

INDIVIDUAL PROPERTY FORM FOR

Fayetteville

MULTIPLE RESOURCE

OR THEMATIC NOMINATION

1 NAME

HISTORIC

Atlantic Coast Line Railroad Station

AND/OR COMMON

2 LOCATION

STREET & NUMBER

472 Hay Street

NOT FOR PUBLICATION

CITY, TOWN

Fayetteville

CONGRESSIONAL DISTRICT

7th

VICINITY OF

STATE

North Carolina

CODE

037

COUNTY

Cumberland

CODE

051

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
	<u>N/A</u>	<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input checked="" type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME Lessee

Seaboard Coast Line Railroad Company, Lessee

City of Fayetteville, Owner

STREET & NUMBER

3600 W. Broad Street

Department of Finance, City Hall

CITY, TOWN

Richmond, Virginia

VICINITY OF

STATE

Fayetteville, North Carolina 28301

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Register of Deeds, Cumberland County Courthouse

STREET & NUMBER

P.O. Box 2039

CITY, TOWN

Fayetteville

STATE

North Carolina 28302

6 FORM PREPARED BY

NAME / TITLE

Linda Jasperse, Principal Investigator, City of Fayetteville

ORGANIZATION

Consultant for Survey and Planning Branch

DATE

March 31, 1982

STREET & NUMBER

Division of Archives and History, 109 E. Jones Street

TELEPHONE

1-919-733-6545

CITY OR TOWN

Raleigh

STATE

North Carolina 27611

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Atlantic Coast Line Railroad Station was built of brick in 1911, the third railroad station to stand at the northeast corner of Hay and Hillsborough streets. It exhibits a Dutch Colonial Revival style which is unique in Fayetteville's downtown commercial architecture.

The rectangular main block of the structure is interrupted by only a small office which projects from the west wall and a series of narrow rooms which project from the east wall. The front face (south end) is laid in Flemish bond with a two-step brick shelf differentiating the wall and what would be a foundation/water table combination. The centrally-located front entrance, approached by four concrete steps, was originally covered by a projecting tin roof with a slight hip. This roof is now absent and the entrance unprotected. A wide door now set in the jamb is a replacement, but the transom which bears a double union jack motif remains. A heavy, bracketed lintel surmounts the door frame, as do others on windows and doors throughout the structure. Flanking the front entrance are single sash windows (left: 2/2 lights; right: 2/1 lights) with the previously described lintels atop. Against the face of the wall just above the first-story level are markers which identify the station as serving the Seaboard CoastLine Railroad and Amtrak. Above this, just below the gambrel roof peak is a fanlight with decorative spider-web tracery; separating this from a pilaster-flanked double union jack window is a heavy, entablature-like molding. The gambrel roof terminates in exaggerated returns. Corners of the walls beneath the returns bear contrasting color bricks placed to resemble quoins.

The center of activity takes place on the west side. The familiar 2/2 sash windows with lintels are found scattered liberally throughout this side of the structure. A two-story ticket office, which is flat roofed and surmounted by a deteriorating balustrade with the familiar union jack motif on the railings as well as cannonballs at the corners, juts out from the main block. For protection, a gable cover spans the open space from the office area to a sturdily-braced passenger and freight canopy which, in turn, extends 1/10th of a mile northward along the main tracks. Just beyond the office is a small gambrel graced with a rounded, keystone-topped louvered vent set into the main roofline. The main roof is covered with slate and has a boxed cornice running its length.

The north end of the structure echoes the front facade with regard to a centrally-placed entrance, flanking sash windows, and a surmounting fanlight window. The east side shares features with the rest of the main block but has three additional distinguishing features: a well-fenestrated one-story projection topped by a balustrade near the south end; a chimney with part of its face exposed; and a rough door (leading to the baggage section) with an expansive hipped hood above. At ground level are hopper basement windows and a coal bin chute.

The interior of the station was originally divided into waiting rooms, a mail room, and a baggage room. These interior spaces are intact and the waiting room still contains its original wooden benches.

8 SIGNIFICANCE

____ NATIONAL

____ STATE

____ x LOCAL**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 checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1911

BUILDER/ARCHITECT unknown

STATEMENT OF SIGNIFICANCE

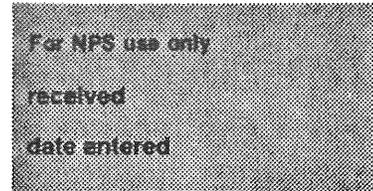
The Atlantic Coast Line Railroad Station, built in 1911 at the corner of Hay and Hillsborough streets, exhibits the commercial Dutch Colonial Revival style unique to Fayetteville's downtown architectural landscape. The line which the station served was not new to Fayetteville in 1911; instead, it had come through Fayetteville as the Wilmington and Weldon Railroad in 1885 and through various mergers and consolidations was absorbed into the newly formed Atlantic Coast Line in 1900. This major railway system, which served mainly the southern and middle Atlantic seaboard states, served early twentieth-century Fayetteville by providing trade and transportation routes for freight, mail, and passengers. This provided for a stable local economy by servicing and encouraging the local textile industry as well as various other industrial, commercial, and agricultural enterprises.

CRITERIA ASSESSMENT

- A. The Atlantic Coast Line Railroad contributed to early twentieth century prosperity in Fayetteville by providing trade linkups with major cities of the northern and southern seaboard states and by stimulating local industrial and commercial enterprises through improved transportation services.

- B. Robustly ornamented, the Atlantic Coast Line Railroad Station stands as the sole non-residential example of Dutch Colonial Revival architecture in Fayetteville.

**United States Department of the Interior
National Park Service**



**National Register of Historic Places
Inventory—Nomination Form**

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uses for the 1911 Atlantic Coast Line Station: it had facilities for passengers, mail, and freight. Indeed, a sophisticated rail yard "full of tracks" off Winslow and Rankin streets consisted of an additional freight depot (this one with a monitor roof), a turntable with radiating holding tracks, and tool and bunk houses.⁸ Area commercial, agricultural and industrial enterprises (like those who supplied the nearby "cotton platforms") stood to benefit from the improved transportation services, and together contributed to a stable local economy.

Today, the station built at the corner of Hay and Hillsborough streets on the old Lutterloh land stands as a reminder of the contribution that the railroad made to turn-of-the-century Fayetteville. Although many appurtenant features and support structures have been demolished, the sturdy brick passenger station--now home for the Seaboard Coast Line (product of a 1967 Seaboard Air Line and Atlantic Coast Line merger⁹)--remains in operation.

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Atlantic Coast Line Significance/
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Reference Notes:

¹J.H. Lutterloh, etux, to the Wilmington and Weldon Railroad Company, 17 February 1885, Cumberland County Deeds, Office of the Register of Deeds, Cumberland County Deeds, Fayetteville, Book 80, Page 2, hereinafter cited as Cumberland County Deeds.

²Richard E. Prince, Atlantic Coast Line Railroad: Steam Locomotives Ships and History (Green River, Wyoming: By the Author, 1966), 13, hereinafter cited as Prince, ACL.

³Cumberland County Deeds, Book III, Page 312; Prince, ACL, 13.

⁴Prince, ACL, 5.

⁵See advertisement section of the Fayetteville Observer, 5 January 1899 for schedules.

⁶Sanborn Insurance Maps for Fayetteville, Microfilm copies from the North Carolina Collection, Wilson Library, The University of North Carolina at Chapel Hill, Chapel Hill, North Carolina: 1891, 1896, 1901, 1908, 1914, 1923, 1930; hereinafter cited as Sanborn Insurance Maps.

⁷Peter S. McGuire, "The Seaboard Air Line", The North Carolina Historical Review 11 (April 1934): 100.

⁸Detail of area shows up on the Sanborn Insurance Maps: 1923, 1930.

⁹John Gilbert and Grady Jefferys, Crossties Through North Carolina (Raleigh, N.C.: Helios Press, 1969), 4.

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Atlantic Coast Line Bibliographical
Railroad Station References
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Cumberland County Records: Deeds.

Fayetteville Observer. 5 January 1899.

Gilbert, John and Jefferys, Grady. Crossties Through North Carolina. Raleigh: Helios Press, 1969.

McGuire, Peter S. "The Seaboard Air Line." The North Carolina Historical Review 11 (April 1934).

Prince, Richard E. Atlantic Coast Line Railroad: Steam Locomotives, Ships and History. Green River, Wyoming: by the author, 1966.

Sanborn Insurance Maps of Fayetteville, North Carolina: 1891, 1896, 1901, 1908, 1914, 1923, 1930.

