

State of North Carolina
Division of Archives and History

38

Sampson COUNTY

INDIVIDUAL PROPERTY FORM FOR

Garland QUAD

MULTIPLE RESOURCE OR THEMATIC NOMINATION

1 NAME

HISTORIC

~~Clinton Depot~~
AND/OR COMMON

2 LOCATION

STREET & NUMBER

West Elizabeth Street

— NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

CITY, TOWN
Clinton

— VICINITY OF
CODE

STATE

North Carolina

CODE

037

COUNTY

Sampson

CODE

163

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 checked="" 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 checked="" 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 type="checkbox"/> TRANSPORTATION
	N/A	<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME

Mr. Lindsay Peterson

STREET & NUMBER

CITY, TOWN

Clinton

— VICINITY OF

STATE
North Carolina 28328

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Sampson County Register of Deeds

STREET & NUMBER

Sampson County Courthouse

CITY, TOWN

Clinton

STATE
North Carolina 28328

6 FORM PREPARED BY

NAME / TITLE

Thomas Butchko

Jim Sumner, Researcher

ORGANIZATION

Survey & Planning Branch

Research Branch

DATE

June 11, 1985

STREET & NUMBER

109 East Jones Street

TELEPHONE

(919) 733-6545

CITY OR TOWN

Raleigh

STATE

NC 27611

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input 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

Erected between November 1915 and January 1926 according to the Sanborn Insurance Maps, the Clinton Depot and Freight Station served for both passenger travel and freight shipment on the Atlantic Coast Line Railroad. The structure consists of three sections: the passenger depot, the enclosed freight station and the open platform. The common bond brick depot section follows the standard plan for a depot in the South, with dual waiting rooms and facilities for the segregated races adjoining the common ticket area. At the rear, southeast, of the passenger station is the enclosed freight section, built of brick similar to the depot. Behind this is an open, but covered platform. The entire length of the structure is 327 feet, of which only the 42 feet on the northwest constitutes the passenger section. There is no pull through or turn-around for the train; trains always backed into Clinton and pulled out frontward. Located on the outskirts of old downtown in the former warehouse area - of which little remains, the Depot has been vacant, except for various storage purposes for a number of years. The present owners plan to convert the depot to a sandwich shop and speciality stores; construction has begun.

Sheltered under a low hip roof, the wide eaves of the common bond brick building are supported by large triangular brackets, providing protection to passengers. The passenger section, six-by-six bays, is two steps above street level, while the freight rooms are three feet. A stuccoed water table runs along all four sides of the entire structure, unifying the two sections. Large six-over-six sash have cement lintels and sills; doors to the passenger section have large, square, six-pane transoms. The handsome exterior of the passenger section, while neither ornate nor unusual, is an excellent survivor of the numerous similar depots built throughout the South during the first third of the 20th century.

The dual sections of the interior, except for two differences - the arrangement of the side doors in the ticket/baggage section and an additional door from the southwest waiting room to the tracks (presumably for the added convenience of the white travelers) - are exactly alike. It consists of three rooms - two waiting rooms oriented northwest-to-southeast and a transverse ticket/baggage room spanning the building's width. Plastered walls have wainscots of beaded board sheathing, while similar sheathing but with chamfered edges is on the ceiling - a simple, decorative molded cornice joins the two. Interior doors have transoms similar to the exterior doors. A molded surround frames all interior doors and windows.

From the east corner of the transverse ticket/baggage room, a short, recessed flight of steps rises to the large, 30 x 210 long freight section. In the center is an enclosed office. The southwest wall of the freight room is composed entirely of sliding wooden doors, allowing easy access into the adjacent railroad cars. Piercing the opposite, northeast brick wall, is a series of six sliding doors, interspaced with pairs of six-over-six windows. It is here that trucks discharged or loaded goods. The bracketed eaves of the passenger area originally continued for the length of the northeast elevation of the freight room; they were shortened and the brackets removed to accomodate taller trucks. The freight room is floored with paver bricks, which will be retained after the depot's conversion for commerical purposes. At the northwest end of the freight room is a set of floor scales - with Classical Revival columns supporting the mechanism - a very charming detail; a set of scales have been removed from the other end. The double railroad tracks, though seldomly used, stretch along the southwest side of the building.

8 SIGNIFICANCE

_____ NATIONAL _____ STATE XX LOCAL

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 checked="" type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES Unknown BUILDER/ARCHITECT Unknown

STATEMENT OF SIGNIFICANCE

The Clinton Depot and Freight Station is an important reminder of the time when the railroad was a major means of transportation in small town North Carolina. Built between 1915 and 1926, this handsome brick structure is representative of many similar stations. The Wilmington and Weldon Railroad did not arrive in Clinton until 1886 when a spur line was built from Warsaw. Being only a spur line, the railroad never achieved the dominant position in Clinton that it did in other small towns; Clinton still remained a trading center and county seat, oriented toward the central courthouse square. Nonetheless, the railroad had an important impact on Clinton after its arrival. Regular train service stopped a number of years ago. The depot, vacant except for storage use for a long time, has recently been acquired with the intention of conversion into a deli and shops.

CRITERIA ASSESSMENT

- A. The structure is integrally associated with the importance of the arrival of the railroad in Clinton, its resultant growth and the changes wrought by the decline of rail transportation.
- C. The handsome brick depot, built between 1915 and 1926, is a significant and representative example of the many similar depots built throughout the South in this period and the incorporation of all rail functions under one roof.
- D. Although no investigation has been done, the site is likely to yield archaeological information valuable to the study of early 20th century transportation.

HISTORICAL BACKGROUND

The Clinton Depot and Freight Station dates from around the time of the First World War. The depot handled both passenger and freight traffic on the Wilmington and Weldon Railroad into and out of the county seat and is the most important structure in the county relative to the railroad's heyday.

The railroad came to Sampson County fairly late. The Wilmington and Weldon passed close to Sampson County prior to the Civil War but did not actually enter the county until the 1880s. On April 1, 1887 railroad service came to Clinton, with the completion of a spur line from Warsaw. As a spur line the railroad into Clinton never achieved the volume of traffic attained by other cities. The railroad did little to change Sampson's long agricultural orientation. The railroad did, however, enable Sampson's farmers to better distribute their crops and better engage in cash farming.¹

Sanborn insurance maps show that Clinton possessed a platform depot by November of 1915. The present depot was constructed between that time and February of 1926 when the next Sanborn maps were made. It is likely that the construction occurred during the First World War when increased traffic would have mandated a more modern facility.²

The depot has been vacant for some time, with exceptions for storage. It has recently been purchased by Lindsay and Jean Peterson for conversion into shops.

¹Oscar M. Bizzell (ed.), The Heritage of Sampson County, North Carolina (Winston-Salem: Hunter Publishing Company for the Sampson County Historical Society, 1983), 152-153.

²Sanborn Insurance Maps, Clinton, North Carolina, November 1915, February 1926.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Bizzell, Oscar M., ed. The Heritage of Sampson County, North Carolina. Winston-Salem: Hunter Publishing Company, 1983.

10 GEOGRAPHICAL DATA

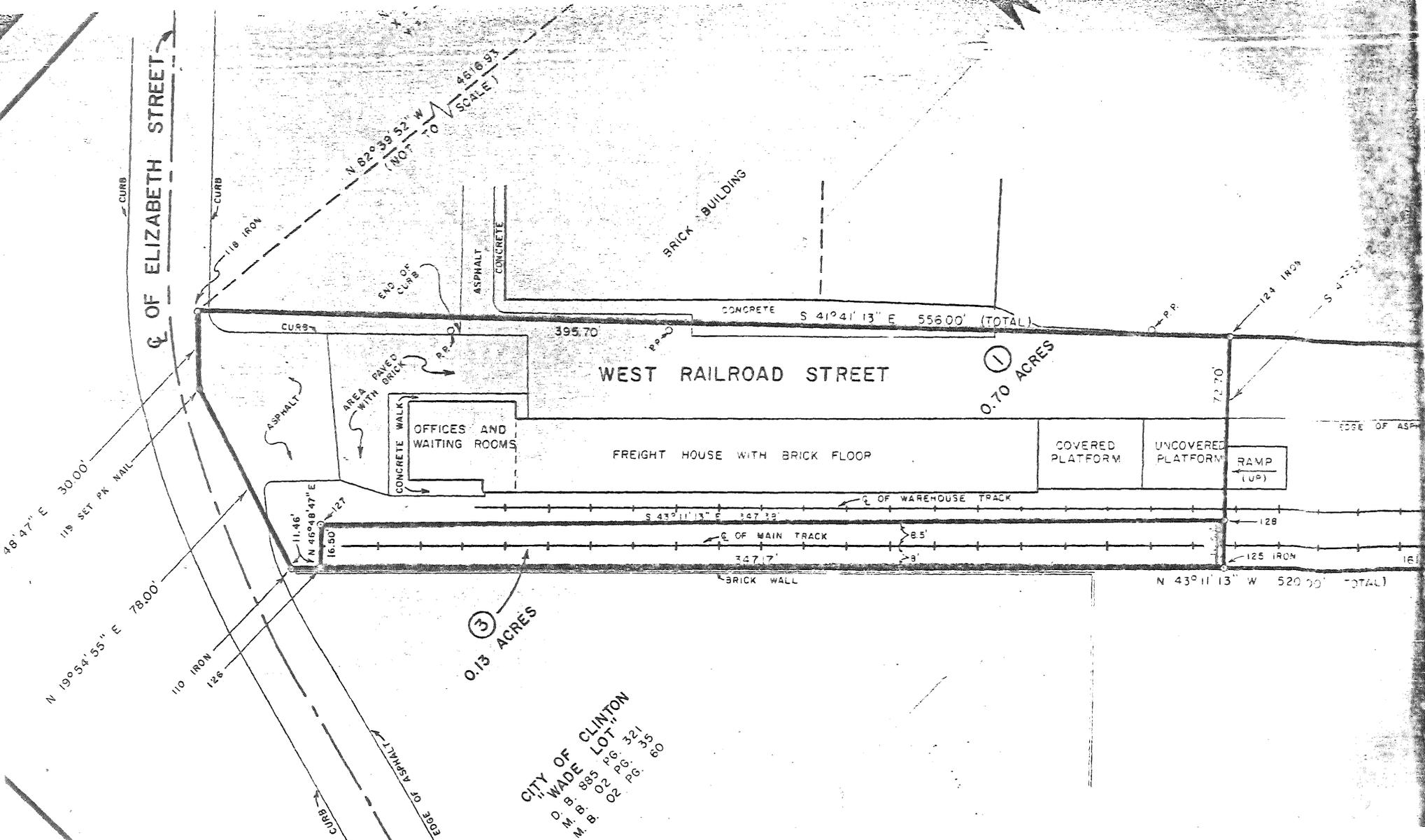
ACREAGE OF NOMINATED PROPERTY 0.83 acre

UTM REFERENCES

A	11 7	7 4 4 3 0 0	3 8 7 5 4 5 0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

The property to be nominated is parcels one and three, containing 0.83 acre, of a survey map dated 15 October 1980, this being described in the Sampson County Register of Deeds Office, Book 979, Page 767, and dated 13 August 1981. Copies of the survey map and deed are attached.



③
0.13 ACRES

CITY OF CLINTON
 WADE LOT 321
 D. B. 885 P.G. 60
 M. B. 02 P.G. 60

-Crumpler-Parker House
Garland Quadrangle
Zone 17 Scale 1"=62 500

43425/3875850

Robert Herring House
Garland Quadrangle
Zone 17 Scale 1:62 500

17 744250/3876050

GARLAND QUADRANGLE
NORTH CAROLINA
MINUTE SERIES (TOPOGRAPHIC)

748 2 220 000 FEET | 750 78°15' 35"00'

in-N. Chestnutt Sts. HD
and Coharie Quads
17 Scale 1:62 500

743875/3876275
744200/3875700
743800/3875200
743700/3876025

College Street Historic Dist.
Garland Quadrangle
Zone 17 Scale 1:62 500

A 17 745050/3875900
B 17 745350/3876075
C 17 745150/3876000
D 17 745125/3875850

Pugh-Boykin House
Garland Quadrangle
Zone 17 Scale 1:62 500

17 744075/3875800

Powell-Bethune Building
Garland Quadrangle
Zone 17 Scale 1:62 500

17 744250/3875450

L. Thomas Boykin House
and, N.C. Quadrangle
17 Scale 1:62500

7 739300/3872625
7 740575/3872175
7 740200/3871000
7 739100/3871250

Clinton Depot
Garland Quadrangle
Zone 17 Scale 1:62 500

17 744300/3875450

Fleet Matthis Farm
Garland Quadrangle
Zone 17 Scale 1:62 500

A 17 749675/3862100
B 17 749725/3861450
C 17 748225/3860875
D 17 748100/3861500

