

**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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

**1. Name of Property**Historic name: Southern Railway Freight Station

Other names/site number: \_\_\_\_\_

Name of related multiple property listing:

N/A

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

**2. Location**Street & number: 630 South Green StreetCity or town: Morganton State: North Carolina County: Burke**3. State/Federal Agency Certification**

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 at the following level(s) of significance:

   national    statewide X local

Applicable National Register Criteria:

X A    B X C    D**Signature of certifying official/Title:****Date**North Carolina Department of Natural and Cultural Resources**State or Federal agency/bureau or Tribal Government**In my opinion, the property    meets    does not meet the National Register criteria.**Signature of commenting official:****Date****Title :****State or Federal agency/bureau  
or Tribal Government**

Southern Railway Freight Station

Name of Property

Burke, North Carolina

County and State

#### 4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register  
☐ determined eligible for the National Register  
☐ determined not eligible for the National Register  
☐ removed from the National Register  
☐ other (explain:) \_\_\_\_\_

\_\_\_\_\_  
Signature of the Keeper

\_\_\_\_\_  
Date of Action

#### 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

☐



Southern Railway Freight Station  
Name of Property

Burke, North Carolina  
County and State

## 7. Description

### Architectural Classification

(Enter categories from instructions.)

Colonial Revival

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**Materials:** (enter categories from instructions.)

Principal exterior materials of the property:

Foundation: concrete

Walls: brick

Roof: cement tile

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

### Summary Paragraph

The Southern Railway Freight Station is located in an historically industrial area on the southeast edge of downtown Morganton. To the north of the Station is a handful of contemporary warehouses and a large expanse of asphalt pavement, where there formerly was a large lumber yard and the former Catawba Valley Canning Company. The canning company building remains in its original location but has been significantly altered through removal of a portion of the building and the addition of a modern entry. To the west of the depot is the passenger depot and a group of mostly modern commercial buildings facing southwest onto South Green Street. These buildings replace a handful of historic commercial buildings and some dwellings, which existed in this area from the early 1900s through the 1950s. To the south of the station is the Dunavant Cotton Manufacturing Company (NR listed 2013), currently under rehabilitation into retail and residential use. The freight station is located on the northwest side of the Norfolk Southern Railway tracks, with the office entrance facing in a southwesterly direction. Set on approximately a .35-acre lot, the brick station is surrounded on the south by a narrow grassy area and the railroad tracks, on the east by a larger expanse of flat, grassy area, to the north by a

Southern Railway Freight Station

Name of Property

Burke, North Carolina

County and State

paved parking area and warehouses, and to the northeast by paved parking and an open-air shed for the local farmers' markets.

## Narrative Description

The one-story Southern Railway Freight Station, completed in 1929, is the third freight station for the town, located to the east of the passenger depot, on the north side of the railroad tracks. The station is an important local representation of early-to-mid twentieth century freight depot design exhibiting subtle characteristics of the Colonial Revival style. While the office entrance faces southwest, for purposes of this description, the building will be described as if it faces directly west. The agent's office, located on the west end, occupies approximately one-fourth of the building square footage, and faces the passenger station to the west. This office entrance is set beneath a gabled parapet with concrete coping. The parapet shape is flat on either end, rising at an angle on either side to another flat portion at the peak of the gable.

Noted in newspapers in 1929 as being of the most "modern type", the steel frame, thirty-eight-foot by one-hundred-twenty-five-foot, 4,750 square-foot, fireproof, reinforced concrete and running bond pattern brick building exhibits a variety of brick colors of red, browns, and greens. The building is set on a concrete foundation. It has a cement tile-covered, gable roof and a covered platform on the north side of the building.<sup>1</sup> The original wood loading platforms that extended to the north and east of the building, referred to in newspaper articles as being covered platforms, sixteen feet by one-hundred-sixty-five-feet, were torn down after 1980. A raised, exposed, poured concrete foundation extends around all sides of the building.

The west elevation (office façade) is three bays wide, with a centrally located single-light-over-panel wood door with original three-light-over-panel sidelights and a three-light transom, a flat concrete lintel, and a single course of rowlock brick above the lintel. The door is flanked by original paired nine-over-one wooden sash windows that share surrounds, concrete sills, concrete lintels, and a single course of rowlock brick above the lintels. In the parapet end of this elevation there is a circular roof vent surrounded by two courses of rowlock brick. In 2008 a concrete walkway was added at the northwest corner of this elevation, ending at concrete steps up to the concrete entry. A concrete accessibility ramp with metal railing has been added to the front of this entry area. Originally, there were central concrete steps leading up to the office door.

The north elevation, with original half-round gutters and metal brackets supporting the roof overhang over six delivery bays, is a total of eight bays wide. Starting from the east end, there are six delivery bays, separated by narrow brick posts, each of which originally had a metal roll-up door and concrete lintel. All bays retain their original concrete lintels. The three easternmost bays are intact, but the fourth bay from the east has been altered through the infill of a modern pedestrian door set within an infilled concrete block wall. The next bay to the west of this is intact, and the westernmost delivery bay has been infilled with plywood. On the west end of these delivery bays there is a new wood accessibility ramp. All of the modern changes on this elevation took place in 2012. The original heavy timber sill beam, supported by concrete

<sup>1</sup> "New Freight Depot Nearing Completion", *Morganton News-Herald*, August 15, 1929.

Southern Railway Freight Station

Name of Property

Burke, North Carolina

County and State

brackets, is still in place beneath all of the roll-up doors, likely the remnants of a wood loading platform that extended out over the railroad spur line that was on this side of the building. The last two bays of this elevation, at the west end, contain paired nine-over-one windows with concrete sills and concrete lintels, which open into the freight office.

The east elevation of the building has one delivery bay at the south end with an original metal roll-up door with a concrete lintel. Above the roll-up door are framing pockets which were part of a loading platform and shed which is no longer in place. To the north of the roll-up door there is a modern half-round cloth awning set at the level of the concrete lintel, and a small removable vinyl storage shed and portable toilet at the northeast corner of this elevation. There is a circular roof vent on this elevation, as on the west elevation, surrounded by two courses of rowlock brick. Unlike the west elevation, this end of the building does not feature a parapet. Instead, the gable end is finished with metal trim.

The south elevation of the building, facing the railroad tracks, consists of six delivery bays with original metal roll-up doors that are wider than those on the north elevation due to no separation of brick posts between them. Above the delivery door bays there is a band of metal-frame, clerestory windows that fill the space between the delivery doors and the eave of the gable roof. Each unit is five-lights wide by two-lights tall, organized in groups of three units over each delivery bay, and allowing light into the storage space. A concrete delivery platform extends out approximately four feet towards the railroad tracks, raised approximately three feet off the ground. There are two additional bays at the west end, part of the office space, with paired nine-over-one windows sharing surrounds, concrete sills, concrete lintels, and a single course of rowlock brick above the lintels, as on the north elevation.

The interior of the freight depot consists of the agent's office on the west end, a small storage area to the east of this which was partitioned off in 2012, and then the open freight area which comprises the bulk of the building on the east end. The agent's office is twenty-five feet by thirty-eight feet, 950 square feet, "well-lighted and ventilated", with the remainder of the building, 3800 square feet, in use as storage.<sup>2</sup>

The agent office space retains its original configuration, with one large room, a lavatory, and a small office at the southwest corner. It is finished with plaster walls and ceilings, with bead-board wainscot and chair rail. Exterior doors and operable windows with their original hardware all have square-edged molded trim, including around the door transoms. Window sills are narrow with molding beneath. On the east wall of the office, the window at the northeast corner of the room is a twelve-light fixed window with no surround trim and a wood sill that opens into the freight/storage area. Doors in this space are five-panel, with single-light operable transoms with original hardware. The door into the storage space to the east is a single-panel metal door. The floors are finished with linoleum tile, which was likely added in the 1940s to 1950s, with the original wood floors still in place beneath. Modern ceiling fans with lights have been added in this space.

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<sup>2</sup>"New Freight Depot Nearing Completion".

Southern Railway Freight Station

Name of Property

Burke, North Carolina

County and State

The east end of the depot, comprising most of the building, is the warehouse storage area. This space has a concrete floor, exposed brick walls, exposed ceiling structure with concrete roof decking and steel trusses, and metal roll-up delivery doors on the north, east, and south sides. The original pulley system hardware with metal chains are still intact at the roll-up doors. To the east of the office is a small storage room which was divided from the remainder of the rear storage area in 2012. The small storage room comprises approximately 380 square feet total, including a new partition wall with double-leaf rolling doors, salvaged from an unknown building, on the south side of this room. The ceiling in this space has a dropped acoustical tile finish.

### **Integrity Assessment**

The Southern Railway Freight Station retains a great deal of its original architectural integrity, in terms of location, design, setting, materials, workmanship, feeling, and association. There have been some minor architectural changes to the building, on both the exterior and the interior, but none of these alterations has significantly affected the overall integrity of the building or jeopardized its National Register eligibility. On the exterior, changes include the removal of the sheltered loading platform on the east side, the infill of one of the delivery bays on the north elevation with cinderblock, and the infill of another with plywood, and the addition of two accessibility ramps, one on the north and one on the west. The building, however, retains its architectural integrity due to the fact that there have been no additions to the building to alter its massing and detailing, and the building retains the remainder of its original metal roll-up delivery doors, original nine-over-one windows, metal-frame exterior windows, cement tile roof covering, and the majority of its original interior features and finishes. The building, overall, retains a high degree of integrity in terms of its original setting and location on the north side of the railroad tracks, its architectural design in terms of workmanship and materials, and its feeling of association with the transportation history of Morganton.

The building, on the interior, retains most of its original floor plan, with the agent's office on the west end and the large storage space on the east, with a smaller storage area divided from the large space in 2012, to the east of the agent's office that is a nominal and reversible change that does not significantly impact the integrity of the design. The interior of the agent's office is intact, including original doors with transoms and windows, all with original hardware, and plaster walls and ceilings. Linoleum tile has been added over the original wood floors, but within the period of significance. The exposed structure in the ceiling of the large storage space remains intact, as do the exposed brick walls and concrete floor. The only change to the storage space is that a small portion was subdivided off on the west end from the larger space to the east side. A partition wall was added in the 1980s, along with a dropped acoustical tile ceiling. These changes do not affect the overall feeling of association with the use of the building as a large freight storage facility and is an easily reversible change.

Southern Railway Freight Station  
Name of Property

Burke, North Carolina  
County and State

## 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.)

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☒ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

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

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years



Southern Railway Freight Station

Name of Property

Burke, North Carolina

County and State

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Located along the main east-west railroad line of the state, the Southern Railway Freight Station in Morganton, Burke County, North Carolina, with a period of significance of 1929 to ca. 1970 is eligible for listing under National Register Criterion A, for its significant contribution to the rail-related transportation history of Morganton in the early-to mid-twentieth century. Available documentation notes that Southern Railway ceased use of the building as a depot ca. 1970, at which time Morganton Hardware leased the building for warehouse space.<sup>3</sup> As the town grew as an important economic center in the western part of the state from the late nineteenth century to the mid-twentieth century, the need for better and larger freight handling also grew, with Southern replacing the two earlier smaller freight depots with this one to meet the needs of the community. The Southern Railway Freight Station played a critical role facilitating success of thriving industries and businesses in Morganton throughout the period of significance, serving as Morganton's only freight depot during that time. It appears that the 1929 freight depot was likely the only free-standing one (i.e. not combined with passenger service) in Burke County.<sup>4</sup>

Southern Railway Freight Station is also eligible for the National Register of Historic Places under Criterion C, significant at the local level for its architecture. It is an excellent example of mid-to-late twentieth century freight depot design exhibiting subtle Colonial Revival style influence in Morganton, historically an industrial and economic hub in Burke County, North Carolina.

Embodying distinctive characteristics of freestanding freight depots, Morganton's Southern Railway Freight Station's utilitarian design, large size and traditional layout reflected its specialized purpose for accommodating storage and shipping of goods as part of a large railroad transportation hub extending through this prospering mountain city. Unlike earlier wood frame depots, materials used for the 1929 depot construction (steel framing, concrete, and brick) were universally considered advantageous for fireproofing, important for storage protection for the goods it shipped and received. The depot retains typical distinction between the more finished office space at the front and the relatively unfinished storage and loading areas to the rear of the building with roll up doors at the delivery bays and clerestory windows above the freight bay to allow for natural light to penetrate the space.

Although not as overtly stylized as a more public-oriented passenger depot, the more utilitarian Southern Railway Freight Station still reflects important architectural characteristics nationally popular in the mid-to-late twentieth century, and it subtly reflects Colonial Revival-style influence. The depot retains these character-defining features including the symmetrical façade, central entrance with a tri-part transom over the door flanked by sidelights with base panels,

<sup>3</sup>Documentary photo, late 1960s, Historic Burke Foundation. "Morganton Hardware" sign is in the transom at the front door.

<sup>4</sup>Sanborn Fire Insurance Maps 1931 and 1950.

Southern Railway Freight Station

Burke, North Carolina

Name of Property

County and State

single and paired nine-over-one wood sash windows, shaped front parapet, oculus vents, and shaped cement roof tiles. Original interior features of the agent's office include finished plaster walls and ceilings, bead-board wainscot and chair rail, exterior doors and operable windows with their original hardware and square-edged molded trim, including around the door transoms. Window sills are narrow with molding beneath, and five-panel doors feature single-light operable transoms and original hardware.

Minimal alterations to the building include the loss of platforms, the addition of accessibility ramps, the creation of a new entry door in one of the delivery bays on the north side of the building, and the partitioning off of a small section of the interior storage space. Overall, these alterations do not adversely affect the property's integrity and ability to convey its transportation and architectural significance.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

**Rail-Related Transportation and Growth of Industry in Morganton, NC: Late-Nineteenth to Mid-Twentieth Century**

Burke County, North Carolina, named for Thomas Burke of Orange County, was formed from Rowan County in 1777.<sup>5</sup> It was an immense county that originally encompassed portions of present-day Alexander, Buncombe, Caldwell, Catawba, Haywood, Lincoln, McDowell, Madison, Mitchell, Swain, Watauga, and Yancey counties.<sup>6</sup> It was not until 1783 that a court district, District of Morgan, was established by the state legislature, and not until 1785 that the first courthouse was built in the county seat of Morganton, founded in 1784. Morganton served as the unofficial capital of western North Carolina for many years.<sup>7</sup> It was not until ca. 1842 that Burke County's boundaries took on the formation that exists today.<sup>8</sup>

In the years before the railroad arrived in 1867, the primary route for transportation for residents in some parts of the county was along the Catawba River, with the primary means of transportation provided by horses and wagons along roads that followed the route of the river. A trip from Salisbury, to the east, and Morganton, would take three days or more due to the fact that roads were typically only minimally developed, and built of dirt that turned to mud after rain.<sup>9</sup> Some turnpike roads were built throughout the county before the Civil War, but roads were rough and unfinished, and it was not easy, even with those roads, to travel in and out of Morganton and the surrounding counties on these undeveloped byways. By the first quarter of

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<sup>5</sup> Camp, Cordelia. *Sketches of Burke County*, unpublished booklet, 1954, p. 4.

<sup>6</sup> Ibid.

<sup>7</sup> "Business and Development Special Edition", *The News-Herald*, May 13, 1920.

<sup>8</sup> [https://mapgeeks.org/northcarolina/#Map\\_of\\_North\\_Carolina\\_County\\_Formations\\_1664-1965](https://mapgeeks.org/northcarolina/#Map_of_North_Carolina_County_Formations_1664-1965). Interactive maps showing changes in county boundaries. Accessed July 28, 2020.

<sup>9</sup> Phifer, Edward W. Jr. *Burke County: A Brief History*, Raleigh: North Carolina Department of Cultural Resources, 1979, p. 60.

Southern Railway Freight Station

Burke, North Carolina

Name of Property

County and State

the nineteenth century, stagecoach lines began to be developed, with two lines passing through Morganton. Some of these coaches also served as mail delivery between Morganton and Asheville to the west.<sup>10</sup>

In 1851, realizing that more needed to be done to assist with commerce and travel in the western parts of the state, the state legislature created the North Carolina Railroad and appropriated \$12,000 for a survey of a rail route from Salisbury, North Carolina to the Tennessee line.<sup>11</sup> A segment of railroad was completed in 1856 between Goldsboro and Charlotte.<sup>12</sup> Morganton joined these construction efforts, and on June 10, 1858, capital was raised and the last 23.5 miles from Hickory to Morganton was awarded.<sup>13</sup> Construction continued on the line until 1860, but slowed considerably during the Civil War, with tracks having been laid within 5.5 miles of Morganton by 1861.<sup>14</sup> Railroad construction stopped during the Civil War, with some previously built lines destroyed. In 1866 western expansion began again, and a line from Salisbury to Old Fort, through Morganton, was designed and engineered.<sup>15</sup>

The town of Morganton and Burke County grew slowly, with little industrial development until the railroad arrived after the Civil War. The end of the Civil War marked a significant change for Burke County from a largely agricultural economy fueled partially by slave labor to one that became more of an industrial economy. However, many residents continued to make their living through farming.<sup>16</sup> By 1867, two years after the Civil War ended in 1865, the railroad was completed into Morganton.

The Western North Carolina Railroad was founded out of the North Carolina Railroad in 1869, with George W. Swepson as President. The railroad lines were created, with one line running from Salisbury to Asheville, which ran through Morganton, and another line running west of Asheville and on to Ducktown and Paint Rock, Tennessee.<sup>17</sup>

With the completion of the railroad, and the organization of the Western North Carolina line, industry in Morganton began to expand. Located along the main east-west railroad line of the state certainly helped to create an attractive industrial environment. From the founding of the county in 1777 and the establishment of Morganton in 1784, availability and improvements in transportation, the industrial economy, and population growth of Morganton and Burke County have been inextricably connected. The population of Burke County in 1870 was 9,777, with 554

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<sup>10</sup>Phifer, p. 65.

<sup>11</sup>Poole, Cary Franklin. A History of Railroad in Western North Carolina. Johnson City, Tennessee: Overmountain Press, 1995, p. 1.

<sup>12</sup>Ibid.

<sup>13</sup>Phifer, p. 67.

<sup>14</sup>Collections of The History Museum of Burke County, "Morganton Rail Road Depot".

<sup>15</sup>A History of Railroad in Western North Carolina, p. 1.

<sup>16</sup>Phifer, Edward W., Jr. The History of a North Carolina County: Burke. Morganton, North Carolina: Privately published by Edward William Phifer, Jr. 1977, pp. 219 - 220. Large land-holdings were broken up into smaller farms, increasing the number of farms in the county from 500 in 1860, to 880 in 1870, and 1648 by 1880.

<sup>17</sup>A History of Railroad in Western North Carolina, p. 2.

Southern Railway Freight Station

Burke, North Carolina

Name of Property

County and State

located in Morganton.<sup>18</sup> By 1880, the population had increased in the county to 12,811.<sup>19</sup> The first passenger depot in Morganton was built ca. 1875 by the Western North Carolina Railroad. In 1880, the Richmond and Danville Line bought the Western North Carolina Railroad. The second passenger depot (extant) was built ca. 1886 by the Richmond and Danville Line, and by 1888, there were two passenger trains daily through Morganton, followed by three daily trains to the east and three to the west by 1902.<sup>20</sup> Additional commerce and trade soon followed, and many livery stables were built. By 1900 Morganton had become the center of commerce and social activity for Burke County.<sup>21</sup> As industry increased and agrarian lifestyles diminished, many farmers moved to the cities to work in factories.<sup>22</sup> Individuals who knew a trade such as carpentry, blacksmithing, or milling moved to the towns for jobs that were part of the new industrial economy. The number of grist mills greatly increased soon after the Civil War, but by 1870 and 1880, the number had decreased, and it cost more to begin operations. Sawmills were in operation in Burke County by 1870, most of which were water-powered, and often operated alongside grist mills. There were several tannery businesses in operation in Morganton in the 1870s and 1880s, along with three additional ones in Icard Township. The Morganton Roller Mill in Morganton, operated by W. G. Hogan, and utilizing steam power, was established before 1890.<sup>23</sup> While there were many carpenters and furniture makers in Burke County who operated their own shops in the decades following the Civil War, furniture manufacturing on a large scale did not emerge in the county until the latter part of the nineteenth century.<sup>24</sup>

There were small brickyards in operation before and soon after the Civil War, but there was little demand for brick until the Reconstruction years. However, when the State Insane Asylum at Morganton (now Broughton Hospital and located south of the railroad) was begun in 1883, a brickyard was built on site to construct the buildings. Samuel D. Dunavant, founder of the Dunavant Manufacturing Company, had the contract to produce bricks for the asylum.<sup>25</sup> In the late 1880s, John H. and Samuel T. Pearson won the bid to create brick for the Western North Carolina Railroad.<sup>26</sup>

Through the mid-1880s in Burke County, spinning and weaving still took place primarily in private residences. "Home manufactories" in 1870 were valued at \$21,140.<sup>27</sup> Dunavant Cotton Manufacturing Company in Morganton, built on land east of the late nineteenth-century first freight station, and still located south of the 1929 freight station, was the first of the larger scale

<sup>18</sup>Branson, Reverend A.M., ed. The North Carolina Business Directory. Raleigh, North Carolina: J. A. Jones, 1872.

<sup>19</sup>Branson, Reverend A.M., ed. The North Carolina Business Directory, Raleigh, North Carolina: Levi Branson, 1884, p. 159.

<sup>20</sup>Phifer, p. 67.

<sup>21</sup>Phifer, pp. 68 – 69.

<sup>22</sup>Phifer, p. 84.

<sup>23</sup> Ibid, p. 233.

<sup>24</sup> Ibid, p. 241.

<sup>25</sup> Ibid, p. 249.

<sup>26</sup> Ibid.

<sup>27</sup> Ibid, p. 244.

Southern Railway Freight Station

Burke, North Carolina

Name of Property

County and State

textile mills to be built in Burke County, in 1888.<sup>28</sup> At the same time that larger rail-transportation-related industries such as Dunavant Cotton Mill began to locate within Morganton and other parts of Burke County, the Western North Carolina Railroad and the Richmond & Danville Railroad merged in 1892, forming a more extensive network in the western part of the state. This company collapsed soon after this, and Southern Railway, in 1894, bought up several of the southeastern rail lines, including the Western North Carolina Railroad.<sup>29</sup> Many of the industrial centers in Burke County, also located along the rail line leading into Morganton, including the communities of Connelly Springs, Drexel, Glen Alpine, Hildebran, Rhodhiss, and Valdese, all had passenger and/or passenger/freight depots.<sup>30</sup> These towns were small in comparison to Morganton, which was by far the center of industry for the county. By 1897, Morganton continued to be one of the largest towns along the western portion of Southern's line through North Carolina, with a line proposed north to Watauga County, and other major rail lines connecting from Southern to Raleigh and the east.<sup>31</sup>

Specifically in Morganton, some of the late nineteenth and early twentieth century industries included the Morganton Furniture Manufacturing Company and the Morganton Woodworking Company (both established in 1885); the fully steam-powered Ross and Foster sash and blind factory (established 1886); the Kistler, Lesh, and Company Tannery (established 1895); the Morganton Furniture Company, a large woodworking plant (established 1904 near the tannery); the Catawba Valley Canning Company (established in 1906), which primarily canned fruits and vegetables; and Broadoaks Sanitorium (established 1909), which manufactured and delivered ice to residents; and the Morganton Manufacturing Company (established 1921).<sup>32</sup> All of these industries depended upon the railroad for transportation of goods in and out of the town.

The lumber industry too, grew as the railroad service expanded. As steam and electricity, rather than water power, was used to power saw mills, many of them could move closer to the railroad, making transport of lumber in and out of Morganton much easier.<sup>33</sup> On February 14, 1902, an article in the *Asheville Citizen-Times* bemoaned that new depots were badly needed in Morganton. It stated the great increase in the volume of the lumber business made additional space for the handling of the traffic absolutely necessary. The textile industry, beginning in the late nineteenth century with Dunavant Cotton Manufacturing Company, also was dependent upon the railroad for transport of raw and finished goods. As of 1901, Alpine Mill No. 1 (formerly Dunavant Cotton Manufacturing Company) had greatly expanded.<sup>34</sup> Alpine Mill No.

<sup>28</sup> According to the 1901 North Carolina Yearbook (Raleigh, North Carolina: News and Observer, p. 48), the population of Morganton in 1900 was under 2,000, although the 1880 census records for Morganton Township indicates there were 3,021 individuals. The boundaries of the town for these publications may have been different, accounting for the discrepancy.

<sup>29</sup> A History of Railroading in Western North Carolina, p. 1.

<sup>30</sup> <http://www.pwrr.org/nstation/index.html> Photos related to Shelby, Asheville, Saluda, and Morganton.

<sup>31</sup> A History of Railroading in Western North Carolina, 1897 Southern Railway map, p. 23.

<sup>32</sup> Phifer, pp. 85 – 89.

<sup>33</sup> Phifer, p. 86.

<sup>34</sup> North Carolina Yearbook, Raleigh, North Carolina: News and Observer, 1901, p. 78. In contrast to Alpine Mills, other milling enterprises of W. A. Erwin were much larger. Erwin Mills had \$350,000 in capital stock, 25,000 spindles and 925 looms to produce finished cloth. Durham Manufacturing Company had \$150,000 in stock, 18,000 spindles, and 588 looms. Pearl had \$175,000 in stock, 10,200 spindles and 210 looms.

Southern Railway Freight Station

Burke, North Carolina

Name of Property

County and State

2, was built up the hill and to the east of Alpine Cotton Mill No.1, in 1902. All of these mills were located close to the rail lines. The *Morganton News Herald*, in a July 24, 1902, article entitled "A Visit to Morganton and Its Cotton Mills", noted that the mills were located on the Western North Carolina Railroad (by that time bought by Southern Railway), sixty miles east of Asheville, in a fine agricultural part of the state.<sup>35</sup>

In addition to the two Alpine mills, several additional textile mills began operations in Burke County in the first two decades of the twentieth century, all located near and dependent upon rail transportation. In May 1901, John "Bobo" Garrou, his brother Francis Garrou, and Antoine Grill formed the Waldensian Hosiery Mills, followed, in 1913, by the formation of the Valdese Manufacturing Company.<sup>36</sup> In 1909, Drexel Knitting Mill was built in Drexel, which manufactured men's hosiery.<sup>37</sup> Also in 1913, the Martinet Hosiery Mills began operation in East Valdese, remaining in business until 1964. In 1914, in Icard, the E. A. Smith Manufacturing Company was built on the Catawba River, and the Icard Cordage Company was built.<sup>38</sup> The Waldensian Swiss Embroidery Mill began in Valdese in 1915, operating only nine years. Vaudois Hosiery Mill formed in 1913 to 1914, near the railway depot in Morganton.<sup>39</sup> In 1917, Garrou Knitting Mills in Morganton was formed by Francis and John Louis Garrou, later known as Morganton Manufacturing and Trading Company.<sup>40</sup> Pauline Knitting Mills was begun in 1920, manufacturing mercerized ladies' cotton hose and later silk hose. It lasted only eight years, and became part of the Waldensian Hosiery Mill.<sup>41</sup> In the 1920s, Glen Alpine Knitting Mill was established to manufacture hosiery, Morganton Full-Fashioned Mill was organized, and Garrou Knitting Mills was bought out by the Waldensian Hosiery Mill, Drexel Knitting Mill, and A. V. Victorius and Company of New York.<sup>42</sup>

The textile mill industry in North Carolina and Burke County continued to expand in the mid-to-late 1920s. Cotton mills were moving from the North to the South entirely or opening southern branches. Cotton was plentiful in the South, labor was inexpensive and abundant, and there was less organized labor. This geographic change began the move from production of coarse thread in the South to finer threads and more finished cloth.<sup>43</sup> There were 377 cotton mills in operation state-wide in 1922, and both Alpine Cotton Mill No. 1 and No. 2 in Morganton were in full operation.<sup>44</sup>

<sup>35</sup>"A Visit to Morganton and Its Mills", *The Morganton News Herald*, July 24, 1902.

<sup>36</sup> *Ibid*, p. 246.

<sup>37</sup> *Ibid*, p. 248. In the mid-1950s, Drexel Knitting Mill merged with Morganton Full-Fashioned Hosiery Mills and Huffman Full-Fashioned Mills to form Morganton Hosiery Mills.

<sup>38</sup> *Ibid*, pp. 247 to 248. In 1945, the Smith Mill and one in Catawba County were sold to Pacific Mills and then in 1954 were sold to Burlington Industries.

<sup>39</sup> *Ibid*. Albert F. Garrou, Ben Pons, and Henry Grill were the managers of Vaudois Hosiery Mill.

<sup>40</sup> *Ibid*, p. 246. Vaudois Hosiery Mill later merged with Garrou Knitting Mills.

<sup>41</sup> *Ibid*, p. 246.

<sup>42</sup> *Ibid*, p. 246.

<sup>43</sup> *Morganton News Herald*, 1924 Prosperity and Publicity Edition.

<sup>44</sup> *North Carolina Yearbook*, Raleigh, North Carolina: *News and Observer*, 1922, pp. 86 and 91. Erwin Cotton Mills No. 3, Pearl Cotton Mills, Durham Cotton Manufacturing Company, Erwin Cotton Mills Co. No. 1 and No. 4, Erwin Cotton Mills No. 2, and Erwin Cotton Mills Bleachery were also still in major production at this time. Also, interview with Clark Erwin, current owner and descendent of Joseph Ernest Erwin. Interview with Sybil H.

Southern Railway Freight Station

Name of Property

Burke, North Carolina

County and State

As industry in Morganton and elsewhere across the state of North Carolina continued to grow in the early 1920s, Southern Railway, by 1924, formed an extensive rail network across the entire state of North Carolina, connecting Morganton to points east and west, including Glen Alpine, Marion, Old Fort, and Asheville, but also south into Spartanburg and Columbia, South Carolina.<sup>45</sup> This network continued to impact industrial development in Morganton, with several additional large mills beginning operation. Morganton Full-Fashioned Mill was organized in 1926, with Garrou then merging into it.<sup>46</sup> All of these merging factors, including the expansion of the Southern Railway and the continued growth of industry in Burke County and other parts of western North Carolina, made the need for a larger freight station in Morganton a priority.

By the end of the 1920s, the town of Morganton had developed extensive industries, including the largest tannery in the south, two cotton mills, a furniture factory, a veneer plant, and two hosiery mills.<sup>47</sup>

The 1930s were slow years for the railroad, but it witnessed a boom after World War II. Industries established in Morganton in the 1940s included Duff Looms, manufacturing upholstery fabric (1942); Shadowline, lingerie and loungewear (1946); Skyland Textile Company, children's knitted and woven apparel (1948); and Great Lakes Carbon Corporation, making synthetic graphite electrodes and anodes. The 1950s through 1960s industrial development in Morganton was significant, with the county overall being highly industrialized. With a population county-wide in 1950 of 45,518, over forty percent were employed in the textile, hosiery, and furniture industries.<sup>48</sup> Some of these included Morganton Dyeing and Finishing Corporation (1954); Inmont, chemicals (1957); Dixie Container Corporation of North Carolina, corrugated shipping containers (1959); Wamsutta Knits (1961); Grand Piano Company, Inc. (1961); Southern Devices, electrical wiring devices (1963); Romarco, man-made marble and slate (1963); Synthron (1964); Highlander, Ltd., double-knit fabrics (1966); Astro Industries, chemicals (1968); and Essex, plastic extrusions (1969).<sup>49</sup>

Freight lines still run through Morganton, as part of the Norfolk Southern line, incorporated in 1982, but by ca. 1970 the Southern Railway Freight Station building was in use as a warehouse for Morganton Hardware.<sup>50</sup> Passenger service continued in Morganton until 1975, when it ended due primarily to the expansion of roads and private automobiles throughout the twentieth century.<sup>51</sup> In 1994, the Southern Railway Freight Station, while still owned by the railway, was

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Argintar, July 10, 2012.

<sup>45</sup>A History of Railroading in Western North Carolina, p. 21.

<sup>46</sup>Ibid, 1927, p. 82.

<sup>47</sup>*The News-Herald*, May 13, 1920.

<sup>48</sup>Erhinghaus, Mrs. J. C. B. *North Carolina Almanac and State Industrial Guide*, Raleigh, North Carolina: Almanac Publishing Company, 1953.

<sup>49</sup>Phifer, pp. 456 – 459.

<sup>50</sup>Documentary photo, late 1960s, Historic Burke Foundation. “Morganton Hardware” sign is in the transom at the front door.

<sup>51</sup>Phifer, p. 69.

Southern Railway Freight Station

Burke, North Carolina

Name of Property

County and State

in use as a furniture warehouse.<sup>52</sup> As in other communities across the state and the country, the expansion of the trucking industry and the construction of the Federal highway interstate system beginning in the late 1950s and early 1960s, and the lessening need for storage of materials, led to the demise of the freight stations as a necessity for holding and transporting goods.

### **Southern Railway Freight Station**

The Southern Railway Freight Station, built by Southern Railway, is the third freight depot built in the town, preceded by those built in the late nineteenth century and 1916. Sanborn maps from 1900 note a “freight depot”, built in the late nineteenth century, located almost directly south of the first passenger depot, on the south side of the tracks, with a covered area around the perimeter of the building and a large loading platform with a spur line to the east.<sup>53</sup> As early as 1902, plans were underway to build a new depot, with, according to a 1902 newspaper article, Southern Railway having “...plans drawn and surveys made looking to the erection of a new freight and passenger depot in Morganton...”.<sup>54</sup> This same article noted the “...new depots are badly needed, and the great increase in the volume of the lumber business at this point makes additional space for the handling of the traffic absolutely necessary...”.<sup>55</sup> The Morganton Retail Merchants petitioned Southern Railway in 1909, requesting that the railway “...be required to furnish better facilities for the receipt and delivery of freight at the Morganton Station...”.<sup>56</sup> The petition also requested that the depot be located on the north side of the tracks, for ease in access, and for safety in loading and unloading.<sup>57</sup>

These local requests were denied, with Southern Railway opposing the location of the new freight depot on the north side of the tracks. They did agree to build a freight depot “...modern in design and adequate to the growing freight needs of this prosperous mountain city...”.<sup>58</sup> Some compromise was reached in 1910, when the Railway agreed to cut off a portion of the west end of the freight depot, making a wider and level crossing, and gates were installed. A new office for the agent would be part of the plans, and the freight platform would be covered. Southern Railway made good on these promises, but even after these compromises were reached in 1910, it was not until 1916 that a new depot was designed and built, on the south side of the tracks.<sup>59</sup> The 1916 brick “freight house” had a hip roof, an office to the east, and a long covered loading platform to the east, accessed by a spur line.<sup>60</sup> This freight depot, a total of approximately 2,140 square feet, was in use until the current “Southern Railway Freight Station” was completed in 1929.<sup>61</sup>

<sup>52</sup><http://www.pwrr.org/nstation/morganton.html> Morganton Freight Depot. Accessed September 13, 2018.

<sup>53</sup>Sanborn Fire Insurance Map for Morganton, 1900.

<sup>54</sup>*Asheville Citizen-Times*, February 14, 1902.

<sup>55</sup>*Ibid.*

<sup>56</sup>“New Freight Depot”, *The News-Herald*, April 15, 1909.

<sup>57</sup>*Ibid.*

<sup>58</sup>“Morganton Wins Freight Depot”, *The News-Herald*, July 1, 1909.

<sup>59</sup>“Southern Railway Fights Change of Location of Freight Building”, *The News-Herald*, May 27, 1909.

<sup>60</sup>Sanborn Fire Insurance Map for Morganton, 1924, and “Southern Railway, Morganton, North Carolina, Brick Freight Depot”. Drawings dated August 18, 1910. North Carolina Utilities Commission Records, 1892 – 1948. Available at the North Carolina State Archives and copies in the Western Office.

<sup>61</sup>Sanborn Fire Insurance Map for Morganton 1924 and 1931, and “Southern Railway, Morganton, North Carolina, Brick Freight Depot”. Drawings dated August 18, 1910.

Southern Railway Freight Station

Name of Property

Burke, North Carolina

County and State

This third freight depot building, the Southern Railway Freight Station, replaced the 1916 freight depot. As transportation needs continued to expand, the need for a larger, more easily accessible, and safer, freight depot was required, and the citizens of Morganton finally got their wish to have a depot located on the north side of the tracks. This also more easily served the adjacent lumber warehouses and cannery/hosiery mill located on the north side of the tracks. According to newspaper accounts from August 1929, E. J. Golloway, local agent for the Southern Railroad, noted that the building was due to be completed no later than the middle of September (the building was in use by the end of August).<sup>62</sup> The 1929 building was of “the most modern type” and was twice the size of the former depot. It was built of reinforced brick and concrete with concrete floors and a cement tile roof, with a finished size of 4,750 square feet, plus the platforms. These “modern” materials were clearly meant to be fireproof.

The office, on the west side of the building, was 950 square feet in size. The covered shed roof over the platform was noted as being concave with drain pipes in the center. Tracks were being laid on both sides, with spur lines to several adjoining properties, including that of Morganton Hardware Company, who was due to build some warehouses (these were built and were later replaced by the current ca. 1953 building, to the north of the passenger depot). The new freight depot was built at a cost of \$40,000.<sup>63</sup> It was noted, when Southern moved into the building at the end of August 1929, that being on the north side of the tracks would “...be a great advantage to local shippers..”<sup>64</sup> The 1916 depot was demolished completely, and the new depot was considered to be “...evidence of the Southern’s faith in the growth of Morganton...”<sup>65</sup>

Southern Railway ceased using the 1929 freight depot as part of its operations ca. 1970. At that time, even though Southern Railway continued to own the property, it leased the building for warehouse use to Morganton Hardware. The Southern Railway Freight Station remained under the ownership of Southern Railway and later Norfolk Southern Railway until 2003, when it was purchased by the current owners. Since that time the building has remained in use as a warehouse and as the location for a wholesale business.

### **Architectural Context**

At the height of Southern Railway’s operations in 1900, many towns in western North Carolina, from Statesville in the east, to Murphy in the west, served as locations for passenger and freight delivery services. Many of these freight delivery points were part of the passenger depots, with only a portion of the building designated for delivery or storage of materials for local industries. The main towns along the line, including Morganton, had such high volumes of freight delivered that the railroad built separate freight depot buildings. Smaller towns in Burke County, including Connelly Springs, Drexel, Glen Alpine, Hildebran, Rhodhiss, and Valdese, all had some type of depot but it is not known if any of these were free-standing freight stations like in Morganton or

<sup>62</sup>“New Freight Depot Nearing Completion”, *The News-Herald*, August 15, 1929.

<sup>63</sup>“Southern Moved to New Depot Yesterday”, *The News-Herald*, August 29, 1929.

<sup>64</sup>Ibid.

<sup>65</sup>Ibid.

Southern Railway Freight Station

Burke, North Carolina

Name of Property

County and State

if some of them had a freight component.<sup>66</sup> There were freestanding freight stations in other industrial or railroad hubs, including Hendersonville, Black Mountain, Asheville, Saluda, and Shelby. The significance of the freight station in Morganton is increased by the fact that it appears to have been the only one in the county dedicated to this purpose, meaning it was designed as a freestanding freight depot, not combined with passenger service.

Many combined passenger/freight stations were built in the late nineteenth century along the main east-west line of Southern Railway from Statesville to Murphy, including feeder lines from Statesville north to Taylorsville, and north from Asheville to Marshall. Additional locations where combined stations were built included those along additional feeder lines that extended south to Tryon, along with other adjoining lines, including the Seaboard Airline south to Shelby and Lincolnton, and north to Lenoir. These combined stations typically included a small freight section as part of the passenger station, but there were not separate buildings designated for freight.<sup>67</sup>

Some of these combined passenger/freight types of stations included those in Conover, Hendersonville, Saluda, and Lincolnton. Conover's station was a one-story, frame building with a multi-gable roofline, four-over-four windows, and weatherboard siding, while the one in Hendersonville was a one-story, gable-roof frame building with a pyramidal-roof turret, knee braces supporting large overhangs over the platforms on both sides of the building, nine-over-nine windows, and double-leaf doors into the passenger section.<sup>68</sup> The depot in Lincolnton is no longer in existence. It was built in the style of many of the late nineteenth-century passenger depots with a gabled roof, large overhangs supported by knee braces, multi-light windows, and weatherboard siding, and it appears it had a freight section at the rear.<sup>69</sup> The one-and-one-half-story, frame, Murphy depot also appears to date from the late nineteenth century, with horizontal weatherboard siding on the main body of the building, vertical siding in the gable ends, large roof overhangs supported by knee braces, and freight delivery doors along a portion of the building. The passenger section of this building was demolished in the late twentieth century.

Additional combined passenger/freight stations include the Old Fort passenger station, where half of the building was used for freight storage. The one-story building, built in the late nineteenth century, is typical of the time, with a hipped roof with large overhangs supported by knee braces, nine-over-nine windows, multi-panel doors, and weatherboard siding. Black Mountain's combined station is also a one-story building with wide overhanging eaves supported by knee braces, a steeply pitched gable roof, and a small freight room adjacent to the passenger waiting area. Tryon's late nineteenth century passenger station was extensively altered with the addition of modern windows, removal of knee braces, and removal of platforms, but it has been

<sup>66</sup>Most of these depots no longer exist and Sanborn maps are not available for these communities to determine if they had free-standing freight stations.

<sup>67</sup><https://dc.lib.unc.edu/cdm/ref/collection/ncmaps/id/506> "Railroad Map of North Carolina, 1900". Accessed September 4, 2019, and <http://www.pwrr.org/nstation/> Photo collection. Accessed September 13, 2018, November 7, 2018, and August 30, 2019.

<sup>68</sup><http://www.pwrr.org/nstation/> Photos related to Conover and Hendersonville. Hendersonville also had a free-standing freight depot as last as 1949. Sanborn map for Hendersonville, 1926 – 1949.

<sup>69</sup><http://www.pwrr.org/nstation/index.html> Photos related to Lincolnton.

Southern Railway Freight Station

Burke, North Carolina

Name of Property

County and State

rehabilitated in the twenty-first century. It does appear, however, that a portion of this building was used for freight, since delivery bays are visible.<sup>70</sup>

While there are numerous extant passenger stations remaining throughout the State of North Carolina, including in western North Carolina, only a handful of separately built freight stations remain. These separate freight depots, built in communities with robust manufacturing or serving as key junction points along the railroad, included freight depots in Morganton, Hendersonville, Black Mountain, Asheville, and Shelby. Typical features of these one-story buildings, as in those in Asheville, Shelby, and Morganton, included a freight office in a small portion of the building, with most of the building's space utilized for freight storage. Other typical features included high ceilings, roll-up doors, and loading platforms located close to the tracks for ease in handling large cargo from rail cars. In Shelby depot, clerestory windows brought natural light into the freight area, and full size windows were located in the upper walls of the Asheville freight section. With the similarity in design of the freight stations in Morganton and Shelby, it appears there was some use of standardized design by Southern Railway. Little is known about the freight depots in Hendersonville and Black Mountain, since these are no longer extant.

The separately built freight stations noted here were built in the first quarter of the twentieth century as more elaborate structures indicative of the need to house the shipments of the growing freight industry, and proof that these locations served as major business and industrial hubs that the railway chose to invest in. The freight depot in Asheville, an early twentieth-century, two-story, brick Colonial Revival style building with six-over-six windows, limestone pilasters delineating the central entry, and a limestone water table and parapet, was by far the largest depot in western North Carolina, with numerous freight bays located to the rear of the main office. Shelby's station, of all of the freight stations noted here, is the most similar to the one in Morganton, being a one-story, front-gable-roofed, brick building with an end parapet, a central entry flanked by paired windows housing the freight office, and the remainder of the building devoted to delivery bays.

Research has been conducted to find the original plans for the 1929 Southern Railway Freight Station, but to date none have been found. However, based on the photographs available for existing freight depots, it appears that Morganton and Shelby, built after 1926, used the same plan. It appears that the office section at the front of the station in Shelby may be slightly larger than that in Morganton, since there is one additional window bay by the shed-roof-covered platform, but other than this change, the two buildings appear to be identical plans.<sup>71</sup>

As industry continued to grow into the mid-twentieth century, new freight depots were built in the western part of the state, either as replacements of earlier buildings, or as new stations. Some of these included those in Canton, a one-story brick building with a metal "mansard" type roof, and one-over-one windows, and the one-story freight station in Dillsboro, with its multi-light

<sup>70</sup><http://www.pwrr.org/nstation/index.html> Photos related to Black Mountain, Old Fort, and Tryon. Black Mountain also had a separate freight depot as late as 1942. Sanborn map Black Mountain, 1924 – 1942.

<sup>71</sup><http://www.pwrr.org/nstation/index.html> Photos related to Shelby, Asheville, Saluda, and Morganton.

Southern Railway Freight Station

Burke, North Carolina

Name of Property

County and State

picture windows, shallow gable roof, and weatherboard siding, is a modern freight station, either modified extensively, or built in the late twentieth century. Fletcher, in Henderson County, is a plain, one-story, gable-roofed building with a handful of delivery bays and appears to be modified mid-twentieth century, from its original appearance. The freight depot in Lenoir, built in 1950, has a flat-roof, one-story brick building, with bands of windows capped by a concrete band, a recessed entry, and a concrete, above-ground foundation. Marion's one-story freight depot, which dates from 1952, as an addition to the original 1860s section, was built as a passenger station and later was used for freight. It is similar to Lenoir's, built of brick with a flat roof, curved flat roof over the entry, and bands of windows.<sup>72</sup>

As noted, there are only a few freight stations remaining in western North Carolina, of which the station in Morganton is an excellent local early- to mid-twentieth century representation of a dedicated freight depot exhibiting subtle Colonial Revival style influence. Its subtle Colonial Revival influence is expressed in the symmetrical façade, central entrance with a tri-part transom over the door flanked by sidelights with base panels, single and paired nine-over-one wood sash windows, shaped front parapet, oculus vents, and shaped cement roof tiles. It also retains character-defining features related to its function including the more finished office space at the front and the relatively unfinished storage and loading areas to the rear of the building with roll up doors at the delivery bays and clerestory windows above the freight bay to allow for natural light to penetrate the space.

In comparison to the Shelby station, which is most similar in design, and based upon available photographs from 2004 of the Shelby station, Morganton's station has undergone a few more changes, including the addition of an accessibility ramp at the entrance to the office, some infill of two of its delivery bays with modern materials and doors, and the removal of its loading platforms in front of the delivery bays. The station in Asheville, a much larger city, is a larger scale, being two stories, and of a different design. Similarities relate primarily to the use of brick construction and some elements of the Colonial Revival style. While the Southern Railway Freight Station in Morganton has undergone some minor changes, it still serves as an excellent example of the building type. It also exemplifies the need, in the first third of the twentieth century, to build more elaborate stations to carry the load of the growing industrial economy in western North Carolina and to showcase Southern Railway's investment in building larger, more permanent facilities dedicated to the growing industrial need of the area in which it served.

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## 9. Major Bibliographical References

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<sup>72</sup><http://www.pwrr.org/nstation/index.html> Photos related to Canton, Dillsboro, Fletcher, Lenoir, and Marion.

Southern Railway Freight Station

Name of Property

Burke, North Carolina

County and State

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“Southern Railway Fights Change of Location of Freight Building”, *The News-Herald*, May 27, 1909.

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**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

Southern Railway Freight Station  
Name of Property

Burke, North Carolina  
County and State

\_\_\_ recorded by Historic American Buildings Survey # \_\_\_  
\_\_\_ recorded by Historic American Engineering Record # \_\_\_  
\_\_\_ recorded by Historic American Landscape Survey # \_\_\_

**Primary location of additional data:**

☒ State Historic Preservation Office  
\_\_\_ Other State agency  
\_\_\_ Federal agency  
\_\_\_ Local government  
\_\_\_ University  
\_\_\_ Other

Name of repository: Western Office, Archives and History

**Historic Resources Survey Number (if assigned):** BK0310

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**10. Geographical Data**

**Acreage of Property** approximately 0.35 acres

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates (decimal degrees)**

Datum if other than WGS84: \_\_\_  
(enter coordinates to 6 decimal places)

|                        |                       |
|------------------------|-----------------------|
| 1. Latitude: 35.742261 | Longitude: -81.681008 |
| 2. Latitude:           | Longitude:            |
| 3. Latitude:           | Longitude:            |
| 4. Latitude:           | Longitude:            |

**Or**

**UTM References**

Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

Southern Railway Freight Station

Name of Property

Burke, North Carolina

County and State

- |          |           |           |
|----------|-----------|-----------|
| 1. Zone: | Easting:  | Northing: |
| 2. Zone: | Easting:  | Northing: |
| 3. Zone: | Easting:  | Northing: |
| 4. Zone: | Easting : | Northing: |

**Verbal Boundary Description** (Describe the boundaries of the property.)

The boundary of the Southern Railway Freight Station is indicated by a solid black line on the attached survey map. The area included is Tract 3, the shaded portion of the map that includes a surveyed area of .899 acres. The boundary includes approximately .35 acres, a portion of which is in the railroad right-of-way as noted. The northwest corner of the lot follows an adjoining brick wall at the edge of the property, as shown on the survey.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary of the Southern Railway Freight Station encompasses the building and an area outside of the building which includes a portion of the grassy areas to the east and south, and a portion of the paved area to the west and north. This boundary includes the setting and environmental context of the freight station that has historically been associated with the property.

**11. Form Prepared By**

name/title: Sybil H. Argintar  
organization: Southeastern Preservation Services  
street & number: 166 Pearson Drive  
city or town: Asheville state: NC zip code: 28801  
e-mail sybil.argintar@yahoo.com  
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date: July 29, 2020

**Additional Documentation**

Submit the following items with the completed form:

Southern Railway Freight Station

Name of Property

Burke, North Carolina

County and State

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

Name of Property: Southern Railway Freight Station

City or Vicinity: Morganton

County: Burke

State: North Carolina

Photographer: Sybil H. Argintar

Date Photographed: August 2018

Description of Photograph(s) and number, include description of view indicating direction of camera:

Southern Railway Freight Station

Name of Property

Burke, North Carolina

County and State

- 1 of 12. Site, view east.
- 2 of 12. Façade, view east.
- 3 of 12. North elevation, view southeast.
- 4 of 12. North elevation, view southwest.
- 5 of 12. Site, view west.
- 6 of 12. South elevation, view northwest.
- 7 of 12. Agent office interior, view northwest.
- 8 of 12. Small storage room, view west.
- 9 of 12. Small storage room, view east.
- 10 of 12. Large warehouse space, view northwest.
- 11 of 12. Large warehouse space, view southwest.
- 12 of 12. Ceiling structure

**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.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.