

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

historic name (former) Atlantic and North Carolina Railroad Freight Depot
other names/site number _____

2. Location

Southwest side Blount Street between North
street & number Queen and North McLewan streets N/A not for publication
city, town Kinston N/A vicinity
state North Carolina code NC county Lenoir code 107 zip code 28501

3. Classification

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

Name of related multiple property listing:
Historic & Architectural Resources
of Kinston, N. C.

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

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

William S. Rain, Jr. 9-12-89
Signature of certifying official Date

State or Federal agency and bureau _____

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

Signature of commenting or other official _____ Date _____

State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

TRANSPORTATION: rail-related

Current Functions (enter categories from instructions)

Other: storage for local government agency

7. Description

Architectural Classification

(enter categories from instructions)

Other: Industrial Romanesque

Materials (enter categories from instructions)

foundation Brickwalls Brick

roof Metal: tinother WoodConcrete

Describe present and historic physical appearance.

Built in 1900 in an area of Kinston, North Carolina, bounded by North Queen, North McLewean and Blount streets, the (former) Atlantic and North Carolina Railroad Freight Depot is a large, handsome and relatively intact early 20th century brick railroad building. At the time of the depot's construction, the area was characterized by a mix of residential, commercial and light industrial uses with heavy passenger and freight traffic along the rail lines. Today, the area is largely commercial in character, with limited freight traffic passing through.

Sited along a northwest-southeast axis parallel to the original railroad bed, the 40 by 225 foot freight depot follows the slight curve of the tracks as they turn southward between Queen and McLewean streets, cutting diagonally through the block. The main tracks run the length of the northeast side of the depot while sidings border the southwest elevation. Beyond the tracks are parking lots.

The exterior of the masonry building is faced with tan brick in a one-to-eight common bond. A standing seam tin gable roof with a monitor surmounts the depot. The main roof has broad eaves. Board-and-batten panels separate two-pane windows in the clerestory.

A triangular raised concrete platform with loading ramp extends approximately thirty feet from the three-bay northwest elevation, which is the principal facade. A flat metal roof supported by steel posts shelters this platform. Brick pilasters define the three bays on both the northwest and southeast elevations; a corbelled stringcourse links the pilasters at the roofline. The central bays have large round-arched openings with two-course header surrounds and double sliding doors of vertical tongue and groove boards with center triple bead. In each gable end is a circular opening with header brick surround. Below this opening in the main (northwest) facade is a painted stencilled panel with the following inscription: "ATLANTIC & EAST CAROLINA RAILWAY Co. FREIGHT STATION."

The slightly curving northeast elevation has eleven freight bays alternating with twelve recessed panels defined by brick pilasters and

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(former) Atlantic and North Carolina Railroad Freight Depot
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topped by a corbelled stringcourse. The freight bays have identical treatments as those on the narrow elevations. Three of the bays have raised concrete loading docks. A narrow concrete platform extends the length of the southwest elevation. The eight easternmost bays on this elevation are identical to those on the northeast elevation, while the three west bays are narrower and are partially bricked up with windows serving the office. Between these two groups are two of the larger openings, also partially bricked in with windows added for the office.

The interior of the depot consists of an expansive open storage area with an administrative office in the southwest corner. The current appearance of this simple frame office dates from a 1960s remodelling. The interior walls are of one-to-five common bond brick, and the floor retains most of its original wide pine planks. On the northeast elevation is the original metal freight scales with Doric columns supporting the cross piece.

The distinctive feature of the interior is its exposed truss system which is a variation of a standard timberframe king-post truss, in contrast with the Howe truss system usually employed for monitor roofs. Here, the principals are not roof rafters but separate members of the truss, they do not extend fully to the apex or ridgeboard, and they are notched both for the purlins and for the monitor frame. Two members make up the tie beam and the king-post extends through the overlap; each truss unit has two braces.

Currently sub-let to the Kinston Housing Authority for storage, the depot is being rehabilitated by that agency. Necessary repairs are being undertaken, missing elements are being reproduced to match the originals, a simple wrought-iron railing is being installed on the platform to meet code requirements, and non-brick elements are being painted in complementary colors.

8. Statement of Significance

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

nationally statewide locally

Applicable National Register Criteria A B C D

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

Areas of Significance (enter categories from instructions)

Architecture

 Transportation

Period of Significance

1900-1920

Significant Dates

1900

 1904

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

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

The (former) Atlantic & North Carolina Railroad Freight Depot is significant in the history of Kinston, North Carolina, as an essentially intact example of a large brick turn-of-the-century railroad-related building. It is also the last surviving early building in Kinston associated with the expanding railroad network which played such a vital role in the development of the city and the entire state in the second half of the 19th century and the first three decades of the 20th century. The depot was built during a period of significant growth and prosperity in Kinston's history. The decade of the 1890s saw the establishment of several industries which were to have a major impact on the local economy. Among these were two textile mills, the city's first entries in this important North Carolina industry. But of more consequence for Kinston was the introduction of tobacco culture; the raising, sale, initial processing and shipping of tobacco soon became the dominant component of the economy of the town and county. With Kinston already established as a major trading center for eastern North Carolina, there was a strong need for a larger railroad freight facility than the small and deteriorated buildings in use in the latter years of the 19th century. This local need accorded with the broader movement in the state to improve freight service. At the time of the freight depot's construction, numerous substantial industrial and commercial building projects were underway throughout the growing city. Many of these buildings, including the early 20th century Flemish style passenger depot and particularly those associated with the tobacco industry, have been demolished, while others have been substantially altered. The freight depot survives as one of a small number of largely intact industrial and commercial buildings of this period and as the principal surviving building associated with the railroad network which was so important to Kinston's growth and development. Its associated historical context is Kinston's Era of Accelerating Prosperity, 1890-1941, and it is a member of the property type Late 19th/Early 20th Century Commercial and Industrial Buildings.

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(former) Atlantic & North Carolina Railroad Freight Depot

Section number 8. Page 8.1Historical Background

At their forty-fifth annual meeting in September 1899, the stockholders of the Atlantic and North Carolina Railroad observed that warehouses along the line were not sufficient to handle the increasing freight traffic [45th Annual Meeting]. By the 1890s, North Carolina was undergoing rapid industrialization, lead by textile, tobacco and furniture interests. The state's farms were producing much of the raw materials used in these industries, and the need was great for an improved rail network to transport these materials to the manufacturing plants and the finished goods to markets within the state and beyond its borders.

During the 1880s, farmers had complained of the poor service afforded them by the railroads, particularly of excessive freight charges and lack of adequate facilities at the rail stops. After much agitation on the part of farmers and "a veritable agrarian revolt in 1890," the legislature in 1891 created a state railroad commission to regulate certain aspects of railroad operations. A Corporation Commission replaced the railroad commission in 1899; the new group was empowered to supervise railroads, banks, telegraph and telephone companies, street railways and express companies. After 1900 this commission gained further powers, among them, ". . . to require the adjustment of train schedules, to order the provision of adequate warehouses, and to promote improved handling of freight" [Lefler and Newsome, pp. 546-547, 559, and 587].

When the new president of the Atlantic and North Carolina Railroad, James A. Bryan, took office after the 1899 stockholders' meeting, he ordered a thorough examination of the road and its facilities. It was found to be ". . . in such a dilapidated and worn out condition, that we were unwilling to assume its management . . ." until the Board of Internal Improvements certified the examination [46th Annual Meeting]. The examiners found the Kinston warehouse facilities to be in poor condition and inadequate for the amount of traffic which was passing through the town. The company ordered the construction of a new brick warehouse to be 220 feet long by 40 feet wide with a height of 18 feet from floor to joist. It was believed that, "This house will give ample accommodation for years to come, and not only add to the convenience of shippers, but to the receipts of the company also" [46th Annual Meeting].

The 47th report (1901) of the Atlantic and North Carolina Railroad informed the stockholders of the completion of the freight depot at

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Kinston at a cost of \$6,844 and boasted of the increased traffic on the line between New Bern and Goldsboro [47th Annual Meeting]. Two years later, in 1903, the stockholders voted to lease the road even though freight earnings had increased substantially during the period [47th and 49th Annual Meetings]. The Howland Improvement Company of Asheville leased the road, including depots, in 1904 for a period of 94 years and 4 months. Operating as the Atlantic and North Carolina Company, Howland was leased in 1907 to the Norfolk and Southern Railroad which reorganized in 1910 as the Norfolk Southern Railroad. The Atlantic and North Carolina board of directors cancelled the lease of the Norfolk Southern in 1934 because of that company's financial difficulties. In August 1939, the Atlantic and North Carolina entered an arrangement with the Atlantic and East Carolina Railway Company which eventually resulted in the leasing of the line to Southern Railway until December 1994. This is the same closing date of the lease of the North Carolina Rail Road by Southern [52nd, 53rd, 54th and 56th Annual Meetings; and "Report," p. 5].

Although Southern Railway retains the lease of the Kinston freight depot until 1994, it no longer uses the building as a freight warehouse. In 1989, the Kinston Housing Authority negotiated a sub-lease of the building for use as storage for non-combustible materials. This agency has undertaken a rehabilitation of the building [Paylor interview]. Because the depot continued in service by Southern until the 1980s, it has remained in good repair and substantially intact.

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MAJOR BIBLIOGRAPHICAL REFERENCES

Kilpatrick, Jeff. Kinston, North Carolina. Martha Dreyer interview, 8 May 1985. Mr. Kilpatrick retired after serving thirty-eight years as Kinston's freight agent.

Paylor, Roland. Kinston Housing Authority, Kinston, North Carolina. Allison Black interview, 12 April 1989.

Proceedings of the Annual Meetings of the Stockholders of the Atlantic and North Carolina Railroad Company. New Bern, North Carolina. 45th: 28 September, 1899. 46th: 27 September 1900. 47th: 26 September 1901. 49th: 24 September 1903. 52nd: 27 September 1906. 53rd: 8 August 1907. 54th: 13 August 1908. 56th: 3 August 1910.

For general works, see Major Bibliographical References for Historic and Architectural Resources of Kinston, North Carolina

9. Major Bibliographical References

Previous documentation on file (NPS):

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

See continuation sheet

Primary location of additional data:

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

Specify repository: _____

10. Geographical Data

Acreage of property less than 1

UTM References

A 18 26152810 39050710
 Zone Easting Northing

C _____

B _____
 Zone Easting Northing

D _____

See continuation sheet

Verbal Boundary Description

The property being nominated consists of the approximately 40 by 225 foot building itself and the concrete platforms on each elevation.

See continuation sheet

Boucnary Justification

The depot is currently leased to a privately owned railroad company which usually objects to inclusion of its right-of-way in National Register nominations of railroad properties. Therefore, only the building and its platforms and the land immediately underneath are being nominated.

See continuation sheet

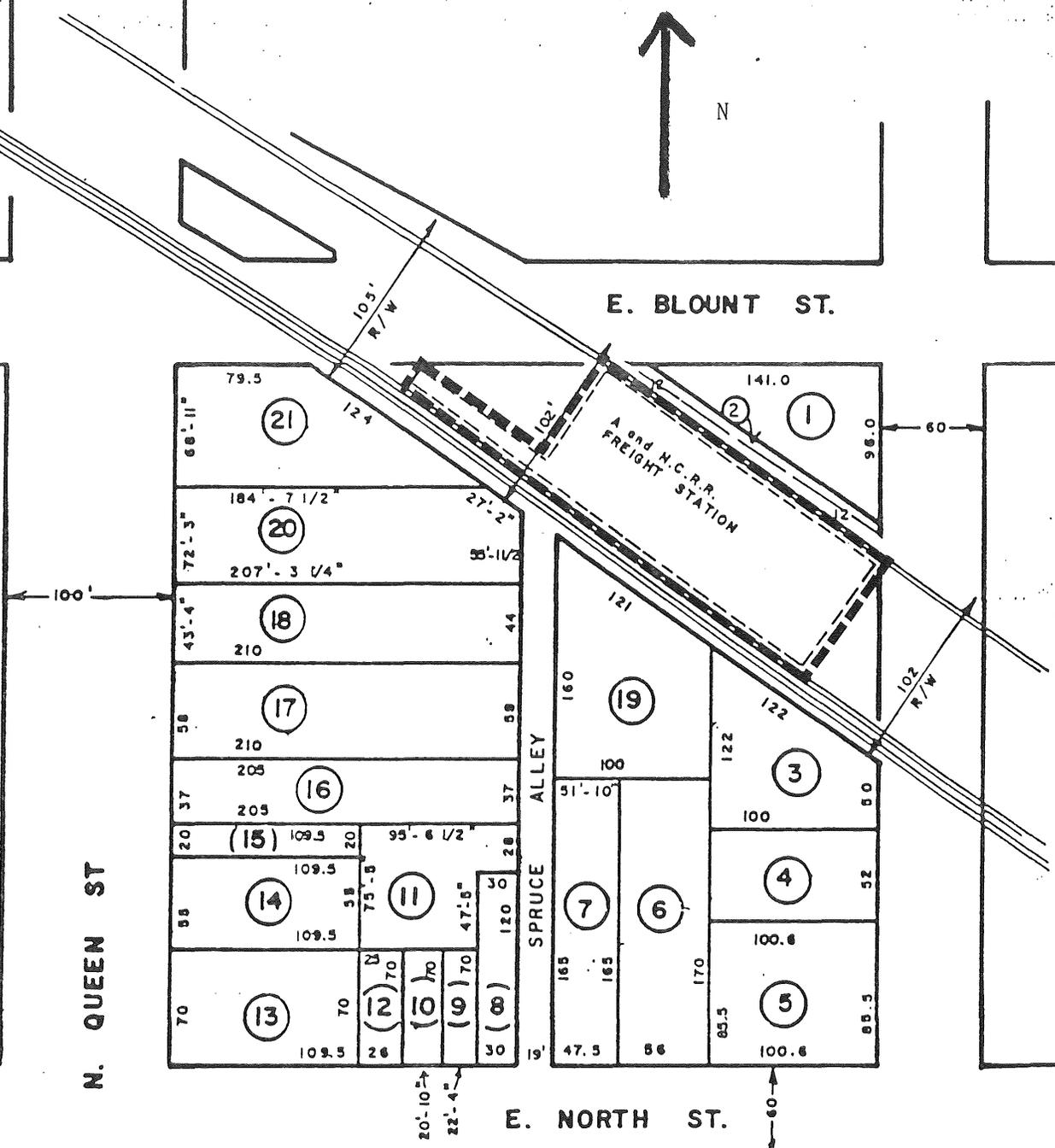
11. Form Prepared By

name/title Allison H. Black, Architectural Historian

organization Black & Black, Preservation Consultants date June 1, 1989

street & number 620 Wills Forest Street telephone 919 828-4616

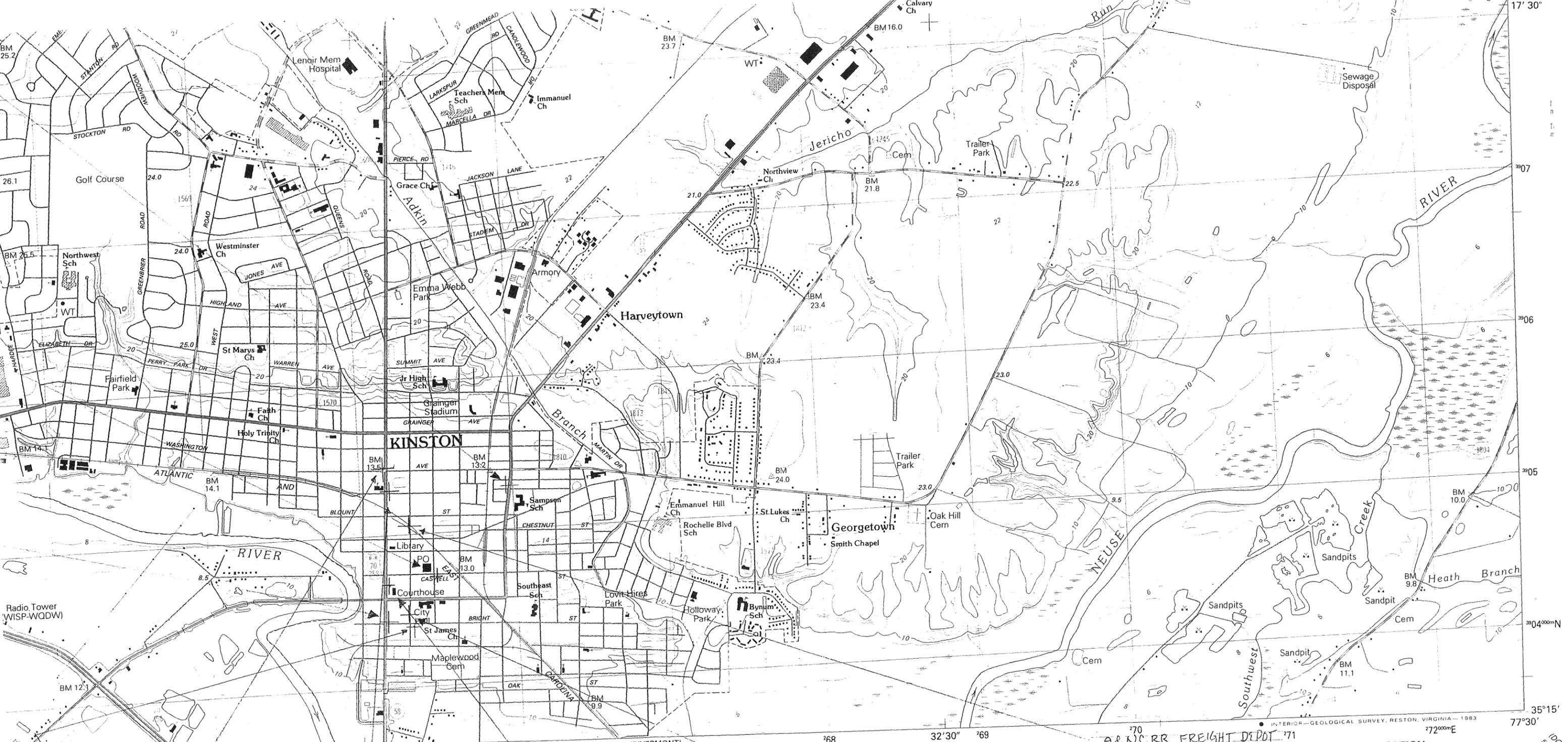
city or town Raleigh state NC zip code 27605



(former)
 Atlantic and North Carolina Railroad
 Freight Depot
 SW side Blount St. between N. Queen and
 N. McLewan streets
 Kinston, N. C.

Lenoir County Tax Map #9
 1" = 100'

[Note: Broken line does not show precise boundaries. For exact boundaries, see verbal boundary description.]



Radio Tower (WISP-WQDW)
 UTM GRID AND 1983 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET
 71 1/2° 133 MILS
 1° 29' 26 MILS
 B.W. CANADY HSE, E 265160 N 3905440
 HOTEL KINSTON E 265190 N 3905290
 BLALOCK HOUSE E 265310 N 3904400
 SCALE 1:24 000
 BAPTIST PARSONAGE-ARCH BELL HSE, E 265280 N 3904480
 A&N CRR FREIGHT DEPOT 271 E 265280 N 3905070
 (RIVERMONT) 5454 II NE
 CONTOUR INTERVAL 2 METERS
 NATIONAL GEODETIC VERTICAL DATUM OF 1929
 CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
 OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER
 THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
 FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST
 (FORMER) KINSTON FIRE STATION/CITY HALL
 E 265160 N 3904670
 ROAD CLASSIFICATION
 Primary highway, hard surface
 Secondary highway, hard surface
 Light-duty road, hard or improved surface ..
 Unimproved road ..
 Interstate Route U. S. Route State Route
 QUADRANGLE LOCATION
 CONTOURS AND ELEVATIONS IN METERS
 KINSTON, N. C.
 SE 1/4 KINSTON 15' QUADRANGLE
 N3515 - W7730/7.5
 1983
 DMA 5454 I SE - SERIES V842

