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

OMB No. 1024-0018

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Resub

United States Department of the Interior
National Park Service

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 Myrtle Beach Atlantic Coast Line Railroad Station
other names/site number Myrtle Beach Train Depot

2. Location

street & number Between Jackson Street and 8th Avenue not for publication ____
city or town Myrtle Beach vicinity ____
state South Carolina code SC county Horry code 051 zip code 29577

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X 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 X meets __does not meet the National Register Criteria. I recommend that this property be considered significant __ nationally __statewide X locally. (__ See continuation sheet for additional comments.)

Mary W. Edmonds 7/9/02
Signature of certifying official Date

Mary W. Edmonds, Deputy State Historic Preservation Officer, S.C. Dept. of Archives and History, Columbia, S.C.
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

4. National Park Service Certification

I, hereby certify that this property is: Signature of the Keeper Date of Action

X entered in the National Register 7/22/02
__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):

Myrtle Beach Atlantic Coast Line Railroad Station
Name of Property

Horry County, South Carolina
County and State

NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

5. Classification

Ownership of Property
(Check as many boxes as apply)

__ private
X 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
(Do not include previously listed resources)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)
Historic Resources of Myrtle Beach, S.C.

Number of contributing resources previously listed in the National Register
0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Category: TRANSPORTATION
Subcategory: Rail-related

Current Functions
(Enter caregories from instructions)

Category: VACANT
Subcategory: Not In Use

7. Description

Architectural Classification
(Enter categories from instructions)
Late 19th & Early 20th Century
Revivals: Colonial Revival

Materials
(Enter categories from instructions)
foundation Brick
walls Brick
roof Composition Shingle
other

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

Myrtle Beach Atlantic Coast Line Railroad Station
Name of Property

Horry County, South Carolina
County and State

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
Community Planning & Development

Period of Significance

1937-1952

Significant Dates

1937

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Narrative Statement of Significance

Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

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

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:

X State Historic Preservation Office
__Other State agency
__ Federal agency
__ Local government
__ University
__ Other
Name of repository:
S.C. Dept. of Archives & History

Myrtle Beach Atlantic Coast Line Railroad Station
Name of Property

Horry County, South Carolina
County and State

10. Geographical Data

Acreage of Property Less than one acre

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	17	395970	3730110	3			
2				4			

___See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)
Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Courtney Foley, Preservation Planner
organization The Jaeger Company date 1 May 2002
street & number 119 Washington Street telephone (770) 534-0506
city or town Gainesville state GA zip code 30501

Additional Documentation

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)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name City of Myrtle Beach
street & number P.O. Box 2468 telephone (843) 918-1055
city or town Myrtle Beach state SC zip code 29578-2468

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.0. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

Description of Present and Historic Physical Appearance:

The Myrtle Beach Atlantic Coast Line Railroad Station, constructed in 1937, is located on the street that runs between Jackson Street and 8th Avenue, with railroad tracks on the north side. The station is situated on an open sandy lot with the landscaping limited to three existing trees on the north side of the building. It is associated with the property sub-type, "Landmark Buildings," as identified in the Multiple Property Listing, "Historic Resources of Myrtle Beach, South Carolina." (See *Photos 1-3.*)

The railroad station is an eclectic example of architecture, pulling in elements that relate to several different styles, including Colonial Revival, Craftsman, and Mission Styles. The station was constructed in 1937 by the Myrtle Beach Farms Company and turned over to the Atlantic Coast Line (ACL) on May 6, 1937.[1]

The ACL had standard depots that were built in two basic configurations. Although some variation existed from station to station, generally the construction method and detailing were the same.[2] The Myrtle Beach railroad station seems to be a greater variant than usual because actual construction was carried out by Myrtle Beach Farms rather than the railroad company. ACL simply requested in 1936 that Myrtle Beach Farms build a depot that was a "combination freight and passenger station . . . of materials and in a manner satisfactory to the Atlantic Coast Line Railroad Company and according to plans and specifications to be furnished by the Chief Engineer of the Atlantic Coast Line Railroad Company, the said station to be thirty (30) feet, more or less, in width and one hundred and thirty five (135) feet, more or less, in length."[3]

The Atlantic Coast Line Railroad Station is a bi-level ACL No. 2 Depot that is 30 feet wide and approximately 112 feet in length with a 25-foot covered loading area adjacent to the freight room on the west side facade that is a continuation of roofline. This one-story rectangular building was constructed with the standard ACL bi-level floor plan that has a raised freight room with steps leading down to the lobby/office area, which are on ground level. While the plan of the station conforms to the standard ACL depot, the exterior materials and details vary markedly from other ACL railroad stations built in North and South Carolina during the same time period.[4] The brick bearing walls are laid in a common bond pattern of one header row and five stretcher rows. The station has a low hip roof with asphalt shingles and an open, wide eave overhang, and has a square bay on the north front facade. A brick chimney is located on the ridge line. A continuous soldier brick belt course runs along the upper portion of the building, above the doors and windows. The fact that Myrtle Beach Farms,

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[1] "Atlantic Coast Line News." July-August 1937. Vol. XVIII, No. 4.
[2] Hill, Buddy. "ACL No. 2 Depots." *Lines South*, Vol. 14, No. 4, 4th Quarter 1997, pgs. 4-17.
[3] Horry County Deed Book N-6, p. 188.
[4] Hill, pgs. 4-17.

rather than the railroad company itself, paid for the construction of this station, most likely accounts for the non-standard decorative features such as brick siding, a Mission-style bay rather than the typical gable dormer, a hip roof, and Colonial Revival details.

The north front facade faces the railroad tracks and features two freight doors and one pedestrian door. (See *Photos 4* and *5.*) The pedestrian door is located close to the east end of the building and provides access into the waiting room/lobby. The wood door features a fixed six pane glass above two horizontal wood panels. A six-pane transom is located above the door and six-pane sidelights flank this doorway. (See *Photo 6.*) The sidelights, like all the windows on the building, have concrete sills. To the west of this entrance are two nine-pane fixed windows and a square bay. The bay has a stepped parapet roof and coping along the upper ridge that reflects the Mission Style. (See *Photo 7.*) A nine-over-nine paired window with a segmented head is located in the center of the bay and there is an oculus window above. A door to the clerk's room/office is located on the east bay wall while a nine-over-nine window is located on the west bay wall. Exposed scroll-sawn rafter tails extend from the bay eaves. The remaining portion of the facade is the exterior of the freight room. This section features a raised wooden platform supported by brick piers. (See *Photo 8.*) Two freight doors provide access into this portion of the building. The large doors are constructed of beaded board with exterior cross bracing that makes the single door look like two door from the outside. The doors have concrete lintels. Three small fixed sash windows covered with iron security bars are spaced evenly along the platform portion of the building.

The west side facade features a rolling double freight door in the center. (See *Photo 9.*) A full-width covered loading area was formed by an extension of the hip roof and supported by wooden posts with struts on brick piers. Historically this area served as an exterior freight room where freight could be stored after operating hours of the depot. A exterior platform at the same height as the interior freight room extended away from the building beneath the roof and was tied in with the platform on the north side of the building. As seen in a 1953 historic photograph, a ramp was located on the west side of this exterior freight platform at the southwest corner. (See *1953 Historic Photograph.*)

The south rear facade is identical to the north front facade along the freight portion of the station with the exception of the south facade not having a loading platform. (See *Photo 10.*) Two wooden, rolling freight doors and three fixed sash windows are located on this side. A door providing access to the clerk's office is flanked by a nine-over-nine double-hung sash window to the west and two small fixed pane windows to the east. In addition, another nine-over-nine double-hung sash window is located close to the southeast corner.

The symmetrical east side facade contains the main passenger entrances into the lobby. (See *Photo 11.*) When built, this station had segregated waiting areas that were both accessed from this facade—the smaller African-American waiting area was to the south. The wood doors feature a fixed

six pane glass above two horizontal wood panels. A six-pane transom is located above each door. A nine-over-nine double-hung sash window is located to the outside of the doors on either side. (See *Photo 12.*)

The interior of the station is divided into three areas—passenger, office, and freight. The passenger and office areas are 27 feet long combined and the freight room is approximately 75 feet in length. The passenger area is located at the east end of the station on grade, with access gained either through the two doors on the east end or the door on the north front. Originally, this area contained segregated waiting areas. The wall dividing the area no longer exists, although its location remains easily identifiable on the ceiling, wall, and floor. (See *Photo 13.*) The walls in the lobby are drywall, the ceiling is bead board, and the floor is concrete that has been scored and colored to look like tile. This area contains three bathrooms, one for the African-American waiting area and two for the white waiting area. The bathrooms are located against the exterior walls and each has a small fixed window. Each has a single toilet and sink that are typical of the time period and appear to be original. (See *Photo 14.*) The doors to the bathrooms are wood with five horizontal panels and have a nine pane transom above.

To the west of waiting area is the clerk's office. The ceiling in this area is bead board as well. The walls are plaster with the exception of the north bay wall which is painted brick. A fourth bathroom for employees was originally located on the south side of the clerk's office and was not accessible from the waiting rooms. The wall of this bathroom is no longer standing but the former location is easily seen on the ceiling. The former location of the safe can be seen on the floor of the depot master's office in the projecting bay. (See *Photo 15.*) A wood partition divides the depot master's office from the rest of the clerk's area. Additionally, the stove flue is located in the center of the west wall.

Beyond the clerk's office is the freight room, which takes up a majority of the interior space. (See *Photo 16.*) This room can be accessed from the clerk's office via two doors that lead to a small landing with steps against the south exterior wall that lead up to the raised freight room. (See *Photo 17.*) The freight room is one large room with sliding freight doors and fixed windows along the north and south walls. The freight doors still maintain their original rolling hardware, handles, and locks. Door pockets made of wide wood boards, in which the open rolling doors would rest, originally existed for all the doors. These pockets are missing along the north wall. (See *Photos 18-22.*) The walls are unpainted brick. The ceiling is exposed roof trusses and the floor consists of wood boards that run east-west. (See *Photo 23.*)The windows have segmented heads. In the northeast corner of the room there is an existing wood stud and wire enclosure with wood cabinets along the east wall. (See *Photo 24.*)

Narrative Statement of Significance (Areas of Significance)

The Myrtle Beach Atlantic Coast Line Railroad Station is significant in the area of *Transportation* because of its role in the transport of passengers and materials into Myrtle Beach during its early period of growth and prosperity, in the area of *Architecture* as an example of an unusual variant of the standard railroad station used by the Atlantic Coast Line Railroad during the first half of the Twentieth Century, and in the area of *Community Planning and Development* for its association with the Myrtle Beach Farms Company, who was responsible for the construction of the station and for the development of Myrtle Beach into a vacation destination in the early- and mid-Twentieth Century.

In the area of *Transportation*, the station is significant for its role in the transport of passengers and materials into Myrtle Beach during an early period of growth and prosperity as a residential community and a tourist destination until 1945. The station was the terminus for food, furniture, and building materials that the growing community needed. In addition, the station is significant for the longevity of regular passenger service use that lasted until 1955, at which time it was one of only three Atlantic Coast Line regular passenger train routes remaining in operation.

In the area of *Community Planning and Development*, the station is significant for its association with the Myrtle Beach Farms Company. This company was organized in 1912 and was a major factor in the development of Myrtle Beach from a naval stores operation into a thriving beach community because of their large land holdings. In 1936 the company entered into a land exchange with the Atlantic Coast Line Railroad in which the company was responsible for constructing the new depot and then relinquishing ownership to the railroad.

In the area of *Architecture* the property is significant as an example of an unusual variant of the standard railroad station constructed for use by the Atlantic Coast Line Railroad. Although it has the same floor plan as a standard bi-level ACL No. 2 Depot, the exterior architectural detailing is much more elaborate than other Atlantic Coast Line Railroad stations. The station has noticeably more elaborate details than other No. 2 Depots in the south. The station has a hip roof, rather than the more common gabled roof and is built with brick bearing walls rather than the standard board-and-batten siding. Also, the square bay has a stepped parapet roof with Mission detailing rather than the more common gable over the bay. Nine-over-nine double-hung sash windows were used rather than the standard six-over-six windows found throughout ACL stations in the south. In addition, more elaborate window detailing (concrete sills or lentils) and a decorative belt course above the windows show Colonial Revival influences. Scroll-sawn rafter ends and the large roof overhang with open eaves show influence of the Craftsman Style. The Myrtle Beach Atlantic Coast Line Railroad Station

is representative of the many landmark buildings built in Myrtle Beach in the mid-twentieth century, such as schools, churches, commercial downtown structures, and commercial industrial buildings constructed to accommodate the growing population of the city.[5]

National Register Criteria

The Myrtle Beach Atlantic Coast Line Railroad Station is eligible for listing in the National Register of Historic Places under Criteria A and C. The property is eligible under Criterion A for its association with transportation and the Myrtle Beach Farms Company, both of which were major influences in the prosperous development years to 1945.

Eligibility for Criterion C is based on the historic architecture of the station itself. The station was built in 1937 by a private company rather than the railroad and represents a variant in stylistic details that is not found on other stations built by the Atlantic Coast Line Railroad.

Developmental History/Historic Context[6]

The beginnings of the Myrtle Beach that exists today dates to 1881 when the Burroughs and Collins Company of Conway, South Carolina, purchased much of the land in the area. The company was owned by F. G. Burroughs and B. G. Collins who established an extensive naval stores (turpentine, tar, and resin) operation and later a timber operation. Developing the area as a beach resort had been F. G. Burroughs' dream and he had hoped to see the extension of the railroad from Conway to Myrtle Beach to open up the area to vacationers as well as provide shipping for his timber and naval stores business. By 1900, three years after Burroughs' death, his dream became a reality.

The Conway and Seashore Railroad, later the Conway Coast and Western, a 14-mile tram road, was constructed in 1900. It ran from Conway to Myrtle Beach and connected with the Atlantic Coast Line Railroad at Conway. Originally this tram road served to haul logs, naval stores, and produce away from the Myrtle Beach area. In addition, as Burroughs envisioned, the rail line provided improved access to the beach for vacationers and the resort began to grow.

By 1912, the Myrtle Beach Farms Company was organized by F. A. and D. M. Burroughs of Burroughs and Collins, their associate James E. Bryan, Sr., and Simeon B. Chapin of New York and Chicago. Original holdings totaled 65,000 acres and the principal businesses were farming, lumber, and real estate development. In 1914 a sand road was built from Conway to Myrtle Beach via

[5] "Atlantic Coast Railway News."
[6] This information, unless otherwise footnoted, has been taken from the *Historic Resources of Myrtle Beach Multiple Property Documentation Form*, Amy C. Kissane, 1995.

Socastee (now known as the Old Conway Highway, SC Hwy 15). Although road improvements were made, the railroad continued to be the major access route for tourists, who were coming in increasingly large numbers.

The late 1920s was a period of significant growth in Myrtle Beach's history, sparked primarily by the vision of John T. Woodside. In March of 1926, John T. Woodside Textiles of Greenville, S.C., purchased 65,000 acres from Myrtle Beach Farms Company for $850,000. (Woodside operated under the names Myrtle Beach Estates/Myrtle Beach Sales Company/Myrtle Beach Investment Company.) Myrtle Beach Farms retained ownership of the Pavilion (on the site of the present Pavilion Amusement Park) and surrounding property. Soon after Woodside bought out Myrtle Beach Farms, lights were improved and streets were paved. In 1926, the tram road was taken over by Atlantic Coastline Railroad and developed into a standard railroad track, which brought Pullman service to Myrtle Beach.[7] Although some of his plans were carried out, the stock market crash of 1929 resulted in the loss of Woodside's fortune and subsequently his Myrtle Beach property.

In addition to the real estate development that occurred in the 1920s and 1930s, infrastructure improvements took place as well. In 1929 the Old Conway Highway from Socastee to Myrtle Beach was paved with rock and asphalt and some streets in the area of the railroad station were hard surfaced as well. In the late 1930s a drawbridge across the Intracoastal Waterway at U. S. 501 was built for train and car traffic. The railroad brought in building supplies for the construction of the new hotels and once they were constructed, furniture and food for the successful operation of the hotels.

In 1934 several railroad improvements were deemed necessary because of "the continuing increase of this [recreational] use" of Myrtle Beach. Mr. S. B. Chapin pointed out the need for moving the railroad station a few hundred feet west to the large triangle of railroad property (where the present station now sits) to land currently occupied by spur tracks. It was also noted that the freight yards could be located on the opposite side of the tracks near the spur track that enters from the airport at the Intracoastal Waterway as this track would bring "much freight and many people from the air and water craft to Myrtle Beach.[8]

In November 1936 the Atlantic Coast Line Railroad Company sold to Myrtle Beach Farms Company two parcels of land for $1—one with the existing depot on it and another on which to build a new railroad station that met the specifications of the Chief Engineer of the Railroad in a reasonable amount of time. Upon completion, the new station would become the property of the Railroad.[9]

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[7] Southern, J. B. "Monday Morning Line." No Date.
[8] Memorandum by Warren H. Manning, November 20,1934.
[9] Horry County Deed Book N-6, p. 188.

The new Atlantic Coast Line Railroad Station was dedicated on May 6, 1937, when the building was turned over to the Atlantic Coast Railroad by the Myrtle Beach Farms Company. By this time Myrtle Beach had become a modern, rapidly growing beach resort and was the destination of many tourists, including honeymooners.[10] In 1938 the amount of currency being shipped between Conway and Myrtle Beach had increased to the extent that local citizens warranted concern about the lack of a mail clerk aboard the train.[11]

The Atlantic Coast Line had an extensive network of mixed trains—local freight trains with at least one passenger-carrying car, with the first priority being freight transport. These mixed trains were found throughout the rail network in the 1930s. Up through World War II and into the 1950s, the demand for passenger cars decreased as automobile travel became a more popular mode of travel.[12]

The new Atlantic Coast Line Railroad Station continued to be used for both freight and passenger service up into the 1950s. In addition to tourists, servicemen at Myrtle Beach Air Force Base often arrived by train.[13] By 1955, the Chadbourn, N.C.—Myrtle Beach route was one of only three mixed train routes left. The passenger service to Myrtle Beach was discontinued on March 16, 1955.[14] Although passenger service was halted, ACL continued to deliver freight to Myrtle Beach and use the depot until 1967when the property was sold to the Steven's Corporation. Occasional passenger trains continued to run on the rails for special events. The last documented special event passenger train left Myrtle Beach on October 23, 1986 and traveled to Conway, S. C. for a Democratic Party rally. Freight continued to be transported to the station up until 1988, when the Pine Island Drawbridge closed in November of that year[15].

In 1967 the Steven's corporation had a survey of the area surrounding the station prepared in order to purchase the property. Christopher Yahnis purchased the property from the Trustees of the Niles Stevens Estate in 1986. The City of Myrtle Beach, the present owner of the station, purchased the property from Yahnis in June of 2000.[16]

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[10] "Atlantic Coast Line News." July-August 1937. Vol. XVIII, No. 4; letter from Betty McCall Graham, December 21, 2000.
[11] "Mail Clerk, Myrtle Beach to Conway." Myrtle Beach News April 14, 1938.
[12] Goolsby, Larry. *Atlantic Coast Line Passenger Service: The Postwar Years.* Lynchburg, VA: TLC Publishing, 1999, p. 94.
[13] "WWII veterans recall building MB Air Base." Myrtle Beach Sun-News, May 13, 1991, p. 1.
[14] Goolsby, p. 97.
[15] Memo from Fred Hamilton to Kelly Mezzapelle, October 22, 2001.
[16] Plat for Stevens Corporation, December 6, 1967; Horry County Deed Book 1103, p. 542; Horry County Deed Book 2267, p. 777.

9. Major Bibliographic References

"Atlantic Coast Line News." July-August 1937. Vol. XVIII, No. 4.

Goolsby, Larry. *Atlantic Coast Line Passenger Service: The Postwar Years.* Lynchburg, VA: TLC Publishing, 1999.

Hill, Buddy. "ACL No. 2 Depots." *Lines South*, Vol. 14, No.4; 4th Quarter 1997, pgs. 4-17.

Horry County Deed Books

10. Geographical Information

Verbal Boundary Description

The proposed boundary for the nominated property is shown as the black line marked "MB Train Depot" on the accompanying Horry County Tax Map 181-6, drawn at a scale of 1" = 100'.

Boundary Justification

The boundary is restricted to the historic building and platform.

The following information is the same for each of the photographs:

Name of Property:	Myrtle Beach Atlantic Coast Line Railroad Station
Location of Property:	Between Jackson Street and 8th Avenue, Myrtle Beach Horry County, South Carolina
Name of Photographer:	Jack Thompson
Date of Photographs:	May 2002
Location of Original Negatives:	S.C. Department of Archives and History

1. Southeast corner
2. Southwest corner
3. Northeast corner
4. North elevation
5. North elevation detail
6. North elevation detail
7. North elevation detail
8. North elevation loading dock
9. West elevation
10. Historic Photograph, 1953
11. South elevation
12. East elevation
13. East elevation detail
14. Remains of wall marking segregated waiting rooms
15. Bathroom detail
16. Clerk's office
17. Freight area
18. Steps to freight area
19. Freight ceiling and doors
20. Interior view of freight door
21. Freight door detail
22. Freight door detail
23. Door pocket
24. Freight area walls and floor
25. Freight security cage