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United States Department of the Interior National Park Service

For NPS use only

National Register of Historic Places Inventory—Nomination Form

received

date entered

See instructions in How to Complete National Register Forms Type all entries—complete applicable sections

1. Name

historic Lake Waccamaw Depot

and/or common

2. Location

street & number Flemington Avenue, *Moved* East side N.C. 214, just south of its west junction with U.S. 74/76

city, town Lake Waccamaw vicinity of

state N. C. code 037 county Columbus code 047

3. Classification

Table with 4 columns: Category, Ownership, Status, Present Use. Includes checkboxes for building type, ownership status, and present use categories like agriculture, museum, etc.

4. Owner of Property

name Town of Lake Waccamaw Also Notify: Mrs. Betty Timberlake James H. Wayne, Town Clerk Mayor Thomas Elliott Lake Waccamaw Depot Museum Post Office Box 386

5. Location of Legal Description

courthouse, registry of deeds, etc. Columbus County Courthouse

street & number

city, town Whiteville state N. C.

6. Representation in Existing Surveys

title None has this property been determined eligible? yes no

date federal state county local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved	date <u>21 February 1974</u>
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

Erected about 1900, the Lake Waccamaw Depot is a one story board and batten covered frame building resting on a modern brick foundation and covered with an expansive gabled roof. The depot was originally built on the east side of the Atlantic Coast Line tracks which carried parallel with U.S. 74/76 on the west. The station was abandoned by the Seaboard Coast Line Railroad by 1970, although rail service continued for some years thereafter. In 1974 the station was purchased by the Town of Lake Waccamaw and moved a short distance southeast to its present site on the east side of N.C. 214 (Flemington Avenue). Since that time the white waiting room and the Station Master's Office have been fitted up as the Lake Waccamaw Depot Museum and display historical and natural objects of local interest. The colored waiting room houses the community police department. The freight and baggage room--occupying one-half of the building serves as a storage area for the Town of Lake Waccamaw.

The long rectangular building was constructed parallel with the Atlantic Coast Line tracks. The bay window in the station master's office enabled a view of approaching trains while passengers on the trains could read the name of the station on signs on each gable end of the depot. When the building was moved in 1974 the trackside (north) elevation continued as the front of the building--now the station is parallel to N.C. 214 and the original north elevation faces principally west. The building will be described as it exists at the present.

The long rectangular frame building is distinguished by its board and batten covering, its shaped brackets along its eaves, and the gable braces. The long low slate covered gabled roof is broken only on the front elevation by an intersecting gable projecting to cover the bay window.

Carrying along the bottom of the building--at the top of the brick foundation--is a sill board which serves as the base for the vertical board and batten covering which rises to the top of the elevation. Here the rafters project from the elevation of the depot and are supported by wishbone shaped brackets. The rafters have simply shaped ends. The entire exterior is sheathed with board and batten except for the molded panels under the windows in the bay which contain ceiling applied on a 45 degree angle. Window and door openings consist of plain boards. The windows contain six over six sash. The doors have a two-pane transom.

In plan the building has a three part arrangement discernable from the exterior. The white and colored waiting rooms occupy the northern end of the building. They are of near equal size with the white waiting room on the front of the building behind the northernmost two bays containing a window and a (four panel) door. Entrance into the pendant colored waiting room is through a door in the two-bay north gable end of the depot. Two windows on the east side of the depot illuminate the colored waiting room. The station master's office occupies the full-depth of the depot behind the bay window. The southern half of the building is given over to the freight and baggage room.

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Description

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The floor of this warehouse section is raised some three to four feet above the floor level of the remainder of the station--presumably to be on a level with the loading platform which originally carried on all three sides of the freight and baggage room. When the station was moved the platform was rebuilt only on the west (front) elevation. Steps descend from its south end; a ramp carries down to ground level at its north end. The platform rests on brick piers with a continuous vertical board screen. There are large openings--opposite each other--on the west and east elevations and a third opening in the center of the south gable end. All contain paired board and batten doors with molded exterior boards applied on a 45 degree angle.

The interior of the depot has been very little altered. The white and colored waiting rooms are sheathed with molded tongue and groove ceiling. The ceiling is applied horizontally below the chair rail and vertically above it. The pine floors have been covered with wall to wall carpeting in the white waiting room and with tile in the colored waiting room (the police station). In addition the walls in the colored waiting room are also now covered with inexpensive sheet paneling. Just to the side of the partition which separates the white and colored waiting rooms are openings--covered with a metal grill--which served as the ticket windows. The ticket windows have folding two panel wood blinds. In addition there is a five horizontal panel door from the white waiting room into the station master's office. The station master's office is also sheathed with tongue and groove ceiling. Original fixtures here include the shelf desk across the bay, a counter/cabinet under the ticket windows, and a large open face compartmentalized hanging storage cabinet to the east of the colored ticket window. The original station master's desk is now in the white waiting room. In the east (rear) wall are a door and a window. In the southeast corner of the room are stairs which rise to a door--at the eastern end of the south wall--which connects to the freight room. With the rehabilitation of the building a bathroom was built into the northeast corner of the freight room behind the door--and accessible only from--the station master's office.

The large freight and baggage room has an unsheathed interior and no ceiling. The wide pine floor boards are well worn. This room is used only for storage and shop work by the Town of Lake Waccamaw.

Standing some yards from the northeast corner of the depot is a rectangular board and batten covered Section House moved here from the depot at Fair Bluff and used then and now for storage. It has a large opening on its west gable end containing paired diagonally sheathed doors--similar to those on the freight room.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates ca. 1900 **Builder/Architect** Herbert Smith

Statement of Significance (in one paragraph)

The Lake Waccamaw Depot, built about 1900 and removed to its present site in 1974 is a picturesque one story board and batten covered frame structure erected by Herbert Smith for the Atlantic Coast Line Railroad. The depot housing freight and passenger service is the most important surviving building associated with the development of timber and tourist enterprises at Lake Waccamaw in the early years of this century and is the oldest commercial structure surviving in the village. By 1970 the station had been abandoned by the Seaboard Coast Line and in 1973 was acquired by the Town of Lake Waccamaw with the proviso that it be removed from railroad property. In 1974 it was moved to its present site. Today the Lake Waccamaw Depot Museum displays local natural and historical artifacts in the former white waiting room and station master's office and is the focus of the village's pride and much community spirit.

CRITERIA ASSESSMENT:

- A. As a station of the Atlantic Coast Line and Seaboard Coast Line the Lake Waccamaw Depot is associated with the powerful role of the railroad in supporting developing industry in eastern North Carolina. It is the single most important surviving building associated with the growth of the town of Lake Waccamaw.
- C. The Lake Waccamaw Depot with its bracketed eaves and board and batten covered elevations is a modest example of Stick Style commercial architecture. Although the station is removed from its original site, the original intact condition of the interior fabric and some of its furnishings maintains the integrity of the structure.

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The Lake Waccamaw Train Depot is located in the small Columbus County town of the same name. The building was constructed around 1900 by the Atlantic Coast Line and is similar to a number of other depots constructed about the same time. The depot served a variety of functions for the railroad: tickets were sold, passengers and freight were loaded and unloaded, freight was stored prior to loading, and passengers awaited the arrival of the train at the depot.¹

The area around Lake Waccamaw was sparsely settled until just before the Civil War. Plans were drawn in the early 1850s for a town to be called Flemington. The railroad, at that time the Wilmington & Manchester, first came through the area in the 1860s and sparked some growth. The community's first industries were naval stores and lumber and both were dependent on rail traffic to deliver their products to buyers. By 1869 Flemington had a post office and a hotel. In 1879 the shingle business of Charles Beers merged with that of H. B. Short to form what would eventually become the North Carolina Lumber Company. The Council Tool Company was moved from Bladen County to Lake Waccamaw in 1900. These two businesses were among Columbus County's largest and their success necessitated the erection of a depot by the beginning of the twentieth century.²

The Lake Waccamaw Depot (Flemington became known as Lake Waccamaw in 1885) was built by Herbert Smith, an employee of the Atlantic Coast Line. Smith was in charge of the work crews and drew the plans for the construction of the building. He was responsible for the construction of a number of such depots along the Atlantic Coast Line from Rocky Mount into South Carolina. He eventually left the employ of the railroad and became a prominent businessman in the Lake Waccamaw area.³

In the early part of the twentieth century tourism began to play an important role in the area around Lake Waccamaw. As people began to discover the attractions of the lake the railroad began to transport more passengers than ever before. In 1910 the Wilmington YMCA built a boys camp at the lake and in the same year the Waccamaw Club, a social gathering place, was constructed.⁴ About that same time "the railroad company built two pavilions at Lake Waccamaw. These two structures . . . were used for picnics, dances, and as resting places. The railroad often ran excursion trains from various areas of North and South Carolina to Lake Waccamaw during the summer."⁵

Gradually rail traffic into Lake Waccamaw declined as automobiles and trucks became the preferred method of travel for both tourists and freight. The depot was abandoned by 1970 and used for storage. After considerable discussion the Town of Lake Waccamaw entered into an agreement 25 June 1973 to purchase the station for \$500, with the provision that it be removed from the site within sixty days. After an extension of that schedule the depot was moved onto a town lot on 21 February 1974. A few months later it was lowered onto its present foundation. In November 1976 the Interstate Commerce Commission granted tentative approval to abandon the line through Lake Waccamaw. The tracks which once ran through the town were subsequently removed (by 11 April 1979) when the abandonment of the line was finally authorized. Today the Lake Waccamaw Depot Museum has a variety of educational programs relating to the history of the area.⁶

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The Lake Waccamaw Train Depot is significant as a reminder of the importance of the railroad in the economic life of the community. For years the economic bulwarks of the area were lumber, naval stores, and tourism and all three were vitally dependent on the railroad.

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NOTES

¹The town of Lake Waccamaw is located on the northern shores of Lake Waccamaw. The town was originally called Flemington. It became Lake Waccamaw in 1885 and was incorporated in 1911. Ann Courtney Ward Little (ed.), Columbus County, North Carolina (Whiteville: Columbus County Bicentennial Commission, 1980), 310, 311, hereinafter cited as Little, Columbus County; William S. Powell, The North Carolina Gazetteer (Chapel Hill: The University of North Carolina Press, 1968), 271.

²Little, Columbus County, 311-314; Official Program of the Columbus County Bicentennial Celebration (Whiteville: Columbus County Bicentennial Committee, 1976), 27-28, hereinafter cited as Official Program.

³Telephone interview with Mrs. Clara Hall, December 8, 1982, notes in file; Betty Timberlake to Michael Southern, March 24, 1981, copy in file. A 1915 list of stations on the Atlantic Coast Line shows a number in close proximity to Lake Waccamaw. Columbus County had stations in Fair Bluff, Cerro Gordo, Whiteville, Hallsboro; Bolton, New Berlin (now Delco), Malmo, Clarendon, and Mount Tabor (now Tabor City). It is believed that Smith built some of these. The list also indicates how common train stations were at this time. The Atlantic Coast Line Industrial and Shippers Guide (Wilmington: The Atlantic Coast Line Railroad, 1915), 16-25.

⁴Little, Columbus County, 315-316; Official Program, 28-29.

⁵Little, Columbus County, 315.

⁶Telephone interview with Betty Timberlake, December 7, 1982, copy in file.

9. Major Bibliographical References

See continuation sheets

10. Geographical Data

Acreeage of nominated property 0.51 acres

Quadrangle name Whiteville

Quadrangle scale 1:62500

UTM References

A

1	7	7	2	1	7	2	1	5	1	0	3	1	8	0	1	0	3	1	2	1	5
Zone			Easting						Northing												

B

Zone			Easting						Northing												

C

Zone			Easting						Northing												

D

Zone			Easting						Northing												

E

Zone			Easting						Northing												

F

Zone			Easting						Northing												

G

Zone			Easting						Northing												

H

Zone			Easting						Northing												

Verbal boundary description and justification The property included in this nomination is the small tract of 0.51 acres delineated on the attached plat of property on Fleming Avenue (formerly Broadway) belonging to the Town of Lake Waccamaw. It measures 140 feet on its northwest and southeast boundaries and 160 feet on its northeast and southwest boundaries.

List all states and counties for properties overlapping state or county boundaries

state N/A code county N/A code

state code county code

11. Form Prepared By

Architectural description and criteria assessment by Davyd Foard Hood: historical name/title sketch by Jim Sumner and Davyd Foard Hood.

organization Division of Archives and History date April 14, 1983

street & number 109 East Jones Street telephone 919 733-6545

city or town Raleigh state North Carolina 27601

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature William S. Pugh, Jr.

title State Historic Preservation Officer date

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I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

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BIBLIOGRAPHY

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Atlantic Coast Line Industrial and Shippers Guide, The. Wilmington: The Atlantic Coast Line, 1915.

Hall, Mrs. Clara. Telephone interview with. December 8, 1982. Copy in file.
Mrs. Hall is Herbert Smith's daughter.

Little, Ann Courtney Ward. Columbus County, North Carolina. Whiteville:
Columbus County Bicentennial Commission, 1980.

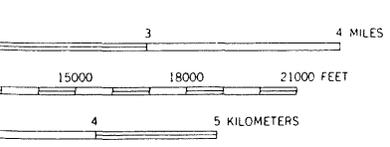
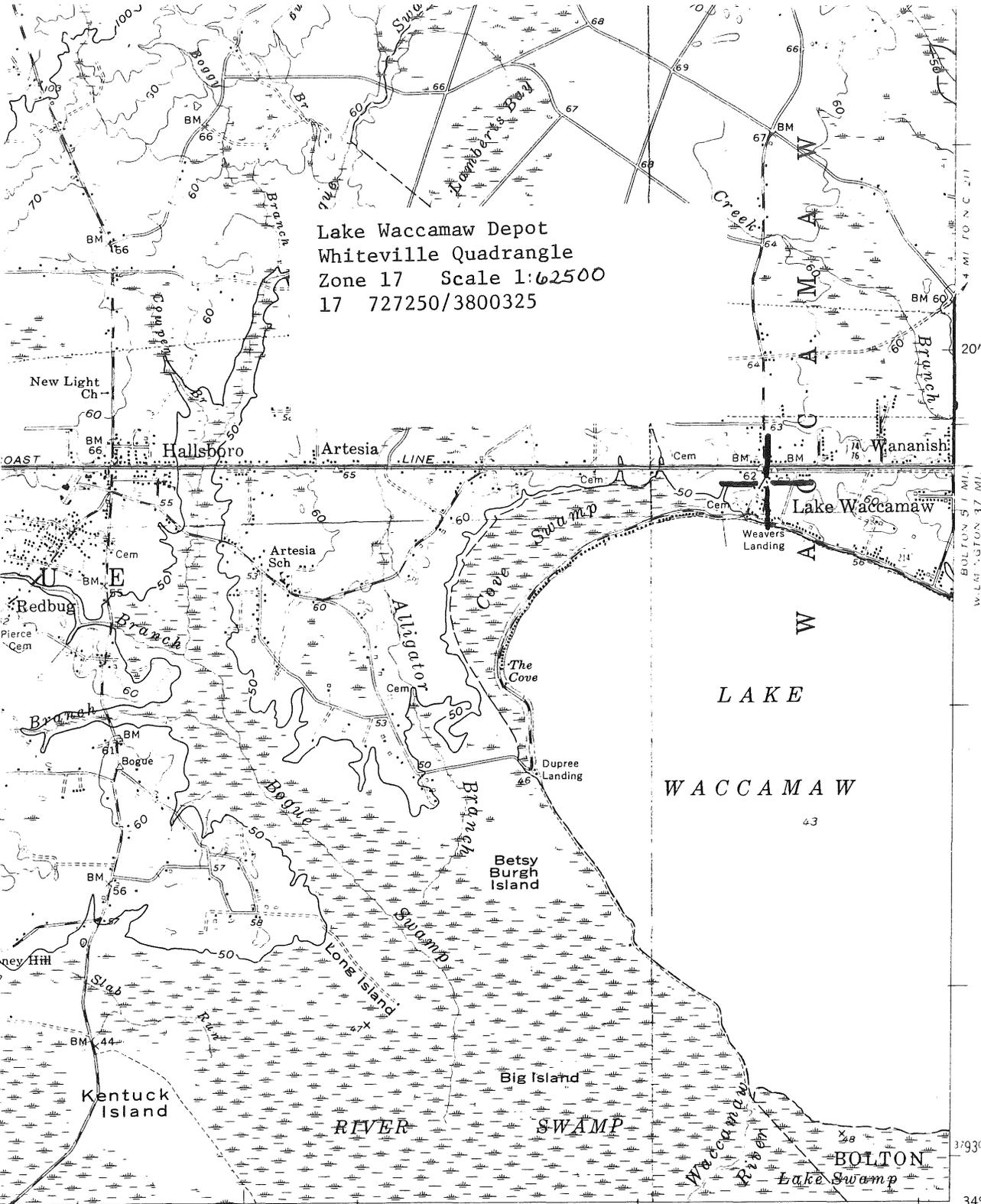
Official Program of the Columbus County Bicentennial Celebration. Whiteville:
Columbus County Bicentennial Commission, 1976.

Powell, William S. The North Carolina Gazetteer. Chapel Hill: The University of
North Carolina Press, 1968.

Timberlake, Betty to Southern, Michael. March 24, 1981. Copy in file.

Timberlake, Betty. Telephone interview with. December 7, 1982.

Lake Waccamaw Depot
 Whiteville Quadrangle
 Zone 17 Scale 1:62500
 17 727250/3800325



ROAD CLASSIFICATION

Heavy-duty		Light-duty	
Medium-duty		Unimproved dirt	
	U. S. Route		State Route



WHITEVILLE, N. C.
 N 3415—W 7830/15

1955

W33

STANDARDS
 WASHINGTON, D. C. 20242
 IS AVAILABLE ON REQUEST

BOLTON 57 MI.
 W. LAT. BOLTON 37 MI.

37°30'00" N
 34°15'
 73°00'00" E 78°30'

(JUNIPER CREEK
 1:24 000)

(OLD DOCK 1:24 000)

INTERIOR GEOLOGICAL SURVEY, WASHINGTON, D. C.

