

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 Burgaw Depot

and or common

2. Location

street & number 102 East Fremont not for publication

city, town Burgaw vicinity of

state North Carolina code 037 county Pender code 141

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input checked="" type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input checked="" type="checkbox"/> other: Vacant

4. Owner of Property

name Burgaw Jaycees Town of Burgaw

street & number P O Box 183 P O Box 35

city, town Burgaw vicinity of state N. C.

5. Location of Legal Description

courthouse, registry of deeds, etc. Register of Deeds

street & number Pender County Courthouse

city, town Burgaw state N. C.

6. Representation in Existing Surveys

title N/A 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 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

The original block of the Burgaw Depot was erected around 1850 with a later 1898 addition of passenger waiting rooms and offices to the south, and a 1916/17 addition of freight and warehouse space to the north. The entire building is sheathed in a combination of lap and board and batten siding, and rests on cement, brick and wooden foundations. The original block was constructed on the east side of the Wilmington and Weldon Railroad (now the Atlantic Coastline) which intersects with NC Route 53 in the heart of Burgaw, N. C. Over the years, as the rail operations expanded, the depot was also expanded, but each section has retained its original style and integrity, and the unit is an excellent example of the growth of the rail industry and architecture, and the growth of this particular depot over the last 135 years.

The long rectangular frame building consists of three principle parts. At the core is the original ca. 1850 heavy frame mortise and tenon depot. The construction materials are exposed on the interior of this section, revealing the method of construction, and the simplicity of this depot. The ca. 1850 and 1916/17 sections are sheathed in board and batten siding, masking the original section from the exterior. The passenger depot is sheathed in lap siding. The two rear sections are sheltered under a tin gable roof to which brackets were added to integrate the rear section with the passenger section. Freight doors open regularly along both the street and rail sides of these sections. The interior is exposed construction materials with exposed roof rafters as well. Dividing wall are typically sheathed in tongue and groove siding.

The passenger depot and administrative offices are located in a T-shaped 1898 addition to the southern end of the original depot, which was then used for storage. The passenger waiting rooms are in the corsspiece of the T at the southernmost end of the structure, and are sheltered by a high hip roof which is pierced by a slightly off-center chimney. This section is sheathed in lap siding, and the roof exhibits typical, modest curved brackets. Entry is through doors in the south, east and west facades. The south (front) facade is four bays wide, with the two center bays consisting of the separate entrances to the "white" and "colored" waiting rooms, which were segregated when the depot was built. The doors are composed of seven horizontal panels set under six-light transoms. Flanking each door is a nine-over-nine sash window set in a plain surround. On the east and west sides are additional entrances. The two facades are nearly identical. The first two bays from the south are nine-over-nine sash windows. The center bay of each facade is a seven panel door under a six-light transom. Flanking the door on the east side are two diminutive six-light windows; there are three of these windows on the west facade. Also on the west facade, facing the tracks, is a one-by-two bay projection which allows an unobstructed view of the railroad tracks in either direction. The projection housed the ticket office, and is sheltered by a parapeted gable roof. Beyond this to the north is a freight office and a three-bay freight-handling section, the ca. 1850 depot and another warehouse/freight section.

The waiting rooms are unequal in size, but are finished similarly. The sheathing is molded tongue and groove with a plain band about four feet from the floor in the manner of a chair-rail. To the rear in the eastern room are two small bathrooms and a door which doubled as a ticket counter. The floor consists of rust colored tile set in concrete. The larger waiting room is similarly finished.

The offices, which are located behind the waiting rooms, are also sheathed in tongue and groove siding with a plain band at the four foot level. Some switching equipment remains in the office projection to the west. Doors throughout are composed of six panels.

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/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates ca. 1850; 1898; 1917 **Builder/Architect** Unknown

Statement of Significance (in one paragraph)

The Burgaw Depot, built about 1850, is a one-story frame structure erected by the Wilmington and Weldon Railroad. The depot is the most important surviving building associated with the early development of Pender County and the town of Burgaw, as well as the eastern portion of the state. The Burgaw Depot is one of only two known surviving ante bellum depots in the state. The other is Mitchner's Station, 1856 (NR) in Johnston County. The Wilmington and Weldon Railroad, at 161½ miles, was the longest railroad in the world when it was completed in 1840, and linked the port of Wilmington with the town of Weldon to the north and east. The depot was a focal point for the transportation of goods during the 1850s period of growth in what would become Pender County. During the Civil War the rail line was a major means of transportation of goods to troops in the South, and after the war, the railroad again assisted in development and growth. In 1875 the land on which the town of Burgaw is situated was given to the county by the railroad company with the stipulation that the county courthouse be moved to Burgaw, and that the town be built surrounding the depot. The Burgaw Depot continued to play a major part in the transportation of goods and people until well into the mid-twentieth century. About 1898 a passenger depot and rail offices block was added to the south of the original block, and in 1916/17 freight handling facilities were added to the north. The Burgaw Depot reflects the growth of rail transport and changing architectural tastes and styles throughout its period of significance.

CRITERIA ASSESSMENT:

- A. Associated with the coming of the railroad to North Carolina in the 1840s and the tremendous expansion and growth which this stimulated. The Wilmington and Weldon line aided the ante bellum development of the region, served as one of the longest surviving links of transportation within the Confederacy (the port of Wilmington did not fall to Union troops until February 1865), and played a part in the revitalization of the area, and the state after the war. The Burgaw Depot's three distinct sections (ca. 1850, 1898, and 1916/17) reflect the major periods of growth in the area.
- C. Is one of only two known surviving ante bellum depots in the state. The ca. 1850 depot has exposed construction materials which clearly depict the methods of construction used in these early depots. The 1898 and 1916/17 sections reflect the Victorian influences on railroad architecture, although in a very much simplified rendition here.

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Historical Significance

The old Burgaw Depot is located at the intersection of Fremont and Dickinson streets in the heart of Burgaw, the seat of Pender County. Indeed, Burgaw is itself largely a child of the railroad, having grown up near the point where the tracks of the Wilmington and Raleigh Railroad were laid across Burgaw Creek nearly a century and a half ago.

The construction of the Wilmington and Raleigh Railroad in the late 1830s marked a major initiative by the leadership of the Whig Party in North Carolina to develop an adequate system of transportation within the state and to implement other progressive measures to improve a backward economy.¹ The Wilmington and Raleigh was chartered by the General Assembly in 1834 to connect the port city of Wilmington with the state's capital. When the venture received inadequate support from Raleigh, however, the upper terminus of the line was changed to Weldon, so that connections could be made with railroads extending northward through Petersburg and Richmond. In 1855 the name of the company was officially changed to the Wilmington and Weldon Railroad. Actual construction began in October of 1836 and was completed in March of 1840. With a length of 161½ miles, it was the longest single line of track in the world. Much of the funding came from private sources, but state aid totalled nearly \$1,000,000. Original equipment consisted of twelve locomotives, eight passenger cars, four mail cars, and fifty freight cars.²

The land upon which Burgaw was later to be laid out was purchased by the Wilmington and Raleigh Railroad Company in 1837 as part of a larger tract in what was then the northern portion of New Hanover County.³ The original depot near the Burgaw Creek trestle was apparently constructed within 10 years of the railroad's completion in 1840. In 1849 a post office was established in or near this station. Initially this post office was referred to as "Cypress Grove," but in 1854 the name was changed to "Burgaw Depot."⁴

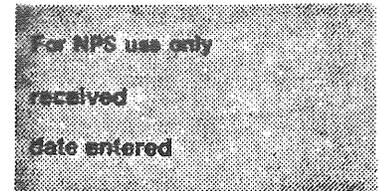
Throughout the Civil War, and especially during the last two years of that conflict, the Wilmington and Weldon Railroad served as a crucial "lifeline of the Confederacy," carrying essential supplies northward from the blockade running center of Wilmington to the battlefields of Virginia. Toward the end of the war, as much as one-half of all the food consumed by Lee's army was being transported along this route. It is reasonable to assume that the Burgaw Depot, like all stations along the line, played an important role in supplying the Confederate war effort. Federal occupation of the coastal region of North Carolina posed a constant threat to the railroad; and several raids were carried out against the central and upper portions of the line. The fall of Wilmington in February of 1865 effectively sealed the fate of the Confederacy as a whole.⁵

Pender County was created by an act of the General Assembly in 1875. The first site selected for the county seat was the village of South Washington; but in 1877 it was established at Burgaw (known temporarily as Stanford), due to a majority vote by county residents.⁶

From the time of Pender County's creation, the Wilmington and Weldon promoted the establishment of a town at Burgaw Depot to serve as the political and commercial center of the county. In March of 1875 civil engineer W. H. James was employed by the railroad to determine the feasibility of the site. James laid out a town plan encompassing

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seventy-three acres, dividing it into blocks and lots and providing for streets, railroad facilities, and a centrally located courthouse. Other sites were set aside for churches, schools, and cemeteries. On 6 February 1878 the company formally deeded the town tract to the Pender County Board of Commissioners. In addition, it offered to transport at cost the construction materials for public buildings and to make reduced rates available to the purchasers of individual lots. By June of 1878 some seventy-five lots had been sold. In recognition of the railroad's liberality, several of the new town's streets were named for company officials.⁷ In 1879, a year following the formal conveyance of the town site, Burgaw was incorporated by act of the General Assembly; and later this same year the name of the post office was shortened from "Burgaw Depot" to simply "Burgaw."⁸

During the late nineteenth and early twentieth centuries, the area around Burgaw began to develop its full potential as a truck farming region. In addition to older staple crops, vast quantities of strawberries and other fruits and vegetables were produced for shipment by rail to northern markets.⁹

It was quite possibly in connection with this increased and more varied agricultural production that a new depot was constructed at Burgaw in 1898. Structural and photographic evidence indicate that at least portions of the existing frame depot were retained within the larger facility. There is also evidence that the older building had been damaged by fire at some point. Prior to the 1898 construction, a passenger platform was situated at the north end of the depot. Afterwards, the enlarged and elongated depot featured a freight platform and shed at the north end, a passenger platform having been provided at the south end of the structure.¹⁰

Construction of the new depot at Burgaw came at a time when railroads were expanding and consolidating at a rapid pace in both North Carolina and the nation as a whole. In 1900 the Wilmington and Weldon Railroad was itself consolidated with other lines to form the Atlantic Coast Line Railroad. In 1967 this company, in turn, was absorbed into the vast Seaboard System Railroad.¹¹

In 1916-1917 a new and larger depot still was built at Burgaw, connecting with the south end of 1898 structure. This new building was designed to serve passengers, while the older structure was given over to freight. An inventory of depot facilities at Burgaw in 1926 recorded the presence of passenger and freight stations of frame construction, covered by tin roofs. Estimated replacement cost of the freight section was put at \$2,398, while that of the passenger section was put at \$4,138. Ancillary facilities at this time included a shed, cover shed, platforms, and stock pens.¹²

Throughout the twentieth century the presence of the railroad has spawned several industries in the Burgaw vicinity; but the area's economy has continued to be based primarily on agriculture, and Burgaw itself has remained a small town. Between 1910 and 1960 its population increased only from 956 to 1,750. Between 1960 and 1970 there was a slight decline in population. Only modest growth is expected in the near future, with the projected population for 1990 still well below 2,000.¹³

During the past two decades, Burgaw has experienced a sad decline as a railroad town. Passenger service ended in the mid-1960s, and use of the Burgaw Depot was discontinued

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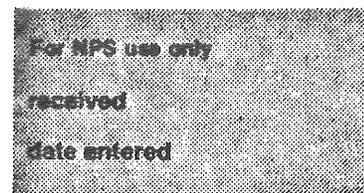
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altogether some ten years later. In 1978 town officials called attention to the fact that the railroad through town was in an unsafe condition. Only recently, the Seaboard System Railroad announced plans to abandon the section of track that runs through Burgaw between Castle Hayne to the south and Wallace to the north; and on 30 January 1986 a nostalgic crowd gathered to witness the passing of the last train through the town. After nearly a century and a half, Burgaw is without rail service, and its once bustling depot is idle.¹⁴

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Footnotes

¹ Hugh Talmage Lefler and Albert Ray Newsome, North Carolina: The History of a Southern State, 3rd edition (Chapel Hill: The University of North Carolina Press, 1973), 362-363, hereinafter cited as Lefler and Newsome, History of North Carolina; and Howard G. Dozier, A History of the Atlantic Coast Line Railroad (Boston: Houghton Mifflin Co., 1920. Reprinted New York: Augustus M. Kelley, 1971), 48-50.

² Lefler and Newsome, History of North Carolina, 363-364; Dozier, A History of the Atlantic Coast Line Railroad, 2-3 and 157-161; Bill Reaves, History of Burgaw, North Carolina, Centennial Edition (Wilmington: privately printed, 1979), 1; Cecil Kenneth Brown, A State Movement in Railroad Development (Chapel Hill: The University of North Carolina Press, 1928), 36; and John Gilbert, Crossties Through Carolina: The Story of North Carolina's Early Railroads (Raleigh: Helios Press, 1969), 4 and 24.

³ New Hanover County Deeds, Book X, pp. 145-146. See also Book XX, p. 480 and Book RR, pp. 568-569.

⁴ Reaves, History of Burgaw, 1-2.

⁵ John G. Barrett, The Civil War in North Carolina (Chapel Hill: The University of North Carolina Press, 1963), 32, 69, 145, 148, 166, 169-170, and 244; Lefler and Newsome, History of North Carolina, 458-459 and 464; Dozier, A History of the Atlantic Coast Line Railroad, 110-113 and 115; and Reaves, History of Burgaw, 2.

⁶ Reaves, History of Burgaw, 1, 3, and 4; and Jerry L. Cross, "Pender County" (unpublished sketch, Research Branch, North Carolina Division of Archives and History, 1985), 4-5.

⁷ Reaves, History of Burgaw, 3-4; and Pender County Deeds, Book C, pp. 37-42. In addition to the depot, the railroad also had a warehouse at the time of Burgaw's creation. It stood across from the depot on the south side of Fremont Street. See Pender County Deeds, Book C, pp. 124-127.

⁸ Reaves, History of Burgaw, 7 and 9.

⁹ Reaves, History of Burgaw, 28; and Dozier, A History of the Atlantic Coast Line Railroad, 124-127.

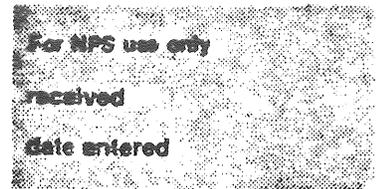
¹⁰ Information provided by Seaboard System Railroad of Jacksonville, Florida; interview with restoration specialist Peter Sandbeck in Raleigh, North Carolina, 21 January 1986; and Reaves, History of Burgaw, n.p. and facing page 14.

¹¹ Lefler and Newsome, History of North Carolina, 517; and Gilbert, Crossties Through Carolina, 4.

¹² Information provided by Seaboard System Railroad. Inventory of property was compiled by the Interstate Commerce Commission. See also Reaves, History of Burgaw, 60.

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¹³Land Development Plan: Town of Burgaw, Pender County, North Carolina (Raleigh: North Carolina Department of Natural and Economic Resources, 1974), 2-3.

¹⁴Wilmington Morning Star, 31 January 1986.

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Cross, Jerry L. "Pender County." Unpublished sketch, Research Branch, North Carolina Division of Archives and History, 1985.

Dozier, Howard D. A History of the Atlantic Coast Line Railroad. Boston: Houghton Mifflin Co., 1920. Reprinted New York: Augustus M. Kelley, 1971.

Gilbert, John. Crossties Through Carolina: The Story of North Carolina's Early Railroads. Raleigh: Helios Press, 1969.

Information provided by Seaboard System Railroad, Jacksonville, Florida.

Interview with restoration specialist Peter Sandbeck in Raleigh, North Carolina, 21 January 1986.

Land Development Plan: Town of Burgaw, Pender County, North Carolina. Raleigh: North Carolina Department of Natural and Economic Resources, 1974.

Lefler, Hugh Talmage and Albert Ray Newsome. North Carolina: The History of a Southern State. 3rd edition. Chapel Hill: The University of North Carolina Press, 1973.

New Hanover County Deeds.

Pender County Deeds.

Reaves, Bill. History of Burgaw, North Carolina, Centennial Edition. Wilmington: privately printed, 1979.

Wilmington Morning Star.

9. Major Bibliographical References

See continuation sheet.

10. Geographical Data

Acreeage of nominated property One acre +

Quadrangle name Burgaw, N. C.

Quadrangle scale 1:62 500

UTM References

A

1	8	2	3	1	2	5	0	3	8	2	6	8	5	0
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

See continuation sheet.

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

name/title Description: Fred H. Walker with revisions by Virginia Oswald, S & P Branch

organization Research: Wilson Angley, Research Branch

N. C. Division of Archives and History date August 14, 1985

street & number 109 E. Jones Street telephone (919) 733-6545

city or town Raleigh, state N. C. 27611

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. Fair, Jr.

title State Historic Preservation Officer date April 30, 1986

For NPS use only

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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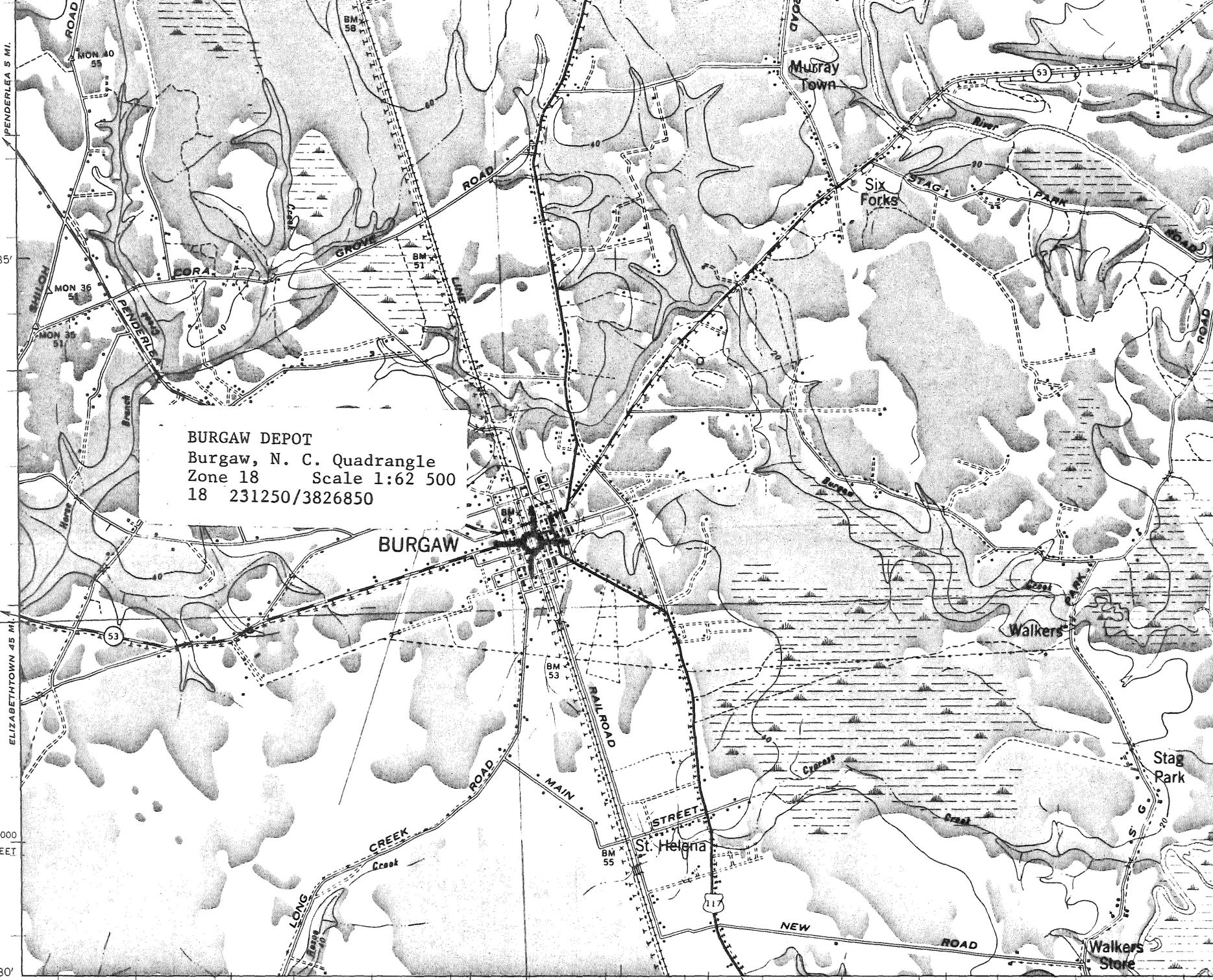
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Verbal Boundary Description

Beginning at the point of intersection of the Southern line of Fremont Street and the Western line of Dickerson Street and running thence with the Northern line of Fremont Street 65 feet to the centerline of the Seaboard Coastline Railroad right-of-way running thence with said centerline in a Northerly direction to the intersection of said centerline with the Southern line of Wilmington Street; running thence with the Southern line of Wilmington Street in an Eastwardly direction to the intersection of the Southern line of Wilmington Street and the Western line of Dickerson Street; running thence with the Western line of Dickerson Street in a Southerly direction to the point of beginning.



BURGAW DEPOT
Burgaw, N. C. Quadrangle
Zone 18 Scale 1:62 500
18 231250/3826850

PENDERLEA 5 MI.

35'

30

ELIZABETHTOWN 4.5 MI.

280 000
FEET

34° 30'

78° 00'

2 310 000 FEET

55'

ROCKY POINT 4.5 MI. (ROCKY POINT)

SCALE 1:62500



231250
3826850

(ACME)

