

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 for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

## 1. Name of Property

historic name Southern Railway Depot

other names/site number North Wilkesboro Depot

## 2. Location

street & number Southeast corner Ninth Street and CBD Loop N/A  not for publication

city or town North Wilkesboro N/A  vicinity

state North Carolina code NC county Wilkes code 193 Zip code 28659

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Jessie Crow SHPO 7/13/04  
Signature of certifying official/Title Date

North Carolina Department of Cultural Resources  
State of Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

## 4. National Park Service Certification

I hereby certify that the 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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Southern Railway Depot

Name of Property

Wilkes Co., NC

County and State

5. Classification

Ownership of Property (Check as many boxes as apply)

- private, public-local, public-State, public-Federal

Category of Property (Check only one box)

- building(s), district, site, structure, object

Number of Resources within Property (Do not include previously listed resources in the count.)

Table with 3 columns: Contributing, Noncontributing, and Resource Type (buildings, sites, structures, objects, Total). Values: Contributing (1, 0, 0, 0, 1), Noncontributing (0, 0, 0, 0, 0).

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

TRANSPORTATION/rail-related

Current Functions (Enter categories from instructions)

VACANT

7. Description

Architectural Classification (Enter categories from instructions)

Craftsman

Materials (Enter categories from instructions)

foundation Brick

walls Brick

roof Asphalt

other Wood

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark 'x' in one or more boxes for the criteria qualifying the property for National Register listing.)

- Criteria A, B, C, D with checkboxes and descriptions.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- Criteria A through G with checkboxes and descriptions.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- Documentation checkboxes: preliminary determination, National Register, National Historic Landmark, Historic American Buildings Survey, Historic American Engineering Record.

Areas of Significance

(Enter categories from instructions)

Transportation

Architecture

Period of Significance

1914-1954

Significant Dates

1914

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Southern Railway Depot  
Name of Property

Wilkes Co., NC  
County and State

10. Geographical Data

Acreeage of Property less than 1

UTM References

(Place additional UTM references on a continuation sheet.)

1	1 7	4 8 6 8 9 0	4 0 0 1 3 6 0
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
4			

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Laura A. W. Phillips, Architectural Historian

organization N/A date September 16, 2003

street & number 637 N. Spring Street telephone 336/727-1968

City or town Winston-Salem state NC Zip code 27101

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name John M. Logsdon and Doris B. Maxted

street & number 196 Barefoot Place telephone 336/838-1111

City or town McGrady state NC Zip code 28649

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Southern Railway Depot  
Wilkes County, North Carolina

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### DESCRIPTION

#### Summary and Setting

The 1914 Southern Railway Depot in North Wilkesboro is a long, one-story brick building situated on a narrow strip of land sandwiched between the railroad tracks to the south and the CBD Loop (formerly A Street) to the north. The elevation of the CBD Loop is about ten feet higher than the ground on which the depot stands, and a concrete retaining wall—installed in the early 1970s when A Street was widened in the creation of the CBD Loop—separates the two. The west end of the depot stands approximately seventy-five feet east of Ninth Street. An unpaved driveway that provided trucking access to the loading doors of the depot runs from Ninth Street along the north side of the building. A tall deciduous tree provides shade to the northwest corner of the depot lot. The location of the depot at the southeast corner of Ninth Street and the CBD Loop places it downhill and south of North Wilkesboro's Central Business District with its Downtown Main Street Historic District (NR, 2003). North Wilkesboro, a town of approximately 4,000 residents, is situated on the north side of the Yadkin River in Wilkes County.

#### Exterior

The Southern Railway Depot is a combination passenger and freight station measuring 36 feet wide and 240 feet long. It has a brick foundation, a brick water table at sill level, and five-to-one common-bond load-bearing walls covered on the exterior with stretcher-bond face brick. The low hipped roof, which has an even lower pitch over the freight area, is covered with asphalt-composition shingles, a replacement of what was probably pressed-metal shingles originally. The roof has widely overhanging eaves supported by carved wood braces, giving the building a hint of the Craftsman style of architecture. Three small brick stacks pierce the roof, giving evidence that the depot once had wood or coal heating stoves.

Windows and pedestrian doors at the western, passenger, end of the building, as well as the loading doors of the eastern, freight, end of the building have segmental-arched heads with lintels composed of three rows of soldier bricks. Most of the windows are multi-light (e.g. sixteen-over-two, six-over-six) double-hung sash, although some are a single sash with twelve or nine lights. Window sills are white-painted concrete. Most of the windows have been boarded over on the inside, and a few small windows have been bricked. Only one original five-panel door survives at the passenger end of the building. The west elevation of the passenger section has a central window, composed of a pair of sixteen-over-two sash, which is flanked by a pair of doors. The east elevation of the freight section of

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The north elevation of the freight area has five beaded-board loading doors. Each is flanked by heavy-timber wood stops which, along with a heavy-timber bumper which runs the length of the freight area beneath the doors, once protected the brick depot from the trucks that backed up to the loading doors. The south elevation of the freight section has four loading doors, one of which has been filled with concrete blocks. These loading doors open to a long wooden loading dock that facilitated the transfer of goods to and from the railroad cars on the adjacent track. The dock is supported by brick piers.

At the east end of the building is a large (36'x 40') loading dock. It has a board floor and is covered by a continuation of the depot's hipped roof, which is supported by heavy-timber posts around the perimeter and two in the center. Most of the posts taper inward toward the bottom, where they have been worn down by the frequent bumping associated with the moving of heavy shipments. The structural system of the loading dock's roof and supports is open, creating one of the most interesting features of the depot. At the northwest corner of the loading dock is a small, frame-enclosed room of unknown date of construction.

**Interior**

On the interior of the depot, the white and colored waiting rooms originally occupied the west end of the building. East of the waiting rooms was the depot office, and together these sections run 60 feet long. The remaining, largest, part of the building—140 feet long—was taken up by the freight depot.

The waiting rooms—the larger white room on the south and the smaller colored room on the north—and the depot office have been combined and altered, probably after the cessation of passenger service in 1955. Originally the walls were plastered and had a beaded board wainscot. Some of this remains. However, the wooden floors have mostly been replaced with concrete (the remaining wood floor in the colored waiting room has rotted), and drywall ceiling has been added. Walls of inexpensive modern materials have been added to create a small office and a pair of bathrooms on the north side. On the south side, a concrete ramp leads to an added loading dock and to the main body of the freight depot.

Wood floors remain throughout the freight section of the depot. Some of the freight area has a double layer of flooring. Probably after 1955, a wall of horizontal-laid wood boards was added near the west end of the freight section to create a freight office. A pair of small bathrooms was also added. The main body of the freight depot has exposed common bond brick walls. The roof is supported by an exposed wood truss system with support posts running east-west down the center of the building. Above the roof trusses, the ceiling has been covered by drywall panels. Most loading doors remain operable, hung on rollers from pipes. The doors slide sideways between the brick wall and a slatted inner frame. One of the most interesting features of the freight depot is the large historic freight scale that stands in

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Southern Railway Depot  
Wilkes County, North Carolina

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the center next to the north wall. Probably original to the building, it features fluted Doric support columns and a weighing floor. The scale is still operational.

### Alterations, Condition, and Integrity Statement

Although the Southern Railway Depot has suffered some alterations, as described above, it is generally well preserved. In particular, the overall appearance of the exterior and freight section of the interior are largely intact. Most of the depot is in good condition, although it has experienced general wear and tear and the wood floor of the colored waiting room has rotted. Overall, the depot retains an ample degree of historic integrity in terms of location, setting, design, materials, workmanship, feeling, and association.

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Southern Railway Depot  
Wilkes County, North Carolina

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### SIGNIFICANCE

#### Summary

The expansion of rail service in North Carolina during the late nineteenth century was largely responsible for substantial economic growth in many towns across the state. By offering a faster and more reliable means of transporting manufactured goods and agricultural products to distant markets, the railroad provided new opportunities for commerce and industry. Already-established towns grew dramatically, while other towns, such as North Wilkesboro, owed their very existence to the arrival of the railroad. North Wilkesboro, incorporated in 1891 and located on the north side of the Yadkin River in Wilkes County, was established specifically to serve as the western terminus of the North Western North Carolina Railroad from Winston. When it arrived in North Wilkesboro in 1890, the railroad was part of the North Western North Carolina Railroad. However, the railroad's construction was completed by the Richmond and Danville Railroad, which then leased the line for the first few years. In 1894 the rail line became part of the newly formed Southern Railway Company, which retained ownership until 1982 when Southern Railway merged with Norfolk and Western to form the Norfolk Southern Railway Company.

The 1914 Southern Railway Depot in North Wilkesboro is the descendant of the original 1890 depot (demolished), and today serves as the most tangible reminder, other than the tracks, of the vital importance of the railroad in the town's history. Because of the railroad, North Wilkesboro was able to tap the vast timber and agricultural resources of the upper Yadkin River Valley, and it soon became the primary commercial, industrial, and shipping center for a half dozen mountain counties in northwestern North Carolina. The 1914 Southern Railway Depot is also the sole surviving historic depot west of Forsyth County of the many that once dotted the north side of the Yadkin River in Surry and Wilkes counties along this stretch of the railroad. Because of its association with the expansion of rail service in this area of North Carolina and because of its local significance as the most tangible surviving reminder of the pivotal role of the railroad in North Wilkesboro's history, the Southern Railway Depot fulfills Criterion A (transportation significance) for listing in the National Register.

Unlike most of the small-town depots built in the two decades between 1880 and 1910, which were of frame construction, most of those built in the piedmont and mountain sections of North Carolina during the 1910s were of brick construction. Similar in form to the earlier depots but differing in detail, these depots tended to be long, one-story buildings with hipped roofs with flared, widely overhanging, braced eaves. Some were fancier than others having, for example, Flemish-bond brickwork, diamond-muntined windows, and tile roofs. The 1914 Southern Railway Depot in North Wilkesboro is a relatively simple version of the type, but is largely intact and is distinguished by its large, engaged,

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loading dock at the building's east end. Because of its importance as a well-preserved example of the genre of brick depots built in many North Carolina towns during the 1910s, North Wilkesboro's Southern Railroad Depot possesses local architectural significance and is eligible for the National Register under Criterion C.

The period of significance for the Southern Railway Depot spans the years from 1914, when the building was constructed, to 1954, the last full year in which the railroad supplied both passenger and freight service to North Wilkesboro. Passenger service ceased in 1955, but freight service continued at a strong rate through the 1960s, slowly tapering off thereafter. The post 1954 time period is not of exceptional significance; therefore the period of significance ends with the fifty-year date for the regular National Register criteria.

### Historical Background and Transportation and Architecture Contexts

During the late nineteenth century, the expansion of various railroad lines in North Carolina was crucial to urban development in the state. The railroad was largely responsible for substantial economic growth in many towns by offering new opportunities for commerce and industry. Being located on a rail line meant that a town had a faster and more reliable means of transporting manufactured goods and agricultural products to distant markets, suddenly making it feasible to produce such goods at a level beyond what was needed locally. Conversely, the railroad enabled a town to receive a greater variety of goods from other places. The railroad also provided citizens with a better opportunity for personal travel, thereby nurturing an exchange of ideas and broadening the local world view. Thus, towns on a railroad line were able to link with a vast transportation network that significantly aided in the physical unification of the nation.

Already-established towns such as Mount Airy and Elkin in nearby Surry County grew dramatically as a result of the arrival of rail lines to those places in 1888 and 1890, respectively. Other towns, such as North Wilkesboro, owed their very existence to the arrival of the railroad, which served as their lifeline to the outer world. North Wilkesboro was established specifically to serve as the western terminus of the North Western North Carolina Railroad from Winston (Winston-Salem since 1913), from which position it could tap the vast timber and agricultural resources of the upper Yadkin River Valley (Phillips, Downtown Main Street Historic District, 20). The 1914 Southern Railway Depot is the descendant of the original 1890 depot in North Wilkesboro, and today serves as the most tangible reminder of the vital importance of the railroad in the town's history. The Southern Railway Depot in North Wilkesboro is, in fact, the only surviving historic depot west of Forsyth County of the many that once dotted the north side of the Yadkin River in Surry and Wilkes counties along this stretch of the North Western North Carolina Railroad (Tomlinson; Venable Interview).

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Southern Railway Depot  
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When, in the 1880s, the Cape Fear and Yadkin Valley Railway Company extended its line from Greensboro to Mount Airy in order to access the natural resources of that area, Winston's business leaders feared that their town would lose its opportunity to become a major manufacturing center. Without Winston's own rail link to the raw products of the mountain region, its business leaders believed their town would be eclipsed as a manufacturing center by its neighbor to the east, Greensboro. Consequently, entrepreneur George W. Hinshaw approached the vice-president of the North Western North Carolina Railroad and persuaded him to counter the rival railroad's move by extending a line west from Winston along the Yadkin River to the center of Wilkes County (Phillips, Downtown Main Street Historic District, 21).

At the same time, Wilkesboro, established on the south side of the Yadkin River in 1800 as the county seat of Wilkes County, was eager to gain the benefits of rail service. On October 10, 1888, the Wilkes County Commissioners entered into a contract with the North Western North Carolina Railroad, agreeing to subscribe \$100,000 toward the building of the railroad on condition that it would come to within one mile of the Wilkes County courthouse. Naturally, it was hoped that the railroad would cross the river, via a new bridge, to the south bank at Wilkesboro. However, this proved infeasible, and the railroad reached its terminus on the north side of the Yadkin River on August 30, 1890. On that day, Colonel A. B. Andrews, Vice President of the Richmond and Danville Railroad Company (which had completed construction of the railroad for the North Western North Carolina Railroad), arrived on the first passenger coach to come to the rail terminus in Wilkes County (Anderson, 4, 8).

While the railroad was approaching its Wilkes County terminus, members of the Finley family, who owned large farms on the north side of the river, initiated plans for the development of a town to be named Gordon and had actually erected the first commercial buildings at that place. However, the Finleys soon changed their minds about developing the town themselves. They sold their lands to the Winston Land and Improvement Company, which was formally organized in November 1890 for the express purpose of developing a new town in Wilkes County at the end of the railroad. The directors of the company consisted principally of prominent Winston-Salem men, but also included Captain Holden, Chief Engineer for the Richmond and Danville Railroad Company, and A. A. Finley of North Wilkesboro. G. W. Hinshaw was named president of the company, and Willard Franklin Trogdon became secretary-treasurer. Trogdon was placed in charge of developing the town, whose name was changed to North Wilkesboro. The Town of North Wilkesboro was incorporated on March 4, 1891 (Anderson, 5-10; Phillips, Downtown Main Street Historic District, 21).

The speculative development of the town of North Wilkesboro was a phenomenal success. From only around fifteen inhabitants when the town began in 1891, the population grew to 918 by 1900. By 1904 the population had jumped to 1,500. Continued growth brought the number of inhabitants to 2,750 in 1910, and to nearly 4,000 in 1920. Thereafter the population began to level off (Phillips, Downtown

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Main Street Historic District, 22).

While the older town of Wilkesboro on the south side of the river continued to function as the county seat, North Wilkesboro rapidly took its place as the area's commercial center, a position it maintained until well after the mid-twentieth century. The town soon boasted two banks and a multitude of retail and wholesale stores and a variety of other businesses. The June 19, 1902, issue of the *North Wilkesboro Hustler* reported that more than 300 wagons came to town daily with loads of tan bark, lumber, and all kinds of produce, including roots, herbs, and apples. Industry also flourished in the new town, with a steam tannery; two large furniture factories; two sash, door, and blind factories and planing mills; a coffin factory; two roller mills; a foundry and machine shop; two harness manufacturing establishments; a ladies' hat factory; twenty wholesale lumber dealers carrying a combined stock of more than five million feet of lumber; and a branch of the Golden Belt Bag Manufacturing Company. This level of commerce and industry would not have been possible if North Wilkesboro had not had the benefit of a railroad line for transporting raw materials and goods to and from the town. In fact, at that time North Wilkesboro was the shipping point for more than six counties in northwestern North Carolina. In 1902, two trains daily carried freight and express shipments of over 150 million pounds; by 1906 three daily trains transported approximately 200 million pounds for the year. Passenger traffic was also growing, as Southern Railway (owner of the railroad after 1894) touted North Wilkesboro as a summer health resort and sold cheap, round-trip tickets from its ticket offices throughout the United States (Phillips, Downtown Main Street Historic District, 22; *Views*, 11, 33; Anderson, 51-52).

When the railroad arrived in North Wilkesboro in 1890, it was part of the North Western North Carolina Railroad. However, its construction was completed by the Richmond and Danville Railroad, which then rented the line for its first several years. Little is known of the original depot, other than that it was a simple frame structure. In 1894 the railroad became part of the newly formed Southern Railway Company, in whose hands it remained until 1982 (Tomlinson; Manuscript Sources for Railroad History; Ward, 8). *Views of North Wilkesboro, North Carolina*, published in 1906, proclaimed that, "The depot has recently been enlarged to more than double its former capacity, and the passenger, freight, express and telegraph business requires a large force of agents, clerks and hands to meet the demand of the public" (*Views*, 11). A documentary photograph of this depot shows that it was a one-story frame structure with a broad gable roof with overhanging, braced eaves. Like the present depot, it had an engaged—covered by the main roof but otherwise open—loading dock at one end of the building (Anderson, 20).

Only a few years later, the enlarged depot burned. Accounts differ as to the exact date. One source claims that the fire took place around Christmas 1913 (Anderson, 76), while another source states that the fire took place on a snowy night in February 1913 (Tomlinson). Regardless, D. P. Waters, in his *Resources and Progress of Wilkes County, North Carolina; Great Industrial Importance of North*

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*Wilkesboro, North Carolina, September 1914*, writes that "the new and handsome depot of the Southern Railway is almost completed, and adds much to the other attractive buildings of the city" (Anderson, 76). Engineering field notes for the Southern Railway dated October 18, 1916, bolster this construction date of 1914. While Waters's comments give the impression that the depot was probably completed in late 1914, the engineering notes list the age of the building in October 1916 as being one-and-three-quarters years old, suggesting that it was put into service around January, 1915 (Engineering Field Notes, 5).

Most railroad depots built in the 1890s and 1900s—at least in the piedmont and mountain sections of North Carolina—and some of those built later to serve less populated areas were of frame construction (Ward). On the railroad branch between Winston-Salem and North Wilkesboro, two good examples of the older frame depots—those in Elkin and Crutchfield—still stood when the architectural survey of Surry County was conducted in the 1980s (Phillips, *Simple Treasures*, 6, 35, 93, 120). However, both have since been demolished. Similar to the 1906 North Wilkesboro depot, they were long, one-story frame buildings with widely overhanging braced eaves.

By contrast, most depots from the 1910s were of brick construction, similar in form to the earlier depots but differing in detail. Most of these, like the depot in North Wilkesboro, were long, one-story buildings with hipped roofs and widely overhanging braced eaves. Other examples of this general type of depot from the 1910s are, or were, those in Hickory, Newton, Reidsville, and Stateville, all of which also have a polygonal bay along the track side, if not along both sides, extending upward through the main roof slope. The Reidsville (demolished) and Statesville depots were also given an Elizabethan Revival flavor with diamond-muntined windows (Ward). The North Wilkesboro depot, built in 1914 by Southern Railway as a combination passenger and freight station, is a relatively simple version of the type, but is largely intact. It features stretcher-bond brick facing over a load-bearing brick wall, a hipped roof with carved eaves braces, pedestrian doors and multi-light grouped windows at the passenger end, and heavy wood loading doors along the larger freight section of the building. All the original openings have three-brick-tall segmental-arched heads. The North Wilkesboro depot does not have the projecting bay that many of the other depots of this type have. However, a distinctive feature of the North Wilkesboro depot is its large, engaged, loading dock at the building's east end.

D. P. Waters, who wrote of North Wilkesboro's new depot in 1914, also gave statistics on rail shipments that provide not only a sense of the town's importance as a manufacturing and commercial center, but also of the importance of the railroad in supporting that. Annual outgoing freight shipments included 2,300 carloads of plain and dressed lumber, 100 carloads of the products of local berry and fruit canning factories, 700 carloads of the furniture output of three factories, and 1,200 carloads of leather, green fruit, and berries for wine. Additionally, yearly express shipments included 300,000 pounds of live poultry, 360,000 pounds of dressed poultry, and 1,500 crates (45,000 dozen) of eggs (Anderson, 77).

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In July 1916 severe flooding throughout western North Carolina wreaked widespread damage to low-lying lands (Phillips and Thompson, 36). Wilkes County suffered the greatest flooding in its recorded history, and along with associated landslides in the mountains, the damage was tremendous (Anderson, 84-85). Rising on July 15, 1916, the Yadkin River reached its highest stage at thirty-two feet above normal, which was about eight feet above the previous high water line. Since the railroad followed the north bank of the river at an average of twenty feet above the river's normal level on its fifty-four mile stretch between North Wilkesboro and Donnaha (in Forsyth County), it was seriously damaged. Nine-and-a-quarter miles of main track, one-and three-quarters miles of side track, and bridges were washed away. Where the track was not washed away, it was covered by mud and heavy drifts consisting of houses, boxcars, trees, lumber, and a multitude of other materials. Approximately sixty percent of the fifty-four miles of affected track was covered with mud and sand to a depth of from six inches to two-and-a-half feet. The force of the flood was so great that loaded boxcars with their tracks were swept five miles down stream; one heavily-laden boxcar was carried from North Wilkesboro to a point nine miles down the river (Williams, 85-86; Anderson, 85).

First estimates were that the repair to the rail line would take six weeks. However, moving westward from Donnaha, work started on July 17, and with the help of approximately 600 men—a combination of railroad workers and local residents—the entire line resumed operation on July 25. The re-opening of this line in only eight-and-a-half days was considered by Southern Railway to be a notable achievement and was described in detail in a company publication (Williams, 85-86).

Fortunately, the brick depot in North Wilkesboro survived the flood. In an October 1916 inspection of its property along the Yadkin River, Southern Railway reported on the depot and related property in North Wilkesboro. Described were the combination passenger and freight station, the passenger platform, the station toilet, a retaining wall, a fence, the section bunk house (a re-used railroad car), a stock pen, the water supply line, and two gil (?) houses. Only the so-called gil houses were destroyed by the flood, but of the other resources mentioned, only the depot with its passenger platform has survived to the present (Engineering Field Notes, 5-6, 35-36).

When the 1916 flood had become only a memory, another devastating flood hit North Wilkesboro in mid-August 1940, only one month after the town had celebrated its fiftieth anniversary. The North Wilkesboro *Journal-Patriot* reported in its August 15, 1940, issue that the flood was the most disastrous in Wilkes County history, surpassing the high water of the 1916 flood by three to five feet. North Wilkesboro was reported to have been the hardest hit by flooding and related fires of any town in the four states hit by the flooding. Several industries located close by the railroad were destroyed or seriously damaged, along with twenty-nine homes. Trains were unable to reach North Wilkesboro for several days, and damage along the line from Winston-Salem was extensive. However, once again the Southern Railway Depot in North Wilkesboro survived (Anderson 139, 142).

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On January 1, 1942, *Newsworld* noted that North Wilkesboro was then regarded, as it had been for many years, as the shopping center, trading post, and shipping point for a mountain area composed of a half dozen counties. It prophesied that North Wilkesboro, with its strategic location, could be developed into the hub for all of northwestern North Carolina (Anderson, 142). This, of course, would rely, in part, on the advantage of good rail service. In 1946 the *Journal-Patriot* stated that North Wilkesboro was served by at least ten trucking companies and three bus lines and that the railway facilities were up to par. Apparently all were busy, for the town had, at that time, thirty-eight industrial plants, both large and small, that distributed their products throughout the nation (Anderson, 149).

As transportation by bus and automobile became more prevalent, passenger business on the nation's railroads lessened. This was certainly true for the trains that plied the tracks between North Wilkesboro and Winston-Salem, although Southern Railway continued to offer daily round trip passenger service between these two places. By 1955, however, after sixty-five years, passenger use of the trains had diminished to the point that Southern Railway decided to discontinue passenger service on the line, effective August 1. On the last day of passenger service, hundreds took advantage of a final ride on the railroad, and the train pulled three passenger coaches instead of the usual one and could have filled at least two more coaches. Thirty-three years later, in 1988, the Southbound Model Railroaders sponsored a round-trip excursion ride between Winston-Salem and North Wilkesboro on Norfolk Southern's Yadkin Valley Limited. Approximately 750 riders took advantage of this opportunity (Anderson, 170, 238).

Although passenger service ceased in 1955, freight service continued, to some extent, for several decades. It was particularly strong through the 1960s, but became sporadic after 1970, although it continued to serve the American Drew Furniture factory west of the depot until at least the mid-1970s and a pulp wood yard near the depot until the mid-1980s. Scrap metal yards and Lowe's warehouse, both located east of the depot, used rail service until the early 1990s. Nevertheless, the depot itself has not been used as a regular shipping point since the 1970s. After regular freight service ended, the depot was used by various companies as a warehouse (Logsdon correspondence; Logsdon, Southern Railway Depot Study List application).

In 1982 Southern Railway merged with Norfolk and Western to become the Norfolk Southern Railway Company (Ward, 8). In 1989 Norfolk Southern leased its line from Rural Hall in Forsyth County to North Wilkesboro in Wilkes County to the Laurinburg and Southern Railway Company, who operated it as the Yadkin Valley Railroad. At that time the cluster of lines out of Rural Hall, which included the line to North Wilkesboro, was described as being in good condition, with traffic that had not dropped off as much as that on other Norfolk Southern lines (Anderson, 243-244). The line was later leased to the Piedmont and Atlantic Railroad, but continued to be operated as the Yadkin Valley Railroad (Logsdon, Southern Railway Depot Study List application). In 2003 the Norfolk Southern

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Southern Railway Depot  
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Railway Company sold the depot to John M. Logsdon and Doris B. Maxted, who plan to rehabilitate it for adaptive re-use (Deed Book 918, p. 281).

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### GEOGRAPHICAL DATA

#### Verbal Boundary Description

The nominated property consists of the southwestern end (approximately 0.514 acre) of Wilkes County tax parcel #3868-63-7533, whose boundary is shown by the heavy black line on the accompanying tax map, drawn to a scale of 1" = 100'. The boundary is also shown by the heavy black line on the accompanying survey map (portion of Revised Survey for Norfolk Southern Railway Company and Cherry Street Depot, L.L.C.), drawn to a scale of 1" = 80'. The boundary excludes the concrete ramp and concrete loading dock adjacent to the east end of the depot.

#### Boundary Justification

The nominated property consists of the depot and its immediate surrounding, which is all that remains of the historic setting within the current tract associated with the Southern Railway Depot. The railroad tracks are owned by the Norfolk Southern Railway Company, who is not amenable to National Register listing. The concrete ramp and concrete loading dock adjacent to the east end of the depot are excluded from the nominated property because Norfolk Southern owns the loading dock and because there is a lack of documentation as to the date(s) of construction of the ramp and loading dock, other than that Sanborn maps indicate that they were built after 1945.

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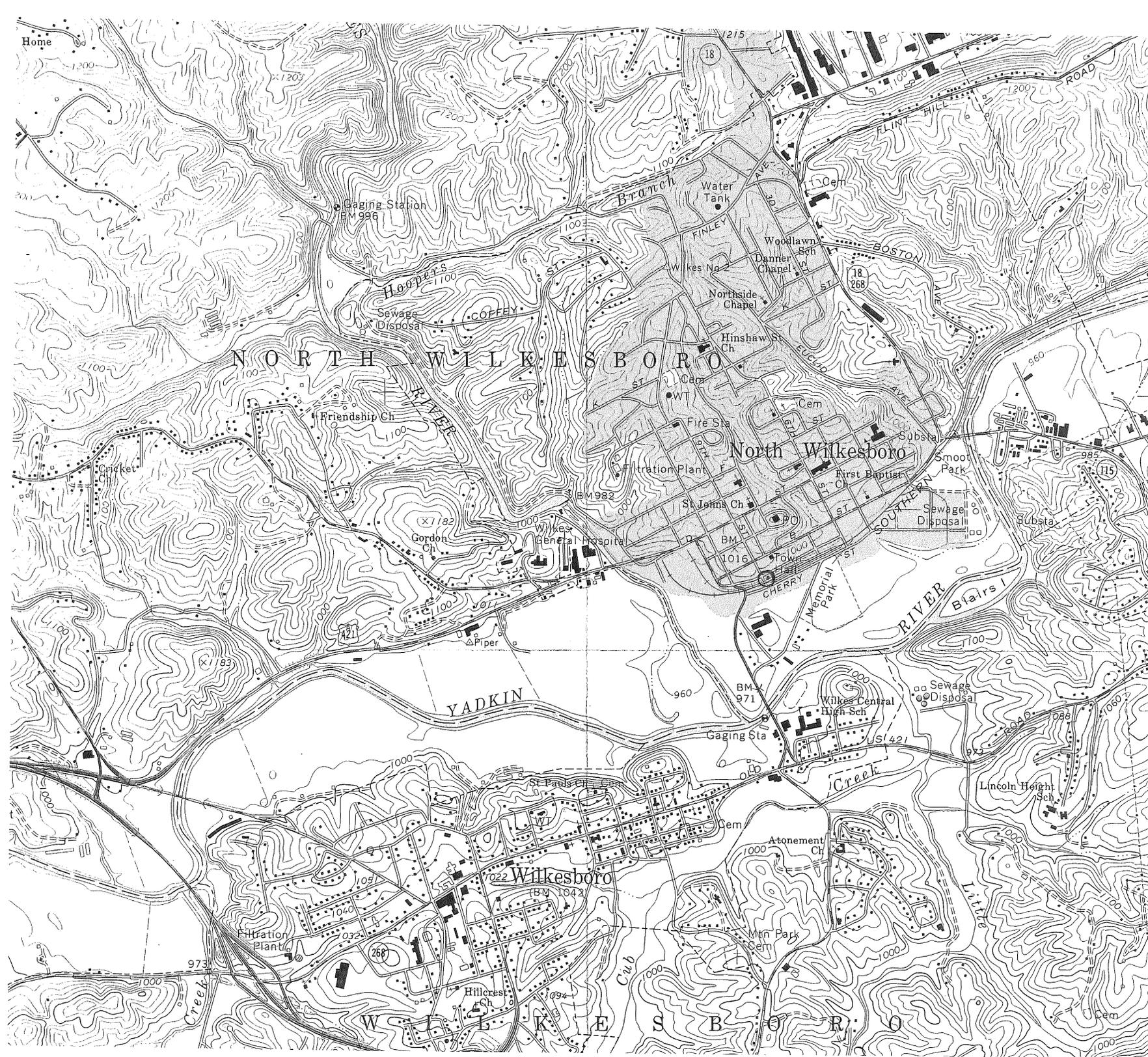
Southern Railway Depot  
Wilkes County, North Carolina

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### PHOTOGRAPHS

The following information for #1-5 applies to all nomination photographs except as noted for #4:

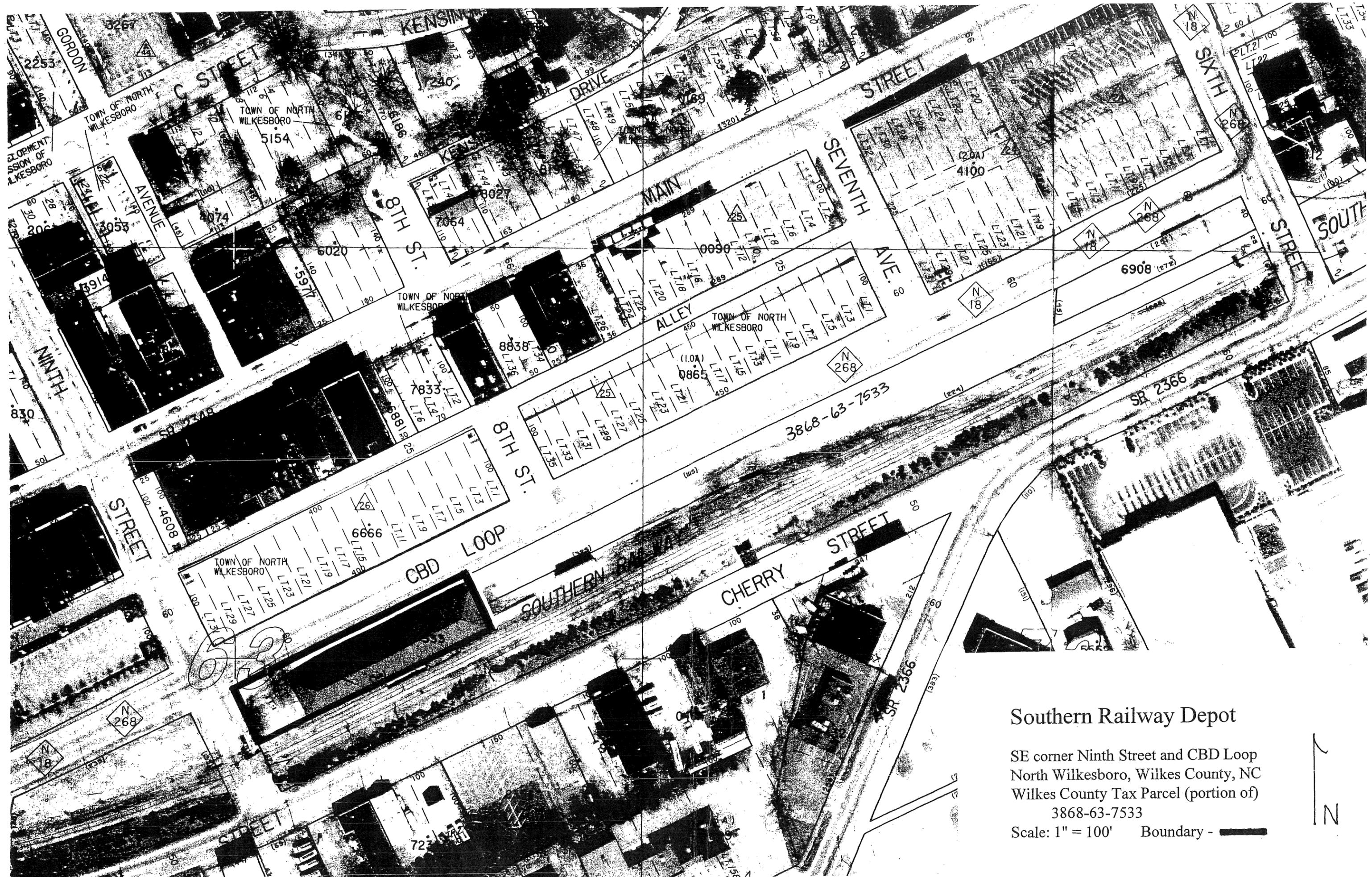
- 1) Southern Railway Depot
- 2) North Wilkesboro, Wilkes County, North Carolina
- 3) Laura A. W. Phillips
- 4) April 2003, except for A-D, which were photographed in July 2003
- 5) State Historic Preservation Office
- 6-7) A: Overall, SW and SE elevations, view to NE  
B: Environmental context, view to NE  
C: NW elevation, view to E  
D: NE and SE elevations, view to W  
E: East end loading dock, view to S  
F: Eaves detail, SW elevation, view to N  
G: White waiting room, view to NW  
H: Freight room, view to SW  
I: Freight room scale, view to NW  
J: Freight room door, view to SE



4003  
10'  
4002  
30 MI. TO INT 40  
NEWHOPE 14 MI.  
MEM 49 MI.

SOUTHERN RAILWAY DEPOT

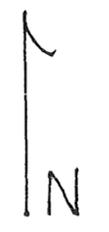
WILKES CO., N.C.  
WILKESBORO QUAD  
SCALE - 1:24,000  
ZONE - 17  
E - 486890  
N - 4001360

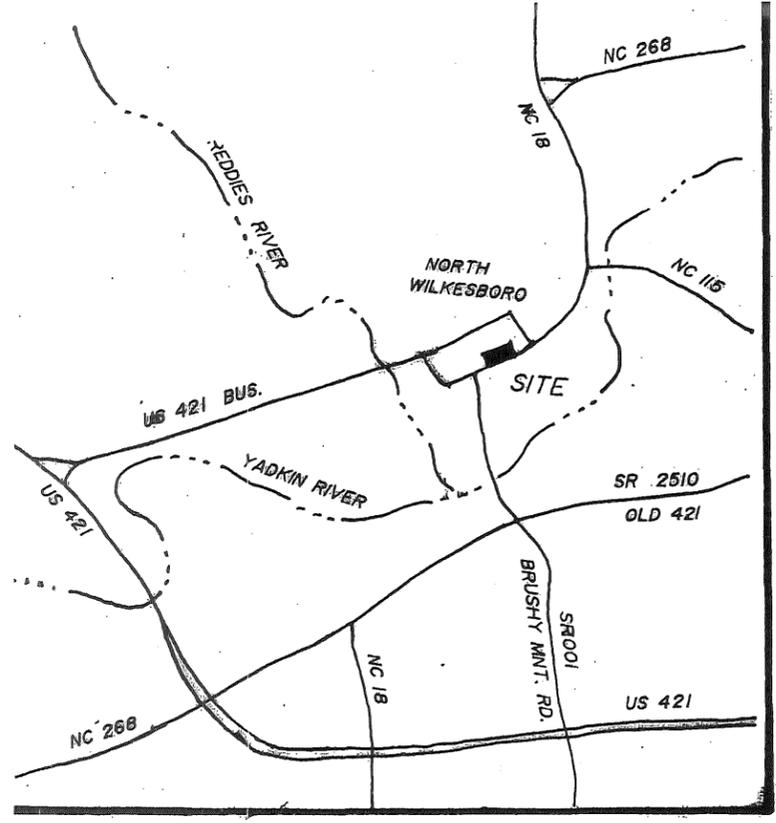


### Southern Railway Depot

SE corner Ninth Street and CBD Loop  
North Wilkesboro, Wilkes County, NC  
Wilkes County Tax Parcel (portion of)  
3868-63-7533

Scale: 1" = 100'    Boundary - 





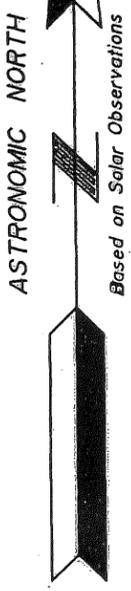
VICINITY MAP NOT TO SCALE

I, John M. Logsdon, certify that this map was drawn under my supervision from an actual survey made under my supervision from the recorded descriptions as shown on the face of this map, that the error of closure as calculated by latitudes and departures is 0.06 feet, or one part in 42,500, that the boundaries not surveyed are shown by broken lines plotted from information as shown on the face of this map, that this map was prepared in accordance with G.S. 47-30 as amended, and is correct to the best of my knowledge and belief. Witness my original signature, registration number and seal, this 10th day of March, 2003.

NORTH CAROLINA  
WILKES COUNTY  
I, Vanessa L. Payne, a notary public of the County of Wilkes, State of North Carolina, personally appeared before me at the execution of the annexed instrument. Witness my hand and seal, this \_\_\_\_\_ day of \_\_\_\_\_, 2003.

Notary Public  
My Commission expires 11-1-04

*John M. Logsdon*  
L-3055



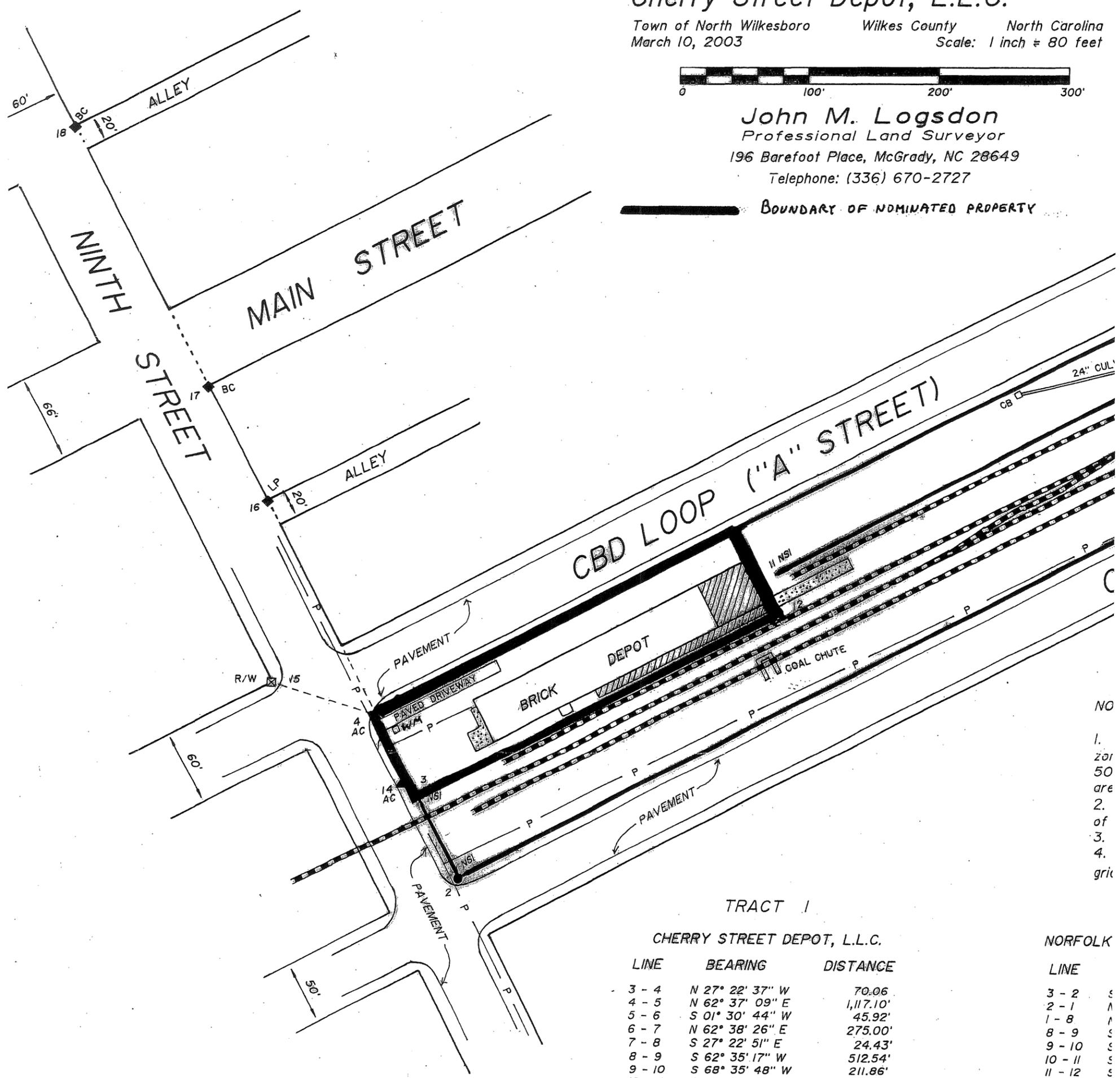
(PORTION OF) Revised Survey For:  
**Norfolk Southern Railway Company**  
and  
**Cherry Street Depot, L.L.C.**

Town of North Wilkesboro Wilkes County North Carolina  
March 10, 2003 Scale: 1 inch = 80 feet



**John M. Logsdon**  
Professional Land Surveyor  
196 Barefoot Place, McGrady, NC 28649  
Telephone: (336) 670-2727

**BOUNDARY OF NAMED PROPERTY**



TRACT 1

CHERRY STREET DEPOT, L.L.C.

LINE	BEARING	DISTANCE
3 - 4	N 27° 22' 37" W	70.06'
4 - 5	N 62° 37' 09" E	1,117.10'
5 - 6	S 01° 30' 44" W	45.92'
6 - 7	N 62° 38' 26" E	275.00'
7 - 8	S 27° 22' 51" E	24.43'
8 - 9	S 62° 35' 17" W	512.54'
9 - 10	S 68° 35' 48" W	211.86'
10 - 11	S 62° 32' 29" W	326.85'
11 - 12	S 27° 24' 41" E	26.50'
12 - 3	S 62° 35' 19" W	319.84'

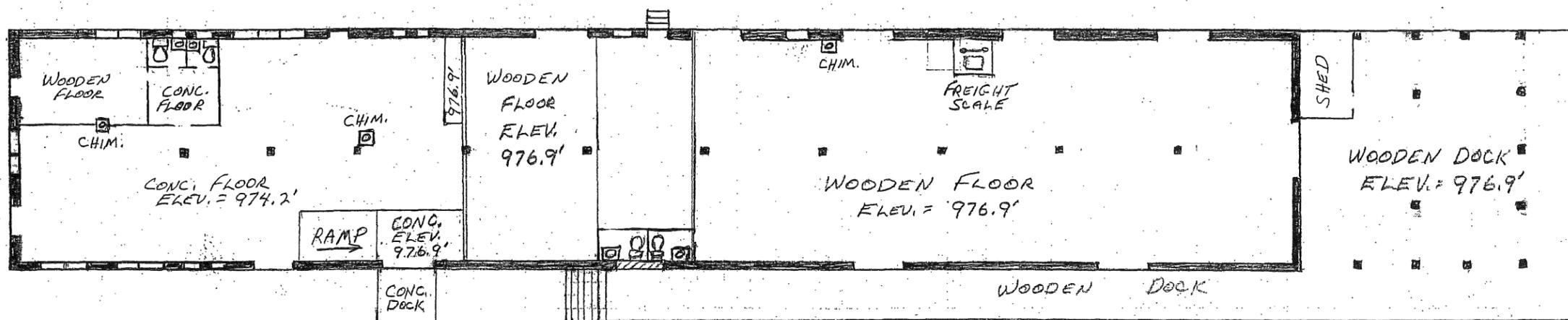
NORFOLK

LINE
3 - 2
2 - 1
1 - 8
8 - 9
9 - 10
10 - 11
11 - 12
12 - 3

AREA = 1.62 Acres

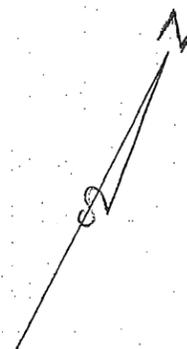
NO  
1.  
2.  
3.  
4.  
gri

AR



NORTH WILKESBORO DEPOT

SCALE: 1" = 20'



SOUTHERN RAILWAY DEPOT

NORTH WILKESBORO

WILKES COUNTY

NORTH CAROLINA

