

**North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office**

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Office of Archives and History
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March 26, 2026

MEMORANDUM

TO: Vanessa E. Patrick vepatrick@ncdot.gov
Historic Architecture Group
NC Department of Transportation

FROM: Renee Gledhill-Earley *Renee Gledhill-Earley*
Environmental Review Coordinator

SUBJECT: Historic Structures Survey Report - Widen NC 55 (Williams Street) from US 1 to US 64 and Replace CSX Railroad Bridge over NC 55 (Williams Street), Apex, Wake County, North Carolina. TIP No. U-2901B. WBS No. 34877.1.4. PA Tracking No. 16-08-0005, ER 26-0909

Thank you for your March 3, 2026, memorandum transmitting the Historic Structures Survey Report (HSSR) for the above-referenced undertaking. We have reviewed the report, accepted it as final, and offer the following comments.

We first want to compliment AECOM on their report, especially their thorough history of the rail corridor, which will be an engaging resource for future researchers.

We concur with all National Register of Historic Places eligibility and contributing/noncontributing status recommendations as enumerated in Table 1 (Pages iv-vi) of the report.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@dncr.nc.gov. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT mpfurr@ncdot.gov



Historic Structures Survey Report

Widen NC 55 (Williams Street) from US 1 to US 64
and Replace CSX Railroad Bridge over NC 55 (Williams Street)
Apex, Wake County, North Carolina
TIP No. U-2901B, WBS No. 34877.1.4, PA Tracking No. 16-08-0005

January 2026

Delivering a better world

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and Replace CSX Railroad Bridge over NC 55 (Williams Street)
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January 9, 2026

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Date

Mary Pope Furr, Supervisor
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Date

Management Summary

This project is subject to review under the Section 106 Programmatic Agreement for Minor Transportation Projects between the North Carolina Department of Transportation (NCDOT), the North Carolina State Historic Preservation Office (NCHPO), the Federal Highway Administration (FHWA), the United States Army Corps of Engineers (USACE), and the United States Forest Service (USFS) of 2020. An NCDOT Architectural Historian defined an Area of Potential Effects (APE) and conducted preliminary research and a site visit to identify and assess all resources of approximately 50 years of age or more within the APE. The scope of work identified the Raleigh & Augusta Air Line Railroad between Raleigh and Sanford Historic District (RAALHD) as warranting an intensive-level National Register of Historic Places (NRHP) eligibility evaluation. The RAALHD is the subject of this report.

The evaluation of the RAALHD supports NCDOT's proposed widening of NC 55 (Williams Street) from US 1 to US 64 and replacement of CSX Railroad Bridge over NC 55 (Williams Street) in Apex, Wake County (TIP No. U-2901B; WBS No. 34877.1.4; PA Tracking No. 16-08-0005). NCDOT contracted with AECOM to assess the RAALHD and provide a written report that included photographs of its associated component buildings, structures, landscapes, and historical and architectural contexts. The scope of work excluded the recordation and assessment of resources adjacent to the main line that were not built or funded by the railroad, including resources erected by others to make use of the railroad's services. It also excluded spur lines extending off the main line and railroad-related objects such as crossing arms, lights, signage, signals, and switches.

Notably, much of this work was completed outside the U-2901B project's APE because NCDOT, in consultation with NCHPO, determined the length of study for the RAALHD to extend from Raleigh to Sanford. Within the APE, only those resources associated with the railroad alignment were to be recorded. This report conforms to the *NCDOT Historic Architecture Group Procedures and Work Products* (NCDOT 2015) and *Report Standards for Historic Structure Survey Reports/Determinations of Eligibility/Section 106/110 Compliance Reports in North Carolina* (NCHPO 2022).

As a result of the investigation, AECOM found the RAALHD (NC0023) to merit listing in the NRHP under Criteria A and C. The table below addresses the current status of the 26 resources directly associated with the RAALHD and summarizes the recommendations regarding its eligibility and the eligibility of its component resources. This report is on file at NCDOT and NCHPO and is available for review by the general public.

Table 1. All Surveyed Resources Along the RAAL from Raleigh to Sanford Alignment Study Area: Recommendations for NRHP Eligibility and Contributing/Noncontributing Status.

AECOM Survey No.	Resource Name (Site Survey Number)	Vicinity	Recommendation
0	Raleigh & Augusta Air Line Railroad between Raleigh and Sanford Historic District (RAALHD) (NC0023)	Wake, Chatham, and Lee Counties	NRHP Eligible under Criteria A and C
01	Seaboard Railway Station (WA3115)	Raleigh	NRHP-listed under Criteria A and C; Remains Eligible as Contributing Resource to R&G Rail Corridor; Contributing Resource to RAALHD
02	Seaboard Airline Railway Overpass Bridge over Peace Street (WA8808)	Raleigh	Not Individually Eligible; Remains Eligible as Contributing Resource to R&G Rail Corridor; Contributing Resource to RAALHD
03	Seaboard Air Line Turntable (WA7383)	Raleigh	Remains Eligible as Contributing Resource to R&G Rail Corridor; Contributing Resource to RAALHD
04	Seaboard Air Line Railway Railroad Yard Offices (WA8807)	Raleigh	Not Individually Eligible; Noncontributing Resource to RAALHD
05	Seaboard Air Line Bridge over Capital Boulevard (WA8343)	Raleigh	Not Individually Eligible; Contributing Resource to RAALHD
06	Boylan Tower (WA3645)	Raleigh	Nonextant; Not Eligible for NRHP Listing
07	Seaboard Air Line Railway Overpass Bridge over Dan Allen Drive (WA8806)	Raleigh	Not Individually Eligible; Contributing Resource to RAALHD
08	Seaboard Railway Bridge over Hillsborough Street (WA4183)	Raleigh	Eligible under Criterion A; Contributing Resource to RAALHD
09	CSX Bridge over I-40 in Raleigh (WA8344)	Raleigh	Not Individually Eligible; Noncontributing Resource to RAALHD
10	SAL Bridge over E. Durham Road (WA7258)	Cary	Not Individually Eligible; Contributing Resource to RAALHD
11	SAL Bridge over W. Chatham Street in Cary (WA8345)	Cary	Not Individually Eligible; Contributing Resource to RAALHD
12	SAL Bridge over US 64 in Apex (WA8346)	Apex	Not Individually Eligible; Contributing Resource to RAALHD

AECOM Survey No.	Resource Name (Site Survey Number)	Vicinity	Recommendation
13	Apex Freight Depot (WA0826)	Apex	Remains Contributing Resource to NRHP-listed AHD; Contributing Resource to RAALHD
14	Apex Union Depot (WA0222)	Apex	Remains NRHP-Listed Individually; Remains Contributing Resource to NRHP-listed AHD; Contributing Resource to RAALHD
15	Seaboard Railroad Overpass (of E. Williams Street in Apex) (WA0850)	Apex	Eligible under Criterion C; Contributing Resource to RAALHD
16	Shaddox Creek Tributary Culvert (CH0925)	Merry Oaks	Not Individually Eligible; Contributing Resource to RAALHD
17	SAL Bridge over Shaddox Creek (CH0926)	Merry Oaks	Not Individually Eligible; Contributing Resource to RAALHD
18	SAL Haw River Bridge at Moncure (CH0720)	Moncure	Eligible under Criteria A and C; Contributing Resource to RAALHD
19	New SAL Deep River Bridge at Moncure (CH0928)	Moncure	Not Individually Eligible; Contributing Resource to RAALHD
20	SAL Bridge over Wombles (or Olives) Creek (LE0986)	Osgood	Not Individually Eligible; Contributing Resource to RAALHD
21	SAL Bridge over Hughes (or Little Lick) Creek (LE0987)	Osgood	Not Individually Eligible; Contributing Resource to RAALHD
22	Little Buffalo Creek Culvert I (LE0988)	Sanford	Not Individually Eligible; Contributing Resource to RAALHD
23	Little Buffalo Creek Culvert II (LE0989)	Sanford	Not Individually Eligible; Contributing Resource to RAALHD
24	SAL Bridge over Little Buffalo Creek (LE0990)	Sanford	Not Individually Eligible; Contributing Resource to RAALHD
25	Railroad House (LE0003)	Sanford	NRHP-listed under Criteria A and C; Contributing Resource to NRHP-listed DSHD; Contributing Resource to RAALHD

AECOM Survey No.	Resource Name (Site Survey Number)	Vicinity	Recommendation
26	Sanford Passenger Depot (Sanford Railroad Station Building) (LE0271)	Sanford	Contributing Resource to NRHP-listed DSHD; Contributing Resource to RAALHD

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Acronyms and Abbreviations

Chatham Railroad Company	CRR
CSX and CSX Transportation	CSX
Dovetail Cultural Resource Group	DCRG
CSX Railroad System in North Carolina (1833-2022) draft Multiple Property Documentation Form	CSX MPDF
Federal Highway Administration	FHWA
Interstate Commerce Commission	ICC
Mattson, Alexander and Associates	MAA
National Register of Historic Places	NRHP
North Carolina Historic Preservation Office	NCHPO
North Carolina Department of Transportation	NCDOT
Parsons Brinckerhoff and Engineering and Industrial Heritage	PB&EIH
Raleigh & Augusta Air Line Railroad	RAAL
Raleigh & Augusta Air Line Railroad between Raleigh and Sanford Historic District	RAALHD
Raleigh & Gaston Railroad	R&G
Seaboard Air Line	SAL
Seaboard Coast Line Railroad	SCLRR
Seaboard & Roanoke Railroad Company	S&R

1 Project Description and Methodology

This project is subject to review under the Section 106 Programmatic Agreement for Minor Transportation Projects between the North Carolina Department of Transportation (NCDOT), the North Carolina State Historic Preservation Office (NCHPO), the Federal Highway Administration (FHWA), the United States Army Corps of Engineers (USACE), and the United States Forest Service (USFS) of 2020. An NCDOT Architectural Historian defined an Area of Potential Effects (APE) and conducted preliminary research and a site visit to identify and assess all resources of approximately 50 years of age or more within the APE. The scope of work identified the Raleigh & Augusta Air Line Railroad between Raleigh and Sanford Historic District (RAALHD) as warranting an intensive-level National Register of Historic Places (NRHP) eligibility evaluation. The RAALHD is the subject of this report.

The evaluation of the RAALHD supports NCDOT's proposed widening of NC 55 (Williams Street) from US 1 to US 64 and replacement of CSX Railroad Bridge over NC 55 (Williams Street) in Apex, Wake County (TIP No. U-2901B; WBS No. 34877.1.4; PA Tracking No. 16-08-0005). NCDOT contracted with AECOM to assess the RAALHD and provide a written report that included photographs of its associated component buildings, structures, landscapes, and historical and architectural contexts. The scope of work excluded the recordation and assessment of resources adjacent to the main line that were not built or funded by the railroad, including resources erected by others to make use of the railroad's services. It also excluded spur lines extending off the main line and railroad-related objects such as crossing arms, lights, signage, signals, and switches.

Notably, much of this work was completed outside the U-2901B project's APE because NCDOT, in consultation with the NCHPO, determined the length of study for the RAALHD to extend from Raleigh to Sanford. Within the APE, only those resources associated with the railroad alignment were to be recorded. This report conforms to the NCDOT Historic Architecture Group Procedures and Work Products (NCDOT 2015) and Report Standards for Historic Structure Survey Reports/Determinations of Eligibility/Section 106/110 Compliance Reports in North Carolina (NCHPO 2022).

In September 2025, AECOM evaluated the RAALHD as required, in compliance with the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended; other state and federal regulations; NCDOT's current *Historic Architecture Group Procedures and Work Products*; and the NCHPO's *Report Standards for Historic Structure Survey Reports/Determinations of Eligibility/Section 106/110 Compliance Reports in North Carolina* (NCDOT 2015; NCHPO 2022).

As a result of the investigation, AECOM found the RAALHD (NC0023) to merit listing in the NRHP under Criteria A and C. It further recommends the Seaboard Railway Bridge [over Hillsborough Street] (WA4183), Seaboard Railroad Overpass [of E Williams St in Apex] (WA0850), and SAL Haw River Bridge at Moncure (CH0720) as individually NRHP-eligible. The Seaboard Railway Station (WA3115) and Seaboard Air Line Turntable (WA7383) continue to contribute to the NRHP-eligible Raleigh & Gaston Rail Corridor (NC0008). The Apex Freight Depot (WA0826) and Apex Union Depot (WA0222) continue to contribute to the NRHP-listed Apex Historic District (WA4047). Additionally, the Apex Union Depot (WA0222) continues to merit individual NRHP-listing. The Railroad House (LE0003) and Sanford Passenger Depot (Sanford Railroad Station Building) (LE0271) continue to contribute to the NRHP-listed Downtown Sanford Historic District (LE0969). The Railroad House (LE0003) also continues to

merit individual NRHP-listing. This report is on file at NCDOT and NCHPO and is available for review by the general public.

AECOM architectural historians Marvin Brown and Angela Hronek and archaeologist Luke Nicosia conducted the fieldwork. As part of this effort, they visited, documented, and photographed the RAALHD and its associated resources and conducted supplementary research. Mr. Brown, Ms. Hronek, and architectural historian Emma Grace Sprinkle researched, analyzed the resources, and drafted this report. All meet the Secretary of Interior's qualifications for architectural history (36 CFR Part 61). The project's study area and the evaluated resources are within Wake, Chatham, and Lee Counties. Their locations are depicted in Figure 1 through Figure 11.

During the current project, AECOM historians located resources within the study area directly related to the Raleigh & Augusta Air Line Railroad (RAAL) and its successors through a variety of means. They used current and historic aerial imagery to locate potential sites of bridges and culverts within the study area. The sources of the studied imagery included Google Earth; NETR Online's historic aerials site; the NCDOT Historic Aerial Imagery Index; and the GIS websites for Wake, Chatham, and Lee counties. AECOM historians also identified previously inventoried resources mapped on the NCHPO's "HPOWEB 2.0" GIS web service site and referenced survey files, NRHP nominations, and consultant reports associated with these resources. Consultants Mattson, Alexander and Associates (MAA) and Dovetail Cultural Resource Group (DCRG) wrote particularly useful documents, which are cited in the bibliography. The most valuable of these is DCRG's 2023 draft "CSX Railroad System in North Carolina, 1833-2022" NRHP Multiple Property Documentation Form (MPDF).¹ To further identify the presence or former presence of other rail-related resources, AECOM also studied Wm. Cain's hand-drawn 1874 map of the RAAL; George Cram's 1877 railroad map of the Carolinas; the Interstate Commerce Commission's 1918 blueprint railroad valuation maps; and the 1977 condensed profiles of the Raleigh Division of the Seaboard Coast Line Railroad (SCLRR). Identification of and information on former railroad stations, depots, bridges, culverts, and other resources also came through the study of historic Raleigh, Sanford, Pittsboro, and other North Carolina newspapers. DCRG's draft CSX MPDF, the 2012 Federal Highway Administration (FHWA) context for post-1945 highway bridge engineering, the CSX 2016 North Carolina "Bridge Resource Guide," and the Parsons Brinckerhoff and Engineering and Industrial Heritage (PB&EIH) 2005 "Context for Common Historic Bridge Types" greatly assisted AECOM's understanding of the mechanics of bridge and culvert types and materials, along with their histories and potential significance. P.E.s Dustin Tuttle, Greg Cols, and Matt Kemp in the structures and hydraulics units in AECOM's Raleigh office also assisted in assessing the bridges and culverts included in this report.

¹ This document cites this report as the DCRG draft CSX MPDF.

2 Raleigh and Augusta Air Line Railroad between Raleigh and Sanford



Resource Name	Raleigh and Augusta Air Line Railroad between Raleigh and Sanford
HPO Survey Site #	NC0023
Location	From Seaboard Railway Station (WA3115) in Raleigh, through Wake and Chatham Counties, to McIver Street just south of Sanford Passenger Depot (LE0271)
PIN	n/a
Date of Construction	1872-1977
Recommendation	NRHP Eligible under Criteria A and C

2.1 Introduction

For the current widening and bridge replacement project in Apex in Wake County, AECOM evaluated the NRHP eligibility of the RAALHD corridor (currently owned by CSX Transportation) and associated railroad infrastructure from Raleigh to Sanford.² Almost all of this work was done outside the U-2901B project's Area of Potential Effects (APE), for the length of the study was determined to extend from Raleigh to Sanford in consultation with the NCHPO. Therefore, the term "study area" rather than APE is used throughout this document.

An overall map locates all inventoried resources (Figure 1 through Figure 11). Each resource discussion includes architectural descriptions and recommendations for individual NRHP eligibility and for their contributing status to the RAALHD (NC0023). As expanded upon below, the overall alignment is believed to be NRHP-eligible as a linear historic district under Criteria A and C. Three of its 26 individually inventoried resources— Seaboard Railway Bridge [over Hillsborough Street] (WA4183), Seaboard Railroad Overpass [of E Williams St in Apex] (WA0850), and SAL Haw River Bridge at Moncure (CH0720)—are also believed to have sufficient significance and integrity to merit individual NRHP listing. Additionally, the Seaboard Railway Station (WA3115) and Seaboard Air Line Turntable (WA7383) continue to contribute to the NRHP-eligible Raleigh & Gaston Rail Corridor (NC0008). The Apex Freight Depot (WA0826) and Apex Union Depot (WA0222) continue to contribute to the NRHP-listed Apex Historic District (WA4047). The Apex Union Depot (WA0222) continues to merit individual NRHP-listing.

² Note that throughout this report the terms RAALHD or RAALHD corridor refer solely to the extent of the alignment between Raleigh and Sanford, not the entirety of the RAAL, which extended beyond Sanford to Hamlet, North Carolina.

The Railroad House (LE0003) and Sanford Passenger Depot (Sanford Railroad Station Building) (LE0271) continue to contribute to the NRHP-listed Downtown Sanford Historic District (LE0969). The Railroad House (LE0003) also continues to merit individual NRHP-listing. A total of 23 resources are recommended as contributing to the linear RAALHD, two are recommended as noncontributing, and one is nonextant (Table 2).

Table 2. All Surveyed Resources/Sites Along the RAAL Alignment in the Study Area: Recommendations for NRHP Eligibility and Contributing/Noncontributing Status.

AECOM Survey No.	Resource Name (Site Survey Number)	Vicinity	Recommendation
0	Raleigh & Augusta Air Line Railroad between Raleigh and Sanford Historic District (RAALHD) (NC0023)	Wake, Chatham, and Lee Counties	NRHP Eligible under Criteria A and C
01	Seaboard Railway Station (WA3115)	Raleigh	NRHP-listed under Criteria A and C; Remains Eligible as Contributing Resource to R&G Rail Corridor; Contributing Resource to RAALHD
02	Seaboard Airline Railway Overpass Bridge over Peace Street (WA8808)	Raleigh	Not Individually Eligible; Remains Eligible as Contributing Resource to R&G Rail Corridor; Contributing Resource to RAALHD
03	Seaboard Air Line Turntable (WA7383)	Raleigh	Remains Eligible as Contributing Resource to R&G Rail Corridor; Contributing Resource to RAALHD
04	Seaboard Air Line Railway Railroad Yard Offices (WA8807)	Raleigh	Not Individually Eligible; Noncontributing Resource to RAALHD
05	Seaboard Air Line Bridge over Capital Boulevard (WA8343)	Raleigh	Not Individually Eligible; Contributing Resource to RAALHD
06	Boylan Tower (WA3645)	Raleigh	Nonextant; Not Eligible for NRHP Listing
07	Seaboard Air Line Railway Overpass Bridge over Dan Allen Drive (WA8806)	Raleigh	Not Individually Eligible; Contributing Resource to RAALHD
08	Seaboard Railway Bridge over Hillsborough Street (WA4183)	Raleigh	Eligible under Criterion A; Contributing Resource to RAALHD
09	CSX Bridge over I-40 in Raleigh (WA8344)	Raleigh	Not Individually Eligible; Noncontributing Resource to RAALHD
10	SAL Bridge over E. Durham Road (WA7258)	Cary	Not Individually Eligible; Contributing Resource to RAALHD

AECOM Survey No.	Resource Name (Site Survey Number)	Vicinity	Recommendation
11	SAL Bridge over W. Chatham Street in Cary (WA8345)	Cary	Not Individually Eligible; Contributing Resource to RAALHD
12	SAL Bridge over US 64 in Apex (WA8346)	Apex	Not Individually Eligible; Contributing Resource to RAALHD
13	Apex Freight Depot (WA0826)	Apex	Remains Contributing Resource to NRHP-listed AHD; Contributing Resource to RAALHD
14	Apex Union Depot (WA0222)	Apex	Remains NRHP-Listed Individually; Remains Contributing Resource to NRHP-listed AHD; Contributing Resource to RAALHD
15	Seaboard Railroad Overpass (of E. Williams Street in Apex) (WA0850)	Apex	Eligible under Criterion C; Contributing Resource to RAALHD
16	Shaddox Creek Tributary Culvert (CH0925)	Merry Oaks	Not Individually Eligible; Contributing Resource to RAALHD
17	SAL Bridge over Shaddox Creek (CH0926)	Merry Oaks	Not Individually Eligible; Contributing Resource to RAALHD
18	SAL Haw River Bridge at Moncure (CH0720)	Moncure	Eligible under Criteria A and C; Contributing Resource to RAALHD
19	New SAL Deep River Bridge at Moncure (CH0928)	Moncure	Not Individually Eligible; Contributing Resource to RAALHD
20	SAL Bridge over Wombles (or Olives) Creek (LE0986)	Osgood	Not Individually Eligible; Contributing Resource to RAALHD
21	SAL Bridge over Hughes (or Little Lick) Creek (LE0987)	Osgood	Not Individually Eligible; Contributing Resource to RAALHD
22	Little Buffalo Creek Culvert I (LE0988)	Sanford	Not Individually Eligible; Contributing Resource to RAALHD
23	Little Buffalo Creek Culvert II (LE0989)	Sanford	Not Individually Eligible; Contributing Resource to RAALHD
24	SAL Bridge over Little Buffalo Creek (LE0990)	Sanford	Not Individually Eligible; Contributing Resource to RAALHD

AECOM Survey No.	Resource Name (Site Survey Number)	Vicinity	Recommendation
25	Railroad House (LE0003)	Sanford	NRHP-listed under Criteria A and C; Contributing Resource to NRHP-listed DSHD; Contributing Resource to RAALHD
26	Sanford Passenger Depot (Sanford Railroad Station Building) (LE0271)	Sanford	Contributing Resource to NRHP-listed DSHD; Contributing Resource to RAALHD

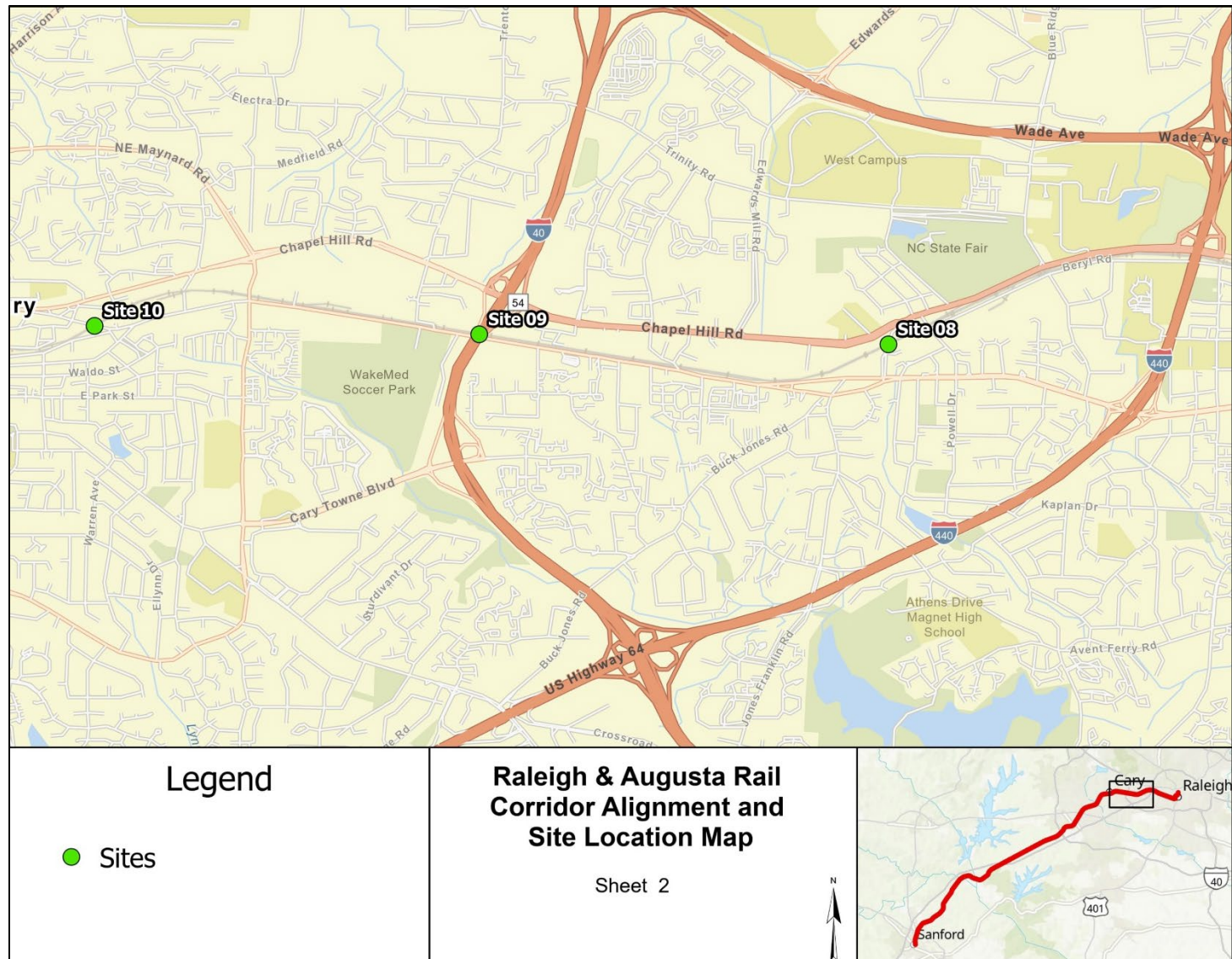


Figure 2. Alignment and Individual Site Location Maps (Sheet 2 of 11).

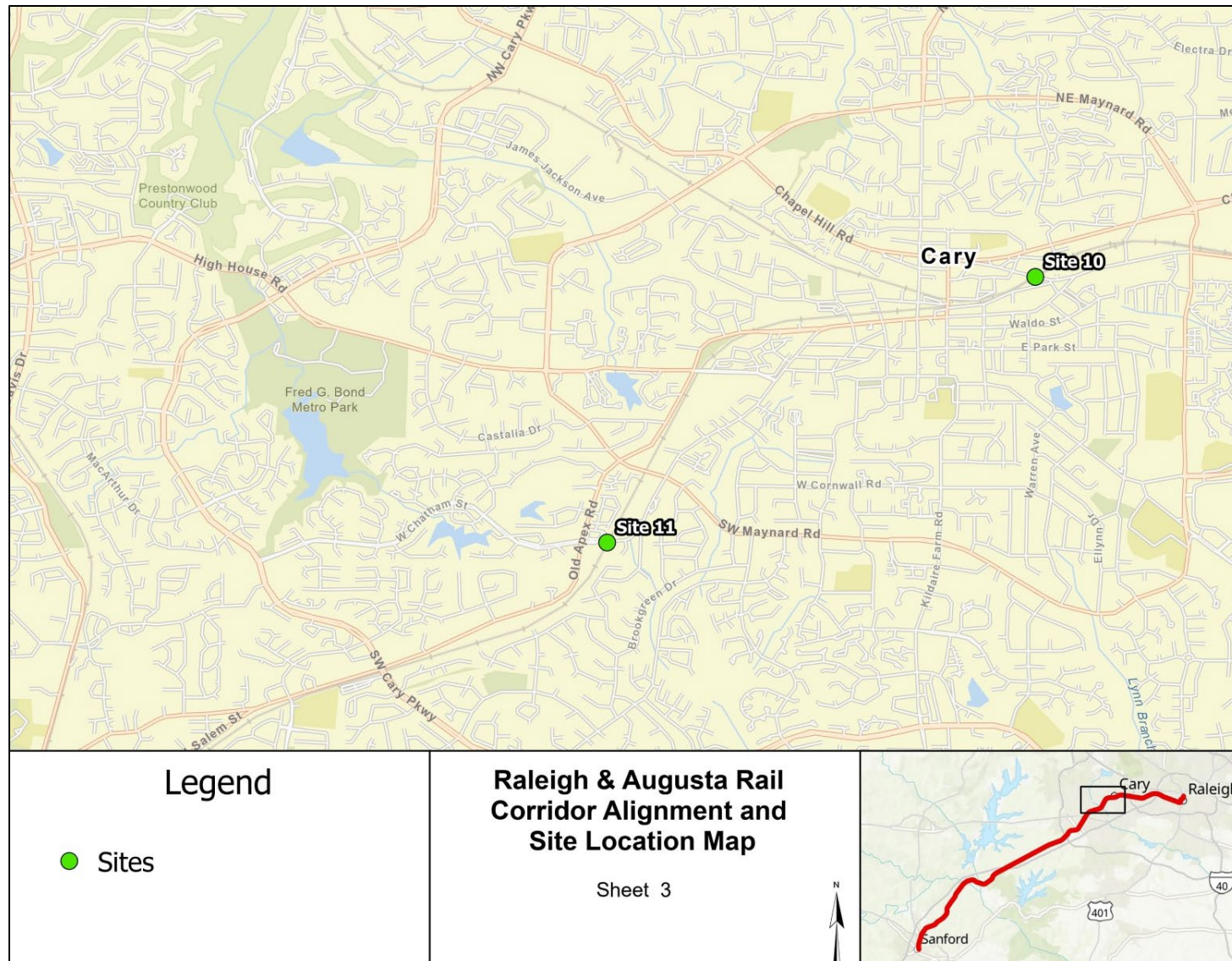


Figure 3. Alignment and Individual Site Location Maps (Sheet 3 of 11).

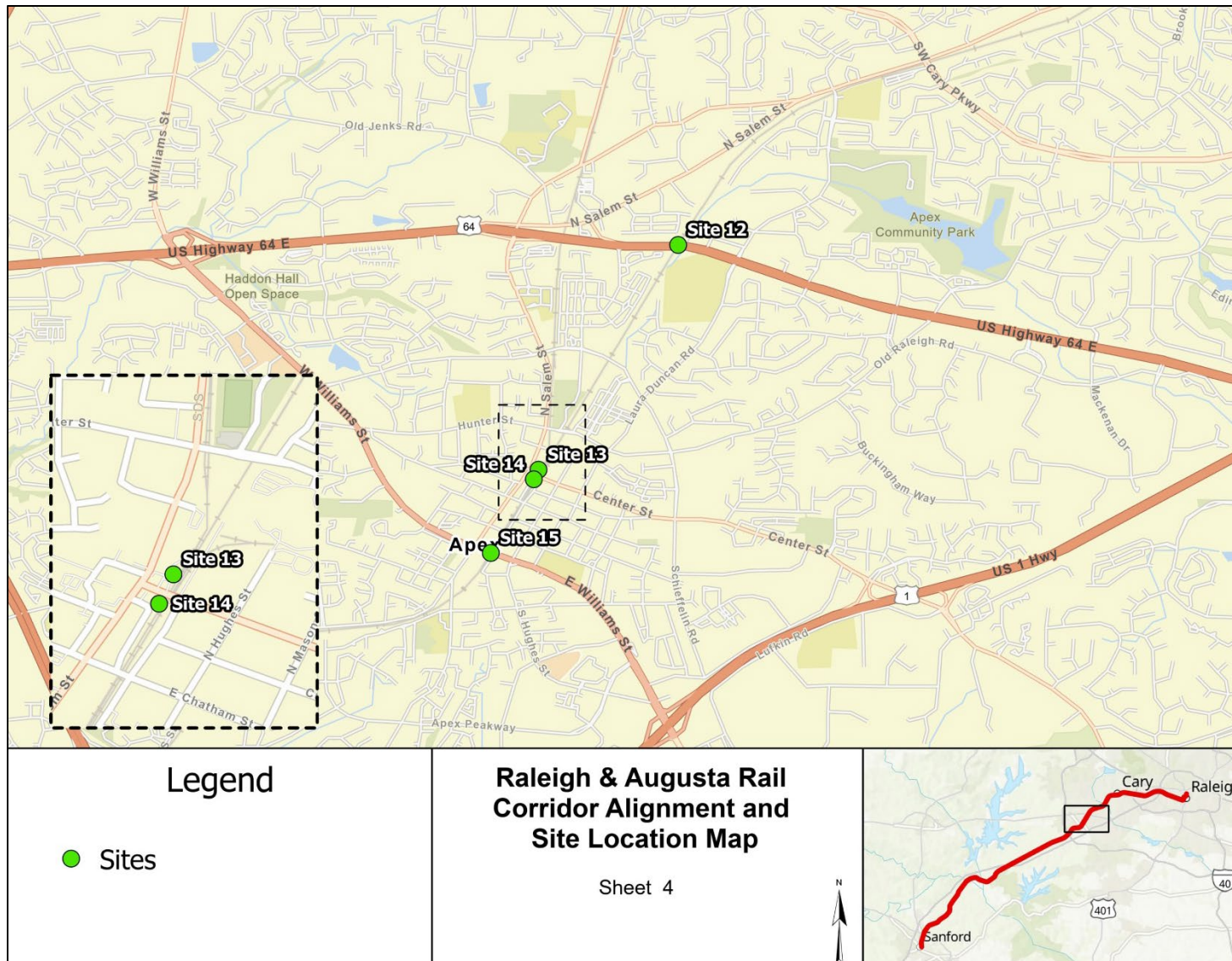


Figure 4. Alignment and Individual Site Location Maps (Sheet 4 of 11).

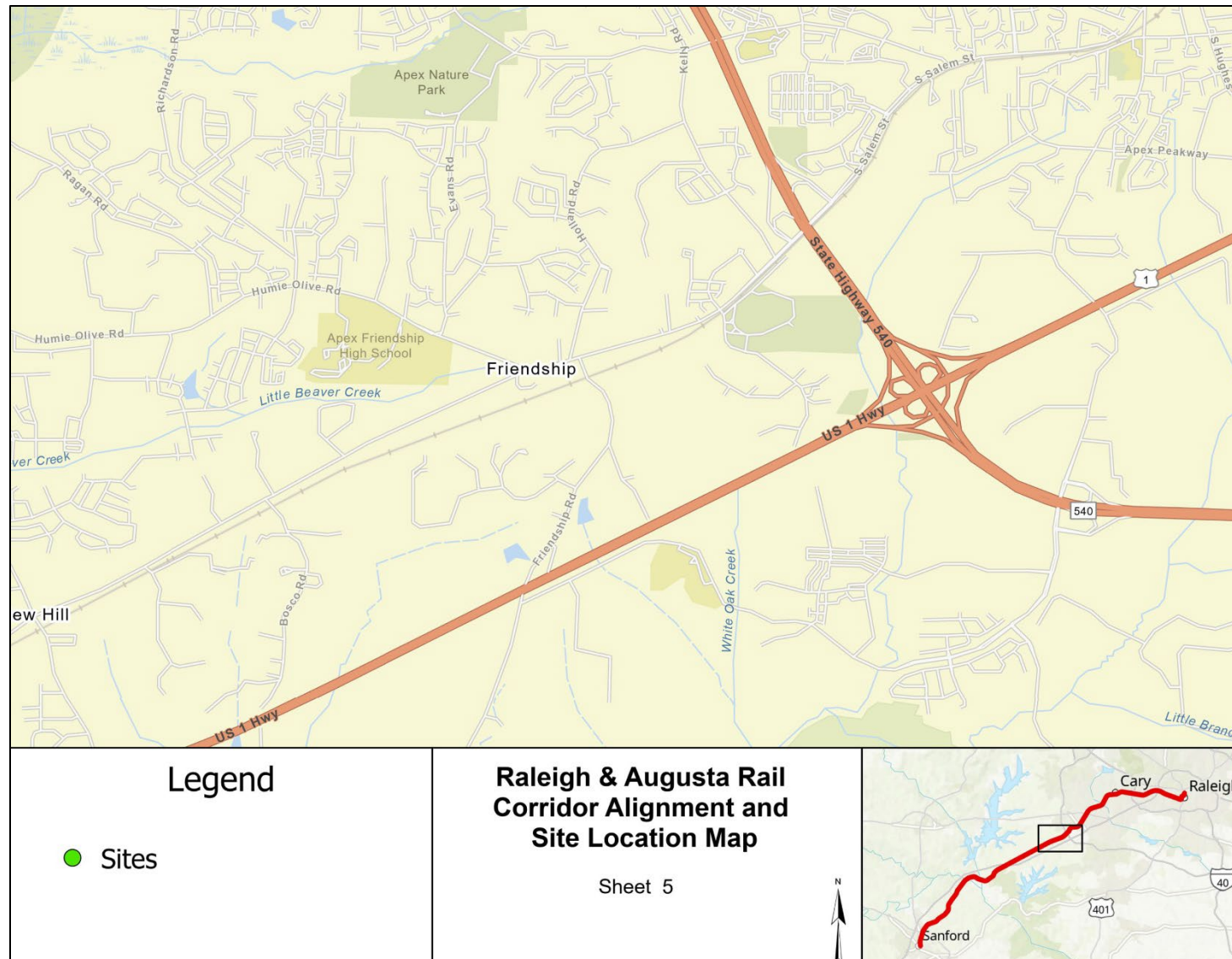


Figure 5. Alignment and Individual Site Location Maps (Sheet 5 of 11).

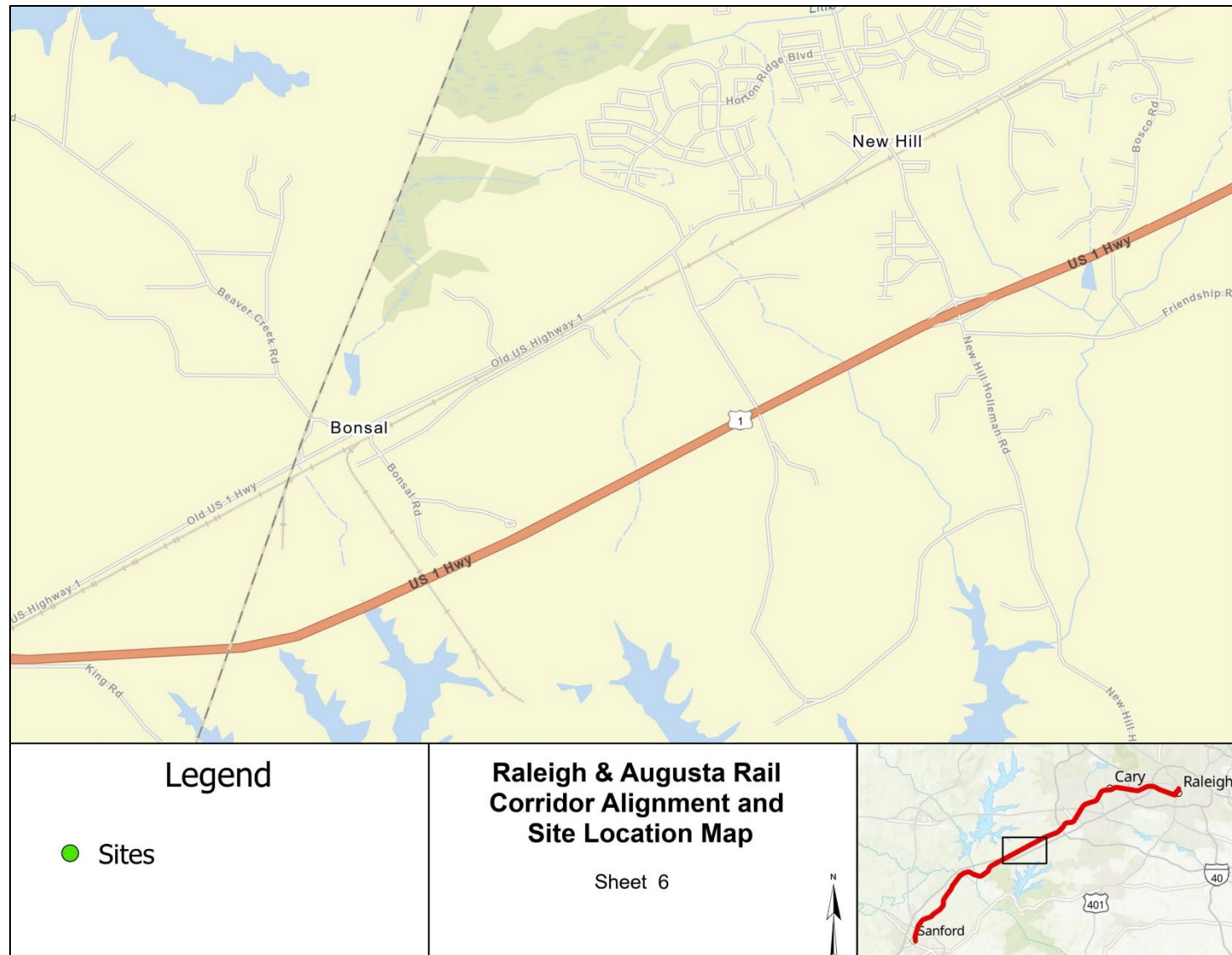


Figure 6. Alignment and Individual Site Location Maps (Sheet 6 of 11).

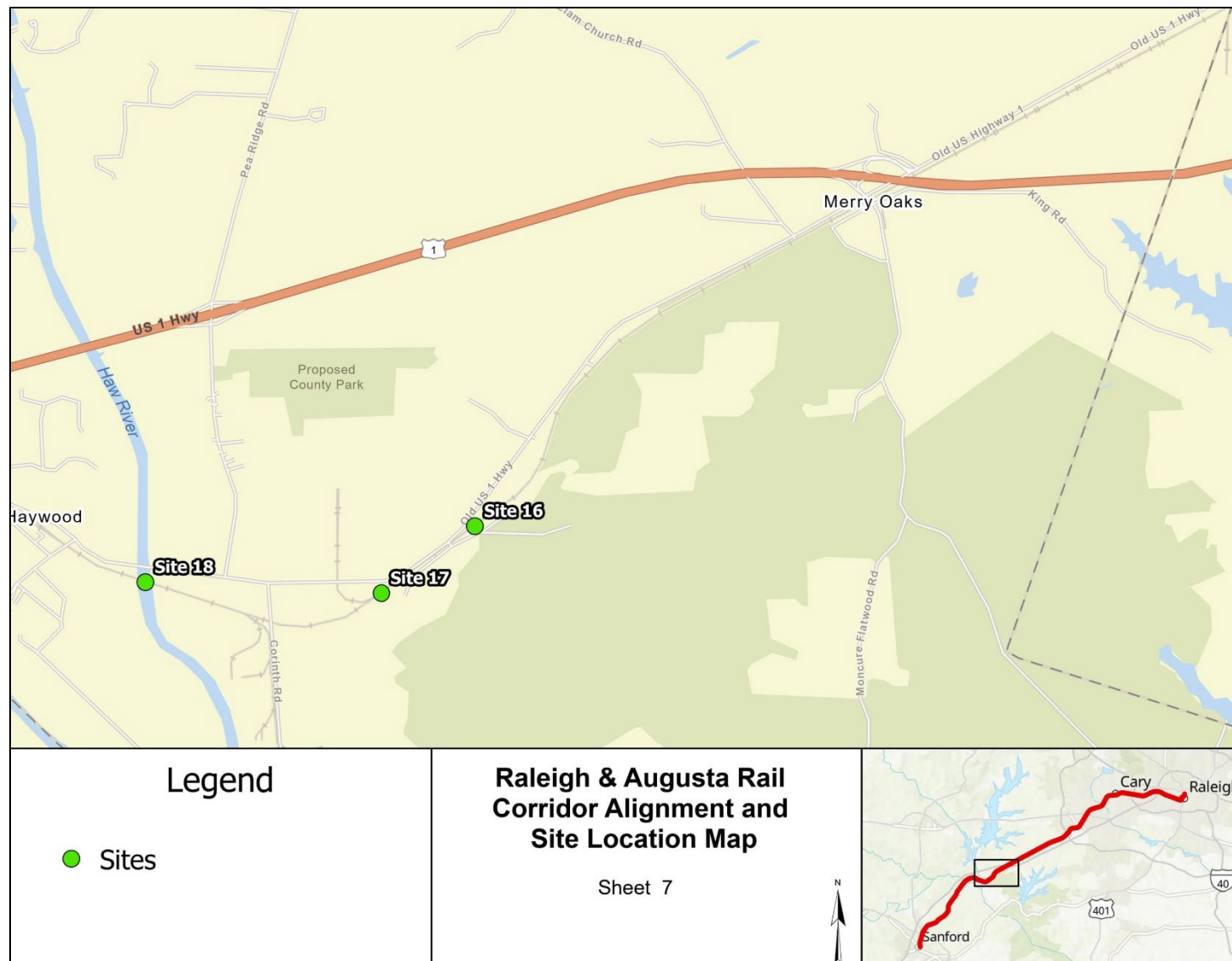


Figure 7. Alignment and Individual Site Location Maps (Sheet 7 of 11).

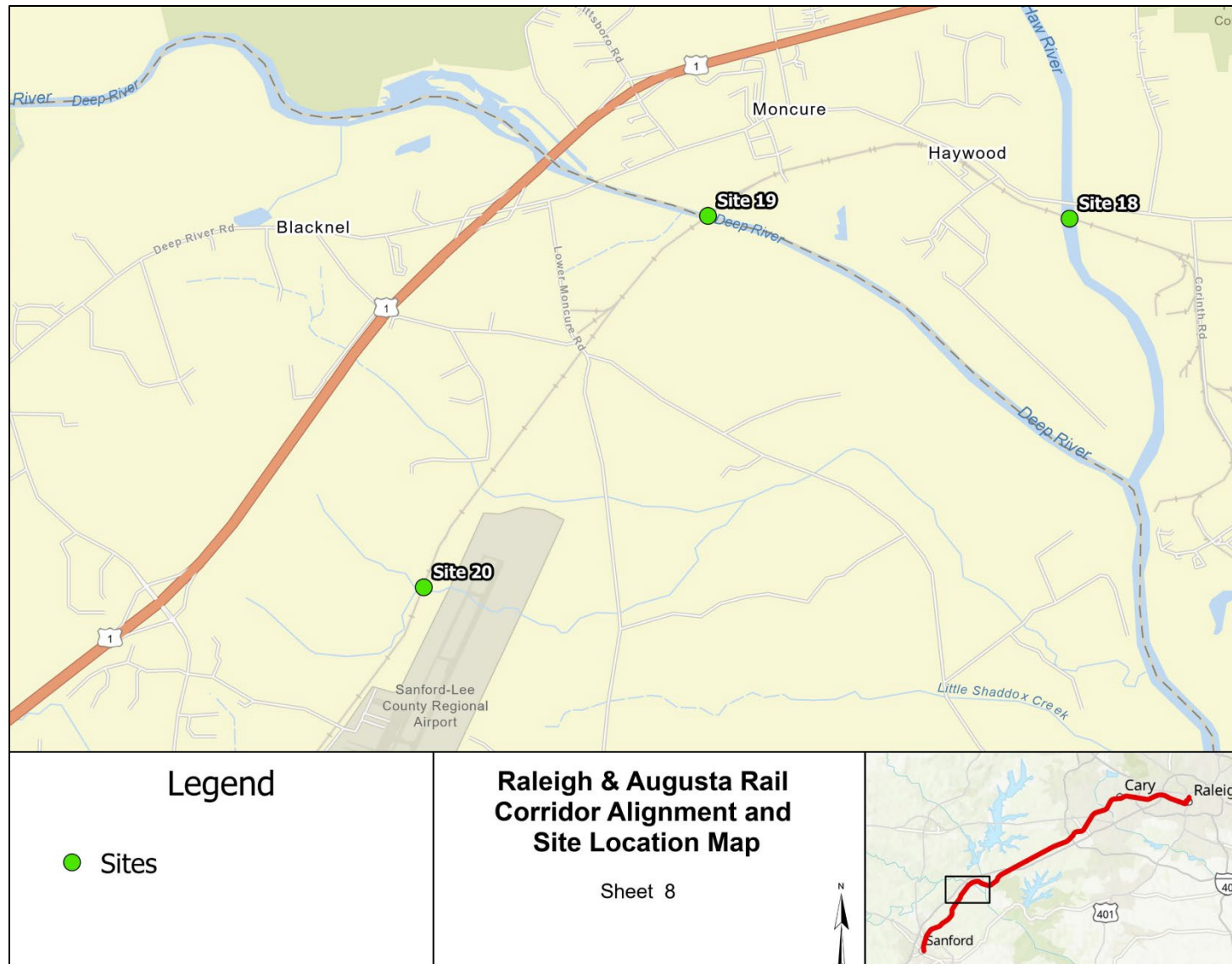


Figure 8. Alignment and Individual Site Location Maps (Sheet 8 of 11).

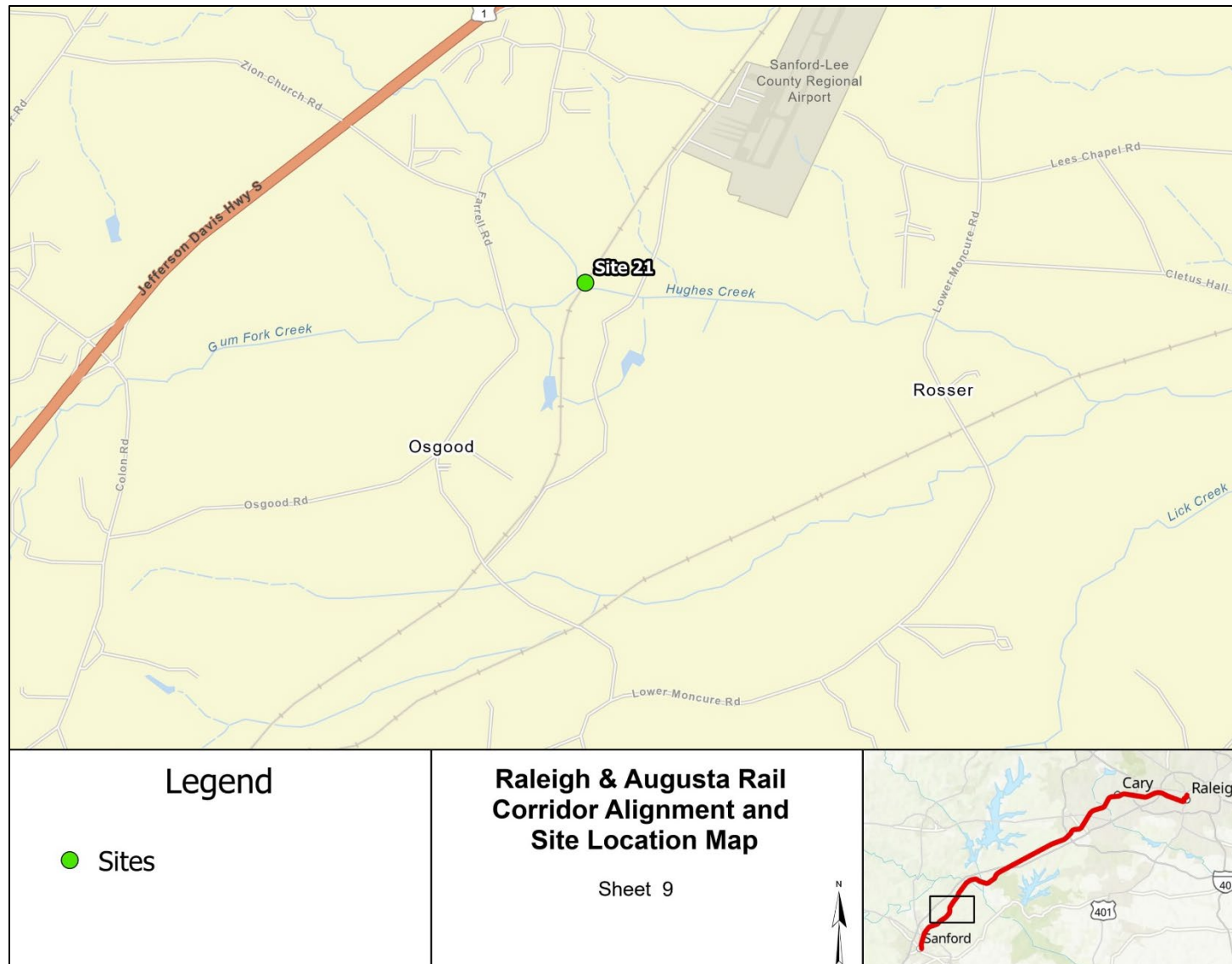


Figure 9. Alignment and Individual Site Location Maps (Sheet 9 of 11).

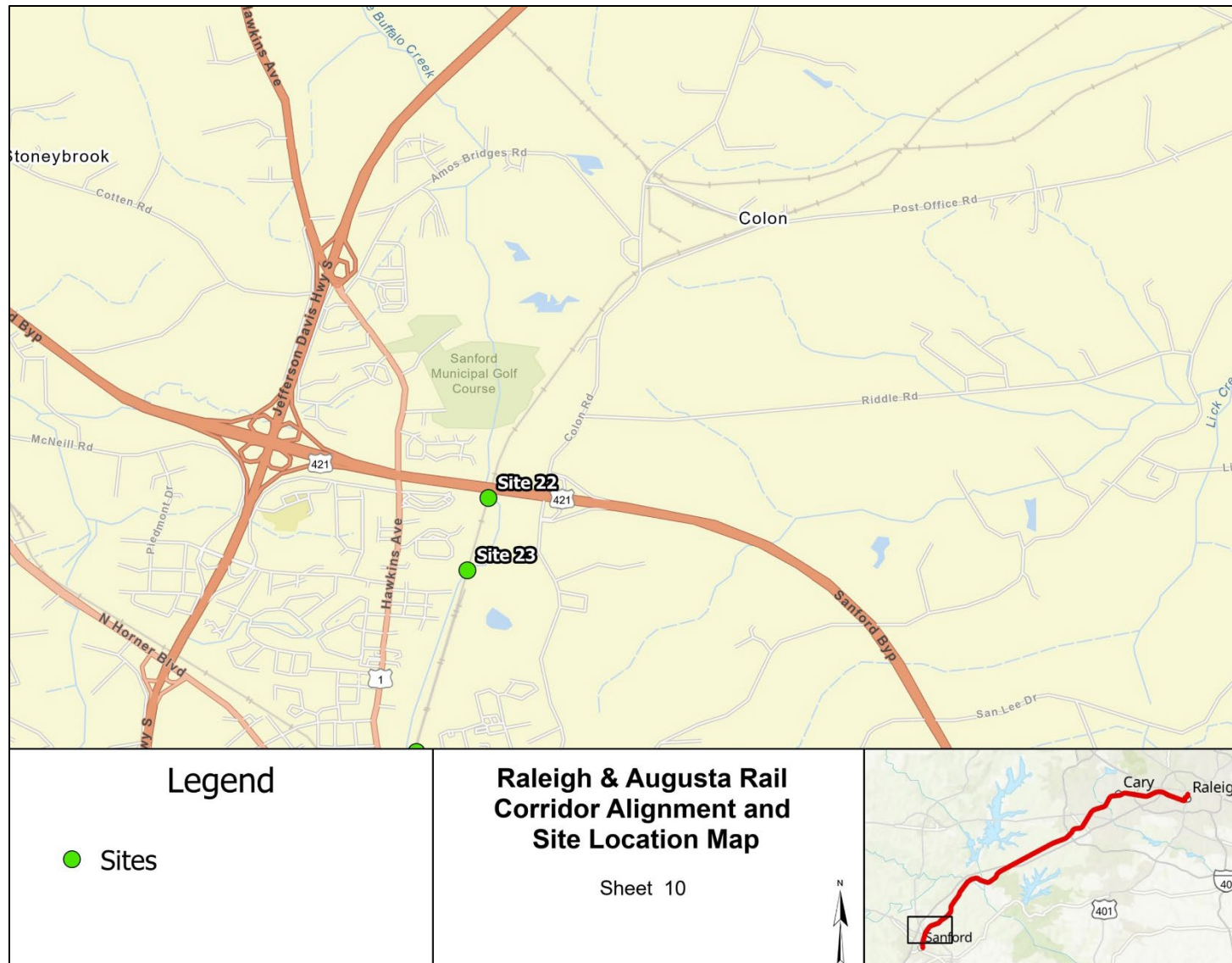


Figure 10. Alignment and Individual Site Location Maps (Sheet 10 of 11).



2.2 Historical Context

A thorough historical analysis of the Raleigh and Augusta Air Line Railroad between Raleigh and Sanford requires not just studying that line but also its predecessor and successor lines and, in part, those with which it cooperated. These lines principally consisted of the Chatham Railroad Company, the North Carolina Railroad Company, the Raleigh and Gaston Railroad Company, and the Seaboard & Roanoke Railroad Company/Seaboard Air Line and successors. All of these played a role in the architectural history of the line under study denoted here as the Raleigh and Augusta Air Line Railroad or RAAL.³

The North Carolina General Assembly passed an Act incorporating the RAAL's predecessor, the Chatham Railroad Company (CRR), in 1855 (Clark 1877:1). The Act chartered the railroad to run between the City of Raleigh and the Chatham County "Coalfields" near the Deep River. The following year the Raleigh and Gaston Railroad Company (R&G), with the authorization of the Assembly, subscribed for \$200,000 worth of the CRR's stock. The City of Raleigh subscribed for \$50,000 of stock in 1862 as well ([Raleigh] *Weekly North Carolina Standard* 1855; *Semi-Weekly Raleigh Register* 1861; *Weekly Raleigh Register* 1862; Battle n.d.).

Kemp P. Battle, who served from 1861 to 1866 as president of the CRR (and later the University of North Carolina), described his efforts to build the railroad. According to his reminiscences (Battle n.d.; see also Ashe, Weeks and Van Noppen 1907:27), the Assembly's and subscribers' interests in the line were driven by the importance of maintaining a ready supply of coal and iron for the Confederacy. A route was secured and by May 1864, Battle writes, "the grading was about finished from Cary to Lockville [between the Deep and Haw rivers in southeastern Chatham County] when it became necessary to suspend operations on the approach of Sherman's army." Despite efforts to save the company's property, it was "mostly lost." Battle concludes his account by noting: "After the war was over the requirement that the Chatham R.R. C. should have its terminus in the Deep river Coal Fields was repealed. A new corporation took its place, the Raleigh, Columbia and Augusta Airline, and the Chatham Railroad became part of it." Though Battle calls the renamed CRR the "Raleigh, Columbia and Augusta Airline," no historic record of that name other than his was located. He likely added the name in reference to an 1868 Act of the South Carolina General Assembly that authorized the line's extension to Columbia (Clark 1877:37). In 1871 the North Carolina General Assembly passed an Act officially renaming the CCR the Raleigh and Augusta Airline Company. The Act also permitted the R&G to purchase stock in and endorse mortgage bonds of the CCR (Clark 1877:48-50).

In 1874 the North Carolina Geological Survey mapped the route of the RAAL from Raleigh to Sanford, as well as its proposed extension further south to Hamlet near the South Carolina line (Cain 1874) (Figure 12). This map highlights towns along the route, almost all of which included a depot or other RAAL-related resource. Cram's 1879 railroad and county map of the Carolinas depicts the same route, though some town names are changed (Figure 13). According to the Board of Railroad Commissioners of North Carolina (BRCNC), the official completion date of the RAAL was September 13, 1877 (BRCNC 1891:410) (Table 3).

³ Dovetail Cultural Resource Group's (DCRG) 2023 draft "CSX Railroad System in North Carolina (1833-2022)" NRHP Multiple Property Documentation Form (CSX MPDF) provides additional information on the line in its detailed history of the CSX and its predecessors.

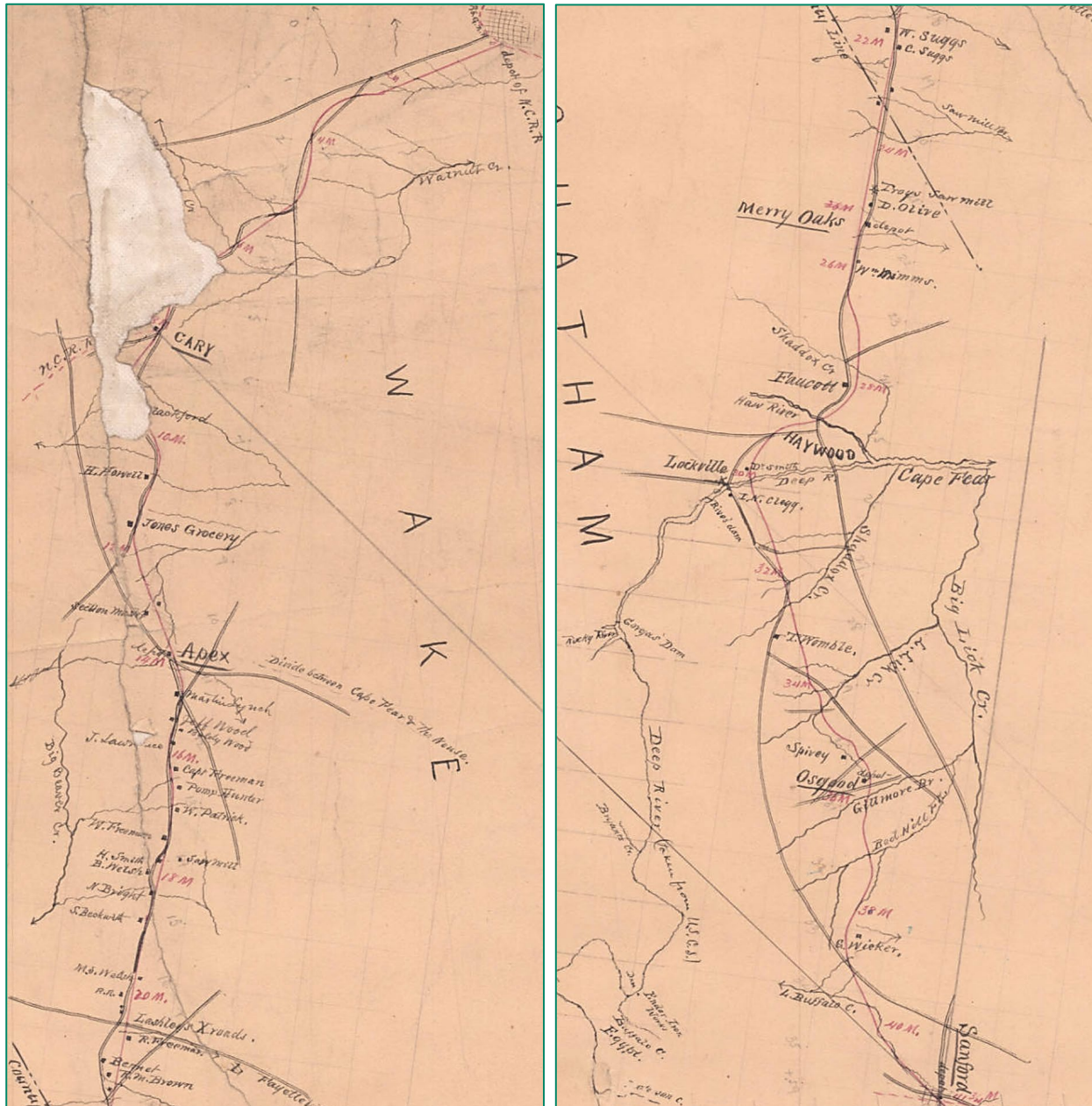


Figure 12. Top section of Wm. Cain's 1874 "Map of R. and A.A.L.R.R. from Raleigh to Sanford and proposed extensions beyond to the C.C.R.R. from actual survey": at left, from Raleigh cross-hatched at upper corner south to Wake County line; at right, from county line and Merry Oaks south to Sanford.

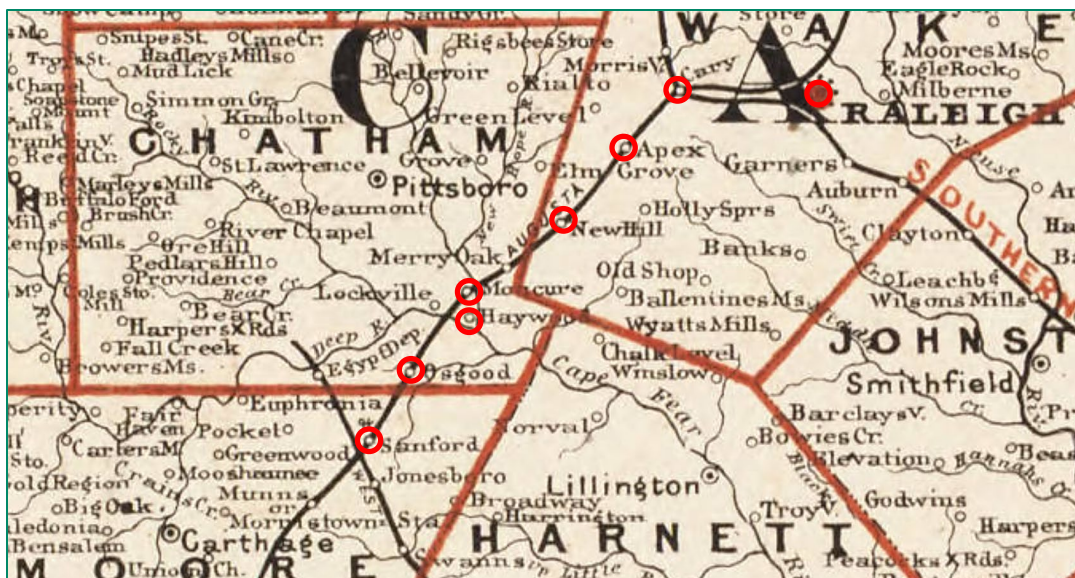


Figure 13. Annotated portion of George F. Cram's 1879 "Rail Road and County Map of Nth & Sth Carolina" with towns along the alignment circled.

Table 3. Towns and rail-related resources identified on the RAAL from Raleigh to Sanford on 1874 Cain map, 1879 Cram Map, and 1896 BRCNC Report.

Cain Map of 1874		Cram Map of 1879		BRCNC Report of 1896	
Community/ Location	Resource	Community/ Location	Resource	Community/ Location	Resource
Raleigh	NCRD Depot	Raleigh	Depot	Raleigh	Station
Cary	None (map torn)	Cary	Depot	Cary	Station
North of Apex	Section Master house	-	-	-	-
Apex	Depot	Apex	Depot	Apex	Station
Lashley's Crossroads south of Apex	"R.R."—likely a Depot	-	-	-	-
-	-	New Hill	Depot	New Hill	Station
Merry Oaks	Depot	Merry Oaks	Depot	Merry Oaks	Station
-	-	Moncure	Depot	Moncure	Station
Haywood	None	Haywood	Depot	-	-
Osgood	Depot	Osgood	Depot	Osgood	-
-	-	-	-	Colon	-
Sanford	Depot	Sanford	Depot	Sanford	-

The Cain and Cram maps memorialize the involvement of another line, the North Carolina Railroad (NCRR), in establishing the RAAL's route from Raleigh to Sanford. Cain shows the tracks from Cary to Raleigh following the NCRR line and terminating at its Raleigh depot. Cram labels the path from Cary through Sanborn to Hamlet as the "Raleigh & Augusta," excluding the section from Cary to Raleigh. Indeed, from its inception, it was accepted that the Chatham Railroad might never construct tracks into Raleigh. Its 1855 incorporation act states that the company was to construct a railroad from the Deep River near the Chatham County coalfields "to the city of Raleigh, or to some point on the North Carolina Railroad at some point west of the city of Raleigh" (Clark 1877:2). The critical concern was for Raleigh to gain inland rail access to the projected wealth of the coalfields whether directly or by a close connection. An 1862 stockholder-approved agreement detailed how track might be laid on or adjacent to the NCRR alignment from "a place called Cary...about eight miles westward of the City of Raleigh, and from thence to the depot of the North Carolina Railroad Company at Raleigh, or to some point near thereto in the manner hereinafter set forth" (Clark 1877:53). Whether the RAAL or successors built new track between Cary and Raleigh or used that of the NCRR could not be determined.

The other two rail lines intimately associated with the RAAL were the Raleigh & Gaston and the Seaboard & Roanoke Railroad Company (S&R)/Seaboard Air Line (SAL) and their successor, the CSX. The R&G opened its line from Raleigh north to Gaston near the Virginia border in 1844 (BRCNC 1891:424). In 1863 it held an ownership stake in the CRR/RAAL. Ten years later it subscribed for "\$1,000,000 [of] guaranteed stock" in the RAAL (Clark 1877:53). The R&G's finance committee reported in 1873 that the line's gains of the previous year were mainly attributed to the business received from the RAAL and that the extension of the RAAL was of "vital necessity." It continued: "From the fact the Raleigh and Augusta Air-Line Rail Road is owned entirely by this Company, apart from other considerations, makes it absolutely necessary to this Company to afford every aid in completing this work" (Stockholders 1873:62). By 1873, however, the R&G itself was effectively under the control of the S&R (McGuire 1934:101; see also [Raleigh] *Weekly Sentinel* 1873).⁴

In 1893, at its final annual meeting, the R&G's Board of Directors "adopted a plan of organization" that made it a part of the Seaboard Air Line. R&G president R.C. Hoffman elaborated in his final report that: "The several companies of the Seaboard Air Line have entered into an agreement with each other, by resolution of their respective Boards of Directors, to form a line to be known as the 'Seaboard Air Line,' and, in order to reduce expenses, to consolidate the working into a system under an organization which has been approved by the respective Boards of Directors, and is herewith submitted" (Stockholders 1893:4, 9). The SAL was not officially formed, however, until 1900 (McGuire 1934:94). Other consolidations and name changes followed. In 1967 the SAL merged with the Atlantic Coast Line to form the Seaboard Coast Line. In 1980 the Seaboard Coast Line united with the Chessie System to form the CSX Corporation, which subsequently took on the name CSX Transportation or CSXT (CSX n.d.).⁵

The RAAL promoted growth throughout the three counties through which the study area passes—Wake, Chatham, and Lee. State-reported statistics aver that over the course of 1896 it

⁴ The approximately 60-mile-long Raleigh & Gaston Rail Corridor (NC0008) between Raleigh and Norlina in North Carolina was determined eligible for NRHP listing in 2007 (MAA 2007 and accompanying concurrence letter). Within Raleigh at its southern end, it included the Raleigh Seaboard Station (WA3115), the Seaboard Air Line Turntable (WA7383), and the location of the Seaboard Airline Railway Overpass Bridge over Peace Street (WA8808). Due to their association with the RAAL, these three resources are addressed in this report.

⁵ According to the railroad's website (CSX n.d.), "The C stands for Chessie, the S for Seaboard and the X for the multiplication effect, recognizing the two companies coming together."

carried more than 110,000 passengers from whom it earned revenue. Freight originating along the line included agricultural products, animals and their products, mined materials, lumber, and manufactured goods. The locally produced products it carried the most of were lumber (45,066 tons), merchandise (4,021 tons), bituminous coal (3,400 tons), naval stores (2,811 tons), and cotton (1,405 tons). Of its total of 359,037 carried tonnage, 63,196 tons or 18 percent were originated along the line. The figures indicate its impact was large within the three counties and beyond (BRCNC 1896: 194-95). Judging by the many long trains of freight cars viewed passing along the alignment during fieldwork, it remains very active and continues to be an important component of the region's transportation network.

2.3 Architectural Historical Context

The following contextual sections divide the resources that still stand in the study area into categories ranging from the broad—a potential railroad corridor historic district, which includes all of the individually assessed resources—to the specific. It is based in large part upon the categories included within DCRG's 2023 draft "CSX Railroad System in North Carolina (1833-2022)" NRHP Multiple Property Documentation Form or CSX MPDF. Although a draft, the MPDF is thorough and carefully considered. Its recommended areas of significance, registration requirements, and assessments of integrity for various property types are used as a framework for eligibility recommendations in this report.

2.3.1 Railroad Corridor Historic Districts

The CSX MPDF identifies three types of railroad historic districts: a railroad corridor historic district, a railroad yard historic district, and a railroad station or depot historic district. Due to this project's limitation to assessing the RAAL main line and those buildings or structures built or funded by it along its right-of-way, only the railroad corridor historic district is considered here.

The MPDF defines a corridor as "a collection of a variety of associated buildings, structures, sites, and objects within the railroad's right-of-way (ROW) that are currently or were historically necessary to provide service to moving trains." It adds that "Boundaries for a railroad corridor historic district should be dictated by the historic ROW of the railroad company that constructed and operated the corridor, even if the current railroad ROW has changed" and corridor districts "will consist of various elements that will span over multiple periods of significance" (DCRG 2023:72-73). Its list of possible elements within a corridor district is long: ash pit; associated railroad roadway; bridges and tunnels; blacksmith shops; carpentry shops; coaling station; commercial loading facilities; culverts; depots; engine house; freight house; freight, passenger, or combination depot; general repair and/or maintenance buildings; grade separation structures; ice house, machine shops; power house; railroad crossings; safety structures; sections houses; signs; storage warehouse; turntable or transfer table; watering stations; and worker shelters (DCRG 2023:72-73).

In assessing potential areas of significance and registration requirements, the MPDF states (DCRG 2023:77):

The most common criteria that all three of the historic district subtypes evaluated under this MPDF are likely to be considered eligible under are Criteria A and C; the most common areas of significance for this property type are Transportation, Engineering, and Architecture. These subtypes will likely be composed of various buildings, structures, sites, and objects across North Carolina's railway lines.

...

Significance within a railroad corridor historic district is not placed upon segmented portions of the rail line, rather an eligibility determination should be made based on the historical significance of the entirety of the collection of resources. The railroad corridor historic district does not require the line be intact along the entire route; however, it should be present at several locations, though, to be considered a rail corridor.

2.3.2 Stations and Depots

The RAAL and its successors opened, and closed, passenger depots or stations at a number of different locations between Raleigh and Sanford.⁶ The places identified with stations or at least stops vary from source to source and over time. They include Raleigh, Asbury, West Raleigh, Method, Cary, Apex, Lashley's Crossroads, New Hill, and Bonsal in Wake County; Merry Oaks, Haywood, Lockville, and Moncure in Chatham County; and Osgood, Buckner, Olives, Colon, and Sanford in Moore—later Lee—County (see, for example, Cain 1874; Cram 1879; North Carolina Board of Railroad Commissioners 1896). Some of these were likely the same communities renamed, for as railroads changed names, so did towns and stations. These couplings likely included Lashley's Crossroads and New Hill and, perhaps, Bonsal; Lockville and Moncure; and Buckner and Colon. Asbury, West Raleigh, Method, and perhaps others were likely flag depots (see, for example, Cain 1874, Cram 1879, *S.A.L. MAGUNDI* 1895, BRCNC 1896, and Carolana 2018).

The CSX MPDF (DCRG 2023:83) states: "Depots are buildings that house freight and/or passengers prior to embarkation or after disembarkation from rail transport. Often, depots of all varieties are referred to as a station...." It further differentiates flag depots or stops and union stations. The flag locations are generally "small buildings atop platforms in which a railroad employee would wave a flag to a train engineer that the train should stop" (DCRG 2023:84). Union stations, also called terminals or terminal depots, are large passenger depots constructed to serve a high volume of passengers and their guests, and are usually located in large towns and urban centers. They often served more than one railroad (DCRG 2023:93).

What the passenger depots or stations built by the RAAL and R&G within the study area looked like is unknown, for none remain standing. Valuation maps of 1918 show rudimentary footprints of lost passenger buildings in Cary, Apex, New Hill, Merry Oaks, Moncure, and Osgood. Of these, only a photograph of the Cary station was located and its form suggests it was built by the SAL (Figure 14 through Figure 16).⁷

⁶ Different sources, including the CSX MPDF, use the words "station" and "depot" interchangeably to describe a building that served passengers or freight. One commonly encounters, for example, "passenger station" and "passenger depot." Where the storage of goods is involved, the subject building may be called a "freight depot," a "freight station," and, additionally, a "freight house." To differentiate the functions of the buildings, this report generally refers to buildings dedicated to travelers as passenger stations and those dedicated to the movement of goods as freight depots.

⁷ The Interstate Commerce Commission's valuation maps for the SAL line within the study area between Cary and Sanford are available online through the National Archives Catalog website at <https://catalog.archives.gov/id/1560011>. Those extending between Raleigh and the northern edge of Cary are not, though they likely exist at an unidentified location within the collection. The North Carolina Department of Transportation at its NCDOT Val Map Finder does include valuation-type maps between Raleigh and Cary. To view these, one must open the website at <https://experience.arcgis.com/experience/200d4546d19f4bbd9c7721e7fcd9bcac>. Upon entering this link the user must locate Raleigh, open the yellow-dot link near the Raleigh Seaboard Station (Map V1NC_L7_S1b), and then open the 13 yellow dots extending east from Boylan Avenue into Cary. These maps are less useful than they at first appear to be. With two modern exceptions they are dated June 1918 or December 1927 but have been updated at unclear times. From Cary to Sanford along the study area, a continuing series of maps dated June 1918 use the blueprint maps included in this report as their base maps. However, they have been updated at least in part through 1972; one depicts the bridge built that year over the Deep River yet carries only the June 1918 date. Due to their unclear dates, the NCDOT maps are not cited in this report outside of this footnote. With further investigation into NCDOT records, particularly for individual resources, they may yet yield useful information.

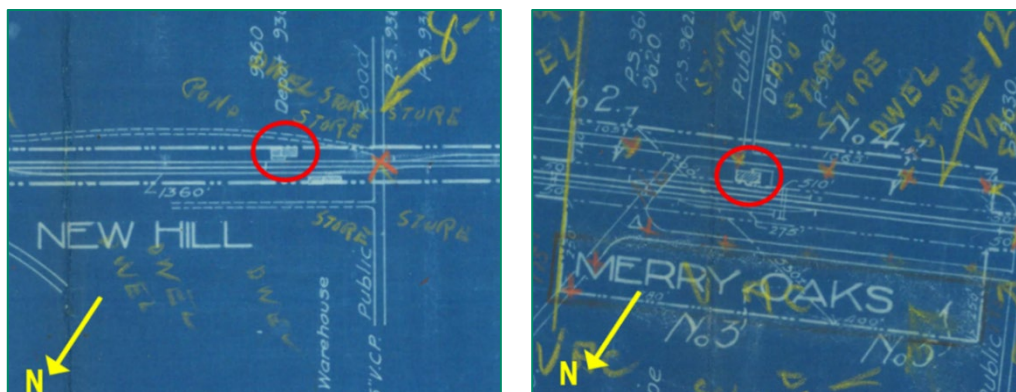


Figure 14. At left, SAL Valuation Section 9 North Carolina, Sheet 4, June 1918 depicting New Hill station, circled (SALRC 1918d); at right, Section 9 North Carolina, Sheet 5, June 1918 depicting Merry Oaks station, circled (SALRC 1918e).

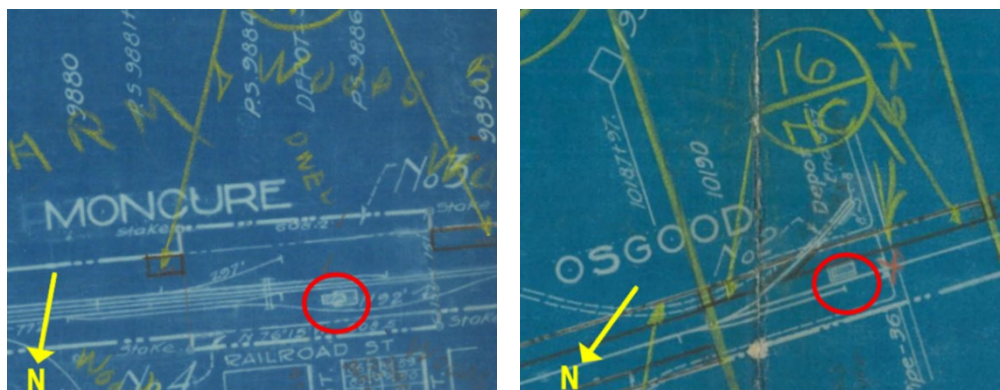


Figure 15. At left, SAL Valuation Section 9 North Carolina, Sheet 6, June 1918 depicting Moncure station, circled (SALRC 1918f); at right, SAL Valuation Section 9 North Carolina, Sheet 8, June 1918 depicting Osgood station, circled (SALRC 1918h).



Figure 16. At left, SAL Valuation Section 9-North Carolina, Sheet 1, June 1918 depicting Cary station, circled, and freight depot and tool house (SALRC 1918a); at right, undated photograph of lost Cary passenger station (Calloway n.d.).

The SAL built the four surviving depots or stations associated with the line during the first half of the twentieth century. Erected in 1910, the Sanford Passenger Station (LE0271) or Union Station is the earliest. A “union” station—one that served more than a single railroad or was larger than most—it was built for the SAL and the Atlantic Coast Line Railway. One-story tall with decorative knee braces, it is frame but brick veneered, likely due to its usage and importance (Slane and Szcodronski 2020; DCRG 2023:93-94; Sanborn Map Company 1915) (Figure 17).



Figure 17. Brick-veneered Sanford Union Station, depicted within ca.1925 aerial of downtown Sanford (Railfan.net 1999), at left, and looking east at southwest side and northwest street façade, at right

The next two oldest examples of this building type survive in Apex. In 1914 SAL architects designed the Apex Union Depot or Station (WA0222) to serve its trains and those of the Durham and Southern Railroad. An eclectically styled building with a bellcast roof, it is constructed of brick rather than frame (Little 1993). A block to the north of the Apex station stands the town's ca.1925 SAL Freight Depot (WA0826). Wide sliding doors, deep overhanging eaves, and a long covered loading dock announce the little-altered frame building's original function (Little 1993). It continues to be owned and used by the SAL's successor, the CSX, though not as a depot (Figure 18 and Figure 19).



Figure 18. Apex Union Station looking north at southwest side elevation and trackside façade, at left, and looking southwest at trackside façade and northeast side elevation in 1950, at right, with no-longer-extant water tower and frame warehouses in distance (Crowley and Knowles 2025).



Figure 19. Apex's SAL Freight Depot looking northwest in 1973 (Silcox 1973), at left, and currently, at right.

The fourth and last built of the standing stations and depots historically associated with the line rose in Raleigh just north of Peace Street in 1942 (WA3115). A Colonial Revival-style, one-story, brick building, it is the largest of the surviving stations. The nearly 1,000 feet of finely finished passenger sheds reflect the centrality and size of the city it served (Figure 20).

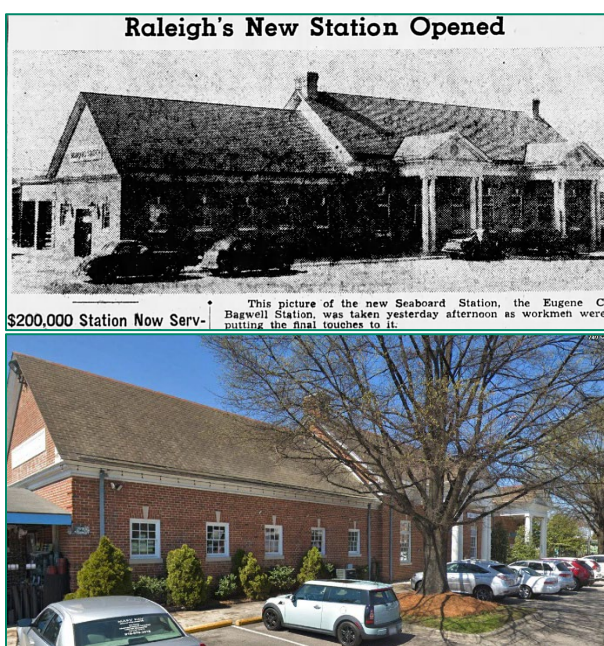


Figure 20. Raleigh's Seaboard Railway Station looking northwest at opening in 1942, at left ([Raleigh] News and Observer 1942), and recently, at right (Google Earth 2019).

DCRG's draft CSX MPDF includes recommendations for assessing the significance and integrity of depots and stations. Regarding significance the document states (DCRG 2023:94-95).

The most common criteria that all depot subtypes evaluated under this MPDF are likely to be considered eligible under [are] Criteria A and C; the most common areas of significance for this property type are Architecture, Engineering, Settlement, Transportation, and Community Development. Depots, in particular

the passenger, freight, or combination subtypes, are the primary recognizable building associated with railroads; they were built with the purpose of storing or sheltering passengers/guests, freight, or both for a short period of time. Depots of all varieties were central to the function of railroads; they were the origin or termination point of passenger or freight transportation. The design and size of depots varied according to the volume of traffic in each location and were either built to standardized plans in low-traffic areas or were individually architect designed where they would make a statement as a transportation hub in densely-populated areas. Smaller depots, such as flag or temporary depots, were designed as the first shelter for passengers, freight, or staff at a rail stop, and typically were upgraded over time to increase capacity. Therefore, few of these temporary depots remain and those that do are likely to have diminished integrity. However, flag or temporary depots that remain intact with a high level of historic integrity are likely to be considered significant due to their potential rarity and because of their connection with railroad evolution and design trends, as well as association with individual railroad companies. Larger passenger, freight, combination, and union/terminal depots were designed as more permanent tributes to rail transport and are more likely to exist intact, or with modifications to adapt to changing transportation needs. Where these depots are extant, they are also likely to be eligible in association with significant rail lines, transportation, or architectural criteria.

It summarizes the registration requirements for these building types as follows (DCRG 2023:98):

Depots range from small-scale, temporary structures and buildings (flag depots/temporary depots) to large, sophisticated architectural works (union depots). Therefore, the registration requirements must take their scale and purpose into account when assessing their eligibility. Depots that have significance associated with their design or role in their respective railroad enterprise may be considered individually eligible and are also likely to be considered as a contributing element of a railroad corridor, railroad station, or railroad yard historic district. In order to be eligible for listing in the NRHP individually or as a part of a district, depots must meet one of the NRHP-criteria requirements and must retain overall historic integrity.

DCRG's assessments, though in draft form, apply well to the stations and depots addressed in this report. They are accordingly applied here.

2.3.3 Bridges

The draft CSX MPDF uses the term "grade separation structures" to describe structures such as bridges, tunnels, and culverts that allow railroads to cross rivers, creeks, drainages, hills, valleys, roads, and other obstacles (DCRG 2023:99-100). As the obstacles encountered within the study area are limited to creeks, two rivers, and roadways, only bridges and culverts are addressed in this context, and separately rather than jointly.

Fifteen railroad bridges that carried the RAAL, R&G, SAL, and/or CSX tracks over watercourses and roadways survive within the study area between Raleigh and Sanford. All remain active. They fall within three basic categories: steel plate girder structures, steel beam structures, and concrete structures. Portions of other bridge types and materials survive along the alignment: wooden trestle footings and stone abutments, piers, and foundations. Other nonextant

structures that survive only in written accounts or photographs are a wooden covered bridge and a steel through truss bridge. Many others, unaccounted for, stood as well. This context begins with a brief discussion of the earlier bridges, to provide a baseline and context for the ones that continue to stand whole or in part.

In 1871 or 1872 the RAAL erected a covered bridge across the Haw River, which fire consumed in 1893. A wooden trestle built for “temporary use” was to be quickly supplanted by an iron structure ([Raleigh] *Daily Era* 1873; Raleigh] *News and Observer* 1893; *Charlotte Observer*, 1893; [Raleigh] *State Chronicle* 1893). In 1909, however, an “old wooden bridge” continued to carry the SAL over the Deep River near Moncure ([Pittsboro] *Chatham Record* 1909). That summer the line began building a new \$60,000 steel bridge over the river. In 1972 the CSX replaced this through truss bridge, along with a curve of the line, with the current plate girder and multi-beam structure ([Raleigh] *News and Observer* 1971; *Sanford Herald* 1972).

Some physical evidence survives of more modest wooden structures over narrow watercourses. Beneath the current Wombles (or Olives) Creek (LE0986) and Hughes (or Little Lick) Creek (LE0987) bridges, the cut-off piles of wooden trestles remain visible just above water level. No images or descriptions of these bridges were located. The 1918 valuation maps, however, include a notation at the Little Lick crossing identifying it as a timber trestle, as does the 1977 SCLR profile sheets. The 1977 sheets further identify it as a “Timb. B.D. Tres.,” indicating that it was a “bent and deck” bridge that had wooden bents supporting a wooden deck (Figure 21 and Figure 22).

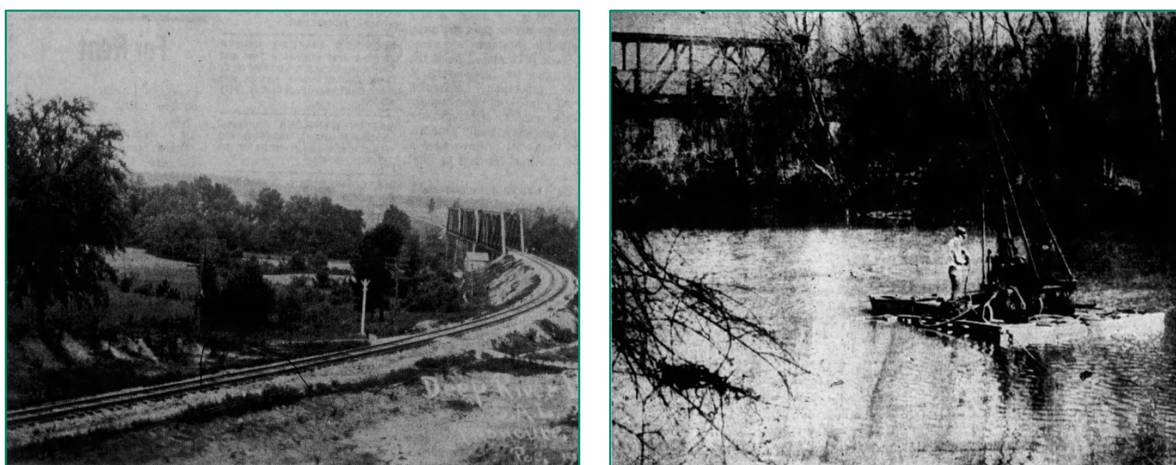


Figure 21. No-longer-extant through truss bridge over the Deep River in 1917, at left (*Sanford Herald* 1976), and in 1955, at right (*Sanford Herald* 1955).

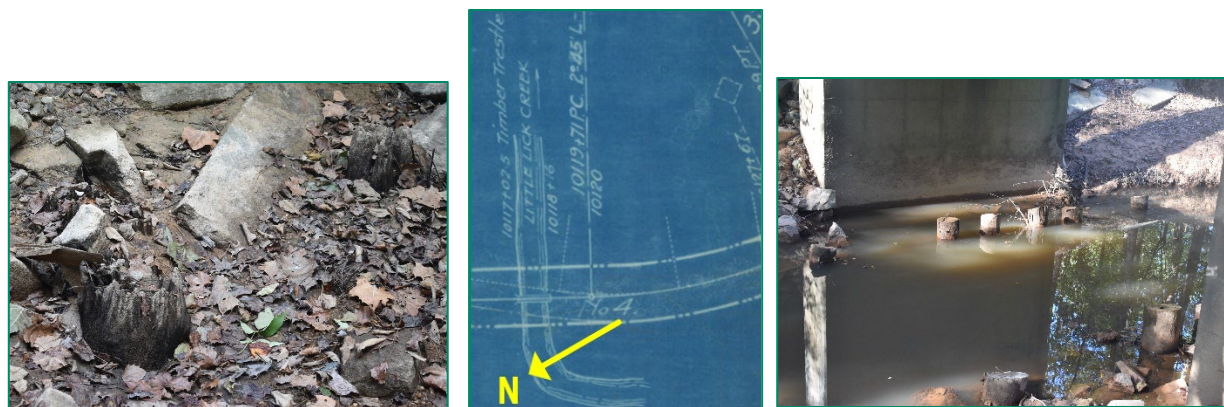


Figure 22. Left to right: truncated timber pilings beneath current Olives Creek Bridge; “Timber Trestle” identified over the Little Lick Creek on SAL Valuation Section 9 North Carolina, Sheet 7, June 1918 (1918e); and cut-off pilings beneath current Little Lick Creek Bridge.

Remains of early substructure stonework survive at two inventoried resources within the study area and a third outside of the area. The size and finish of the massive, rusticated, stone blocks at these three strongly suggest that the RAAL erected these works, likely in the 1870s. The current ca. 1925 Haw River bridge (CH0720) includes a metal-capped stone pier as an active central support. At the much smaller bridge over Shaddox Creek (CH0926) the lower sections of the stone substructure were partially sheathed in concrete and topped by concrete extensions when the superstructure was replaced ca.2015 (Figure 23 and Figure 24). A pair of tall piers still rise from the Deep River, north of the inventoried Deep River Bridge (CH0928) and outside the study area, though they no longer carry a structure. A metal cap atop the midstream pier indicates it was refitted to support a second superstructure before the SAL built the current bridge to its south.⁸



Figure 23. Looking northwest at two surviving Deep River Bridge stone piers, at left, and central pier, at center; looking northeast at central stone pier of Haw River Bridge, at right.

⁸ To eliminate a wide curve, in 1972 the CSX relocated a section of the alignment approaching and crossing the Deep River. It left the two piers in place and removed the approaches, tracks, and superstructure. These piers stand outside of the current study area.



Figure 24. Shaddox Creek Bridge stone and later-extended concrete substructure looking west, at left, and north, at right.

The deck plate girder or metal built-up girder bridge, built of steel, is the most common bridge type surviving in the study area. Plate girder bridges are composed of individual rectangular and square plates joined together into a continuous web plate by vertical stiffeners and horizontal upper and lower flanges. These elements, composed of steel since the 1890s, are connected in one of three ways. According to the Federal Highway Administration (2012)⁹:

The earliest examples were constructed with rivets, which were replaced by welding in the 1950s as advances in welding techniques were applied to bridges. High-strength bolted connections became the preferred connection type in the late 1970s but in the late 1990s welding again gained favor.

The seven plate girder bridges within the study area encompass all three connection methods. The two earliest bridges that can be dated from secondary sources are, not surprisingly, riveted plate girders: the ca. 1925 SAL Haw River Bridge (CH0720) and the 1936 Bridge over Hillsborough Street (WA4183). All rest upon concrete or concrete and masonry substructures which, as noted above, may incorporate earlier stone components (Figure 25).

⁹ The FHWA's informative 2012 "Post-1945 Highway Bridge Engineering" account focuses on highway rather than railroad bridges. It is based in significant part, though, on PB&EIH's 2005 "A Context for Common Historic Bridge Types," which covers highway and railroad bridges. Both are applicable to the bridges addressed in this report.



Figure 25. Schematics of plate girder bridge members and riveted connections, at top (International Correspondence School 1920:107); 1936 bridge over Hillsborough Street, at center; and ca. 1925 Haw River Bridge, at bottom.

Bolts connect various members of the plate girder bridge the CSX erected over US64 near Apex (WA8346) in ca.1970. Two of the longest and most recently constructed bridges along the alignment are welded: the approximately 560'-long, three-span Deep River bridge (CH0928), built in 1972, and the approximately 365'-long, two-span bridge erected over the path of I-40 in 1983 (WA8344). The approaches of the I-40 bridge are also welded plate girders, but shallower than the spans over the highway. The approaches of the Deep River bridge are shallower than their spans as well but are deck beams rather than plate girders (Figure 26).



Figure 26. 1983 welded plate girder bridge over I-40, at top; 1972 Deep River bridge with welded plate girder spans and shallower deck beam approaches, at bottom.

In their nationwide context for common historic highway bridge types, PB&EIH (2005:§3.3.11) recommend the following significance assessment for plate girder/metal built-up girder bridges¹⁰:

Metal built-up girders possess moderate significance within the context of this study. Within this type, surviving riveted, built-up girders, dating from the early-twentieth century, of reasonable integrity, are more significant because of their relative rarity. The first generation, welded steel girders that survive from the 1950s are also of higher significance within this bridge type, as these structures have mostly been replaced due to their structural deficiency. Character defining features of this structure include riveted or welded metal plate girders, its floor system and abutments and/or wingwalls, when present.

¹⁰ The CSX MPDF (2022:113) states: “The most common criteria that all drainage and separation structures evaluated under this MPDF are likely to be considered eligible under are Criteria A and C; the most common areas of significance for this property type are Engineering and Transportation.” For registration requirements, the MPDF (2022:116) continues: “To be eligible for listing in the NRHP under this MPDF, the drainage and grade separation structures must have been constructed for the purposes of carrying a railroad over, under, or through a natural or man-made feature between the years 1833 and 2022. The structures must meet one of the following [identified] National Register Criteria for evaluation and must retain overall historic integrity.

The alignment includes two additional steel bridges with girders or beams that are not plate girders.¹¹ Both of these have concrete masonry substructures. The 1965 bridge over Peace Street (WA8808) is wider than it is long in order to carry three sets of tracks. Multiple deck beams strengthened by bolted diaphragms support its concrete deck. The shorter and narrower bridge over Olives (or Wombles) Creek (LE0986) carries a single set of tracks. Its pair of I-shaped steel girders, which appear to be rolled, directly support the railroad ties above (Figure 27).



Figure 27. At left, multiple deck beams and bolted diaphragms at Peace Street bridge; at right, pair of steel girders supporting ties of Olives (or Wombles) Creek bridge.

In their historic bridge context, PB&EIH (2005:§3.3.10) recommend the following significance assessment for bridges similar to these two structures:

Metal rolled multi-beam bridges possess low significance within the context of this study. The level of significance within this category will depend on the structures' dates, span lengths, integrity; and use of early, innovative fabricating techniques, such as welded splice connections. Character-defining features that contribute to a structure's integrity include the rolled longitudinal I-beams or wide flange beams, floor beams, and original rails, piers, wingwalls and abutments.

The other six inventoried bridges have both concrete substructures and superstructures. This report's characterization of their superstructure types, though, requires a caveat. Without proper inspection records, which were not available, it is difficult to determine whether a concrete deck is a concrete slab, a concrete-encased deck girder, a steel stringer concealed by a concrete shell, or another type with masked interior structural elements. It is also unclear whether concrete was poured in place or off-site, prestressed or, in the case of substructure, hides a masonry core. The 2016 CSX publication "Where Service Meets Safety, CSX Bridge Resource Guide: North Carolina" informed much of this report's categorization of the study area's steel and, especially, concrete bridge types. Of particular use was the publication's table of CSX bridges in the state that includes headings addressing bridge location, type, length, substructure, and superstructure. However, the brevity of the structural entries, confined to a few words, limits their utility.

During the first 30 years of the twentieth century, reinforced concrete technology grew steadily and became the "dominant bridge type" for highway structures (PB&EIH 2005:§2.4.3). Railroad

¹¹ It is important to note that the terms "girder" and "beam" are often used interchangeably. Their usage depends more upon their structural function than their orientation.

bridges, however, must “sustain considerably greater loads than highway bridges” and were therefore slower to adopt concrete superstructure technology until the advent of the prestressed concrete bridge in the 1950s (Goldberg 1983:78).

The study area’s earliest dated bridge with a concrete superstructure rose over Williams Street/NC 55 in Apex (WA0850) in 1939. According to the CSX Guide (2016:16), its substructure is “concrete masonry” and its superstructure is of “concrete encased deck girder” construction.¹² As discussed at its individual entry, below, the bridge is significant for its fine Art Deco appearance. The bridge over Shaddox Creek (CH0926) that retains some of its stone substructure was elevated and given a concrete deck ca.2015. The description in the CSX Guide (2016:31) of its superstructure as a “concrete encased deck girder” suggests it too may date from the mid-twentieth century. Alternatively, it could have been erected much earlier in the century, for the PB&EIH context (2005:§2.4.3) dates the first concrete slab and girder bridges to the turn of the century. Its strictly functional appearance forecloses the use of stylist features to date it. The CSX erected its bridge over Dan Allen Drive (WA8806) about 1950-51 when Raleigh extended the road south of the tracks within North Carolina State University’s campus. The CSX Guide (2016:36) simply calls it a concrete slab but its 2022 NCHPO Access database form states that its poured concrete substructure supports a “steel-stringer superstructure that has been completely hidden by a poured-concrete shell.” The bridge over Little Buffalo Creek in Sanford (LE0990) is also described as having a concrete slab superstructure. Plainly finished, it cannot be accurately dated. However, its appearance suggests it dates to the third quarter of the twentieth century (Figure 28 and Figure 29).

The alignment’s remaining two bridges with concrete superstructures have prestressed decks. This dates them to no earlier than March 1954 when the country’s first prestressed railroad bridge went into service (Goldberg 1983:2). In the mid- to late-1950s, the North Carolina State Highway Commission began to build prestressed concrete bridge (NCDOT 2020a). The CSX Guide (2016:36) identifies its bridge over Capital Boulevard as having a “prestressed concrete slab.” It stood by October 1955, when Capital (then Downtown) Boulevard was driven into Raleigh’s core (NCDOT 1955). The CSX Guide (2016:34) describes the superstructure of the bridge over Hughes (or Little Lick) Creek in Lee County’s Olives community as composed of “prestressed concrete box girders.” The type did not begin to attain widespread use until the late 1960s. Historic aerials suggest the bridge may have been standing by 1973 (NETR Online 1973), but this is difficult to determine with precision as the visible structure may be a predecessor and the straightforward design includes no decorative features.

¹² It is not clear whether the term “concrete masonry” refers to masonry blocks covered in concrete or concrete construction without blocks. The table only utilizes the term when referring to a substructure. The Guide also does not identify whether concrete at a substructure or superstructure is reinforced. However, it uses the terms “prestressed concrete box girder” and “prestressed concrete slab” in referencing superstructures.



Figure 28. At left, 1939 concrete bridge over Williams Street/NC 55 in Apex, looking south; at right, concrete-encased deck girder bridge over Shaddox Creek in Chatham County.



Figure 29. At left, concrete-covered steel-stringer superstructure of early 1950s Dan Allen bridge in Raleigh, looking southwest; at right, 1955 concrete slab bridge over Capital Boulevard, Raleigh, looking west.

2.3.4 Culverts

In its draft CSX Multiple Property Documentation Form, DCRG (2023:104-05, 109-10) summarizes and illustrates culverts as follows (Figure 30):

Culverts were constructed for smaller spans, typically meant to cross small streams, minor drainage ditches, or other embankment. Their construction is relatively simpler compared to massive bridges. In the nineteenth century, smaller culverts were wood stave forms, metal structures, or concrete pipe ranging from 1 to 3 feet in diameter. These were typically buried beneath railroad tracks and surrounded by earth fill or ballast. Wood stave pipes were commonly made of long, narrow, slightly beveled planks, similar to those used for barrel making, and held together with iron rings. While widely used, such culverts had to be replaced often due to rot. Metal pipes became popular later in the nineteenth century; these pipes were made of iron and could be up to 72 inches in diameter. Pipe culverts utilize multiple corrugated steel sheets riveted into sections to create the desired shape.

By the twentieth century, precast concrete pipe sections with single-hub ends were commonly utilized by railroads for culverts.

Larger arch or box culverts spanning larger creeks and branches were constructed from stone or brick. The arch culvert featured a single barrel (arch) that could range from 5 to 25 feet in diameter. In the nineteenth century these arch culverts were constructed with stone or brick, but by the early-twentieth century, culverts were increasingly made with concrete. The availability of concrete during the twentieth century resulted in the rise of the box culvert. These culverts were functionally the same as the concrete arch culverts aside from the main difference in that the box culverts had a square barrel. Box culverts could comprise single or double openings whereas arch culverts were generally only single barrels. Despite other modern materials and advanced technologies, reinforced concrete is still the most popular construction method today.

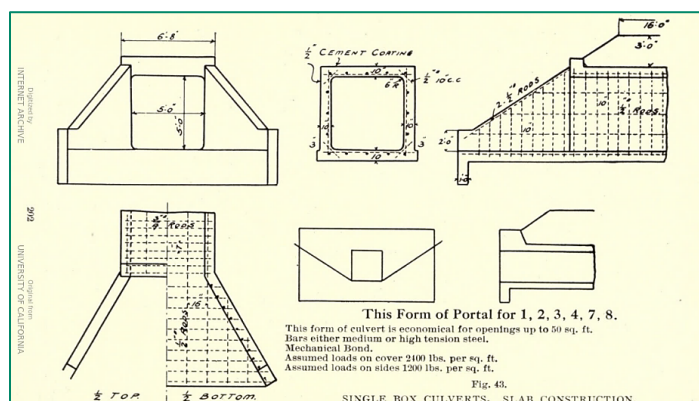


Figure 30. Drawing of “typical” concrete, single box, railroad culvert identified in CSX draft MPDF (Grattan 1909:202).

During the current project, AECOM historians attempted to locate railroad culverts of any type through two principal means: the study of aerial photographs and the search for railroad ties painted white. During the course of its survey of 13 rail lines that passed through Charlotte in a seven-county study area between 2021 and 2024, AECOM found that a railroad tie that is painted white, visible through close inspection of aerial photography, may identify the location of a culvert or pipe passing beneath the tracks. Online research uncovered one clear reference to a white-painted tie, which happened to reference a CSX culvert.¹³ However, a 2010 Union Pacific Railroad engineering standard identifies the same practice with a different color.¹⁴

As part of its close-up review of aerial photographs of the alignment, AECOM historians identified dozens of white-painted ties. They then looked even more closely at the aerials and other maps that identified watercourses. Twelve locations were found with a white tie over a mapped or visible watercourse. Attempts were made to view all of these, but not all were accessible due to terrain, heavy undergrowth, or safety concerns. AECOM ultimately recorded three culverts that may be 50 years old or older. Two are located near Sanford south of US 421:

¹³ A participant in an online conversation labeled “Eastern Railroad Discussion > White marking on tracks” commented on August 31, 2002: “I have seen entire ties on the CSX painted white and when I asked a M[aintenance] of W[ay] guy about it he said it meant that there was a pipe or culvert or something passing underneath the right-of-way at that point” (nscolmp6 2002).

¹⁴ The standard, titled “Culvert Location Tie Marking,” includes diagrams and states: “All culverts on main tracks or industrial leads smaller than 48” in diameter will be identified by marking a tie. Tie closest to the center of a culvert location to be painted blue” (Union Pacific Railroad 2020).

Little Buffalo Creek Culvert I (LE0988), of single box concrete construction, and the double box concrete Little Buffalo Creek Culvert II (LE0989). The concrete pipe and stone enframement of the culvert over a tributary of Shaddox Creek (CH0925) suggests that at least its walls are more than 50 years old as well. Three other culverts, all located just north of Apex and southeast of North Salem Street, were viewed. Not reported on due to their age and limited accessibility, they appear to have steel pipes installed by the 'bore-and-jack' (alternatively called 'pipe jacking') method. This and their finish, which suggests welded steel, indicates they are likely well less than 50 years old (see Trenchlesspedia Staff 2023 and Najafi, Gokhale, Calderón, and Ma 2021) (Figure 31 and Figure 32).



Figure 31. Screen captures of 2018 Google Earth views of white-painted ties at Little Buffalo Creek Culvert I, at top left, and Culvert II approximately 1,800' to the south, at top right; Culvert I, at bottom left, looking north, and Culvert II, at bottom right, looking northwest.



Figure 32. Shaddox Creek Culvert (CH0925) with concrete pipe and stone enframement, at left; steel bore-and-jack culvert located north of Apex and southeast of North Salem Street, at right.

Despite the above-described efforts to locate culverts, the number identified along the alignment is far less than the approximately 100-to-150 depicted on the 1918 ICC valuation maps and condensed Seaboard System profile sheets (SCLRR 1977). The culvert materials that these two sources name include rock, stone, masonry, concrete, and wet and dry rubble. Pipe materials include concrete, reinforced concrete, vitrified clay, transite cement (a fire-resistant composite board), cast iron, galvanized cast iron, and corrugated metal (Figure 33 and Figure 34).

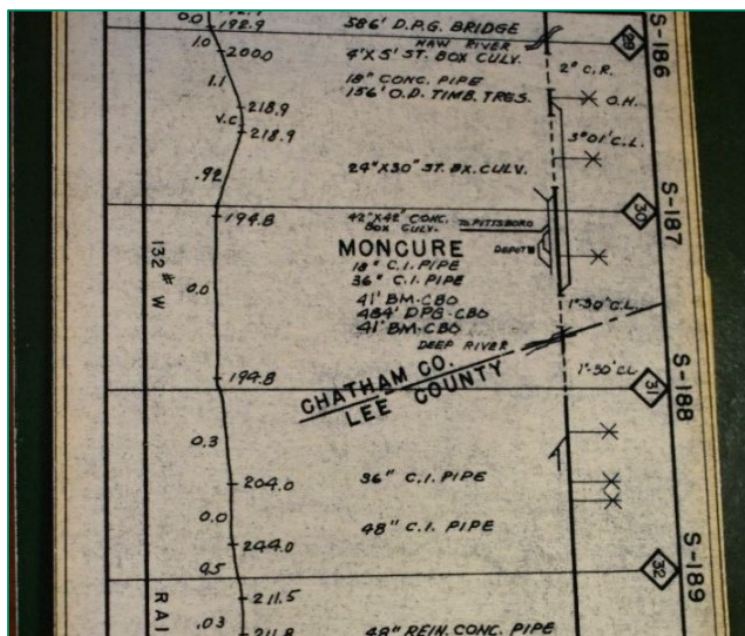


Figure 33. Portion of Seaboard System profile sheets (SCLRR 1977:30) identifying multiple culverts and pipes of various materials.

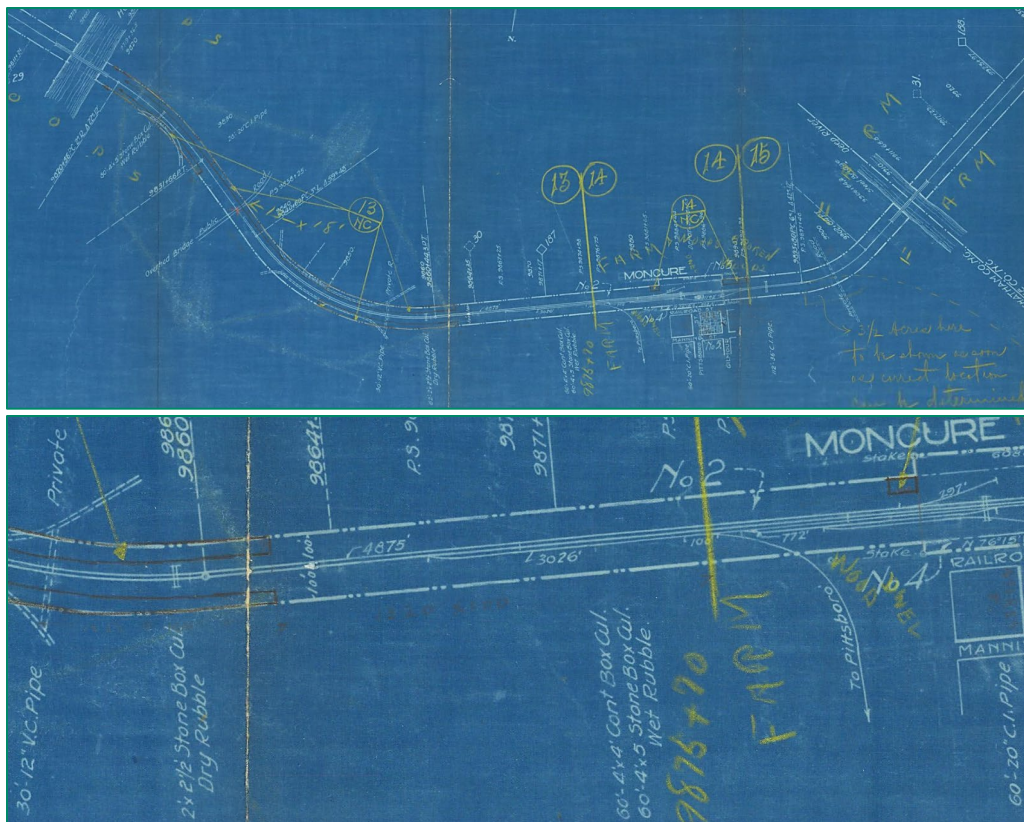


Figure 34. Portion of SAL Valuation Section 9 North Carolina, Sheet 6, June 1918 depicting alignment between Haw and Deep rivers, at top, and tighter view near Moncure, at bottom, legibly identifying multiple culverts and pipes of various materials (SALRC 1918f).

2.3.5 Railroad and Section Houses, Turntables, Roundhouses, Signal Towers, and Other Resources

Railroad corridors may include numerous types of resources, many of which DCRG (2023:72-73) named in its CSX MPDF (see §2.2.2 above). Only two of these survive along the alignment that are not passenger stations, freight depots, bridges, or culverts: the Seaboard Air Line Turntable (WA7383) in Raleigh and Sanford's Railroad House (LE0003). The SAL Valuation Section 9 North Carolina sheets identify a wide variety of resources along the RAALHD alignment including section foreman and section laborer housing, "Negro Cabins" that likely also housed railroad workers, switch towers, freight and cotton platforms, water tanks, and scales. Some of these are marked on Figure 35 through Figure 37 below, which are annotated with solid red letters for extant resources and white-outlined letters for those have been lost.



Figure 35. Lost section foreman house (A) and section laborer houses (B and C) located north of Apex on SAL Valuation Section 9 North Carolina, Sheet 2, June 1918 (SALRC 1918b).

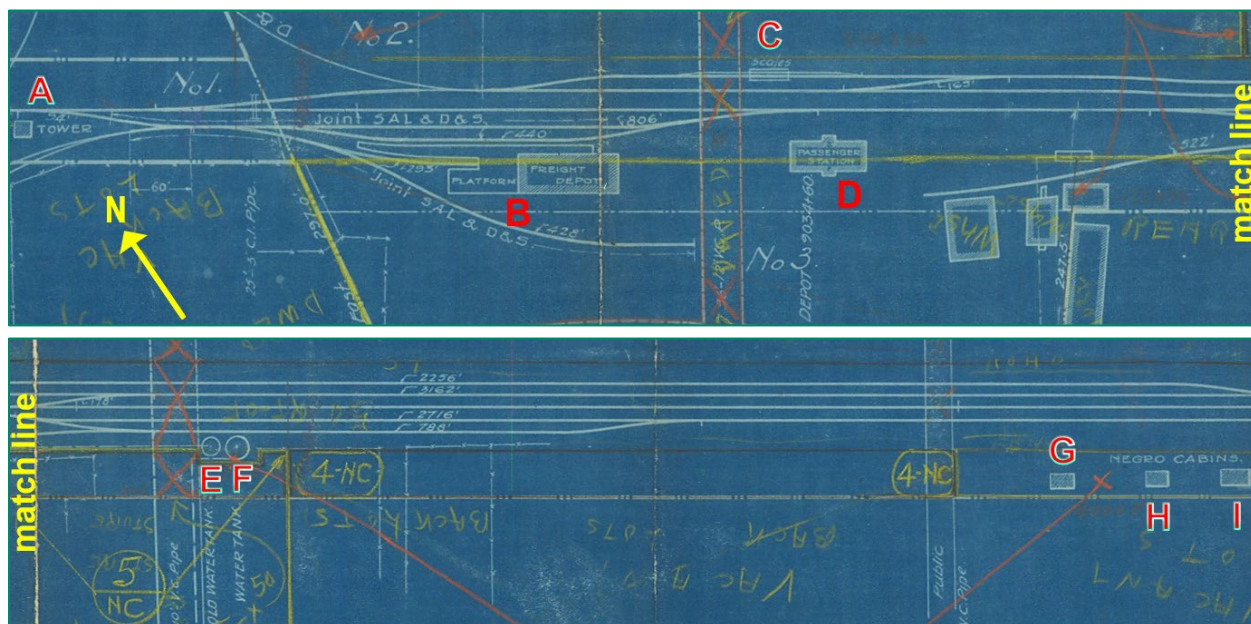


Figure 36. Extant freight depot (B) and passenger station (D) and lost switch tower (A), scales (D), water tanks (E and F), and "Negro cabins" (G, H, and I) located in Apex on SAL Valuation Section 9-North Carolina, Sheet S-2, June 1918 (SALRC 1918c).



Figure 37. Extant union passenger station (B) and lost water tower (A), SAL passenger station (C), and SAL cotton platform (D) located in Apex on SAL Section 9 North Carolina, Sheet 9, June 1918 (SALRC 1918i).

Additional resources directly associated with the railroad that once stood along the alignment can also be determined in part through old photographs and the Sanborn maps that cover Raleigh, Apex, and Sanford. Selections of these are included below at Figure 38 through Figure 41.



Figure 38. At left, undated photograph of lost Apex switch tower shared by the SAL and Durham & Southern Railway (PWRC n.d.A); at right, interior of no-longer-extant SAL switch tower at wye near Boylan Avenue in Raleigh, 1960s (NCRR n.d.).



Figure 39. Undated view looking north at no-longer-extant SAL coal chutes located south of Peace Street and east of SAL roundhouse, north end of which is visible at left (PWRC n.d.D).

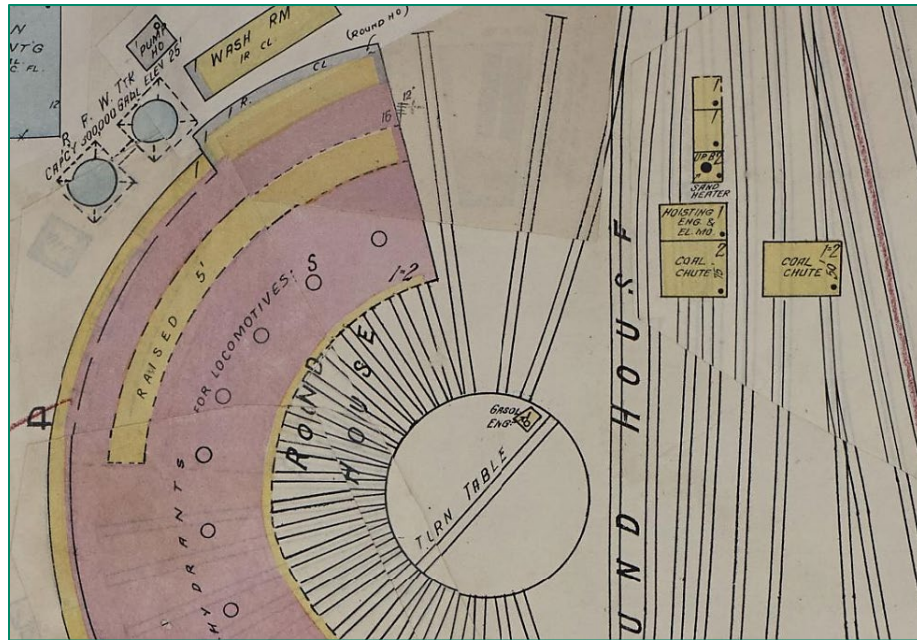


Figure 40. 1950 update of 1914 Sanborn map of Raleigh, sheet 62, depicting extant turntable and lost coal chutes and roundhouse, north at top (Sanborn Map Company 1950)

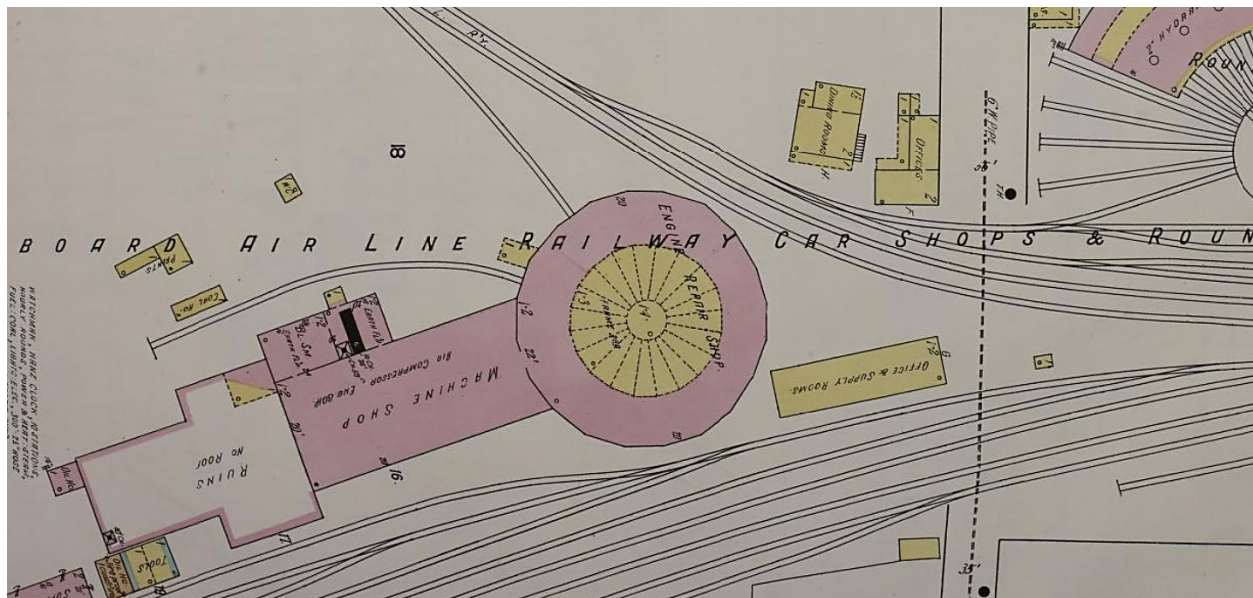


Figure 41. 1914 Sanborn map of Raleigh, sheet 53, depicting no-longer-extant, brick, SAL engine repair and machine shop immediately south of the turntable and roundhouse, north at top (Sanborn Map Company 1914).

The CSX built the extant Raleigh turntable and its lost roundhouse in 1917. Even lacking the roundhouse, the turntable remains a notable resource along the alignment. The RAAL built the Gothic Revival-style building known as the Railroad House (LE0003) for its depot agent in 1872. It is the only resource identified within the study area built by RAAL, with some stone foundations at bridges excepted. It was moved half a block southeast to its current location in 1962 (Figure 42).



Figure 42. Looking northwest at Raleigh's Seaboard Turntable, at left, and northeast at Sanford's Railroad House, at right.

2.4 National Register of Historic Places Evaluation

2.4.1 Evaluation of Significance (Criteria A, B, C, and D)

The Raleigh & Augusta Air Line Railroad between Raleigh and Sanford Historic District is eligible for NRHP listing as a railroad corridor historic district under NRHP Criterion A within the significance category of Transportation. As were all successfully operated railroad lines in North Carolina, the RAAL played a significant role in economic development along its route. The North Carolina General Assembly incorporated the RAAL's predecessor, the Chatham Railroad Company, in 1855, providing Raleigh access to the coalfields of Chatham County. The Assembly supported the grading of the line during the Civil War to provide a supply of coal and iron from Chatham to the Confederacy (Clark 1877:1; Battle n.d.). When the RAAL built out the line through Wake, Chatham, and Moore (now Lee) counties in the early 1870s, towns quickly developed along its route (Cain 1874, Cram 1879, BRNC 1896). A July 4, 1872, excursion from Raleigh to the Deep River on the line identified developing towns with stations, including Cary and Apex. The latter received was established and received its name because it rose on the line's highest point ([Raleigh] *Daily News* 1872). An 1895 SAL promotional publication noted the growth of the towns in the three counties, particularly Cary, Apex, and Sanford (*S.A.L. MAGUNDI* 1895). As addressed at the architectural historic context above, the alignment within the study area carried numerous tons of goods produced within the study area and many thousands of passengers from within and beyond its bounds. Throughout its period of significance, it promoted agricultural, manufacturing, industrial, and population growth in the sections of Wake, Chatham, and Lee counties through which it passes.

The RAALHD is also eligible for NRHP listing as a railroad corridor historic district under NRHP Criterion C within the significance categories of Architecture and Engineering. Historic maps and physical evidence indicate that it retains almost all of its original alignment. The current alignment continues to be tracked and remain quite active along its entire length. It possesses an unusually large percentage of resources with a medium to high degree of integrity that date from its period of significance.¹⁵ Its buildings include passenger stations, a freight depot, and an original station agent's house. Among its wide variety of bridge types are riveted, bolted, and welded steel plate girders; steel deck beams; and concrete and prestressed concrete slabs. Its concrete substructures in a few instances stand upon portions of abutments and piers built of large, rusticated stone blocks that likely once served its first bridges. Concrete, whether laid in boxes or as pipe, forms its early identified culverts. The alignment also retains a rare intact turntable. The RAALHD's high degree of integrity supports its significance under both Criteria A and Criteria C (Table 4).

The draft CSX MPDF identifies the most common areas of significance for railroad historic districts, including corridor districts, as Transportation, Engineering, and Architecture. As the above two paragraphs reflect, this identification applies to the RAALHD. These are also the areas of significance utilized at the assessments of the Charlotte Gateway project railroad corridors identified in the footnote below.

The period of significance of the RAALHD extends from 1872 to 1977. The 1872 date is that of the earliest dated surviving resource along the line, the Railroad House in Sanford. The 1977 date extends up to the 50-year age limit for NRHP resources that are not of exceptional importance. All of the district's contributing resources fall within its period of significance. These resources are intact representatives of an array of types, materials, architecture, and engineering approaches from that period.

The RAAL HD is not NRHP-eligible under either Criterion B or D because it has no study-area-wide association with any significant or notable persons in our history and is unlikely to yield important information based on its appearance or construction that is not available from other sources.

¹⁵ As part of the Charlotte Gateway Station and Track Access Project, 13 rail line corridors/linear historic districts were surveyed and assessed for NRHP eligibility. Three of these were determined NRHP-eligible and a fourth was found to retain NRHP eligibility. The other nine lines were found not to be NRHP-eligible due to loss of integrity. The report for one of the eligible lines—the Wilmington, Charlotte, and Rutherford Railroad (NC0022)—can be viewed at <https://www.hpo.nc.gov/pdfs/er-15-2204-task-3/open>. The report for one of the ineligible lines—the Yadkin Railroad (NC0018)—can be viewed at <https://www.hpo.nc.gov/pdfs/er-15-2204-nov-2023-report-2/open>. All of the reports can be located by accessing the list of historic structure survey reports submitted to the NCHPO at <https://www.hpo.nc.gov/environmental-review/historic-structure-survey-reportlist/open> and searching the term "ER 15-2204."

Table 4. NRHP Elements of Integrity.

Raleigh & Augusta Air Line Railroad between Raleigh and Sanford Historic District		
Element of Integrity	Level of Integrity	Assessment
Location	High	All contributing resources remain on original locations but for the Apex Union Depot and Sanford's Railroad House, which were shifted a short distance and continue to stand close to the tracks.
Design	High	The designs and engineering of the contributing resources remain intact and continue to express their original design and engineering.
Setting	High	The setting is little changed from 1977, the end of its period of significance. It retains a mix of urban, semi-urban, and wooded settings.
Materials	High	The contributing resources in large part retain their original and early materials.
Workmanship	High	The contributing resources in large part retain their original and early workmanship.
Feeling	High	Retains high integrity of location, design, setting, materials, and workmanship; therefore has high integrity of feeling.
Association	High	Retains high integrity of location, design, setting, materials, and workmanship; therefore has high integrity of association.

2.4.2 Proposed NRHP Boundary

The proposed NRHP-eligible boundary of the RAAL extends along its approximately 47-mile length in Wake, Chatham, and Lee counties. The historic district's linear boundary extends 10 feet from the centerline or centerlines of the rail alignment included on NCDOT Rail Division GIS mapping and from the footprint of the buildings recorded along the alignment. Its width therefore varies depending on whether the line is single- or double-tracked and the proximity to the buildings near the tracks. It is also extended where necessary to capture abutments and/or wingwalls, so that the substructures of all contributing structures are within the boundary. The boundary is extended at the buildings along the alignment—the Seaboard Railway Station (WA3115) and platform, Seaboard Air Line Railway Railroad Yard Offices (WA8807), Apex Freight Depot (WA0826), Apex Union Depot (WA0222), Railroad House (LE0003), and Sanford Passenger Depot (LE0271)—and the Seaboard Air Line Turntable (WA7383) in the direction of the tracks so that all resources are fully encompassed by the historic district's NRHP-eligible boundaries. Parcel numbers are not identified for the historic district's boundary, as it includes portions of numerous parcels of varying widths throughout the study area, almost all of which have no parcel numbers because the CSX Railroad owns them. The proposed boundary encompasses approximately 133 acres. It is depicted at Figure 43 through Figure 53. As the boundary is 47 miles long and its width is limited, the included figures do not visually capture its total extent. The GIS shapefile accompanying this report, however, depicts the boundary in detail.

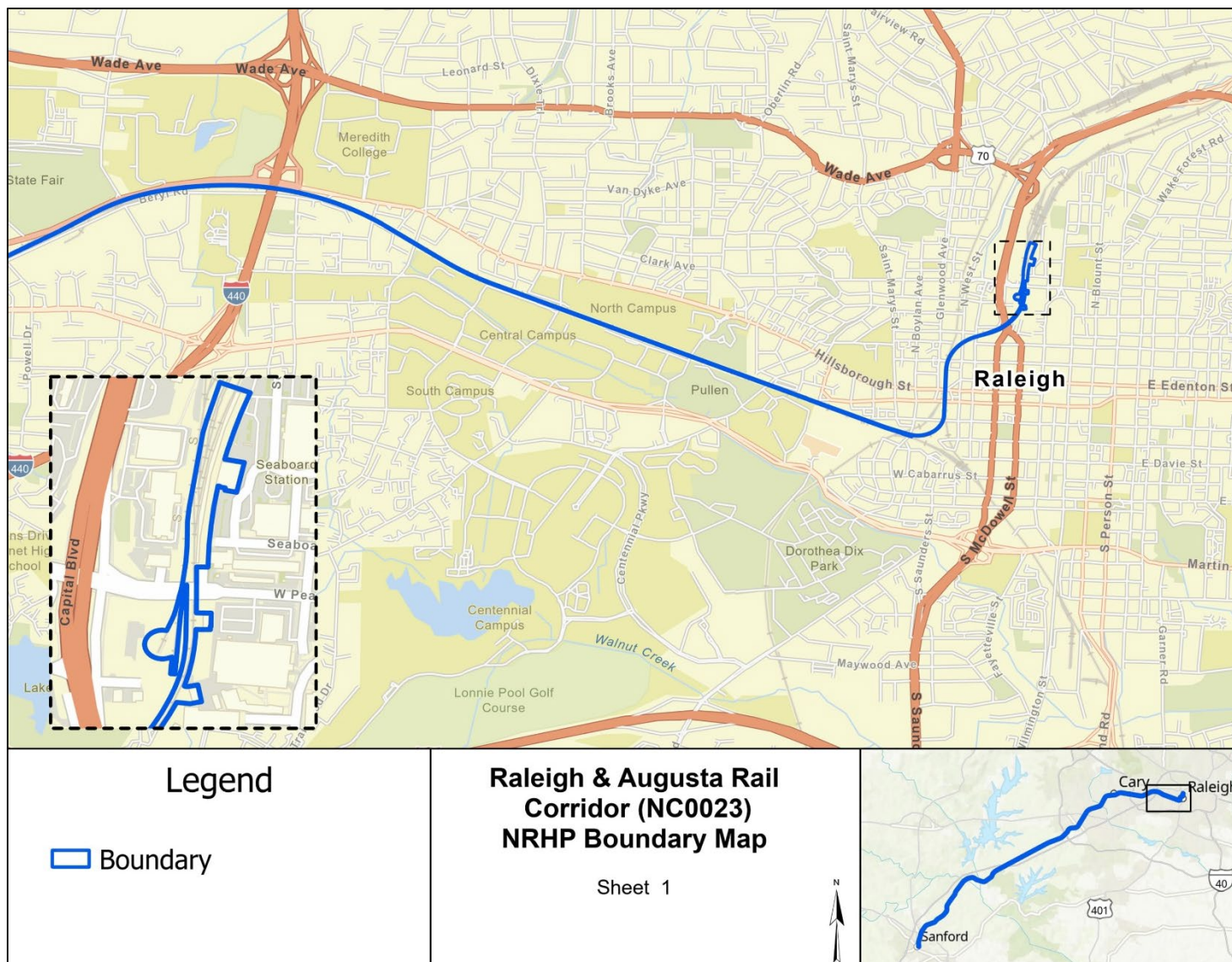


Figure 43. RAALHD Proposed Boundary Maps (Sheet 1 of 11).

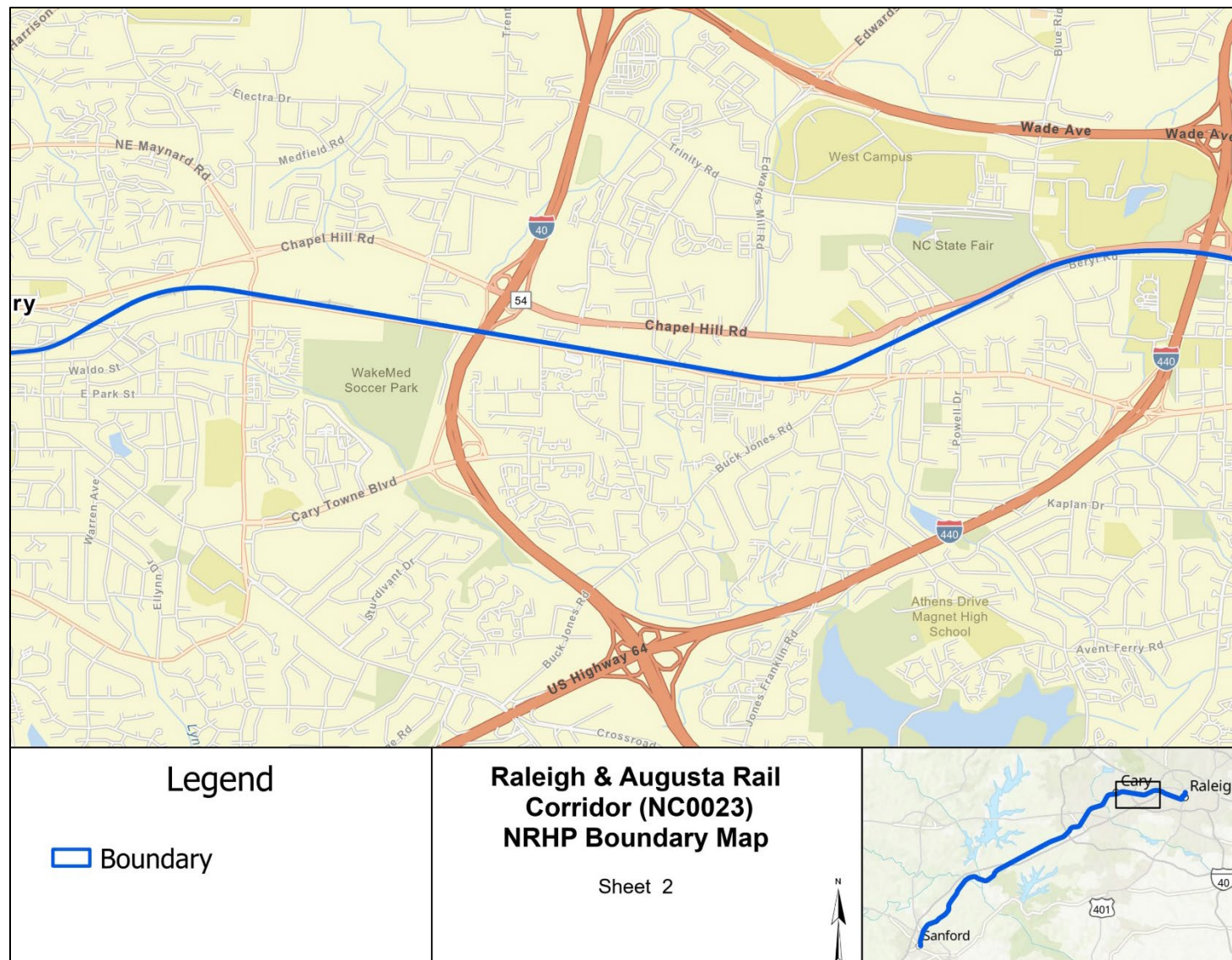


Figure 44. RAALHD Proposed Boundary Maps (Sheet 2 of 11).

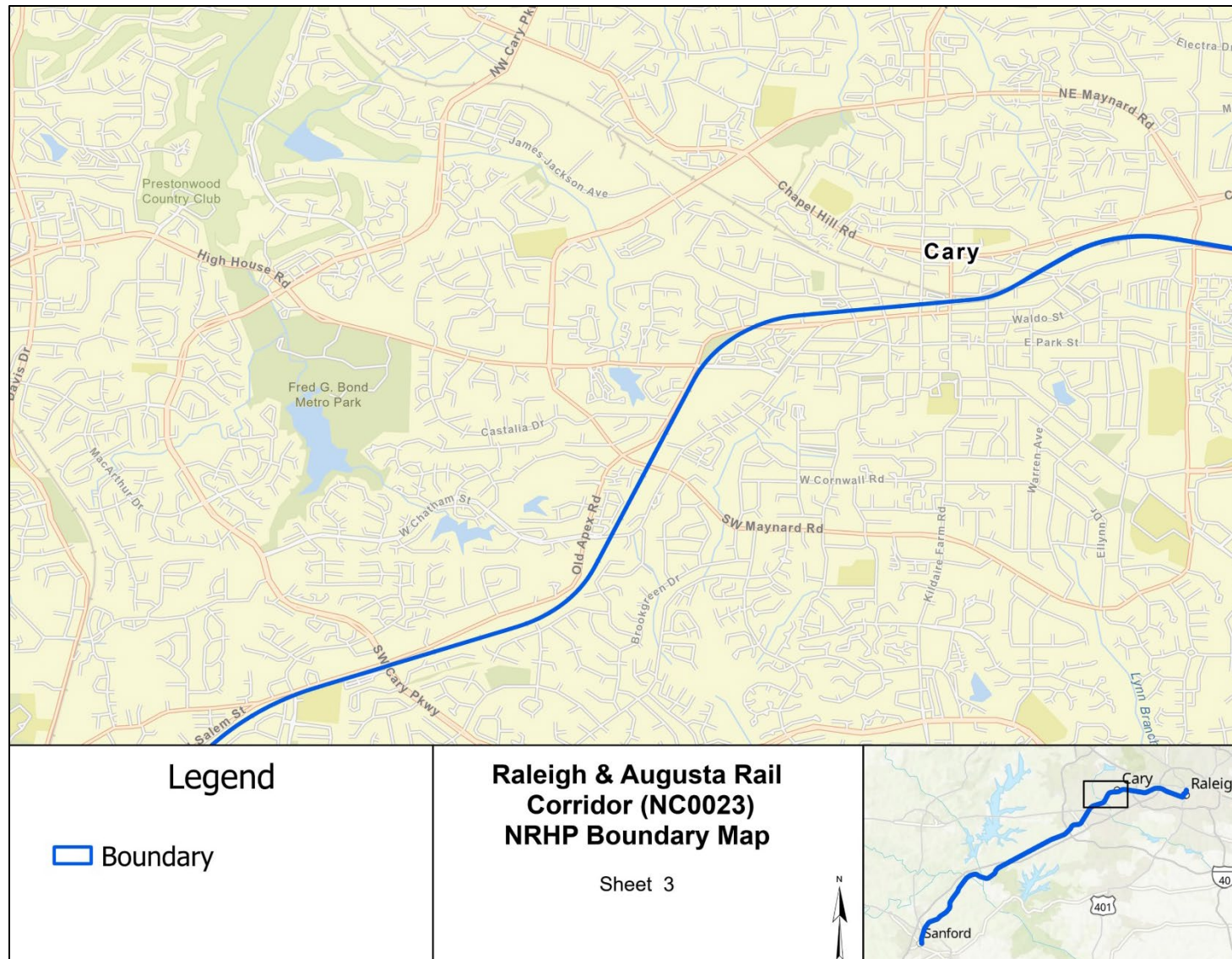


Figure 45. RAALHD Proposed Boundary Maps (Sheet 3 of 11).

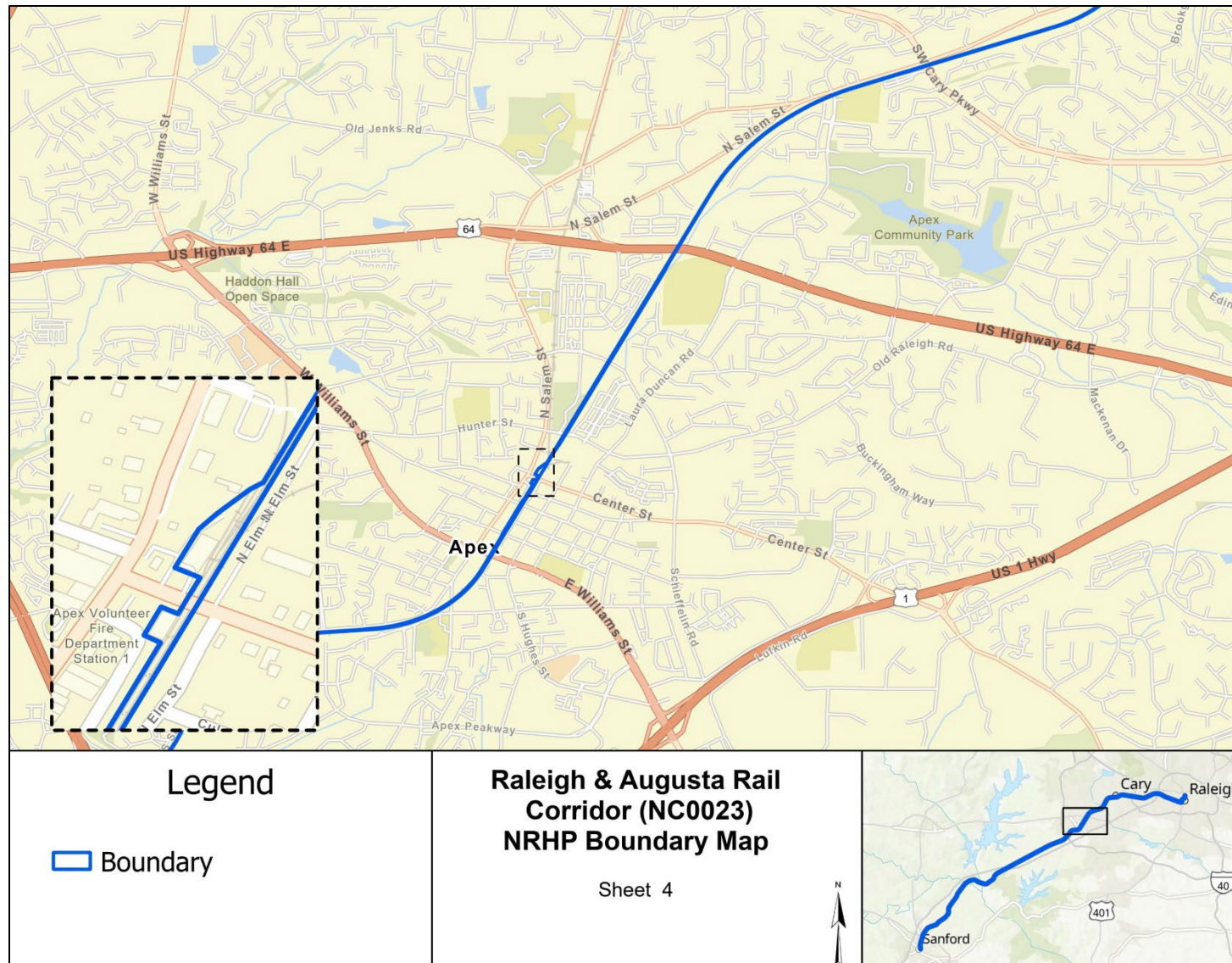


Figure 46. RAALHD Proposed Boundary Maps (Sheet 4 of 11).

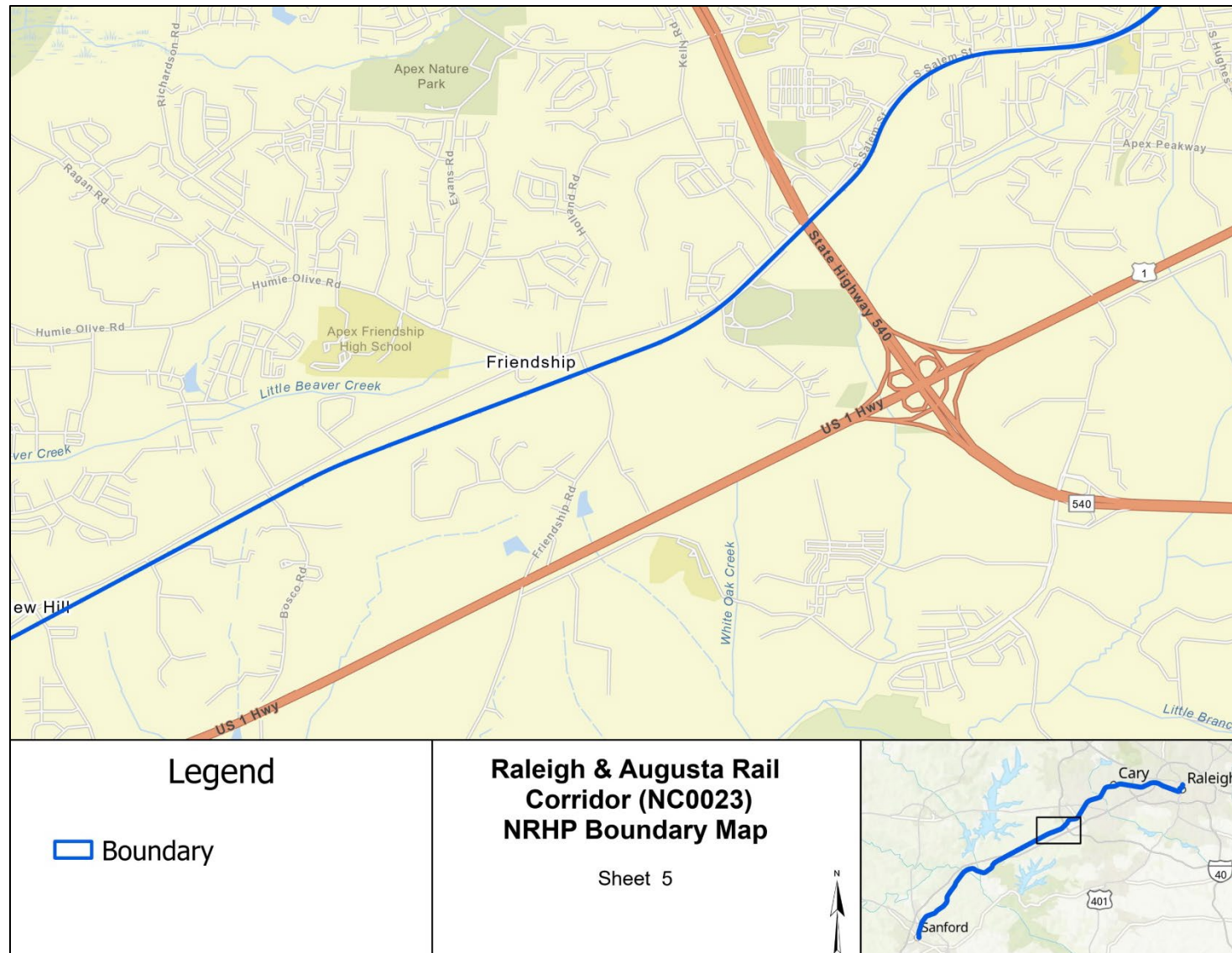


Figure 47. RAALHD Proposed Boundary Maps (Sheet 5 of 11).

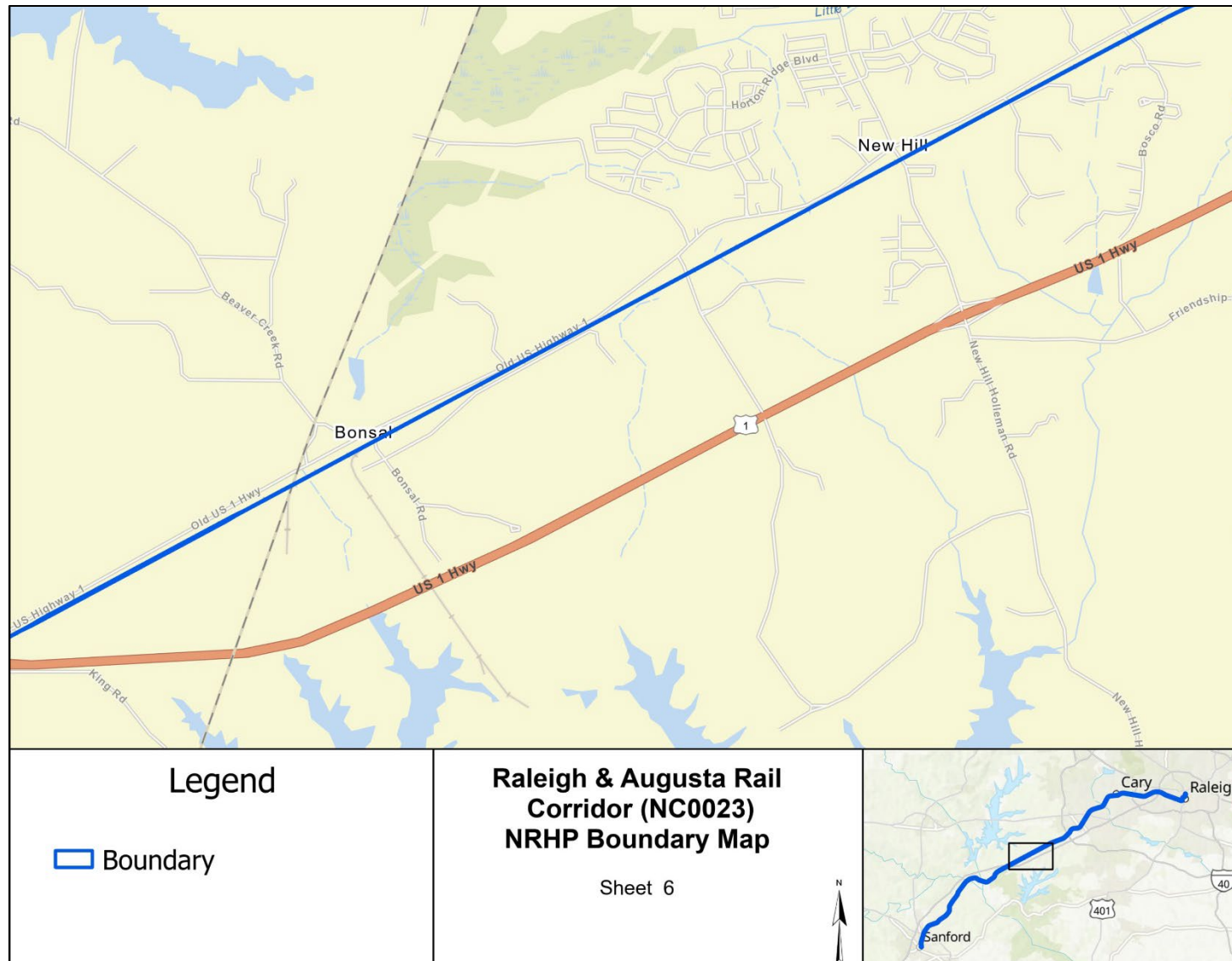


Figure 48. RAALHD Proposed Boundary Maps (Sheet 6 of 11).

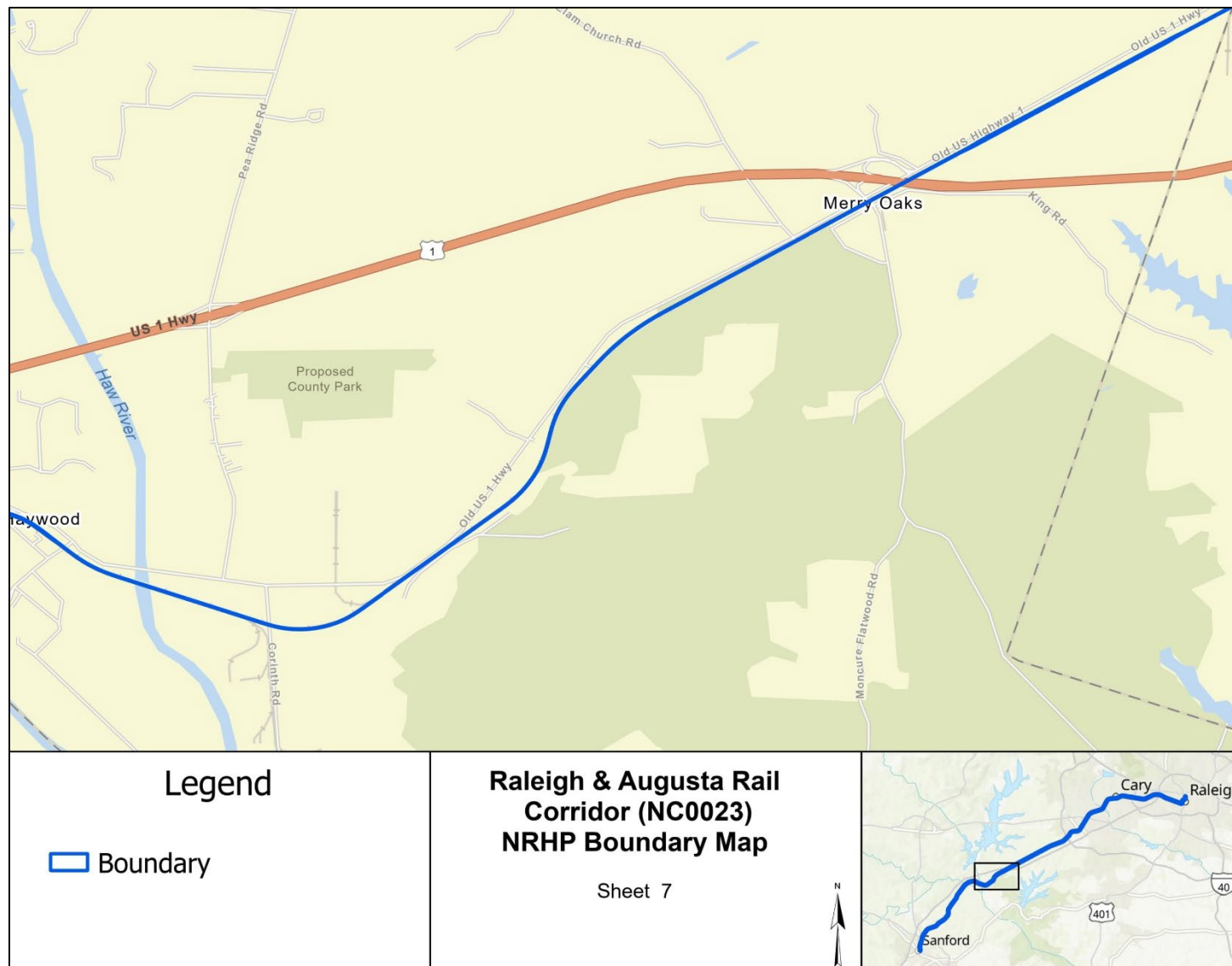


Figure 49. RAALHD Proposed Boundary Maps (Sheet 7 of 11).

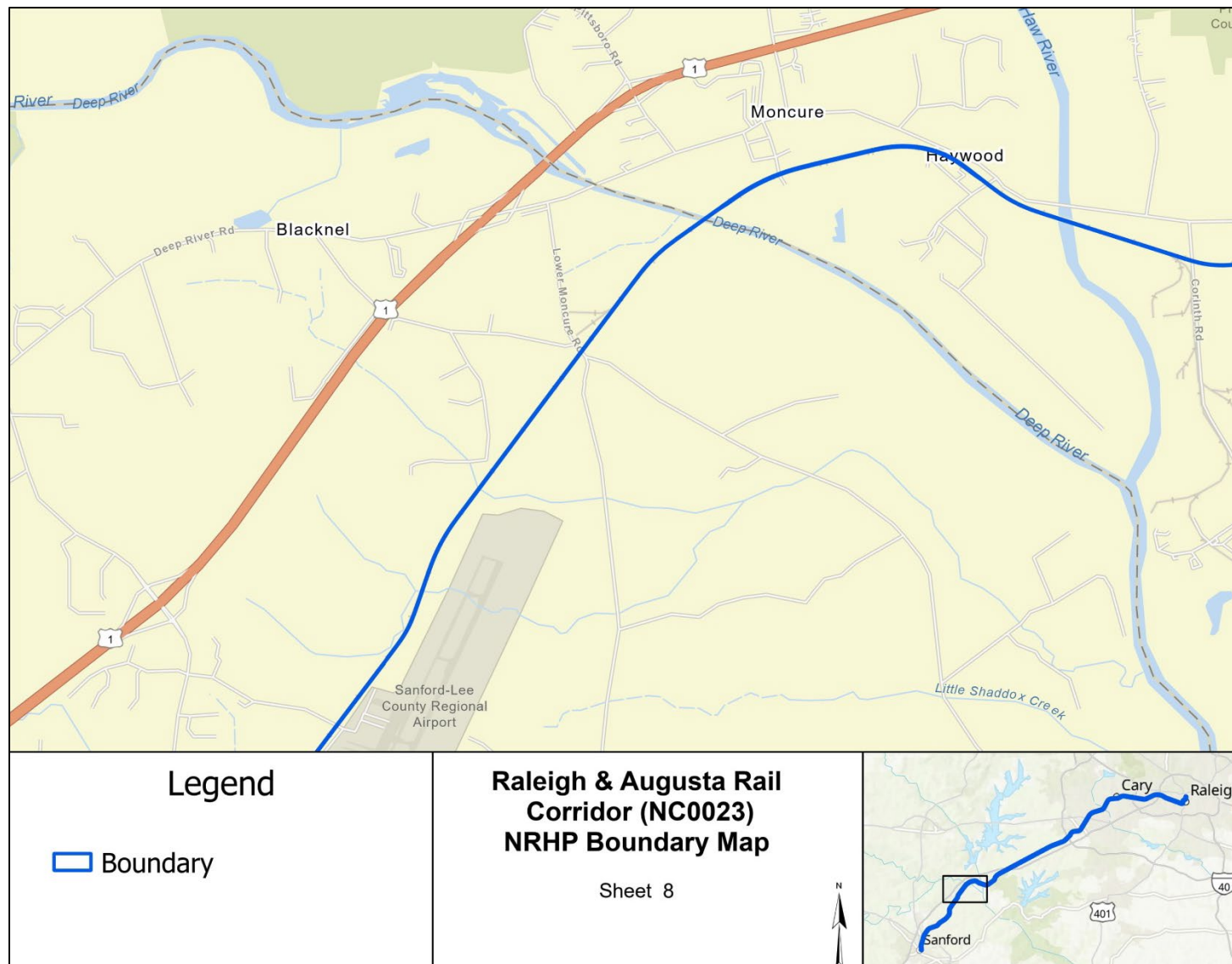


Figure 50. RAALHD Proposed Boundary Maps (Sheet 8 of 11).

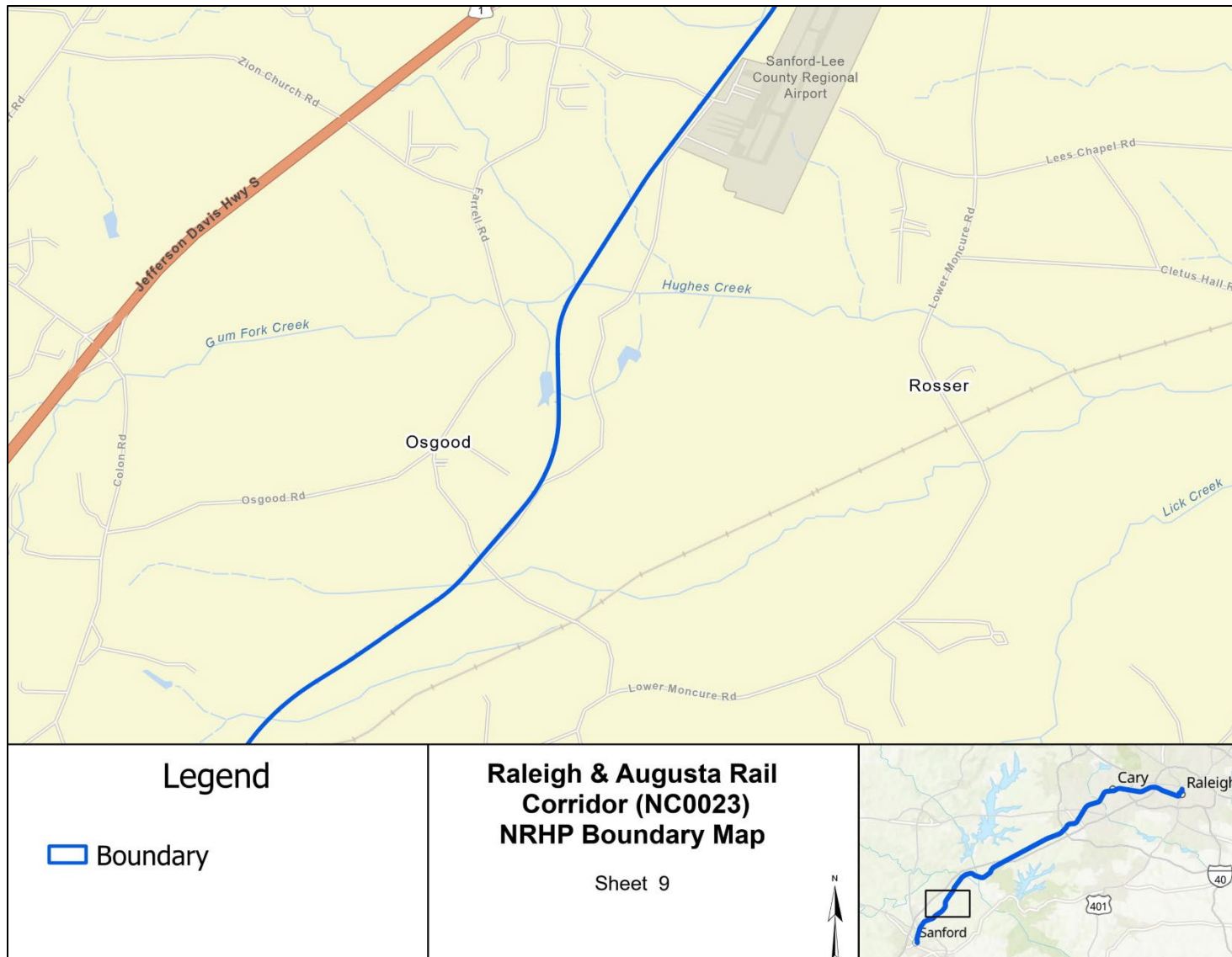


Figure 51. RAALHD Proposed Boundary Maps (Sheet 9 of 11).

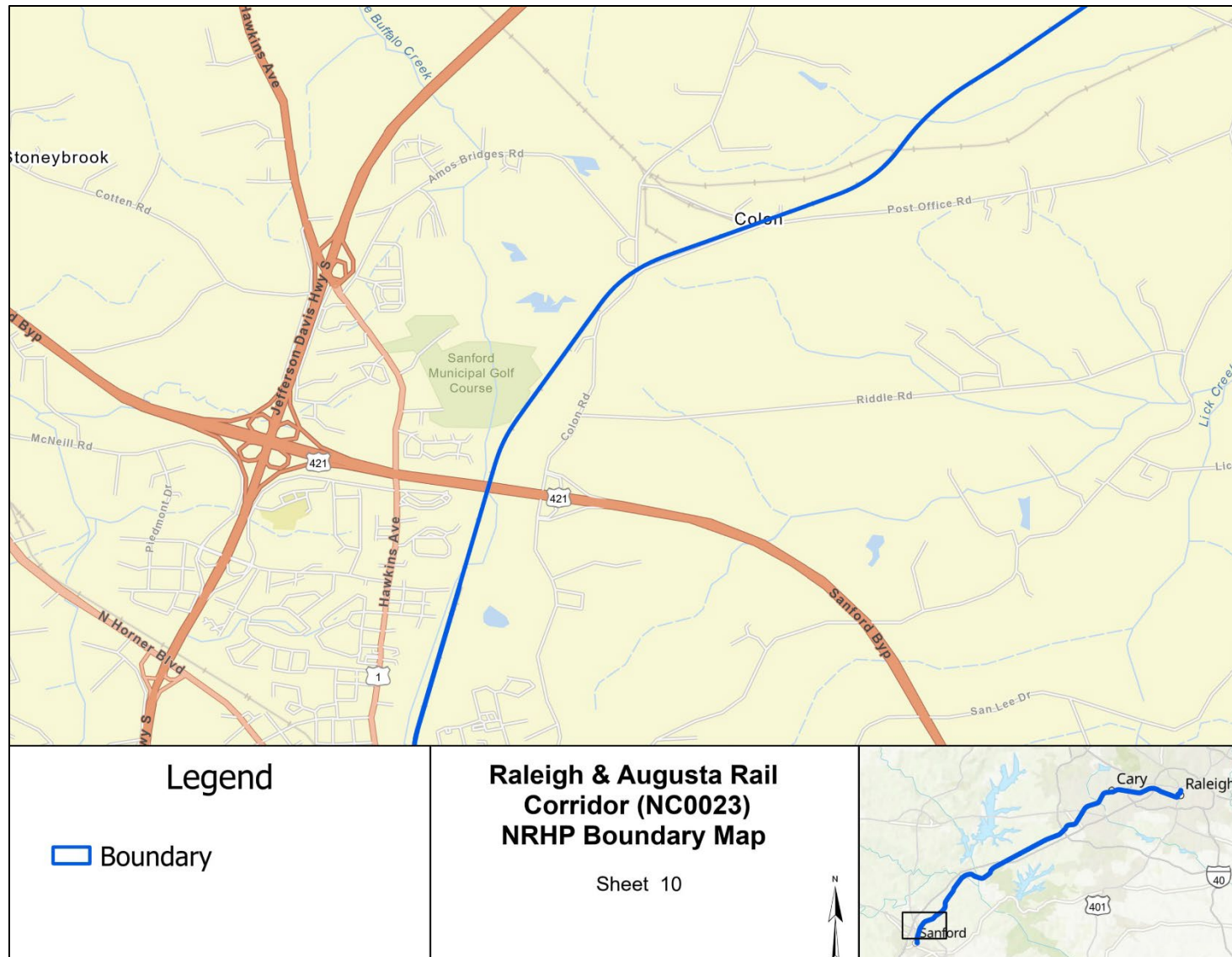


Figure 52. RAALHD Proposed Boundary Maps (Sheet 10 of 11).

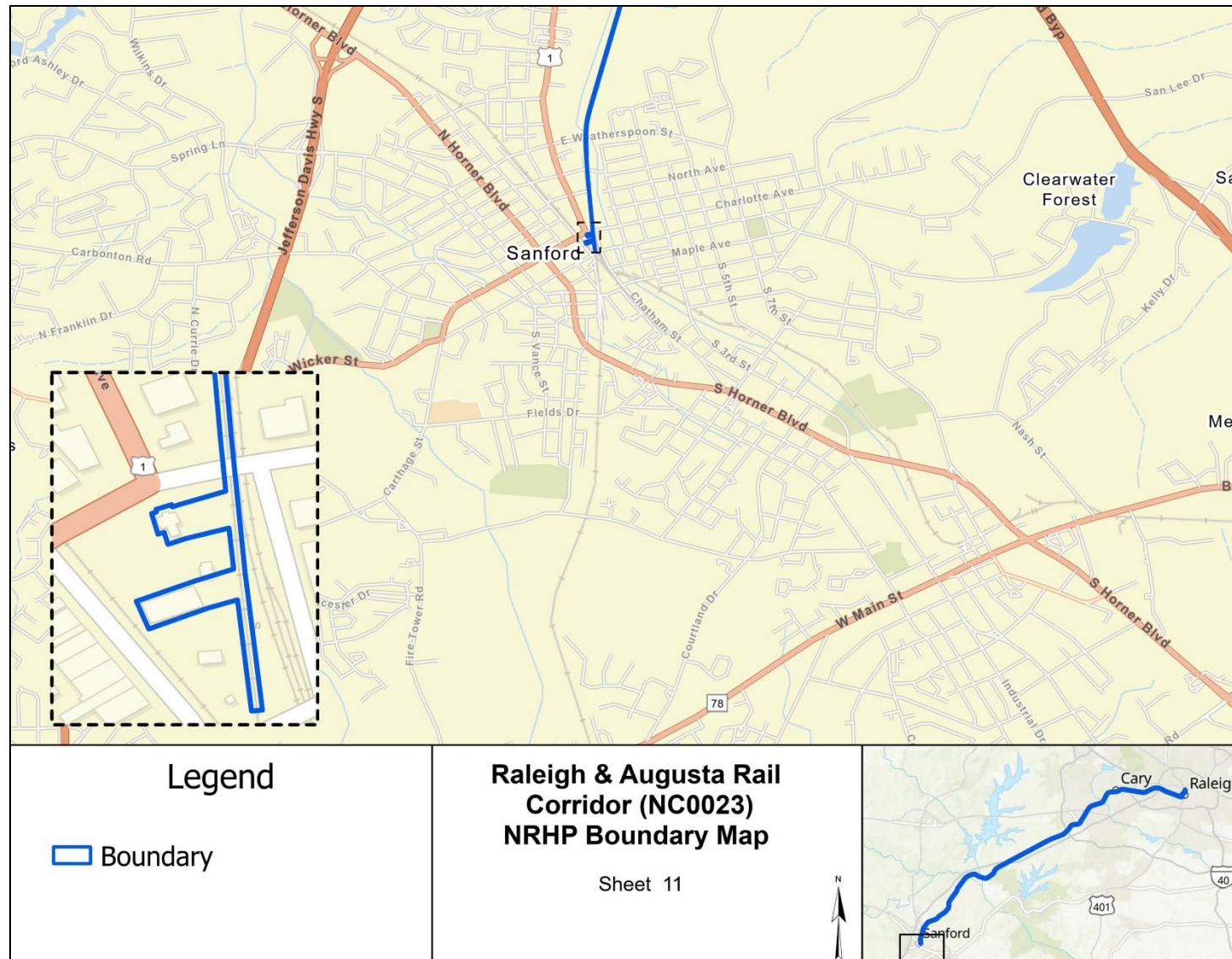


Figure 53. RAALHD Proposed Boundary Maps (Sheet 11 of 11).

3 Inventory

3.1 Seaboard Railway Station



Name	Seaboard Railway Station
HPO Survey Site #	WA3115
Location	707 Semart Drive, Raleigh, Wake County
PIN	1704625657 (building and eastern canopy) n/a (western canopy)
Date of Construction	1942
Recommendation	NRHP-listed under Criteria A and C; Remains Eligible as Contributing Resource to R&G Rail Corridor; Contributing Resource to RAALHD

Raleigh's Seaboard Railway Station (WA3115) is a one-story, brick, Colonial Revival-style building composed of three contemporaneous blocks that form a rectangular footprint (Figure 54 and Figure 55). A tall gable-end roof with interior-end, corbelled, chimney stacks crowns the principal and largest block at the building's northeast. Its east-facing façade holds five double-hung, nine-over-nine, sash windows topped by transoms and white keystones. Ionic columns edge a pair of pedimented porticos that shade the station's principal entries. Six double-hung, sash windows with white keystones but no transoms cross the east-facing façade of the shorter southeast block. A white panel announcing the building as "SEABOARD STATION" spans its south-facing gable end. A plainly finished, flat-roofed block spans the west rear elevations of the two front blocks. Historic images suggest the station's only notable exterior alterations are the pair of double-doored, glass entries shaded by the porticoes. Unbroken stretches of fencing prevent views through windows of the interior.

Fences also do not allow a close approach to the platform, which is lined by a pair of back-to-back, roughly 950-foot-long, gently curving, passenger sheds. The wooden sheds retain their original, stout, chamfered posts and decorative, scalloped brackets that support their widely overhanging roofs. Contemporary accounts call these constructions "umbrella" or "butterfly" sheds ([Raleigh] *News and Observer* 1941a, 1942a, and 1942b).

The Seaboard Railway started construction of the Raleigh Seaboard Station in 1941 and opened it the following year to replace the 1892 Union Station at West Martin and South Dawson streets. Along with the building, the long side-by-side sheds were opened in 1942 as well. The station was named the Eugene C. Bagwell Station ([Raleigh] *News and Observer*

1941a, 1942a, and 1942b).¹⁶ Amtrak took over CSX's passenger service at the station in the early 1970s. In 1986 Amtrak rerouted the service to the former Southern Railway station off of Cabarrus Street and shuttered the building. Logan's Garden Shop purchased and reinvigorated the station in 1992. It sold the property to Turnbridge Equities in 2022 and subsequently relocated to the State Farmers Market ([Raleigh] *News and Observer* 2022). The building currently stands empty.

In 1999 Raleigh's Seaboard Railway Station received an individual Determination of Eligibility (DOE). The NCHPO in 2005 confirmed its individual eligibility under NRHP Criteria A and C for representing the "important role of rail transportation in the mid-twentieth century" and as a "fine example of a Colonial Revival railroad station" (NCHPO Survey File). It was also determined NRHP-eligible as contributing to the Raleigh & Gaston Rail Corridor (NC0008), which received a DOE in 2007 under Criterion A (MAA 2007 and accompanying concurrence letter). Raleigh's Seaboard Railway Station retains a high integrity of location, design, setting, materials, workmanship, feeling, and association. The station is believed to retain the integrity necessary to support its significance under Criteria A and C and therefore continues to merit NRHP its DOE status. Raleigh's Seaboard Railway Station is believed to retain the integrity necessary to support its significance under Criteria A for its association with the historic Raleigh & Gaston Rail Corridor and Criteria C for its architecture. It therefore continues to merit NRHP eligibility. Additionally, it would contribute to a potential linear RAALHD.



Figure 54. Raleigh Seaboard Railway Station at its opening and dedication ([Raleigh] *News and Observer* 1942b, at left, and 1942a, at right).



Figure 55. Left, view of Seaboard Railway Station sheds and south elevation of station, looking north; right, view of east façade of station, looking southwest.

¹⁶ Eugene C. Bagwell, chief operating office and general manager of the Seaboard, died six years prior to the station's dedication. In his honor the line stopped all rail service for one minute on September 8, 1936, the day it carried his body to his home town of Raleigh for burial ([Raleigh] *News and Observer* 1936a and 1936b).

3.2 Seaboard Airline Railway Overpass Bridge over Peace Street



Name	Seaboard Airline Railway Overpass Bridge over Peace Street
HPO Survey Site #	WA8808
Location	Over Peace Street approximately 500 feet west of Seaboard Station Drive, Raleigh, Wake County
PIN	n/a
Date of Construction	1965
Recommendation	Not Individually Eligible; Remains Eligible as Contributing Resource to R&G Rail Corridor; Contributing Resource to RAALHD

Located approximately 500 feet west of Seaboard Station Drive in Raleigh, the Seaboard Airline Railway Overpass Bridge is wider (about 100 feet) than it is long (about 90 feet) in order to carry three sets of tracks over the five traffic lanes of Peace Street. The bridge is built of concrete and steel. Its substructure—deck, abutments, and single pier—are concrete. Steel I-beams stiffened by steel bolted diaphragms support the deck (Figure 56 and Figure 57).

According to Sanborn insurance maps, the first Seaboard bridge over Peace Street was erected between 1909 and 1914. A wide wooden structure, it carried six sets of tracks (Sanborn Map Company 1909, 1914). As part of a plan to widen Peace Street between Glenwood Avenue and Halifax Street—and demolish the African American Smoky Hollow neighborhood—the Seaboard constructed a new longer rail bridge over Peace in 1964-1965. The railroad paid for ten percent of the project; federal urban funds assisted the city in its ninety percent share of the \$668,000 cost ([Raleigh] *News and Observer* 1964, 1965).¹⁷

The Seaboard Airline Railway Overpass Bridge utilizes a common, functional, steel beam design that is not believed to be significant under any of the NRHP's Criteria. It is therefore recommended not individually eligible for NRHP listing. However, it was determined NRHP-eligible as contributing to the R&G Rail Corridor (NC0008), which received a DOE in 2007 under Criterion A, and is believed to retain the integrity necessary to retain that status. The bridge over Peace Street retains a high integrity of location, design, setting, materials, workmanship, feeling, and association. The Seaboard Airline Railway Overpass Bridge over Peace Street is believed to retain the integrity necessary to support its significance under Criteria A for its association

¹⁷ A previous account of the bridge estimated its construction date as 1950 (DCRG 2023:Appendix D-3).

with the historic R&G Rail Corridor. It therefore continues to merit NRHP eligibility. Additionally, it would contribute to a potential linear RAALHD.



Figure 56. Left, undated *News and Observer* photograph looking east on Peace Street toward earlier Seaboard bridge (see *The Raleigh Commons* 2025); right, newly completed, current bridge in March 1965 ([*Raleigh*] *News and Observer* 1965).



Figure 57. Left, view of west elevation of bridge, looking southeast; right, detail view of steel I-beams and diaphragms supporting the bridge's deck.

3.3 Seaboard Air Line Turntable



Resource Name	Seaboard Air Line Turntable
HPO Survey Site #	WA7383
Location	NW Corner of W. Johnson Street and CSX Tracks, Raleigh, Wake County
PIN	n/a
Date of Construction	1917
Recommendation	Remains Eligible for NRHP Listing as Contributing Resource to R&G Rail Corridor; Eligible for NRHP Listing as Contributing Resource to RAALHD

In 1917, local general contractor C.V. York built this turntable in downtown Raleigh to turn the Seaboard's new "mammoth" 108-feet-long, 684,000-pound locomotives (DCRG 2012:43; [Raleigh] *News and Observer* 1917, 1941b). Located at the northwest corner of W. Johnson Street and the CSX tracks, the turntable was within the semicircular arc of a roundhouse and served to channel locomotives in and out of that building (DCRG 2012:43). This turntable and roundhouse were the second to be built on the site and represented a major railroad hub in the late nineteenth and early twentieth centuries (DCRG 2012:40). The roundhouse no longer stands, but the turntable remains. In DCRG's 2012 report, they described the resource by writing:

Composed primarily of riveted steel, the turntable is roughly 100-feet long and about 10-feet wide. The circular pit around it is constructed of poured concrete. Wood-form marks are visible on the side walls and suggest that they are an original feature. The concrete floor of the pit is sloped towards the center and may have been modified over time. Around the edge of the pit floor is a single steel track that guides the table as it turns. At the time of its construction, the turntable was moved by an electrified rack and pinion system, but is today operated by a gas-power engine that is controlled from the small, gable-roofed, metal motor house. Old electrical cables remain visible at the top of the structure. The wooden deck of the table is in good condition, and is likely a replacement. Steel elements of the structure are showing signs of deterioration though it remains in use (DCRG 2012:43).

The above description is still accurate (Figure 58). In their 2012 report, DCRG recommended the Seaboard Air Line Turntable (WA7383) as a contributing resource to the R&G Rail Corridor

(NC0008), which was originally recommended eligible for NRHP listing under Criterion A in the area of transportation and under Criterion C in the area of engineering by Mattson, Alexander and Associates, Inc. in 2007 (DCRG 2012:47; MAA 2007:22–23). The turntable retains integrity of location, design, setting, materials, workmanship, feeling, and association. Therefore, it is believed to retain sufficient integrity to support its significance. The Seaboard Air Line Turntable continues to contribute to the R&G Rail Corridor (NC0008). Additionally, it would contribute to a potential linear RAALHD.



Figure 58. Left, view of turntable and motor house, looking southwest; right, view of turntable pit and track, looking northeast.

3.4 Seaboard Air Line Railway Railroad Yard Offices



Resource Name	Seaboard Air Line Railway Railroad Yard Offices
HPO Survey Site #	WA8807
Location	South of Peace Street and East of CSX Tracks, Raleigh, Wake County
PIN	1704616478
Date of Construction	ca.1965
Recommendation	Not Individually Eligible, Noncontributing Resource to RAALHD

Located south of Peace Street and east of the CSX tracks, the former Seaboard Air Line Railway Railroad Yard Offices were both built ca.1965 (DCRG 2023:18). The offices are located to the east and across the tracks from the Seaboard Air Line Turntable (WA7383) and outside of the Raleigh & Gaston Rail Corridor (NC0008). The resource includes two buildings—one to the north and one to the south. The northern office is a one-story building clad in T1-11 siding and topped with a cross-gabled roof of asphalt shingles. Its north elevation features a one-story, shed-roof addition. To the south, the second office stands as a one-story building clad in plywood siding and topped with an asphalt-shingled side gable roof. A large, modern, two-story parking deck stands between the two buildings (Figure 59).

The Seaboard constructed these offices in the decades following World War II during a period of consolidation for the SAL (DCRG 2023:18). Due to the negative impact of automobile and air travel on the profitability of railroads, this period included the consolidation of “two railroad titans”—the ACL and the SAL (DCRG 2023:18). Although the Seaboard was not created until 1967, the two offices were tied to this newly consolidated railroad.

In 2022, NCSHPO recommended the Seaboard Air Line Railway Railroad Yard Offices (WA8807) were not individually eligible for NRHP listing under Criteria A, B, C, or D. The offices have been significantly altered by additions, changes in siding, and replacement of windows. They therefore do not have sufficient integrity to contribute to a potential linear RAALHD.



Figure 59. Left, view of northern office's east (rear) elevation, looking northwest; right, oblique view of southern office's north (front) and east (side) elevations, looking southwest.

3.5 Seaboard Air Line Bridge over Capital Boulevard



Resource Name	Seaboard Air Line Bridge over Capital Boulevard
HPO Survey Site #	WA8343
Location	Intersection of Capital Boulevard and CSX Tracks, Raleigh, Wake County
PIN	n/a
Date of Construction	1955
Recommendation	Not Individually Eligible; Contributing Resource to RAALHD

The approximately 125-foot-long Seaboard Air Line Bridge carries two sets of tracks over Capital Boulevard about 1000 feet south of Peace Street (Figure 60). Its superstructure includes a prestressed concrete deck supported by prestressed concrete girders. Balustrades made of concrete with decorative arched cutouts edge bridge's deck. Concrete abutments and bents, each with seven columns, support its superstructure. Likely because the bridge crossed a new major entrance to downtown Raleigh, its outside columns feature an ogee swooping out into a corbel detail towards the top. Along Capital Boulevard, a walkway passes under the bridge on either side.

The Seaboard Air Line Bridge over Capital Boulevard was built in 1955 according to a *News and Observer* article and NCDOT aerial image from the same year (NCDOT 1955c; [Raleigh] *News and Observer* 1955) (Figure 61). The 1955 *News and Observer* article detailed the newly set speed limit for the boulevard, but also captured a photograph with the “new Seaboard Railroad overpass” in the distance ([Raleigh] *News and Observer* 1955). A later *News and Observer* article from 1961 included a detailed picture showing one of the piers, which looks identical to the present-day piers ([Raleigh] *News and Observer* 1961) (Figure 62). Although the piers are distinct, concrete girder bridges were a common bridge type built by the railroads during this period (DCRG 2012:102).

This bridge has not been previously surveyed. As a common concrete girder railroad crossing, the Seaboard Air Line Bridge over Capital Boulevard does not demonstrate individual NRHP significance under Criteria A, B, C, or D. It also does not display notable changes since its 1955 construction date and retains integrity of location, design, setting, materials, workmanship, feeling, and association. Although it is believed to retain sufficient integrity, the bridge is not eligible for individual NRHP listing due to lack of individual significance. However, as described in the MPDF, “Drainage and grade separation structures will likely be considered a contributing resource to a railroad corridor historic district...under Criterion A” (DCRG 2023:115). Therefore, it would contribute to a potential linear RAALHD.



Figure 60. Left, view of bridge's south elevation, looking northwest; right, detail view of bridge's bent and underside of superstructure from eastern walkway, looking west.



Figure 61. Left, photograph of Capital Boulevard with bridge in background from 1955 *News and Observer* article; right, detail of 1955 NCDOT aerial image with the bridge outlined in red and new "Downtown" Boulevard under construction.



Figure 62. Left, detail of one of the bridge's piers from 1961 *News and Observer* article; right, detail view of the bridge's easternmost pier and walkway on south elevation, looking north.

3.6 Boylan Tower



Resource Name	Boylan Tower
HPO Survey Site #	WA3645
Location	Boylan Wye, Raleigh, Wake County
PIN	n/a
Date of Construction	Early 20 th Century
Recommendation	Nonextant; Not Eligible for NRHP Listing

Note: During field survey, AECOM historians confirmed this resource as no longer extant.

The Boylan Tower was a two-story, gable-roofed, wood frame building located about 100 feet west of South Boylan Avenue at the railroad wye in Raleigh (Figure 63). It is believed to have been erected as a switch house in the early twentieth century. It was standing in 1912 when W. Herbert Massey began working in the tower as a telegrapher for the SAL and is included on the 1914 Raleigh Sanborn map ([Raleigh] *News and Observer* 1950; Sanborn Map Company 1914:74). A railroad worker would sit in the building with a view of the lines through the second-story windows and manually operate the interlocking machine that controlled the switches and signals of the railroad. As telegrapher, Massey's main duty was "to relay orders and information from the Seaboard's general offices in Norfolk, Va., to local points between Raleigh and Hamlet." He also sent "freight and passenger rates to various railway agents at stations in the area" ([Raleigh] *News and Observer* 1950). By the 1980s, the interlocking was remote controlled, which resulted in the tower's closure (Zeni 1984). Based on aerial imagery, it was demolished between 1988 and 1993 (NETR Online 2025; Wake County Government 2025).



Figure 63. Left, ca. 1980 photograph of Boylan Tower (mosbysraid 2010); right, Former site of Boylan Tower from the Boylan Avenue bridge over the railroad tracks, looking west.

3.7 Seaboard Air Line Railway Overpass Bridge over Dan Allen Drive



Resource Name	Seaboard Air Line Railway Overpass Bridge over Dan Allen Drive
HPO Survey Site #	WA8806
Location	Intersection of Dan Allen Drive and Tracks, Raleigh, Wake County
PIN	n/a
Date of Construction	ca.1950
Recommendation	Not Individually Eligible; Contributing Resource to RAALHD

The Seaboard Air Line Railway Overpass Bridge over Dan Allen Drive is located about 120 feet north of Thurman Drive on the North Carolina State University campus in Raleigh. In 2022, Dovetail Cultural Resource Group surveyed the bridge and described it by writing:

The resource is a concrete-reinforced steel-stringer bridge with poured-concrete abutments. This [...] bridge features a substructure comprising poured-concrete abutments and poured-concrete solid-wall piers. This substructure supports a steel-stringer superstructure that has been completely hidden by a poured-concrete shell. The superstructure is covered with a gravel ballast that carries two tracks over Dan Allen Drive. The deck is lined with a cast concrete railing (NCHPO).

The above description remains accurate today (Figure 64 and Figure 65).

The Seaboard Air Line Railway Overpass Bridge over Dan Allen Drive was built ca.1950 based on Department of Public Works's maps and a *News and Observer* article (Department of Public Works 1948, 1953; [Raleigh] *News and Observer* 1952). The Department of Public Works's 1948 "Map of the City of Raleigh, North Carolina" showed Dan Allen Drive, but it was not yet extended to its current location. A 1952 *News and Observer* article advertised for bids to grade the new Dan Allen Drive extension. By the Department of Public Works' 1953 map, workers extended Dan Allen Drive and constructed the Seaboard bridge over it (Figure 66).

In 2022, NC SHPO recommended that the Seaboard Air Line Railway Overpass Bridge over Dan Allen Drive (WA8806) was not individually eligible for NRHP listing under Criteria A, B, C, or D (NCHPO Survey File). The bridge retains integrity of location, design, setting, materials, workmanship, feeling, and association. Although it is believed to retain sufficient integrity, the bridge remains not eligible for NRHP listing as it is not significant resource. However, as described in the MPDF, "Drainage and grade separation structures will likely be considered a contributing resource to a railroad corridor historic district...under Criterion A" (DCRG

2023:115). Therefore, the Seaboard Air Line Railway Overpass Bridge would contribute to a potential linear RAALHD.



Figure 64. Left, view of bridge's north elevation, looking southwest; right, view of bridge's south elevation, looking northeast.



Figure 65. Detail view of bridge's bent and underside of superstructure from western walkway.



Figure 66. Left, detail of Department of Public Works's 1948 "Map of the City of Raleigh, North Carolina" with the future site of the bridge outlined in red; right, detail of Department of Public Works's 1953 "Map of the City of Raleigh, North Carolina" with the bridge outlined in red.

3.8 Seaboard Railway Bridge over Hillsborough Street



Resource Name	Seaboard Railway Bridge over Hillsborough Street
HPO Survey Site #	WA4183
Location	Intersection of Hillsborough Street and Tracks, Raleigh, Wake County
PIN	n/a
Date of Construction	1936
Recommendation	Eligible under Criterion A; Contributing Resource to RAALHD

Located at the intersection of Hillsborough Street and the railroad tracks, the Seaboard Railway Bridge is approximately 800 feet north of Western Boulevard. Circa, Inc. most recently surveyed the bridge in 2004, and described it as follows (NCHPO Survey File):

The single-span, plate deck girder bridge is made of riveted steel and crosses the road at a sharp angle. The sides of the bridge are reinforced concrete, rusticated to resemble cut stone. There are arched openings, reflecting a Neoclassical Revival style, for pedestrian walkways on either side of Hillsborough Street. The motif continues under the overpass, with a row of four arches extending along the street on either side. The walkways feature vaulted ceilings. The girders support large ties, which in turn hold up the tracks and a wooden walkway that runs between them. The north elevation is painted with the Seaboard name. There are concrete retaining walls on either side of the overpass. They also are rusticated and step from the railway level down toward the street level.

The above description is still accurate today (Figure 67 and Figure 68). Of note are the Neoclassical colonnade-like walkways with their vaulted ceilings, rusticated concrete, and arched openings.

The bridge's survey file at NC SHPO included the Southern Railway's plan drawings, which were dated to December of 1935 (NCHPO). This date of construction is supported by a plaque on the bridge that reads "BUILT BY VIRGINIA BRIDGE COMPANY ROANOKE VA 1936" (Figure 69, left). About a year after its construction, a 1937 *News and Observer* article included a photograph of the bridge looking much like it does today ([Raleigh] *News and Observer* 1937) (Figure 69, right).

According to HPOWeb, the bridge was determined eligible for NRHP listing under Criterion A, likely for its significance in the area of transportation, in 1999.¹⁸ It does not display notable

¹⁸ Neither HPOWeb nor the resource's survey file identify the bridge's area of significance under Criterion A.

changes since 1999 and retains integrity of location, design, setting, materials, workmanship, feeling, and association. Therefore, the Seaboard Railway Bridge over Hillsborough Street is recommended to remain NRHP eligible under Criterion A. Additionally, it is recommended NRHP eligible under Criterion C in the area of engineering because of its notable Neoclassical colonnades. It would also contribute to a potential linear RAALHD.



Figure 67. Left, view of bridge's south elevation, looking northwest; right, detail view of bridge's bent and eastern colonnade-like walkway.



Figure 68. Left, view of bridge's substructure and underside of superstructure from eastern walkway, looking southwest; right, detail view of bridge's girders and ties from eastern walkway.

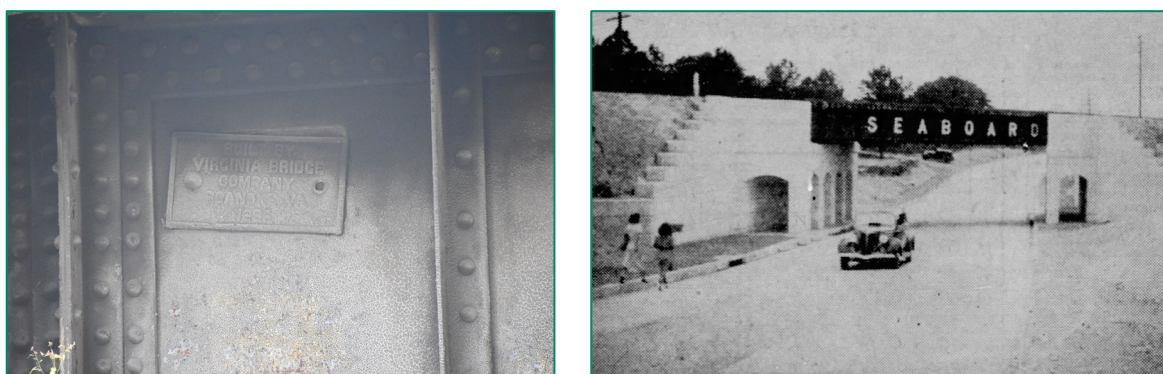


Figure 69. Left, detail of plaque with date of construction on bridge's south elevation; right, photograph of bridge from 1937 *News and Observer* article.

3.9 CSX Bridge over I-40 in Raleigh



Resource Name	CSX Bridge over I-40 in Raleigh
HPO Survey Site #	WA8344
Location	Intersection of I-40 and Tracks, between Raleigh and Cary, Wake County
PIN	n/a
Date of Construction	1983
Recommendation	Not Individually Eligible; Noncontributing Resource to RAALHD

Located between Cary (to the west) and Raleigh (to the east), the approximately 365-foot-long CSX Bridge over I-40 carries two sets of tracks over the interstate about 1,000 feet west of Bashford Road (Figure 70). This steel welded plate girder bridge features two shallow approaches and two deep, approximately 100-foot-long spans over the interstate (CSX 2016:36). The abutments and three rounded, elongated piers are made of poured concrete.

The CSX Railroad built this bridge in 1983 according to an April 1983 NCDOT aerial image that shows the bridge as complete (NCDOT 1974, 1983a) (Figure 71, left). Furthermore, a *News and Observer* article from September 1983 included a short update on the construction of new Beltline (now called I-40) that the bridge passes over ([Raleigh] *News and Observer* 1983) (Figure 71, right). Plate girder bridges like the resource were a common bridge type built by the railroads during this period (DCRG 2012:102).

This bridge has not been previously surveyed. As a common plate girder railroad crossing constructed less than 50 years ago, the CSX Bridge over I-40 does not demonstrate individual NRHP significance under Criteria A, B, C, or D. It does not display notable changes since its 1983 construction date and retains integrity of location, design, setting, materials, workmanship, feeling, and association. Although it is believed to retain sufficient integrity, the CSX Bridge over I-40 is not recommended as individually NRHP eligible. The MPDF notes that “Drainage and grade separation structures will likely be considered a contributing resource to a railroad corridor historic district...under Criterion A” (DCRG 2023:115). However, since the bridge falls outside the district’s period of significance, it would be a noncontributing resource to a potential linear RAALHD.



Figure 70. Left, view of bridge's south elevation, looking northwest; right, detail view of bridge deck, steel stringers, and concrete piers from pedestrian walkway, looking west.

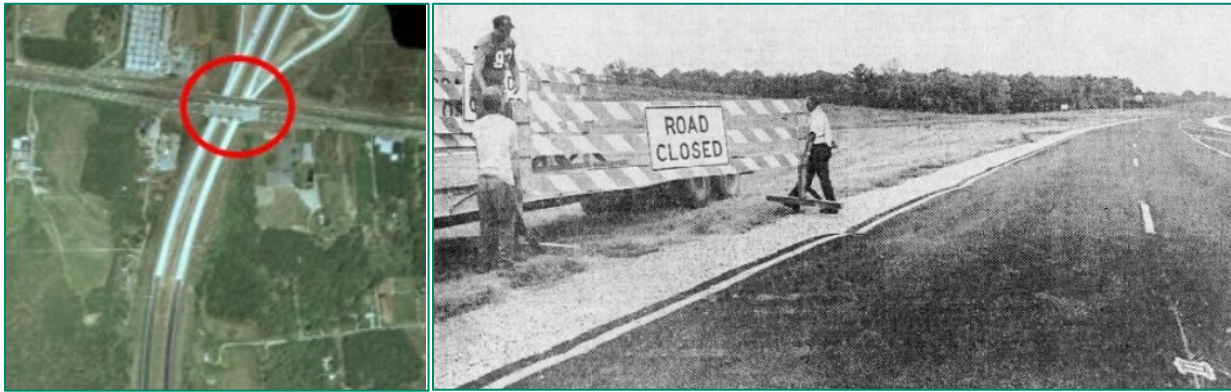


Figure 71. Left, detail of April 1983 NCDOT aerial image showing bridge outlined in red; right, photograph of workers and construction from September 1983 *News and Observer* article.

3.10 SAL Bridge over E. Durham Road



Resource Name	SAL Bridge over E. Durham Road
HPO Survey Site #	WA7258
Location	Intersection of E. Durham Road and Tracks, Cary, Wake County
PIN	n/a
Date of Construction	ca.1920
Recommendation	Not Individually Eligible; Contributing Resource to RAALHD

Located in Cary, the approximately 115-foot-long SAL Bridge over E. Durham Road is actually two bridges side-by-side that each carry two sets of tracks over the road about 320 feet northwest of Ward Street (Figure 72 and Figure 73). Both bridges have steel deck beam approaches and riveted plate girder central spans (CSX 2016:18). At their superstructures, one bridge has a concrete deck, the other one of wood. The four piers supporting the superstructure are poured concrete. Aerials show a walkway was added to the deck between 2010 and 2013.

Newspaper research did not reveal a date of construction for the bridge, and the earliest historic aerial images date to the 1950s. Based on its appearance, the bridge appears to have been built by the SAL around the second quarter of the twentieth century. This is further supported by its presence in the earliest NCDOT aerial photograph from 1955 (NCDOT 1955a). Circa, Inc.'s "Cary 2011-2013 Historic Resources Survey and Inventory Update" cites a ca.1920 date of construction, which fits close to this range (NCHPO Survey File). Therefore, that estimated date is retained here.

This bridge has been previously surveyed but does not have a determination of eligibility. As a common plate girder railroad crossing, it does not demonstrate individual NRHP significance under Criteria A, B, C, or D. It does not display notable changes since its construction date and retains integrity of location, design, setting, materials, workmanship, feeling, and association. Although it is believed to retain sufficient integrity, the SAL Bridge over E. Durham Road is not recommended as individually NRHP eligible due to lack of significance. However, as described in the MPDF, "Drainage and grade separation structures will likely be considered a contributing resource to a railroad corridor historic district...under Criterion A" (DCRG 2023:115). Therefore, it would contribute to a potential linear RAALHD.



Figure 72. Left, view of bridge's east elevation, looking west; right, detail view of bridge's bent and underside of superstructure.



Figure 73. Detail view of bridge's girders and decks (left is concrete, right is wood).

3.11 SAL Bridge over W. Chatham Street in Cary



Resource Name	SAL Bridge over W. Chatham Street in Cary
HPO Survey Site #	WA8345
Location	CSX Railroad over W. Chatham Street, Cary, Wake County
PIN	n/a
Date of Construction	ca.1925
Recommendation	Not Individually Eligible; Contributing Resource to RAALHD

The SAL Bridge carries the CSX Railroad over W. Chatham Street in a wooded suburban area in southwest Cary, just east of the intersection of Chatham and Old Apex Road (Figure 74). It is a single span, 38-foot, riveted plate girder bridge with concrete-covered masonry wingwall abutments. The wooden deck carries the rail line, which is still in use by the CSX. Metal and wire railings line either side of the bridge deck. Additionally, portions of the railroad embankment approaches have been reinforced with timber planks.

As described in the draft CSX MPDF, concrete and steel emerged as common bridge materials in the 1890s (DCRG 2023:103). Railroads across North Carolina constructed “steel-girder-and-floorbeam” bridges, like the subject structure, which consist of “two or more longitudinal beams or girders supporting transverse floorbeams and a deck,” throughout the late-nineteenth and twentieth centuries. The state highway department also adopted this as a standard bridge type in the early 1940s, using it for spans of 30-to-50 feet (NCDOT 2020b). Research did not uncover additional information about the SAL Bridge over W. Chatham Street’s construction, such as its original design or build date.

The bridge has not been previously surveyed. It remains in its original location and setting, and although some materials may have been replaced in kind over the years, it generally retains integrity of design and workmanship; furthermore, because the bridge and railroad are still in use by the CSX, the resource has integrity of feeling and association. As a common plate girder bridge, the structure is not recommended individually eligible for NRHP listing. However, as described in the MPDF, “Drainage and grade separation structures will likely be considered a contributing resource to a railroad corridor historic district...under Criterion A” (DCRG 2023:115). Therefore, the bridge is recommended as a contributing resource to the potential linear RAALHD.



Figure 74. Left, SAL Bridge over W. Chatham Street, west elevation, looking east; right, SAL Bridge over W. Chatham Street, detail of underside with steel girders, riveted cross-bracing, wooden deck, and abutment.

3.12 SAL Bridge over US 64



Resource Name	SAL Bridge over US 64
HPO Survey Site #	WA8346
Location	SAL Bridge over US 64, Apex, Wake County
PIN	n/a
Date of Construction	ca.1970
Recommendation	Not Individually Eligible; Contributing Resource to RAALHD

The SAL Bridge over US 64 is located in a suburban area north of downtown Apex with trees lining the rail line and US Highway 64 where they intersect (Figure 75 and Figure 76). The bridge is situated approximately two miles east of the intersection of US Highway 64 and State Highway 55. The superstructure of the four-span, bolted plate girder bridge includes approach spans to the north and south over sloped concrete abutments, and central spans that pass over the four-lane highway. These are supported by the substructure, which consists of three elongated, rounded, poured concrete piers with paired incised lines near the top of each pier. Altogether, the crossing is approximately 210 feet. A concrete deck carries the rail line, which is still in use by the CSX Railroad. Standard metal pipe railings line either side of the bridge deck, supplemented by solid concrete guardrails.

As described in a draft MPDF for the “CSX Railroad System in North Carolina, 1833-2022,” concrete and steel emerged as common bridge materials in the 1890s. Steel girder types were common in twentieth-century railroad bridges (DCRG 2023:102–103). NCDOT aerial imagery shows that, as of 1961, US 64 was not yet built in this location. The highway alignment appears marked, though not completed, on a 1964 aerial, although it is unclear if the subject bridge was constructed by this time (NETR Online 2025). A 1966 *Raleigh News and Observer* article reports that the highway commission released funds for the US 64 and State Highway 55 interchange to the west of the bridge in 1966, suggesting that the highway was well under construction by then and the railroad bridge was likely completed around 1970 ([Raleigh] *News and Observer* 1966). A 1972 article about an accident around this location further indicates that the highway and bridge were finished by then ([Raleigh] *News and Observer* 1972).

The SAL Bridge over US 64 has not been previously surveyed. It remains in its original location and setting and it generally retains integrity of design and workmanship; furthermore, because the bridge and railroad are still in use by the CSX, the resource has integrity of feeling and association. As a common plate girder bridge, the structure is not recommended individually eligible for NRHP listing. However, as described in the MPDF, “Drainage and grade separation structures will likely be considered a contributing resource to a railroad corridor historic district...under Criterion A” (DCRG 2023:115). Therefore, the bridge is recommended as a contributing resource to the potential linear RAALHD.



Figure 75. Left, SAL Bridge over US 64, west elevation and abutment, looking east; right, SAL Bridge over US 64, west elevation, looking east toward westbound lanes.



Figure 76. SAL Bridge over US 64, detail of underside with tapered cover plates and bolted steel stringers.

3.13 Apex Freight Depot



Resource Name	Apex Freight Depot
HPO Survey Site #	WA0826
Location	101 Center Street, Apex, Wake County
PIN	n/a
Date of Construction	ca.1925
Recommendation	Remains Contributing Resource to NRHP- Listed AHD; Contributing Resource to RAALHD

The Apex Freight Depot, also known as the Seaboard Air Line Freight Depot and, more recently, the CSX Railroad Transportation Warehouse, dates to ca.1925 (Little 1994:7–15). The one-story, rectangular building rests on brick piers, has German wood siding, and features a low-pitch side-gable roof with deep eave overhangs (Figure 77). The eaves have exposed wood rafters and cover freight platforms along the west, north, and east elevations of the building. Fenestration consists of a mix of board-and-batten sliding double doors at the loading bays; one-over-one, double-hung wood windows; and single-pane awning windows. Modern fiberglass doors on the south and east elevations provide additional access to the building. A large integral porch extends from the north elevation; it has square trestle wood supports and shades a large loading dock.

The Seaboard Air Line Railroad constructed the Apex Freight Depot around 1925, which was approximately a decade after the Apex Union Depot (WA0222) rose to its south (Little 1994: 7–15). Both the freight depot and passenger depot remain place along the active railroad tracks in downtown Apex, displaying strong integrity of location, setting, feeling, and association. Additionally, the Apex Freight Depot maintains its original building features, reflecting its integrity of design, materials, and workmanship. The depot retains sufficient integrity to convey its continued significance as a contributing resource to the Apex Historic District (WA4047), which was NRHP-listed in 1994 under Criterion A in the area of community planning and development and Criterion C in the area of architecture. Additionally, the depot would contribute to a potential linear RAALHD.



Figure 77. Left, Apex Freight Depot, south façade and east elevation, looking northwest; right, Apex Freight Depot, loading dock at north elevation, looking southeast.

3.14 Apex Union Depot



Resource Name	Apex Union Depot
HPO Survey Site #	WA0222
Location	220 N. Salem Street, Apex, Wake County
PIN	n/a
Date of Construction	ca.1914
Recommendation	Remains NRHP-Listed Individually; Remains Contributing Resource to NRHP-Listed AHD; Contributing Resource to RAALHD

The Apex Union Depot's 1988 NRHP nomination describes the building as such:

...[T]he one-story brick depot is remarkably well preserved and in excellent condition, largely retaining the form, plan, and finish shown in the railroad's 1914 architectural drawings. The structure is built on a simple rectangular plan.... A bellcast hip roof covers the building and is apparently still clad with the "Cartwrights Victoria Galvanized Shingles or equal" specified in the drawings, now coated with aluminum paint. A 7' roof overhang shelters the walls, supported at the corners with heavy chamfered brackets. On the Salem Street side, the bay terminates under the slope of the roof, while the trackside bay breaks through the roof to form a hipped dormer....

The dark red brick veneer, laid with red tinted mortar, may be the "Oriental brick" specified in the drawings. Window sills, door sills, and a continuous string course, which doubles as the sills of the larger windows, are of brown sandstone. All window and door openings have segmental arch heads, and all or nearly all sash and doors are original and remain in place. Passenger entrances flank the bays on the west and track sides.... Larger windows lighting the waiting rooms and agent's office have one-over-one sash; and smaller, almost square windows with four-pane casements occur singly, in pairs, and in triplets to give light into bathroom and utility spaces of the interior. The paired square windows in the trackside dormer have simple Queen Anne style casements composed of a diamond pane centered within a rectilinear frame, identified as "Fancy design frosted glass" on the drawings. Exterior doors have seven panels, with two triplets of vertical panels divided by a single horizontal one. The baggage room doors on the south end of the east and west elevations are similar but double-leafed sliding doors, though the west side door may be a later replacement (Belton and Southern 1988:7-1-7-2).

The nomination goes on to describe that the interior is largely intact with its original restrooms, agent's office, and racially segregated waiting rooms. Finishes including plaster and wainscoted walls, molded door frames, and fireplace mantels remained in place while the original floors had been covered at the time the nomination was written (Belton and Southern 1988:7-2-7-3) (Figure 78 and Figure 79).

The Seaboard Air Line Railway began construction on the former Apex Union Depot, which currently serves as the Apex Chamber of Commerce, in 1914 (Belton and Southern 1988:8-4). The building replaced a former passenger depot that had been destroyed in a fire. Its brick construction stands out from other small-town depots around North Carolina, most of which were wood frame structures. As such, it represented the "continued growing commercial promise of Apex" during a time of dramatic urbanization and population growth (Belton and Southern 1988:8-4).

The Apex Union Depot does not display notable changes since the time of its 1988 NRHP nomination. It retains integrity of location, setting, materials, design, workmanship, feeling, and association. Therefore, it is recommended to remain individually NRHP-listed under Criterion A in the area of transportation and Criterion C in the area of architecture as "one of the most distinctive small town passenger depots in central North Carolina." The depot is also recommended to remain NRHP-listed as a contributing resource to the Apex Historic District (WA4047), which was NRHP-listed in 1994 under Criterion A in the area of community planning and development and Criterion C in the area of architecture. Additionally, the depot would contribute to a potential linear RAALHD.



Figure 78. Left, Apex Union Depot, west façade, looking south; right, Apex Union Depot, west façade and south elevation, looking northeast.



Figure 79. Apex Union Depot, south and east elevations and railroad tracks, looking north.

3.15 Seaboard Railroad Overpass (of E. Williams Street in Apex)



Resource Name	Seaboard Railroad Overpass
HPO Survey Site #	WA0850
Location	Intersection of E. Williams Street and Tracks, Apex, Wake County
PIN	n/a
Date of Construction	1939
Recommendation	Eligible under Criterion C; Contributing Resource to RAALHD

The approximately 70-foot-long Seaboard Railroad Overpass carries two sets of tracks over Highway 55 (Williams Street) about 350 feet southeast of its intersection with Salem Street. Its substructure is “concrete masonry,” while the superstructure is a concrete-encased deck girder (CSX 2016:16). The bridge has been surveyed as recently as 2015, but the 1988-1991 description from the county description is the most thorough. It described it as follows (NCHPO 2025):

Concrete railroad overpass of art-deco design w/ iron railings along the track. On either side of street are two narrow piers which rise up to form support for the iron railings. The space between them, over the street and sidewalks, is filled w/ linear concrete elements which give the overpass its art-deco-look.

The above description is still accurate today (Figure 80 through Figure 83). Of note is the Art Deco ornamentation—stepped piers adorning ends of the two spans, stepped detail over the walkway entrances and on the abutments, and metal railings along the tracks with a stepped design.

The bridge’s survey file at NCHPO included little history and cited only a ca.1930 date of construction (NCHPO 2025). Newspaper research did not reveal a more concrete date, except for a 2018 *News and Observer* article mentioning that the bridge “has carried railroad tracks over Williams Street since 1939” (Stradling 2018). No other reference to the 1939 date of construction could be found in research. However, an almost identical bridge built by the SAL in 1939 stands in Charlotte—the Seaboard Air Line Railway Bridge (MK3077) over North Tryon Street. Although the bridge over North Tryon Street is deeper (carrying four sets of tracks) than the resource, these bridges mirror each other with their Art Deco ornamentation. Due to their resemblance, it is likely they were built by the SAL around the same time.

The bridge has been previously surveyed, but does not have a determination of eligibility. Besides the almost identical Seaboard Air Line Railway Bridge (MK3077) in Charlotte, the Seaboard Railroad Overpass is a rare example of an Art Deco railroad bridge in North

Carolina.¹⁹ As a rare and notable example of an Art Deco-designed bridge, the bridge demonstrates individual NRHP significance under Criterion C in the area of architecture. It does not display notable changes since its 1939 date of construction and retains integrity of location, design, setting, materials, workmanship, feeling, and association. Therefore, the Seaboard Railroad Overpass is recommended NRHP eligible under Criterion C. It would also contribute to a potential linear RAALHD.



Figure 80. Left, view of bridge's west elevation from the sidewalk, looking southeast; right, detail view of bridge's abutment with Art Deco-style stepped ornamentation.



Figure 81. Left, detail view of stepped details on walkway entrance, end of column, and railing, looking southeast; right, detail view of underside of stepped ornamentation on walkway entrance (outlined in red on photo at left).

¹⁹ According to HPOWeb, the only other identified examples of an Art Deco railroad bridge are the Chub Lake Dam and Bridge (PR0536) and Dickinson Avenue Railroad Bridge (PT2178). The Chub Lake Dam and Bridge is surveyed only, while the Dickinson Avenue Railroad Bridge is Study-Listed. However, those bridges are not as ornate or representative of the Art Deco style as the Seaboard Air Line Railway Bridge (MK3077) in Charlotte and the Seaboard Railroad Overpass (WA0850) in Apex.



Figure 82. Left, view of walkway, bent with portal piers, and underside of deck, looking southwest; right, view of portal piers, walkway, and lights lining walkway.



Figure 83. Detail view of porthole-like lights that line wall of walkway.

3.16 Shaddox Creek Tributary Culvert



Resource Name	Shaddox Creek Tributary Culvert
HPO Survey Site #	CH0925
Location	CSX Railroad at Shaddox Creek Tributary, Merry Oaks, Chatham County
PIN	n/a
Date of Construction	ca.1890
Recommendation	Not Individually Eligible; Contributing Resource to RAALHD

The Shaddox Creek Culvert is located in a heavily wooded area just east of State Road 1011 (Old US Highway 1) (Figure 84). It consists of a concrete pipe culvert that carries a tributary of Shaddox Creek under the CSX Railroad embankment. A headwall of small stones supplemented with concrete supports the culvert on either side of the railroad embankment. The earthen embankment rises approximately 10 feet above the creek bed and is covered in gravel ballast; it supports the rail line, which is still in use by the CSX Railroad. At the time of survey, the Shaddox Creek tributary bed was dry and covered in large rubble stones. As discussed in this report's architectural historic context entry on culverts, where the track passes over the culvert, its presence is indicated by a tie painted white. Couple with identification of a creek here, this led to the locating and recording of the culvert.

As described in a draft MPDF for the CSX, culverts were "constructed for smaller spans, typically meant to cross small streams, minor drainage ditches or other embankment[s]." Concrete pipe culverts with widths between one and three feet such as the Shaddox Creek Culvert were used as early as the nineteenth century (DCRG 2023:104–105). Newspaper records indicate serious flooding along the railroad at Shaddox Creek in 1887, which necessitated extensive repairs, indicating that the culvert may date to ca.1890 (*Chatham Record* 1887; [Raleigh] *News and Observer* 1887). Alternatively, it may be a later replacement.

The Shaddox Creek Culvert has not been previously surveyed. It remains in its original location and setting, and although some materials may have been replaced in kind over the years, it generally retains integrity of design and workmanship; furthermore, because the culvert and railroad are still in use by the CSX Railroad, the resource has integrity of feeling and association. As a common and minimal feature along the railroad, the Shaddox Creek Culvert is not recommended individually eligible for NRHP listing. However, as described in the MPDF, "Drainage and grade separation structures will likely be considered a contributing resource to a railroad corridor historic district...under Criterion A" (DCRG 2023:115). Therefore, the culvert is recommended as a contributing feature to the potential linear RAALHD.



Figure 84. Shaddox Creek Culvert, northwest elevation, looking southeast, at left; looking down at white-painted tie over culvert location indicating its presence, at right.

3.17 SAL Bridge over Shaddox Creek



Resource Name	SAL Bridge over Shaddox Creek
HPO Survey Site #	CH0926
Location	SAL Bridge over Shaddox Creek, Merry Oaks, Chatham County
PIN	n/a
Date of Construction	ca.1890
Recommendation	Not Individually Eligible; Contributing Resource to RAALHD

The SAL Bridge is an approximately 70-foot-long, concrete girder span (Figure 85 and Figure 86). It is located in a wooded area just south of State Road 1011 (Old US Highway 1). Rail spurs extend north and south of the railroad at this junction. The northern spur is abandoned, and the southern spur extends to Brickhaven, where clay mining was a major industry, and then links to the Norfolk Southern Railroad. The SAL bridge consists of a historic-age substructure with stone piers that have been covered over with concrete facing. Additionally, portions of the railroad embankment approaches have been reinforced with timber planks. These portions of the bridge likely date to ca.1890. The bridge also has a modern concrete girder superstructure with concrete deck girders, concrete wingwalls, metal grate catwalks, and wire railings. These elements date ca.2015, according to historic aerials.

As shown in the draft CSX MPDF, masonry construction was used beginning in the mid-nineteenth century, while concrete was introduced in the 1890s as a bridge material (DCRG 2023:103). Newspaper records indicate serious flooding along the railroad at Shaddox Creek in 1887, which necessitated serious repairs, indicating that the older bridge elements likely date to ca.1890 (*Chatham Record* 1887; [Raleigh] *News and Observer* 1887).

The SAL Bridge over Shaddox Creek has not been previously surveyed. It remains in its original location and setting. Its integrity of materials, design, and workmanship have been compromised with the replacement of the bridge superstructure with modern features. These changes have also somewhat diminished integrity of feeling and association, which are moderate overall. Overall, the bridge does not retain sufficient integrity to convey individual significance under Criterion C in the area of engineering. However, as described in the MPDF, "Drainage and grade separation structures will likely be considered a contributing resource to a railroad corridor historic district...under Criterion A" (DCRG 2023:115). With its notable masonry piers, the bridge conveys the nineteenth-century history of the railroad and is recommended as a contributing resource to the potential linear RAALHD.



Figure 85. Left, SAL Bridge over Shaddox Creek, northwest elevation, looking southwest; right, SAL Bridge over Shaddox Creek, ca.1890 stone pier, looking northwest.



Figure 86. Left, SAL Bridge over Shaddox Creek, east approach including stone piers covered in concrete and abutment, looking northeast; right, SAL Bridge over Shaddox Creek, deck and tracks, looking northwest.

3.18 SAL Haw River Bridge at Moncure



Resource Name	SAL Haw River Bridge at Moncure
HPO Survey Site #	CH0720
Location	Intersection of Haw River and Tracks, Moncure, Chatham County
PIN	n/a
Date of Construction	ca.1925
Recommendation	Eligible under Criteria A and C; Contributing Resource to RAALHD

Located less than 350 feet south of the old US 1 highway bridge, the SAL Haw River Bridge at Moncure is an approximately 400-foot-long plate girder structure that carries one set of tracks over the river (Figure 87 and Figure 88). Its superstructure consists of four riveted plate girder spans, while its substructure is made up of concrete piers but for one. The center pier is likely a remnant from an earlier 1870s crossing as it is built of immense rusticated stone blocks. A later-added riveted metal jacket tops it.

The SAL built an earlier crossing over the Haw River with stone piers, including the one that remains in the river today as part of its central pier (*Raleigh Christian Advocate* 1893). The present-day bridge was built in ca.1925 according to *News and Observer* article from that same year ([*Raleigh*] *News and Observer* 1925). The article asserted that the railroad's bridge crew constructed the new spans for the bridge between trains as to not interrupt service ([*Raleigh*] *News and Observer* 1925). It did not explain, however, how this was accomplished. Although plate girder bridges like this were a common bridge type built by the railroads during this period, it is a relatively early and long example of this type (DCRG 2023:102).

This bridge has been previously surveyed, but does not have a determination of eligibility. As an early and intact example of a major plate girder bridge over a wide waterway, the bridge demonstrates individual NRHP significance under Criterion A in the area of transportation and Criterion C in the area of engineering. Little changed since its ca.1925 construction date, it retains integrity of location, design, setting, materials, workmanship, feeling, and association. Therefore, the SAL Haw River Bridge at Moncure is recommended eligible for individual NRHP listing under Criteria A and C. It would also contribute to a potential linear RAALHD.



Figure 87. Left, view of bridge's north elevation from roadway bridge, looking south; right, detail view of bridge's deck and plate deck girder, and metal-capped stone pier.



Figure 88. Left, 2015 photograph of bridge's center stone pier with riveted metal jacket; center, 2015 photograph of girder and pier connection; right, 2015 photograph of bridge's western pier (Haley and Haley 2015).

3.19 New SAL Deep River Bridge at Moncure



Resource Name	New SAL Deep River Bridge at Moncure
HPO Survey Site #	CH0928
Location	Intersection of Deep River and Tracks, Moncure, Chatham County
PIN	n/a
Date of Construction	1972
Recommendation	Not Individually Eligible; Contributing Resource to RAALHD

The New SAL Deep River Bridge at Moncure carries one set of tracks over the river approximately 0.5 miles southeast of the Old US 1 highway bridge over the same river (Figure 89 and Figure 90). The approximately 560-foot-long bridge is a steel welded plate girder bridge. The superstructure consists of three deep approximately 85-foot-long plate girder spans and three shallower multi-beam span approaches. The substructure is made of concrete. A chain link fence runs along the south side of the bridge's deck.

The SAL built an earlier steel crossing over the Deep River with stone piers, which remain in the river today ([Raleigh] *News and Observer* 1971) (Figure 91, left). The present-day bridge was built in 1972 according to *News and Observer* and *Sanford Herald* articles from 1971 and 1972 ([Raleigh] *News and Observer* 1971; *Sanford Herald* 1972). The 1971 *News and Observer* article announced that the railroad awarded the construction contract for its new bridge to Whiteville's Columbus Contractors, Inc. for an estimated one million dollars ([Raleigh] *News and Observer* 1971). The 1972 *Sanford Herald* article confirms the workers finished the bridge because it detailed an attempted break-in of a vehicle at the "new railroad bridge" (*Sanford Herald* 1972). Further, the date of construction is supported by the bridge's appearance between 1960 and 1983 on historic aerials (NCDOT 1960, 1983b) (Figure 91, right). Concrete girder bridges like this were a common bridge type built by the railroads during this period (DCRG 2023:102).

This bridge has not been previously surveyed. As a common concrete girder railroad crossing, the New SAL Deep River Bridge at Moncure does not demonstrate individual NRHP significance under Criteria A, B, C, or D. It also does not display notable changes since its 1972 construction date and retains integrity of location, design, setting, materials, workmanship, feeling, and association. Although it is believed to retain sufficient integrity, the bridge is not eligible for individual NRHP listing. However, as described in the MPDF, "Drainage and grade separation structures will likely be considered a contributing resource to a railroad corridor historic district...under Criterion A" (DCRG 2023:115). Therefore, since it falls within the district's period of significance, it would contribute to a potential linear RAALHD.



Figure 89. Left, view of bridge's north elevation (stone pier from earlier crossing in right foreground), looking east; right, view of bridge's tracks and deck, looking south.



Figure 90. View of bridge's girders, beams, and bents, looking north.



Figure 91. Left, detail of a stone pier from earlier bridge; right, detail of 1983 NCDOT aerial image with the earlier bridge and alignment outlined in yellow and the present-day bridge and alignment outlined in red.

3.20 SAL Bridge over Wombles (or Olives) Creek



Resource Name	SAL Bridge over Wombles (or Olives) Creek
HPO Survey Site #	LE0986
Location	Intersection of Wombles/Olives Creek and Tracks, Sanford, Lee County
PIN	n/a
Date of Construction	1925-1950
Recommendation	Not Individually Eligible; Contributing Resource to RAALHD

Located northeast of Sanford, the approximately 40-foot-long SAL Bridge over Wombles (or Olives) Creek is a deck beam bridge that carries one set of tracks over the creek about 0.75 mile northeast of Rod Sullivan Road (Figure 92 and Figure 93).²⁰ The steel I-beam girders support a non-ballasted wooden deck (CSX 2016:34). The substructure consists of concrete masonry abutments and no columns.

Newspaper research did not reveal a date of construction for the bridge, and the earliest historic aerial images date to the 1950s. Based on its appearance, the bridge appears to have been built by the SAL in the second quarter of twentieth century. This is further supported by its presence in the earliest NCDOT aerial photograph from 1955 (NCDOT 1955b). During this period, deck beam bridges like this were a common bridge type built by the railroads (DCRG 2012:102).

This bridge has not been previously surveyed. As a common deck beam railroad crossing, the bridge does not demonstrate individual NRHP significance under Criteria A, B, C, or D. It does not display notable changes since its 1925-1950 construction date and retains integrity of location, design, setting, materials, workmanship, feeling, and association. Although it is believed to retain sufficient integrity, the SAL Bridge over Wombles (or Olives) Creek is not recommended as individually NRHP eligible. However, as described in the MPDF, “Drainage and grade separation structures will likely be considered a contributing resource to a railroad corridor historic district...under Criterion A” (DCRG 2023:115). Therefore, it would contribute to a potential linear RAALHD.

²⁰ The name of the creek varies between Wombles and Olives Creek depending on the source (CSX 2016:34; Lee County Government 2025).



Figure 92. Left, view of bridge's east elevation, looking west; right, detail view of bridge's deck and I-beams.



Figure 93. Left, view of bridge's concrete abutments, wooden deck, and steel I-beams on east elevation, looking southwest; right, view of bridge's concrete abutments, wooden deck, and steel I-beams on east elevation, looking northwest.

3.21 SAL Bridge over Hughes (or Little Lick) Creek



Resource Name	SAL Bridge over Hughes (or Little Lick) Creek
HPO Survey Site #	LE0987
Location	Intersection of Hughes (or Little Lick) Creek and Tracks, Sanford, Lee County
PIN	n/a
Date of Construction	ca. 1970
Recommendation	Not Individually Eligible; Contributing Resource to RAALHD

This approximately 140-foot-long SAL bridge carries one set of tracks over Hughes (or Little Lick) Creek about one mile south of the intersection of Ammons Farm and Rod Sullivan Roads (Figure 94 through Figure 96).²¹ It is built of concrete with a pre-stressed concrete box girder superstructure and a concrete driven substructure (CSX 2016:34). Cut-off wooden posts from an earlier trestle survive beneath the current bridge. Massive stones from the abutment of an even earlier bridge or mill stand nearby to the bridge's east on the south side of the creek. No physical evidence was located suggesting the alignment once shifted here.

Newspaper research did not reveal a date of construction for the bridge, and historic aerial images do not show the area in detail until the 1970s. Its appearance suggests that SAL built the bridge between 1965 and 1980. The construction of the bridge was completed by 1973 based on historic aerials (NETR Online 2025). Therefore, the bridge was likely built ca. 1970 according to its appearance and presence in a 1973 aerial image.

This bridge has not been previously surveyed. As a common concrete railroad crossing, the SAL Bridge over Hughes (or Little Lick) Creek does not demonstrate individual NRHP significance under Criteria A, B, C, or D. It also does not display notable changes since its ca. 1970 construction date and retains integrity of location, design, setting, materials, workmanship, feeling, and association. Although it is believed to retain sufficient integrity, the bridge is not eligible for individual NRHP listing due to its lack of individual significance. However, as described in the MPDF, "Drainage and grade separation structures will likely be considered a contributing resource to a railroad corridor historic district...under Criterion A" (DCRG 2023:115). Therefore, it would contribute to a potential linear RAALHD.

²¹ The name of the creek varies between Hughes and Little Lick Creek depending on the source (CSX 2016:34; Lee County Government 2025).



Figure 94. Left, view of bridge's track and concrete deck, looking northwest; right, view of bridge's bents, looking northwest.



Figure 95. Left, view of bridge's substructure and underside of superstructure, looking southwest; right, view of bridge's substructure and underside of superstructure, looking northwest.



Figure 96. Left, detail of cut-off piers underneath bridge; right, detail of stonework east of bridge.

3.22 Little Buffalo Creek Culvert 1



Resource Name	Little Buffalo Creek Culvert 1
HPO Survey Site #	LE0988
Location	CSX Railroad over Little Buffalo Creek, Sanford, Lee County
PIN	n/a
Date of Construction	Third quarter of twentieth century
Recommendation	Not Individually Eligible; Contributing Resource to RAALHD

The Little Buffalo Creek Culvert 1 is located in a wooded area just south of US 421 on the north end of Sanford (Figure 97). It consists of a single, cast-in-place concrete box culvert with concrete wingwalls that carries Little Buffalo Creek under the CSX Railroad embankment. The earthen embankment is covered in pine needles and vegetation and, above that, gravel ballast; it supports the rail line, which is still in use by the CSX Railroad. Little Buffalo Creek in this location is covered in large rubble stones. The embankment upon which the tracks stand was too steep to safely descend. The culvert was located through a close search of aerial photography that revealed the confluence of the creek and the white-painted tie above it with the culvert.

As described in a draft Multiple Property Documentation Form (MPDF) for the “CSX Railroad System in North Carolina, 1833-2022,” culverts were “constructed for smaller spans, typically meant to cross small streams, minor drainage ditches or other embankment[s].” Concrete arch culverts were used as early as the nineteenth century and they “featured a single barrel (arch) that could range from 5 to 25 feet in diameter.” Early examples were constructed of brick or stone, and by the early-twentieth century, “culverts were increasingly made with concrete.” The shape also evolved, with square box culverts like the Little Buffalo Creek Culvert 1 becoming more popular (DCRG 2023:109). Research and views of historic aerials did not locate any information on the culvert. Its appearance suggests it was erected in the third quarter of the twentieth century, but certainly no later than 1976 when the Seaboard Coast Line Railroad (SCLRR 1977:31) condensed profile sheets through the end of that year mark its location.

The Little Buffalo Creek Culvert 1 has not been previously surveyed. It remains in its original location and setting, and it appears to generally retain integrity of design and workmanship; furthermore, because the culvert and railroad are still in use by the CSX Railroad, the resource has integrity of feeling and association. As a common and minimal feature along the railroad, the Little Buffalo Creek Culvert 1 is not recommended individually eligible for NRHP listing. However, as described in the MPDF, “Drainage and grade separation structures will likely be considered a contributing resource to a railroad corridor historic district...under Criterion A” (DCRG 2023:115). Therefore, the culvert is recommended as a contributing feature to the potential linear RAALHD.



Figure 97. Little Buffalo Creek Culvert 1, west elevation, facing north, at left; white-painted tie over creek and culvert, at right.

3.23 Little Buffalo Creek Culvert 2



Resource Name	Little Buffalo Creek Culvert 2
HPO Survey Site #	LE0989
Location	CSX Railroad over Little Buffalo Creek, Sanford, Lee County
PIN	n/a
Date of Construction	Third quarter of twentieth century
Recommendation	Not Individually Eligible; Contributing Resource to RAALHD

The Little Buffalo Creek Culvert 2 is located in a wooded area just south of US 421 on the north end of Sanford (Figure 98 and Figure 99). It consists of a double, cast-in-place concrete box culvert with concrete wingwalls that carries Little Buffalo Creek under the CSX Railroad embankment. The earthen embankment is covered in gravel ballast; it supports the rail line, which is still in use by the CSX Railroad. Little Buffalo Creek in this location has a sandy creek bed with large rubble stones. The culvert was located through a detailed search of aerial photography that revealed the confluence of the creek and white-painted tie above it with the culvert.

As described in a draft Multiple Property Documentation Form (MPDF) for the “CSX Railroad System in North Carolina, 1833-2022,” culverts were “constructed for smaller spans, typically meant to cross small streams, minor drainage ditches or other embankment[s].” Concrete arch culverts were used as early as the nineteenth century and they “featured a single barrel (arch) that could range from 5 to 25 feet in diameter.” Early examples were constructed of brick or stone, and by the early-twentieth century, “culverts were increasingly made with concrete.” The shape also evolved, with square box culverts like the Little Buffalo Creek Culvert 2 becoming more popular, in part because they could accommodate double barrel designs (DCRG 2023:109). Research and views of historic aerials did not locate any information on the culvert. Its appearance suggests it was erected in the third quarter of the twentieth century, but certainly no later than 1976 when the Seaboard Coast Line Railroad (SCLRR 1977:31) condensed profile sheets through the end of that year mark its location.

The Little Buffalo Creek Culvert 2 has not been previously surveyed. It remains in its original location and setting, and it retains integrity of design and workmanship; furthermore, because the culvert and line are still in use by the CSX Railroad, the resource has integrity of feeling and association. As a common and minimal feature along the railroad, the Little Buffalo Creek Culvert is not recommended individually eligible for NRHP listing. However, as described in the MPDF, “Drainage and grade separation structures will likely be considered a contributing resource to a railroad corridor historic district...under Criterion A” (DCRG 2023:115). Therefore, the culvert is recommended as a contributing feature to the potential linear RAALHD.



Figure 98. Left, Little Buffalo Creek Culvert 2 and CSX rail line, facing north with east elevation of culvert at right; right, east elevation of culvert, facing west.



Figure 99. Little Buffalo Creek Culvert 2, looking northeast at west elevation.

3.24 SAL Bridge over Little Buffalo Creek



Resource Name	SAL Bridge over Little Buffalo Creek
HPO Survey Site #	LE0990
Location	CSX Railroad over Little Buffalo Creek, Sanford, Lee County
PIN	n/a
Date of Construction	Third quarter of twentieth century
Recommendation	Not Individually Eligible; Contributing Resource to RAALHD

The SAL Bridge over Little Buffalo Creek is located in a wooded area north of E. Weatherspoon Street, which is just north of downtown Sanford (Figure 100). It is an approximately 75-foot concrete span that carries Little Buffalo Creek under the CSX Railroad embankment. The bridge has a concrete masonry substructure with solid rectangular piers that support a concrete slab superstructure (CSX 2016:38). The slab carries the rail line, which rests on gravel ballast and is still in use by the CSX Railroad. Metal and wire railings line either side of the bridge deck. Little Buffalo Creek in this location has a sandy creek bed with large rubble stones.

As described in a draft Multiple Property Documentation Form (MPDF) for the “CSX Railroad System in North Carolina, 1833-2022,” concrete was introduced in the 1890s as a bridge material. Reinforced concrete was used extensively as a bridge material throughout the twentieth century (DCRG 2023: 103). No historic information was located for the bridge. A bridge has in all likelihood carried the line into Sanford at this location since the 1870s. One is depicted on the 1918 valuation map though the map does not identify its materials. The appearance of the bridge suggests it was built during the third quarter of the twentieth century.

The SAL Bridge over Little Buffalo Creek has not been previously surveyed. It remains in its original location and setting, and it generally retains integrity of design and workmanship; furthermore, because the bridge and railroad are still in use by the CSX Railroad, the resource has integrity of feeling and association. As a common feature along the railroad, the SAL Bridge over Little Buffalo Creek is not recommended individually eligible for NRHP listing. However, as described in the MPDF, “Drainage and grade separation structures will likely be considered a contributing resource to a railroad corridor historic district...under Criterion A” (DCRG 2023:115). Therefore, the culvert is recommended as a contributing feature to the potential linear RAALHD.



Figure 100. Left, SAL Bridge over Little Buffalo Creek, east elevation, facing west; right, SAL Bridge and tracks, facing north.

3.25 The Railroad House



Resource Name	The Railroad House
HPO Survey Site #	LE0003
Location	110 Charlotte Avenue, Sanford, Lee County
PIN	9643-70-2128-00
Date of Construction	1872
Recommendation	NRHP-listed under Criteria A and C; Contributing Resource to NRHP-listed DSHD; Contributing Resource to RAALHD

The Railroad House is located at 110 Charlotte Avenue just west of the CSX tracks in Sanford. The Railroad House Historical Association moved the house from its original location across the street to its current site in 1962 (Survey and Planning Unit Staff 1972:4). In its NRHP nomination, North Carolina's State Department of Archives and History (now the State Historic Preservation Office) described the house as follows (Survey and Planning Unit Staff 1972:2):

The board-and-batten building consists of a one-and-one-half-story main block with a gable roof running parallel to the street, and, to the rear, a one-story wing perpendicular to the main block. A single central interior chimney rises in the main block. It has a recessed lancet panel on each face and a crenellated cap. An exterior end chimney with similar cap but no panels occurs at the rear of the wing. [...]

The main (north) facade is three bays wide. The central entrance porch is covered with a gable roof supported by chamfered pillars with elongated oval panels and molded caps. The wide overhang of the eaves is emphasized by what Downing called "rafter-brackets" (the extended rafters typical of the cottage style). The cornice is accented by vertical chamfered pendants with rounded ends, one of which occurs in front of each rafter-bracket. (This cornice treatment is carried around the whole of the main block and wing as well.) The gable of the porch is finished with board-and-batten. The apex of the gable is ornamented by a chamfered triangular brace bisected by a dominant vertical member with an elongated oval panel. This member rises above the gable to form a pinnacle flanked by an additional pair of triangular braces.

The above description is still accurate today (Figure 101 and Figure 102).

In the 1972 nomination, the State Department of Archives and History described the house's history (Survey and Planning Unit Staff 1972:4):

In 1872 the Raleigh and Augusta Railroad extended their line from Raleigh to Sanford, where it intersected with the Western Railroad. At that time Sanford was no more than a small village but the company established a depot there. It is said that since no suitable quarters were available for the depot agent, W.T. Tucker, the company found it necessary to build a house for him. In October, 1872, the Raleigh and Augusta Railroad purchased the property for the building which was constructed soon thereafter.

The house was listed in the NRHP under Criteria A and C for its significance in the areas of transportation and architecture in 1972. It does not display notable changes since 1972 and retains integrity of location, design, setting, materials, workmanship, feeling, and association. Therefore, the Railroad House is recommended to remain eligible for individual NRHP listing under Criteria A and C and as a contributing resource to the Downtown Sanford Historic District. It would also contribute to a potential linear RAALHD.

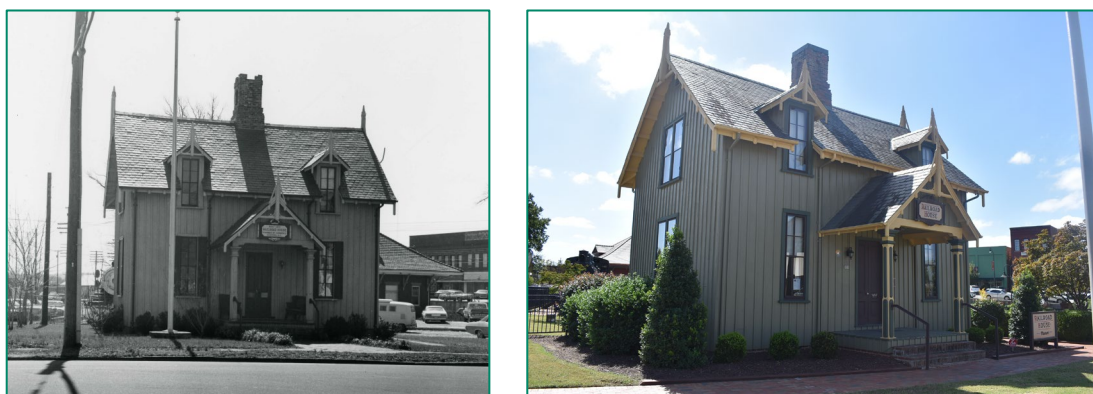


Figure 101. Left, 1972 photograph of north-facing façade; right, view of east (side) elevation and façade, looking southwest.



Figure 102. Left, view of south (rear) and east (side) elevations, looking northwest; right, view of west (side) and south (rear) elevations, looking northeast.

3.26 Sanford Passenger Depot (Sanford Railroad Station Building)



Resource Name	Sanford Passenger Depot (Sanford Railroad Station Building)
HPO Survey Site #	LE0271
Location	106 Charlotte Avenue, Sanford, Lee County
PIN	9643-70-2002-00
Date of Construction	1910
Recommendation	Contributing Resource to NRHP-listed DSHD; Contributing Resource to RAALHD

The Sanford Passenger Depot (Sanford Railroad Station Building) is located at 106 Charlotte Avenue just west of the CSX tracks in Sanford. The depot is a contributing resource to the NRHP-listed Downtown Sanford Historic District (LE0969), which was originally listed in 1985 under Criterion A for its significance in the areas of commerce and transportation and Criterion C for architecture and was updated in 2020. In the 2020 registration form for the Downtown Sanford Historic District, Heather Slane and Cheri Szcodronski described the depot as follows (Slane and Szcodronski 2020:7.18-19):

The one-story, hip-roofed, brick depot is ten bays wide and three bays deep with the center bay on both the façade and rear (south) elevations projecting under the deep eaves. The red-tile roof has been replaced with asphalt shingle, but retains flared eaves with deep overhangs supported by large knee brackets with onion-shaped pendants. The three interior brick chimneys have corbelled stacks. Wide, gabled dormers on the façade and rear elevation have wood shingles and Palladian windows, each with a Queen Anne-style, arched, double-hung window with multi-light upper sash flanked by rectangular, multi-light fixed windows. Small pedimented dormers on the side elevations have arched vents. The building has replacement, one-light fixed windows throughout with flared concrete lintels and concrete sills. In several cases, grouped windows have shared lintels and sills. Replacement six-panel wood doors, two each on the façade and rear elevation, have replacement one-light transoms. One entrance on the façade has been replaced with a fixed window with solid panel below.

The above description is still accurate today (Figure 103 and Figure 104).

The Sanford Passenger Depot was constructed in 1910 to replace the earlier 1872 station. Its location between two tracks allowed the depot to serve two railroads, the Atlantic Coast Line Railway and the Raleigh & Augusta Air Line Railroad (Slane and Szcodronski 2020:8.75).

The depot was listed as a contributing resource in the NRHP-listed Downtown Sanford Historic District (LE0969) in 1985. In the 2020 form, Slane and Szcodronski determined that the depot continued to contribute to the updated district. It does not display notable changes since 2020 and retains integrity of location, design, setting, materials, workmanship, feeling, and association. Therefore, the Sanford Passenger Depot is recommended to remain a contributing resource to the Downtown Sanford Historic District. It would also contribute to a potential linear RAALHD. The building is currently undergoing a major renovation. If it retains its integrity following that, it will likely be individually eligible for NRHP listing under Criteria A and C for its significance in the areas of Transportation and Architecture.



Figure 103. Left, 1980s survey photograph of north-facing façade (NCHPO 2025); right, view of façade, looking south.



Figure 104. Left, view of west (side) and south (rear) elevations, looking northeast; right, view of south (rear) and east (side) elevations, looking northwest.

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