NPS Form 10-900
(Rev. 10-90)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Seaboard Air Line Railway Depot
other names/site number _____

2. Location

street & number Winburn St. not for publication ___
city or town Patrick vicinity _____
state South Carolina code 25 county Chesterfield zip code 29584

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ____ nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ____ meets ____ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide ___ locally. (___ See continuation sheet for additional comments.)

Mary W. Edmonds 12/30/98
Signature of certifying official Date

_____
State or Federal agency and bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

_____ _____
Signature of commenting or other official Date

_____
State or Federal agency and bureau

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4. National Park Service Certification

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I, hereby certify that this property is:

_X_ entered in the National Register _____ 2/22/99
___ See continuation sheet.

____ determined eligible for the National Register _____ _____
___ See continuation sheet.

____ determined not eligible for the National Register _____ _____

____ removed from the National Register _____ _____

____ other (explain): _____

for _____ _____
Signature of Keeper Date of Action

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5. Classification

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Ownership of Property (Check as many boxes as apply)

_X_ private
___ public-local
___ public-State
___ public-Federal

Category of Property (Check only one box)

_X_ building(s)
___ district
___ site
___ structure
___ object

Number of Resources within Property

Contributing	Noncontributing	
1	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
1	_____	Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)
N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat:	Sub:
Transportation	Rail-related

Current Functions (Enter categories from instructions)

Cat:	Sub:
Recreation and culture	

7. Description

Architectural Classification (Enter categories from instructions)
No style

Materials (Enter categories from instructions)
foundation brick
roof asphalt shingles
walls wood
other

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheets, pp. 7-8.

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

__X__ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

____ B Property is associated with the lives of persons significant in our past.

__X__ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

____ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

____ a owned by a religious institution or used for religious purposes.

____ b removed from its original location.

____ c a birthplace or a grave.

____ d a cemetery.

____ e a reconstructed building, object, or structure.

____ f a commemorative property.

____ g less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Transportation
Architecture

Period of Significance ca. 1900-1901 Significant Dates ca. 1900-1901

Significant Person
(Complete if Criterion B is marked above) _____

Cultural Affiliation _____

Architect/Builder Unknown

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

See continuation sheets, pp. 9-17.

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

See continuation sheets, pp. 18-20.

Previous documentation on file (NPS)
___ preliminary determination of individual listing (36 CFR 67) has been requested.
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # _____
___ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data
___ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
_X_ University
___ Other

Name of repository: South Caroliniana Library, USC, Columbia, S.C.

10. Geographical Data

Acreage of Property less than 1 acre

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	17	587800	3826310	3			
2				4			

___ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

See continuation sheet, p. 21.

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

See continuation sheet, p. 21.

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11. Form Prepared By

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name/title Daniel J. Vivian, Research Associate
organization National Center for Preservation Technology and Training
National Park Service
United States Department of the Interior
date 8/8/98
street & number NSU Box 5682 telephone (318) 357-6464
city or town Natchitoches state Louisiana zip code 71497

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Additional Documentation

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Submit the following items with the completed form:
Continuation Sheets
Maps
A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.
Photographs
Representative black and white photographs of the property.
Additional items (Check with the SHPO or FPO for any additional items)

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Property Owner

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(Complete this item at the request of the SHPO or FPO.)
name_____
street & number_____
telephone_____
city or town_____ state_____ zip code _____

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

Property Description

The Seaboard Air Line Railway depot in Patrick, South Carolina, is a one and one-half story timber-frame building that stands on the southeast side of Winburn Street approximately 125 feet west of the intersection of S.C. 102 and U.S. Highway 1. Built on a simple rectangular plan, the exterior of the depot measures approximately sixty by thirty-eight feet and is painted white, except for the door and window frames, which are finished in forest green. The building is covered by a moderately pitched roof clad in pale green asphalt shingles; two small, red brick chimney stacks rise from its peak. Although the interior was renovated within the last several years, the depot has undergone no significant alterations since its construction ca. 1900-1901 and retains its historic appearance and integrity.

The depot is an outstanding example of a small-town railway station, a specific building type that became commonplace across the nation as the railroad industry reached its peak in the decades between 1880 and 1930. Such structures were principally designed for efficiency, and the majority were operated by one or two men. Careful ordering of interior space allowed station agents to attend to a broad range of responsibilities: selling tickets, informing passengers about train schedules, checking baggage, handling freight shipments, and operating telegraph equipment. The Patrick depot was modeled on what had by the turn of the century become a familiar plan. The building forms a rectangle parallel with the tracks. A bay window projecting from the southeastern facade indicates the historical placement of the station agent's office; from this location, the agent enjoyed an unrestricted view of the tracks and was thus able to operate signals. The large room adjoining the office that occupies the northeastern end of the building was used for freight; located at the opposite end were passenger waiting rooms.

The Patrick depot, like most turn-of-the-century small-town railway stations, is a highly utilitarian structure that exhibits little decorative detail. Most distinctive among its exterior features is a large freight platform that surrounds the northeastern end of the building. A wide sliding door is present on each the main facades; historically, these provided access to the freight room. Also notable are the signs facing the tracks

on the northeast and southeast facades that proudly announce "Patrick."

The surrounding landscape has changed remarkably little over the last century. The depot, which stands atop a gentle hill, remains as much the center of the town today as it was in the early twentieth century. The tracks running along the southeastern facade of the building are still used today by CSX Transportation, the successor corporation of the Seaboard Air Line Railway.

Statement of Significance

The Seaboard Air Line Railway depot in Patrick, South Carolina, is eligible for inclusion in the National Register of Historic Places under Criterion A, for its significance as a structure associated with the railroad transportation industry, and Criterion C, as an outstanding example of the small-town railroad station building type. The depot is locally significant for its key role in the history of Patrick and the surrounding area during the early twentieth century. Built sometime in the last half of 1900 or the early months of 1901, the depot was literally the cornerstone of Patrick, one of several flagstop towns that developed along the Seaboard line between Columbia and Cheraw immediately after it entered use in the summer of 1900. The development of the town exemplified the process by which railroads penetrated the Sandhills region of the southern United States in the last decades of the nineteenth century, reshaping a landscape that had long been predominantly rural, sparsely populated, and generally isolated. In addition, the depot is an excellent example of a small-town railroad station, a specific building type that became commonplace across the nation as the railroad industry reached its peak in the decades between roughly 1880 and 1930. The depot retains its historic appearance and has undergone no significant alterations since its construction.

Most residents of the southern Sandhills -- the narrow strip of sandy, rolling terrain running from southern Virginia to eastern Texas that separates the piedmont from the coastal plain -- found themselves watching from afar as the railroad emerged as the leading force in the transportation revolution of the nineteenth century. Early in the antebellum period, Tidewater planters, recognizing that the sandy, arid soil was too infertile to support staple crops, had left the region to become the domain of indigent herdsmen and subsistence farmers. In the 1830s and 1840s, the builders of the South's first railroads found different but equally valid reasons to avoid the Sandhills. The undulating terrain made railroad construction prohibitively expensive and in many cases challenged existing engineering technology. As a result, early southern railroads steered clear of the region as much as possible; lines built during the antebellum period typically rain inland from coastal ports and,

destined for the upland cotton belt, crossed the Sandhills at the shortest possible point.[1]

The situation changed little after the Civil War. By the time southern railroad construction hit full stride in the late 1870s, sophisticated new engineering technology had largely overcome the problems posed by the natural terrain. Yet railroad development in the Sandhills continued to be limited, largely because far more lucrative transportation markets existed elsewhere. Few towns of any significant size and generally sparse population throughout the region kept demand for imported goods relatively weak. At the same time, the majority of Sandhills farmers continued to be engaged in subsistence agriculture and thus had no need to transport agricultural produce to distant markets. Unable to derive profits from the shipment of freight either to or from the Sandhills, railroad companies consequently had little incentive to provide service to the area.[2]

But in the final quarter of the nineteenth century, the changing structure of the U.S. lumber industry finally made railroad development in the Sandhills economically viable. Although not suited for row crops, the characteristically sandy soil, heavy annual rainfall, and long, warm summers of the Sandhills provide ideal conditions for the rapid growth of pine and scrub oak. Thus, following the rapid depletion of the white pine forests of the Great Lakes states after Civil War, northern lumbermen turned their attention to the yellow pine forests of the South in the late 1870s. Lumber companies, land speculators, and a handful of market-savvy southern entrepreneurs immediately commenced acquisition of vast tracts of timberlands. Large scale lumbering operations were soon underway at sites throughout the Southeastern states. The major timber companies erected massive

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[1]Ulrich B. Phillips, *A History of Transportation in the Eastern Cotton Belt to 1860* (1908; reprint, New York: Octagon Books, 1968), p. 4; David C. Roller and Robert W. Tyman, eds., *The Encyclopedia of Southern History* (Baton Rouge: Louisiana State University Press, 1979), p. 980.

[2]Phillips, *History of Transportation in the Eastern Cotton Belt*, p. 4.

sawmills along mainline railroads, built spur lines into densely forested areas, and began harvesting at a furious pace. The next several decades marked the heyday of southern lumber production. In 1879, southern mills produced 2.7 billion board feet of yellow pine lumber; at the peak of operations in 1909, they turned out more than 16 billion board feet, roughly 45 percent of the nation's total production.[3]

Railroad development and the attendant rise of lumbering operations came to the Sandhills of north-central South Carolina at the turn of the century. Here, in the fall of 1899, the Seaboard Air Line Railway began laying tracks across the 91-mile stretch of rolling pinelands between Columbia and Cheraw. When completed the following spring, the line formed a section of Seaboard's mainline between Richmond and Tampa, which officially entered use in June 1900. The event marked the culmination of a period of rapid corporate growth that established Seaboard as the third-largest rail system in the Southeast and a challenger to the leading systems in the region, the Southern Railway and the Atlantic Coast Line.[4] Moreover, for the people of the South Carolina Sandhills, it was a harbinger of profound change.

Most significant among the changes stemming from the opening of Seaboard's Columbia-Cheraw line was the rise of several flagstop towns. Seven appeared in the years immediately

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[3]*Encyclopedia of Southern History*, p. 757; Edward L. Ayers, *The Promise of the New South: Life After Reconstruction* (New York: Oxford University Press, 1992), pp. 124-125; C. Vann Woodward, *Origins of the New South, 1877-1913* (Baton Rouge: Louisiana State University Press, 1951), pp. 116-118.

[4]On Seaboard's corporate development during this era and the construction of the Columbia-Cheraw line, see especially Edward Sherwood Meade, "The Seaboard Air Line," *Railway World*, 10 Nov. 1905, pp. 895-896; James A. Ward, "Seaboard Air Line Railroad," in Keith L. Bryant, ed., *Railroads in the Age of Regulation, 1900-1980* (New York: Facts on File Publications, 1988), pp. 394-395; Daniel J. Vivian, "Railroad Development and Community Change in the New South: A Social History of the Seaboard Air Line Railway in the South Carolina Midlands, 1898-1915" (M.A. thesis, University of South Carolina, 1997), pp. 24-57.

following 1900 and, by 1907, three had received charters of incorporation. All drew their names from top Seaboard officials or major investors in the corporation. McBee, for example, was named for popular Seaboard superintendent Vardry E. "Bunch" McBee; Lugoff for the engineer who supervised construction of the Columbia-Cheraw line; and Middendorf for J. Williams Middendorf, a Baltimore banker and member of Seaboard's board of directors.[5]

Patrick, named for Seaboard Chief Industrial Agent John T. Patrick, was typical of these flagstop towns. The community developed around "a standard No. 3 combination depot building . . . and depot scales" that Seaboard placed at a site deep in the pinelands of Chesterfield County about ten miles southwest of Cheraw.[6] Like all of the nation's major rail systems, Seaboard had developed standardized designs for the dual-purpose freight and passenger stations it placed at countless rural locations along its lines. These prefabricated structures were shipped by rail to sites where they were set on crude foundations, skirted by hastily laid timber-plank platforms, and made operational virtually overnight. They were the seed of innumerable communities, as was the case for Patrick and the several other towns along the Columbia-Cheraw line.[7]

The depot was the cornerstone of each of these towns. The municipal charter of incorporation for Patrick was typical in declaring the Seaboard depot the "central point" from which the town's "corporation limits shall extend one-half mile in each

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[5]Vivian, "Railroad Development and Community Change in the New South," p. 195.

[6]*First Annual Report of the Seaboard Air Line Railway for the Year Ending June 30th, 1901* (Norfolk, Va.: Burke & Gregory, n.d.), p. 10.

[7]Vivian, "Railroad Development and Community Change in the New South," pp. 195-196. On standardized depot designs, see John R. Stilgoe, *Metropolitan Corridor: Railroads and the American Scene* (New Haven: Yale University Press, 1983), pp. 198-202.

direction, making the territory incorporated one mile square."[8] Commercial and residential development first arose in immediate proximity to the depot and then naturally radiated outward. The depot served as much as the hub of social and economic activity as it did the geographic center of the town.[9]

With a population of 98 in 1910 and 164 a decade later, Patrick hardly qualified as a boomtown.[10] The only one of the fledgling communities along the Columbia-Cheraw line that did was McBee, which grew to have more than 1,000 residents within a decade of its founding.[11] But in an area that had long been as isolated and sparsely populated as the Sandhills, even the emergence of modestly-sized towns such as Patrick represented a substantial change in the nature of community life.

Chief among such changes was a wholesale realignment of the local and regional economy. The several flagstop towns that arose along the Columbia-Cheraw line immediately became centers of commerce for inhabitants of what had long been among most remote reaches of Chesterfield and Kershaw counties. In

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[8]Proposal for the Incorporation of Patrick, S.C., 26 Oct. 1906, Municipal Commissions, II, p. 77, Charter Division, Records of the Secretary of State of South Carolina, South Carolina Department of Archives and History, Columbia, S.C. (hereafter SCDAH).

[9]Vivian, "Railroad Development and Community Change in the New South," pp. 195-196. On the role of railroad depots in small-town life, see especially Stilgoe, *Metropolitan Corridor*, p. 193.

[10]Bureau of the Census, *Thirteenth Census of the United States, Taken in the Year 1910*, vol. III, *Population* (Washington, D.C.: Government Printing Office, 1913), p. 649; Bureau of the Census, *Fourteenth Census of the United States, Taken in the Year 1920*, vol. I, *Population* (Washington, D.C.: Government Printing Office, 1921), p. 297.

[11]Vivian, "Railroad Development and Community Change in the New South," pp. 196-198; *The State* (Columbia, S.C.), 24 May 1910, p. 17, cols. 1-5; 17 Apr. 1912, p. 10, cols. 1-7.

particular, they provided local farmers with ready access to large urban markets and thus became shipping centers for agricultural produce. By then turn of the century, true subsistence farming had largely faded from the Sandhills; the total annual production of most farmers in the area included at least a small percentage of goods bound for market. But after the Columbia-Cheraw line opened, production patterns shifted markedly, with the majority of local farmers becoming increasingly engaged in the cultivation of staple crops, particularly cotton. In 1899, Chesterfield County farmers produced 14,000 bales of cotton annually; two decades later, the figure had increased to more than 37,300. The same was true of Kershaw County, which produced nearly 18,500 bales in 1899 and slightly less than 28,800 in 1919.[12] In all, the opening of the Columbia-Cheraw line was the catalyst for dramatic changes within the agricultural sector of both counties.

To be sure, towns such as Patrick were small-scale commercial centers, places where local residents and farmers transacted what was at best a relatively modest volume of business. Their rise was a clear sign of the fundamental changes taking shape in the Sandhills. But in broader terms, it was difficult to overlook the fact that they occupied positions on the lowest rung of the emerging regional economy. In this regard, the significance of such towns lay in the commercial ties they developed to the nearest urban-industrial center, Columbia. In as much as the Columbia-Cheraw line served as a stimulus for localized economic development, it also provided the basis for

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[12]U.S. Bureau of the Census, *Thirteenth Census of the United States, Taken in the Year 1900*, vol. VI, *Agriculture*, pt. II, *Crops and Irrigation* (Washington, D.C.: Government Printing Office, 1902), p. 433; U.S. Bureau of the Census, *Fourteenth Census of the United States, State Compendium: South Carolina* (Washington, D.C.: Government Printing Office, 1924), pp. 69, 71. Cultivation of staple crops in the nutrient-poor soils of the Sandhills was made possible in part by affordable commercial fertilizer, which became widely available after about 1880. See Julius Rubin, "The Limits of Agricultural Progress in the Nineteenth-Century South," *Agricultural History* XLIX, no. 2 (Apr. 1975), pp. 368-370.

the induction of Chesterfield and Kershaw counties into Columbia's steadily expanding commercial sphere.

Throughout the final decades of the nineteenth century, Columbia's businessmen had viewed the Sandhills north of the city as an untapped market begging for their attention. Yet the development of stronger commercial ties awaited construction of a major railroad through the area. Thus, when in 1899 Seaboard announced plans for construction of the Columbia-Cheraw line, it was no surprise that the merchants of South Carolina's capitol city responded with enthusiasm. Narciso G. Gonzales, the editor of *The State*, captured their collective sentiments in declaring, "If we do not after the completion of the road control most of the trade of Kershaw and Chesterfield it will be our own fault."[13] His call to action was hardly necessary; when the line entered use in the summer of 1900, local businessmen rushed to seize the opportunities awaiting them in the Sandhills.

The economic hierarchy that emerged was essentially a three-tiered structure, with Columbia firmly emplaced at the top of the ladder. Comprising the second tier were the small cities of Camden and Cheraw. Both dated to the eighteenth century and were the established seats of agricultural commerce for Kershaw and Chesterfield counties, respectively. Significant industrial and commercial growth occurred in each city following completion of the Columbia-Cheraw line. The majority of new enterprises established were associated with the timber-cutting operations rapidly proliferating throughout the Sandhills. In Camden, for example, the Camden Lumber Company, the Camden Veneer Company, and two lumber mills opened for business. Events followed a similar pattern in Cheraw, where the Cheraw Door and Sash Company, the Meiklejohn Lumber Company, and two manufacturers of veneer and box shooks, the Clement-Ross Manufacturing Company and the Cheraw Box Company, all began operations soon after the turn of the century.[14]

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[13]*The State* (Columbia, S.C.), 5 Mar. 1899, p. 8, col. 1 (quotation); Vivian, "Railroad Development and Community Change," pp. 193-195.

[14]Vivian, "Railroad Development and Community Change," pp. 186-188, 192.

Patrick and the several other flagstop towns along the line made up the third tier, the foundation of the Sandhills' new economic order. In general, such towns played what can best be characterized as a supporting role to industries and merchants in Camden, Cheraw, Columbia, and the even larger markets that lay beyond. They were in the main shipping centers for agricultural produce and forest products from the surrounding area. At the same time, as newly-established centers of population, these towns consumed their share of retail goods, most of which were willingly supplied by wholesale houses in Columbia. Overall, the prevailing patterns of trade ensured that the economic vitality of such towns was inextricably tied to the railroad. Commercial development -- typically a general store and, at best, a handful of other small retailers -- tended to be limited. Of the several flagstop towns along the line, only McBee experienced sufficient growth to eventually support a bank, hotel, and speciality merchandisers. In large measure, the failure of towns such as Patrick to develop more diversified local economies evinced the increasing centralization of financial and commercial functions in major urban-industrial centers such as Columbia.[15]

What, then, was the eventual fate of Patrick and the other towns along the Columbia-Cheraw line? Once the initial surge of development subsided, long-term results varied widely. Towns such as Middendorf and Lugoff never grew to be much more than flagstops along the Seaboard line; at no time did either petition to become an incorporated municipality. Growth occurred slowly in Blaney, which numbered 146 persons in 1940 and 329 two decades later. In McBee, the only true boomtown along the Columbia-Cheraw line, the pace of development declined sharply after its peak in the early teens, and the population dropped to about 500, where it stayed for the remainder the twentieth century. By contrast, steady growth eventually brought the populations of Patrick and Bethune to roughly the same level by mid-century. Patrick, for example, numbered 393 persons in 1960 and 421 a decade later; Bethune's population stood at 579 in 1960 and had

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[15]Vivian, "Railroad Development and Community Change in the New South," pp. 192-195, 196-198, 202-203.

fallen to 506 by 1970.[16]

As the twentieth century progressed, Patrick's relationship with Seaboard proved to be among the most enduring of all Sandhills communities. The depot remained the center of social and economic activity in the town until Seaboard discontinued passenger service in 1970. Thereafter, it saw little use until the early 1990s, when local citizens arranged to rent the depot from CSX Transportation, Seaboard's successor corporation, and subsequently renovated for use as a community center. It continues to be used for this purpose today. In this fitting role, it serves an essential function in civic life while also providing a powerful reminder of Patrick's heritage as a "railroad town."

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[16]Bureau of the Census, *Sixteenth Census of the United States: 1940*, vol. I, *Population* (Washington, D.C.: Government Printing Office, 1942), pp. 978, 980; Bureau of the Census, *Census of Population: 1970*, vol. I, *Characteristics of the Population*, pt. A, *Number of Inhabitants*, sec. 2, *Missouri-Wyoming, Puerto Rico, and Outlying Areas* (Washington, D.C.: Government Printing Office), pt. 42, pp. 11-12. Blaney changed its name to Elgin in 1962. See Town Council of Blaney, S.C., Resolution of 11 Oct. 1962, File no. 145, Charter Division, Office of the Secretary of State of South Carolina, SCDAH.

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Bibliography

Primary Sources

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The State (Columbia, S.C.), 5 Mar. 1899; 24 May 1910; 17 Apr. 1912.

Town Council of Blaney, S.C. Resolution of 11 Oct. 1962. File no. 145, Charter Division, Records of the Secretary of State of South Carolina, South Carolina Department of Archives and History, Columbia, S.C.

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Ward, James A. "Seaboard Air Line Railroad." In *Railroads in the Age of Regulation*, ed. Keith L. Bryant, pp. 394-395. New York: Facts on File Publications, 1988.

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Geographical Data

Verbal Boundary Description: The boundary is restricted to the former Seaboard Air Line Railway depot in Patrick, South Carolina, which stands on the southeast side of Winburn Street approximately 125 feet west of the intersection of S.C. 102 and U.S. Highway 1. See attached property tax map for detail.

Boundary Justification: The boundary includes the building built ca. 1900-1901 for use as the Seaboard Air Line Railway depot in the town of Patrick, South Carolina.

Additional Documentation

Photographs
The following information is the same for all photographs.

Location: Seaboard Air Line Railway Depot, Patrick, S.C.
County: Chesterfield
Name of Photographer: Daniel J. Vivian, Natchitoches, La.
Location of Original Negatives: Daniel J. Vivian, Natchitoches, La.
Date of Photographs: January 22, 1998.

1. Southeast facade.

2. Southeast facade (alternate view).

3. Southwest corner, showing southwest and northwest facades.

4. Northwest corner, showing northeast and northwest facades.

Maps

1. Copy of Chesterfield County, South Carolina, property tax map 216-1 showing location of depot.

2. United States Geological Survey map, Patrick Quadrangle, South Carolina, showing location of depot.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 99000100 **Date Listed:** 2/22/99

Seaboard Air Line Railway Depot in Patrick
Property Name

Chesterfield
County

SOUTH CAROLINA
State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for **Signature of the Keeper**

3/31/99
Date of Action

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Amended Items in Nomination:

Section No. 3

This nomination is amended to show that the SHPO recommends that the property be considered significant at the local level.

This change has been confirmed with the South Carolina SHPO.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)