



Figure 30. NCDOT Survey #9, Andrew Gibson Farm (GF-0585), 7282 Burlington Road, Guilford County, aerial photograph (2010) showing recommended NRHP boundary.

**NCDOT Survey #33, Midway Diner (GF-1545),  
and NCDOT Survey #34, Luther Goodall  
Residence (GF-8194), Midway Diner is on NC HPO  
Study List  
6270 Burlington Road, Sedalia, Guilford County  
Guilford County PIN 8814920546**



*NCDOT Survey #33, Midway Diner (GF-1545),  
looking southwest.*

***Location and Setting:*** The Midway Diner (GF-1545) and Goodall Residence (GF-8194) are located on the south side of two-lane US 70 (Burlington Road) in Sedalia, Guilford County (Figures 31–39). The diner faces north and is set close to the road with a narrow unpaved parking strip along the north side. An unpaved driveway leads from the west side of the property behind the diner to the Goodall residence, a one-story Minimal Traditional dwelling that was home for the diner’s operators. The lot is heavily wooded and foliage almost completely obscures the view of the house from the road as well as obscuring the rear (south side) of the diner from the house. Immediately to the west of this property is a small strip shopping center with parking. Although the exterior of the diner and house were accessible for photography, the interiors were not. A portion of the diner’s interior was visible for inspection through its front windows.

***Property Description:*** This ca. 1895–1900 Pullman dining car was brought to this location in Sedalia by flat-bed truck in 1937 and converted for use as a diner/restaurant. (The metal wheels were removed before transport). The diner is of wood-frame construction and topped by a metal tray roof with some scalloped trim. There is an observation platform on the east end with a door (presently screened) and a second original door on the west end. During conversion to a diner, a third door was added to an opening created in the center of the north side. This served as the customer entrance to the diner. There are 14 fixed-pane windows with transoms on the north side, three on the south. Traces of painted lettering such as “pimiento cheese” and “hamburgers” are still visible on the transom of the windows along the front. There is also an oval window with leaded glass and diamond muntins on the southwest corner of the car. In the 1950s, the current owners added a gable-roofed frame wing containing an enlarged kitchen and dining area. This was partially destroyed by a falling tree about 10 years ago and most of this wing has since been removed. The original coved ceiling, as well as the metal counter, back wall, and counter fixtures from its conversion to a diner are still extant. The Midway Diner closed in the 1960s, and the structure is currently used for storage.

Constructed in 1940 in the Minimal Traditional Style, the Goodall House is oriented to the northeast. This one-story, five-bay house is of frame construction clad in replacement aluminum siding with board-and-batten wood siding in the gable ends. Resting on a continuous brick foundation the dwelling features a side-gable roof clad in asphalt shingles and a dominant cross-gable projection extending from the core of the house. A central single-leaf entry located on the cross-gable opens to a concrete porch. A front-gable roof that is supported by square posts shelters the porch. A tall brick exterior-front chimney with polychrome brick detailing is located to the left of the central entry. To the far left of the central façade entry is a secondary entry that features a double-leaf set of sliding doors that open to a concrete porch sheltered by a flat metal awning. Metal awnings shelter pairs of 6/6 double-hung sash windows on the façade and west elevations. On the west elevation, the gable end features two additional 6/6 double-hung sash windows. The installation of aluminum siding and the replacement of windows and doors have somewhat diminished the integrity of this resource, although its form and overall feeling remain.

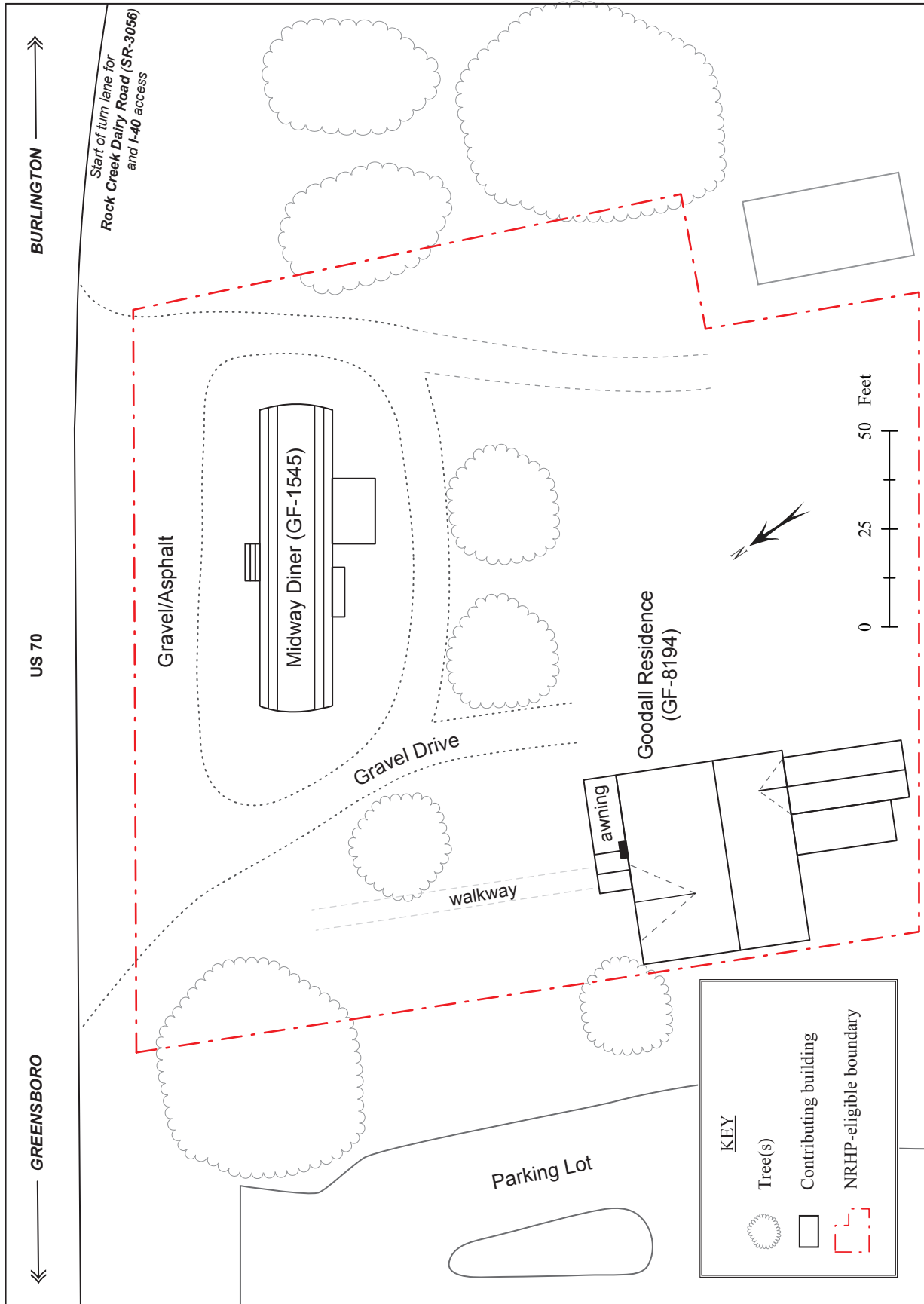


Figure 31. NCDOT Survey #33, Midway Diner (GF-1545), 6270 Burlington Road, Guilford County and NCDOT Survey #34, Goodall Residence (GF-8194), 6270 Burlington Road, Guilford County, site plan and recommended NRHP boundary.



Figure 32. NCDOT Survey #33, Midway Diner (GF-1545), 6270 Burlington Road, Guilford County, north elevation of diner with parking area in front, looking southwest from US 70.



Figure 33. NCDOT Survey #33, Midway Diner (GF-1545), 6270 Burlington Road, Guilford County, south elevation of diner with a section of kitchen addition visible, looking northeast from driveway.



Figure 34. NCDOT Survey #33, Midway Diner (GF-1545), 6270 Burlington Road, Guilford County, detail of oval window on south elevation of diner, looking north.



Figure 35. NCDOT Survey #33, Midway Diner (GF-1545), 6270 Burlington Road, Guilford County, north elevation of diner with parking area in front, looking southeast from US 70.



Figure 36. NCDOT Survey #33, Midway Diner (GF-1545), 6270 Burlington Road, Guilford County, windows on north elevation of diner with painted words “pimiento cheese” visible on the right transom.



Figure 37. NCDOT Survey #33, Midway Diner (GF-1545), 6270 Burlington Road, Guilford County, east end of diner with platform and entrance, looking west.



Figure 38. NCDOT Survey #34, Goodall Residence (GF-8194), 6270 Burlington Road, Guilford County, north façade looking south from driveway and rear of Midway Diner.



Figure 39. NCDOT Survey #34, Goodall Residence (GF-8194), 6270 Burlington Road, Guilford County, west gable end looking east from shopping center parking lot.

**Historical Background:** The three acres of property associated with the former Midway Diner and the Goodall Residence were purchased on June 6, 1935, by Nora E. Hedgecock of Guilford County from Kate and A.M. Maness (GCDB 759:113). According to the current owner, Gertrude Goodall, the car was brought to the site by the Hedgecock family in 1937 on a flat-bed truck (personal communication, Gertrude Goodall 2012). Throughout the 1920s and 1930s, with a decreased demand for railcars, many obsolete dining cars were converted into roadside and urban diner/restaurants (Gutman 1993:12-55).

Gertrude Goodall believes the car was manufactured by the Perley Thomas Company, because of the trademark oval and diamond window on the rear of the car. Perley A. Thomas, a Canadian, began his career in the streetcar division of the Detroit United Railroad and continued working with other streetcar companies including the G.C. Kuhlman Car Company (part of J.G. Brill & Company) and the Southern Car Company of North Carolina before organizing his own company, the Perley A. Thomas Car Company of High Point, North Carolina in 1916 (Johnson 1996). Although the Perley A. Thomas Car Company manufactured streetcars, including the New Orleans streetcars, research does not indicate that the company ever manufactured railroad cars. Additionally, most Thomas cars feature metal construction, and the diner features wood construction.

The manufacturer of the rail car—which probably dates to between 1895 and 1900—is more likely the Pullman Company, founded by George Mortimer Pullman in 1867. The Pullman Company manufactured wooden railroad cars between 1867 and 1910, which would fit with the diner’s estimated date (Holland et al. 2010:6, 47).

The Hedgecocks opened the full-service roadside diner as the Midway Diner, deriving its name from its location midway between Burlington and Greensboro. By 1952, Nora’s son-in-law and daughter, W.M. and Mary Lacey Hedgecock owned the property. On March 25, 1952, the Hedgecocks conveyed the diner property including “all furniture and cafe fixtures on the described property” to their daughters, Norma Keesee and Pauline Koontz (GCDB 1410:202), and the two sisters sold the property to Luther and Gertrude (nee Lindsay) Goodall on February 6, 1956 (GCDB 1655:446).

Known in the ring as Luther Lindsay (he used his wife’s maiden name for professional purposes), Luther Goodall was an African-American world-champion National Wrestling Alliance (NWA) professional wrestler. Born in Norfolk, Virginia to Luther and Ruby Goodall on December 30, 1924, Luther began his athletic career in football, as the star player at Booker T. Washington High School in Norfolk. His football career paused, however, when he enlisted in the Army in June 1943. While serving in Italy, Goodall was awarded the Soldier’s Medal for saving the life of a former soldier during a swimming mishap. Upon his return from the war, he played football during the 1947–1949 seasons at Hampton Institute in Virginia, and in 1950, he played as a professional for the Jersey City Giants. In 1951, after a one-year stint with the Giants, Goodall turned to wrestling (Hornbaker 2012).

Weighing 235 pounds and standing five-foot, seven-inches tall, “Luther Lindsay” was a respected and talented challenger. At 29, he won his first world title, and throughout his career he challenged prejudices as he faced competitors, regardless of their race. Luther gained the nicknames “Juice” and “Bronze Bomber” as he won 19 NWA titles during his 21-year career (Hornbaker 2012:24).

According to his wife Gertrude, the couple spent much of their lives on the road during his wrestling career. While the Goodalls enjoyed traveling, by the 1950s they had begun to look for a home, possibly in the country, that they could visit when not on the road for matches. The Goodalls found the Midway Diner property in 1956. Since it was close to her home in Greensboro, Gertrude’s mother agreed to operate the diner for them while they were away traveling. While the diner originally offered full service with tableware, by 1956 the county health code had changed, and dishes could not be used due to the lack of hot water on-site. As an alternative, the Midway Diner served sandwiches and juice, milk, coffee, and



soda using paper plates, napkins, and cups. In the late 1950s, after Luther fell in a hole and broke his leg, the Goodalls ran the restaurant and lived in the house on the property while he recuperated. After his leg healed, Gertrude's mother ran the Midway Diner again for them. By the 1960s, the daily commute from Greensboro had become too much for her, and the diner was closed (personal communication, Gertrude Goodall 2012).

In 1972, Luther "Lindsay" Goodall died shortly after a match in Charlotte, North Carolina. Following Luther's death, Gertrude became the sole owner of the property and still lives in the house. For a time she attempted to open the diner as the "Old Streetcar Flea Market," but it closed due to a lack of business. The former diner is now used for storage by a neighbor (personal communication, Gertrude Goodall 2012).

**Statement of Integrity:** One of two contributing resources on this property, the Midway Diner does not retain sufficient integrity to convey its significance as a turn-of-the-twentieth-century Pullman dining car, due to the removal of its wheels and its sale and relocation to its current location. As the Midway Diner, operated between 1937 and the 1960s, the resource retains integrity of setting, feeling, location, materials, design, and workmanship and conveys its significance as a diner/restaurant. Closed as a diner since the 1960s, the Midway Diner does not retain integrity of association.

The Goodall Residence retains its integrity of setting, feeling, location, design, workmanship, and association. The application of aluminum siding impacts its integrity of materials. The Goodall Residence retains sufficient integrity to convey its significance as the residence of wrestler Luther Goodall between 1956 and 1972.

**NRHP Criteria Assessment:** The Midway Diner and Goodall residence are recommended **not eligible** for the NRHP under Criterion A. According to the NRHP: "[t]o be eligible under Criterion A the property must retain integrity and must be associated with a specific event marking an important moment in American pre-history or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well" (NPS 1990:12). Research has not established any important event or pattern of events associated with either the Midway Diner or the Goodall Residence.

The Midway Diner and Goodall Residence are recommended **eligible** for the NRHP under Criterion B. According to the NRHP: "[f]or a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e., individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification for significance is that it was owned or used by a person who is or was a member of an identifiable profession, class or social or ethnic group" (NPS 1990:15). The house and diner are most closely associated with the professional career of Luther (Lindsay) Goodall, a prominent African-American world-champion National Wrestling Alliance (NWA) professional wrestler who won 19 NWA titles during his 21-year career. As a professional wrestler, he traveled extensively, but his Sedalia house was his legal residence during his career, and he returned here during rest periods and during convalescences. Along with his wife and mother-in-law, Luther Goodall also operated the Midway Diner. The house is still inhabited by his widow and retains the integrity necessary to convey its significance as the Goodall Residence.

The Midway Diner is recommended **eligible** for the NRHP under Criterion C on the local level as embodying the elements of an early- to mid-twentieth-century diner rehabilitated from an earlier railroad

dining car. According to the NRHP “[f]or a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction” (NPS 1990:18). Throughout the 1920s and 1930s, with a decreased demand for railcars, many obsolete dining cars were converted into roadside and urban diner/restaurants. Although in deteriorated condition, it has had few alterations since conversion to a diner in the 1930s. The Midway Diner retains the integrity necessary to convey its significance under Criterion C. The Goodall Residence, an unexceptional Minimal Traditional house from the early 1940s, is not significant architecturally and is not recommended eligible under Criterion C.

The Midway Diner and Goodall Residence are **not eligible** for the NRHP under Criterion D. According to the NRHP: “[f]or a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory, and 2) the information must be considered important” (NPS 1990:21). The property is not likely to yield any new information pertaining to the history of railroad car design or technology, the history of diner design, or the history of residential design or technology.

**NRHP Boundary Justification:** The NRHP boundary for the property encompassing the Midway Diner and Goodall Residence has been drawn according to the guidelines of National Register Bulletin 21, *Defining Boundaries for National Register Properties*. The NRHP boundary corresponds with the legal boundary and tax parcel boundary for the property (PIN 8814920546) and includes the two contributing historic resources: the Midway Diner and the Goodall Residence, both having the address 6270 Burlington Road (Figure 40; see Figure 31). The northern boundary is the southern side of the US 70 right-of-way.