INDIVIDUAL PROPERTY FORM FOR
Fayetteville

1 NAME
HISTORIC
Atlantic Coast Line Railroad Station

2 LOCATION
STREET & NUMBER
472 Hay Street
CITY, TOWN
Fayetteville
STATE
North Carolina

3 CLASSIFICATION
CATEGORY
DISTRICT
PUBLIC
BUILDING(S)
PRIVATE
STRUCTURE
BOTH
SITE
PUBLIC ACQUISITION
OBJECT
IN PROCESS
BEING CONSIDERED

STATUS
X OCCUPIED
UNOCCUPIED
WORK IN PROGRESS
ACCESSIBLE
YES RESTRICTED
YES UNRESTRICTED
NO

PRESENT USE
AGRICULTURE
MUSEUM
COMMERCIAL
PARK
EDUCATIONAL
PRIVATE RESIDENCE
ENTERTAINMENT
RELIGIOUS
GOVERNMENT
SCIENTIFIC
INDUSTRIAL
TRANSPORTATION
MILITARY
OTHER

N/A

4 OWNER OF PROPERTY
NAME
Lease
STREET & NUMBER
3600 W. Broad Street
CITY, TOWN
Richmond, Virginia
STATE
Virginia

5 LOCATION OF LEGAL DESCRIPTION
COURTHOUSE
Register of Deeds, Cumberland County Courthouse

6 FORM PREPARED BY
NAME / TITLE
Linda Jasperse, Principal Investigator, City of Fayetteville
ORGANIZATION
Consultant for Survey and Planning Branch
DATE
March 31, 1982
STREET & NUMBER
Division of Archives and History, 109 E. Jones Street
TELEPHONE
1-919-733-6545
CITY OR TOWN
Raleigh
STATE
North Carolina
**DESCRIPTION**

The Atlantic Coast Line Railroad Station was built of brick in 1911, the third railroad station to stand at the northeast corner of Hay and Hillsborough streets. It exhibits a Dutch Colonial Revival style which is unique in Fayetteville's downtown commercial architecture.

The rectangular main block of the structure is interrupted by only a small office which projects from the west wall and a series of narrow rooms which project from the east wall. The front face (south end) is laid in Flemish bond with a two-step brick shelf differentiating the wall and what would be a foundation/water table combination. The centrally-located front entrance, approached by four concrete steps, was originally covered by a projecting tin roof with a slight hip. This roof is now absent and the entrance unprotected. A wide door now set in the jamb is a replacement, but the transom which bears a double union jack motif remains. A heavy, bracketed lintel surmounts the door frame, as do others on windows and doors throughout the structure. Flanking the front entrance are single sash windows (left: 2/2 lights; right: 2/1 lights) with the previously described lintels atop. Against the face of the wall just above the first-story level are markers which identify the station as serving the Seaboard CoastLine Railroad and Amtrak. Above this, just below the gambrel roof peak is a fanlight with decorative spider-web tracery; separating this from a pilaster-flanked double union jack window is a heavy, entablature-like molding. The gambrel roof terminates in exaggerated returns. Corners of the walls beneath the returns bear contrasting color bricks placed to resemble quoins.

The center of activity takes place on the west side. The familiar 2/2 sash windows with lintels are found scattered liberally throughout this side of the structure. A two-story ticket office, which is flat roofed and surmounted by a deteriorating balustrade with the familiar union jack motif on the railings as well as cannonballs at the corners, juts out from the main block. For protection, a gable cover spans the open space from the office area to a sturdily-braced passenger and freight canopy which, in turn, extends 1/10th of a mile northward along the main tracks. Just beyond the office is a small gambrel grace with a rounded, keystone-topped louvered vent set into the main roofline. The main roof is covered with slate and has a boxed cornice running its length.

The north end of the structure echoes the front facade with regard to a centrally-placed entrance, flanking sash windows, and a surmounting fanlight window. The east side shares features with the rest of the main block but has three additional distinguishing features: a well-fenestrated one-story projection topped by a balustrade near the south end; a chimney with part of its face exposed; and a rough door (leading to the baggage section) with an expansive hipped hood above. At ground level are hopper basement windows and a coal bin chute.

The interior of the station was originally divided into waiting rooms, a mail room, and a baggage room. These interior spaces are intact and the waiting room still contains its original wooden benches.
Atlantic Coast Line Railroad Station, built in 1911 at the corner of Hay and Hillsborough streets, exhibits the commercial Dutch Colonial Revival style unique to Fayetteville's downtown architectural landscape. The line which the station served was not new to Fayetteville in 1911; instead, it had come through Fayetteville as the Wilmington and Weldon Railroad in 1885 and through various mergers and consolidations was absorbed into the newly formed Atlantic Coast Line in 1900. This major railway system, which served mainly the southern and middle Atlantic seaboard states, served early twentieth-century Fayetteville by providing trade and transportation routes for freight, mail, and passengers. This provided for a stable local economy by servicing and encouraging the local textile industry as well as various other industrial, commercial, and agricultural enterprises.

CRITERIA ASSESSMENT

A. The Atlantic Coast Line Railroad contributed to early twentieth century prosperity in Fayetteville by providing trade linkups with major cities of the northern and southern seaboard states and by stimulating local industrial and commercial enterprises through improved transportation services.

B. Robustly ornamented, the Atlantic Coast Line Railroad Station stands as the sole non-residential example of Dutch Colonial Revival architecture in Fayetteville.
The land at the northeast corner of Hay and Hillsborough streets was included in a six parcel package deeded by J.H. Lutterloh, etux, to the Wilmington and Weldon Railroad Company in 1885.\textsuperscript{1} Originally linking the coastal city of Wilmington with the northern North Carolina city of Weldon on the Roanoke River, the railroad built an extension through Fayetteville between 1885 and 1892 to create a more direct north-south route.\textsuperscript{2} Fayetteville was thus served by a major trunk line which connected at Weldon with Virginia lines; by 1900, the Wilmington and Weldon became even more important when it consolidated into the Atlantic Coast Line Railroad.\textsuperscript{3} The latter, with all of its branches and subsidiaries, served cities as remote from each other as Boston and New Orleans. Basically, however, the Atlantic Coast Line served the southern states and thus became known as the "Standard Railroad of the South".\textsuperscript{4}

Its presence in Fayetteville had a strong impact. A station at Hay and Hillsborough appears on the 1891 Sanborn Map; it is labeled "Wilson and Florence Railroad" which was--judging by period train schedules--a directional indication on the Wilmington and Weldon line.\textsuperscript{5} A frame station was added to it by 1896, and by 1901 the first disappeared. The ornamented frame passenger station, together with its freight house and long platforms, served the railroad until 1911 when the present station was built. The Atlantic Coast Line took charge of the new construction, for it had come into ownership of the Wilmington and Weldon in 1900. The new station consisted of large passenger waiting rooms, a mail room, baggage rooms, extensive platforms and shelters, and separate freight and warehouses.\textsuperscript{6}

The economic benefits of the Atlantic Coast Line's presence were significant. Improvement of transportation services along with the re-establishment of commercial enterprises, mills, and farms, accelerated Fayetteville's emergence from severe post-Civil War economic depression. But as long as the Atlantic Coast Line remained a "loose association of roads paralleling the coast from Wilmington, N.C., to Washington, D.C.," as it was in the late nineteenth century, it was less suitable for carrying freight from station to station than for carrying passengers and mail.\textsuperscript{7} With mergers, consolidations, and the establishing of new and improved lines, the railroad's freight service improved. This is borne out by reference to the diversified

\section*{9 MAJOR BIBLIOGRAPHICAL REFERENCES}

Please see continuation sheet

\section*{10 GEOGRAPHICAL DATA}

\begin{tabular}{|l|l|l|l|l|}
\hline
\textbf{ACREAGE OF NOMINATED PROPERTY} & \textbf{Four acres} \\
\hline
\textbf{UTM REFERENCES} & & & & \\
\hline
\textbf{Zone Easting} & 38,8,0,9,9,0 & & & \\
\hline
\textbf{Zone Northing} & & & & \\
\hline
\textbf{Zone Northing} & & & & \\
\hline
\textbf{VERBAL BOUNDARY DESCRIPTION} & & & & \\
\hline
\end{tabular}

Part of Lot 1, Block C, Map 78-2-3-1 and part of Block A, Map 78-2-3-3, Cross Creek Township, as outlined in red on maps (boundaries also marked on Map 78-2-3.) See map section.
Uses for the 1911 Atlantic Coast Line Station: it had facilities for passengers, mail, and freight. Indeed, a sophisticated rail yard "full of tracks" off Winslow and Rankin streets consisted of an additional freight depot (this one with a monitor roof), a turntable with radiating holding tracks, and tool and bunk houses. Area commercial, agricultural and industrial enterprises (like those who supplied the nearby "cotton platforms") stood to benefit from the improved transportation services, and together contributed to a stable local economy.

Today, the station built at the corner of Hay and Hillsborough streets on the old Lutterloh land stands as a reminder of the contribution that the railroad made to turn-of-the-century Fayetteville. Although many appurtenant features and support structures have been demolished, the sturdy brick passenger station—now home for the Seaboard Coast Line (product of a 1967 Seaboard Air Line and Atlantic Coast Line merger)—remains in operation.
Reference Notes:


2Richard E. Prince, Atlantic Coast Line Railroad: Steam Locomotives Ships and History (Green River, Wyoming: By the Author, 1966), 13, hereinafter cited as Prince, ACL.

3Cumberland County Deeds, Book III, Page 312; Prince, ACL, 13.

4Prince, ACL, 5.

5See advertisement section of the Fayetteville Observer, 5 January 1899 for schedules.


8Detail of area shows up on the Sanborn Insurance Maps: 1923, 1930.

Cumberland County Records: Deeds.

Fayetteville Observer. 5 January 1899.


