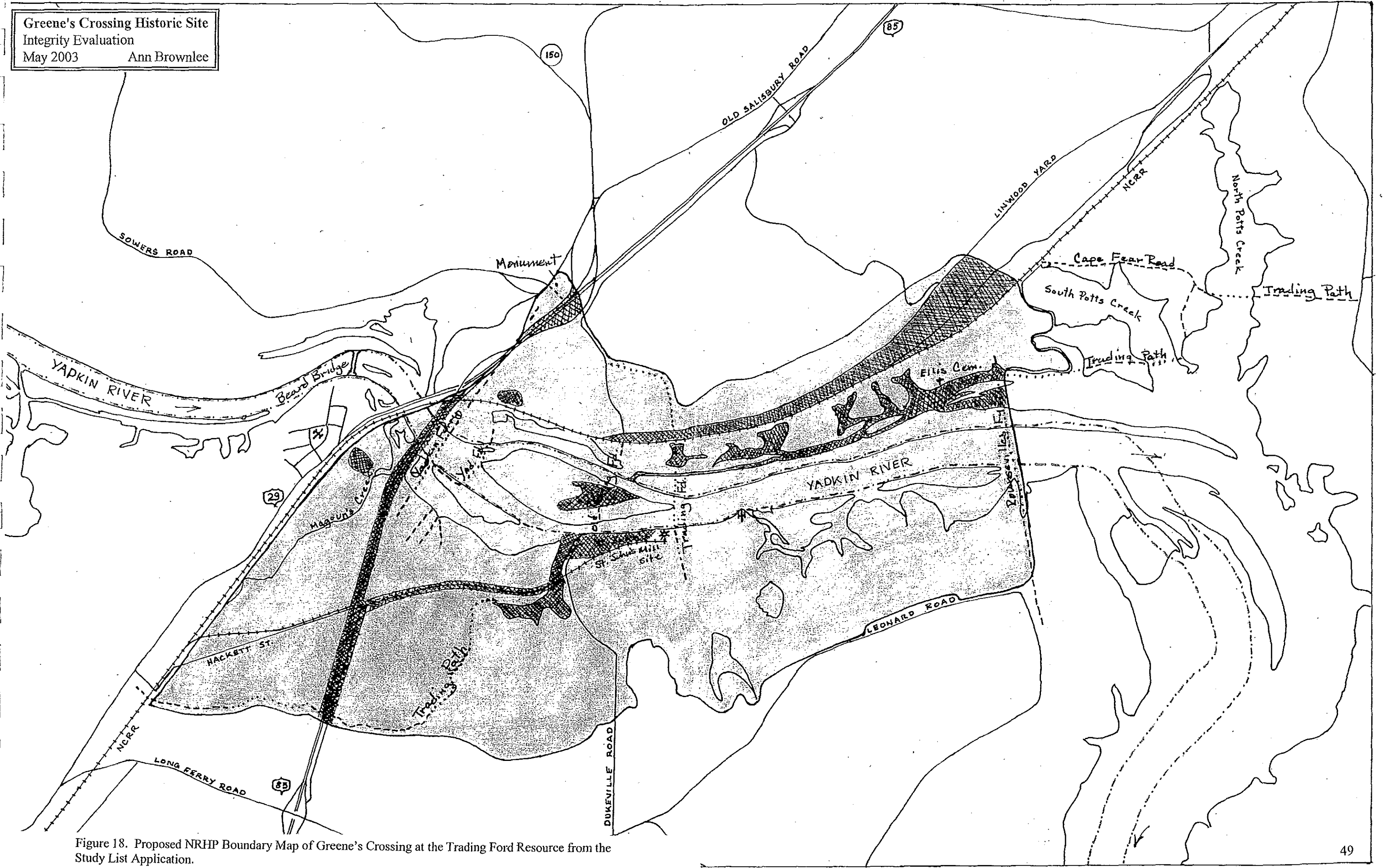


Figure 18. Proposed NRHP Boundary Map of Greene's Crossing at the Trading Ford Resource from the Study List Application.

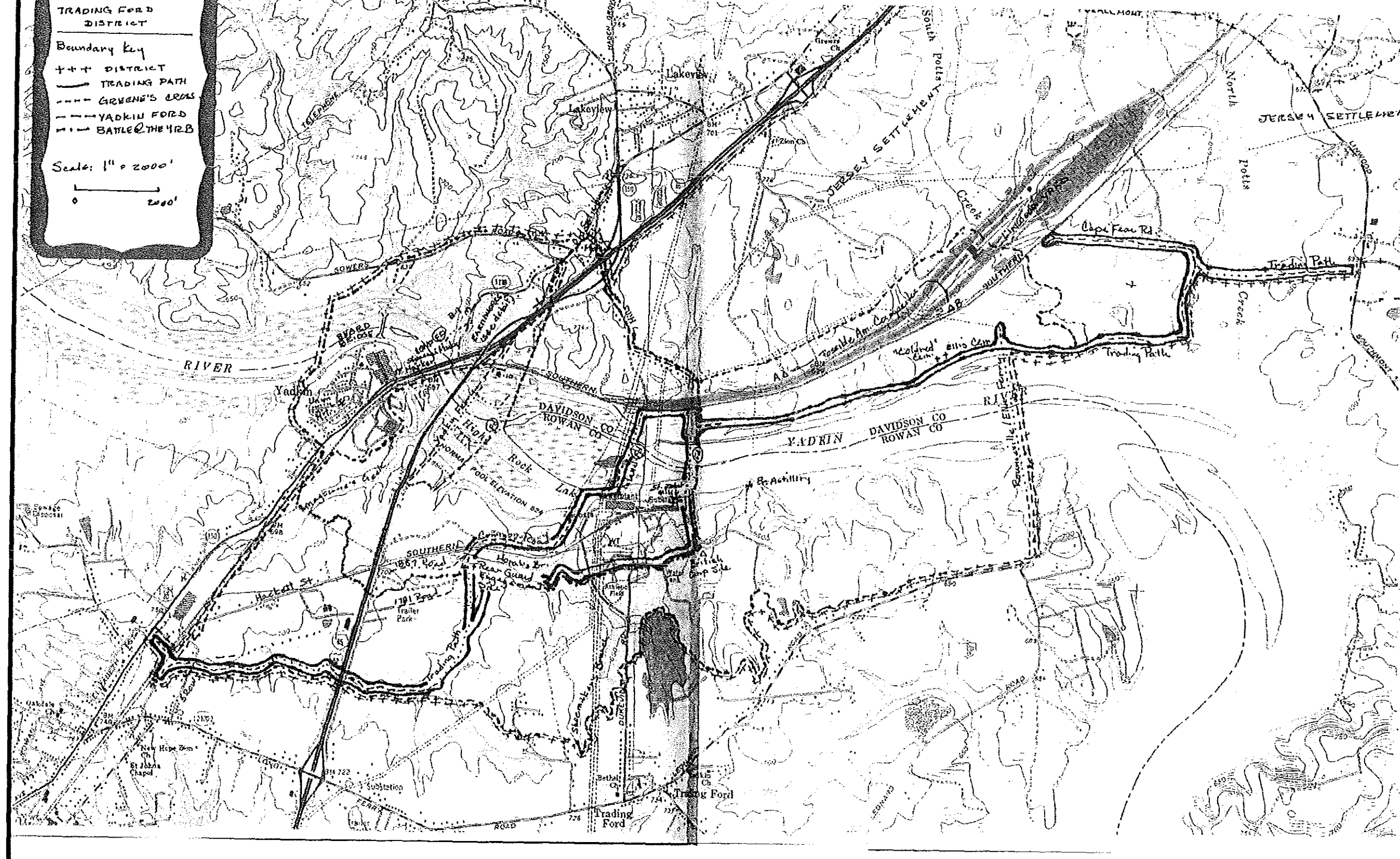


Figure 19. Proposed Trading Ford District Map (Brownlee 2004), which combines the boundaries of the four Study List resources into a single wide-ranging boundary.

Buck Steam Plant site (Rowan)

Area of Big Island where Duke Power did earth-moving in 1953 (Rowan)

Borrow pit (north of Yadkin Ford) (Davidson)

Linwood Railroad Yard (Davidson)

Areas regularly flooded between Linwood Yard and barrier island (Davidson)

Although the Study List application and addendum assert that these areas represent only 10% of the total area of the proposed resource, these modifications and intrusions have crisscrossed the entire area to create modern intrusions that would render the historic resource unrecognizable to someone who was there in the late eighteenth century. In Rowan County, Interstate 85 and its bridge cut the western side of the proposed district, and a spur rail line crosses east to the massive steam plant complex in the heart of the proposed district. In Davidson County, the Linwood Yard and main rail line cut all the way across the proposed district from west to east, and I-85 cuts the northwest corner. In the middle of the proposed district, the waters of High Rock Lake flood more of the Yadkin flood plain more often than was the case in the late eighteenth century.

The Study List application refers to this resource as an individual property and recommends that it is eligible only under National Register Criterion A, as an event marking an important moment in American history. As the resource has multiple components extended over a large area, it more properly comprises a historic district. And as this resource may include archaeological components, the resource could also be considered under Criteria C and D as well as A.

For a resource to be eligible for NRHP listing, it must be significant and must possess integrity that supports that significance. The Study List application and addendum demonstrate that an event of military significance—the Revolutionary War retreat and skirmish of February 2-4, 1781—occurred within the vicinity of the project area. This event was directly connected with the Yadkin River and its historic crossings: were the crossings not there, General Greene and Lord Cornwallis would in all likelihood have directed their troops to a different point on the river. As discussed above, however, the Study List application and addendum do not precisely identify the locations or physical remains of the activities associated with this event and the proposed district does not retain sufficient overall integrity to support significance in the area of military history. The principal causes for this loss of integrity are the scouring action of the Yadkin River, bolstered by the creation of High Rock Lake in the late 1920s; other natural activities along watercourses and the floodplain; and the construction of numerous intrusions (railroad, interstate, local roads, bridges, rail yard, manufacturing plant, power facility, residential development) and other modern activities, such as logging and earthmoving. The Greene's Crossing at the Trading Ford resource therefore does not appear to be eligible for National Register listing either individually or as a contributing component to the proposed Yadkin River Crossings Historic District.

→ no evidence of where it was exactly to know: list has any integrity - A or D.

Battle at Camp Yadkin

(Study List application proposed boundary:

Area surrounding the Yadkin River extending approx. 0.5 mi, west of US 29 bridge and approx. 1.4 mi. east, approx. 0.9 mi. northeast of Rowan/Davidson line, and approx. 0.8 mi. southwest, Rowan and Davidson counties)

(Note: The following text is drawn largely from the previous National Register assessment of four potential historic districts within and around the project area (Brown and Cassedy 2004).)

The Study List application and addendum, in summary, describe the following components of the Battle at Camp Yadkin resource:

- On the Rowan County side of the river, land south of the site of the former North Carolina Finishing Company that was “central to that [which] the Union forces occupied.” The locations of the Union forces are not specifically included on the suggested boundary map of the resource submitted with the addendum.⁴
- On the Davidson County side:
 - Fort York, “the heart of the Confederate earthwork military fortification”;
 - unspecified earthworks “below York Hill”;
 - one earthwork on the river’s edge just southeast of the railroad bridges;
 - one other earthwork “east of I-85 and just below the railroad tracks, beside the Yadkin Ferry road trace”;
 - unavailable reported documentation that “indicates a small cemetery where about 18 Union soldiers are buried between the railroad tracks and the river.”

The resource’s proposed boundaries, as revised, are included in the Study List application addendum (Figure 20). (The application was revised by the addendum in order to address concerns the North Carolina NRAC had about the integrity of the resource.) The Study List application lists an approximate acreage of 1,530, which may have been reduced by revisions to the boundaries.

On the Davidson County side of the Yadkin River, the earthworks at Fort York are well preserved and have been documented by Shiman (1988) and by the NCDOT (Sheehan 2000; Overton and Mohler 2003). The extensive series of gun emplacements, rifle pits, and connecting trenches has previously been determined eligible for the National Register and will not be affected by the proposed I-85 construction project. Its eligibility as part of the proposed Yadkin River Crossings Historic District is discussed separately at the following entry.

Brownlee (2003a) has identified several other locations near Fort York that are alleged to contain additional earthworks related to the Civil War occupation and engagement of 1865. One of these features is an earthen berm located east of I-85 and just below the railroad tracks. Archaeologists from the NCDOT and the Office of State Archaeology inspected the feature and identified it as a remnant of modern earthmoving associated with railroad and/or highway construction.

⁴ Ibid.

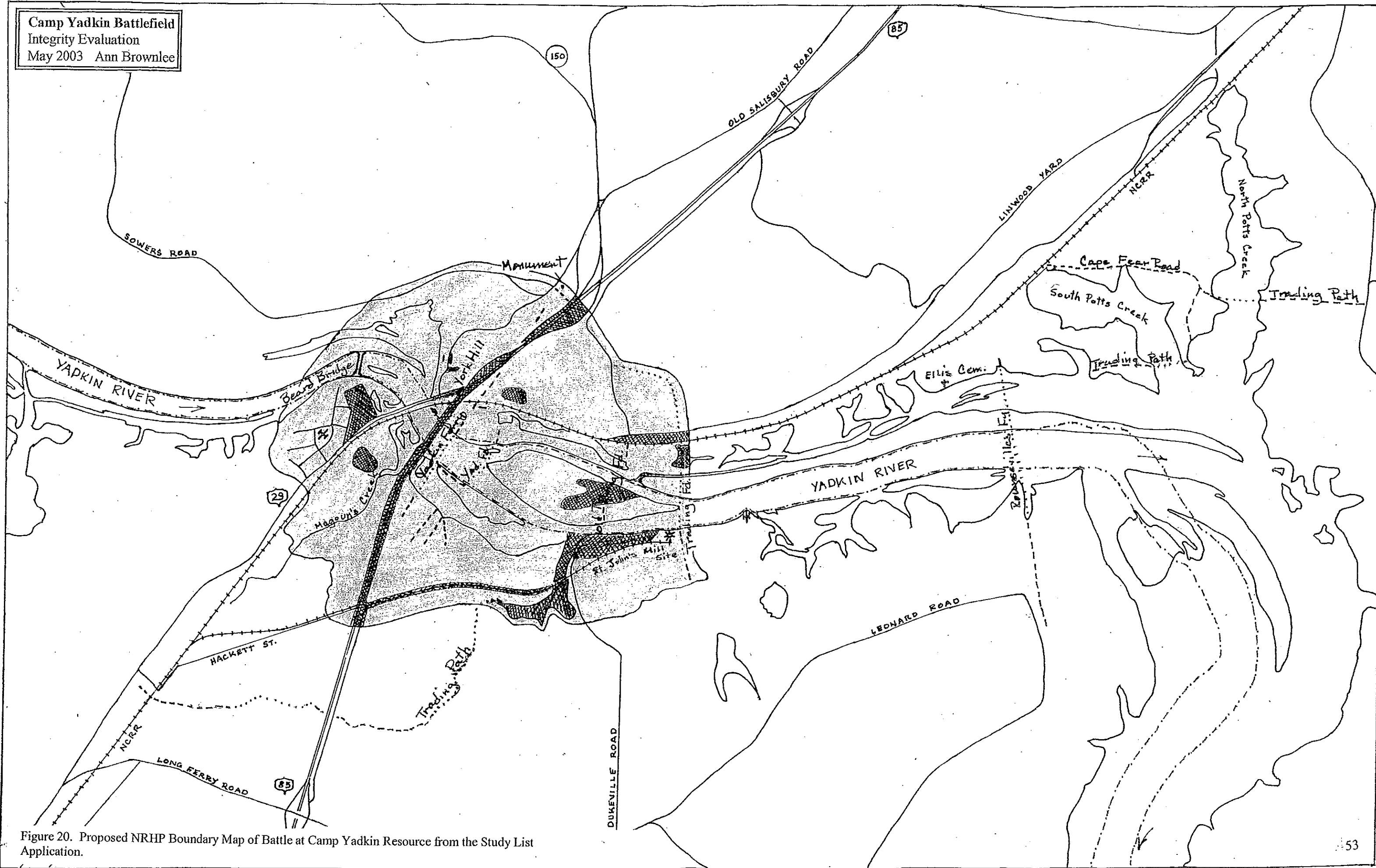


Figure 20. Proposed NRHP Boundary Map of Battle at Camp Yadkin Resource from the Study List Application.

Archaeologists Lawrence Babits and Joshua Howard of East Carolina University conducted a visual inspection of this feature in December 2002 and wrote a brief report that concluded that the berm was an earthwork related to Fort York. David Lowe, a military specialist with the National Park Service, also inspected the berm in 2002 and suggested it might be a military feature (Brownlee 2003a).

Archaeologists from the NCDOT conducted field investigations and additional background research in 2003 to obtain more conclusive information concerning the origin and function of the berm (Overton and Mohler 2003) and the berm was inspected by URS during the field reconnaissance of August 2004. Key data resulting from the NCDOT investigations derived from careful analysis of stereo aerial photographs from the 1950s and 1960s, plus soil coring and a cross-sectional trench excavated across the berm. The aerial photographs clearly indicate that the area just uphill from the berm was cut and scraped as part of large-scale earthmoving during the construction of I-85 in the late 1950s. The excavations documented that the berm was not built up of earth removed from a trench on the uphill side. Rather, it resulted from a massive cut into the subsoil. The NCDOT investigations convincingly demonstrated that this is not a Civil War earthwork and the HPO concurred.

The Study List application also suggests that there is another small Civil War earthwork on the river's edge just southeast of the railroad bridge. The location of this feature was inspected during the field reconnaissance for the current project. This feature is a natural levee formation of recent alluvial soils with a small flood chute behind it, similar to other levee formations seen along active floodplains in the region.

The Study List application also mentions the presence of earthworks "below York Hill". These appear to be the features described by Babits and Howard (2002:5) as possible rifle pits. They mention inspecting two rectangular depressions that are two feet deep and adjacent to each other, located on the bluff edge north of US 29, near the ruins of a restaurant building, but the exact location is not specified. The location of these depressions was not inspected during the current project but appears to be within the proposed boundaries of the Yadkin River Crossings Historic District.

Finally, the Study List application mentions unavailable reported documentation that "indicates a small cemetery where about 18 Union soldiers are buried between the railroad tracks and the river" (Brownlee 2003a). No further evidence concerning the identity or veracity of this report or the possible location is provided in the application or addendum, so it could not be further evaluated. Since Stoneman's troops did not cross to the Davidson County side of the river in this area during the brief battle, it is unclear why Union soldiers would be buried in such a location. ?

On the Rowan County side of the river, the Study List application asserts that land south of the site of the former North Carolina Finishing Company was occupied by the Union forces attacking the bridge, but the precise locations of the Union forces are not specifically included on the suggested boundary map of the resource submitted with the addendum. (They are generally placed within the Finishing Company mill village on (Figure 20).) No information has been uncovered that would indicate that the Union troops engaged in this brief assault dug into any positions long enough to create military sites or features that have survived to the present day.

The following "areas of lost integrity" are noted in the Study List application addendum (dark shading on Figure 20 indicates Brownlee's identification of modern intrusions and disturbance):

What source was researched?

NC Finishing plant site (Rowan)
Scattered houses and US 29
Waste water treatment site associated with NC Finishing (Rowan)
Interstate 85 (Rowan and Davidson)
Exit ramp between I-85 and US 29 (Davidson)
Railroad spur to Buck Steam Plant (Rowan)
Flooded inlet (historically Horah's Branch) beside Buck Steam Plant (Rowan)
Buck Steam Plant site (Rowan)
Area of Big Island where Duke Power did earth-moving in 1953 (Rowan)
York Hill Restaurant site (Davidson)
York Hill RV site (Davidson)
Borrow pit (north of Yadkin Ford) (Davidson)
Linwood Railroad Yard (Davidson)
Areas regularly flooded between Linwood Yard and barrier island (Davidson)

*Are these
part of a
HD that
post dates
the CW?*

As was the case with the proposed Greene's Crossing District, although the study list application and addendum assert that these areas represent only 11% of the total area of the proposed district, these modifications and intrusions have crisscrossed the entire area to create modern intrusions that would render the proposed resource unrecognizable to someone who was there in the middle of the nineteenth century. In Rowan County, Interstate 85 and its bridge cut the western side of the district, and a spur rail line crosses east to the massive steam plant complex in the heart of the district. At the west end of the district, the North Carolina Finishing industrial complex and its associated residential village have thoroughly altered the landscape. In Davidson County, US 29 and I-85 cut across the corner of Fort York and separate it from the river. In the middle of the district, the waters of High Rock Lake flood more of the Yadkin flood plain more often than was the case at the time of the Civil War.

The Study List application refers to this resource as an individual property and recommends that it is eligible only under National Register Criterion A, as an event marking an important moment in American history. As the resource has multiple components extended over a large area, it more properly comprises a historic district. And as this resource may include archaeological components, the resource could also be considered under Criteria C and D as well as A.

For a resource to be eligible for National Register listing, it must be significant and must possess integrity that supports that significance. The Study List application and addendum demonstrate that an event of some limited military significance—the Civil War engagement of April 12, 1865—occurred within the vicinity of the project area. This event was directly connected with the Yadkin River and its historic crossings: were the railroad bridge not there, the fort would in all likelihood not have been built at this site and the events associated with it would not have occurred. The application and addendum also demonstrate that Fort York—built by the Confederacy in 1862 and unsuccessfully challenged by the Union in 1865—stood just northwest of the project area. Fort York proper was previously determined eligible for National Register listing.

As discussed above, additional earthen features southeast of I-85 in Davidson County, which the Study List application appears to recommend as additions to the NRHP-eligible boundaries of the fort site, are not Civil War features, and the HPO has concurred with this conclusion. The Study List application and addendum do not precisely identify the locations of other tangible features associated with the engagement of 1865, other than the site of Fort York and two

possible nearby rifle pits, and the proposed district does not retain sufficient integrity to support significance in the area of military history. The principal causes for this loss of integrity are the scouring action of the Yadkin River, bolstered by the creation of High Rock Lake in the late 1920s; other natural activities along watercourses and the floodplain; and the construction of numerous intrusions (second railroad line, interstate, local roads, bridges) and other modern activities, such as logging and earthmoving. The Battle at Camp Yadkin resource therefore does not appear to be eligible for National Register listing as a historic district in its own right or as a contributing component to the proposed Yadkin River Crossings Historic District.

*Ann Browder's work/conclusion
was not supposed to be
the basis for this
re-assessment.*

Fort York or Camp Yadkin

(On bluff north of Wilcox Bridge overlooking the Yadkin River,
Davidson County)

As part an archaeological survey of the project area in 1999-2000, Fort York or Camp Yadkin was investigated (Sheehan 2000). Potential sites associated with the fort were further investigated in an addendum to the survey report (Overton and Mohler 2003). The initial survey report described and assessed the site as follows (Sheehan 2000:49-50):

Site 31DV654** is located on a wooded bluff above the Yadkin River, on the west side of I-85 [Plate 17]. The site consists of the remains of earthen fortifications related to the Civil War-era encampment at Fort York. The site measures approximately 150 x 400 m, and is partially within the existing right of way, although the vast majority of the site falls outside of the right of way. A small portion along the eastern section of the site is intersected by the Right of Way fence. The fence crosses over the trenches at the edge of the landform and cuts across one gun placement. The APE was expanded to include the hilltop fortification. Fort York (Camp Yadkin) was established on the bluffs above the Yadkin River in 1863. The earthen fortifications were constructed here in anticipation of defending the railroad line below from Union forces. On April 14, 1865, Confederate troops under the command of General Zebulon York prevented General Stoneman's forces from destroying the railroad trestle over the river. Stoneman's forces were turned back from the river, and returned to Salisbury.

The earthen fortifications, including trenches, berms, rifle pits and artillery positions, are clearly visible [Figure 21]. The site lies primarily in undeveloped woodland. Attempts in the 1960s or 70s to develop the site as a campground resulted in the installation of water and electric lines and construction of a few small buildings. The site has been collected by relic-hunters; during this survey, NCDOT archaeologists found evidence of recent metal detector use. Portions around the periphery of the site were probably impacted by construction of the existing I-85 corridor, as well as the residential and commercial development of the area. Despite these activities, the site is remarkably well-preserved and is potentially eligible for the National Register of Historic Places under Criteria A...and D....

Following review of the report, the site was determined to be individually eligible for National Register listing as recommended.

Fort York was directly connected with the Yadkin River and its historic crossings: were the railroad bridge not there, the fort would in all likelihood not have been built at this location. The site continues to retain all seven elements of National Register integrity and is believed to be eligible not only as an individual resource, but as a contributing resource within the proposed Yadkin River Crossings Historic District.



Plate 17. Site of Fort York on top of hill at northwest corner of junction of US 29/70 and Old Salisbury Road

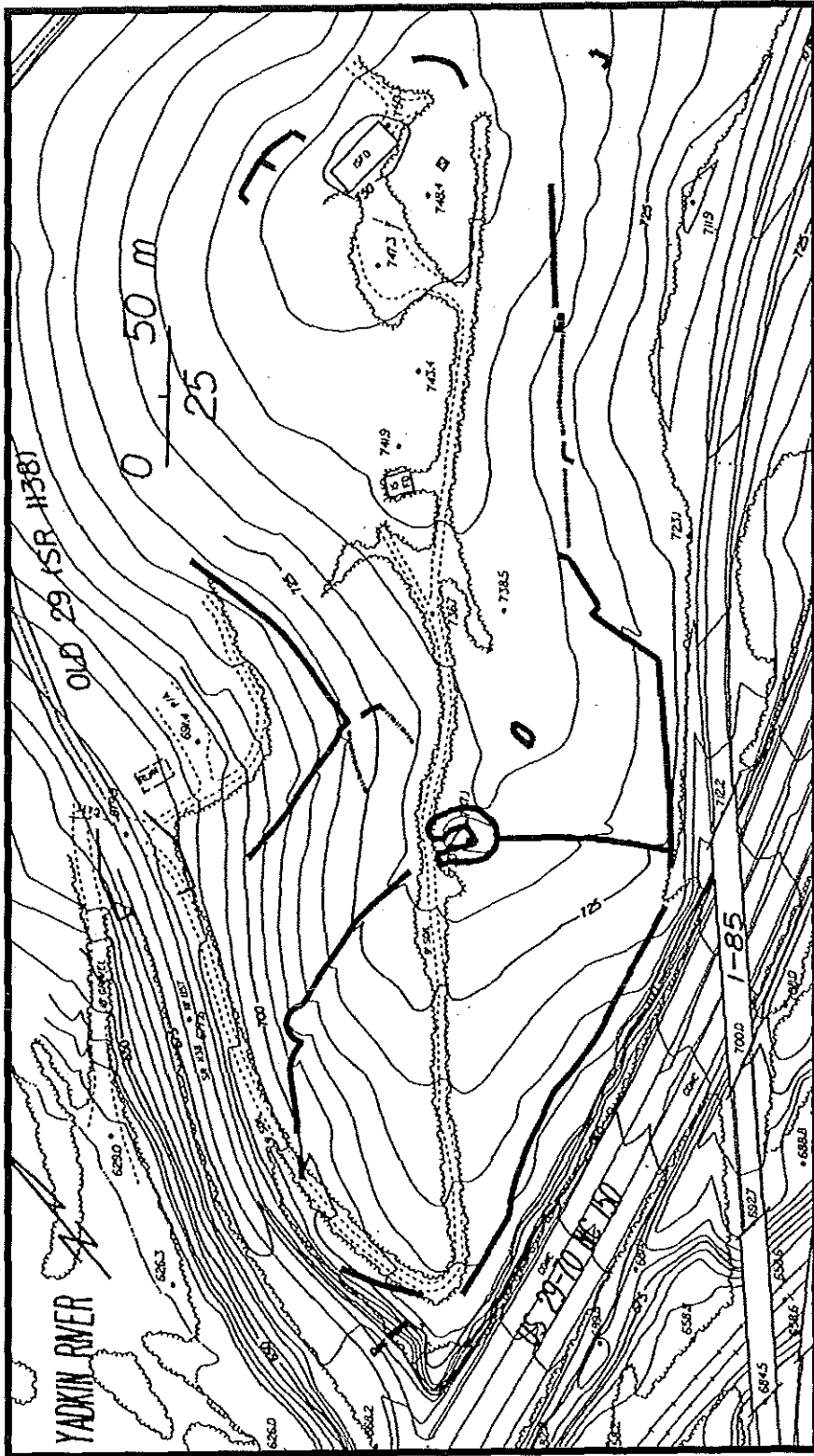


Figure 21. Map of Fort York from NCDOT GPS survey (Overton and Mohler 2003:32). Bold lines are trenches, batteries, and gun emplacements.

Wilcox Bridge or US 29/70 Bridge No. 1 (Rowan County Bridge #790046)

(Carries westbound lanes of US 29/70 across the Yadkin River,
Rowan and Davidson counties)

As noted above, construction began on the original Wilcox (or Wil-Cox) Bridge in January 1923 and the bridge was officially opened to traffic on August 15, 1924 (*North Carolina Highway Bulletin* 1924a and 1924b). The *North Carolina Highway Bulletin* of April 1924 described the construction in great detail. In part, it reported:

The structure includes seven 150-foot hingeless concrete arch spans, flanked at each end by two 40-foot concrete deck girder spans masked by fascia screens, giving an arched effect. It carries a 20-foot roadway, except on the end deck span where it is widened to 30 feet by curving the handrails. Each main span has two reinforced ribs 4 feet 6 inches by 4 feet 3 inches at the skewbacks and 2 feet 6 inches by 4 feet 3 inches at the crown with a rise of approximately 30 feet. This brings roadway 56 feet above water level and keeps the spring line above flood elevation.

Comparison of the numerous photographs of the bridge at its opening with its current appearance and recent bridge inspection reports suggests that it remains largely intact and has undergone no major alterations. The most recent bridge inspection report (NCDOT 2004a) notes that the approaches to the bridge are reinforced-concrete deck girders and that the main spans are open-spandrel, reinforced-concrete, deck arches. Of the substructure, the report notes that the bridge has reinforced-concrete, spill-through abutments and reinforced-concrete, post-and-beam bents. Either end of the bridge has two approaches, one of approximately 43 feet and one of approximately 46 feet. The seven interior spans are each 160 feet across. The total length of the bridge is 1,299 feet. The out-to-out width of its deck is 24 feet; it carries two narrow one-way lanes of traffic. The bridge parapet walls are solid, with incised rectangular motifs (Plate 18 through Plate 21).

The Wilcox Bridge was determined individually eligible for National Register listing in 1999 under Criterion C for its open spandrel design. The footprint of the bridge was determined to be its boundary. The approaches on either side were excluded as not contributing to the integrity of the structure (Davis 1999). The bridge continues to retain all seven elements of National Register integrity and is believed to be further eligible as a contributing resource within the proposed Yadkin River Crossings Historic District.

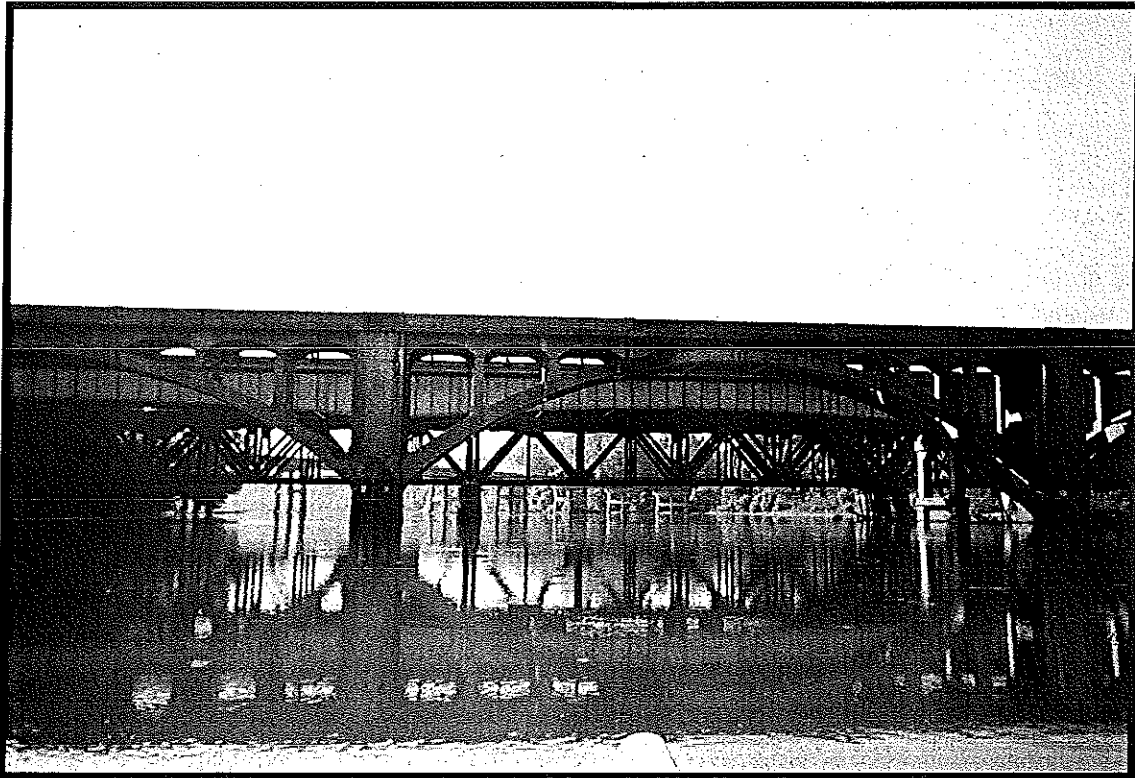


Plate 18. Looking downstream toward upstream elevation of Wilcox Bridge. US 29, North Carolina Railroad, and I-85 bridges in background.

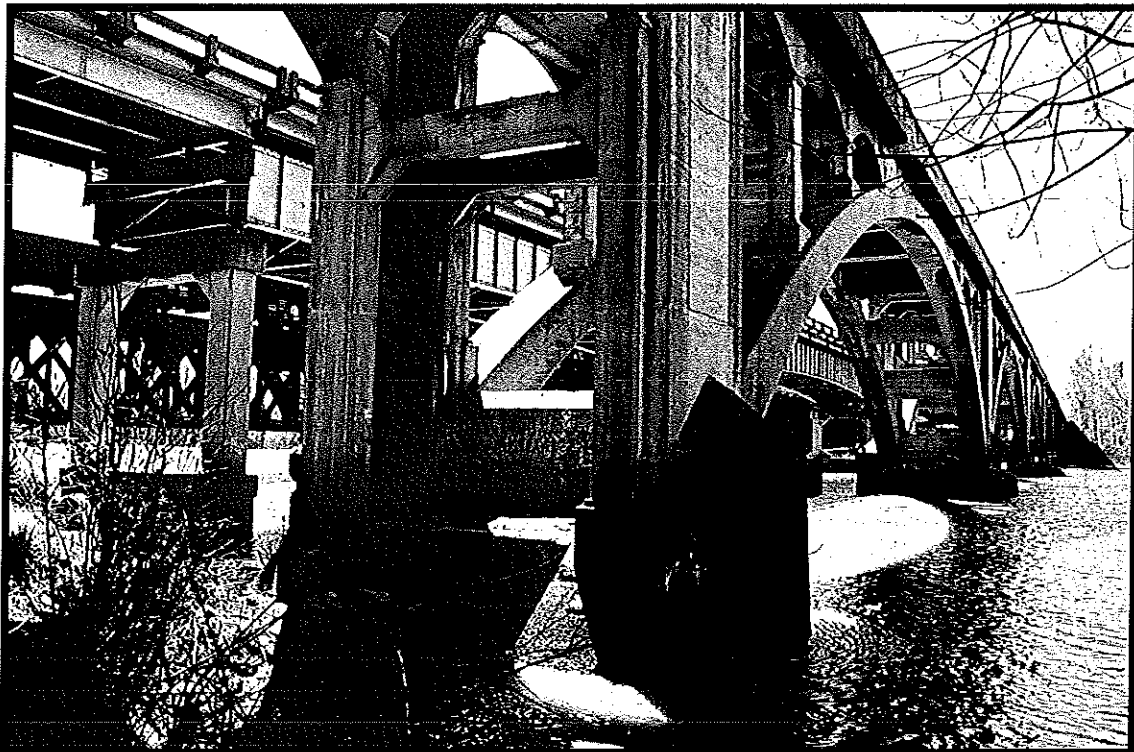


Plate 19. Looking southeast toward upstream elevation of Wilcox Bridge. US 29 and North Carolina Railroad bridges at left.

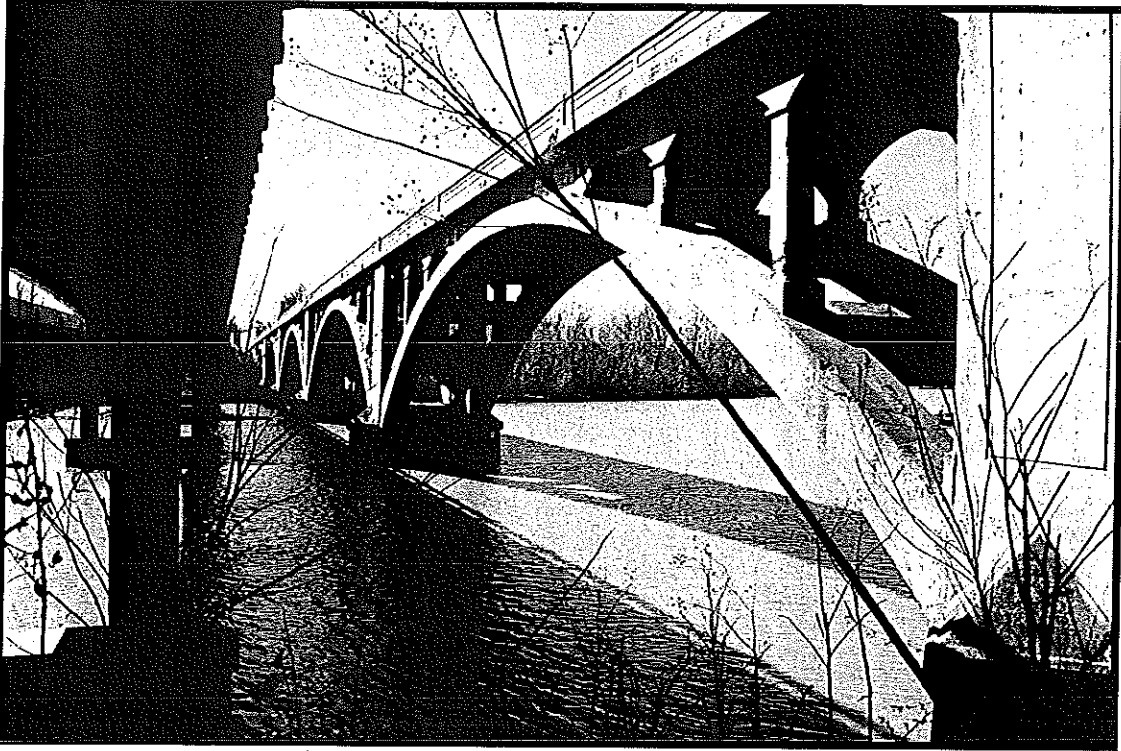


Plate 20. Looking southwest toward downstream elevation of Wilcox Bridge. US 29 Bridge at left.



Plate 21. Looking northwest at parapet wall of Wilcox Bridge. York Hill in Davidson County in background.

US 29/70 Bridge No. 2 (Rowan County Bridge #790392)
(Carries eastbound lanes of US 29/70 across the Yadkin River,
Rowan and Davidson counties)

The second US 29/70 Bridge was added immediately downstream of the Wilcox Bridge between 1951 and 1953. The structure's appearance and recent bridge inspection reports suggest that it remains largely intact and has undergone no major alterations. The most recent bridge inspection report (NCDOT 2004b) describes the superstructure as consisting of a reinforced-concrete deck on I-beams at the approaches. The main span is built of steel girders and stringers. The report notes that the reinforced-concrete substructure includes caps and piles at end bent one, spill through at abutment two, and post-and-beam construction at the interior bents. The bridge's longest spans are the central three, which are each 160 feet across. The structure's total length is 873 feet. Its out-to-out deck width is 31.3 feet; it carries two relatively narrow one-way lanes of traffic. (Plate 22 through Plate 25).

The bridge continues to retain all seven elements of National Register integrity. It is one of the extant historic bridges that crosses the Yadkin within the project's APE and is believed to be eligible as a contributing resource within the proposed Yadkin River Crossings Historic District.

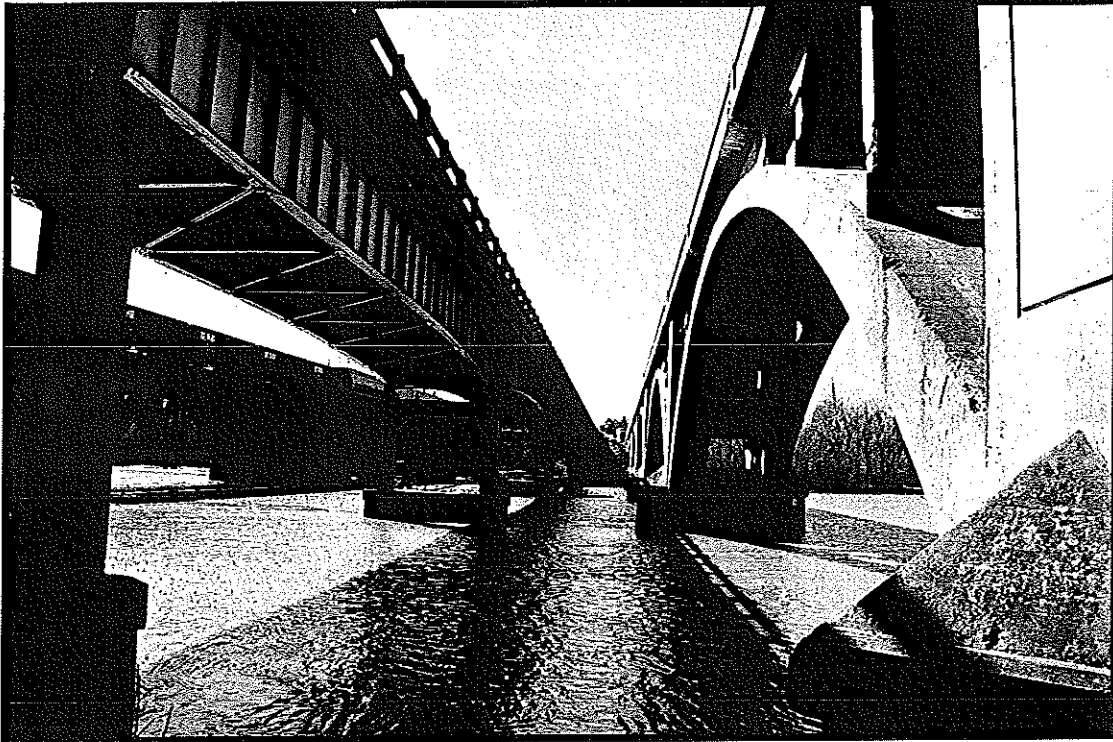


Plate 22. Looking southeast at upstream elevation of US 29/70 Bridge No. 2; Wilcox Bridge to right and North Carolina Railroad bridges to far left.



Plate 23. Looking south at piers of US 29/70 Bridge No. 2; Wilcox Bridge to right and North Carolina Railroad bridges to left.

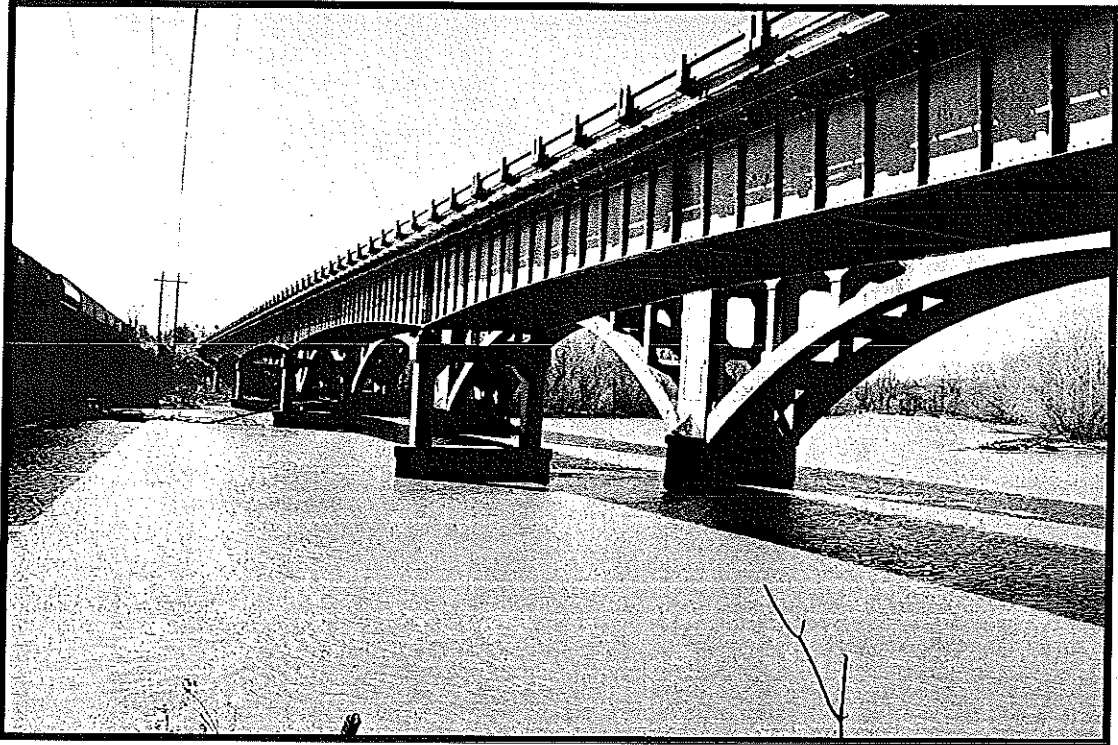


Plate 24. Looking southwest at downstream elevation of US 29/70 Bridge No. 2; spandrel arches of Wilcox Bridge to right and North Carolina Railroad bridges to far left.

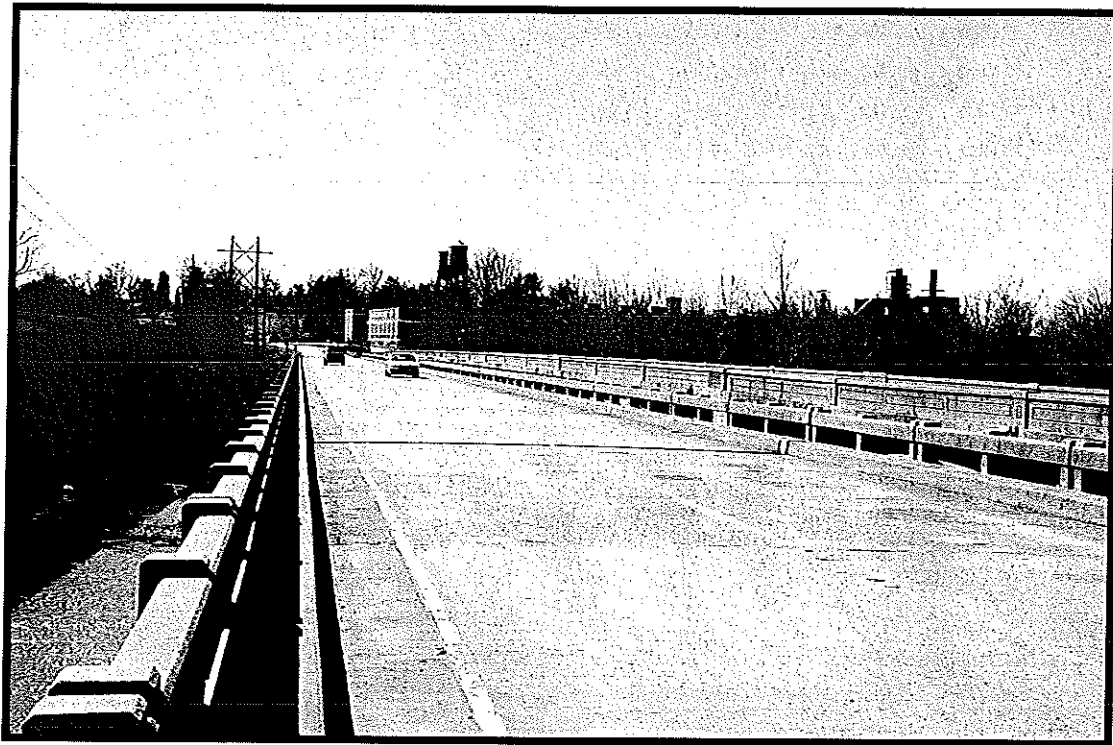


Plate 25. Looking north at roadway and railings of US 29/70 Bridge No. 2; parapet walls of Wilcox Bridge to right and North Carolina Finishing Company in distance.

North Carolina Railroad Bridge No. 1

(Carries North Carolina Railroad across the Yadkin River,
Rowan and Davidson counties)

The North Carolina Railroad first crossed the Yadkin in 1855. It replaced its original wooden bridge in 1886 with an iron structure. That bridge was in turn replaced by the current downstream or easternmost railroad bridge—this structure—in 1907.

The current bridge was built in part upon the rusticated stone abutments and piers of the 1855 bridge, which were extended with concrete on the upstream side. The structure is a riveted steel deck truss. It carries a single track (Plate 26 through Plate 29).

The bridge continues to retain all seven elements of National Register integrity. It is one of the extant historic bridges that crosses the Yadkin within the project's APE and is believed to be eligible as a contributing resource within the proposed Yadkin River Crossings Historic District.

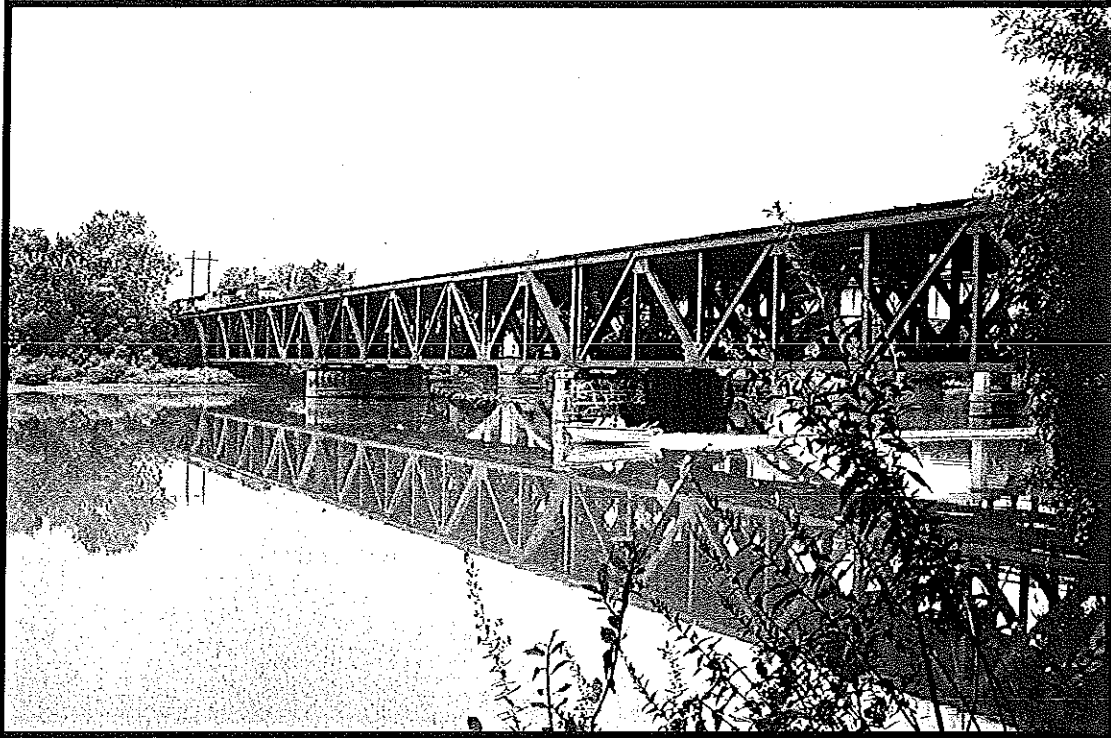


Plate 26. Looking southwest at downstream elevation of North Carolina Railroad Bridge No. 1 (1907); note stone pier at center.

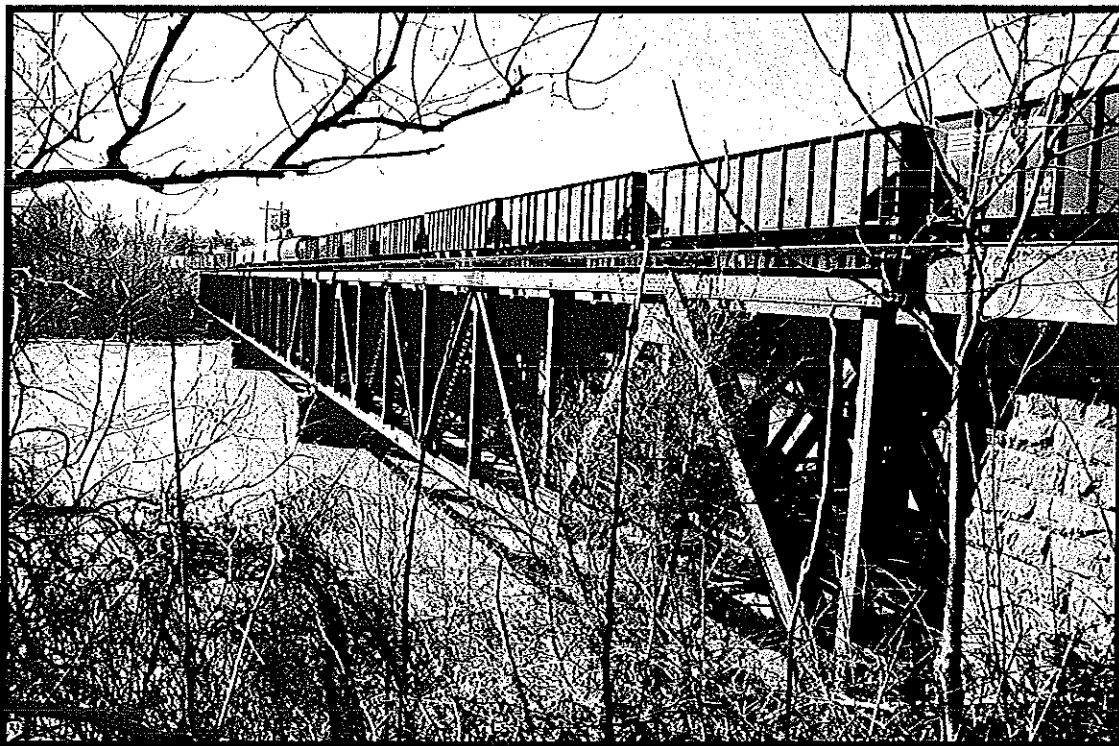


Plate 27. Looking southwest at downstream elevation of North Carolina Railroad Bridge No. 1 (1907); note rusticated stone abutment at right.



Plate 28. North Carolina Railroad Bridge No. 1 (1907) at right; Bridge No. 2 (1919) at left.

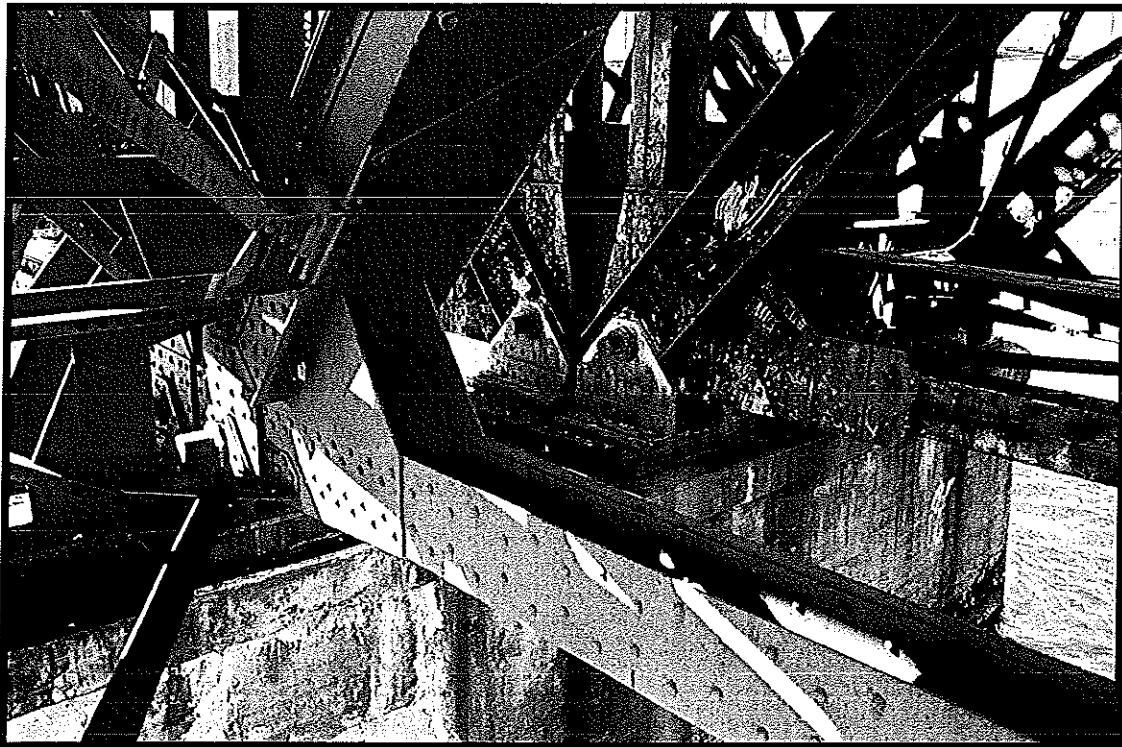


Plate 29. North Carolina Railroad Bridge No. 1 (1907) at left; Bridge No. 2 (1919) at right.

North Carolina Railroad Bridge No. 2

(Carries North Carolina Railroad across the Yadkin River,
Rowan and Davidson counties)

As previously noted, the North Carolina Railroad first crossed the Yadkin in 1855. It replaced its original wooden bridge in 1886 with an iron structure. That bridge was in turn replaced by the current downstream or easternmost railroad bridge—North Carolina Railroad Bridge No. 1—in 1907. That bridge was erected in part upon the rusticated stone abutments and piers of the 1855 bridge, which were extended with concrete on the upstream side.

In 1919 the railroad added this bridge immediately upstream of the 1907 structure. The bridges almost touch and the piers of the new structure are extensions of those of the 1907 structure. Like the earlier structure, this bridge is a riveted steel deck truss. It appears to be somewhat less massively constructed than its mate, with more webbed rather than solid members (Plate 30 through Plate 32).

The bridge continues to retain all seven elements of National Register integrity. It is one of the extant historic bridges that crosses the Yadkin within the project's APE and is believed to be eligible as a contributing resource within the proposed Yadkin River Crossings Historic District.

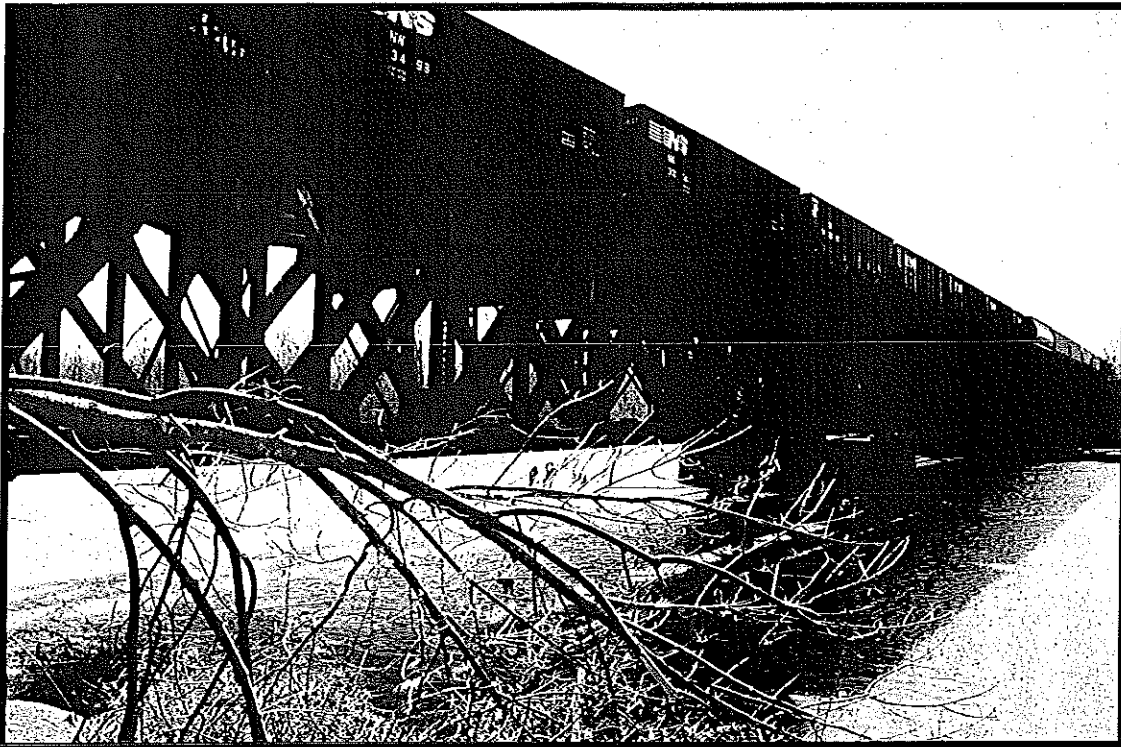


Plate 30. Looking southeast at upstream elevation of North Carolina Railroad Bridge No. 2.



Plate 31. North Carolina Railroad Bridge No. 2 (1919) at left; Bridge No. 1 (1907) at right.

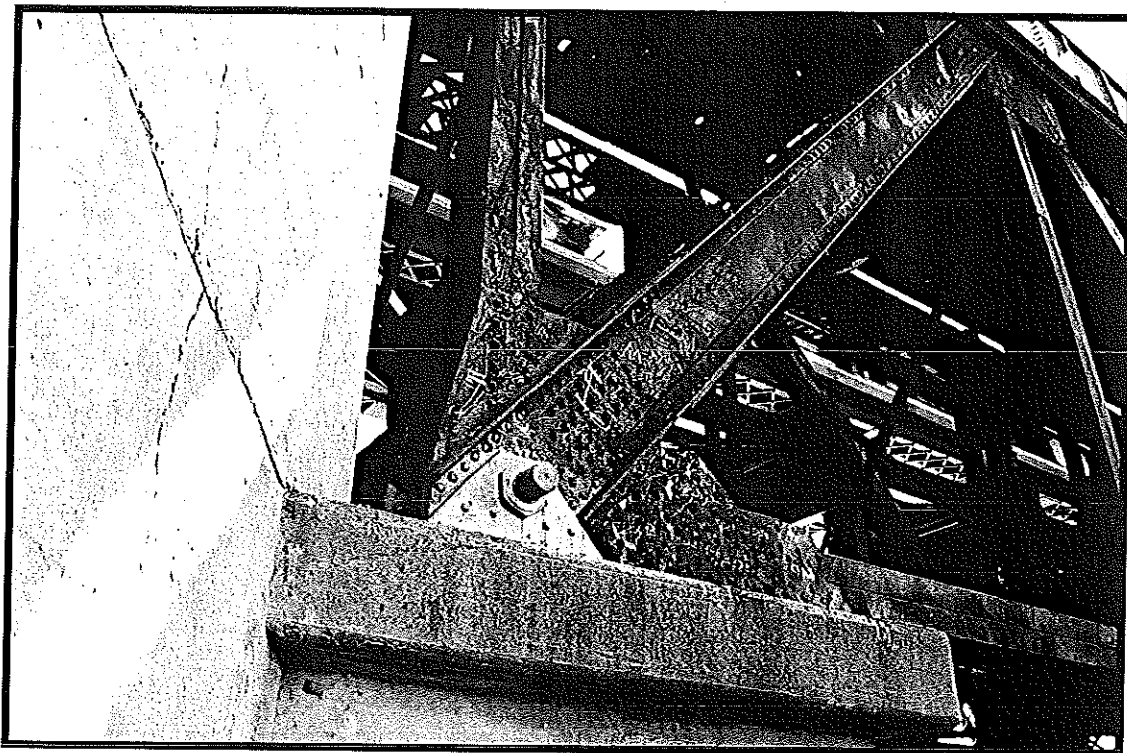


Plate 32. Davidson County abutment of North Carolina Railroad Bridge No. 2 (1919); note pin connection and riveted members.

Interstate 85 Bridge

(Carries Interstate 85 across the Yadkin River,
Rowan and Davidson counties)

The bridge carrying Interstate 85 across the Yadkin River was designed in 1955 and built between 1956 and 1958. According to its most recent inspection report (NCDOT 2004c), the bridge's substructure consists of reinforced-concrete cap-and-steel end bents and reinforced-concrete post-and-beam interior bents. Its 11 spans measure between 80 and 82 feet. Its total length is 883 feet. It includes four lanes within its approximately 54-foot curb-to-curb roadway width (Figure 22 and Plate 33 through Plate 35).

The bridge's appearance and recent bridge inspection reports suggest that it remains largely intact and has undergone no major alterations. It continues to retain all seven elements of National Register integrity. However, the bridge is less than 50 years old and utilizes a standard design. It does not meet the significance standard of National Register Criteria Consideration/Exception G—which provides for the eligibility of less-than-50-year-old resources only if they are of "exceptional importance"—and is therefore not believed to be eligible as a contributing resource within the proposed Yadkin River Crossings Historic District.

By time project let will be obsolete.

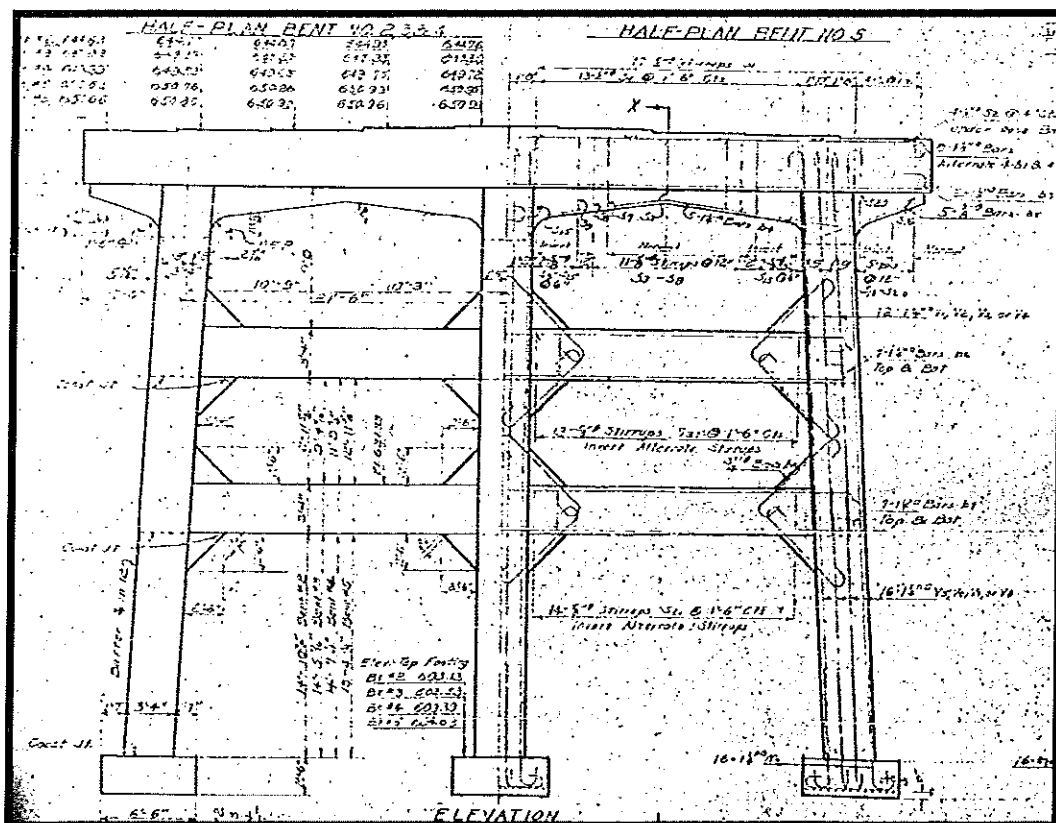


Figure 22. January 1955 plan sheet of bent of I-85 bridge over the Yadkin (courtesy of NCDOT Bridge Maintenance Division).

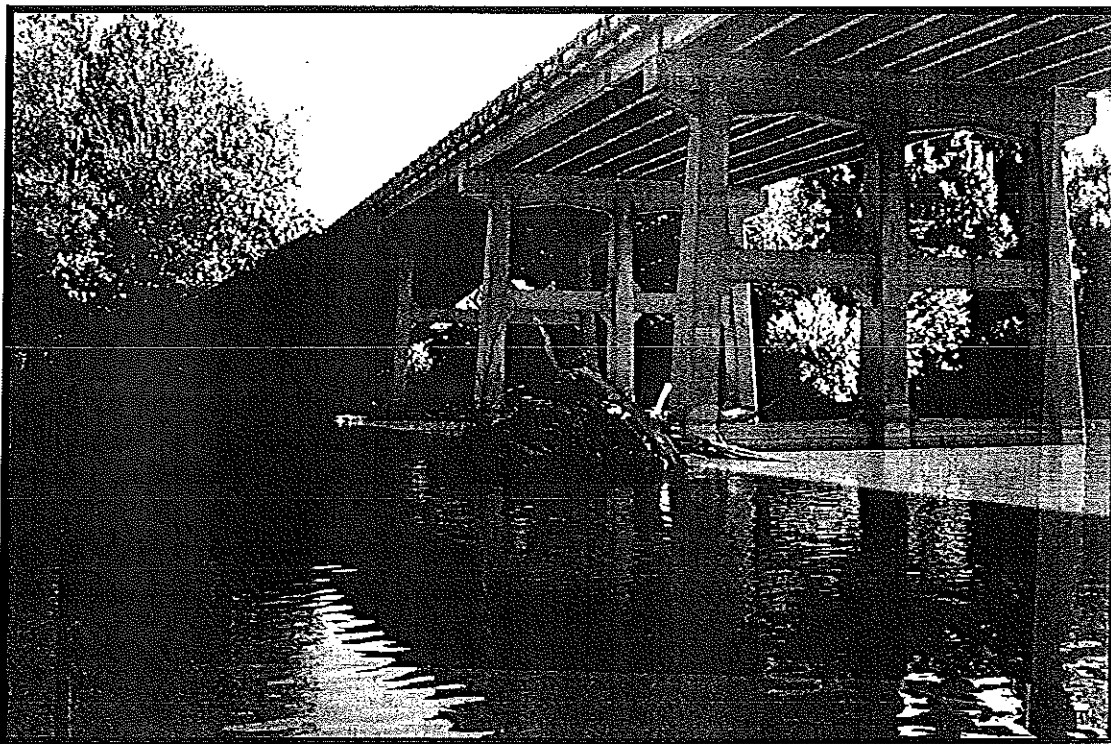


Plate 33. September 1997 photograph of bents of I-85 bridge over the Yadkin (courtesy of NCDOT Bridge Maintenance Division).

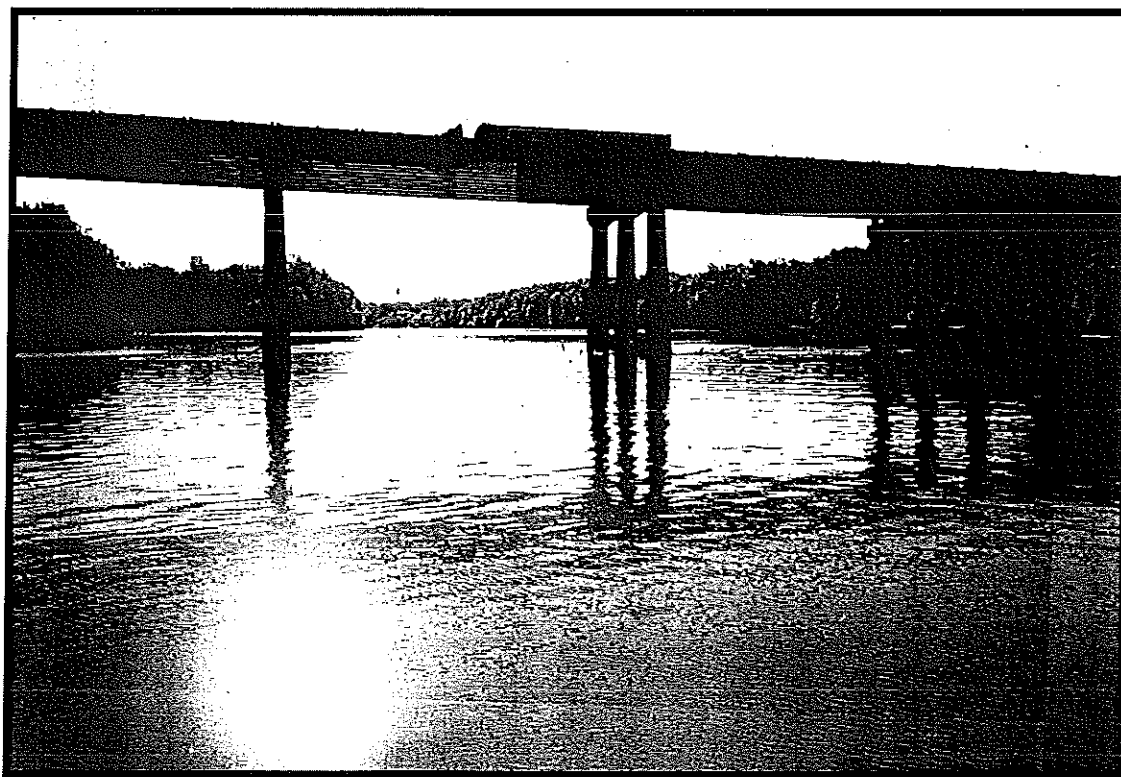


Plate 34. September 1997 photograph of downstream elevation of I-85 bridge over the Yadkin (courtesy of NCDOT Bridge Maintenance Division).



Plate 35. Looking southeast toward upstream elevation of I-85 bridge over the Yadkin.

Yadkin Ford and Ferry

(Study List application proposed boundary:

From Hackett St. and southeast side of I-85 (Rowan County) continuing northeast crossing I-85 approx. 0.6 mi. north of county line (Davidson County) to end point approx. 0.1 mi. southeast of SR 1138 and 0.1 mi. southwest of SR 1139, Rowan and Davidson counties)

(Note: The following text is drawn largely from the previous National Register assessment of four potential historic districts within and around the project area (Brown and Cassedy 2004).)

Flooding of the Yadkin River has inundated and destroyed most evidence of the historic roadways and crossings in the floodplain of Rowan and Davidson counties. Other twentieth-century activities, discussed above, further destroyed portions of the historic roadway that served the Yadkin Ford and Ferry. These activities included construction of railroad lines, the construction of I-85 in the 1950s and, notably, the creation of High Rock Lake. Detailed review of primary and secondary documents, combined with field reconnaissance and analysis of multiple sequences of aerial photographs, indicates that no physical manifestations of the Yadkin Ford & Ferry remain other than a short piece of altered and abandoned roadbed, discussed below, on the Davidson County side of the river.

Although a number of eighteenth- and nineteenth-century maps depict the general configuration of the Yadkin Ford & Ferry crossing, the scale and detail on most are insufficient to allow accurate correlation with the modern landscape. A notable exception is Moore's map of 1830 depicting Thomas Cowan's lands, which locates the ferry, the ford, and the approach roads (see Figure 12). Chronologically, the next map to provide a detailed scale drawing is the Tallassee Power Company map of 1918 (see Figure 11). Copies of both of these maps were reduced to match the scale of the 1987 U.S.G.S topographic map and superimposed on a light table, and the former locations of the crossings and roads were then marked on the modern map. The results of this exercise are presented in Figure 23 (the base map also includes data from a 1993 black-and-white air photo to illustrate the configuration of the river channel more accurately). The historic road alignments shown in Figure 24—the proposed resource map included with the North Carolina Study List application for the Yadkin Ford and Ferry—do not represent confirmed traces on the ground. *were they surveyed? see pg 70*

Comparison of Figure 23 with Figure 24 indicates that although the Yadkin Ford (later the Hedrick Ferry) was mapped in approximately the right location, the Yadkin/Cowan Ferry and its approach roads were incorrectly mapped. The Study List map places the Yadkin Ferry close and roughly parallel to the I-85 bridge. Based on Moore's 1830 map, the ferry was further downstream, closer to the ford at the western end of Big Island. It is possible that earlier ferries could have been in slightly different locations, but the possible landing areas on the Rowan side of the river are constrained by the mouth of McGoon's Creek, which was at least 800 feet east of the I-85 bridge until interstate construction in the late 1950s redirected the creek to the west of the highway.

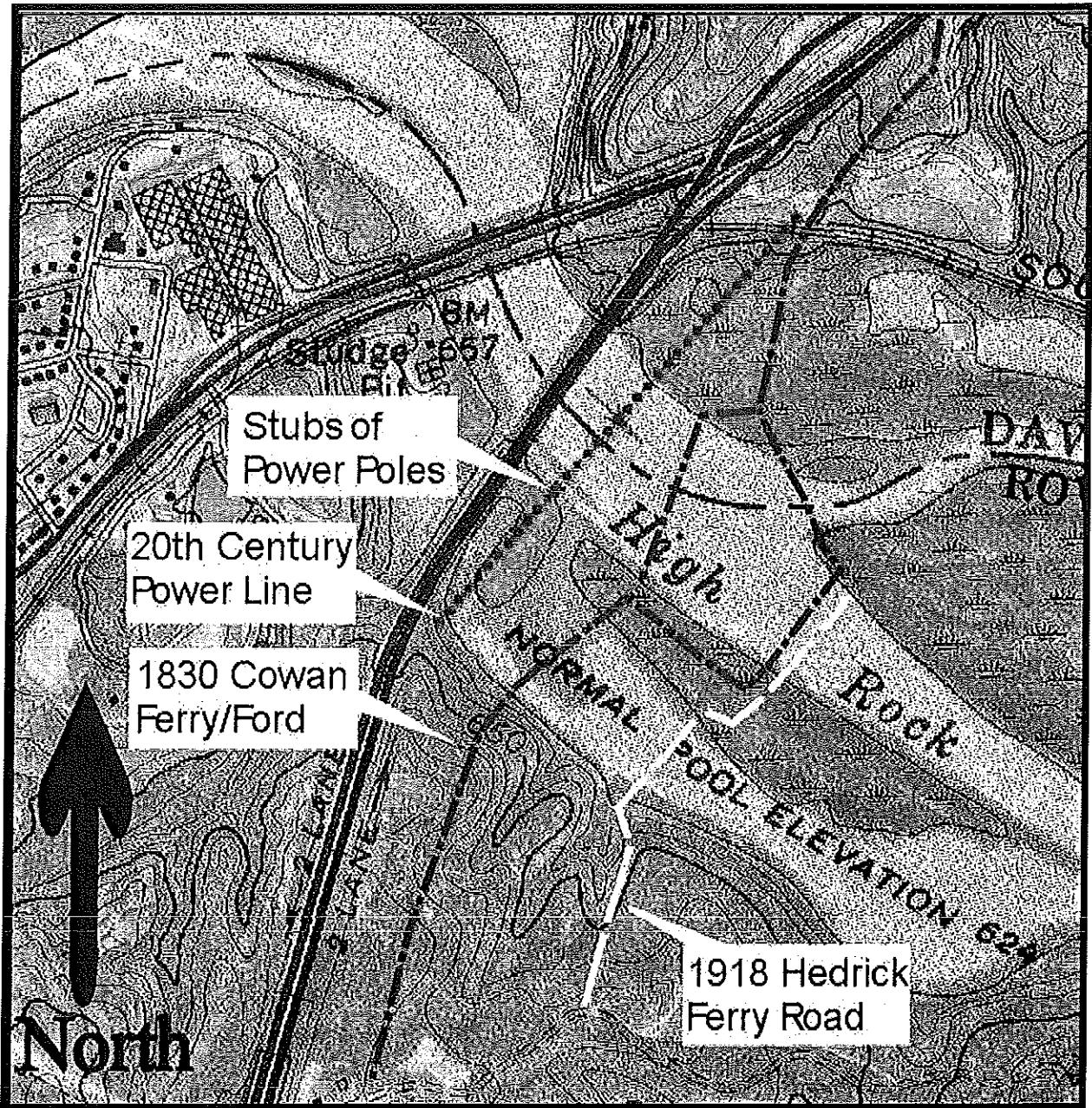


Figure 23. Historic map routes for Yadkin Ford and Ferry superimposed on 1987 USGS Salisbury Quadrangle Map and 1993 aerial photograph. No scale.

Yadkin Ford & Ferry
 Revised Boundary
 Integrity Evaluation
 5/03 Ann Brownlee

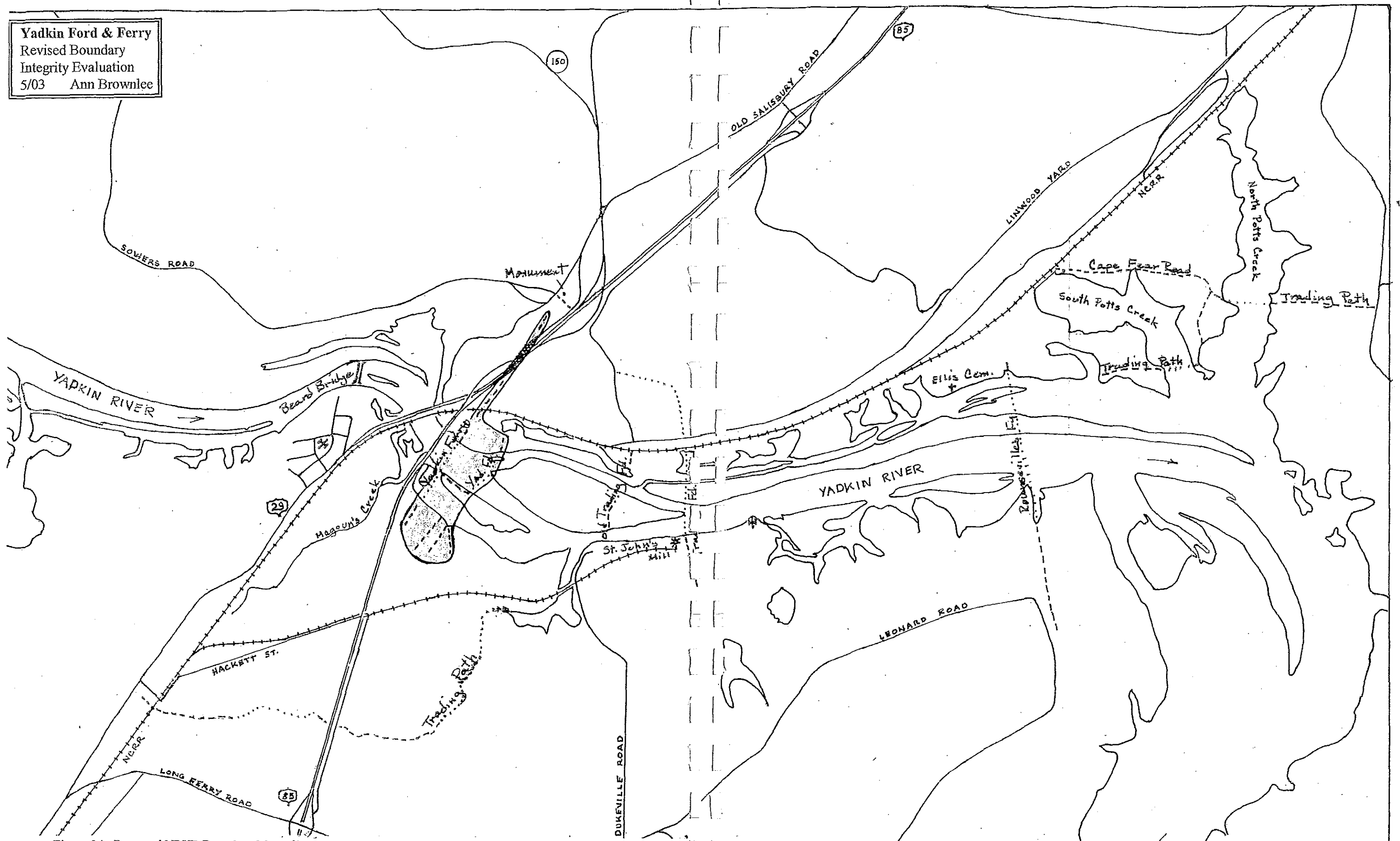


Figure 24. Proposed NRHP Boundary Map of Yadkin Ford and Ferry Resource from the Study List Application.

Field reconnaissance and analysis of stereo pairs of aerial photographs from the 1950s identified a likely reason for the Yadkin Ferry mapping error. The ferry and road alignment proposed in the Study List application is actually a twentieth-century electric power line corridor. In aerial photographs from 1957, 1959, and 1962 (during and just after construction of I-85) the cut vegetation in the power line corridor is clearly visible, as are the wooden power poles set at systematic intervals (Figure 25). Most of the poles are set in pairs, but the poles closest to the river bank on either side of the river are reinforced with two additional poles. This resulted in a group of four poles set in a line parallel to the river bank, with the two outside poles canted slightly in toward the inner pair (Figure 26).

The addendum to the Study List application states that the Yadkin Ferry landing on the Rowan side of the river is demarcated by four vertical poles set adjacent to what used to be the river bank. It suggests that these poles "must have supported a bridge over an older road trace (still existing) which connected the ford and the ferry". Field examination of the poles in September 2004, including mapping their location with a GPS unit, confirmed that they are the stubs of the power line poles seen in the aerial photographs (Plate 36). In addition, the linear feature adjacent to the poles that is described in the addendum as "an older road trace" is actually a recent flood channel. A small natural levee of sediment has accumulated between the 1959 river bank and the current river bank. Both the flood channel and the levee are also clearly visible in Figure 23.

In addition to examination of the proposed ferry landing site, systematic field reconnaissance was conducted in September 2004 in a wide area along the floodplain on both the north and south sides of the river to search for evidence of roads approaching the ferry and ford crossings. No clear traces are visible on either side of the river near its banks in the floodplain. Numerous linear channels crisscross this active floodplain, but these are hydraulic features rather than roads. Some of these linear features bear a resemblance to road traces, but closer field examination, detailed GPS mapping, and analysis of aerial photographs taken with less leaf cover lead to rejection of them as roads.

An example of a misidentified flood channel is a photograph presented in Thomason and Associates (2004: Figure 128) as a section of the Yadkin Ferry road on the Rowan County side of the river. Plate 37 illustrates the appearance of this feature in August 2004. This feature is visible on the 1987 USGS topographic map as an open water channel in the river bank just to the left of the letter "H" in the words "High Rock". The water level shown on the USGS map is at 624 feet ASL, and when the level is lower than that, the channel in question is dry. This same channel is also clearly visible on the air photo of 1959 (see Figure 26).

In the uplands south of the river, identification of road traces is complicated by logging activities that have been conducted in the past decade. Field studies by NCDOT (Sheehan 2000) and examination of aerial photographs taken soon after the logging in the early 1990s documents that multiple tracks and apparent dirt roads cross the area where historic maps suggest the ferry approach roads were situated. The Study List application mentions the existence of multiple possible traces in this area, but the historic maps suggest that only one or two roads likely were connected to the Yadkin and Hedrick ferry landings.

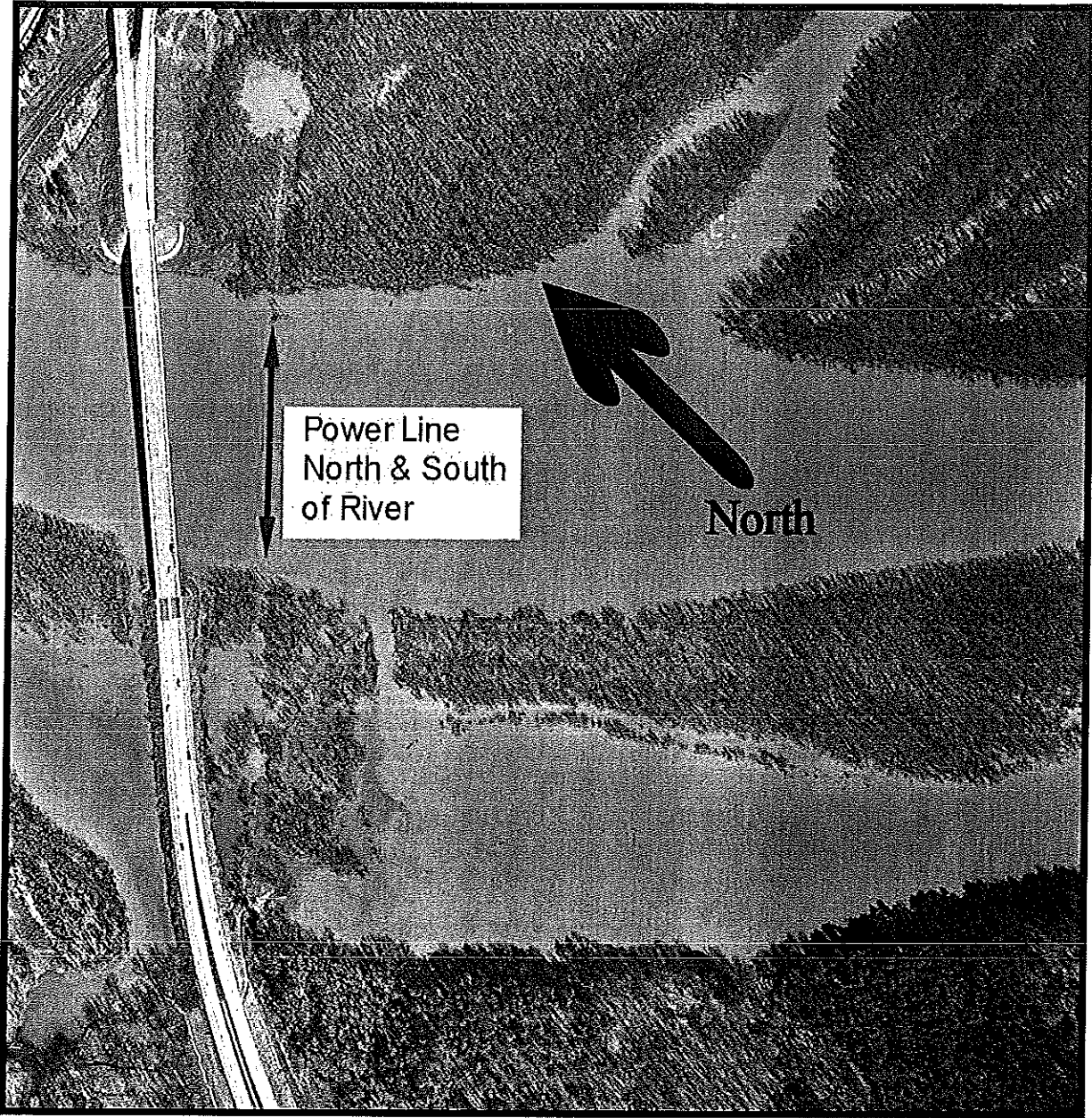


Figure 25. 1962 Aerial photograph showing power line route (courtesy NCDOT photogrammetry unit).

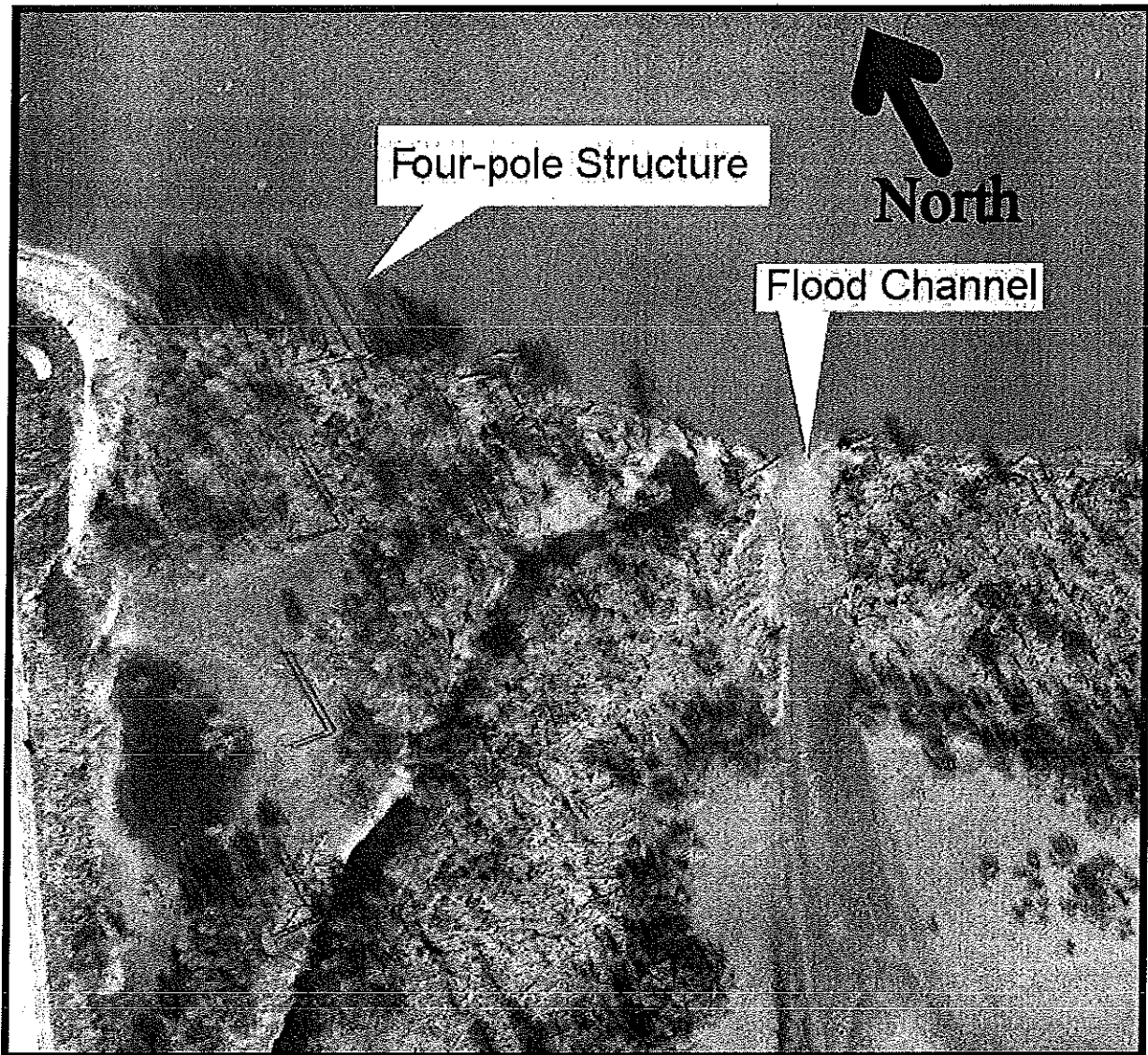


Figure 26. Detail of 1959 Aerial Photograph Showing Four Power Poles at “Ferry Landing” Location and Flood Channel (courtesy NCDOT photogrammetry unit).



Plate 36. August 2004 photo of pole remnants alleged to represent ferry landing (view northwest with I-85 bridge in background). Note how outside poles lean in towards inner pair.



Plate 37. August 2004 photo of flood channel just east of alleged ferry landing.

On the north side of the river, the slope between the railroad tracks and I-85 has been heavily disturbed by past highway construction activities. Field inspection in this area identified no road traces that could be clearly associated with the Yadkin Ford and Ferry approaches. At the extreme northern end of the district proposed in the Study List application, on the hilltop on the northwest side of I-85, a short piece of abandoned roadbed was identified that appears to be aligned with the Hedrick Ferry road shown on the 1890 map of Rowan County. Although it is no longer in use, this short section of road was improved by grading and maintenance in the twentieth century and still has power or telephone poles alongside it.

In summary, the integrity of the proposed Yadkin Ford and Ferry district is poor. While shallow water still marks the general location of the ford at the west end of Big Island, virtually no evidence of roads still remains in the floodplain portions of the proposed district (Plate 38). In the uplands, a small fragment of the ferry approach road north of the river has been upgraded and then cut off from the rest of the district by construction of the double railroad lines and the modern highways, and potential isolated remnants of approach roads on the hill south of the river have been obscured by clear-cut logging.

The Study List application refers to the Yadkin Ford and Ferry as an individual property and recommends that it is eligible only under National Register Criterion A, as a major road and river crossing associated with settlement and transportation history. As the resource has multiple components extended over a large area, it more properly comprises a historic district. And as this resource may include archaeological components, the resource could also be considered under Criteria C and D as well as A.

No evidence of the ford and ferry survive along the river. As these features cannot be identified, they do not possess any of the seven National Register elements of integrity. Accordingly, the Yadkin Ford and Ferry cannot contribute to the integrity of any historic district located along or near the Yadkin River. It does not appear to be eligible for National Register listing as a historic district in its own right or as a contributing component to the proposed Yadkin River Crossings Historic District.

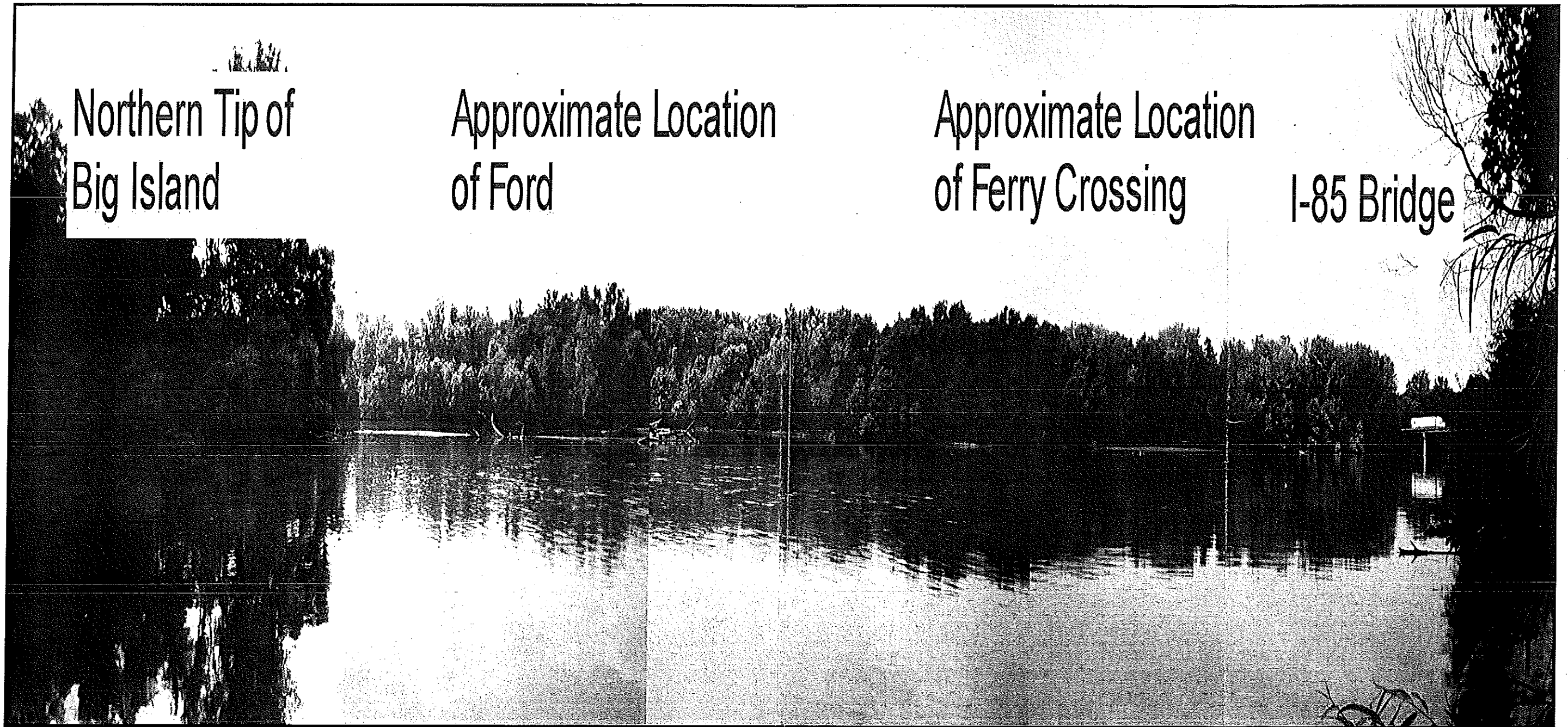


Plate 38. Annotated 180-degree panorama in vicinity of Yadkin Ford and Ferry crossing in August 2004. View south from Davidson County side.

Trading Path and Trading Fords, including Cape Fear Road

(Study List application proposed boundary:

Beginning 200' southeast of US 29 and 200' southwest of Hackett St., east approx. 1.3 mi., north approx. 0.7 mi., east approx. 1.0 mi., north crossing Yadkin River approx. 0.7 mi., east approx. 2.4 mi. to North Potts Creek, north approx. .45 mi., east approx. 0.7 mi. to 100' west of Linwood-Southmont Rd., Spencer vicinity, Rowan and Davidson counties)

(Note: The following text is drawn largely from the previous National Register assessment of four potential historic districts within and around the project area (Brown and Casedy 2004).)

By 1918 a power plant served by a rail spur stood on the south bank of the Yadkin River (Tallassee Power Company 1918). It was expanded into the massive Buck Steam Plant complex in 1926. In 1927 the landscape was further altered by the creation of High Rock Lake within the Yadkin River via the impounding of the river's waters (Thomason and Associates 2004; Brownlee 2003c). The lake and plant inundated and destroyed much of the roadway that led to and from the Trading Path crossings in Rowan and Davidson counties. Other twentieth-century activities further destroyed portions of the Trading Path crossings and roadway. These activities included, in Rowan County, the laying of a railroad spur to the power plant in the 1920s and the construction of I-85 in the 1950s. Davidson County activities included the construction of the Linwood Railroad Yard, which cut across the path of the Cape Fear Road, a route that appears to have had a confluence with the Trading Path north of the Yadkin near North and South Potts Creek (Brownlee 2003d). Detailed review of the Study List application and supporting documents, combined with field reconnaissance and analysis of multiple sequences of aerial photographs, indicates that few physical manifestations of the Trading Path and Fords still remain. (See separate discussion of a surviving road trace in the following entry.)

The following text summarizes the available data and is organized geographically starting at the west end of the proposed district in Rowan County and proceeding east across the river into Davidson County. The Study List map (Figure 27) places most of the Trading Path in Rowan County along an unnamed creek beginning near the intersection of Hackett Street and US 29 and continuing east across the main rail line and I-85 to Horah's Branch Creek near the Buck Steam Plant. Areas of alleged visible traces near the mainline rail crossing and the I-85 crossing were inspected in the field. These areas contain a variety of erosional and drainage features characteristic of creek beds, and clear evidence of road or path traces was not seen in these areas. The two ford locations associated with the Trading Path have been substantially impacted by construction of the steam plant complex and by flooding and erosion within the river floodplain. Field reconnaissance for this project identified no traces of the fords on the north or south banks of the river. Thomason and Associates (2004:19) also reports that his reconnaissance was unable to identify any road traces on Big Island. Numerous aerial photographs from the 1940s, 1950s, 1960s, and 1990s document that Big Island is a very dynamic floodplain feature that has been subject to numerous scouring and redeposition episodes, which makes the survival of any substantial road traces unlikely. Multiple power lines constructed across the island at the locations of the fords also appear to have contributed to a loss of integrity.

Trading Path & Trading Fords
including Cape Fear Road
Revised Boundary
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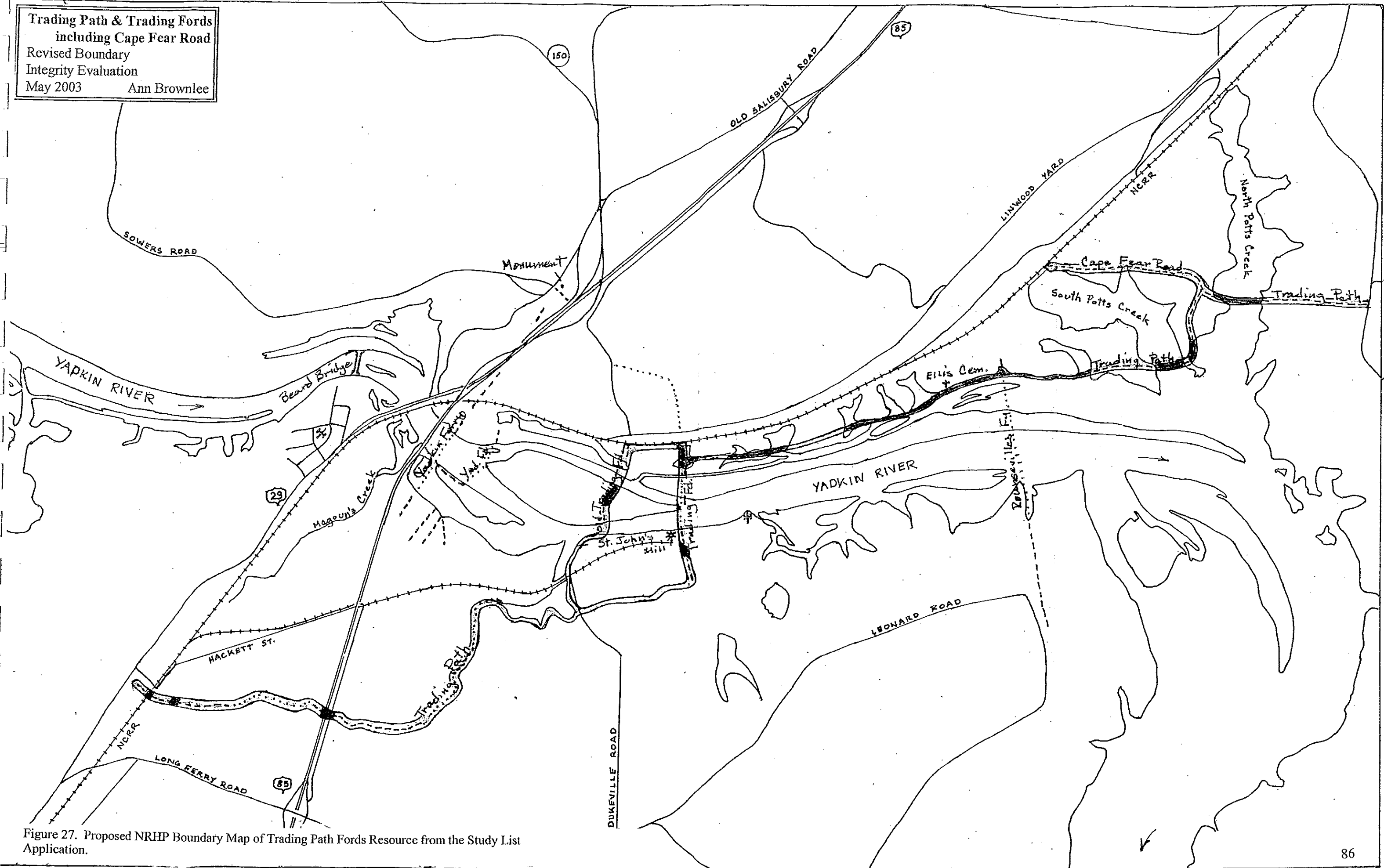


Figure 27. Proposed NRHP Boundary Map of Trading Path Fords Resource from the Study List Application.

The Trading Path alignment proposed for Davidson County north of the river and south of the rail yards is also located in a very active floodplain setting. Sections marked as confirmed traces on the Study List map tend to follow active linear flood channels and cannot be confirmed as intact road or path alignments. Reported traces at the northeast corner of the proposed district on the high grounds near the intersection of South Potts and North Potts creeks were not inspected during the current project, as they are cut off from the project area and considerably east of the APE. These are located in areas where historic maps indicate the general route of the Trading Path was situated, including an intersection with the Cape Fear Road. The physical integrity of the Trading Path and Trading Fords resource, as proposed, is poor. Although the general route can be reconstructed through historic analysis, physical remains of its alignment are sparse and are disconnected and interrupted by the power plant complex (Plate 39) and the waters of High Rock Lake (Plate 40).

The Study List application refers to the Trading Path and Trading Fords as an individual property, rather than a historic district, and recommends that it is eligible only under National Register Criterion A, as a major road and river crossing associated with settlement and transportation history. As the resource has multiple components extended over a large area, it more properly comprises a historic district. And as this resource may include archaeological components, the resource could also be considered under Criteria C and D as well as A.

No evidence of the ford and ferry survive along the river. As these features cannot be identified, they do not possess any of the seven National Register elements of integrity. Accordingly, the Trading Path and Trading Fords resource cannot contribute to the integrity of any historic district located along or near the Yadkin River. It does not appear to be eligible for National Register listing as a historic district in its own right or as a contributing component to the proposed Yadkin River Crossings Historic District.

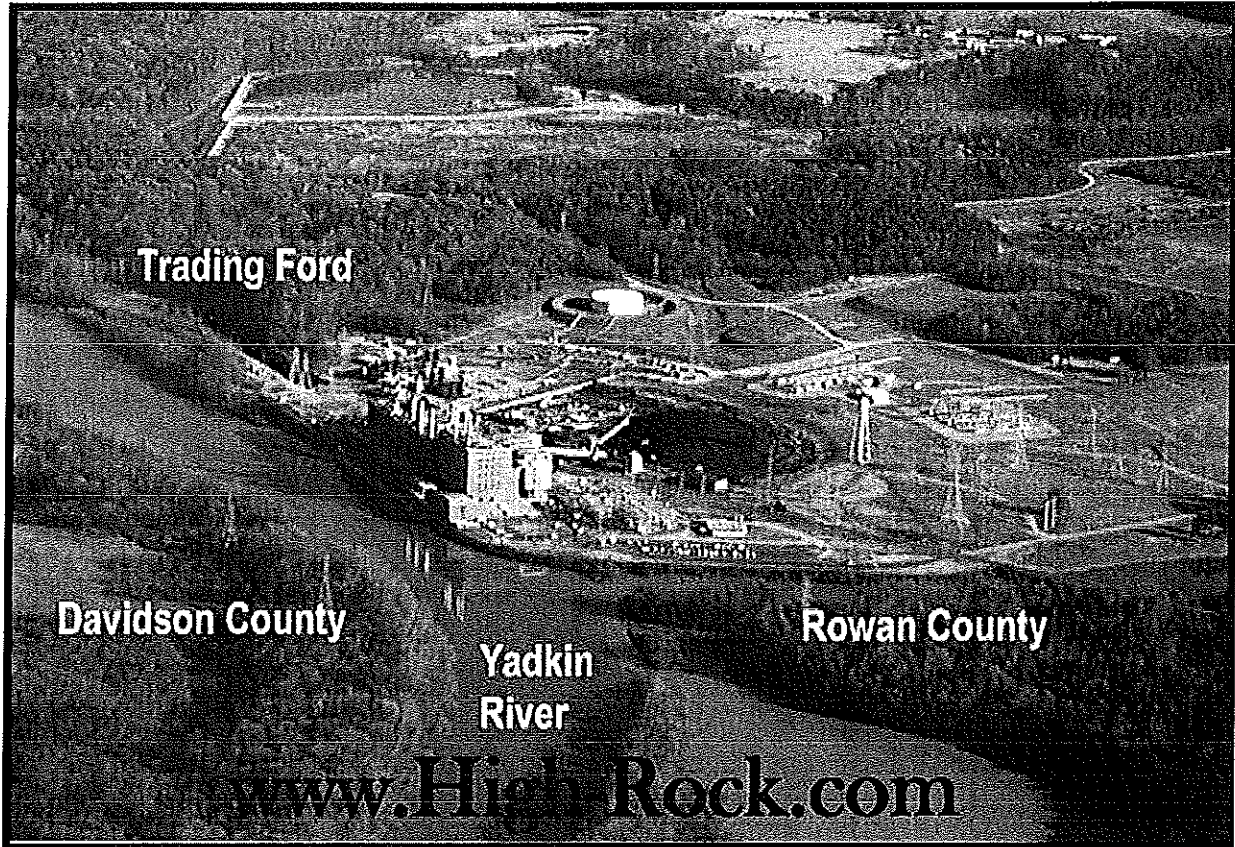


Plate 39. Modern oblique aerial photograph of Buck Steam Plant complex, view southeast (source:www.gorowan.com).

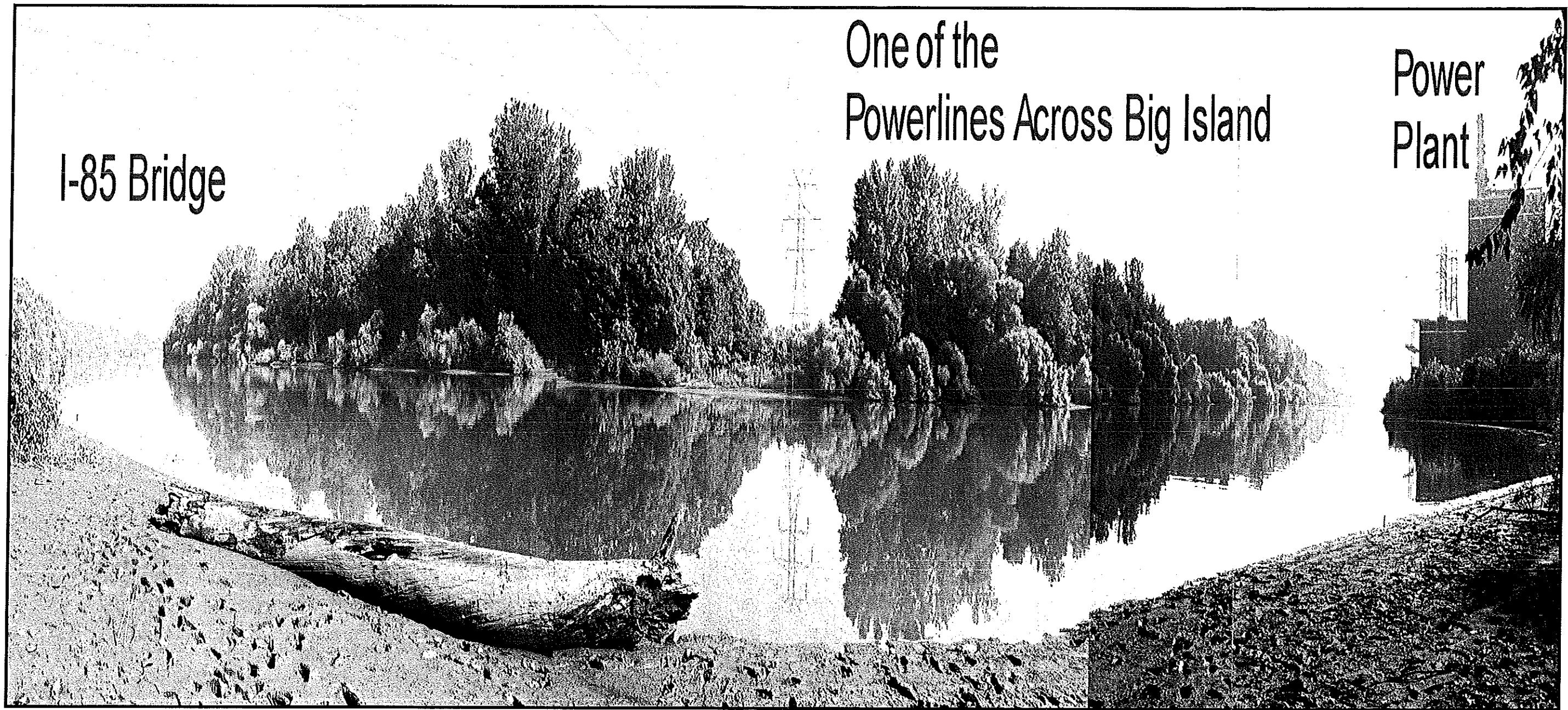


Plate 40. Annotated 180-degree panorama in vicinity of Trading Ford and Ferry crossings in August 2004. View south from Davidson County side.

Trading Path Road Trace

(On south side of Yadkin River, extending approximately 0.8 miles from west of Horah's Branch to east of I-85, Rowan County)

The Trading Path, as noted above, was first identified by Euro-Americans in the late seventeenth century and continued in use until the late nineteenth or early twentieth century. Also as noted, little of it survives within and around the project area. One approximately 0.8-mile trace of the road, however, still exists on the Rowan County side of the Yadkin River (Figure 28).

Field reconnaissance conducted by URS in August of 2004 confirmed the presence of an historic road trace that had been previously identified by Brownlee but was not specifically identified in her Study List application or addendum.⁵ This section of old road bed was also identified by Thomason and Associates (2004:24) in his report for Alcoa on historic resources associated with the Yadkin Hydroelectric Project, and he recommended that it was potentially eligible for the NRHP.

The road trace begins at the edge of a power line cut just south of the south bank of the river and west of Horah's Branch and the power plant (it may have once extended to the edge of the river, but that section has been obscured by power line clearing and flood erosion). The road trace then trends southwest and uphill through the woods and crosses the spur rail line that services the power plant. This eastern portion of the road bed is eroded into the surrounding terrain – over 20 feet wide and seven feet deep in some sections (Plate 41). It is a substantial linear feature and is clearly visible on aerial photographs (Figure 29). After crossing the spur, it bends more to the west and continues along just inside the tree line north of Jacobs Lambe Lane (Plate 42). In this western area, the road cut is much shallower but still clearly visible (Plate 43). The trace ends just east of the current Interstate 85 corridor (Plate 44).

The road trace is intimately connected with the Yadkin and its crossings. As a historical site, it retains sufficient integrity to support its significance as an early road trace. It is therefore believed to be individually eligible for National Register listing and eligible as a discontinuous, but nonetheless contributing, resource within the proposed Yadkin River Crossings Historic District.

*compare photos
to the map*

⁵ The updated Brownlee map of 2004 (see Figure 19) depicts a variation of the Trading Path route between Horah's Branch and the rail spur that encompasses a portion of the surviving road trace.

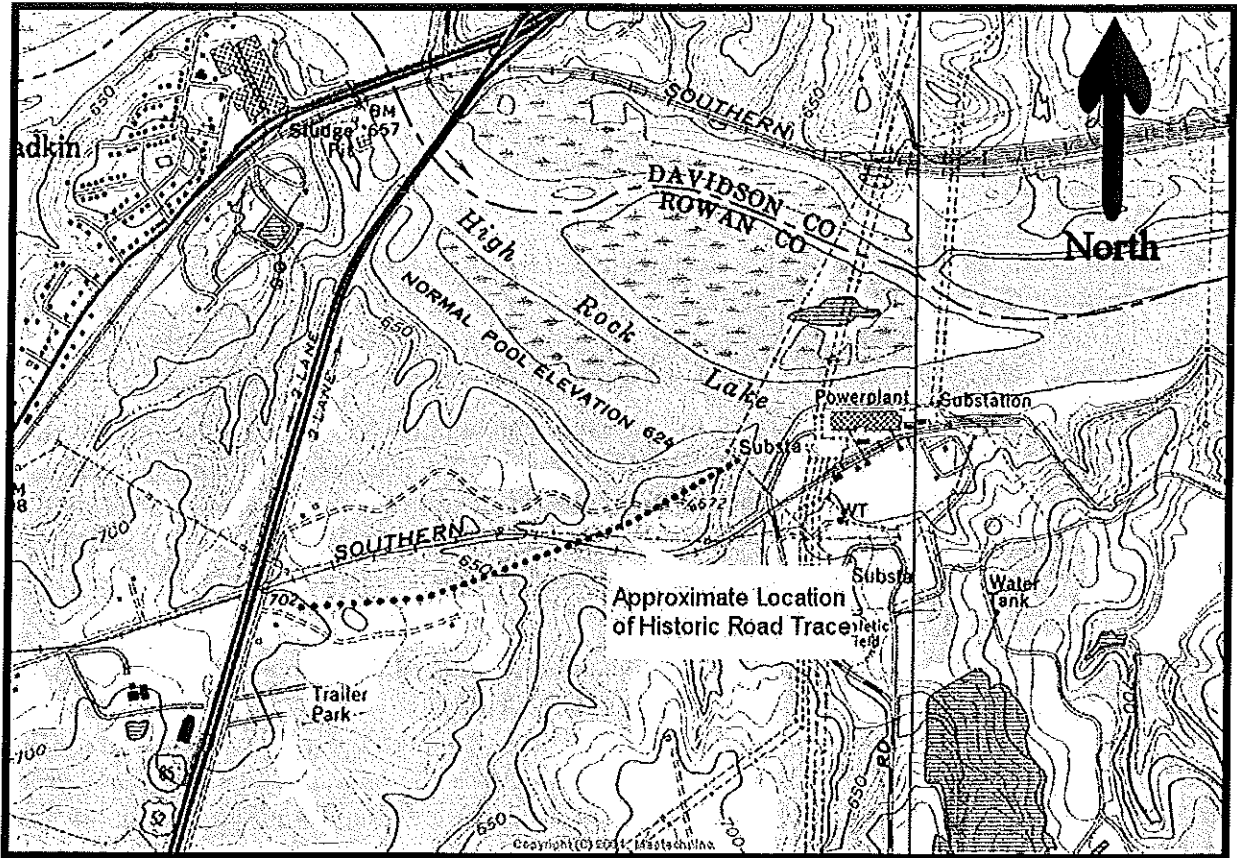


Figure 28. Location of Trading Path road trace west of power plant. 1987 USGS base map, no scale.

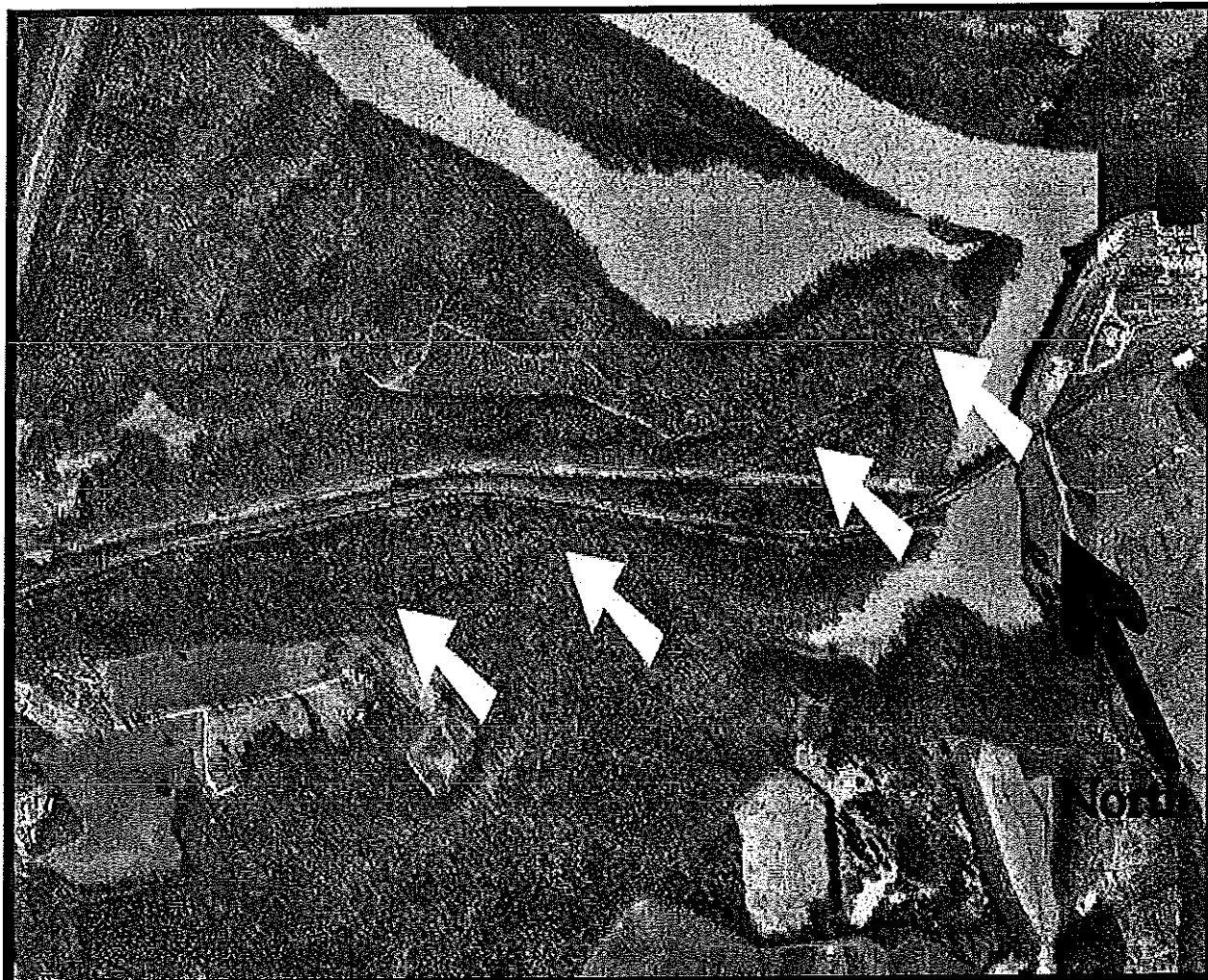


Figure 29. 1993 aerial photograph. White arrows indicate cut line through trees corresponding with Trading Path road trace. No scale.



Plate 41. Deep portion of the Trading Path road trace west of power plant. View looking east in August 2004.



Plate 42. Trading Path road trace is inside treeline behind and to the right of the house. View northwest along Jacobs Lambe Lane in March 2005.

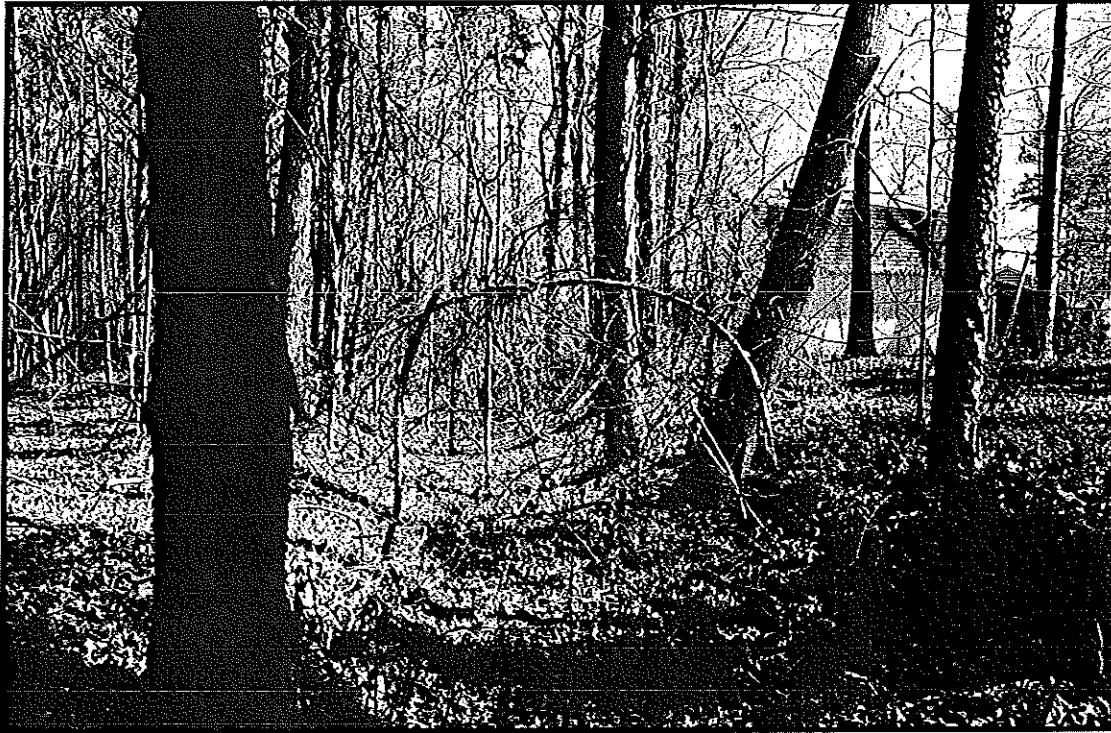


Plate 43. Trading Path road trace at its western end near I-85. View east in March 2005.



Plate 44. Trading Path road trace ends just inside the trees in the right center of photo. View east at the west end of Jacobs Lambe Lane next to I-85 in March 2005.

C. National Register Significance and Assessment of Yadkin River Crossings Historic District

Multiple resources within and around the project area are believed to cohere as a single, though discontinuous, historic district. The northwestern portion of this district is centered on a stretch of the Yadkin River—near pairs of North Carolina Railroad and US 29/70 bridges—that has historically served as a crossing point of the river. A separate southeastern section of the district follows a long stretch of the former Trading Path, which served Euro-American travelers crossing the river for more than a century. As all of the resources that contribute to the district are associated with crossings of the river, the district has been named the Yadkin River Crossings Historic District. The district is believed to be eligible for National Register listing under the following Criteria: A—for its association with significant historical patterns; C—as a significant and distinguishable entity; and D—as an archaeological resource that is likely to yield important information not accessible through other sources. Its primary area of significance is Transportation; its secondary area of significance is Military. The district's period of significance extends between 1820, the approximate date of construction of Beard's Bridge, and 1953, the year construction was completed on US 29/70 Bridge No.2. (As the date of the road trace cannot be verified, the construction of Beard's Bridge was used as the initial date.)

The district has seven contributing resources. Four of these are active river crossings: the Wilcox Bridge, the US 29/70 Bridge, North Carolina Railroad Bridge No. 1, and North Carolina Railroad Bridge No. 2. These resources are intact and retain all of the National Register attributes of integrity. A fifth resource—the piers of Beard's Bridge/Piedmont Toll Bridge—was a river crossing, but has lost its bridge. Its stone piers remain intact in the main channel of the river, however, and retain sufficient integrity to represent the presence and history of this crossing. Fort York or Camp Yadkin, the sixth resource, is not a river crossing or roadway, but nonetheless is directly associated with the historic extant crossings of the river: were it not for the presence of an earlier North Carolina Railroad bridge, the fort would in all likelihood not have been established at this point on the river. Its features are clearly identifiable and it retains its integrity as an archaeological site. A seventh resource—an approximately 0.8-mile-long portion of the Trading Path that is clearly identifiable and retains its integrity as a historical site—is directly related to the crossing of the Yadkin. It lies southeast of and is not physically connected to the other six resources but, as discussed at the following boundary justification section, it is believed to be an important resource that merits inclusion in the district.

Three categories of resources are not included within the district: resources historically associated with the river that no longer retain their integrity; resources (which may or may not retain integrity) that are not directly associated with the river and its crossings; and a resource that is thematically connected with the district, but is less than 50 years old. The first category includes four major historic resources that no longer retain their integrity: the Revolutionary War-era Greene's Crossing at the Trading Ford; the Civil War-era Battle at Camp Yadkin; the Yadkin Ford and Ferry; and the Trading Path and Trading Fords. As demonstrated above, only two portions of these resources can be identified and retain their integrity, Fort York and the Trading Path trace, both of which are included within the proposed district. The other components of these resources have no physical presence or integrity and therefore cannot be eligible for National Register listing, either individually or as contributing components to the Yadkin River Crossings Historic District.

Greene's - don't know where it was

but they weren't, they were built here.

overlays of historic use

The second category of resources includes, principally, the North Carolina Finishing Company and the Buck Steam Plant. These resources are not directly associated with the river and its crossings. Both could have been built at other points within Davidson and Rowan counties that had access to a rail connection via spur lines and that had access to the volumes of water necessary for finishing material and generating power. Indeed, the power facility is located well downstream of the various extant river crossings. Scattered dwellings within the vicinity of the project area and the river are also part of this category.

?

The third category of resources is the Interstate 85 bridge. It does not meet the significance standard of National Register Criteria Consideration/Exception G—which provides for the eligibility of less-than-50-year-old resources only if they are of “exceptional importance”—and is therefore not believed to be eligible as a contributing resource within the proposed Yadkin River Crossings Historic District.

D. Proposed Boundaries and Boundary Justification of Yadkin River Crossings Historic District

The proposed National Register boundary for the Yadkin River Crossings Historic District has two discontinuous components. The northwestern component, which contains six of the seven contributing resources, hugs the banks of the river and the footprints of its seven components (see Figure 3). At the west it crosses the main channel of the Yadkin, from Rowan to Davidson County, just west of the piers of Beard's Bridge/Piedmont Toll Bridge. On the north it follows the Davidson County banks of the main channel of the river until it reaches a public access point and road just west of the Wilcox Bridge. At this point, it extends north along the eastern right of way of the access road up to Old Salisbury Road. It then crosses Old Salisbury Road and climbs the bluff in order to take in the site of Fort York. At the exposed rock promontory that marks the eastern corner of the site it crosses back over the Old Salisbury Road and back down to river on the upstream side of the Wilcox Bridge. It then follows the north bank of the river's main channel again, taking in, on the Davidson County side of the river, the abutments of the Wilcox Bridge, the US 29/70 Bridge, North Carolina Railroad Bridge No. 1, and North Carolina Railroad Bridge No. 2. At the east it crosses the Yadkin just east of and parallel to the footprint of North Carolina Railroad Bridge No. 1, from Davidson back to Rowan County. On the south it follows the banks of the Yadkin to the west—taking in the abutments of the four bridges—until it ends where it began, just upstream of the stone piers of Beard's Bridge.

The southeastern portion of the district follows the Trading Path trace on the Rowan County side of the river. It extends from a point just above the river and its smoothed floodplain, along and parallel to the extant portion of the trace, to a point just east of the APE and I-85. The boundaries for this portion of the district are defined on the north by the southern right-of-way of a railroad spur line and on the south by the tree line. They end at the east and west where the trace ends.

These boundaries include all of the intact resources directly associated with the Yadkin River and its crossings, with the addition of a small section of unoccupied land that bring the military fortification into the district. They exclude principal noncontributing resources, such as the North Carolina Finishing Company, the I-85 bridge, and the Buck Steam Plant, and numerous small houses and other resources located within proximity of the river. The boundaries also exclude potential extensions along the line of the North Carolina Railroad and the roadways of US 29/70 and Interstate 85. The US 29/70 corridor is no longer intact, but has been modernized, straightened, and otherwise altered throughout the twentieth century (Turner 2005). The North Carolina Railroad, under the long-term lease of the Norfolk-Southern Corporation and its predecessors, has also been rebuilt and modernized over the past one-and-a-half centuries. Recent legislative activity has largely exempted interstate corridors from the requirements of Section 106 of the National Historic Preservation Act (*Federal Register* 2005).

The district includes two discontinuous components that are thematically and historically intertwined with each other. They do not touch, but visual continuity is not important to their significance. Their lack of physical connection is less consequential than their intimate historical connection.

RR?

No
other
discussion
in
report

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