

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name (former) Kernersville Depot
other names/site number _____

2. Location

street & number 121 Railroad Street not for publication N/A
city, town Kernersville vicinity N/A
state North Carolina code N. C. county Forsyth code 067 zip code 27584

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u>0</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing:
Historic and Architectural Resources in Kernersville, N. C.

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

William S. Finley 12-18-87
Signature of certifying official Date
State Historic Preservation Officer
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)
Transportation: rail-related

Current Functions (enter categories from instructions)
Commerce/Trade: Warehouse

7. Description

Architectural Classification
(enter categories from instructions)

Late Victorian

Materials (enter categories from instructions)

foundation Brick piers

walls Board and batten

roof Tin

other

Describe present and historic physical appearance.

The Kernersville Depot was built when the Northwestern North Carolina Railroad building a line between Greensboro and Winston-Salem, reached Kernersville in 1873. The plain one-story mortise-and-tenon building is sheathed in board and batten siding. Its gable roof is parallel to the tracks and the roof extends to provide shelter to the shallow loading docks on either side of the building which are connected on each end by an open dock. A chimney, apparently original, pierces the roof about a quarter of the distance from the eastern end, serving the office and waiting room.

The depot is sheathed with board and batten siding. There are three bays facing the tracks: the two loading bays are segmentally-arched and contain double doors composed of diagonal boards; there is a four-paneled door leading into the offices located at the east end of the building. Facing away from the tracks are two two segmentally-arched doors located directly across from those facing the tracks in the north wall of the depot. The eastern end of the depot contains an off-center door into the office flanked by a pair of windows which have been boarded over. The west end contains a slightly arched double freight door flanked by a pair of windows, also boarded over.

The interior is plain, with exposed timbering and roof system in the freight warehouse. The office and waiting room are located in the eastern end of the building with a partition wall between them, and each has a door into the freight warehouse. A tiny window is located between the office and the waiting room. The rooms are simply finished with beaded board sheathing. The fireopenings are located on the interior corner of each room, with plaster over the brick. Ghost marks and holes in the brickwork indicate that there were mantels at each fire-opening. These were removed at some point and their fate is unknown. Replacement board and batten siding shows where a loading bay was infilled with a door and one bay, but the rooms appear to be quite early. Richard Kerner, agent for forty years beginning in December 1873, served as passenger, express and freight agent, and telegraph operator, indicating that the depot probably served as a combination passenger/freight depot very early in its history.

The depot now serves as storage for Greenfield Farm and Garden Supply, located across Bodenhamer Street. Although in poor condition, the building is maintained sufficiently to keep it weathertight.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Period of Significance

Significant Dates

Architecture

1873-1920

1873

Transportation

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Under Criterion A the Kernersville Depot, a small board-and-batten gabled building built in 1873, is significant not only as the only remaining railroad building in Kernersville, but as the second oldest known railroad building in western North Carolina, preceeded only by the Thomasville Depot, 1870 (NR). The arrival of the Northwestern North Carolina Railroad in 1873 was the event which made Kernersville's late nineteenth century manufacturing boom possible (context II: Industrial and commercial "Boom" period, property type C Commercial and industrial architecture of the "Boom" period.) The utilitarian construction features of the depot, including board and batten siding, segmentally-arched bays, diagonally sheathed freight doors, and the fireplaces serving the original office and waiting room, are characteristic of early depots, and make this modest building eligible for the National Register under Criterion C as well.

See continuation sheet

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The Kernersville Depot was built about 1873 when the Northwestern North Carolina Railroad built a line between Greensboro and Winston running through Kernersville. (1) This line not only provided service to Kernersville, but the first service to Winston. (2) Kernersville citizens raised \$10,000 in subscriptions, and provided labor to grade four miles of track bed west of town in order to acquire rail service. (3) Richard P. Kerner, son of John Frederick Kerner, took over duties as rail agent, seeing to freight, passenger and express duties, and acting as telegrapher, on December 1, 1873, and held the position for forty years. Kerner's son, Carl R., succeeded his father as rail agent and served for many years. (4)

There had always been a family manufacturing tradition in Kernersville since Joseph Kerner and his sons acquired the property and operated a mill and tanyard there. After the Civil War this rail connection enabled Kernersville to develop a strong tobacco base which lasted from the 1870s until the turn of the twentieth century. In 1880 there were 126 tobacco factories in the state concentrated in Winston and Durham, but with factories in a number of piedmont towns. Kernersville had five factories, two warehouses, and several tobacco-related industries. (5)

After the rise of the tobacco conglomerates in Winston-Salem and Durham, Kernersville turned to other manufacturing enterprises, including milling, textiles, furniture-making and the brokering of dried fruits (6).

In the last decade of the nineteenth century the Southern Railroad began to consolidate independent lines in North Carolina and by 1901 had acquired the line which passed through Kernersville. (7) The Southern Railroad was able to consolidate a large number of lines in the southeastern section of the country, becoming a major force in transportation.

A 1901 map of the Southern Railroad System shows Kernersville in a key position in the triangle composed of Greensboro, Winston-Salem and High Point. The line connected Kernersville markets with Statesville and Salisbury to the west and Charlotte to the south. (8)

About 1900 a new stylish passenger and freight depot was built directly across the tracks. This depot, which served Kernersville for many years, was demolished by the Southern Railroad in 1985. The 1873 depot had served as storage space for a number of years, and was purchased about 1920 by John Mabry Greenfield who used it as warehouse for his farm and feed business located across Bodenhamer Street. The 1873 depot remains virtually intact, the second oldest known depot in the western half of the state. (9) The Kernersville Depot is much more utilitarian than the slightly earlier Thomasville Depot, which, while also board-and-batten and gable-roofed, features sawn shingling and bracketing. The Kernersville Depot is an unaltered example

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of the modest board-and-batten-sheathed mortise-and-tenon depot which once served many piedmont towns in North Carolina.

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Continuation SheetSection number 8 Page 3

FOOTNOTES:

- 1 Fries, Adelaide, et. al. Forsyth: The History of A County on the March. Chapel Hill: University of North Carolina Press, 1976, p. 188. See also Cecil, Kenneth. A State Movement in Railroad Development. Chapel Hill: The University of North Carolina Press, 1925, p. 172-173; hereinafter cited as Railroad Development.
- 2 Taylor, Gwynne Stephens. From Frontier to Factory, An Architectural History of Forsyth County. Raleigh: North Carolina Department of Cultural Resources, 1981, p. 35.
- 3 Bicentennial Committee. Kernersville, North Carolina, Bicentennial. Winston-Salem: Hunter Publishing Company, 1971, revised 1976, p. 73; hereinafter cited as Bicentennial. See also Korner, Joseph Gilmer. Joseph of Kernersville. Durham, N. C.: Siewers Printery, Inc., 1958, p. 75.
- 4 Bicentennial, pp. 73-74.
- 5 Lefler, Hugh Talmadge and Newsom, Albert Ray. North Carolina: History of A Southern State. Chapel Hill: The University of North Carolina Press, 1974, p. 510. The five tobacco manufacturers in Kernersville were: Beard and Roberts, 1866; W. H. W. H. Leak and Company, 1873; Kerner and Greenfield, 1881; Shore, Kerner and Adkins, ca. 1880; and Lowery and Stafford, ca. 1880. See also Robbins, D. W. "Descriptive Sketch of Winston Salem, Its Advantages and Surroundings. Winston-Salem: Sentennial Print Job, 1888. This booklet was published for the Winston-Salem Chamber of Commerce, which was actively promoting industrial developemtn int the county.
- 6 Bicentennial, p. 74.
- 7 Railroad Development, p. 173.
- 8 Harrison, Fairfax. History of the Legal Development of the Railroad System of Southern Railroad Company. Washington, D. C.: 1901; map in pocket in rear of book.
- 9 This was determined by a search of the North Carolina Cultural Resources Evaluation Program computer files. Only nine pre-1875 depots are known to stand in the state. All but two, the Kernersville Depot and the Thomasville Depot, lie east of the fall line, roughly north-south from Warren County through Johnston County to Cumberland and Robeson counties to the south.

9. Major Bibliographical References

See continuation sheet.

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property approximately 1.15 acre

UTM References

A

1	7
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5	8	3	6	1	0
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3	9	9	7	6	8	0
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 Zone Easting Northing

C

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B

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 Zone Easting Northing

D

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See continuation sheet

Verbal Boundary Description

The property being nominated is the lot on which the depot sits shown on the enclosed tax map outlined in red, Block 2120, Lot 2..

See continuation sheet

Boundary Justification

The property being nominated consists of the lot on which the depot sits. This is the original location of the depot.

See continuation sheet

11. Form Prepared By

name/title Virginia Oswald
 organization Consultant, Survey and Planning Branch date October 1987
 street & number Rt. 4, Box 20M telephone (919) 362-1725
 city or town Apex state N. C. zip code 27502

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BIBLIOGRAPHY:

Brown, Cecil Kenneth. A State Movement in Railroad Development.
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System of Southern Railroad Company, Washington, D. C.: 1901.

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tory of A Southern State. Chapel Hill: University of North Carolina Press,
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National Park Service**

NATIONAL REGISTER OF HISTORIC PLACES

CONTINUATION SHEET

(former) Kernersville Depot, Forsyth County, NC

Section 3, 7, 8 Page 1

Request for Approval of Relocation

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

Jeffrey J. Cronis SHPO 7/30/98
Signature of certifying official/Title Date

State of Federal agency and bureau

Section 7: Description

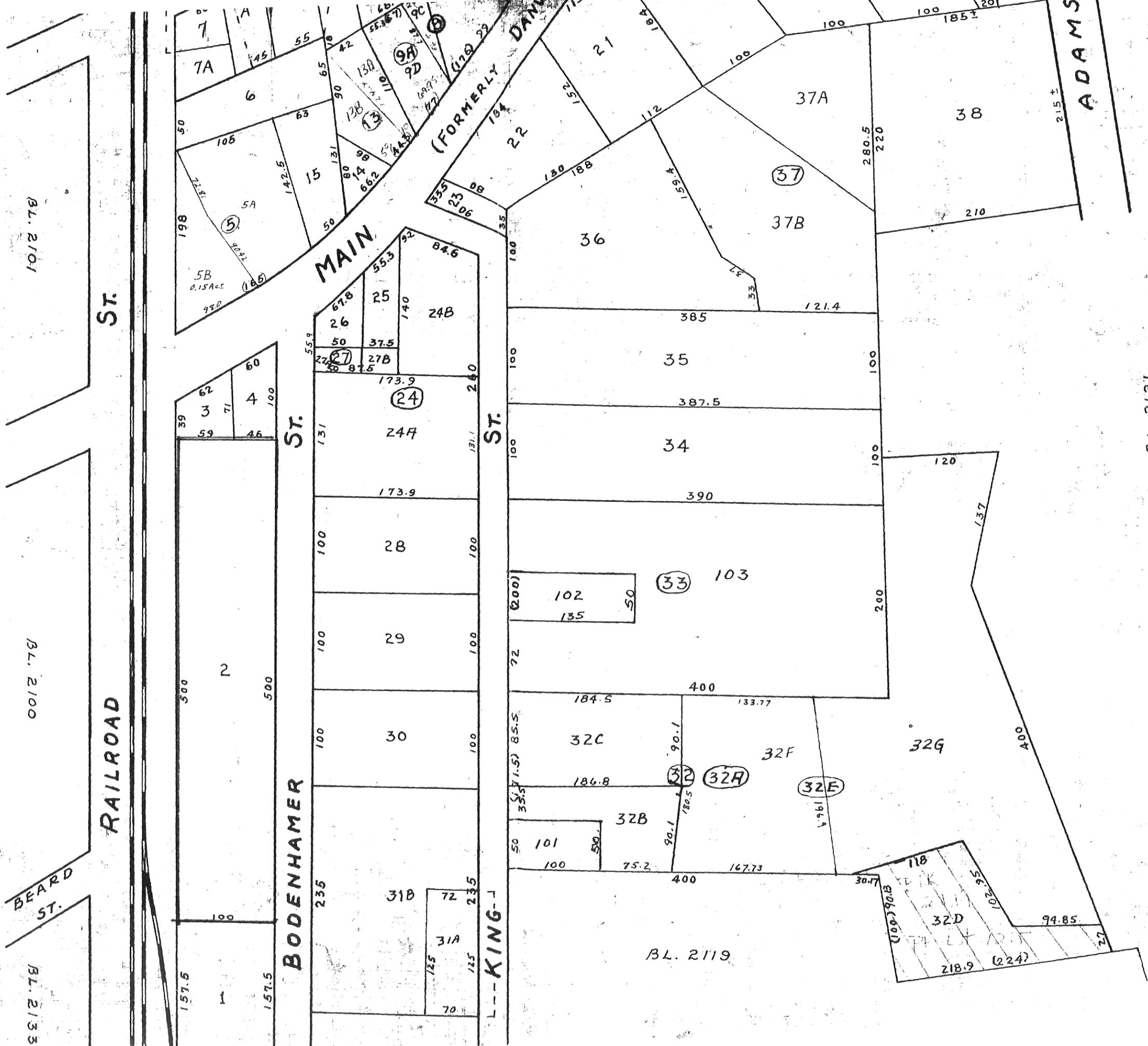
In order for the (former) Kernersville Depot to remain, its relocation is necessary. Currently the structure is sited partially within the Southern Railway Company right-of-way and current safety standards require this right-of-way to be cleared. The railroad company will demolish the depot unless it is moved.

The depot will be moved within the National Register-listed acreage. The Southern Railway Company is donating the lot adjacent to the right of way to the Town of Kernersville for the purpose of relocating the depot. The proposal is to move the depot from its existing and original location back (northeast) and slightly to one side (southeast) approximately twenty-five to thirty-five feet. Its setting and general location will not be altered; the depot's orientation will be identical to its current one; and the space between its new location and the railroad tracks will remain vacant. Therefore, the significance and integrity of the property will not be diminished as it will remain adjacent to the railroad tracks and with its original orientation. Its eligibility under Criterion C will not be threatened because its architectural character and significance will be retained; its significance in the area of transportation under Criterion A will also remain because it will retain its original orientation to the railroad tracks. No additional historical or known archeological resources are found within the area.

To prepare for the move, the following will occur: a building permit will be secured; engineering studies will be conducted which will determine the appropriate size and depth of new footings; the new site will be slightly graded and footings will be poured; and new piers will be constructed. The structure will then be freed and moved onto new piers. A contractor who specializes in restoration of historic structures has been selected and a professional moving company will complete the actual relocation.

Section 8: Statement of Significance

The (former) Kernersville Depot, after its relocation, will meet special requirements for listing under Criteria Consideration B. The structure is the only remaining railroad building in Kernersville, and is the second oldest known railroad building in western North Carolina. The architectural significance of the building will not be diminished with the move as all existing architectural details and elements will be retained. Likewise, the depot's significance in the area of transportation will not be diminished because the new setting is similar in its orientation to the railroad right-of-way.



BL. 2101

BL. 2100

BL. 2133

ST.

RAILROAD

ST.

BODENHAMER

ST.

L-KING-L

ADAMS

BL. 2121

MAIN

(FORMERLY DAM)

BL. 2119

7A

6

5A

5B
0.15 AC ±
93.0

3

4

27

27B

24

24A

28

29

30

31B

31A

70

22

36

35

34

102
135

103

32C

32B

101
100

32F

32

32A

32E

118

32D

37A

37

37B

32G

118

218.9 (224)

210

280.5

220

215 ±

38

120

137

120

137

120

137

120

137

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