

INDIVIDUAL PROPERTY FORM FOR

Fayetteville

MULTIPLE RESOURCE OR THEMATIC NOMINATION

1 NAME

HISTORIC

Cape Fear and Yadkin Valley Railway Passenger Depot

AND/OR COMMON

2 LOCATION

STREET & NUMBER

148 Maxwell Street

NOT FOR PUBLICATION

CITY, TOWN

Fayetteville

VICINITY OF

7th

CONGRESSIONAL DISTRICT

STATE

North Carolina

CODE

037

COUNTY

Cumberland

CODE

051

3 CLASSIFICATION

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

4 OWNER OF PROPERTY

NAME

1/2 interest: Eastern Turf Equipment

1/2 interest: B.E. Altman

STREET & NUMBER

148 Maxwell Street

148 Maxwell Street

CITY, TOWN

Fayetteville NC 28301

VICINITY OF

Fayetteville North Carolina 28301

STATE

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 type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" 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

Built in 1890, the Cape Fear and Yadkin Valley Railway Passenger Depot was one of a large complex of service buildings owned by the line in Fayetteville. Altogether these testify to the diverse and extensive operations which the railroad conducted within the city limits prior to the turn of the century. Out of the shop complexes, foundries, wood shops, freight houses, and other assorted buildings, only the passenger station stands today. It is the sole remnant of a line which had a significant impact on Fayetteville's late nineteenth century economic development.

The two-story brick passenger depot with a deep hip roof, which is situated at an angle on a lot bounded by Russell (formerly Mumford) and Maxwell streets and crossed by rearward tracks, is one of the last buildings remaining in Fayetteville's city center to exhibit the late nineteenth/early twentieth century Romanesque Revival style. The deep red brick used in construction was manufactured by Edgar Allan Poe, a local brickmaker active in the late nineteenth and early twentieth centuries. Exhibiting long, narrow rectangular construction, the station's horizontal face is crossed by a center section which protrudes at both the front and rear. This projection along the front facade forms a porte cochere distinguished by arcades, which is covered by a deep standing-seam tin hip roof with dormers. This intersects the lower hip roof borne by the rectangular portion of the main block.

The front and rear facades rest on a slightly projecting brick base approximately two feet in height. The entire outside face of the building, including the seven-bay rear facade and two-bay ends, is fully arcaded and fenestrated, although many of the round arches (characteristic of the Romanesque Revival style) are now blocked with brick or cinder block infill. Brick voussoirs outline the arcades, which are separated by a brick string course from fenestration above. Each bay contains a window unit, comprised of a pair of narrow 1/1 sashes topped by a moveable transom, on the upper level. Windows are protected by wide roof eaves which feature exposed rafters with decoratively notched ends.

The depot has a very unique lightning rod which projects from the roof's gable crossing. It has an onion-shaped base with a delicately ornamented cast-iron spire rising from the center. This represents the only use of the exotic onion-shaped ornament on period buildings in downtown Fayetteville.

The open interior spaces of the railroad station have been partitioned while being used as McKeithan's Grain and Feed, Minor's Plumbing Company, Eastern Turf Equipment, and companies or purposes other than that originally intended. Still telltale signs of the original remain. The ticket seller's booth stood in the center of the depot as is evident from narrow door and window openings as well as chimney placement. The east and west ends contained offices and baggage rooms, and the north and south center and second floor offices for company officials. Narrow beaded board was used as a ceiling cover and polished pine in wainscot and staircase construction. These pine features have been removed.

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CFYVRR Passenger

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date entered

Continuation sheet ^{Depot} Description Item number 7 Page 2

Additions have been constructed onto both the northeast and southeast ends. The first has a stepped roof and bricked-over rounded windows on the side in addition to two picture windows at the front. The other is a modern brick showroom for the Eastern Turf Equipment Company, which is now housed in the building.

8 SIGNIFICANCE

NATIONAL

STATE

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 checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input 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

c. 1890

BUILDER/ARCHITECT

unknown

STATEMENT OF SIGNIFICANCE

The Cape Fear and Yadkin Valley Railway Passenger Depot was built in Fayetteville, the company's headquarters, in 1890 to serve North Carolina's most important east-west connector between the port city of Wilmington and the Piedmont communities of Mount Airy and Greensboro. The depot was built as part of a larger transportation revolution which was affecting all of North Carolina as well as the rest of the nation during the last two decades of the nineteenth century. It followed one of the prevalent architectural trends of the period, but one which is now rare in Fayetteville's city center, with its Romanesque Revival construction. Characterized by durable brick building materials and arcaded facades designed to permit easy passenger and baggage flow, the former depot serves as a reminder of a period when trains were the principal means of transportation for distance travel, of Fayetteville's importance in the statewide transportation network, and of the stimulus which the railroad provided to the town's turn-of-the-century economy.

CRITERIA ASSESSMENT

- A. The Cape Fear and Yadkin Valley Railway Passenger Depot, serving an important east-west coastal-Piedmont line, is a product of the late nineteenth century transportation revolution which affected Fayetteville along with the rest of the nation.
- C. A rare surviving example of late Victorian Romanesque Revival commercial architecture in Fayetteville's city center, the depot exhibits red brick construction with materials manufactured by local brick manufacturer Edgar Allan Poe, arcaded facades, a deep tin covered hip roof, and such features as a porte-cochere and an unusual onion-shaped lightning rod.

HISTORICAL BACKGROUND

The Cape Fear and Yadkin Valley Railway's passenger depot in Fayetteville was opened in 1890 with Captain A.B. Williams and T.A. Klutz as contractors and E.A. Poe as brickmaker and supplier.¹ The depot was one of a large complex of railroad-related buildings owned by the company in downtown Fayetteville. The company operated a general service line carrying both freight and passengers and heralded the opening of its latest and most commodious depot in 1890.

The Cape Fear and Yadkin Valley Railway had its beginnings in a short stretch of track between Fayetteville and the coal mines in Chatham County.² Completed during the opening years of the Civil War, it helped in transporting fuel for the war effort. But service was extremely limited and did little to link Fayetteville with local, regional, or statewide trunk lines. Because of its virtual isolation from a wider transportation network, Fayetteville was cut off from trade markets so critical to postwar economic recovery and stability.

The extension of rail lines to Fayetteville was one factor which helped to encourage and promote healthy market activity, particularly with respect to the growing local textile industry. Extensive new railroad construction occurred during the last two decades of the nineteenth century throughout North Carolina and the rest of the nation.³ The Cape Fear and Yadkin Valley Railway was incorporated on 25 February 1879 and expanded during this time. It was an extension of the Western Railroad, which had been chartered earlier on 14 February 1852 to link Fayetteville with the Egypt Coal Mines.⁴

A milestone in the company's history occurred in 1890 with the opening of the Fayetteville-Wilmington extension. A special edition of the Wilmington Messenger was issued to commemorate the occasion, and complimentary trips to Fayetteville for Wilmington businessmen were offered.⁵ With the construction of the extension, the Cape Fear and Yadkin Valley Railway reached from Mt. Airy and Greensboro to Wilmington, North Carolina, and south to Bennettsville, South Carolina, totalling 364.85 track miles.⁶ The line was described in this way:

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Please see continuation sheet.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Less than one acre

UTM REFERENCES

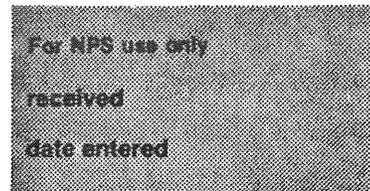
A	1,7	6,9,3	1,5,0	3,8	8,0	6,8,0	B					
	ZONE	EASTING	NORTHING		ZONE	EASTING						
C					D							

VERBAL BOUNDARY DESCRIPTION

All of Lot 4, Block K, Map 78-2-3-4, Cross Creek Township, as outlined in red on map. See map section.

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National Register of Historic Places
Inventory—Nomination Form



CFYVRR Passenger Significance/
Depot Historical
Continuation sheet Background

Item number 8

Page 2

The Cape Fear and Yadkin Railway was the shortest line of railroad to the head of navigation for large portions of the middle and Piedmont sections of the State, extending into the State's largest port; traversing from the coast to the mountains; crossing a great variety and diversity of soils; opening up mineral deposits from the marls of the east, through the iron and copper of the middle section, to the gypsum, salt, coal, and limestone of the west; connecting with three great drainage systems, the Cape Fear, the Yadkin, and the Dan, and making them tributaries of its current traffic; and crossing, at right angles, three great north and south railroad lines.⁷

The railroad's headquarters were located in Fayetteville. A network of buildings, including shopworks consisting of a foundry, two wood shops, a machine shop, a paint shop, a turntable or roundhouse, a locomotive house, plus nine lesser, unnamed buildings all existing primarily for manufacture of box and passenger cars, a freight house, and a passenger station, were found in the town center.⁸

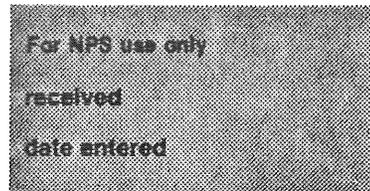
Of these, only the passenger station stands today. Built in 1890, it contained not only waiting and baggage rooms and a ticket booth but several company offices, including those of the General Superintendent, the General Freight and Passenger Agent, the Auditor, and the Treasurer, as well.⁹ It served the company throughout the decade but just after the turn of the century was vacated.¹⁰

The 1890s were tumultuous for the Cape Fear and Yadkin Valley Railway which floundered as a result of the Panic of 1893. The company fell into the hands of a receivership the following year. On 30 December 1898, all of the railroad's properties were sold at Fayetteville by court decree to officers of the Wilmington and Weldon--later the Atlantic Coast Line--Railroad. The line, reorganized as the Atlantic and Yadkin, was absorbed into the Atlantic Coast Line and Southern systems.¹¹

The former passenger station, unused by the new line, was adopted by Martin McKeithan for a wholesale grain and feed warehouse, and, later, as a wholesale grocery warehouse.¹² The building served a variety of commercial uses before becoming the home of Eastern Turf and Equipment, its current occupant. The station is slated for an adaptive use restoration as a farmers' market as part of current downtown revitalization plans.

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form



CFYVRR Passenger Significance/
Depot Historical

Continuation sheet

Background

Item number 8

Page 3

Reference Notes:

¹Fayetteville Observer, 6 March 1890.

²John Gilbert and Grady Jefferys, Crossties Through North Carolina (Raleigh, N. C.: Helios Press, 1969), 8.

³Hugh Talmage Lefler and Albert Ray Newsome, The History of a Southern State: North Carolina (Chapel Hill: University of North Carolina Press, Third Edition, 1973), 517.

⁴Roland B. Eutsler, "The Cape Fear and Yadkin Valley Railway," The North Carolina Historical Review II (October 1925): 430, 432, hereinafter cited as Eutsler, "Railway".

⁵Eutsler, "Railway", 435.

⁶Eutsler, "Railway", 436.

⁷Eutsler, "Railway", 436.

⁸Sanborn Maps for Fayetteville, North Carolina, microfilm copies from the North Carolina Collection, Wilson Library, the University of North Carolina at Chapel Hill, Chapel Hill, North Carolina, 1891: 4,7, hereinafter cited as Sanborn Maps with appropriate references to year and page; The Cape Fear and Yadkin Valley Railway (From Mt. Airy, at the Base of the Blue Ridge, to Wilmington, NC): Its Origin, Construction, Connections, and Extensions (Philadelphia: Allen, Lane and Scott, Printers, 1889), 41.

⁹Fayetteville Observer, 6 March 1890.

¹⁰Sanborn Maps, 1901: 3.

¹¹Fayetteville Observer, 16 March 1899; Eutsler, "Railway", 438.

¹²Sanborn Maps, 1908: 3; 1914: 8; 1923: 8; 1930: 8.

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National Register of Historic Places
Inventory—Nomination Form

CFYVRR Passenger Depot
Continuation sheet

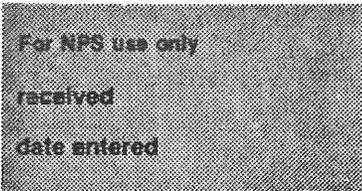
Bibliographical
References

Item number

9

Page

2



The Cape Fear and Yadkin Valley Railway (From Mt. Airy, at the Base of the Blue Ridge, to Wilmington, NC): Its Origin, Construction, Connections, and Extensions. Philadelphia: Allen, Lane, and Scott, Printers, 1889.

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Fayetteville Observer, 8 February 1883, 6 March 1890, 16 March 1899.

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

Oates, John A. The Story of Fayetteville and the Upper Cape Fear. Charlotte, N.C.: The Dowd Press, 1950; reprint ed., Raleigh: Litho Industries Inc. 1972.

Sanborn Insurance Map of Fayetteville: 1891, 1901, 1908, 1914, 1923, 1930.

