

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

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

February 8, 2018

MEMORANDUM

TO: Vanessa Patrick
Human Environment Unit
NC Department of Transportation

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

SUBJECT: Historic Structures Survey Report, Widening of SR 1176 (Bridges Street Extended) from SR 1738 (Bridges Street) to SR 1147 (McCabe Road), R-5727, PA 17-06-0016, Carteret County, ER 18-0085

Thank you for your January 9, 2018, memorandum transmitting the Historic Structures Survey Report for the above-referenced undertaking. We have reviewed the submittal and offer the following comments.

We concur that following properties are not eligible for listing in the National Register of Historic Places due to the loss of historic integrity and not possessing the level of significance necessary for listing in the National Register of Historic Places.

- Wildwood Presbyterian Church, 276 Wildwood Road (CR1429)
- Albert Clyde Murdoch House, 252 Wildwood Road (CR1430)
- Maggie E. Murdoch Watson House, 250 Wildwood Road (CR 1431)
- Norfolk Southern Railway Line, Section within APE (CR 1432)
- Wildwood Historic District, intersection of Wildwood and Community Roads (No Survey Site number assigned)

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.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

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

Received: 01/12/2018
State Historic Preservation Office



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

To: Renee Gledhill-Earley, NCHPO

ER 18-0085

From: Vanessa E. Patrick, NCDOT

Due -- 2/6/18

Date: January 9, 2018

H-

Subject: *Historic Structures Survey Report for R-5727, Widen SR 1176 (Bridges Street Extended) from SR 1738 (Bridges Street) to SR 1147 (McCabe Road), Carteret County, North Carolina. WBS No. 50219.1.1. PA Tracking No. 17-06-0016.*

*John Wood 1/19
Doe 2/2
ER letters
2/6/18
RJE*

The North Carolina Department of Transportation (NCDOT) is conducting planning studies for the above-referenced project. Enclosed for your review is a report presenting the evaluation of historic architectural resources in the R-5727, Carteret County project area (one hard copy and one CD-ROM). Survey photographs, GIS data, and site forms are provided on the CD-ROM, and hard copies of the site forms and photographs are also supplied.

The report considers four resources – the Wildwood Presbyterian Church (CR1429), the Albert Clyde Murdoch House (CR1430), the Maggie E. Murdoch Watson House (CR1431), and the Norfolk Southern Railway Line (CR1432) – as well as a possible Wildwood Historic District. The study recommends all as not eligible for listing in the National Register of Historic Places. Initial screening of the R-5727 project area by NCDOT Historic Architecture identified which resources warranted additional study.

We look forward to receiving your comments on the report. Should you have any questions, please do not hesitate to contact me at vepatrick@ncdot.gov or 919-707-6082. Thank you.


V.E.P.

Attachments

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HISTORIC STRUCTURES SURVEY REPORT WIDEN BRIDGES STREET EXTENDED (NC 1176) FROM BRIDGES STREET (NC 1738) TO McCABE ROAD (NC 1147) Carteret County, North Carolina

WBS No. 50219.1.1 / TIP No. R-5727 / PA No. 17-06-0016



Prepared for:



North Carolina Department of Transportation
1598 Mail Service Center
Raleigh, North Carolina 27699-1598

Prepared by:



Louis Berger

Louis Berger
20 Corporate Woods Blvd.
Albany, New York 12211

*Final Report
December 18, 2017*

HISTORIC STRUCTURES SURVEY REPORT
WIDEN BRIDGES STREET EXTENDED (NC 1176)
FROM BRIDGES STREET (NC 1738)
TO McCABE ROAD (NC 1147)

Carteret County, North Carolina

WBS No. 50219.1.1
TIP No. R-5727
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Prepared for:

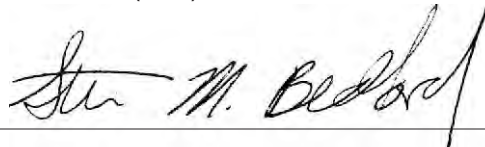
North Carolina Department of Transportation
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Mary Pope Furr, Supervisor
Historic Architecture Group

Date

Prepared by:

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Steven M Bedford, Principal Investigator

Final Report
December 18, 2017

MANAGEMENT SUMMARY

The North Carolina Department of Transportation (NCDOT) is proposing to widen NC 1176 (Bridges Street Extended) from NC 1738 (Bridges Street) to NC 1147 (McCabe Road) in Carteret County, North Carolina. The state project number is WBS No. 50219.1.1, the TIP Number is R-5727, and the PA Number is 17-06-0016. The project's study area, delineated by NCDOT, contains the small community of Wildwood, northwest of the town of Morehead City and along the north side of the Norfolk Southern Railway. The project's Area of Potential Effects (APE) follows the study area. An irregularly shaped polygon, the APE begins at Bridges Street Extended, continuing north until just south of Sam Garner Road, encompassing the area between Hull Swamp and just north of Business Drive all the way to just south of U.S. Route 70 at the west end of the project and just south of the Norfolk Southern Railway at the east end of the project.

In September 2017 NCDOT requested Louis Berger U.S., Inc. (Louis Berger) to complete eligibility evaluations for listing in the National Register of Historic Places (NRHP) for four properties that fall within the APE. These four properties had been considered worthy of further study in a preliminary investigation conducted by NCDOT architectural historians. None of the four resources had been previously recorded as part of any architectural survey despite the recent 2012 countywide survey conducted by Ruth Little of Longleaf Historic Resources.

As a result of the evaluations, Louis Berger recommends all four properties as not individually eligible for NRHP listing. Wildwood Presbyterian Church represents an architectural form and style common to churches of its construction era, ca. 1893 and 1928, and as a whole the church complex lacks both the significance and integrity necessary to be individually eligible for the NRHP. Alterations have affected its integrity, and the setting as a focal point of a rural Carteret County railroad community has been altered because only a few structures survive from the period when Wildwood developed and thrived as a village.

The Maggie E. Murdoch Watson House and the Albert Clyde Murdoch House represent vernacular forms and styles common to the late nineteenth and early twentieth centuries in Carteret County and lack the significance and integrity necessary to be individually eligible for the NRHP. Exterior alterations have and the loss of outbuildings have affected the buildings' integrity. The context of the properties in terms of a railroad village has been greatly affected by the loss of key resources, such as the original train depot, general stores, post office, school, and other significant houses.

The Norfolk Southern Railway Line represents a small regional carrier that transported passengers, freight, and mail to the larger towns of New Bern and Morehead City. The small portion defined in the APE does not possess enough historical significance and does not retain any other railroad-related buildings or features to be considered for individual NRHP eligibility.

The four resources outlined above collectively do not retain sufficient integrity and do not possess enough significance as a whole to merit NRHP eligibility as a potential Wildwood Historic District under Criterion A for transportation. The potential district has lost most of the former resources along the Norfolk Southern Railway Line needed to convey its significance as a rare example of a rural crossroads community tied to the former Atlantic and North Carolina Railroad that developed after the Civil War in Carteret County.

RESOURCE NAME	SITE NUMBER	NRHP ELIGIBILITY RECOMMENDATION	SITE ADDRESS/PIN No.
Wildwood Presbyterian Church	CR1429	Not Eligible	276 Wildwood Road/ 635703301696000
Albert Clyde Murdoch House	CR1430	Not Eligible	252 Wildwood Road/ 635703301696000
Maggie E. Murdoch Watson House	CR1431	Not Eligible	250 Wildwood Road/ 635703314109000
Norfolk Southern Railway Line	CR1432	Not Eligible	635703208683000
Wildwood Historic District	N/A	Not Eligible	(Multiple)

1.0 INTRODUCTION

1.1 Project Description

The North Carolina Department of Transportation (NCDOT) is proposing to widen NC 1176 (Bridges Street Extended) from NC 1738 (Bridges Street) to NC 1147 (McCabe Road) in Carteret County, North Carolina. The state project number is WBS No. 50219.1.1, the TIP Number is R-5727, and the PA Number is 17-06-0016. On behalf of NCDOT, Louis Berger U.S., Inc. (Louis Berger) conducted National Register of Historic Places (NRHP) eligibility evaluations in preparation for the project. The project's study area, delineated by NCDOT, contains the small community of Wildwood, northwest of the town of Morehead City and along the north side of the Norfolk Southern Railway. The scope of the current study included the survey and evaluation of the following four properties in the study area for listing in the National Register of Historic Places (NRHP).

- Wildwood Presbyterian Church (CR1429), 276 Wildwood Road
- Albert Clyde Murdoch House (CR1430), 252 Wildwood Road
- Maggie E. Murdoch Watson House (CR 1431), 250 Wildwood Road
- The portion of the Norfolk Southern Railway Line (CR 1432) that falls within the study area

1.2 Methodology

The Area of Potential Effects (APE) for this project as delineated by NCDOT consists of the R-5727 study area (Figure 1). An irregularly shaped polygon, the APE begins at Bridges Street Extended and continues north until the vicinity of Sam Garner Road, encompassing the area between Hull Swamp and just north of Business Drive all the way to just south of U.S. Route 70 (U.S. 70) at the west end of the project and just south of the Norfolk Southern Railway at the east end of the project (see Figure 1). NCDOT architectural historians conducted a preliminary screening for the project and determined that the four resources listed above warrant additional evaluation for NRHP eligibility (Figure 2).

The architectural survey and evaluation included background research and fieldwork. Prior to the fieldwork, Louis Berger staff consulted the county's online GIS mapping system (Carteret County 2017), HPOweb at the North Carolina State Historic Preservation Office (NC SHPO 2017), and the most recent Carteret County architectural survey (Little 2012) for basic geographical and contextual information on the study area. None of the properties had been previously surveyed. Research also included primary and secondary sources at various local and state archival repositories, such as the Carteret County Historical Society, the North Carolina Collection at the University of North Carolina, Chapel Hill, and the NC SHPO survey file room. Online sources, such as the UNC Maps Collection, Ancestry.com, and U.S. Census records, were consulted for information on the history of the properties. Property information was also acquired through Carteret County's Register of Deeds office and from interviews with local residents and property owners.

The fieldwork took place on October 30-31 and November 7, 2017, and included surveying and photographing the exteriors (and interiors when accessible) of the resources, interviewing local residents and members of the Wildwood Presbyterian Church, and a windshield survey of nearby comparable resources in the area, photographing the resources for architectural context. NRHP criteria were applied according to National Register Bulletin 15 (United States Department of the Interior 1990). Architectural Historian Megan Privett conducted the research and fieldwork; Ms. Privett and Louis Berger Senior Architectural Historian Camilla Deiber wrote the report.

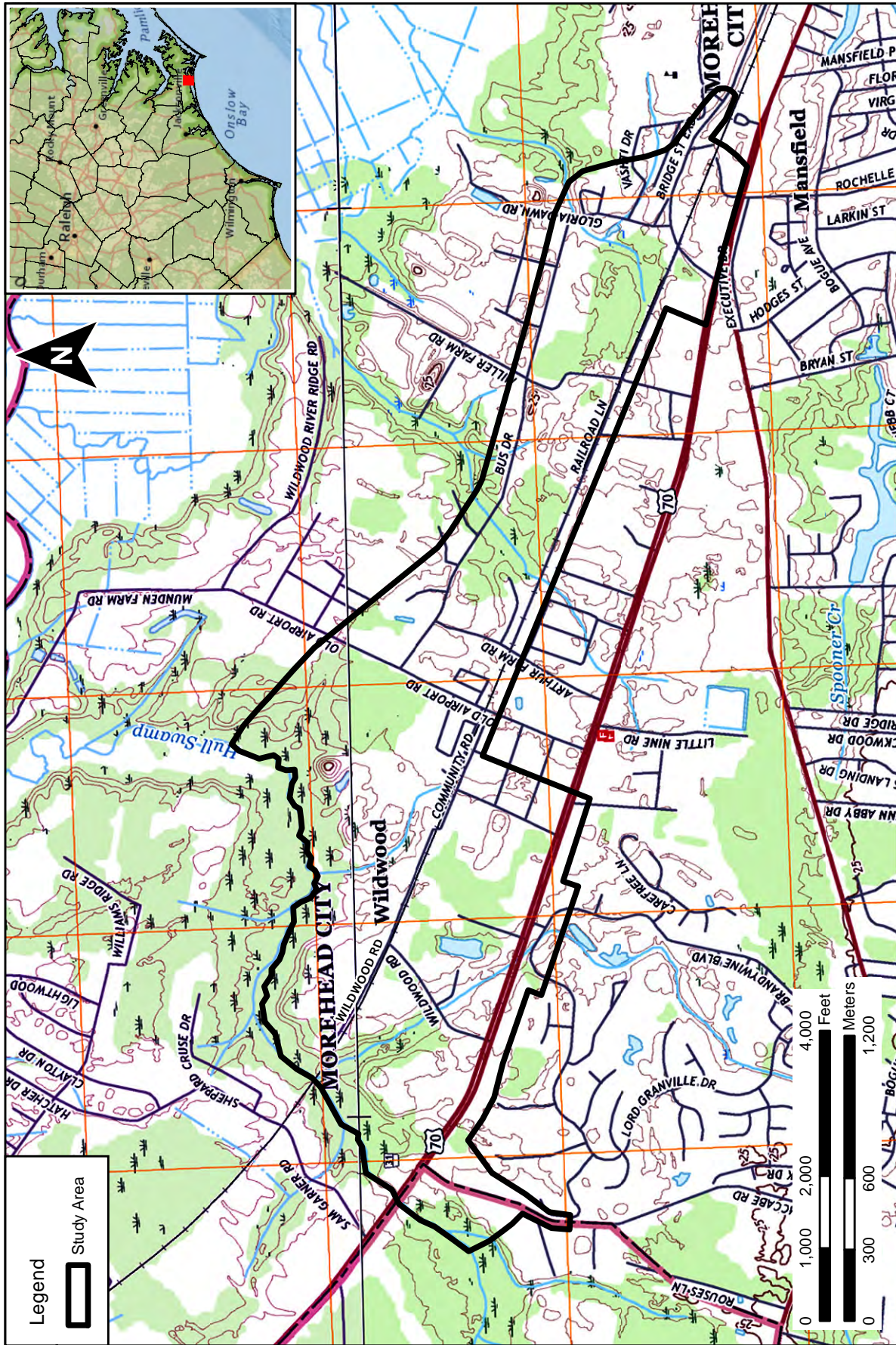


FIGURE 1: Project Vicinity (USGS Mansfield 2016a, Newport 2016b)

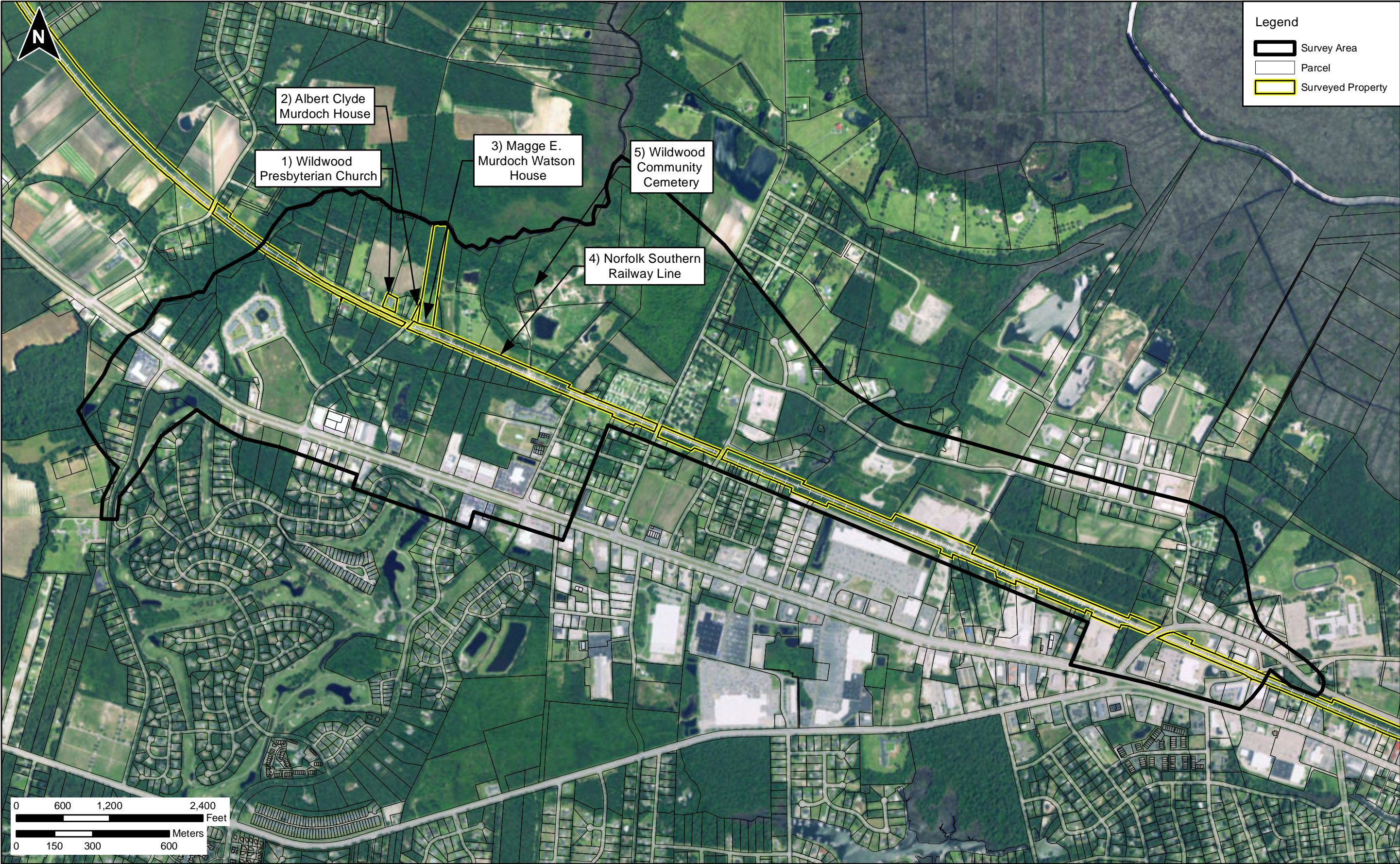


FIGURE 2: Location of Surveyed Properties (ESRI World Imagery 2016)

This report was prepared in accordance with the National Historic Preservation Act of 1966, as amended; the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation of 1983 (48 *Federal Register* 44716), as amended; *Architectural Survey Manual: Practical Advice for Recording Historic Resources* (North Carolina Department of Cultural Resources [NC DCR] 2008); *Historic Architecture Group Procedures and Work Products* (NCDOT 2015); and the NC SHPO *Report Standards for Historic Structure Survey Reports/Determinations of Eligibility/Section 106/110 Compliance Reports in North Carolina* (NC SHPO 2016). The architectural historians who performed the assessments meet or exceed the Professional Qualifications Standards specified in 36 CFR 61.

1.3 General Historic Context for the Community of Wildwood

Very sparse if any settlement occurred in Carteret County north of the Atlantic and North Carolina Railroad in the west section of the county because of the vast swamplands (Figure 3). In the west half of the county, where the project APE is located, most commercial development occurs along U.S. 70 between Newport and Morehead City with the exception of the west edge of Emerald Isle. Carteret County's economy depends on its geography and proximity to various bodies of water, and only a small percentage of the county's land is arable because of the swamps and marshes.

The county's primary industries included naval stores during the eighteenth century, and fishing, seafood, and lumber during the nineteenth century. The few agricultural communities that did flourish included those in and around Newport, Cedar Point, Peletier, and Harlowe, with corn, cotton, and sweet potatoes as the dominant cash crops. The majority of farmers in the region were subsistence farmers who produced food for their own families in addition to a few cash crops or vegetables taken to be sold in more densely populated towns (Little 2012:12-56).

The village of Newport, located northwest of Wildwood along the Norfolk Southern Railway, was originally located on the banks of the Newport River but shifted northward with the construction of the railway in 1857. The majority of Newport's inhabitants were farmers, although the small town did have a handful of stores and service-oriented shops, grist- and sawmills, a carriage factory, and a turpentine distillery in addition to houses and churches.

Morehead City is located almost the same distance from Wildwood as Newport but to the southeast (see Figure 1). The Atlantic and North Carolina Railroad's terminus at Morehead City, originally purchased and planned as Shepard's Point by Gov. John Motley Morehead, certainly encouraged the town's development, and it grew rapidly during the late nineteenth and early twentieth centuries. The 1880 U.S. federal census recorded "Morehead Village" containing 108 families (Little 2012:37-57).

Oral history tradition in the community of Wildwood attributes the founding of the village to Hugh Murdoch of Scotland (1819-1898), who came to America around 1852 following the path of his brother, William Murdoch of Salisbury. Previously, Hugh and his family lived in Morehead City where he worked in the construction business as a railroad trestle bridge builder when the Atlantic and North Carolina Railroad was extended to Morehead City in the 1850s. From 1868 when Hugh Murdoch and his family settled in the Wildwood area onward through the beginning of the twentieth century, the small farming community blossomed into a thriving crossroads village supporting three general stores, a post office, two schools, two churches, and many farms and residences (Dudley 2010:13-20).

Families owning and occupying the lands that composed the village of Wildwood historically included the Ogelsbys, Tolsons, Garners, Bells, Pelletiers, and, later in the nineteenth century, the Murdoch family, who emigrated from Scotland. A sizeable free black community also owned and worked land in Wildwood from the 1840s until the 1930s. The Whittingtons, Sampsons, and Mattocks were prominent

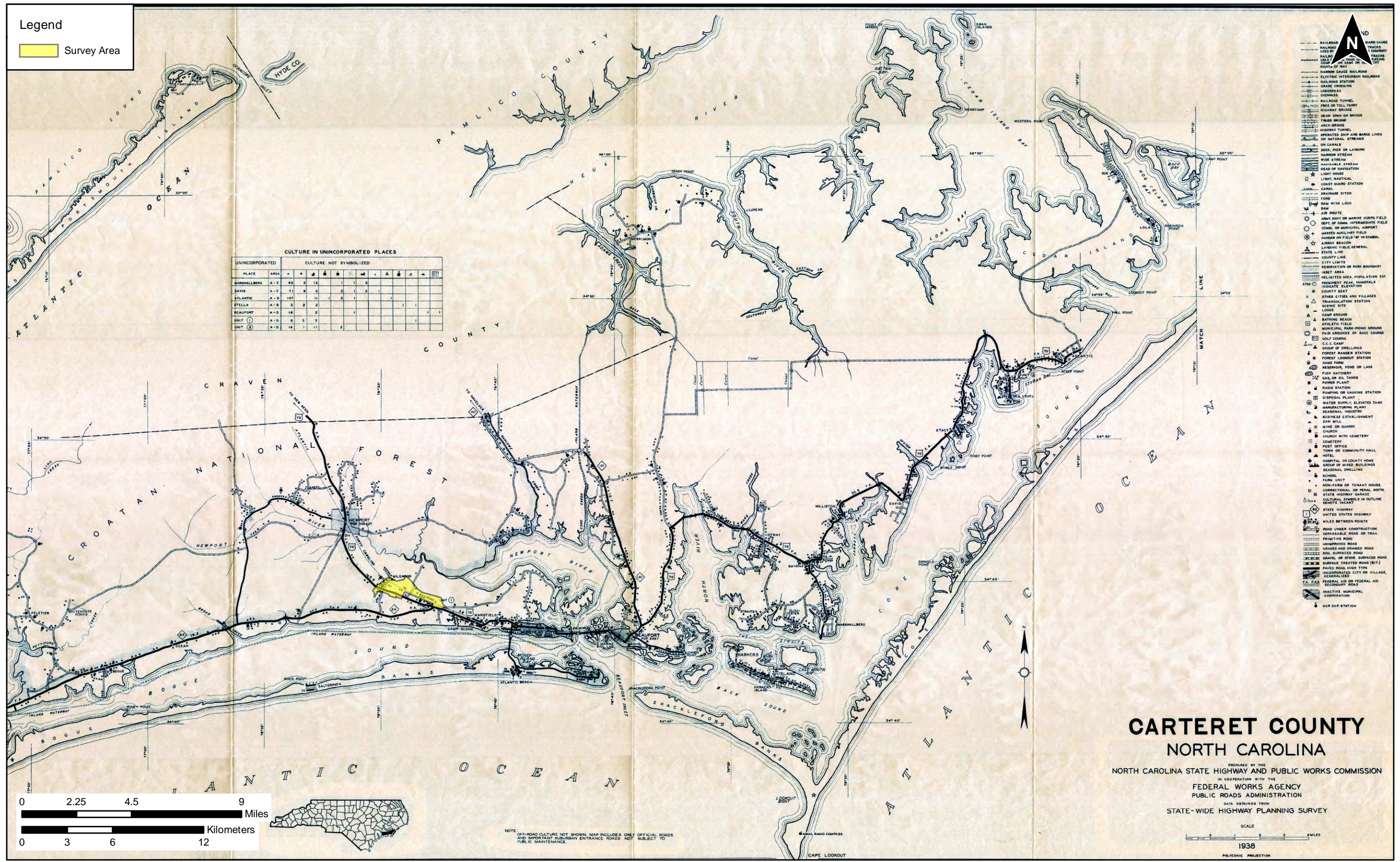


FIGURE 3: Carteret County State Highway and Public Works Commission Map, 1938 (North Carolina State Highway and Public Works Commission 1938)

among African-Americans living in the community, and many attended the A.M.E. Zion Church of Wildwood, which was destroyed by a hurricane in 1933. A majority of the white and African-American families in the Wildwood community are buried at the Wildwood Community Cemetery, located east of the Wildwood Presbyterian Church north of Community Road at the end of a small dirt road (Carteret County Historical Society [CCHS] var.; Dickinson 2017) (see Figure 2; Plate 1).



PLATE 1: Wildwood Community Cemetery, Looking Southeast

In contrast to the towns of Newport and Morehead City, Wildwood did not develop into a cohesive village until the establishment of the Atlantic and North Carolina Railroad line that ran from Goldsboro to Morehead City in 1857. The railroad allowed farmers in the area ship their crops to larger markets and for fisheries in Carteret County to transport mullet and seafood easily and quickly farther inland. As many as 69 African-American students were counted as attending the Wildwood Colored School in 1914, with white pupils totaling 89 in 1920. A majority of the white and African-American residents from the Wildwood community are buried at the Wildwood Community Cemetery, located east of the Wildwood Presbyterian Church north of Community Road at the end of a small dirt road. The roughly one-acre cemetery contains over 285 graves with the earliest marker dating from 1859 (CCHS var.; Dickinson 2017; Watson 2012).

After the hurricane of 1933, which severely damaged the community, families began to migrate and leave Wildwood, especially the African-American population. With development intruding from the widening of U.S. 70 after the mid-twentieth century, the size and feel of the Wildwood community changed dramatically. As more and more families commuted to jobs outside the village, the dependency on local stores and services lessened for Wildwood residents. Modern commercial development along and around U.S. 70 continues to threaten the rural character of the community, where only a handful of houses remain today, primarily on Wildwood Road, Community Road, Sam Garner Road, and Oak Trail (Dickinson 2017).

2.0 ELIGIBILITY EVALUATIONS

2.1 Wildwood Presbyterian Church

Resource Name	Wildwood Presbyterian Church
HPO Survey Site No.	CR1429
Location	276 Wildwood Road Newport, NC
PIN	635703208854000
Construction Date(s)	ca. 1893; 1928
NRHP Recommendation	Not Eligible



2.1.1 Setting

The church sits on a 0.7-acre parcel in the Wildwood community of Carteret County northwest of Morehead City, bordered by agricultural fields to the north, Wildwood Road and the Norfolk Southern Railway Line to the south, and residential properties to the east and west (Figures 4 and 5). The property is accessed by a concrete sidewalk stretching from Wildwood Road to the church's main entrance as well as by a wooden ADA ramp. Another concrete sidewalk runs from the ADA ramp along the west elevation to the fellowship hall that sits just northwest of the church. A small gravel parking lot lies west of the church, with a grassy yard with a few trees separating the two (Plate 2).

2.1.1.1 Wildwood Presbyterian Church, ca. 1893, 1928

The one-story frame vernacular Wildwood Presbyterian Church was built in two phases of construction: the original portion, built in 1893, was rotated 90 degrees to turn its side elevation to the front in 1928, when the congregation built the present front-gabled sanctuary, with gabled entrance portico and bell tower, extending from the original portion. The original 1893 wing featured a central projecting rectangular bell tower on its façade, pierced by a double-leaf entrance of one-over-one panel doors topped with a three-light transom and flanked by four-over-four double-hung wood-sash windows. The conical spire topping the bell tower covered in scalloped wood shingles atop a rectangular base appears to have been re-used on the present 1928 church building (Plate 3). The ca. 1928 portion of the church retains weatherboard siding underneath its vinyl covering and is pierced with six-over-six double-hung wood-sash windows throughout. It rests on a brick foundation; the rear wing sits on a brick pier foundation that has been infilled with concrete block (Plate 4). The entirety of the church's roof has been covered in asphalt shingles.

The present church's façade (south elevation) features a gabled portico sheltering the double-leaf entrance bay of horizontal five-panel wood doors topped with a divided five-light transom. Groupings of three wooden posts that sit atop brick piers resting on a concrete porch floor support the portico (Plate 5). A window bay sits to each side of the central entrance, which is accessed by brick steps sandwiched between brick cheekwalls. A wooden ADA ramp with railing extends southwest from the façade, and a concrete sidewalk leads directly south of the main entrance to Wildwood Road. The east elevation of the main ca. 1928 block is pierced with four window bays divided by a brick chimney flue sitting on the exterior of the elevation (Plate 6). The rear ca. 1893 front-gabled wing features three bays on the west elevation: the original double-leaf entrance of one-over-one panel doors accessed by concrete steps and two four-over-four double-hung wood-sash windows flanking the entrance (Plate 7). Vinyl siding covers

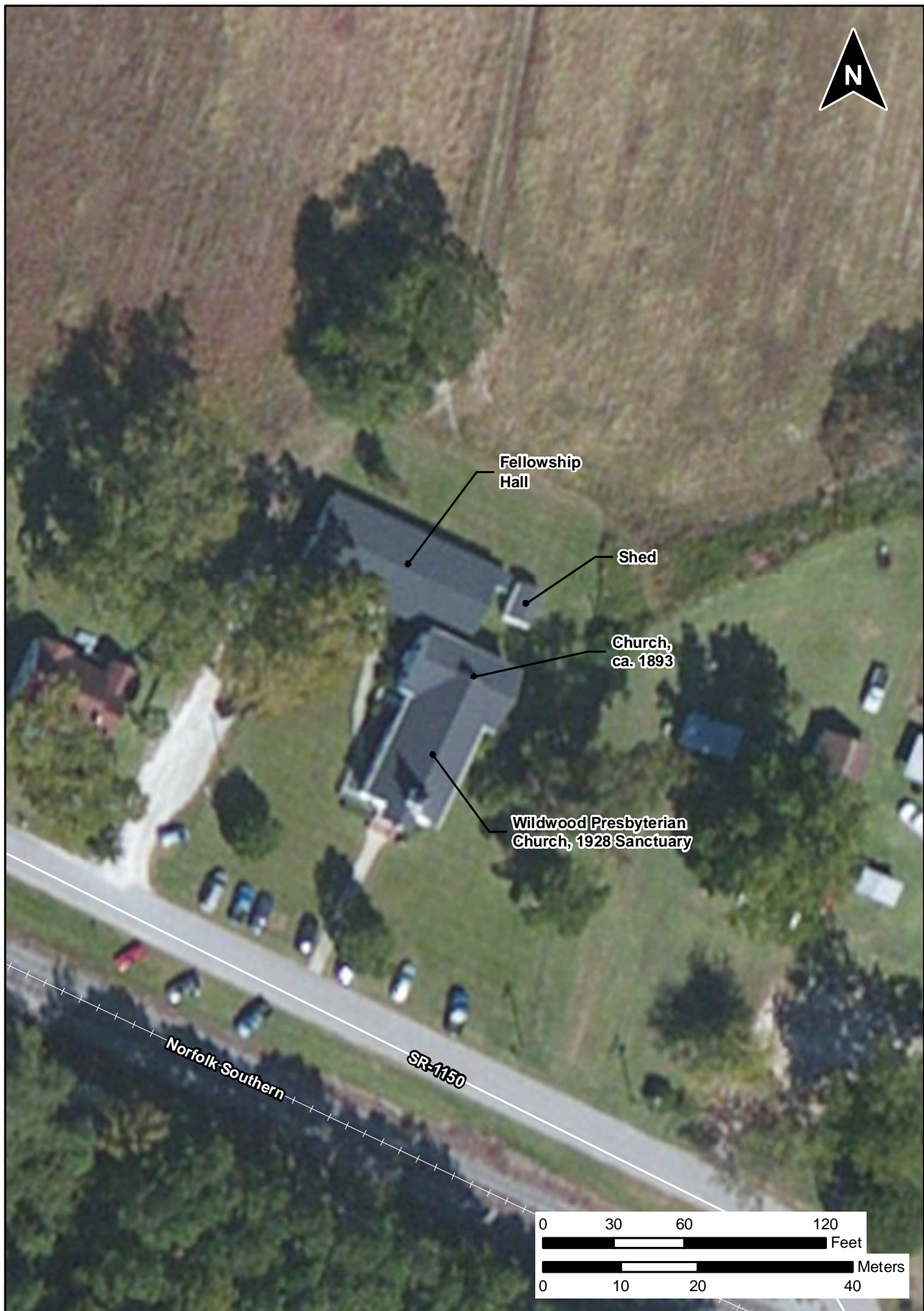


FIGURE 4: Site Plan of 276 Wildwood Road (ESRI World Imagery 2016)



FIGURE 5: 276 Wildwood Road Parcel Map (ESRI World Imagery 2016)



PLATE 2: Wildwood Presbyterian Church, South Elevation, Looking Northeast



PLATE 3: Wildwood Presbyterian Church, South Elevation,
Detail of Bell Tower, Looking North



PLATE 4: Oblique View of Wildwood Presbyterian Church, Looking Northeast



PLATE 5: Wildwood Presbyterian Church, South Elevation,
Looking North



PLATE 6: Wildwood Presbyterian Church, East Elevation, Looking Northwest



PLATE 7: Wildwood Presbyterian Church, East Elevation of
ca. 1893 Wing, Looking West

the original weatherboards, and although the cornice's partial returns survive, its moldings have been removed or covered in vinyl. The north (rear) elevation of the rear ca. 1893 wing has four window bays of four-over-four double-hung wood-sash windows. The overall west elevation of the church mirrors the east elevation with three bays on the gable end of the ca. 1893 wing, a central single-leaf entrance and two window bays, and four window bays on the ca. 1928 sanctuary portion of the church (Plate 8).

The interior of the 1928 sanctuary follows a standard auditorium format with a center aisle leading to an arched recessed area at the rear of the church with a raised platform acting as the pulpit (Plate 9). Doors to exit the sanctuary flank the raised pulpit. The sanctuary is accessed through a small vestibule with recessed niches on either side that were previously partitioned as Sunday School class spaces (Plate 10). The interior retains original heart pine flooring, beadboard wainscoting, light fixtures, and interior doors. The ceiling has been covered in cellulose acoustical tiles and is slightly curved on each side as it meets the walls at the east and west elevations. The congregation partitioned the interior of the 1893 rear wing of the church for Sunday School classrooms, offices, and bathrooms in 1948. The wing retains some beadboard walls and original doors, but its floors are covered in carpet and original ceilings have been covered (Plate 11).

2.1.1.2 *Fellowship Hall, ca. 1972*

The one-story concrete block fellowship hall has a shallow side-gabled roof covered in asphalt shingles with overhanging eaves and rests on a concrete block foundation. Its south elevation faces Wildwood Road and is pierced with four bays: one single-leaf entrance and three two-over-two metal horizontal-sash windows. The west elevation of the building has three bays that consist of a single glass entrance door flanked by window bays and contains vinyl siding in the gable end of the elevation (Plate 12).

The interior of the building has exposed concrete block walls and concrete floors covered in vinyl and linoleum. It has been subdivided for use as a fellowship hall with a kitchen and bathrooms, as well as additional rooms for children's Sunday School classes and a food pantry (Plate 13).

2.1.1.3 *Shed, ca. 1972 or later*

The one-story frame gable-roofed storage shed has prefabricated wood siding, boxed eaves, and an asphalt-shingle roof. The south elevation (gable end) contains a central double-leaf entrance bay with doors composed of the same siding as the walls (Plate 14).

2.1.1.4 *Shed, ca. 2000 or later*

The one-story pre-fabricated storage shed has a metal gambrel roof and rests on a concrete block pier foundation. The shed is sheathed in vinyl siding. The west elevation contains an entrance bay, and the south elevation is pierced with two four-over-four vinyl-sash windows.

2.1.2 *History*

By the late nineteenth century Wildwood had grown enough to consider building a church in the community; a small Presbyterian congregation was already meeting in the village's school building. The Wildwood Presbyterian Church remains the oldest Presbyterian church in Carteret County, a county where few Presbyterian churches were historically established. A Presbyterian church was initially planned for Morehead City, but funding for building operations did not materialize, so the site at Wildwood was chosen instead. The Murdoch family, hailing from Scotland, were instrumental in founding the Wildwood Presbyterian Church (*Carteret County News-Times* ca. 1950; Dudley 2010).



PLATE 8: Wildwood Presbyterian Church, West Elevation, Looking East



PLATE 9: Interior of Wildwood Presbyterian Church, Looking North



PLATE 10: Interior of Wildwood Presbyterian Church, Looking South



PLATE 11: Interior of ca. 1893 Wing of Wildwood Presbyterian Church, Looking Northeast



PLATE 12: Oblique View of Wildwood Presbyterian Church Fellowship Hall, Looking Northeast



PLATE 13: Interior View of Wildwood Presbyterian Church Fellowship Hall, Looking Southwest



PLATE 14: Shed At Rear of Wildwood Presbyterian Church, Looking West

Members of the community, including the Adams, Pelletier, and Hill families, donated the land upon which the church was built, officially deeding the property to the trustees of the church in 1960 (Carteret County Deed Books [CCDB]:232/368). Construction began in 1893 for the church building, and the first recorded session minutes date from May 5, 1894 (Plate 15). Hugh Murdoch and Solomon Simpson served as the congregation's first elders with Alexander Murdoch appointed as the first deacon. Early ministers served congregations on a part-time basis, traveling as needed, similar to the circuit preacher tradition of the Methodist denomination.

By 1928 the Wildwood Presbyterian Church had outgrown its building and erected a new sanctuary, using the previous church as Sunday School classrooms by turning the structure 90 degrees to form a rear, east-facing wing. The ca. 1893 church that became the classroom wing was eventually partitioned further in 1948, adding offices and bathrooms.

Wildwood Presbyterian Church did not employ a full-time minister until 1955, calling Rev. Alvis M. Daniel. Shortly thereafter congregation members constructed a manse for the minister and his family, located on Wildwood Road southeast of the church and south of the railroad tracks. In 1972 the congregation constructed the concrete block fellowship hall, providing space for dining, additional Sunday School classroom space, a kitchen, bathrooms, and additional storage. The church continues to serve the community with an active membership of 75 members, including those of the eighth generation of the Hugh Murdoch family and the twelfth generation of the John Oglesby family (*Carteret County News-Times* ca. 1950; Dickinson 2017).

2.1.3 NRHP Evaluation and Architectural Context

Carteret County's tradition of building simple forms with conservative, plain detailing for residential buildings also informed the construction of religious structures in the county. In rural areas the one-story gable-end frame church, at times with a bell tower, was a common form identifiable throughout the county in the nineteenth and twentieth centuries.

In the late nineteenth century church building in North Carolina escalated on an unprecedented scale, as many denominations throughout the Southeast reorganized and construction materials became more readily available. Church styles during this era tended to follow those that were popular before the Civil War, such as Gothic Revival. The embodiment of this style varied depending on location and monetary resources. Urban churches in Carteret County were often built with brick or stone on more elaborate designs, while rural churches, by contrast, were front-gabled, tidy frame structures with little ornamentation except for the occasional pointed-arch windows and bell tower. Of the Gothic Revival style in rural areas, "So universal was its acceptance, in fact, that the most stylized renditions of its elements—a pointed arch, a triangular headed door or window, a tower—became standard indicators of a church" (Bishir 1990:371).

In the early twentieth century in North Carolina church design began to reflect and emphasize elements of Classicism, which at times manifested in the Colonial Revival style. Wildwood Presbyterian Church hints at the Colonial Revival style, while mostly exhibiting the traditional gable-end form of the small frame rural churches in Carteret County; however, documentary photographs reveal that underneath the vinyl covering of the present 1928 sanctuary are pointed arch window and door lintels, representing the strong, continued influence of the Gothic Revival style (Dudley 2010:18).

The Merrimon United Methodist Church (CR0596), in the North Carolina study list for the NRHP, is an excellent surviving example of a ca. 1890 vernacular one-story frame church with elements of the Gothic Revival style retaining a high degree of integrity. The intact church building has an associated academy nearby on the property, as well as more modern facilities. Retaining its original materials configuration,



PLATE 15: Documentary Photo of Wildwood Presbyterian Church,
ca. 1900-1928 (Courtesy of Wildwood Presbyterian Church
Archives)

the Merrimon United Methodist Church serves as a better architectural example of a small, rural church constructed in the early twentieth century in Carteret County (Plate 16).

Another small, one-story frame church, built in 1902 only a few years after Wildwood Presbyterian, is the Peletier Unitarian Church, now the Peletier Community Building (CR1365). Also in the North Carolina study list, the former Peletier Unitarian Church is another fine example of a small, rural frame church with a front-gable end form and simple details, pointed-arch windows hinting at the Gothic Revival style, and a gabled porch sheltering the double-leaf entrance door. The church has been altered little since its construction and retains a high degree of integrity (Plate 17).

Core Sound Quaker Meeting Site and Tuttle Grove United Methodist Church (CR1083) further exemplifies this common style and form while exhibiting a Colonial Revival influence. The intact one-story frame ca. 1900-1920 church features stained-glass windows, a central double-leaf entrance with transom, and a gabled portico sheltering a porch supported by four boxed square posts (Plate 18).

The Wildwood Presbyterian Church retains a medium degree of integrity, with the primary alterations being the turning and re-use of the original church as a Sunday School wing as well the introduction of modern materials, such as vinyl, covering original weatherboarding and trim. Its integrity of materials and design have therefore been slightly compromised. The building does retain its original windows, many of its doors, and interior architectural elements, reflecting its original massing in each phase of church construction and therefore retaining sufficient integrity of workmanship. The church property also has integrity of location, as none of the extant buildings has been moved from its original site; however, the setting has changed significantly and no longer presents as what was once a cohesive railroad community. The two sheds and the concrete block fellowship hall appear to have retained their original materials, workmanship, and design but they are of recent date. The property retains its feeling and association as a rural Presbyterian church in Carteret County.

Wildwood Presbyterian Church is recommended as not eligible for the NRHP under Criterion A. Other and better examples of rural, late nineteenth- and early twentieth-century churches signaling ties to their communities survive in Carteret County. For example, the Merrimon United Methodist Church (CR0596) and the Peletier Unitarian Church (CR1365) are both intact examples, included in the North Carolina study list, that retain a higher degree of integrity than Wildwood Presbyterian Church. Although significant to church denominational history in Carteret County as the first Presbyterian church still in operation, Wildwood Presbyterian Church does not retain sufficient integrity to convey its significance, in particular because of the changes to the original ca. 1893 portion. Wildwood Presbyterian Church is not associated with any other historic event, pattern, or trend.

The Wildwood Presbyterian Church is recommended as not eligible under Criterion B. No particular church member, minister, or other individual associated with the church has made significant contributions to history that can be identified and documented.

Similarly, the property does not have sufficient significance or integrity to be individually eligible under Criterion C. The ca. 1893 wing and to a lesser degree the 1928 sanctuary, originally constructed as a typical small frame gable-end church reflecting elements of the Gothic Revival style, no longer convey this architectural detailing. Although retaining its original windows, the original weatherboards with pointed-arch lintels, as well as the central bell tower projecting from the façade (viewed in period photographs), have been altered or covered. Other and better examples of rural, late nineteenth- and early twentieth-century churches with architectural features rooted in the Gothic Revival style outlined above survive in Carteret County, including the Merrimon United Methodist Church (CR0596) and the Peletier



PLATE 16: Merrimon United Methodist Church (CR0596)



PLATE 17: Peletier Unitarian Church (now Peletier Community Building) (CR1365)



PLATE 18: Tuttle's Grove United Methodist Church, Formerly Core Sound Quaker Meeting Site)
(CR 1083)

Unitarian Church (CR1365), as described above, which both retain a higher degree of integrity than Wildwood Presbyterian Church.

A building may be eligible under Criterion D if the buildings and/or structures have the potential to yield important information pertaining to undocumented or rare local building traditions. None of the buildings on the Wildwood Presbyterian Church property meets Criterion D.

2.2 252 Wildwood Road

Resource Name	Albert Clyde Murdoch House
HPO Survey Site No.	CR1430
Location	252 Wildwood Road Newport, NC
PIN	635703301696000
Construction Date(s)	ca. 1912
NRHP Recommendation	Not Eligible



2.2.1 Setting

Located in the Wildwood community and roughly 50 feet north of the Norfolk Southern Railway Line, the Albert Clyde Murdoch House is surrounded by a few houses and the rural swamplands of Hull Swamp flowing north of the approximately 0.3-acre parcel (Figures 6 and 7). Immediately south of the house is the Norfolk Southern crossing over Wildwood Road. Shrubbery surrounds the front yard of the property, leaving a pathway open for accessing the central entry, and a handful of trees dot the property (Plate 19).

2.2.1.1 *Albert Clyde Murdoch House, ca. 1912*

The one-and-one-half-story frame vernacular dwelling with a three-bay façade and attached hip-roofed porch has undergone only a few alterations since its original construction ca. 1912. The main block of the house features a side-gabled roof, now covered in asphalt shingles, with a central shed dormer covered in wood shingles on its sides pierced by three small windows of four lights each (Plate 20). The house is clad in plain weatherboards that have been covered in vinyl siding and contains boxed eaves. Two-over-two double-hung wood-sash windows remain throughout the house, with two wood fixed six-light windows illuminating the gable ends of the east and west elevations. A few of the window bays are filled with air-conditioning units, and nearly all the first-floor windows and doors are covered with metal storm doors and windows (Plate 21).

The façade (south elevation) of the house is defined by a central single-leaf entrance door of three-lights-over-three-panels flanked by two-over-two wood-sash windows and is sheltered by a hip-roofed porch supported by four plain wood posts that rest upon the wood floor. The east elevation is pierced by two window bays on the first story and retains only one of its gable-end window bays of six lights on the second story. A concrete-block exterior chimney flue runs between the window bays up through the eaves (Plate 22). A small one-story shed addition is tacked onto the north elevation and has entrances and window bays of varying sizes, and a small brick interior chimney rises through the roofline on the west side of the house (Plate 23). One two-over-two wood-sash window bay sits directly east of the shed addition. A simple wood deck with railing extends from the rear of the house into the backyard. Two window bays on the first floor and two six-light window bays in the gable end punctuate the west elevation of the main block (Plates 24 and 25). The house rests on a brick pier foundation that has been filled in with metal and other materials. The porch and rear deck are accessed by simple wood steps.

The surveyor was not granted access to the interior of the property for documentation.



FIGURE 6: Site Plan of 252 Wildwood Road (ESRI World Imagery 2016)



FIGURE 7: 252 Wildwood Road Parcel Map (ESRI World Imagery 2016)



PLATE 19: Albert Clyde Murdoch House, Looking Northwest



PLATE 20: Albert Clyde Murdoch House, Detail of Shed Dormer Window, Looking East



PLATE 21: Oblique View of Albert Clyde Murdoch House, East and South Elevations, Looking Northwest



PLATE 22: Albert Clyde Murdoch House, East Elevation, Looking West



PLATE 23: Albert Clyde Murdoch House, Oblique of East and North Elevations



PLATE 24: Oblique of Albert Clyde Murdoch House, North and West Elevations, Looking Southeast



PLATE 25: Albert Clyde Murdoch House, West Elevation, Looking Northeast

2.2.1.2 *Shed, ca. 1950 or later*

A small one-story frame shed, constructed ca. 1950, lies behind (north of) the house. It features an open bay at the west end and a shed roof sheathed in metal (Plate 26).

2.2.2 *History*

The Albert Clyde Murdoch House, identified by the address 252 Wildwood Road, has been owned since its construction by various members of the Murdoch family, primarily those descending from Hugh Murdoch and Margaret McLaughlin. Prior to the Murdochs' ownership, the land belonged to the Ogelsbys of Carteret County, descendants of John Oglesby (1706-1763). Levi Oglesby (1782-1863), John Oglesby's grandson, owned several hundred acres in the area, including the Hull Swamp region in Carteret County. The Ogelsbys were farmers and moved to Crab Point in the 1890s.

Born in Scotland in 1819, Hugh Murdoch immigrated to the United States through New York. His family grew to include his eight children: Alexander H., William C., John B., Mary E., Margaret E., Caroline J., James A., and Janette P. Murdoch. The Murdochs moved to Carteret County and purchased land in Wildwood after living briefly in Morehead City. Hugh Murdoch, a builder by trade, was listed in the 1880 federal census as a "bridge builder," and local residents recall that he was a "railroad bridge builder" (Ancestry.com n.d.; Watson et al. 2017). In the mid-nineteenth century Hugh Murdoch joined the Atlantic and North Carolina Railroad Company and is listed in 1883 as its "Road Master," earning \$80 per month (Ancestry.com n.d.; Kelleher 2013).

Hugh Murdoch's son, William C. Murdoch (1856-1939), was one of the many Murdoch male heirs who stayed in the area. He married Margaret Bell and together they had four children: Albert Clyde, Julia, William A., and Charles Lee. The 1900 federal census listed William C. Murdoch as a farmer, but by the 1920 census his occupation had changed to an agent for the railroad station, presumably the Norfolk & Southern Railroad in Morehead City, which by that time had taken over the Atlantic and North Carolina Railroad line. He along with his brother, Alexander H., served as the postmaster of Wildwood during the 1880s and early twentieth century. A total of 10 members of the Murdoch extended family served as postmaster in Wildwood from 1881 to 1950, indicating the family's dominant presence in the area (Ancestry.com 1910, 2010; Dudley 2010; U.S. Census 1900, 1920).

One of William C.'s sons, Albert Clyde (1882-1955), married Margaret L. Collins ("Maggie"), and they constructed the house located at 252 Wildwood Road ca. 1912 on property belonging to the elder William C. Murdoch and passed down to Albert Clyde (CCHS var.; Watson et al. 2017). Albert Clyde, like many others in Wildwood, was a farmer by occupation according to the 1910 federal census. Albert Clyde Murdoch's son, A. Clinton Murdoch (Clinton) is recorded in the 1940 U.S. Census as a carpenter/house builder, and interviews with surviving family members indicate both Albert Clyde and Clinton were well-versed in the building trade. Clinton and his wife Edna had four children; one son, Edward Murdoch, and his wife Cheryl acquired the property in 1995 from relative Ellen Murdoch Lawrence (CCDB var. 760/26). The couple currently owns and rents the property to tenants (Ancestry.com n.d.; U.S. Census 1940; CCDB var.; Watson et al. 2017).

William C. Murdoch owned a significant amount of acreage in the Hull Swamp area, and many of the Murdoch family members farmed the land, but several followed in the footsteps of their ancestor Hugh Murdoch and worked for the Atlantic and North Carolina Railroad or in the construction business. They intermarried with other families owning land in the area, including the Oglesby, Collins, Lawrence, Tolson, and Watson families (CCDB var.; Dickinson 2017; Watson et al. 2017).



PLATE 26: Shed at Rear of Albert Clyde Murdoch House, Looking North

2.2.3 NRHP Evaluation and Architecture Context

A countywide architectural survey of Carteret County, conducted in 2011-2012 by M. Ruth Little, documented the county's conservative vernacular building traditions and revealed the most common house types, in the form of (1) a side-gabled dwelling, one and one-half or two stories tall, with a chimney at one end and a full-width engaged porch, and (2) the Craftsman bungalow. In the section of the county west of Beaufort surrounding the study area, the Craftsman Bungalow type, sometimes called the "Carolina Cottage," and sometimes also the I-House prevailed as the dominant residential forms. Stylistic influences were usually minimal, and any applied decoration to common forms was executed in a plain, modest manner in rural areas of the county. The Atlantic and North Carolina Railroad, completed in 1858 and extending to Morehead City and later Beaufort, brought more stylish architecture into populous towns in Carteret County (Plate 27), but in the more rural, agriculture-based areas the building tradition changed very little. Even Craftsman Bungalows did not rise in popularity in rural areas until after World War II, and those that are present follow a fairly standard pattern of a front-gabled, three-room-deep form with a front porch. Because of the persistent application of the local building tradition in rural Carteret County, most houses were constructed by builders who are unidentified (Little 2012:13, 14, 58, 107, 114).

It is likely that Albert Clyde, perhaps with the help of his father, William C. Murdoch, constructed the property at 252 Wildwood Road. The Murdochs came from a long tradition of Scottish builders who came to America in the mid-nineteenth century. They adapted vernacular house forms using local building materials from nearby or on the property, and descendant Edward Murdoch even recalls that all the lumber used in the house was sawn by hand. The Albert Clyde Murdoch House echoes the plain, conservative form of the one-and-one-half-story house with front porch so prevalent in the county. Any architectural trim or decorative elements are subdued and very minimal, and most, except for the wood shingles on the sides of the dormer window, have been covered with vinyl siding. The shed dormer, possibly added at a later date, connotes elements of the Craftsman style that became popular in the county during the early twentieth century; however, the Albert Clyde Murdoch House is not a true Bungalow form. Instead, it represents a meshing of various vernacular and practical building traditions found in Carteret County and throughout rural southeast North Carolina.

Comparable buildings include the Garner House (CR1349) at 657 Tom Mann Road in Newport (Plate 28). Built in 1885, the Garner House is a two-story frame farmhouse with hip-roofed front porch, rear one-story ell, and brick exterior end chimney, and retains a high degree of integrity except for the enclosure of the front porch. A ca. 1900-1910 house located at 1500 Roberts Road (CR1333) (Plate 29) possesses a similar one-and-one-half story form to the Albert Clyde Murdoch House, except that the Roberts Road house has an integral or engaged porch, does not contain any dormer windows, and retains its original brick exterior end chimney; it also retains its original windows, siding, and rural agricultural setting.

The Albert Clyde Murdoch House, although retaining its integrity of location, does not retain full integrity of setting. Many other resources in the village that conveyed its significance as a railroad community are no longer extant, and the property's outbuildings and landscaping indicating its identity as a working farm are also gone. Both the rural character of the area and the spatial relationship of the house to the Norfolk Southern Railway immediately south of the property survive, however, and support the integrity of feeling and association. The outbuilding and agricultural landscape loss reduces the resource's level of integrity of feeling and association as a working farm. The only outbuilding remaining on the property, a small shed, does not appear to be historical or significant. Because of the introduction of modern building materials, such as vinyl siding, to the house, the resource's integrity of materials has been compromised. The house retains an adequate level of integrity of design and workmanship with the original footprint of the house and its fenestration patterns intact.



PLATE 27: Norfolk and Southern Depot at Morehead City, North Carolina, no date
(Durwood Barbour Collection)



PLATE 28: Garner House (CR1349)



PLATE 29: House at 1500 Roberts Road (CR1333)

The Albert Clyde Murdoch House is recommended as not eligible for the NRHP under Criterion A. Although the property is associated with agricultural practices in Carteret County, particularly the family-owned farm, other agricultural complexes retaining single-family dwellings exist in Carteret County that retain a higher level of integrity and significance, such as the Garner House (CR1349) and the house at 1500 Roberts Road, described above (see Plates 28 and 29).

In comparison, the Albert Clyde Murdoch House no longer has the agricultural associations necessary to be eligible under Criterion A because of the loss of agricultural-related outbuildings. Because a number of twentieth-century farms remain in the county and changes have been made to the property, the Albert Clyde Murdoch House does not possess the significance and integrity necessary to be eligible under Criterion A. The property is associated with the history of transportation through its spatial relationship to the railroad line with minimal setbacks and positioning along the tracks, illustrating the importance of the railroad to the life of the community. However, it lacks the integrity to be recommended as individually eligible for the NRHP.

The Albert Clyde Murdoch House is recommended as not eligible under Criterion B. The Murdoch family was one of many typical working-class and farm families living in Carteret County at the time and did not make specific contributions to history that can be identified and documented.

Similarly, the house is not eligible under Criterion C. The Albert Clyde Murdoch House is an example of a vernacular dwelling with no strong ties to any one particular style. Carteret County boasts a number of early twentieth-century houses that illustrate the conservative vernacular building traditions predominate in the area. A number of surviving intact farmhouses are better examples of the property type than the Albert Clyde Murdoch House, including the Garner House described above. As a result of the alterations to the siding and the loss of agricultural-related outbuildings, the building does not have sufficient significance or integrity to be individually eligible under Criterion C.

A building may be eligible under Criterion D if the buildings and/or structures have the potential to yield important information pertaining to undocumented or rare local building traditions. The Albert Clyde Murdoch House does not meet Criterion D.

2.3 250 Wildwood Road

Resource Name	Maggie E. Murdoch Watson House
HPO Survey Site No.	CR1431
Location	250 Wildwood Road Newport, NC
PIN	635703314109000
Construction Date(s)	ca. 1897
NRHP Recommendation	Not Eligible



2.3.1 Setting

Sited directly east of the Albert Clyde Murdoch House roughly 40 feet north of the Norfolk Southern Railway Line, the Maggie E. Murdoch Watson House is the oldest residence still surviving in the Wildwood community. A gravel pathway, Community Road, runs south of the house between the property and Norfolk Southern Railway Line, running parallel to the line (Plate 30). A one-story shed northeast of the house appears to have been built sometime in the mid-twentieth century. A modern carport was erected immediately east of the shed at an unknown date. The house is bordered by shrubbery that surrounds the front yard, and its setting is characterized by the rural swamplands of Hull Swamp flowing north of the 5.8-acre parcel. A large magnolia, a row of crepe myrtles, and old-growth pecan trees dot the property surrounding the house and to the north in the backyard. To the north, south of Hull Swamp, are a few agricultural fields, and west of the fields are the ruins of a tobacco barn and pack house surrounded by thick, overgrown vegetation (Figures 8 and 9).

2.3.1.1 *Maggie E. Murdoch Watson House, ca. 1897*

The two-story frame front-gabled house with two-tier hip-roofed porch and one-story rear ell is reminiscent of other coastal house types in Carteret County. Its original two-room-with-side-passage form rests on a brick pier foundation that has been infilled with metal, concrete block, and other materials. The metal standing-seam roof covers the original wood shingles underneath and features boxed eaves (Plate 31). A large brick interior chimney serves four fireplaces, and two narrow brick chimney flues rise from the roofline of the one-story rear ell (Plate 32). The exterior walls are clad in plain weatherboard and have been covered with aluminum siding.

The façade (south elevation) is pierced by three bays on the first and second stories, with a single-leaf four-panel wood entrance door topped with a two-light transom composing the bays on the far east side of each level (Plate 33). The other two bays on each story are four-over-four wood-sash windows with plain wood sills. A two-tier hipped porch shelters the façade, supported by plain wood posts resting on the wood porch floors, and a wood railing of plain rectangular balusters connects the posts on the second story of the porch (Plate 34). The east elevation of the main block of the house has two six-over-six double-hung wood-sash windows on each level. The one-story rear ell, gabled like the main block, originally possessed a side porch on its east elevation that was later enclosed and wrapped in aluminum siding. The original wood siding and original four-over-four wood-sash windows remain exposed just inside the enclosed portion of the side porch. The east elevation of the rear ell contains three window bays, two six-over-six sash windows and one two-over-two horizontal sash wood window, and one entrance bay accessed by concrete steps and a wood railing (Plate 35). The north (rear) elevation of the house is pierced by one four-over-four double-hung wood-sash window on the rear ell and two six-



PLATE 30: Wildwood Road at the Intersection of the Norfolk Southern Railway Line, Looking East



FIGURE 8: Site Plan of 250 Wildwood Road (ESRI World Imagery 2016)



FIGURE 9: 250 Wildwood Road Parcel Map (ESRI World Imagery 2016)



PLATE 31: Oblique View of Maggie E. Murdoch Watson House, Looking Northwest



PLATE 32: Maggie E. Murdoch Watson House, West Elevation Showing Rear Ell and Chimneys



PLATE 33: Maggie E. Murdoch Watson House, South Elevation



PLATE 34: Maggie E. Murdoch Watson House, East Elevation



PLATE 35: Maggie E. Murdoch Watson House, East Elevation, Detail of Windows on Enclosed Rear Ell

over-six double-hung wood-sash windows on the second story of the main block (Plate 36). The west elevation of the house has two six-over-six sash window bays on each story of the main block, although the first-story window at the north end has been replaced with a smaller version to accommodate a kitchen remodeling that occurred in the 1970s. Two four-over-four wood-sash windows pierce the rear ell on the west elevation (Plate 37).

The entrance, on the left (west) end of the façade, of the Maggie E. Murdoch House opens to a side hall with stairway running the depth of the main block bordered by two rooms on the other side (Plate 38). The rear ell contained the original kitchen and dining room. The original open porch on the east elevation of the rear ell has been enclosed with a bathroom added at the north end of the space (Plate 39). The second floor contains two bedrooms and a bathroom. In the 1970s the original upstairs side hall was partitioned with French doors to create a modern galley kitchen behind the stairs. The interior retains its original window and door surrounds, moldings, hardwood floors, beadboard ceilings, fireplace mantels, turned stair railing, balusters, and decorative newel post (Plate 40). Plaster walls survive throughout the house, but in some rooms the original plaster has been covered in manufactured wood paneling dating to the 1960s or in wallpaper. Original four-paneled wood interior doors are present but some have been replaced with five-paneled wood doors. Fireplace mantels are a very plain post-and-lintel type, painted white, that recycled the molding used on the door surrounds in place of a decorative molding treatment underneath the mantel shelf. The brick fireplace box and hearth remain in the downstairs front parlor, or the southernmost room to the east. The attic reveals the original wood framing, the original wood shingles beneath the metal roof, and the large brick central chimney (Plate 41).

2.3.1.2 *Shed, ca. 1940-1950*

A one-story frame shed, built ca. 1940-1950, sits northeast of the house. The shed is covered by a shed roof extending to shelter its façade supported by plain wooden posts. The rear and side elevations of the shed have been covered and patched with wood and metal sheathing at various times (Plate 42).

2.3.1.3 *Modern Carport, ca. 1980 or later*

A metal gable-roofed carport, built ca. 1980 or later, sits immediately east of the shed, northeast of the main house (Plate 43).

2.3.2 *History*

Constructed in 1897 by Hugh Murdoch for his daughter, Maggie E. Murdoch, the property at 250 Wildwood Road has been owned since its construction by various members of the Murdoch family, descendants of Hugh Murdoch and Margaret McLaughlin. Prior to the Murdochs' ownership, the land was one of several large holdings belonging to the Ogelsbys of Carteret County, descendants of John Oglesby (1706-1763). Levi Oglesby (1782-1863), John Oglesby's grandson, owned several hundred acres in the area, including the Hull Swamp region. The Ogelsbys were a farming family and a large number of them eventually moved from the Wildwood area to Crab Point in the 1890s. The Tolson, Hibbs, Garners, Coles, Bells, Pelletiers, Temple and McCabe families, among others, were the dominant land-owning families in Wildwood during the nineteenth century and commonly intermarried with one another. When the Murdoch family came from Scotland and settled in Wildwood around the last quarter of the nineteenth century, they too intermarried among the families living in the area and continued the long-standing tradition of passing down land through multiple generations (CCHS var.; CCDB var.; Dickinson 2017; Lewis 2017).

Born in Scotland in 1819, Hugh Murdoch immigrated to the United States through New York. His family grew to include his eight children: Alexander H., William C., John B., Mary E., Margaret E., Caroline J.,



PLATE 36: Maggie E. Murdoch Watson House, North Elevation



PLATE 37: Maggie E. Murdoch Watson House, Oblique View of West Elevation



PLATE 38: Interior of Maggie E. Murdoch Watson House, Entry and Stairway, Looking North



PLATE 39: Interior of Maggie E. Murdoch Watson House,
Enclosed Side Porch Of Rear Ell, Looking South



PLATE 40: Interior of Maggie E. Murdoch Watson House, Front Parlor and Fireplace Detail, Looking North



PLATE 41: Interior of Maggie E. Murdoch Watson House, Attic
Detail, Looking Southeast



PLATE 42: Shed Northeast of Maggie E. Murdoch Watson House, West Elevation



PLATE 43: Shed and Carport Northeast of Maggie E. Murdoch Watson House, Looking North

James A., and Janette P. Murdoch. The Murdochs moved to Carteret County and purchased land in Wildwood after living briefly in Morehead City. Hugh Murdoch, a builder by trade, was listed in the 1880 federal census as a “bridge builder,” and local residents recall that he was a “railroad bridge builder” (Ancestry.com n.d.; U.S. Census 1880; Watson et al. 2017). In the mid-nineteenth century Hugh Murdoch joined the Atlantic and North Carolina Railroad Company and is listed in 1883 as its “Road Master,” earning \$80 per month (Ancestry.com n.d.; Kelleher 2013).

Hugh Murdoch constructed a two-story frame house on the south side of the railroad that no longer exists; he purchased the 7-acre property in 1896 for \$100 from E.J. Bell and his wife Emma (CCDB var. TT/579-580). As Hugh and his wife Margaret continued to raise their family in Wildwood, the various Murdoch family members acquired property from their neighbors, usually from those families into whom they married, to settle and farm. Hugh’s daughter Margaret E. Murdoch, or “Maggie,” married twice, initially a member of the nearby Collins family and then a Watson. It is likely, according to deed records that Hugh built the house on property initially conveyed to Maggie in 1896 by her father-in-law, G.W. Collins, Sr. (CCDB var. 256/173, 292/397, TT/501). Maggie continued to live in the house her father had built for her family and, according to the 1940 federal census, lived with her daughter and son-in-law, J.L. Hamilton, who was the conducting engineer for the former Atlantic and North Carolina Railroad. She eventually deeded an 8.7-acre property that included the land containing the ca. 1897 house to her descendants (Ancestry.com n.d.; CCDB var.; Watson et al. 2017). In 1976 the Lawrence and Murdoch families, who owned much of the acreage associated with the Wildwood community, deeded the property to Edna and Clinton Murdoch, Maggie Murdoch Watson’s nephew and wife, for \$10 (CCDB var. 383/60, 760/26; Watson et al. 2017). The current owners, Edward and Cheryl Murdoch, who are the son and daughter-in-law of Clinton and Edna Murdoch, recall previous owners and family members farming the property and raising a few small crops—tobacco, corn, and cotton.

2.3.3 *NRHP Evaluation and Architecture Context*

A countywide architectural survey of Carteret County, conducted in 2011-2012 by M. Ruth Little, documented the county’s conservative vernacular building traditions and revealed the most common house types, in the form of (1) a side-gabled dwelling, one and one-half or two stories tall, with a chimney at one end and a full-width engaged porch, and (2) the Craftsman bungalow. In the section of the county west of Beaufort surrounding the study area, the Craftsman Bungalow type, sometimes called the “Carolina Cottage,” and sometimes also the I-House prevailed as the dominant residential forms. Stylistic influences were usually minimal, and any applied decoration to common forms was executed in a plain, modest manner in rural areas of the county. The Atlantic and North Carolina Railroad, completed in 1858 and extending to Morehead City and later Beaufort, brought more stylish architecture into populous towns in Carteret County, but in the more rural, agriculture-based areas the building tradition changed very little (see Plate 27). Even Craftsman Bungalows did not rise in popularity in rural areas until after World War II, and those that are present follow a fairly standard pattern of a front-gabled, three-room-deep form with a front porch. Because of the persistent application of the local building tradition in rural Carteret County, most houses were constructed by builders who are unidentified (Little 2012:13, 14, 58, 107, 114).

Like most houses built in rural Carteret County, the Maggie E. Murdoch Watson House was not constructed by an architect or builder with formal training. Hugh Murdoch, a builder by trade prior to his employment with the Atlantic and North Carolina Railroad Company, constructed the vernacular dwelling ca. 1897 for his daughter upon her marriage. The Murdochs came from a long tradition of Scottish builders who came to America in the mid-nineteenth century. They adapted vernacular house forms using local building materials from nearby or on the property. The two-story front-gabled form with two-tier hip-roofed porch and rear one-story ell is not uncommon to Carteret County, where two-story forms are often seen with porches on both stories. The side-passage interior plan is unusual for the period, when hall-parlor designs were more commonly used in the region’s dwellings (Little 2012:13). The Maggie E.

Murdoch Watson House illustrates the conservative use of architectural detailing and the pragmatic, economical work of builders and carpenters in rural nineteenth-century Carteret County. Decorative elements are nearly non-existent on the exterior, and on the interior moldings and fireplace mantels are minimal and restrained. The stair railing, turned newel post, and turned decorative balusters provide perhaps the most stylish architectural features inside the house (see Plate 38). Features such as doors, floors, ceilings, and plaster walls use plain, standard materials for the period and are not architecturally interesting. The house does not typify any particular style; instead, it represents a meshing of various vernacular and practical building traditions found in Carteret County and throughout rural southeast North Carolina.

Comparable examples of other previously surveyed houses in Carteret County to the Maggie E. Murdoch Watson House were difficult to find; however, a few, such as the Whitley House (CR1250), the Garner House (CR1349), and the Cicero Mann House (CR1297), show the survival of similar resources with a higher degree of integrity and architectural significance than the Maggie E. Murdoch Watson House.

The Whitley House (CR1250), although altered with replacement siding, retains good integrity of its original one-story Triple-A cottage form with a hip-roofed porch, rear one-story ell, and exterior end chimneys. Its setting and outbuildings also appear to be extant and intact, unlike the Maggie E. Murdoch Watson House, which has lost outbuildings and experienced dramatic alterations to its former setting (Plate 44).

The Garner House (CR1349), built in 1885, is a two-story frame farmhouse with hip-roofed front porch, rear one-story ell, and brick exterior end chimney; it retains a high degree of integrity except for the enclosure of the front porch. It also retains its agricultural-related outbuildings and setting. Although the basic form differs from the Maggie E. Murdoch Watson House, as the latter has a front-gabled roof and double-pile main block, the scale and use of materials in both examples favor each other (Plate 45).

The Cicero Mann House (CR1297) in Newport is a ca. 1890 two-story Queen Anne residence sited directly along the Norfolk Southern Railway Line. Its integrity has been somewhat degraded by the replacement of its windows and siding, but like the Maggie E. Murdoch Watson House, the original form, period of construction, and massing of the Cicero Mann House coupled with its spatial relationship to the railroad illustrate its significance (Plate 46).

The Maggie E. Murdoch Watson House, although retaining its integrity of location, does not retain full integrity of setting with the loss of so many key resources in the village that conveyed its significance as a railroad community. The property has also lost the outbuildings and landscaping indicating its identity as a working farm. The outbuilding and agricultural landscape loss, particularly of the tobacco barn, reduces the resource's level of integrity of feeling and association as a working farm. The only outbuildings remaining on the property, a shed and a modern carport, do not appear to be historically significant. However, the property retains its rural character and its spatial relationship to the Norfolk Southern Railway immediately to the south, which support the integrity of feeling and association. Because of the introduction of modern building materials, such as aluminum siding, the house's integrity of materials has been compromised. The house retains an adequate level of integrity of design and workmanship; the original footprint of the house and most of its fenestration patterns are intact. The side porch was enclosed and new windows added sometime during the 1960s or 1970s; however, the original wood siding and windows remain visible on the interior. An original window on the west elevation of the house was removed and replaced with a smaller scale version to accommodate placement over a kitchen sink during the kitchen renovation in the 1970s (Plate 47).

The Maggie E. Murdoch Watson House is recommended as not eligible for the NRHP under Criterion A. Although the building is associated with agricultural practices in Carteret County, particularly the family-



PLATE 44: Whitley House



PLATE 45: Garner House (CR1349)



PLATE 46: Cicero Mann House (CR 1297), Oblique View of South and East Elevations



PLATE 47: Maggie E. Murdoch Watson House, West Elevation

owned farm, other agricultural complexes retaining single-family dwellings exist in Carteret County and retain a higher level of integrity and significance, such as the Garner House (CR1349) at 657 Tom Mann Road in Newport. Built in 1885, the Garner House is a two-story frame farmhouse with hip-roofed front porch, rear one-story ell, and brick exterior end chimney, retaining a high degree of integrity except for the enclosure of the front porch (see Plate 45). The property retains its outbuildings and agricultural setting. In comparison, the Maggie E. Murdoch Watson House no longer has the agricultural associations necessary to be eligible under Criterion A because it has lost its agriculture-related outbuildings. The Maggie E. Murdoch Watson House is associated with the history of transportation through its spatial relationship to the Norfolk Southern Railway Line, sited facing the tracks with a minimal setback, illustrating the importance of the railroad to the community of Wildwood (see Plate 30). Furthermore, the fact that members of the Murdoch family living in the house worked for the former Atlantic and North Carolina Railroad, later the Norfolk Southern Railway, strengthens the connection of the property to the railroad. However, it lacks the integrity and level of significance necessary to be recommended as individually eligible for the NRHP under Criterion A.

The Maggie E. Murdoch Watson House is recommended as not eligible under Criterion B. The Murdoch family was one of many extended families living in the county, but they were typical of farm and working-class families employed by the former Atlantic and North Carolina Railroad and did not make specific contributions to history that can be identified and documented.

Similarly, the Maggie E. Murdoch House is not eligible under Criterion C for architecture. The Maggie E. Murdoch Watson House is an example of a vernacular dwelling with no strong ties to any one particular style. Carteret County boasts a number of early twentieth-century houses that illustrate the conservative vernacular building traditions predominate in the area as well as other surviving intact farmhouses and residences facing the Norfolk Southern Railway Line that are better examples of the property type than the Maggie E. Murdoch Watson House, such as the Whitley House and the Cicero Mann House. As a result of the alterations to the siding and the loss of agriculture-related outbuildings, the building does not have sufficient significance or integrity to be individually eligible under Criterion C.

A building may be eligible under Criterion D if the buildings and/or structures have the potential to yield important information pertaining to undocumented or rare local building traditions. None of the buildings on the Maggie E. Murdoch Watson House property meets Criterion D.

2.4 Norfolk Southern Railway Line

Resource Name	Norfolk Southern Railway Line
HPO Survey Site No.	CR1432
Location	South of Wildwood Road, north of U.S. 70, northwest of Morehead City and southeast of Newport
PIN	635703208683000
Construction Date(s)	ca. 1857
NRHP Recommendation	Not Eligible



2.4.1 Setting and Description

The original Atlantic and North Carolina Railroad, later the Norfolk Southern Railway (consolidated into the Southern Railway system) runs through the heart of the Wildwood community and still operates with trains coming through twice a day (Plate 48). The railroad bed, single-track wide-gauge line, crossties, and modern crossing equipment are intact (Plate 49). A depot located southeast of the intersection of the railroad tracks and Wildwood Road, known as the “Wildwood Station,” is no longer extant (Plate 50). A small gabled metal storage shed lies south of the railway line’s intersection with Wildwood Road. Two metal culverts replaced the older railroad trestle that sat east of Sam Garner Road, elevating the tracks above Hull Swamp Creek (Plate 51). The overall setting of the resource within the APE is characterized by rural agricultural areas, light residential development, and forested land bordering the tracks (Figures 10 and 11).

2.4.2 History

In an isolated county of islands where good roads were not reliable until the 1920s or 1930s, railroads provided a stable, important mode of transportation for the majority of the mainland of Carteret County. The rail line running through the Wildwood community, originally the Atlantic and North Carolina Railroad, was eventually absorbed into the Norfolk and Southern Railroad system, later the Norfolk Southern Railway. The Norfolk Southern Railway was established in 1870 through the creation of the Elizabeth City and Norfolk Railroad, with construction completed in 1881. The rail line ran from Berkley, Virginia, south through Elizabeth City to Edenton, North Carolina.

The rail line stretching from Newport to Morehead City through Wildwood was part of the Atlantic and North Carolina Railroad, which was built in 1857 from Goldsboro to Morehead City. Chartered in 1855 and partly state-funded during the boom years of railroad construction, the Atlantic and North Carolina served an eastern North Carolina population whose towns were primarily connected through waterways. The track totaled 95 miles and connected smaller eastern North Carolina communities to more substantial towns like New Bern and Kinston. The Atlantic and North Carolina Railroad, although not one of the state’s major railroad lines, represented a small, regional railroad that cut through rural territory providing a fast, reliable transportation service for a somewhat isolated population. Beginning in the 1880s, the company leased the track to a succession of companies that included the Midland Railroad Company, the Goldsboro, New Bern, and Morehead City Railroad, the Norfolk Southern Railway, and the Atlantic and East Carolina Railway Company (Alexander and Mattson 2007:5-19; Americanrails.com 2017; North Carolina Archives and History [NCAH] 1990) (Figure 12).



PLATE 48: Norfolk Southern Railway Line, Looking West



PLATE 49: Norfolk Southern Railway Line at The Intersection of Wildwood Road, Looking East



PLATE 50: Norfolk Southern Railway Line and Wildwood Road, Looking East



PLATE 51: Metal Culverts at Hull Swamp Creek Running Under Norfolk Southern Railway Line, Looking Southwest

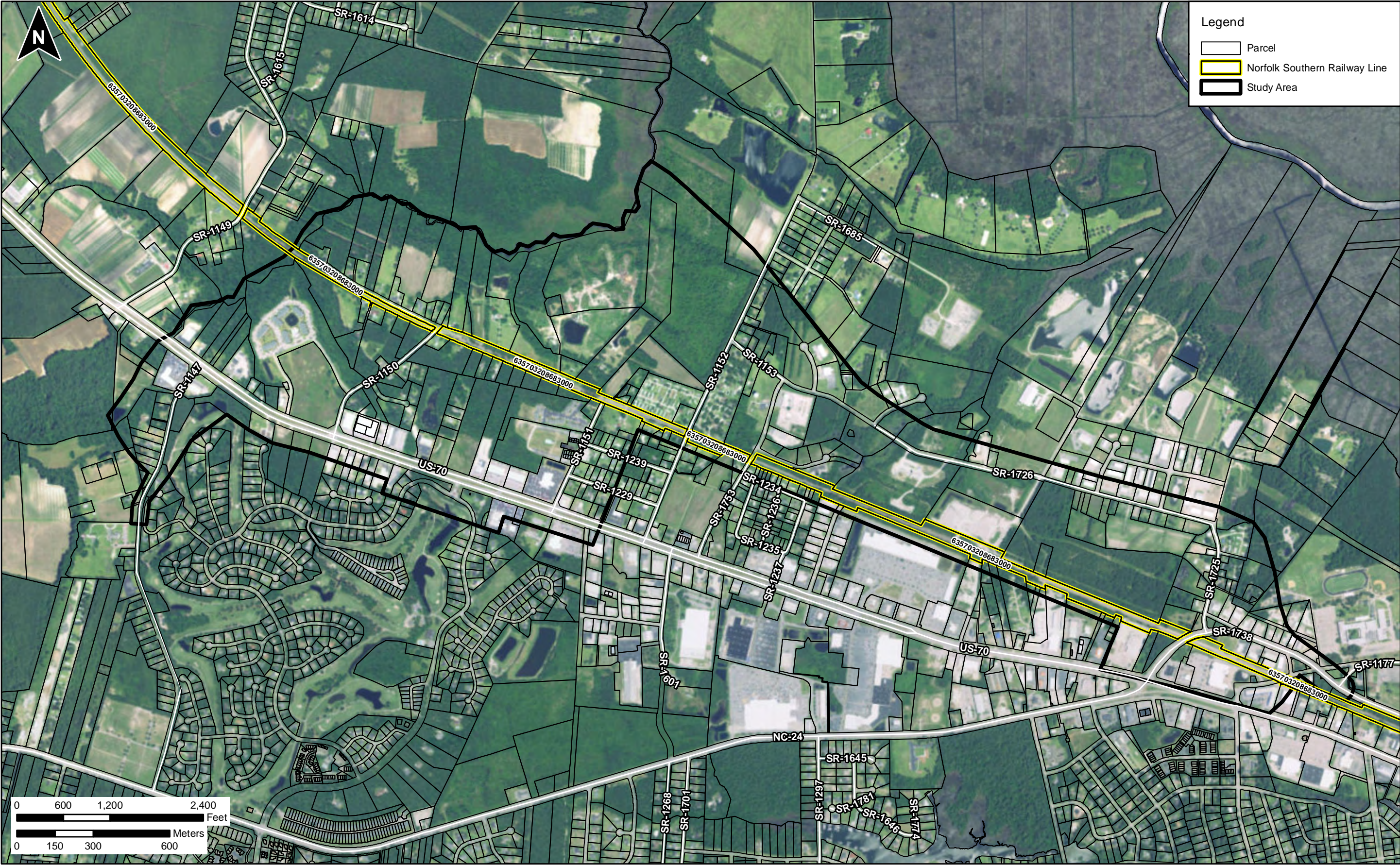


FIGURE 11: Norfolk Southern Railway Line Parcel Map (ESRI World Imagery 2016)

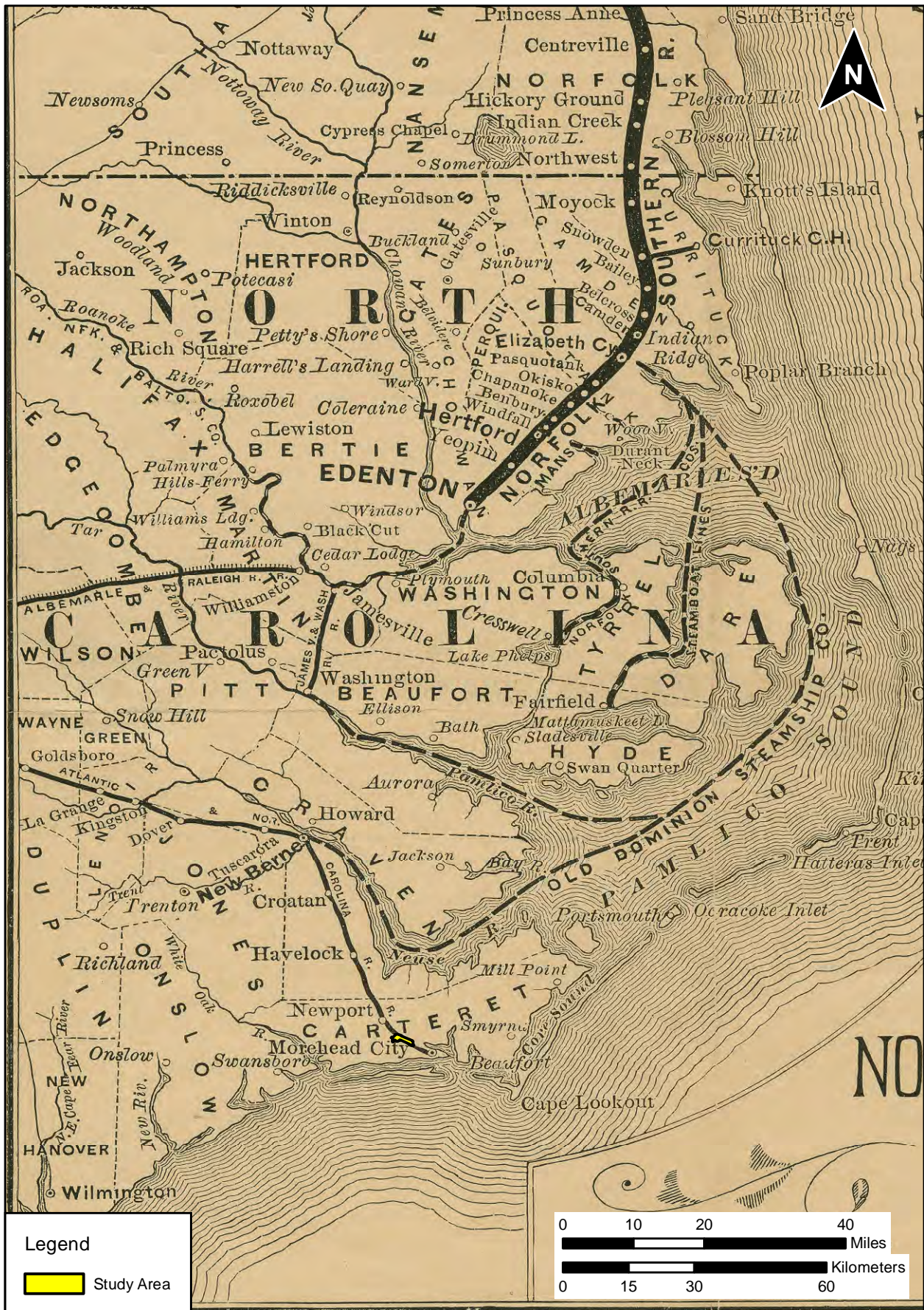


FIGURE 12: Eastern North Carolina Traversed by the Norfolk Southern Railroad and Its Steamboat Lines, 1884 (North Carolina Maps Digital Collection, University of North Carolina, Chapel Hill)

The Norfolk and Southern Railway Company consolidated several companies in 1906, including the Atlantic and North Carolina Railroad, and reorganized again in 1910 as the Norfolk Southern Railroad (Figure 13). Its history of receivership, consolidation, and reorganization, like many of the state's early railroads, is complex at best and at times convoluted. By 1908 the Norfolk Southern Rail line had constructed a connecting line to Beaufort from Morehead City, and eventually the Morehead City port was closed as the rail line's terminus.

The Norfolk Southern Railroad Company fared poorly with the financial turmoil of the Great Depression, and many of its branches and rail lines were sold or abandoned, including the branch extending through Carteret County. After the 1920s and 1930s, when state-funded construction of roads and bridges as well as state-operated ferries commenced, the use of the Norfolk and Southern Railroad as passenger line became less critical. Furthermore, shipping needs were starting to be met via the Intercostal Waterway, built during the 1910s and 1920s through Carteret County and the surrounding Atlantic coastline down through South Carolina, bypassing the treacherous Outer Banks (Little 2012:75-77). In 1942 the company reorganized as the Norfolk Southern Railway and provided service from Norfolk to Charlotte. After 1939 the branch of the Carteret County track was leased to the Atlantic and East Carolina Railroad until the late 1950s. On January 1, 1974, the Norfolk Southern merged into the Southern Railway (NCAH 1990; North Carolina Railroad Company 2017; Reisweber 2005).

The Atlantic and East Carolina Railway Company, a subsidiary of the Norfolk Southern Railway, continued to hold trackage rights to the former Atlantic and North Carolina railroad in conjunction with the Norfolk Southern beyond the mid-twentieth century. In 2003 the Atlantic and East Carolina Railway merged into the Norfolk Southern Railway Company, which continues to operate the track today (North Carolina Railroad Company 2017; Reisweber 2005).

2.4.3 *NRHP Evaluation*

The Norfolk Southern Railway Line retains its integrity of location as well as a fair degree of integrity of materials, design, and workmanship, considering the continuous improvements made to meet current rail safety standards. The original alignment and construction of the former Atlantic and North Carolina Railroad track falling into the APE just east of Sam Garner Road and west of Bridges Street Extended (see Figure 1) has not been significantly altered. The track's design has not significantly changed, but modern materials have been introduced, including upgraded rails and a modern mounded gravel bed (Plate 52). It also retains sufficient integrity of setting, as the rural, agricultural character of the Wildwood community remains somewhat intact, although pressure from new development is quickly closing in on the small community. High-rise apartment buildings known as the "Vinings at Wildwood" have been erected southeast of the community north of U.S. 70. The loss of the property's associated railroad resources, such as the former depot (Wildwood Station), as well as significant commercial, residential, and community-oriented properties previously bordering the line to its immediate south have compromised its feeling and association as the driving force of a thriving railroad crossroads community (Plate 53). No additional railroad infrastructure or related above-ground structures were observed in connection to the Norfolk Southern Railway Line that could be considered historic. Furthermore, the rail line's original trestle, fondly remembered by Wildwood residents and located near the far east end of the APE, has been replaced with modern metal culverts.

The Norfolk Southern Railway Line is recommended as not eligible for the NRHP under Criterion A for transportation. Even though it had significance as a fast, reliable mode of transportation for freight, passengers, and mail connecting rural Carteret County to the larger towns of New Bern and Morehead City after its completion in 1857, this particular railroad section in the APE acted as a small, regional carrier indistinctive of other railroads throughout the region. It certainly sparked the development of the

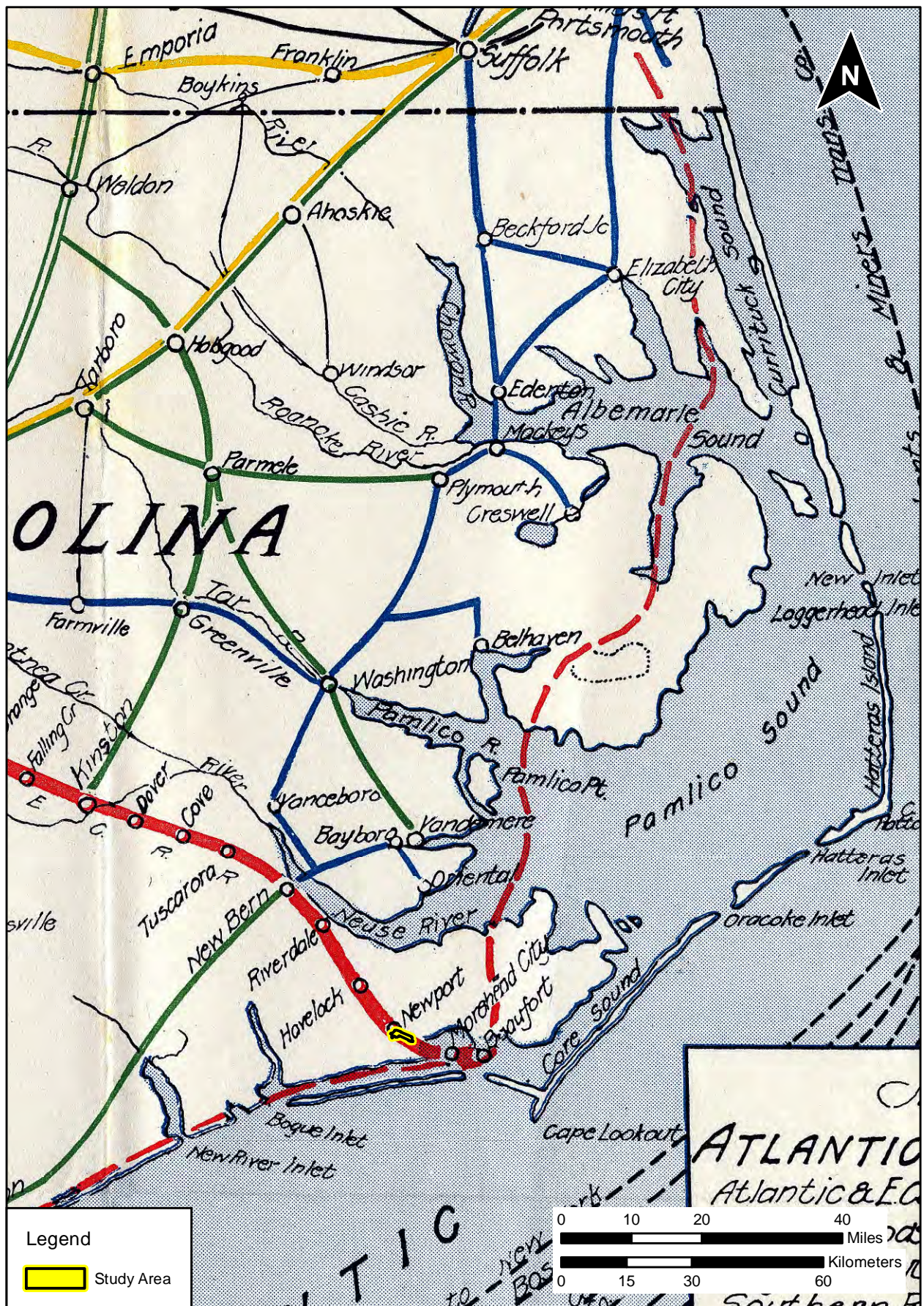


FIGURE 13: Map of the Atlantic and East Carolina Railroad, 1940 (North Carolina Maps Digital Collection, University of North Carolina, Chapel Hill)



PLATE 52: Norfolk Southern Railway Line East of Sam Garner Road, Looking West



PLATE 53: Norfolk Southern Railway Line and Wildwood Road, Looking West

Wildwood community and economically connected small towns like Newport to larger cities like New Bern, Kinston, and Morehead City; however, the small section located in Wildwood does not claim or represent any significant event, pattern, or trend in history significant enough to warrant individual NRHP eligibility. Likewise, the Atlantic and North Carolina Railroad Corridor (CV2567) running through James City in Craven County was determined not eligible for the NRHP in January 2017, lacking the integrity and significance needed to be considered individually eligible (Turco 2017:46-51). Like the Wildwood portion of the Norfolk Southern Railway Line, the Craven County corridor (CV2567) lacked any additional resources related to the railroad track and held only a low to medium degree of overall integrity. A few other examples of railroad corridors in North Carolina provide more intact representations of railroad communities entirely supported by the enterprise. One such example is the Raleigh and Gaston Railroad Corridor (NC0008), a 50-mile railroad corridor that retains a wide array of above-ground railroad resources, such as depots, hotels, bridges, and support structures, that convey the connection to other railroad towns and the significance of the linkage (Plate 54). Determined eligible for the NRHP in 2007, the Raleigh and Gaston Railroad Corridor is an excellent example of an early railroad completed in 1840 that opened up isolated sections of the state to a national economic trade network, playing a pivotal role in the state's economic progress of the mid-nineteenth century (Alexander and Mattson 2007:12-23).

The Norfolk Southern Railway Line is recommended as not eligible under Criterion B. This particular portion of the railroad, although arguably connected to the Murdoch family of Wildwood, is not associated with any individual that made specific contributions to history that can be identified and documented.

Similarly, the Norfolk Southern Railway Line is not eligible under Criterion C for architecture or engineering. No railroad-related resources, such as depots, bridges, original signage, support structures, or any other architectural resources related to the Norfolk Southern Railway, survive in the Wildwood community besides modern crossing equipment, a metal storage shed, and the rail line itself. Although the Wildwood Presbyterian Church and a handful of houses still remain sited directly north of the tracks and retain a spatial relationship to the railroad, the remaining resources are few and do not provide the Norfolk Southern Railway Line with enough architectural significance or integrity for it to be considered individually NRHP-eligible under Criterion C.

A structure or site may be eligible under Criterion D if the buildings and/or structures have the potential to yield important information pertaining to undocumented or rare local building traditions. The Norfolk Southern Railway Line does not meet Criterion D.



PLATE 54: Raleigh and Gaston Railroad Corridor (NC0008), Detail of Support Structure, Seaboard Railway Station, Raleigh

2.5 Wildwood Historic District

Resource Name	Wildwood Historic District
HPO Survey Site No.	N/A
Location	Wildwood Road and the Norfolk Southern Railway Line, at the intersection of Wildwood and Community roads.
PIN	(multiple)
Construction Date(s)	ca. 1857, 1893, 1897, 1912, 1928
NRHP Recommendation	Not Eligible



2.5.1 Setting and Description

The four resources evaluated previously in this report for individual NRHP eligibility were also evaluated collectively as a potential Wildwood Historic District, located in rural Carteret County north of U.S. 70 between Newport and Morehead City at the intersection of Wildwood Road and the Norfolk Southern Railway Line. Although historically the community of Wildwood encompassed a broad area of farmland stretching from Hull Swamp all the way south past U.S. 70 along McCabe Road and as far west as Sam Garner Road, a potential district includes only the Norfolk Southern Railway Line and the parcels located immediately to the north. This small fraction of the former community possesses the oldest remaining resources left in Wildwood and remains rural in character, slightly secluded by forested areas from the modern development occurring off U.S. 70. The four resources collectively studied for inclusion in the Wildwood Historic District are described in detail in Sections 2.1, 2.2, 2.3, and 2.4 of this report: the Wildwood Presbyterian Church, the Albert Clyde Murdoch House, the Maggie E. Murdoch Watson House, and the Norfolk Southern Railway Line.

The historic context for the Wildwood community may be found in Section 1.3.

2.5.3 NRHP Evaluation

Carteret County's small towns and rural communities were usually sited on bodies of water that served as influential trade ports or important transportation corridors, such as the White Oak River, Bogue Sound, the Newport River, the North River, and Core Sound, among others. Very few small railroad towns exist in Carteret County, except for Newport, and no unincorporated crossroads communities developed along rail lines or at rail intersections that have been determined NRHP-eligible. Perhaps the best examples comparable to the Wildwood Community identified as NRHP-eligible are the Stella Historic District (CR0762) and the study-listed Newport Historic District (CR1319).

The Stella Historic District (CR0762) is an intact community near the White Oak River (Plates 55 and 56). It contains a general store, post office, warehouse, and a handful of houses (Mattson 1999:9-20). Determined NRHP-eligible in 1999, the Stella Historic District holds a small scattering of contributing resources, and although more varied than Wildwood, it does not possess a contributing historic church. With the retention of commercial, industrial, residential, and transportation-related resources, the Stella



PLATE 55: Stella Historic District (CR0762), Wetherington Landing Road, Looking West



PLATE 56: Stella Historic District (CR0762), Wetherington Landing Road, Looking Northeast

Historic District is a rare example of a surviving historic crossroads community served by a body of water with a railroad nearby in Carteret County.

The Newport Historic District (CR1319) is substantially larger and more urban in feel than the rural Wildwood community, consisting of residential and commercial sections divided by the former Atlantic and North Carolina Railroad (Plates 57 and 58). Newport, although small, had a few modest industrial enterprises as well as churches and served a local population of mostly farmers. The Newport Historic District, included in the North Carolina study list, retains a strong collection of houses and commercial and religious properties that illustrate its purpose as a small Carteret County town, sustained economically by agriculture and the former Atlantic and North Carolina Railroad, which divides the district in half.

Although not in Carteret County but in nearby Craven County, 13 properties in the James City area were evaluated in 2017 for NRHP eligibility as part of NCDOT project U-5713. These properties, in addition to others previously surveyed in James City, compare to the Wildwood community as another collection of resources focused along the Norfolk Southern Railway Line that also runs parallel to U.S. Route 70 (Plates 59 and 60). The James City resources, like the Newport Historic District, contain a much greater variety of property types illustrating a small railroad town, including houses, churches, commercial properties, and community resources. One of the recently evaluated resources in James City, the Atlantic and North Carolina Railroad Corridor (CV 2567), was discussed in Section 2.4.3; it was determined not eligible for the NRHP because it lacks integrity. The properties previously surveyed in James City, in contrast to the Wildwood community, could potentially make up a more complete and intact representation of a small town concentrated around and defined by the Norfolk Southern Railroad (Turco 2017:1-88).

The Wildwood Historic District retains its integrity of location and setting with the rural landscape served by the Norfolk Southern Railway Line intact and primary roadways unchanged. The integrity of materials, design, and workmanship has been compromised the district has lost key components defining Wildwood as a railroad crossroads community, such as the former depot, commercial buildings, schools, and post office. The district does retain the Wildwood Presbyterian Church and two surviving residences from the period of significance (1857-1928) (Plate 61). Additionally, outside the potential district but still within the study area boundary is the surviving Wildwood Community Cemetery, containing the graves of Wildwood residents dating from the mid-nineteenth century to the present. The cemetery was not identified by NCDOT as one of the four resources to be surveyed as part of this current evaluation; however, the surveyor visited and photographed the resource. Collectively, the three remaining buildings retain a medium level of integrity in conveying their significance with original footprints, windows, and major architectural features intact or surviving underneath vinyl or aluminum siding. The survival of the Norfolk Southern Railway Line within the district and the expression of the close-knit relationship of architectural resources placed facing the track in a linear fashion provide integrity of association of the district as a former railroad village (Plate 62). However, this level of integrity of association is quite low considering the loss of resources all along the north and particularly the south side of the rail line, even with the survival of the Wildwood Community Cemetery, which is located approximately 0.3 mile northeast of Wildwood Presbyterian Church. Wildwood's general character remains strongly tied to the surviving Norfolk Southern Railway Line (Plates 63 and 64), but the integrity of feeling has suffered from encroaching modern development as well as the loss of significant historic resources.

Historic districts can be determined eligible under Criterion A for significance through their association with events or contributions to the broad patterns or trends in local, state, or national history. The Wildwood Historic District, despite the preservation of its major transportation corridor (the Norfolk Southern Railway, formerly the Atlantic and North Carolina Railroad), does not retain a full array of resources expressing its function as a railroad crossroads community. Only the Wildwood Presbyterian Church and a handful of houses remain surrounding the railroad tracks. The former depot, general stores,



PLATE 57: Newport Historic District (CR1319) at the Intersection of the Norfolk Southern Railway, E. Chatham Street, and W. Railroad Boulevard, Newport, Carteret County



PLATE 58: Newport Historic District (CR 1319), Facing Northwest Toward W. Railroad Boulevard and the Norfolk Southern Railway, Newport, Carteret County



PLATE 59: Potential Wildwood Historic District, Facing West on Wildwood Road, Wildwood, Carteret County



PLATE 60: Norfolk Southern Railway Line at Mt Shiloh Missionary Baptist Church, Brown Street, James City, North Carolina, Looking Northwest. (Courtesy of NCDOT via U-5713 Historic Structures Survey Report, New South Associates, Inc., 2017)



PLATE 61: Potential Wildwood Historic District, West of Wildwood Presbyterian Church, Facing Southeast, Wildwood, Carteret County



PLATE 62: Albert Clyde Murdoch House and the Maggie E. Murdoch Watson House at the Intersection of Wildwood Road and the Norfolk Southern Railway Line, Facing Northeast, Wildwood, Carteret County



PLATE 63: Potential Wildwood Historic District, Facing Northeast Toward the Intersection of Wildwood Road and the Norfolk Southern Railway Line, Wildwood, Carteret County



PLATE 64: Potential Wildwood Historic District, Facing Northeast Toward the Intersection of Wildwood Road and the Norfolk Southern Railway Line, Wildwood, Carteret County

post office, significant early houses, and schools no longer survive. The Wildwood Community Cemetery is extant, but it is located 0.3 mile northeast of the concentrated area being considered for a historic district and sits isolated from the rest of the former village. Although integral to the community, the Wildwood Community Cemetery does not enhance the district's association as a former railroad "crossroads" community enough to solidify a case for NRHP eligibility. The few older houses that do remain, the Albert Clyde Murdoch House and the Maggie E. Murdoch Watson House, in addition to the church, collectively do not provide a complete representation of a rural railroad crossroads community sparked by the former Atlantic and North Carolina Railroad in a county where rural railroad resources are not common. Other remaining houses in the Wildwood community falling within the study area boundary that are older than 50 years have either been significantly altered or are indistinctive examples of mid-twentieth-century house types (Plates 65 and 66). The Stella Historic District (CR0762) and the Newport Historic District (CR1319) provide better examples of communities in Carteret County significant for their association with transportation while also retaining a higher degree of integrity. The potential Wildwood Historic District is therefore recommended as not eligible for the NRHP under Criterion A. The Stella Historic District (CR0762) and the Newport Historic District (CR1319) provide better examples of communities in Carteret County significant for their association with transportation while also retaining a higher degree of integrity. The potential Wildwood Historic District is therefore recommended as not eligible for the NRHP under Criterion A.

The Wildwood Historic District is recommended as not eligible for the NRHP under Criterion B. Although the Murdoch family of Wildwood was one of many extended families living in the county, they were typical of farm and working-class families employed by the former Atlantic and North Carolina Railroad and did not make specific contributions to history that can be identified and documented.

Similarly, the Wildwood Historic District is recommended as not eligible for the NRHP under Criterion C for architecture or engineering. The surviving resources from the period of significance analyzed above are common vernacular forms not indicative of any one particular style and do not possess any high artistic value or merit. Furthermore, the Stella Historic District and the Newport Historic District are similar examples that possess architectural significance and retain a higher degree of integrity compared to the potential Wildwood Historic District. The Wildwood Historic District is therefore not eligible for the NRHP under Criterion C.

A building may be eligible under Criterion D if the buildings and/or structures have the potential to yield important information pertaining to undocumented or rare local building traditions. None of the resources in the Wildwood Historic District meets Criterion D.



PLATE 65: Norfolk Southern Railway Line and Wildwood Road, Facing Northwest, Wildwood, Carteret County



PLATE 66: Norfolk Southern Railway Line and Wildwood Road, Facing Northeast, Wildwood, Carteret County

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