

**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

December 2, 2020

James B. Jones
United States Forest Service
National Forests in North Carolina Supervisor's Office
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Asheville, NC 28801

james.b.jones@usda.gov

Re: Evaluation of Atlantic Coast Line New Bern and Wilmington Branch Segment (JN0486),
Maysville, Jones County, ER 20-2306

Dear Mr. Jones:

Thank you for your letter of September 10, 2020, transmitting the Historic Structure Survey Report (HSSR), "National Register of Historic Places Evaluation Atlantic Coast Line Railroad Reel Croatan National Forest, Jones County, North Carolina". We have reviewed the HSSR and offer the following comments. We apologize for the delay in our response and any inconvenience it may have caused.

We concur that the ACL New Bern and Wilmington Branch segment (JN0486) is not eligible for listing in the National Register of Historic Places for the reasons listed in the report. We do not recommend changes to the HSSR and accept this draft as the final version.

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 919-814-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above-referenced tracking number.

Sincerely,

A handwritten signature in blue ink that reads "Renee Gledhill-Earley".

for Ramona Bartos, Deputy
State Historic Preservation Officer

**NATIONAL REGISTER OF HISTORIC PLACES EVALUATION
ATLANTIC COAST LINE RAILROAD BED
CROATAN NATIONAL FOREST
JONES COUNTY, NORTH CAROLINA**

**PREPARED FOR:
NATIONAL FORESTS IN NORTH CAROLINA USDA FOREST SERVICE
160A ZILICOA STREET
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*Architectural Historian***

NCR-0822

AUGUST 2020

ABSTRACT

In July 2020, Commonwealth Heritage Group, Inc. (Commonwealth), completed a National Register of Historic Places (NRHP) evaluation of a section of Atlantic Coast Line Railroad bed located in the Croatan Ranger District of Croatan National Forest in Jones County, North Carolina (Figure 1.1-1). The work was conducted for the USDA Forest Service as part of compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and in accordance with the Advisory Council on Historic Preservation's regulations for compliance with Section 106, codified as 36 CFR Part 800. The survey was consistent with expectations set forth in Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines (National Park Service 2019) and all applicable standards for survey and evaluation of historic resources as outlined by the North Carolina State Historic Preservation Office (HPO). The proposed activities will be limited to Forest Service land and minimal ground disturbance will be required to complete the proposed work.

As part of project review for Section 106 and National Environmental Policy Act compliance, USDA Forest Service staff requested survey and evaluation of the approximately 2.5-mile segment of railroad bed. The railroad bed segment and the results of this survey have been recorded in the HPO architectural database by the HPO-provided site survey number JN0486. Based on the results of the evaluation, the railroad segment is recommended as non-contributing to a larger NRHP evaluation of the Atlantic Coast Line Railroad. The railroad bed has a low level of integrity and lacks significant associations with the overall Atlantic Coast Line Railroad system, the formation of the nearby community of Maysville, North Carolina, and the development of railroads in North Carolina.

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1.0 INTRODUCTION

1.1 PROJECT OVERVIEW AND COMPLIANCE

In July 2020, Commonwealth Heritage Group, Inc. (Commonwealth), completed a National Register of Historic Places (NRHP) evaluation of a section of Atlantic Coast Line Railroad bed located in the Croatan Ranger District of Croatan National Forest in Jones County, North Carolina (Figure 1.1-1). The work was conducted for the USDA Forest Service as part of compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and in accordance with the Advisory Council on Historic Preservation's regulations for compliance with Section 106, codified as 36 CFR Part 800. The survey was consistent with expectations set forth in *Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines* (National Park Service 2019) and all applicable standards for survey and evaluation of historic resources as outlined by the North Carolina State Historic Preservation Office (HPO). The proposed activities will be limited to Forest Service land and minimal ground disturbance will be required to complete the proposed work.

As part of project review for Section 106 and National Environmental Policy Act compliance, USDA Forest Service staff requested survey and evaluation of the approximately 2.5-mile segment of railroad bed. Figures 1.1-2 and 1.1-3 show the resource location on current orthoimagery and on current USGS 7.5-minute topographic mapping.

This report presents the results of the evaluation of the railroad bed and makes a recommendation as to whether it contributes to a NRHP eligibility based on the overall Atlantic Coast Line Railroad system or a particular branch thereof.

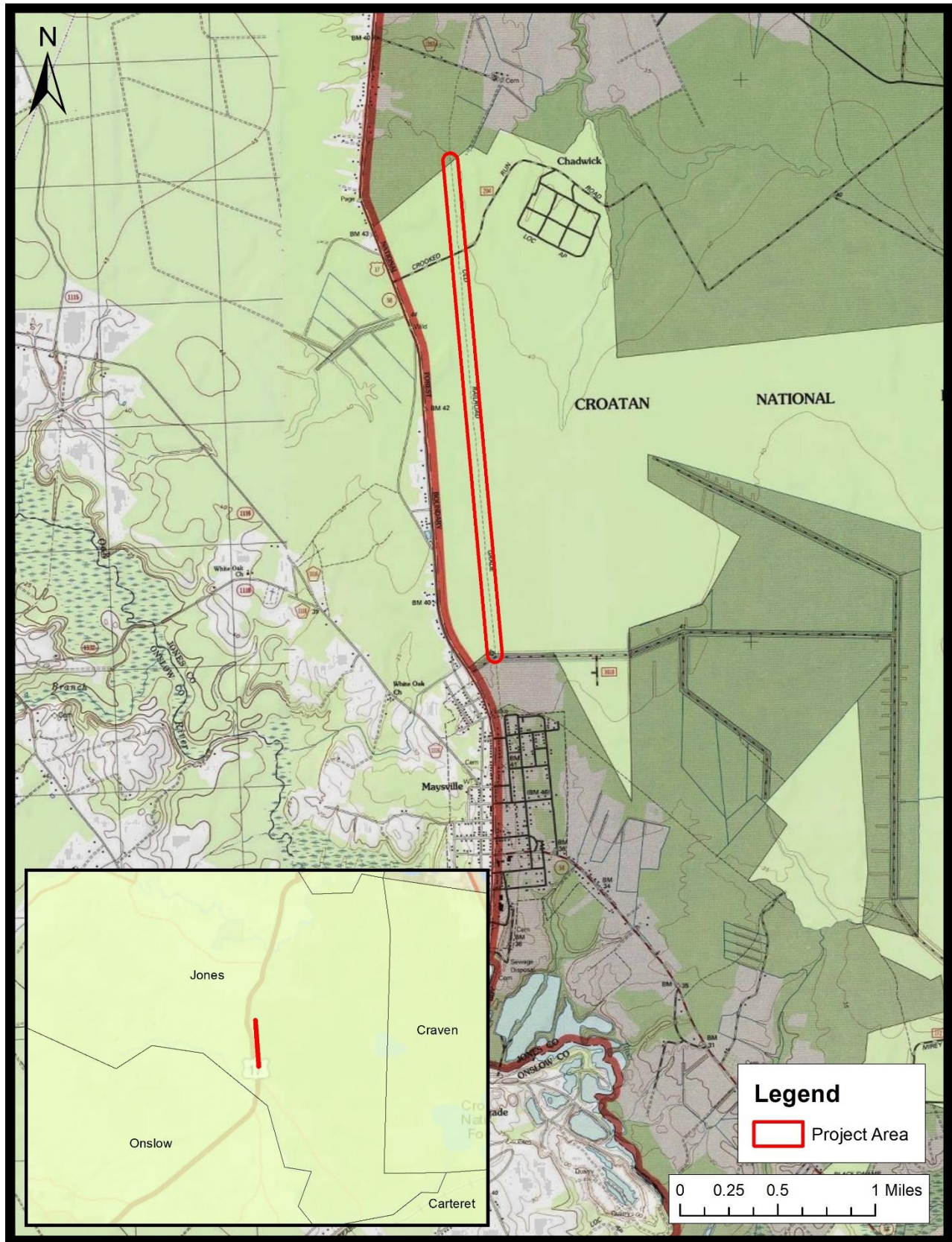


Figure 1.1-1: General Location of the Project Area (ArcGIS Image Service 2020).

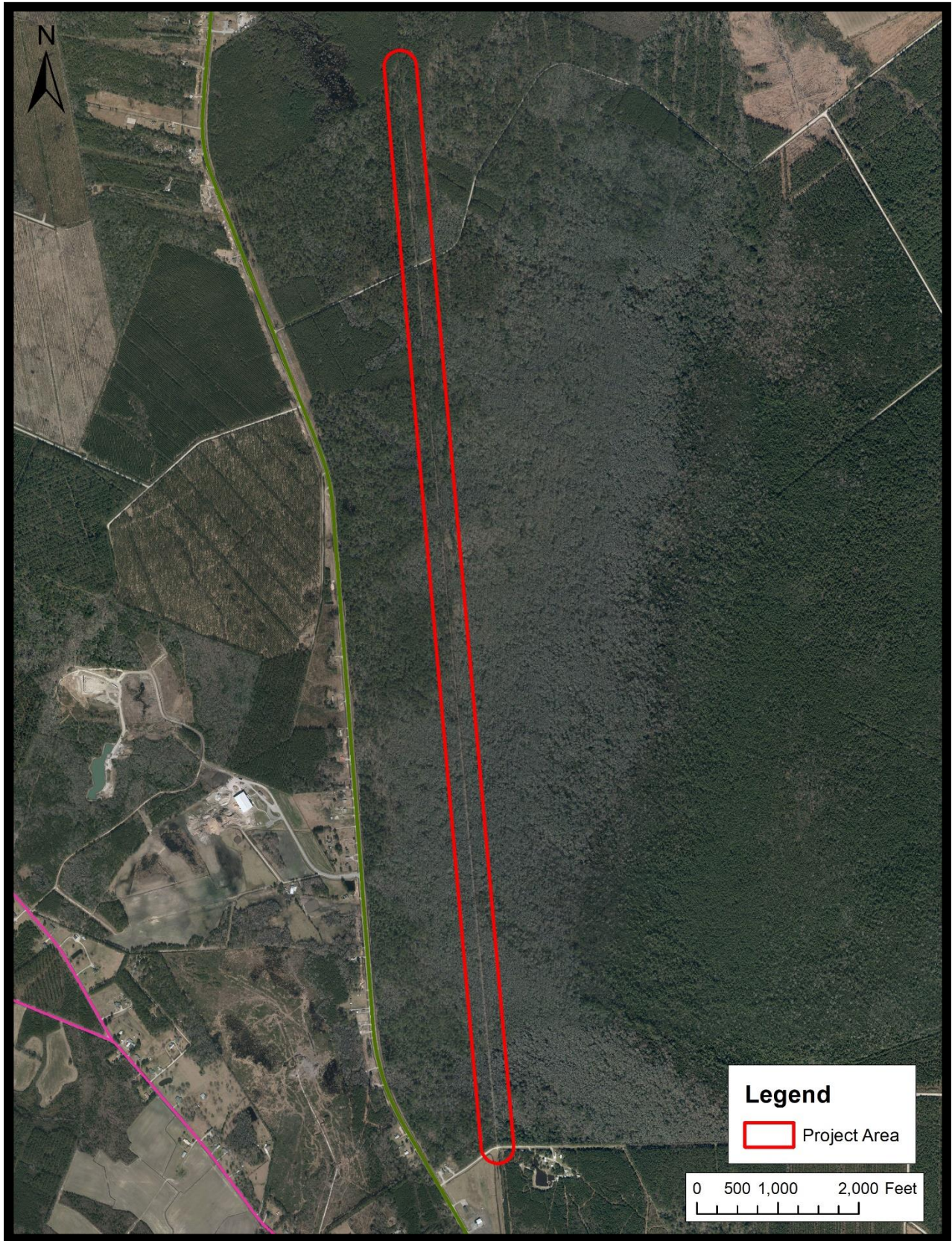


Figure 1.1-2: Surveyed Railroad Bed Segment on Aerial Imagery (ArcGIS Image Service 2020).

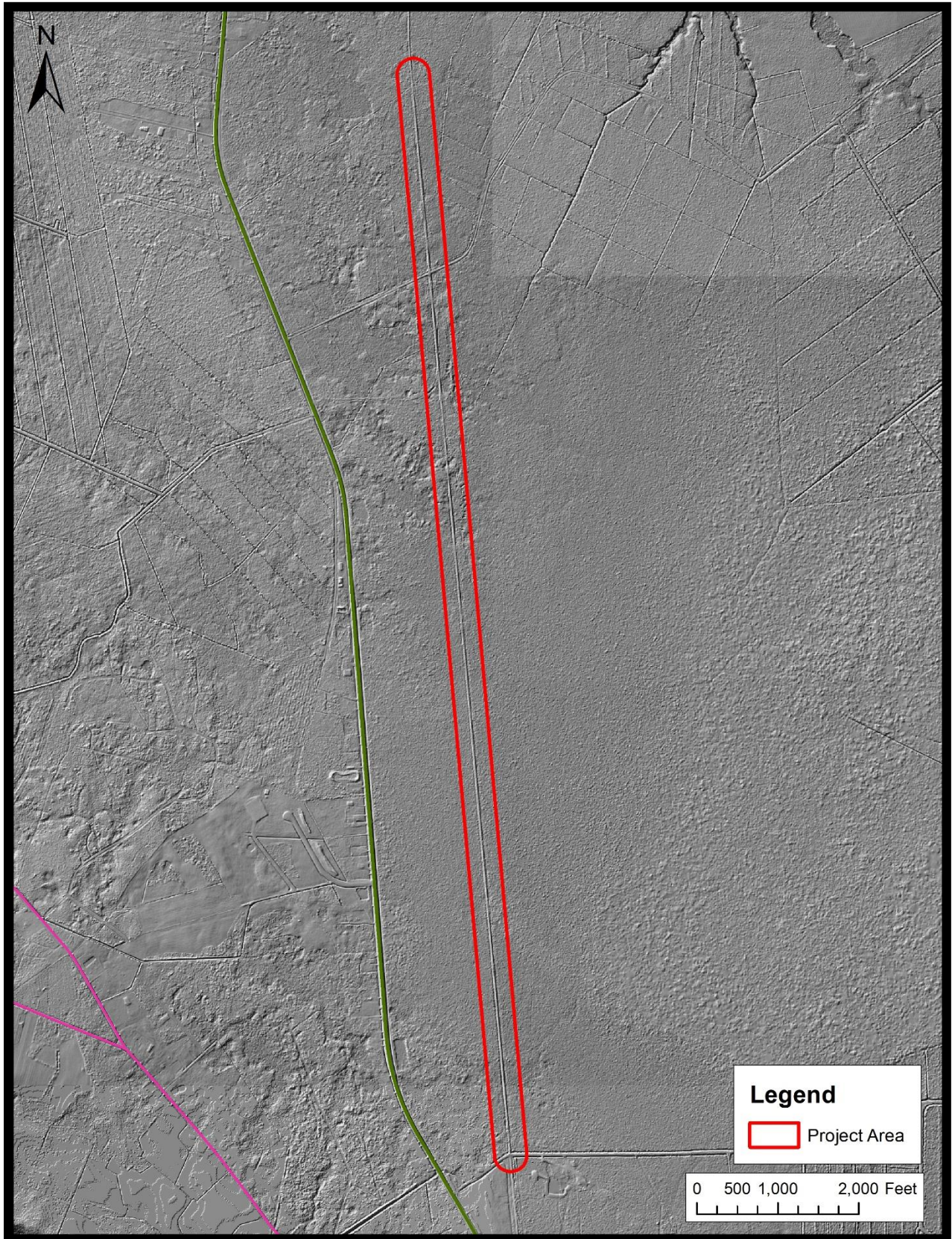


Figure 1.1-3: Surveyed Railroad Bed Segment on LiDAR Imagery (North Carolina Flood Plain Mapping Program 2020).

1.2 PROJECT TIMELINE AND STAFF

Fieldwork for the project was conducted on July 6 and July 15, 2020. Susan E. Bamann, Ph.D., RPA, was the project manager, Megan Funk, M.S., was the architectural historian. D. Allen Poyner was the GIS coordinator, and Megan Funk prepared the North Carolina Historic Preservation Office site survey forms for the resource. Personnel from the USDA Forest Service/Croatan National Forest provided assistance with access and background materials. In particular, Nichole Wagner, Croatan/Uwharrie Zone Archaeologist, and Ron Hudson, District Ranger, Croatan National Forest.

2.0 HISTORIC CONTEXT

2.1 HISTORIC OVERVIEW

Railroads: Acquisitions, Mergers and Growth

The studied railroad bed was constructed through Maysville, North Carolina in 1893 by the East Carolina Land and Railway Company. The line was an extension of the company's original track, which was known as the Wilmington, Onslow, and East Carolina Railroad, and was constructed between Wilmington and Jacksonville in 1891. The new line spanned north from Jacksonville to New Bern, or Newbern as it was spelled then. Less than a year later, the railroad company was sold and renamed as the Wilmington, Newbern, and Norfolk Railroad (Town of Maysville 2020; Coleman 2008:114).

Subsequently, the Wilmington, Newbern, and Norfolk Railroad became a part of the Wilmington and Weldon in 1897 (Coleman 2008:114). The Wilmington and Weldon Railroad was completed as the Wilmington & Raleigh Railroad in 1840 and formally changed its name in 1855. At the time, it ran from Wilmington through Goldsboro and Rocky Mount to Weldon and served as a primary means of transportation along the Atlantic Coast. Along with many other coastal railroads, its lines were heavily contested during the Civil War as strategic to the Confederate supply chain and the movement of its troops. Following the Civil War, the railroad company was operated by Robert R. Bridgers who developed relationships with the leaders of other railroad companies, including the Walters of Baltimore, and using leases, traffic agreements, and acquisitions organized an expansive network of tracks with the Wilmington and Weldon as the core. This network served as the basis of the Atlantic Coast Line Company which later merged with the Atlantic Coast Line Railroad (Kennedy 2006a:1207).

The predecessor of the Atlantic Coast Line Railroad is the Atlantic Coast Line Association, which formed in 1887 and included the presidents and vice-presidents of eight railroads. The head of the association was William Walters, a Baltimore businessman and railroad owner. In 1891, under pressure from the agricultural industry, the North Carolina legislature repealed various tax exemptions and regulations that had assisted the post-Civil War growth of the railroad industry. In response, William Walters, Benjamin Newcomer, and other Baltimore businessmen acquired the charter of the American Improvement and Construction Company, which was incorporated in Connecticut where corporate laws were more lenient. The businessmen operated the company as a holding company for their railroad interests and in 1893 changed the name of the company to the Atlantic Coast Line Company. This move set the path for the business leaders to directly purchase the railroads that were a part of the alliance (Johnston 1999:86-89; Kennedy 2006b:72).

In 1900, the company did just that, merging the Wilmington and Weldon, Norfolk & Carolina, Southeastern, and the ACL of Virginia, and ACL of South Carolina into the Atlantic Coast Line Railroad. Though their efforts, the members of the original Atlantic Coast Line Association consolidated over 100 smaller railroad companies. The railroad lines spanned the Atlantic Coast from Virginia to Florida and extended west to Alabama forming a railroad system of over 1,500 miles (Kennedy 2006b:72) (Figures 2.1-1 and 2.1-2).

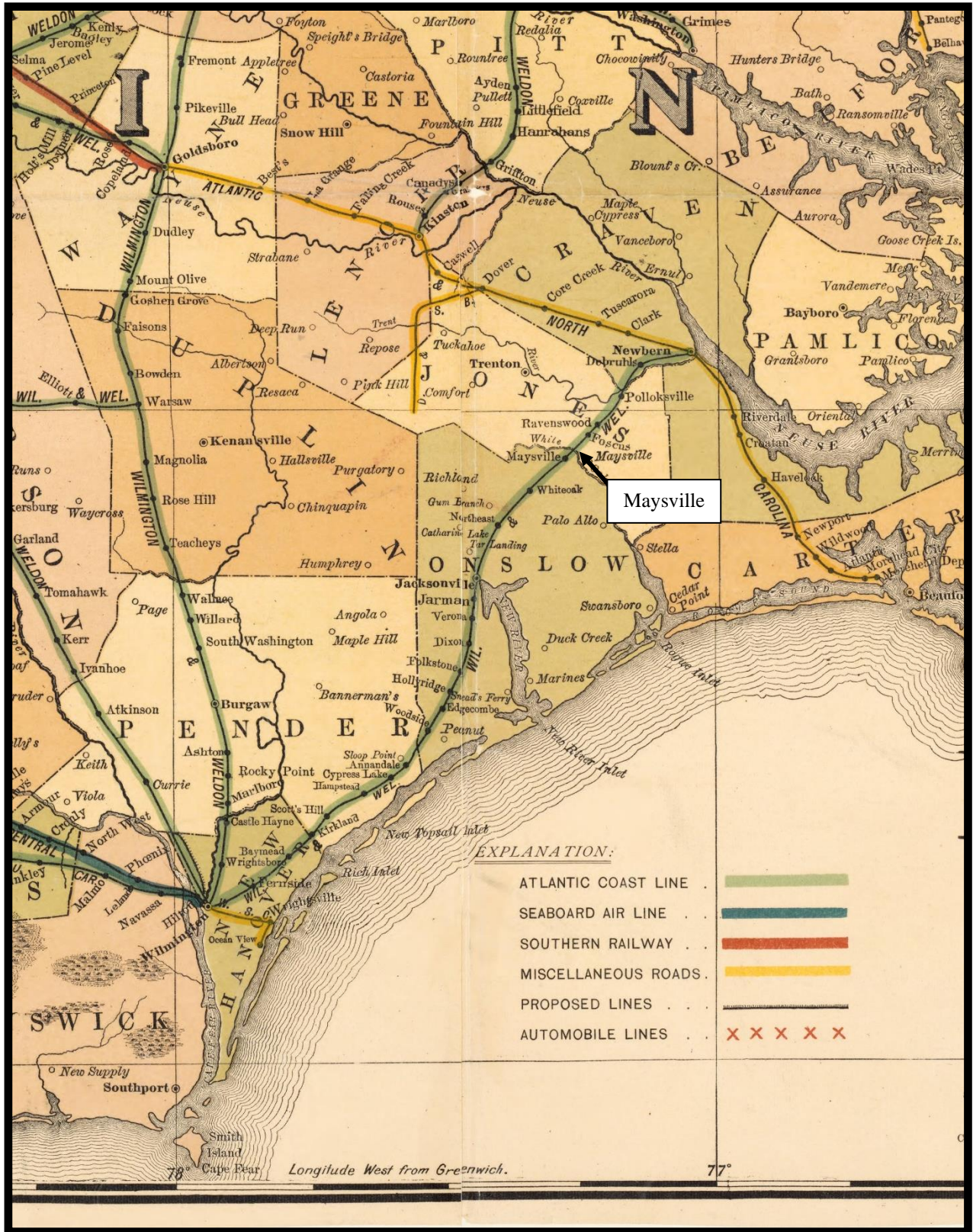


Figure 2.1-1: Part of *Railroad Map of North Carolina 1900* (Brown 1900) Showing the Wilmington and Weldon Railroad, Including the Studied Segment, as a Part of the Atlantic Coast Line Network.



Figure 2.1-2: *Atlantic Coast Line Railroad* (Atlantic Coast Line Railroad Company 1923).

Since 1884, Wilmington served as the headquarters of the Walters' railroad holdings (Johnston 1999:86). Due to the presence of their existing offices, and undoubtedly to the central location of the city, Wilmington continued to serve as the headquarters of the Atlantic Coast Line Railroad until 1960. During this time, the railroad company flourished purchasing and merging with existing railroads and extending its reach across the southeast United States (Kennedy 2006b:72).

As time passed, the railroad company experienced increased competition from the Seaboard Air Line Railway, a similar network of railroads, as well as the developing interstate system. By 1950, the dominance of the Atlantic Coast Line Railroad had been overshadowed by the Seaboard Air Line Railway and in 1967 the two railroad companies merged as the Seaboard Coast Line Railroad. The railroad lines continued to be operated as a part of this system until 1986 when it merged with a northern railroad network, Chessie System, as CSX Corporation (Kennedy 2006b:72). By this time, the studied line had been abandoned by the railroad company and the property returned to its original owners (Jones County Deed Book 198:760-768).

Maysville, North Carolina

Maysville is located in southern Jones County just north of the White Oak River. The area was settled by the early nineteenth century and in 1827 a post office by the name of Cross Roads was established there. During the Civil War, the community was referred to as Young's Cross Roads after a prominent resident, John Young, who lived on the river. The use of Young's name, however, appears to have faded away after his death and by the late 1880s, the town was known as Maysville. This name is also derived from a resident of the community, John D. May, who was a teacher and helped to establish an elementary school on the Jones County side of the White Oak River. The school was known as May's School and also served as a place of worship. The town was officially incorporated as Maysville in March 1897 (Powell and Hill 2010:361; Town of Maysville 2020).

Though the town had been in existence as a small community for nearly a century, its incorporation came just four years after the construction of the railroad line in 1893. Located midway between Jacksonville and New Bern, two of North Carolina's largest cities and strongest markets at the time, as well as their associated rivers, the New River and the Neuse River, Maysville was a logical location for a train depot on the newly laid line. The new railroad provided the residents of Maysville with quick transportation to the cities while also benefitting the area's agricultural economy, which in 1900 was characterized by the production of cotton, tobacco, and peanuts (United States Department of Commerce 1900).

In addition to the county's agricultural fields, its landscape is also characterized by densely wooded areas including Croatan National Forest and Hoffman Forest. In particular, Croatan National Forest, which was established in 1932, extends west just north of Maysville and contains the studied railroad bed. The national forest covers 40,000 acres of eastern Jones County in addition to large portions of Craven and Carteret Counties. In the early twentieth century, the county's forests supported a strong lumber and tar industry. Today, the county remains a leader in the lumber industry while also providing many outdoors and recreational activities (Jones County 2020; United States Department of Agriculture 2012:140).

Following the town's incorporation, its population grew 252 percent, rising from 98 to 345 people between 1900 and 1910. The town continued to grow, increasing 55.4 percent the next decade and 48.7 percent between 1920 and 1930. Following a small decline, the town grew slowly through the rest of the twentieth century and today remains a small rural town with a population of around 1,000 people (US Census).

3.0 RESULTS OF THE EVALUATION

3.1 METHODS

3.1.1 Background Research

In addition to using online sources and reference material in the Commonwealth library, background research included examination of materials from the Croatan National Forest Service office. NCHPO survey files, including HPOWeb, were also accessed to obtain information on previously recorded railroads. As needed, information was obtained from the Jones County online GIS site.

3.1.2 Field Methods and Evaluation

Fieldwork for the evaluation was conducted primarily on foot. The resource, including associated features, was recorded and photographed. Photography was also used to document the resource's setting. Additional NCHPO documentation included requesting a site survey number, completing a site survey form, and preparing digital and printed photographs.

The resource was assessed using the NRHP criteria for integrity and significance to determine eligibility. The NRHP criteria require that the quality of significance in American history, architecture, culture, and archaeology be present in buildings, structures, objects, sites, or districts that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that the buildings, structures, objects, sites, or districts:

- A. are associated with events that have made a significant contribution to the broad patterns of our history;
- B. are associated with the lives of persons significant in our past;
- C. embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;
- D. or have yielded, or may be likely to yield, information important in prehistory or history (National Park Service 1995).

3.2 EVALUATION OF RESOURCE

The evaluated section of railroad bed (JN0486) runs north-south for approximately 2.5 miles in Croatan National Forest in Jones County. As part of this project, the railroad bed was documented, and a description, brief history of the property, and NRHP recommendations appear below. Appendix A contains the NCHPO documentation including site survey forms and representative photographs for the resource.

SITE SURVEY NUMBER: JN0486

RESOURCE NAME/TYPE: Atlantic Coast Line Railroad Bed

DATE: 1893

DESCRIPTION: The studied section of railroad bed is located in Croatan National Forest, just north of Maysville, North Carolina and east of US Highway 17/NC Highway 58. The railroad bed is oriented north-south, roughly parallel with the highway, and is approximately 1,300 feet east of the road. Agricultural fields and domestic yards characterize the area around the forest and an associated train depot (JN----, Maysville Train Depot, Current site) stands in a clearing south of the studied section of railroad bed.

The surveyed portion of the railroad bed runs through a densely wooded portion of the Croatan National Forest. The railroad bed itself is characterized by a vehicle path that consists of two strips of dirt and gravel and a grassy center that at points is considerably overgrown. The bed is roughly fifteen feet wide, relatively flat and appears to be raised only a few feet above the surrounding terrain, which at the time of survey was characterized by flooded woodlands. Tree limbs extend over the railroad bed creating a low canopy in some sections while other sections are open to the sky (Figures 3.2-1 through 3.2-3). Roughly one-half mile south of the northern end of the studied section, the railroad bed is crossed by Crooked Creek Road, an abandoned access road that runs east from US Highway 17 through the forest. The only original material that was observed during the survey included railroad ties that were oriented parallel with the path or otherwise out of place (Figure 3.2-4). No intact railroad ties, metal rails, culverts or other features were observed.



Figure 3.2-1: View of South End of Railroad Bed, Looking North.

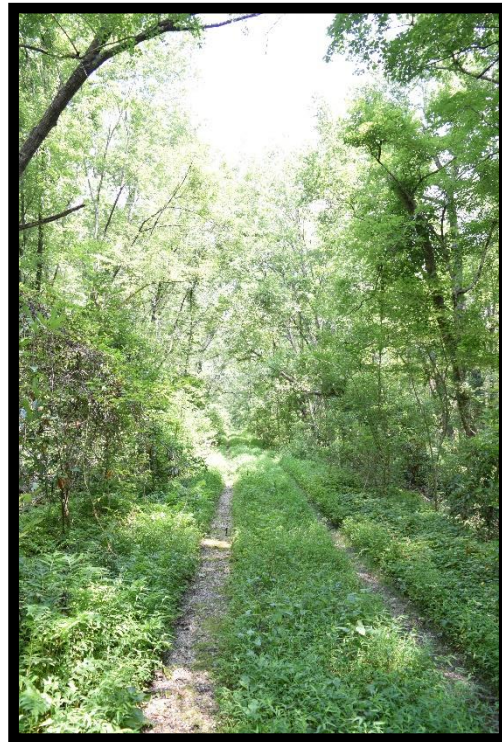


Figure 3.2-2: View of Railroad Bed, Looking North.



Figure 3.2-3: View of Railroad Bed and Flooded Woodlands, Looking Southwest.



Figure 3.2-4: View of Deteriorated Railroad Tie.

HISTORY: The railroad bed was constructed in 1893 as an extension of the Wilmington, Onslow, and East Carolina Railroad, which ran between Wilmington and Jacksonville, and over the next seven years was sold and consolidated with a number of other east coast railroad companies to form the Atlantic Coast Line Railroad (Coleman 2008:114; Kennedy 2006b:72).

The railroad bed was constructed on property that was granted to Thomas Pollock, George Pollock, Thomas Lee, John Granade, Benjamin Brockett, George Mitchell, John Burton Lee, and William Taylor between 1720 and 1833. By the 1930s, when the United States government began purchasing land for Croatan National Forest, the majority of the land flanking the railroad segment (roughly 1,500 acres) was owned by the estate of J. L. Borden. The deed of the purchase also states that a “One Hundred and Twenty-Five (125.0) feet Railroad Right-of-Way... is owned in fee by the Atlantic Coast Line Railroad.” Smaller parcels flanking the railroad bed were owned at the time by J. K. Warren and Munger and Bennett, Inc. In addition to those individuals listed above who were granted land in the area, these tracks stemmed from land that was originally granted to Simon Foscue, Bazell Smith, and Joseph Calvert as well (Jones County Deed Book 89:361-366; Jones County Deed Book 89:297-298).

Around 1984, the railroad, which at this point was owned by the Seaboard Coast Line Railroad, was abandoned and the property rights were returned to the heirs of the original owners, including the Bordens and Warrens. Over the next few years, Lloyd K. Taylor purchased the right-of-ways and in 1987 he sold the narrow 37-acre swath to the Carolina Tree Farms, Inc. (Jones County Deed Book 198:760-768; Jones County Deed Book 200:437). In 1988, the swath was sold to Zachary Taylor, who sold it the next year to the United States for consolidation with the national forest (Jones County Deed Book 204:346; Jones County Deed Book 209:163).

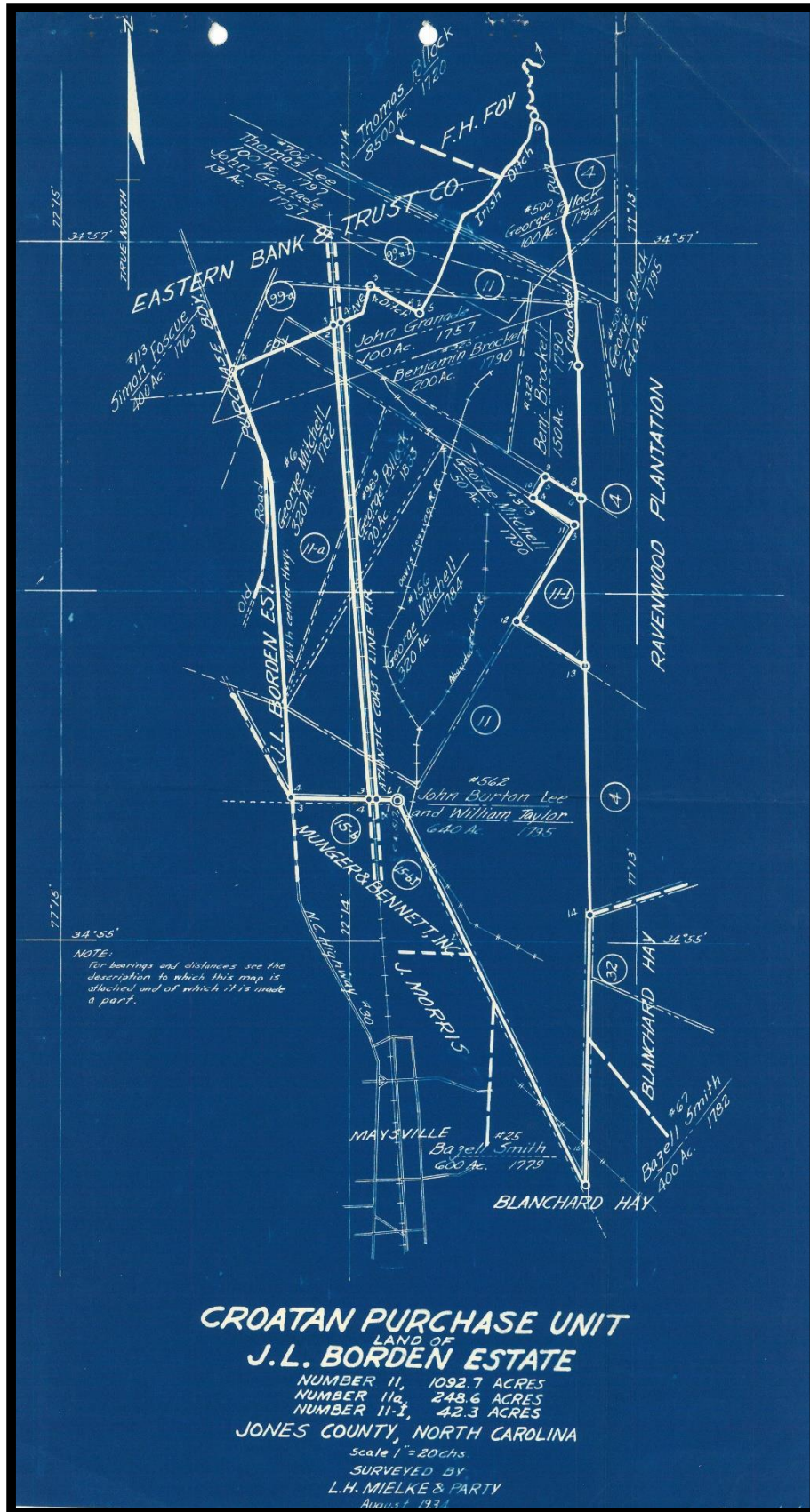


Figure 3.2-5: Croatan Purchase Unit (Mielke 1934).

COMPARABLE RESOURCES: Thousands of miles of railroad tracks were laid in North Carolina between 1833, when the first permanent railroad was laid in the state, and 1900, when the masterminds of the Atlantic Coast Line Railroad made their expansive east coast network official (Coleman 2008, 7). One of the key North Carolina routes belonging to the integrated, multi-state network was the north-south main line that passed through Rocky Mount, Wilson, and Fayetteville. Like other primary routes, part of the 1886 line was double-tracked and offered passenger services including dining and sleeping cars (Kennedy 2006b:72; HPOWeb 2020).

A segment of this route that was originally known as the Wilson and Fayetteville Railroad or the Fayetteville Cutoff (CD1450) was surveyed in 2017 and recommended eligible for the NRHP. Unlike the segment that was surveyed for this report, the Fayetteville Cutoff is still in use, and though it has been updated consistent with an active railroad, it has maintained the same, or nearly unchanged, alignment since at least 1922. Furthermore, the railroad line is considered to have greatly contributed to the growth of Fayetteville and Cumberland County, including its use as a military training facility during World War I and its subsequent growth during World War II. In comparison, the studied railroad did not have an overwhelming impact on the growth or development of Maysville and, though it likely did have a positive impact on the larger cities that it traveled to, its impact does not appear to have been as integral to their growth as the Fayetteville Cutoff was to the growth of Fayetteville and Cumberland County. On account of this impact, the Fayetteville Cutoff was determined to be eligible under Criterion A for its role in the areas of transportation and community development (ERM 2017:28). The Fayetteville Cutoff is unique in that it is one of only two railroad segments or corridors recorded in HPOWeb



Figure 3.2-6: View of Fayetteville Cutoff (CD1450) as it Crosses Main Street in Godwin, North Carolina, Looking South.

that have been determined eligible for the NRHP as well as because no other railroad segments or corridors in North Carolina have been individually listed on the NRHP (HPOWeb 2020).

A second segment of railroad that is recorded in HPOWeb can be found in Craven County, one county away from the studied railroad segment. It is a segment of the Atlantic and North Carolina Railroad Corridor (CV2567) and in contrast to the Fayetteville Cutoff was determined to be ineligible for the NRHP. The line, which runs through James City and connects with New Bern, was completed in 1858. Like the studied line, which also connects with New Bern, this line helped to connect the city with larger cities and markets across North Carolina. New Bern, however, is one of the oldest cities in the state, serving for a time as its colonial capital then as its state capital. For this reason, its development and growth is more directly contributed to its early settlement and its ideal location at the confluence of the Trent and Neuse Rivers than to the construction of the various railroad lines that made their way to the city in the second half of the nineteenth century. The railroad line does embody some significance in regard to the Civil War as a Union-held railroad corridor gained after the Battle of New Bern and was included in the New Bern Battlefield Site NRHP nomination (Brent 2001:7:1-7:5). Individually, however, the railroad line was found to lack significance and to no longer possess integrity of setting, design, materials, workmanship or feeling due to upgrades made in recent years and changes to its surroundings (New South Associates, INC. 2017:46-51).

In comparison with the railroad corridors discussed above, the studied railroad segment is associated with the growth of the small town of Maysville and the increased interconnectivity of New Bern, Jacksonville, and Wilmington with the greater network of North Carolina railroads.



Figure 3.2-7: View of Atlantic and North Carolina Railroad Corridor (CV2567) as it Crosses John Street in New Bern, North Carolina, Looking South.

The corridor, however, did not have as significant of an impact on the growth of those cities as other corridors, such as the Fayetteville Cutoff, had on their associated cities. Furthermore, the railroad bed retains less integrity than other railroad corridors that have been found ineligible, such as the segment of the Atlantic and North Carolina Railroad that runs south of New Bern.

RECOMMENDATIONS: Though the railroad bed is associated with the modest growth of the town of Maysville as well as the development of the Atlantic Coast Line Railroad and the overall development of the railroad system in North Carolina, it retains a considerably low level of integrity due to being abandoned by the railroad company and the removal of its tracks. These factors make it nearly impossible for the railroad bed to convey its association with the late-nineteenth and twentieth-century development of railroads in North Carolina and compromise the resource's integrity of design, material, workmanship and feeling. The setting of the railroad bed has also changed over the past century due to the growth of the forest, which is now protected, but was once used for timber as is evidenced by the presence of tar kilns on LiDAR imagery (ESP Team n.d.). In addition, research did not reveal the railroad corridor to be associated with any persons of demonstrable importance in the past and it does not appear to have the ability to yield important or unique information for research based on physical evidence. Therefore, this segment of the railroad bed is recommended as not individually eligible for the NRHP and as non-contributing to any larger NRHP evaluation of the Atlantic Coast Line Railroad under Criteria A, B, C, or D.

3.3 SUMMARY

The railroad bed retains a low level of integrity due to being abandoned by the railroad company and the subsequent removal of the railroad tracks. Due to this, it is recommended as not contributing to the NRHP eligibility of the larger Atlantic Coast Line Railroad system.

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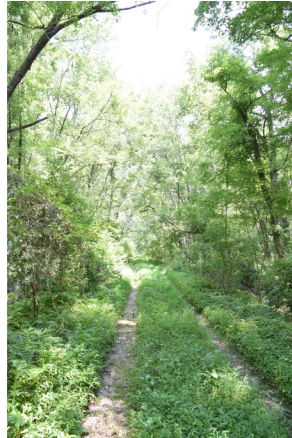
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2020 TopoView Digital Maps from the USGS Historical Topographic Map Collection, 1884-2006 (GeoTIFF Files). Electronic access, <https://ngmdb.usgs.gov/topoview/>, accessed March 20, 2020.



JN0486_ACLRailroadBed_7-2020_EMF_01.JPG



JN0486_ACLRailroadBed_7-2020_EMF_02.JPG



JN0486_ACLRailroadBed_7-2020_EMF_03.JPG



JN0486_ACLRailroadBed_7-2020_EMF_04.JPG



JN0486_ACLRailroadBed_7-2020_EMF_05.JPG



JN0486_ACLRailroadBed_7-2020_EMF_06.JPG

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Jones**

SSN: **JN0486**

Blockface#:

Quad:
PIN: 545367214500
X: Y:
DOT Project #:
OSA#:

Update Mo: **07** Yr: **2020**

- No Alt Alt Det Rehab
- Removed** Outbldg Loss
- No Acc. Not Fnd FileMsg
- Newly ID'd Needs Resch.

Property Name: ACL, New Bern and Wilmington Branch
Street or 911 Address:
Location Description: Just N. of Maysville, east of and parallel w/ I-17
Town/vicinity: Maysville vicinity
District: None ()
District Dates: NRdate: SLdate: DOEdat:
Local District:

<input type="checkbox"/> Recommended for SL	<input type="checkbox"/> StudyList SLDate:	<input type="checkbox"/> NR NRDate:	NR # None
<input type="checkbox"/> DOE DOEDate:	Local Status: None	Ownership: Public-Federal	

Principal Resource Material Integrity: **N/A-GONE** Condition: **GONE** Location Integrity:

Architectural Data: Date: 1893	Major Style Group: Not specified
Construction: Not specified	
Ext. Material: Not specified	Later Covering:
Height: Roof: Plan 1	Core Form (Domestic):
1st Design Source and attribution: Not specified	

Major Theme Transportation	2nd Theme: Railroads
Group Association:	Religious Affiliation
Historic Function: Transportation - rail-related	

Written Summary:

1893 railroad bed segment that was constructed by the Wilmington, Onslow, and East Carolina Railroad. It later became a part of the Wilmington and Weldon Railroad then the Atlantic Coast Line Railroad. The railroad line was abandoned in the mid-1990s and its rails were later removed.

Outbuildings/Features

Actions

Year	Month	Surveyor	Action/Report
2020	08	Funk, Megan (CHG)	NRHP Evaluation, ACL Railroad Bed, Croatan National For