

United States Department of the Interior
Heritage Conservation and Recreation Service

For HCRS use only

National Register of Historic Places
Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Seaboard Air Line Railroad Passenger Station

and/or common

2. Location

street & number 1000 North Tryon Street ___ not for publication

city, town Charlotte ___ vicinity of congressional district Ninth

state North Carolina code 37 county Mecklenburg code 119

3. Classification

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

4. Owner of Property

name Seaboard Coast Line Railroad Company

street & number 3600 West Broad Street

city, town Richmond ___ vicinity of state Virginia 23219

5. Location of Legal Description

courthouse, registry of deeds, etc. Mecklenburg County Courthouse (Deed Book 7, Page 232)

street & number

city, town Charlotte, state North Carolina

6. Representation in Existing Surveys

title has this property been determined eligible? yes no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Seaboard Passenger Station, located at 1000 North Tryon Street, stands on the cul-de-sac of East 13th Street. The depot's northeast facade faces the railroad tracks while its northwest side overlooks Tryon Street. The southwest side is bounded by the termination of East 13th Street and a concrete retaining wall erected in 1917; the southeast facade overlooks the street and an ample parking area.

Despite renovations in the 1916-1917 period the present pink stucco station with the exception of one story extensions shows relatively little alteration. The track facade is characterized by an asymmetrical arrangement of fenestration and entranceways which reflect the various original functions of the interior spaces including projecting ticket agents office and two waiting rooms designated "white" and "colored." Dominating the original central portion is a projecting central bay. However, the crowning 1896 turret is gone and original quoining remains only on the second story the lower corners having been removed for the flanking additions. The 1917 extensions to the two-story central section are one story. It appears that the 1896 baggage room was demolished to make room for the southern oriented addition.

A dark red tapestry brick veneer runs along all sides of the station. This brickwork was apparently added during the 1917 remodeling to unify the sections of the station and to protect the pink stucco walls. The remainder of the exterior is finished with original kellastone (pebbledash) granite stucco over a brick base. Quoining with a smooth kellastone finish was employed for the corners of the two extensions and extends down to the brick veneer. Metal guards painted green protect all lower corners of the station.

The roofs of both the central station and extensions are hipped, have wide eaves and are of red transite asbestos shingles laid in a diamond pattern. Roof edges are covered with pieces of turned terra cotta. However, the original roof was slate.

The most striking feature of the structure is the wide umbrella shed. This shed continues the roofs of the 1917 extensions and projects from an area between the original building's first and second stories. The shed extends 300 feet along the trackside and is supported by fifteen cast iron columns set into concrete paving blocks; one of the straight shafts bears the words "Greenville Iron Works, Greenville S.C." A cross beam running the length of the shed supports a black heat conveying pipe which originates from a trackside furnace shed on the southeast side of the station. The upper sections of alternating cast iron support have openings to accommodate a drainage system. Drain pipes running from roof gutters inserted into these openings at one time; rain water was therefore directed down through the hollow shafts into a ground drainage system instead of flowing over the edges of the umbrella shed.

The functions of the rooms in the 1896 station remained the same in the 1917 addition; these spaces were merely enlarged and the personal facilities expanded. The 1917 ground floor plan shows the ticket agent's office in the center of the building with the 40' by 27' "White" waiting room to the northwest. The northwest addition also included a portion of the waiting room, a mens' smoke room and a womens' restroom, both with facilities. The 29' by 27' "Colored" waiting room was situated on the opposite side of the agent's office. The southeast addition contained an office, locker space, facilities for men and women, and a baggage room. All floors are of red tile throughout; ceilings are of running board.

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The only surviving pre-1900 railroad passenger station in the state's major metropolitan center, the Tryon Street depot and its site represent a railroad legacy dating well back into the mid-nineteenth century. The initial railroad passenger terminal on the property was built in 1858 by the Wilmington, Charlotte, and Rutherfordton Railroad Company, a facility serving as the eastern terminus of a thirty-one mile line from Charlotte to Lincolnton.¹ However, on May 17, 1873 the Carolina Central Railroad Company acquired the right-of-way and undertook the task of completing a continuous track from Wilmington, N.C. to Rutherfordton. The terminal on North Tryon Street now provided access to the major east-west passenger line in Charlotte. On August 1, 1893, the Carolina Central, joined with several other railroad lines in forming the Seaboard Air Line.² This new conglomerate saw fit to improve the Charlotte terminal adding a ticket office and additional waiting rooms.

However, this initial passenger terminal, a narrow two-story structure with a tin roof, completely burned on the night of February 11, 1895.⁴ As a temporary measure, the Seaboard Airline enclosed the passenger shed for use as an interim facility.⁵ Yet from the onset, the Seaboard Airline planned to build a new and more imposing edifice and on July 28, 1895, the local press announced that the architect of the new terminal would be Charles Christian Hook.⁶

C. C. Hook (1870-1938) occupied a place of importance in the architectural history of the city. A native of Wheeling, W. Va., and graduate of Washington University, he moved to the Mecklenburg County community in 1891 to teach in the Charlotte Graded School.⁷ Most of his early commissions were for structures in Dilworth, the streetcar suburb opened by the Charlotte Consolidated Construction Company (the Four C's) on May 20, 1891.⁸ His major works, included the Charlotte City Hall, the Charlotte Woman's Club and White Oaks or the James B. Duke Mansion on Hermitage Road.⁹

Construction of the new passenger depot begun in December 1895 by local contractor W. C. Williams¹⁰ coincided with the construction of many other much needed public facilities in the area. For Charlotte was growing steadily during the late 1880s and into the 1890s. The city along with private enterprise launched many public works projects. Telephone lines were erected and telephones installed; electric powered street cars appeared on public thoroughfares; new city and county buildings and a new post office building were erected--all heralding Charlotte's emergence into a position of leadership among cities of the Carolinas and attainment of a topmost rank among southeastern municipalities. In the early days of this non-stop boom, the railroads were central--several including the Norfolk & Southern were especially active in acquiring sites for Charlotte's industrial expansion and in attracting new industry.¹¹

On June 16, 1896, the Seaboard Air Line officially opened its new Tryon Street passenger facility,¹² a two-story brick structure 40 feet wide and 120 feet long.¹³ The Charlotte Observer hailed the new depot as "a credit to the road and city."¹⁴

However, in order to keep up with the city's expanding urban needs, major renovation at a cost of \$22,000 occurred in the 1916-1917 period.¹⁵ Although A. M. Walkup, Inc., of Richmond, Va., carried out the Seaboard directive to tear out the end walls and extend the original building on either side with one story additions, Hook's 1896 central terminal design still constituted the major portion of the new station.

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Continuation sheet

Significance

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However, the advent of the automobile era eventually eroded the popularity of trains as a means of inter-city transportation. The last train from Charlotte to Rutherfordton departed in December, 1950 and the final eastbound train left the station on November 3, 1958. Thereafter, the structure served as a yard office for the Seaboard Air Line, later the Seaboard Coast Line Railroad. Today it continues to serve this function.¹⁶

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¹ Daily Charlotte Observer, (February 12, 1895), p. 4.

²

Charlotte Railroads Seaboard, "a folder in the vertical files of the Carolina Room of the Charlotte Mecklenburg Public Library." Hereafter cited as Seaboard.

³

Daily Charlotte Observer, (February 12, 1895), p. 4.

⁴

Ibid.

⁵

Daily Charlotte Observer, (February 14, 1895), p. 4.

⁶

Daily Charlotte Observer, (July 28, 1895), p. 6.

⁷

The Charlotte News, (September 17, 1938), p. 12.

⁸

The Charlotte News, (May 20, 1891), p. 1.

⁹

Jack O. Boyte & Dan L. Morrill, "A Survey and Research Report on Lynwood for the Charlotte-Mecklenburg Historic Properties Commission," (January 5, 1977); "A Survey and Research Report on the Mecklenburg County Courthouse for the Charlotte Mecklenburg Historic Properties Commission," (April 5, 1977); and Ruth Little-Stokes and Dr. Dan L. Morrill, "A Survey and Research Report on the Clubhouse of the Charlotte Woman's Club," (April 1, 1978).

¹⁰

Daily Charlotte Observer (November 23, 1895), p. 4; Daily Charlotte Observer (January 1, 1896), p. 1.

¹¹

LeGette Blythe and Charles Raven Brockmann, Hornets' Nest: The Story of Charlotte and Mecklenburg County, (Charlotte, NC, 1961), pp. 126, and 263.

¹²

Daily Charlotte Observer (June 17, 1896), p. 1.

¹³

Daily Charlotte Observer (July 28, 1895), p. 6.

¹⁴

Daily Charlotte Observer (June 17, 1896), p. 1.

¹⁵

Sally McMillen, "The Seaboard Passenger Station," an unpublished manuscript in the vertical files of the Charlotte-Mecklenburg Public Library.

¹⁶

Seaboard.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1896, 1917

Builder/Architect Charles Christian Hook

Statement of Significance (in one paragraph)

The Tryon Street passenger station is significant to the development of Charlotte at the turn-of-the-century, a period when the state's major city began to emerge as a predominant urban center. As early as the mid-nineteenth century, the railroad was particularly important to the urban development of the Charlotte-Mecklenburg area. However, this depot is the only pre-1900 railroad structure to survive the city's rapid twentieth century expansion. Moreover, the building is a solid representative example of the work of architect Charles Christian Hook, who played a preeminent role in the early twentieth century architectural development of the budding regional center.

Criteria Assessment:

- A. Associated with the turn-of-the-century development of Charlotte and the increasing urbanization and prosperity of the state's major metropolitan center. The station is typical of the many public works projects supporting and enhancing the city's intense urbanization which began in the late nineteenth/early twentieth century period. Moreover, the Tryon Street Station is the only surviving nineteenth century railroad structure in the metropolitan area.
- C. Embodies distinctive characteristics of one of the city's earliest architects, Charles Christian Hook, designer of other notable Queen City structures of the prosperous early twentieth century period including the Charlotte City Hall, Charlotte Woman's Club and the James B. Duke mansion. Despite major renovations in the 1916-1917 period, the station still displays the solid, simple classicism characteristic of Hook's work.

9. Major Bibliographical References

Blythe, LeGette and Brockmann, Charles Raven, Hornets' Nest: The Story of Charlotte and Mecklenburg County, (Charlotte, NC, 1961) pp. 126 and 263.

The Charlotte News.

Daily Charlotte Observer.

10. Geographical Data

Acreeage of nominated property approx. one acre

Quadrangle name Charlotte, East

Quadrangle scale 1:24,000

UMT References

A

1	4	7
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5	1	1	5	2	1	0	1	0
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3	1	8	9	1	8	8	1	0	1	0
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Zone Easting Northing

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Zone Easting Northing

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Verbal boundary description and justification

The Seaboard Passenger Station is located at the end of East 13th Street and is bounded by the railroad tracks on the NE and Tryon Street on the NW.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code

state	code	county	code

11. Form Prepared By

name/title Kathleen P. Southern from a report prepared by the Charlotte-Mecklenburg Historic Properties Commission.

Division of Archives and History

organization Archaeology and Historic Preservation

date June, 1980

Survey and Planning Branch

street & number 109 East Jones Street

telephone (919) 733-6545

city or town Raleigh,

state North Carolina 27611

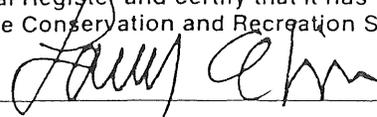
12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature



title State Historic Preservation Officer

date August 8, 1980

For HCERS use-only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

Return to file

ADD. BY SW
(PAW CREEK)

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

30° 52' 30"
35° 15'

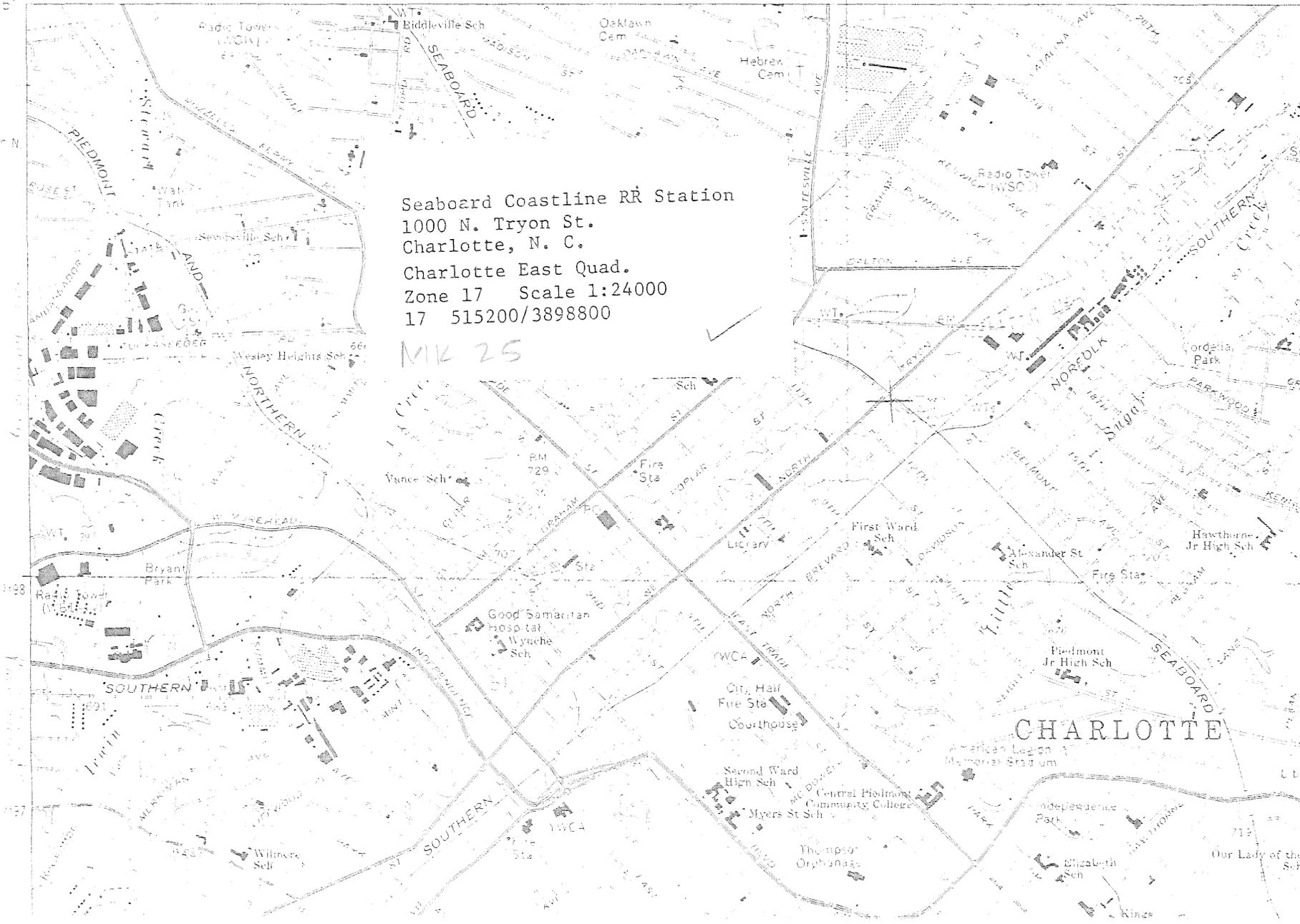
13 00000 E

14

15 50'

16

3900000 N



Seaboard Coastline RR Station
1000 N. Tryon St.
Charlotte, N. C.
Charlotte East Quad.
Zone 17 Scale 1:24000
17 515200/3898800

MK 25

1498

1497

CHARLOTTE

