

**WINCHESTER REVITALIZATION COMMITTEE REGULAR MEETING
MONROE CITY HALL COUNCIL CHAMBERS
300 W. CROWELL STREET
MONROE, NORTH CAROLINA 28112
JUNE 5, 2025 -- 2:00 PM
AGENDA
www.monroenc.org**

1. Call to Order – Chair/Councilwoman Anthony
2. Welcome and Introductions Anthony
3. Approval of Minutes – May 1, 2025 Regular Meeting Anthony

STATUS AND UPDATES:

4. LandDesign Visioning Session Wells
5. A Monroe, North Carolina Railroad Story: The Roundhouse and Turntable – A Study for the Winchester Revitalization Project by S. David Carriker, D.Min. Campo
Campo
6. Winchester Turntable Site Identification Watson
7. Winchester High School, Historical Signage Campo
8. Brownfield’s Environmental Status/Remnant Properties Update Sholar/Campo
9. Winchester Cultural Overlay Campo/Kerner
10. Other Business (if any) Watson
11. Adjourn Anthony

Next Meeting: July 3, 2025 @ 3:00pm

**WINCHESTER REVITALIZATION COMMITTEE REGULAR MEETING
MONROE CITY HALL COUNCIL CHAMBERS
300 W. CROWELL STREET
MONROE, NORTH CAROLINA 28112
MAY 1, 2025 – 3:00 PM
MINUTES**

The Winchester Revitalization Committee of the City of Monroe, North Carolina met in the City Hall Council Chambers located at 300 West Crowell Street in Monroe, North Carolina at 3:00pm on May 1, 2025 with Chair Surluta Anthony presiding.

Members Present: Council Member Surluta Anthony (Chair), Mayor Robert Burns, Council Member Julie Thompson, Eleanor McGinnis, and Clerk Angie Carnes

Members Absent: Eric Hall, Celestine Alsbrooks, and Minnie Atwater

Staff: City Manager (CM) Mark Watson, Assistant City Manager (ACM) Jeffrey Wells, Assistant City Manager (ACM) Lisa Hollowell, Strategic Projects Manager (SPM) Teresa Campo (Staff Liaison), City Attorney Richard Long, Senior Staff Attorney (SSA) Terry Sholar, Director of Engineering Sarah McAllister, Director of Planning and Development Lisa Stiwinter, Senior Planner (SP) Keri Mendler, Planner I (Planner) Patrick Blaszyk, Grant Administrator Lisa Kerner, and Payton Mills, Webmaster

Visitors: S. David Carriker, D.Min.

Item No. 1. Call to Order and Item No. 2. Welcome and Introductions. Chair Anthony called the Winchester Revitalization Committee Meeting of May 1, 2025 to order at 3:00pm, welcomed everyone in attendance, and thanked everyone for all the work and energy. A quorum was present.

Item No. 3. Approval of Minutes – April 3, 2025 Regular Meeting and Item No. 4. Approval of Minutes – April 14, 2025 Special Meeting

The Minutes from the April 3, 2025 Regular Meeting and the Minutes from the April 14, 2025 Special Meeting were presented for review and approval. Member Thompson made a motion to approve the April 3, 2025 Minutes and the April 14, 2025 Minutes as presented. Mayor Burns seconded the motion, which passed unanimously.

Item No. 5. Current Status and Update

CM Watson advised the April 14, 2025 Special Meeting with LandDesign was outstanding, and he was encouraged by the level of participation, comments, and the insight of those that live in the community. CM Watson advised that we were moving forward in a positive direction.

Item No. 6. Winchester History Project Special Guest Speaker, David Carriker, and Sponsor, Patrick M. Blaszyk (Planner I).

SPM Teresa Campo advised that a public record would be made during the meeting featuring Dr. Carriker as his presentation would be recorded.

SPM Campo introduced Dr. Carriker, a historian and public speaker and specialist on railroads. SPM Campo advised Planner I Patrick Blaszyk and Dr. Carriker have a long-standing relationship and Patrick would be facilitating the discussion. Patrick advised he has known Dr. Carriker for several years. Dr. Carriker has conducted research for pictures of the roundhouse for over 20 years, and Patrick joined that research approximately three or four years ago. Patrick added he is an avid rail historian. Also, Patrick advised many of his family members over several generations worked on the railroad in western New York. Patrick Blaszyk introduced Dr. Carriker and turned the meeting over to him to share his research.

Dr. Carriker stated Monroe has a rich and vital railroad history, and he advised he began his research about 40 years ago not realizing he would be here now. He advised he had graphics to present. It began in 1854 when a railroad wanted to build track from Wilmington to Charlotte and continue to the mountains. He advised things were different back then in the way that they built railroads and pointed out the line from Wilmington was the one that they had laid out on paper but as soon as they started this project, they ran into all kinds of problems and the first of which was the track was going to miss Charlotte by 25 miles and it was going to miss Monroe altogether. Dr. Carriker advised of the history of the actions and steps that were taken to get to the railroad we have today and all information is in his presentation that is attached to these Minutes as Exhibit A.

Dr. Carriker advised that in his opinion Monroe was on to something really good here and this committee had a wonderful opportunity ahead of them. Dr. Carriker advised that he knew of no other roundhouse in South Carolina, Georgia, Florida, or Tennessee except North Carolina had one at the NC Transportation Museum in Spencer with a roundhouse that had survived the post-steam era.

Dr. Carriker advised he could come back for other questions if he was needed but he fully supported what he had heard so far about what this committee was planning on doing and he hoped that it came to pass quickly because he knew it had been brewing for quite some time. Dr. Carriker stated he was with Amtrak for 24 years and he and all of his railroad colleagues wanted to see the railroad come back.

Mayor Burns thanked Dr. Carriker and Planner Patrick Blaszyk for all the information and for getting this started. Mayor Burns advised it was incredibly impressive the amount of thought that was put into this, and he was grateful that this is being recorded for the City's records. Mayor Burns advised it was a shame that so much history had been lost and this was such a great start to help jumpstart this project even more so!

Council Member Anthony advised she appreciated Dr. Carriker's passion, knowledge, and enthusiasm and stated she was grateful he took the time and that was absolutely an amazing amount of history and she appreciated it.

CM Watson advised he was encouraged by the interest in this history and the future because what we were doing was setting the stage for the future and what people understand about Winchester and that the railroad is forever linked with Winchester's past and a huge part of this project, and he was excited about it.

Item No. 7. Winchester Planning LandDesign Update. ACM Jeffrey Wells advised LandDesign needed additional information from the committee. He stated LandDesign is working to compile the feedback they received and developing a series of maps and graphics that contain important historical and social context of the neighborhood, as well as research precedents from around the country. LandDesign plans to include demographics, constraints, and opportunities and refine goals for each of the projects. In addition, they are defining the development site for the Linear Park. LandDesign requested access to the audio history and SPM Campo has provided the information and they also asked for copies of any historical neighborhood railroad photos. ACM Wells asked the committee to schedule a visioning session in early June and asked the committee for dates. ACM Wells suggested the June Winchester Committee Meeting be held at an earlier time in order to accommodate the approximate two hours needed for the presentation. CM Watson inquired as to whether or not community participation was needed or necessary for this visioning session, and ACM Wells advised that it would be best if the attendance was limited to the committee and select invited stakeholders, because this would be a project visioning goal refinement meeting and the discussions would need to be more targeted. ACM Wells advised LandDesign indicated they would continue to work on their end to set the agenda and to coordinate the necessary attendees; so, it needed to be a smaller group, the committee and maybe just a few key staff and maybe just a few key neighborhood folks. ACM Wells advised he would suggest to LandDesign that we would move up the meeting time for the June 5 meeting and can circle back if they can't make that time work. There was a discussion that all committee members need to attend that June meeting and visioning session, and it was decided that ACM Wells would inquire if LandDesign thought that moving the June 5 meeting up one hour to 2:00 or possibly 1:30.

Item No. 8. Brownfields Environmental Status/Remnant Properties Update. Senior Staff Attorney Sholar advised the study continues to be under review and everything is progressing well. SSA Sholar advised the environmental consultants have supplied the additional information to the Brownfields project. He stated there was some discussion because of the

layout of the Brownfields area and the City property was identified primarily but there was one remnant property that had an intervening parcel that was privately owned, and after some discussions, the idea was to include all City property. SSA Sholar advised that was not going to affect the Brownfields itself and that way any potential liability issues for the City would be eliminated, so that was the direction being taken at this point. CM Watson inquired of SSA Sholar if the whole property was being surveyed or if it was just a Brownfield survey and whether it was a perimeter survey or just Brownfields. SSA Sholar advised it was a Brownfield survey but that included a boundary survey of all the properties and all the parcels that are involved. It would also include location of contaminated areas and all the restrictive covenants that go with the properties, so it did include a boundary survey of the entire project area. CM Watson advised that when you look at this property, particularly where the railroad buildings were in comparison to what was there today, the railroad has quite a bit of materials stored on what looks like City property so that is something that would need to be addressed with the railroad, but he would like to have that survey done first. SSA Sholar advised he would alert the surveyor to let us know when they have a boundary survey.

Item No. 9. Winchester National Register, Survey, Study/Cultural Overlay. SPM Campo advised that she met with the State and that she and GA Lisa Kerner completed a summary survey, following the State's instructions. SPM Campo advised based on the research, Winchester did not qualify for the National Register. SPM Campo recommended the committee pursue the Heritage Communities recognition at the local level. SPM Campo advised she would work with GA Kerner and Planning to bring back the recommendation to the committee. She added Council action would be required to create the Heritage Community. Council Member Anthony advised there was a Masonic Hall that was built somewhere around 1908 and inquired if that had some type of historic credibility. SPM Campo advised we could seek for a designation from the State and she would research. Mayor Burns asked if funding was available and SPM Campo advised we were hoping to receive consultant assistance from the State. Mayor Burns added that he was contacted by people who have interest in the project and may have future funding opportunities as we go forward.

Item No. 10. Other Business. Council Member Anthony advised that she was contacted by someone about putting a mural on the gym. She advised she didn't think it would be seen because it's not in an area that people see. CM Watson advised he was contacted by members of the Winchester community who had questions regarding the recently-refinished gym floor in the old Winchester gym and the question was why wasn't the Winchester "W" painted back in the center of the court so he looked into that. CM Watson advised that the City of Monroe logo was painted in the center of the court so he looked into that and current staff and folks that had been here for a while said for the last two or three times that the floor had been refinished, the City of Monroe logo or an "M" had been painted in the middle of the floor, so it had been quite some time since a "W" for the Winchester School had been painted in the middle of the floor. CM Watson also advised there had been discussion about what else could be done to remember Winchester School and the original purpose for the gym. He advised a suggestion was made that as you walked into

the gym itself to have a professional mural done there or doing some other signage on the back wall of the gym as you walk in. CM Watson advised Winchester School was K-12, so it wasn't just a high school so possibly having something else inside the gym that recognized the heritage and history of the school. CM Watson inquired what if on the front of the gym because the front of the gym was a big area, we had painted Winchester School and the years so it identifies that as Winchester School and it would also be a community marker and started with the branding that the committee talked about. CM Watson advised it could say Winchester School and it could have the years that it was there as well or a big "W" could be painted. CM Watson stated there were several things that could be done there that for folks that had gone to school there that they would have a little bit of school pride when they looked at it. Council Member Anthony advised the statue of the buffalo is already there and that would be really nice and bring back many memories. Council Member Thompson inquired what were the school colors, and CM Anthony advised they were navy blue and white. CM Watson requested SPM Campo add this item on the next meeting's agenda and be prepared to discuss this specific topic, ideas and how much it may cost. CM Watson added this initiative adds intrinsic value to the community and would be worth more than the actual cost. Committee Member McGinnis suggested not to use paint and instead, metal letters similar to the ones on the Science Center, to be more permanent.

SP Keri Mendler advised today was May 1 and May was National Preservation Month, which highlights areas across the United States to preserve history or historical structures so those discussions were fascinating, and she just wanted to put in a plug for National Preservation Month and all the activities that the City had going on this month. The committee members thanked her.

Item No. 11. Adjourn. There being no further business, Council Member Thompson made a motion to adjourn the Winchester Revitalization Committee Meeting of May 1, 2025. Member McGinnis seconded the motion, which passed unanimously.

The meeting adjourned at 3:59pm.

Surluta Anthony, Chair

Attest:

Angie Carnes, Clerk

A Monroe, North Carolina Railroad Story:

The Roundhouse and Turntable

2025, By S. David Carriker, D.Min.

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A Monroe, North Carolina Railroad Story: The Roundhouse and Turntable

By S. David Carriker, D.Min.

Introduction-

Monroe, North Carolina was the home of many particular features in railroading. They are not uncommon, but many no longer exist in Monroe, nor have they for 50-60 years. The older generation remembers many of these features, but the younger generation, as well as newcomers to Union County are in need of educational tools to learn and experience Monroe's railroad past. Story-telling begins the foundation for learning, but photographs, maps and on-site displays give memorable experiences. The Winchester Revitalization project can accomplish these goals for the community.

Monroe was formerly the home of a 100' long turntable upon which steam locomotives could easily be turned around. They are necessary for the sight of the engineer and crew which needed to see ahead of the train. Adjacent to the turntable was a 5-stall roundhouse, later expanded to 7-stall (1931-1946) both of which were built c.1908 by the Seaboard Air Line Railway.¹ The turntable and roundhouse are evident in several forms of media, including aerial photography and the Sanborn Fire Insurance Maps of the town.

The roundhouse would house the locomotives while being serviced for use in the adjacent 12-track (±) railroad yard.² Both the roundhouse and turntable were destroyed 1954-1958, as is evident in the analysis of comparative photographs and information.³

In addition, there were two water tanks on opposite ends of the yard which were used to fill the tenders of the steam locomotives that were used prior to 1953.⁴ They were sizable features which fed the locomotives thirsty for water.

There was a fine Union Depot for freight and passenger service that stood at the end of Depot Street. It served passengers, shippers and store-clerks in the exchange of goods. This one building was instrumental in opening up Union County to the rest of the country. The building existed from 1874 until about 1978, about 105 years of service.

There were also auxiliary buildings and tracks for each of the structures to assist with the task of each facility.⁵ To review the purpose for their existence and the timeliness of fulfilling that role, the history of the railroad will enlighten the reader.

¹ They first appear on the 1908 Sanborn Map [Library of Congress, afterward: **[LOC]**, Sanborn Fire Insurance Map from Monroe, Union County, North Carolina, 1908].

² The size of the yard is evident in the 1930 Sanborn Map [LOC, Sanborn, 1930]

³ Seaboard Air Line RR dieselization occurred in 1953 for switchers and 1955 for road locomotives. Aerial Photographs of Union County, NC [1959] reveal that the structures were removed.

⁴ The water towers were filled by water pumps from deep wells and then would fill the locomotive tenders.

⁵ Ibid., [LOC, Sanborn, 1930 & 1947].

A History of the Rail Line-

Plans to build a railroad in this area began with the Wilmington, Charlotte & Rutherford Railroad Company in 1854. This was the first of the planned railroads in North Carolina to reach westward from Wilmington to Charlotte and mountains in the southern portion of the state. There were other plans from the coast to the mountains in the central portion of the state and in southern Virginia.

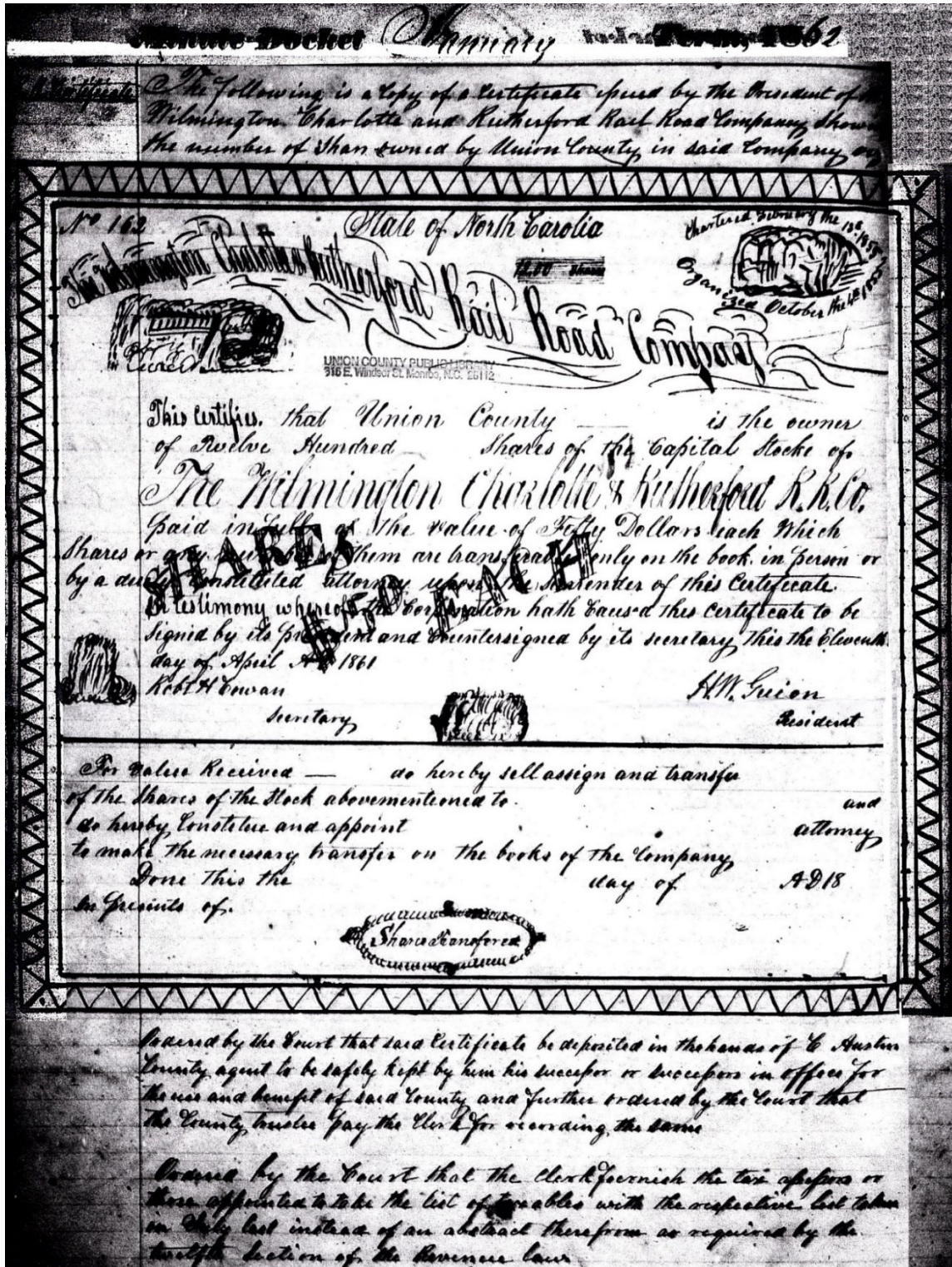


Two Shares of stock of the Wilmington, Charlotte & Rutherford RailRoad Company sold March 28, 1861, just 15 days before the Civil War began.

---Collection: S. David Carriker

The railroad company experienced great difficulty funding the construction costs from the very beginning. The lack of funding from people, businesses, communities and counties along the route included the areas through which the railroad was to be built. This financial delay was a hinderance to the first railroad's development. As a result, a committee was established with a member from each county to gain stock subscriptions. The counties were Brunswick, Columbus, Bladen, Robeson, Richmond (and Scotland), Anson, Union and Mecklenburg in the eastern portion. To the west of Charlotte were Gaston, Lincolnton, Cleveland and Rutherford Counties. One delegate from each county was to be selected to have a seat on the committee on

behalf of the county served.⁶ The county's committee member would encourage the excitement of the new rail line for their county and eventually be the agent for stock sales.



\$60,000 of stock [1200 shares at \$50], purchased through the Union County Court, 1861
 ---Collection Of The History Room, Union County Library, Monroe, NC

⁶ Wilmington, Charlotte & Rutherford RR Minutes and Resolutions for 1861.

The committee members would sell stock shares [and later, bonds] to individuals and store-owners, business people and those who would prosper from the new rail line. The County of Union in North Carolina was in the forefront of subscriptions from the beginning. Twelve hundred shares at \$50 per share were purchased by Union County, through the Superior Court at a cost of \$60,000 on April 15, 1861.⁷ The purchase was made three days after the beginning of the Civil War and was most likely an attempt to hasten the construction of the line. Local efforts to bring the railroad to Monroe are due to the efforts of one man and the support he received through railroad subscriptions. That man was Major David Anderson Covington.

Covington (1809-1870) was the Clerk of Superior Court and the Mayor of Monroe [1867].⁸ He is buried in the Suncrest Cemetery beneath a substantial granite marker, as is his son and grandsons, all bearing the same identical name.⁹ Through his efforts in 1861, Union County contributed \$60,000. Through his efforts in 1866 Monroe was guaranteed to be the site of the new railroad! Unfortunately, he missed seeing the railroad enter his hometown by three years, as he died in 1870.¹⁰

But back on Valentine's Day, 1855, the railroad company was incorporated in North Carolina.¹¹ In the following month the rough surveys were completed from Wilmington to Monroe and Charlotte. But the grading of the roadbed did not until twenty-two months later, on January 1, 1857, near Wilmington.¹² ...and Monroe sat 158½ miles away!

Delays began immediately. The company officials could not begin the actual laying of rails for another two years in March of 1859. The rails had to be ordered from overseas, then delivered to Wilmington by ship. Most likely, they would have been off-loaded on Eagle's Island and moved to the bluff where the railroad would begin. Once construction actually began, the line began to take shape. Construction started on the west-side of the Cape Fear River at Mares. The line was straight at a tangent of 22½° north of due west. In 1859, the crossing of the Cape Fear, along with the swamps and swashes, was not part of the plan.

The actual construction began at "Riverside" [now, Navassa, NC], directly across the river from Wilmington and continued on a straight, level line [an air-line], exactly 22½° north of west to Charlotte. The town of East Arcadia was reached in December, 1859, a distance of 21½ miles.¹³

⁷ Union County [NC] Court Minutes 1852-1867, Volume D, January 1862. (the original is in Department of Archives and History, Raleigh, NC; this copy is from the collection of the Union County Library, Monroe, NC).

⁸ Monroe, North Carolina - Miscellaneous History: "Maj." David Anderson Covington - Early Pioneer

⁹ Suncrest Cemetery, Bickett Street, Monroe, NC

¹⁰ **Major David Anderson Covington, Sr.** (October 18, 1809-March 15, 1870). He was Mayor of Monroe in 1862. He had a son who died at 19 months, whose name was...

David Anderson Covington, II (November 8, 1849-June 18, 1851). The Senior's next son was...

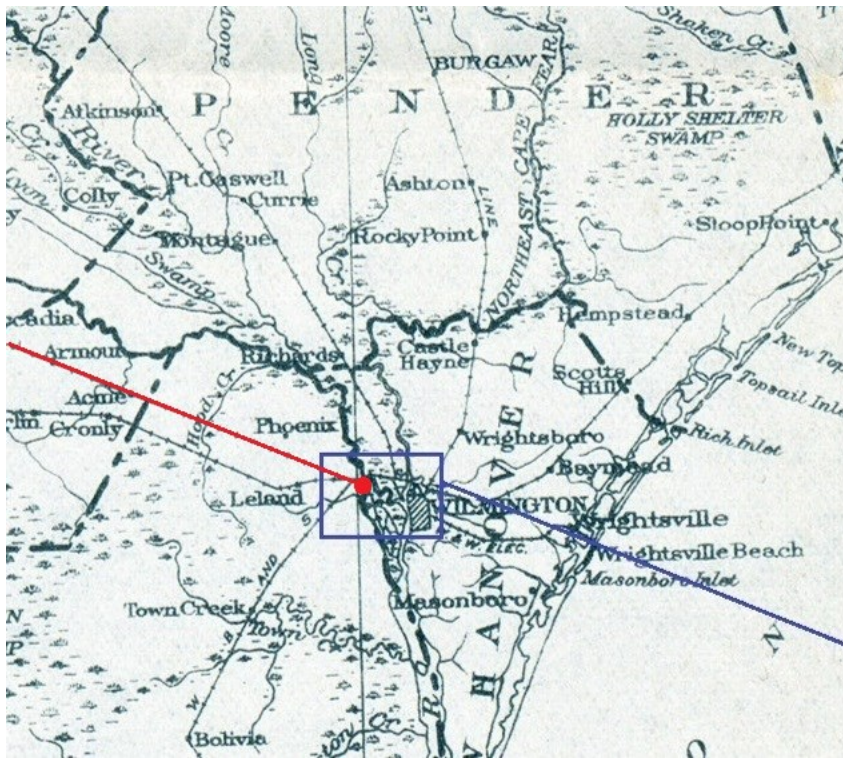
Senator [NC] David Anderson Covington, Jr. (December 2, 1853-December 12, 1898) who was also Mayor of Monroe in 1877 and was an attorney in Union County, NC. His son was...

Professor David Anderson Covington, III (April 1, 1884-February 15, 1909) had been appointed the Chair of the Greek Department at Wake Forest University, when he died of Typhoid Fever at 24. For 100 years this name held prominence in Union County, but the Major had no other surviving male descendants.

¹¹ WC&R Incorporation Feb. 14, 1855.

¹² WC&R Reports and Minutes, 1857.

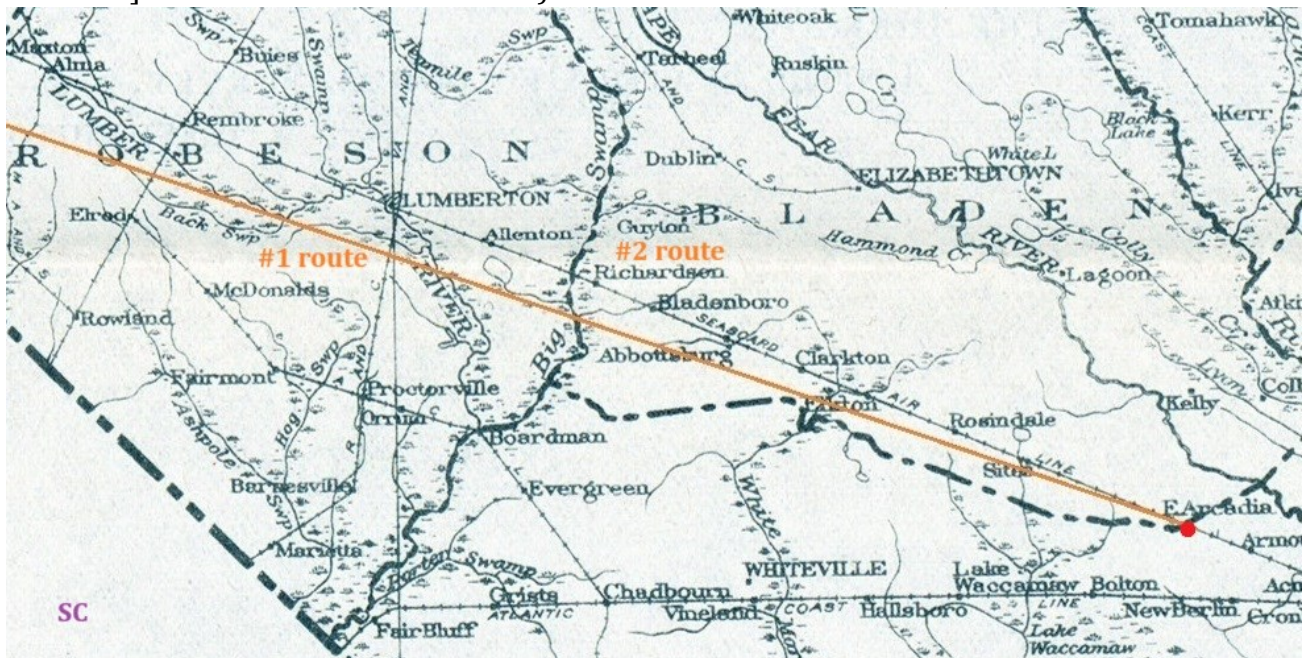
¹³ WC&R Reports and Minutes, 1859.



But the next difficulty in the establishment of the line became evident on this new air-line route to Charlotte. The tangent of the track would miss Charlotte by twenty-five miles on the south side [the orange line on the map below]. In addition, it would take the line of the track 18-miles into South Carolina, which was not authorized in the North Carolina charter, nor by the State of South Carolina. In Union County, the line would bypass Monroe on the north side by five miles! Therefore, at East Arcadia a correction was made by 3°, north to eliminate the variation.

1) original line in red, 22½° north of west.¹⁴

Now construction could continue from East Arcadia, NC to Pembroke in December 1860, to Shoe Hill Creek on April 17, 1861, (milepost 85.5 from Riverside [18 miles from the first terminus] and 64½ miles from Monroe).¹⁵



2) the second route, 25½° north of west.¹⁶

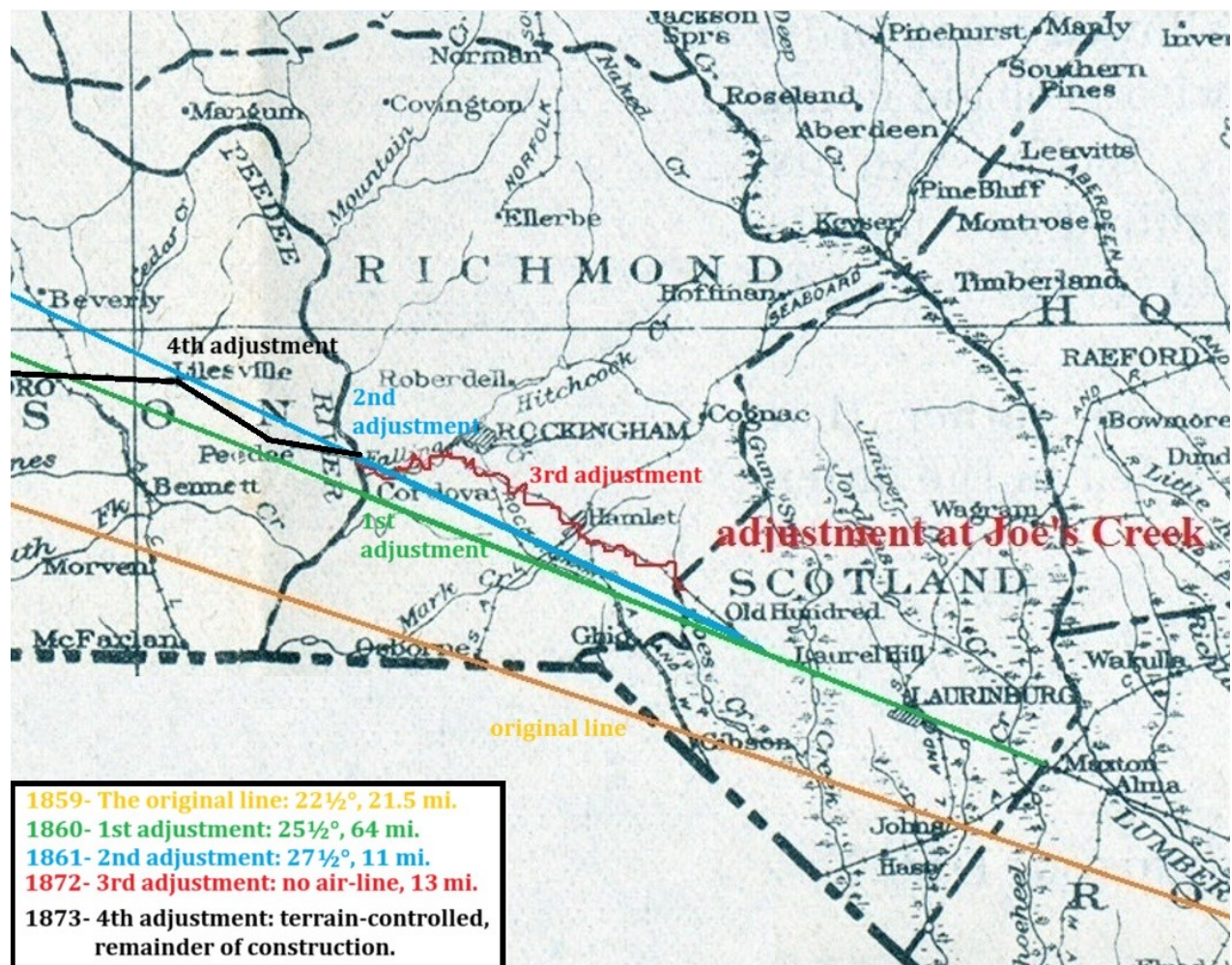
¹⁴ The Map of the Route of the Wilmington, Charlotte & Rutherford Railroad Company, SDC, 2020.

¹⁵ Ibid.

¹⁶ Op. Cit., The Map of the Route of the Wilmington, Charlotte & Rutherford Railroad Company, SDC, 2020.

It was certainly coincidental that Richmond County was entered by construction crews two days after the Union County stock purchase.¹⁷ Construction continued from Shoe Heel Creek to Laurel Hill [96 miles] on June 25, 1861. But now the air-line route would be confronted by another problem: the bridge site under construction on the Pee Dee River was about five miles off the route.¹⁸ Another correction of 2° to the north would be given just west of Laurel Hill.

Construction could now continue again to Old Hundred on August 17, 1861 [100 miles from Riverside]. At this point, a new and more ominous problem surfaced: The American Civil War. It began four months prior to the track's arrival in Old Hundred and all priorities were now reflective of that event. The railroad was now fully operational to the Sandhills Depot at milepost 103.5 (approximately on the current Richmond/Scotland County line), but still 58½ miles beyond the reach of Monroe. That distance is a one-hour drive for travelers in 2025. But in 1861, a horse and buggy on unpaved paths would require three days to travel the same distance for goods and services headed to the terminus of the railroad in Sandhills Depot.



3) The third route [blue] and the Rockingham adjustment [red]

¹⁷ Note- Major Covington was from Richmond County, NC; Shoe Heel Creek is now in Scotland County (1910).

¹⁸ Ibid., The Map of the Route of the Wilmington, Charlotte & Rutherford Railroad Company, SDC, 2020.

Even though the construction of the railroad began, the route was in jeopardy again. As construction began in 1866 from Sandhills Depot at milepost 103.5, it became obvious that Rockingham, a major supporter of the project, was going to be missed by about 5 miles. The conclusion of the matter was to eliminate the air-line concept and target the county seats for re-location. Now instead of a straight line, the railroad route and construction would follow the best terrain of the area to specific points. If this change had not been made by Covington and the WC&R RR committee, Monroe would have been 15 miles away from the railroad line and Union County would have its railroad north of the Olive Branch Community and across Rocky River into Stanly County! ²¹

By February 20, 1873 the State of North Carolina was indebted to the Wilmington, Charlotte & Rutherford Railroad to the tune of \$5,000,000 through former investments. It then authorized the new Carolina Central Railway to reorganize the company and complete the construction with new funding.



A unused Stock Certificate of the Carolina Central Railroad Company, 1880
 --- Collection: S. David Carriker

²¹ Ibid., Map of the Route of the WC&R RR, SDC, 2020.

The Pee Dee River was finally crossed. Wadesboro was reached by April 30, 1873 and finally, Monroe was reached June 30, 1873.²² Major Covington did not survive to witness the event that he had worked so hard to accomplish as he died March 15, 1870, 3¼ years prior to the railroad's arrival in Monroe.

The new depot had been built in preparation of that occasion in April of 1873. It served as a passenger and freight depot until a newer passenger station was built in 1906. The old freight depot was located on Depot Street on the south side of the tracks and remained until about 1978 when it was demolished.²³



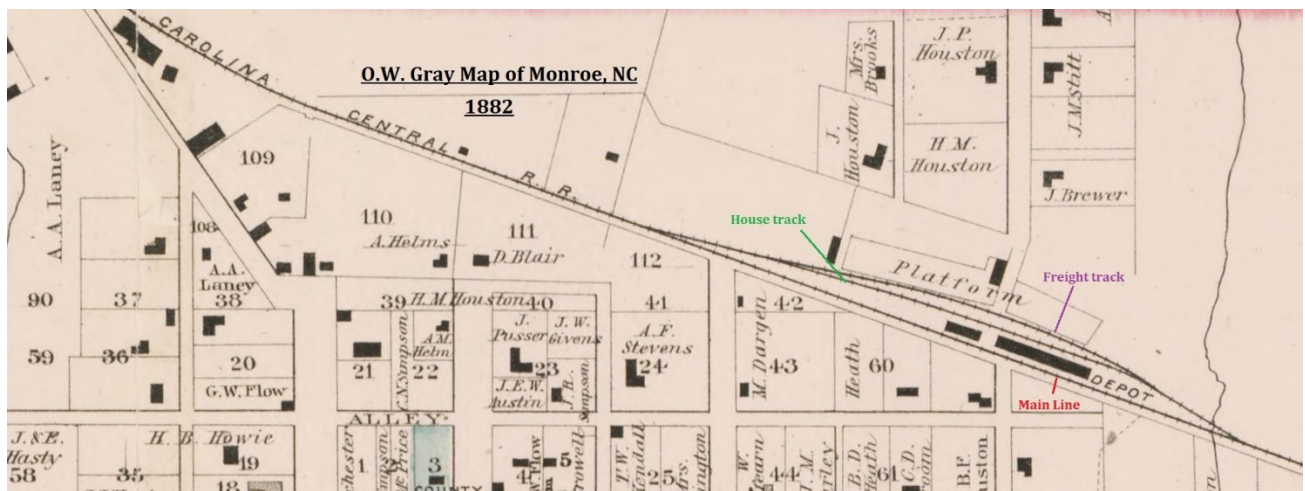
The 1873 Monroe Depot, for passenger and freight services, viewed looking northward.

--- Collection: S. David Carriker

Within the following year (1874) the entire line was completed from Wilmington to Monroe, Charlotte and Rutherfordton, NC, a total of 262.9 miles. But it took 20 years to build the line instead of one year. The frustration of waiting was now over, and traffic was moving. Goods were delivered, back and forth, from the mountains to the coast, all through Monroe and Union County. At the time only two tracks came through Monroe, with a spur and a siding.

²² Carolina Central Railroad Minutes, 1873.

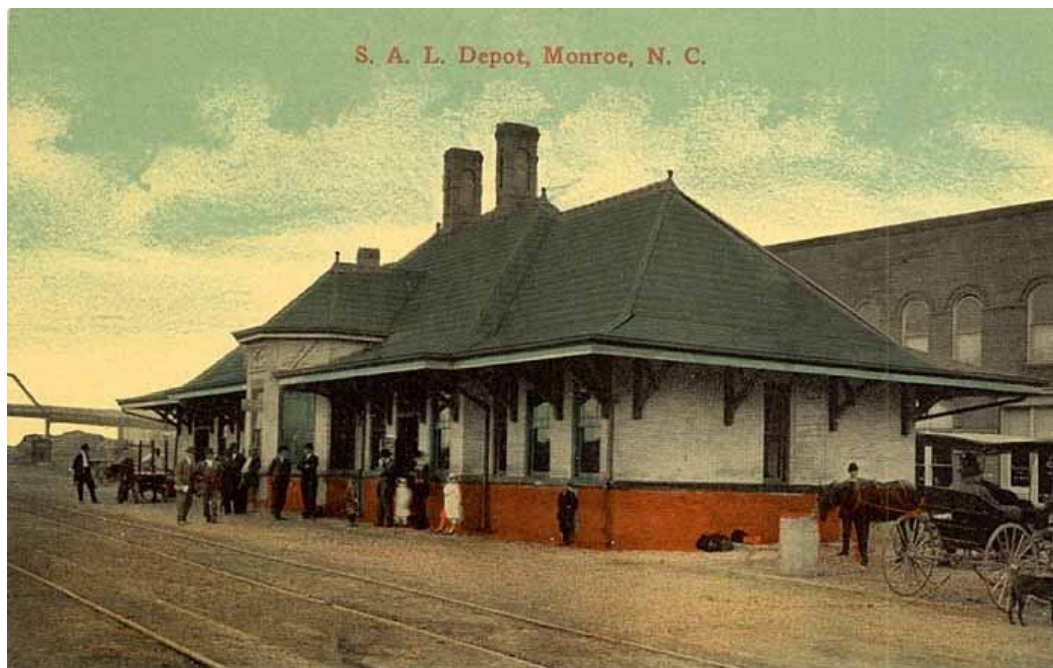
²³ From an analysis of aerial photographs 1975-1979.



O.W. Gray's Map of Monroe, North Carolina in 1882

---The Collection of the Dickerson History Room of the Union County Library, Monroe, NC

Fourteen years later (1889) the line to Atlanta, GA would be under construction. It began at the switch at the old freight depot [it started as Milepost 0] and continued to Waxhaw, NC, Catawba, SC and Atlanta, GA.²⁴ It would be completed in several years. Monroe now had two railroad tracks that merged together in the heart of town. The site of activity shifted from the old depot connection to a point near the new depot. It would only be a matter of time that the railroad of the **Seaboard Air Line Company** needed more tracks to handle the movement of freight in Monroe.



The new Seaboard Air Line Passenger Depot of Monroe, North Carolina in 1906

---Collection of the Dickerson History Room, Union County Library, Monroe, North Carolina

²⁴ Waxhaw- Its Railroad Journey Through Time: 130 years, Ronald C. Zimmerman, 2019.

The Buildings and Facilities-

In 1900 when the Carolina Central Railway/Railroad was merged with other lines to become the new Seaboard Air Line Railway, there was a need for additional buildings and facilities to handle the extra traffic.²⁵ With two lines through Monroe and dozens of daily trains the need arose for a train yard and engine facilities.

A 12-track yard was built to handle the additional loads of freight coming from the mountains on one track and the freight coming from Atlanta, GA in the heart of the South on another track. The train yard handled the switching of local trains that took good to different, shorter locations and then prepared them for longer trains headed to a larger yard, such as the one in Hamlet, NC.



This 1938 aerial photo of the Monroe Yard extends from the steel bridge [left] to Winchester Street to the Morgan Mill Road Bridge [right].

Photographer: unknown

---Collection: S. David Carriker

A turntable and a 5-stall roundhouse were built about 1908 and was expanded to 7-stalls between 1931-1947. The frame roundhouse building was 22' high and had a composite roof according to the Sanborn Fire Insurance Company.²⁶ It had two auxiliary tracks on the east side and one auxiliary track on west side. There were four field tracks further west and five field tracks on the east, plus a service track for the Oil House, Supply House and Machine Shop. In addition, a southbound connection track [on the west side] and a northbound connection track [on the east side] were built to tie in the entire complex to the train yard.²⁷ There are no auxiliary buildings or engine facilities shown prior to the 1908 map.²⁸



1938



1959



2024

Aerial Photographs from 1938, 1959 and 2024 of the Roundhouse/Turntable area.

---Collection: S. David Carriker

²⁵ Ibid, LOC, Sanborn, 1930 & 1947.

²⁶ Op.Cit., LOC, Sanborn, 1930.

²⁷ Ibid.

²⁸ LOC, Sanborn, 1885, 1897, 1902, 1908.

The Roundhouse and Turntable

The Seaboard roundhouse and turntable facilities in Monroe are evident on the 1914 map,²⁹ the 1930 map³⁰ and the 1947 map³¹. Later maps are unavailable to the public after 1947. The facilities are also evident on aerial maps from 1938,³² 1950³³ but are absent in 1959.³⁴

The large 1950 photograph is quite telling of an important moment in Monroe's Seaboard history. It reveals 10 steam locomotives of the six and eight-wheel variety, along with their tenders. They are switchers with wheel arrangements of 0-6-0 and 0-8-0. There were possibly some 0-10-0 engines as well.³⁵

In the midst of these steam locomotives are three new diesel engines of the RS-3 type, built by the American Locomotive Company in early 1950.³⁶ Seaboard used them until the last one was retired on October of 1953. By 1955, all road steam locomotives had been retired, taken out of service or scrapped.³⁷ When the aerial photograph was taken in January 1950 the Seaboard Air Line Railroad had 215 diesels on their roster for the entire system.³⁸ The roundhouse was no longer needed for diesel locomotives and Monroe's famed, 100' turntable and five-stall roundhouse were demolished after 1953 and before 1959.



An American Locomotive Company, model RS3 of the Seaboard Air Line Railroad, built January 1950 as #1633, seen in 2003.

Photographer: David Simmons

Collection: S. David Carriker

²⁹ Op. Cit., LOC Sanborn 1914.

³⁰ Ibid., Sanborn, 1930.

³¹ Ibid., Sanborn, 1947.

³² Aerial Photograph Runs of Union County, NC, 1938.

³³ Aerial Photograph Runs of Union County, NC, 1950.

³⁴ Aerial Photograph Runs of Union County, NC, 1959.

³⁵ Seaboard Air Line Railway- Steam Boats, Locomotives & History, Richard E. Prince, 1969.

³⁶ American Locomotive Company [ALCO] Index & Roster, Railway & Locomotive Historical Society, by Charles E. Fisher, 1987 update.

³⁷ Ibid., Prince, pg. 187.

³⁸ Seaboard Coast Line Railroad Diesel Locomotives, SDC, pgs. 77-88. [also, see Appendix 1]

Since the mid 1950's, major switching of trains has moved to Hamlet. The giant hump-yard was built there for the classification of cars and trains. An engine repair and maintenance shop was built for the new diesel engines. Monroe still has the 12-track yard, but it is used to move the trains to their destinations. Because of the large number of trains going through Monroe, it will be here for quite some time.

The new passenger depot of 1906 remains but is unused. There have been no regular trains for passenger service since the 1970's. The Monroe Dispatcher has also been moved to Jacksonville, Florida, the site of all of CSX Transportation's dispatching nationwide.

The Winchester Revitalization program has been active in some form for 35+ years now. It is time for this project to see fruition. The people of Winchester need this fulfillment. The City of Monroe needs this program to enhance the quality of life for residents, businesses and new residents to even greater levels. In my opinion, this effort in the Winchester Revitalization will ultimately benefit the entire county and inform those who desire to know its past.

---S. David Carriker

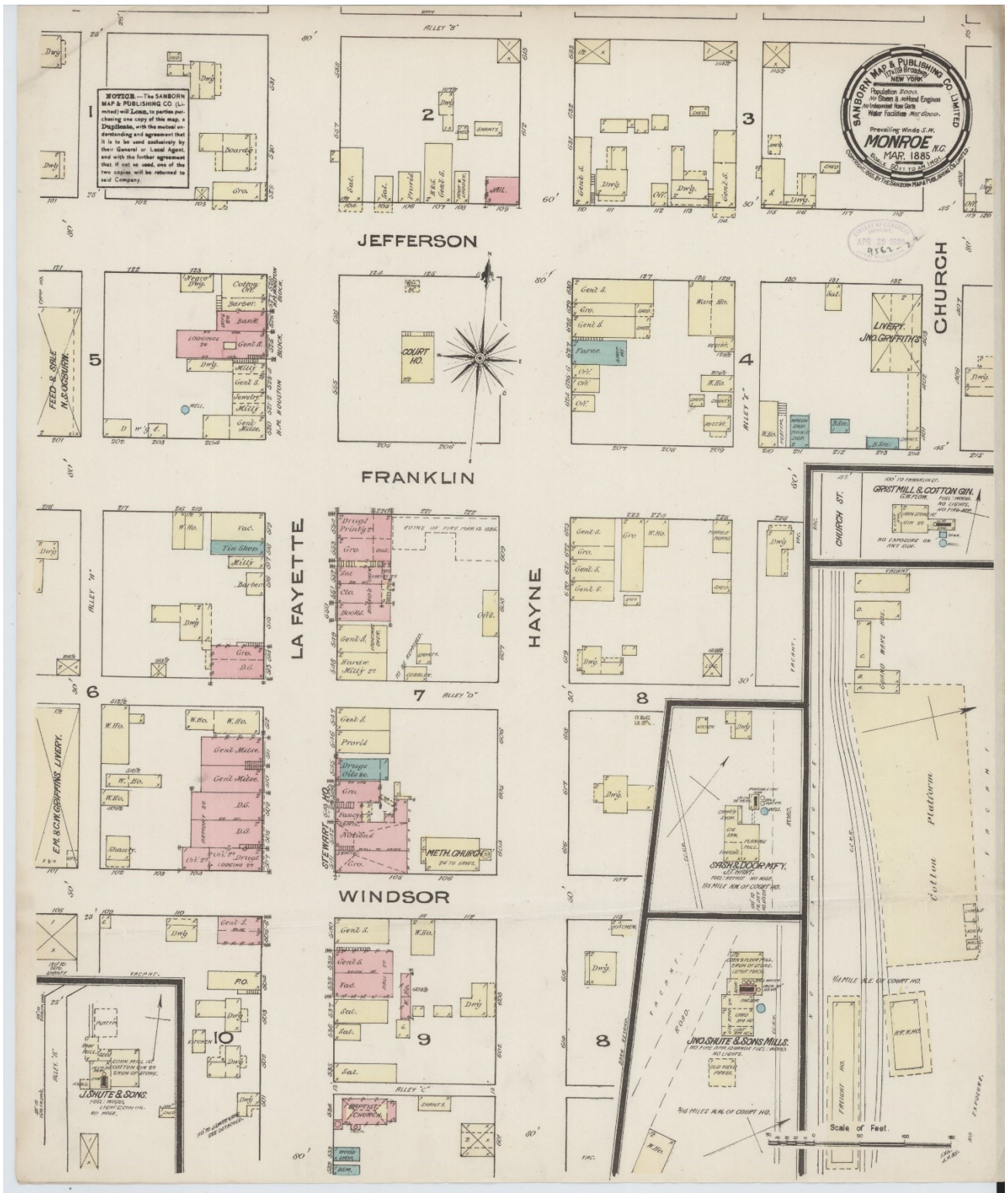
Appendix

Seaboard Air Line RR Diesel Engines January 1950:

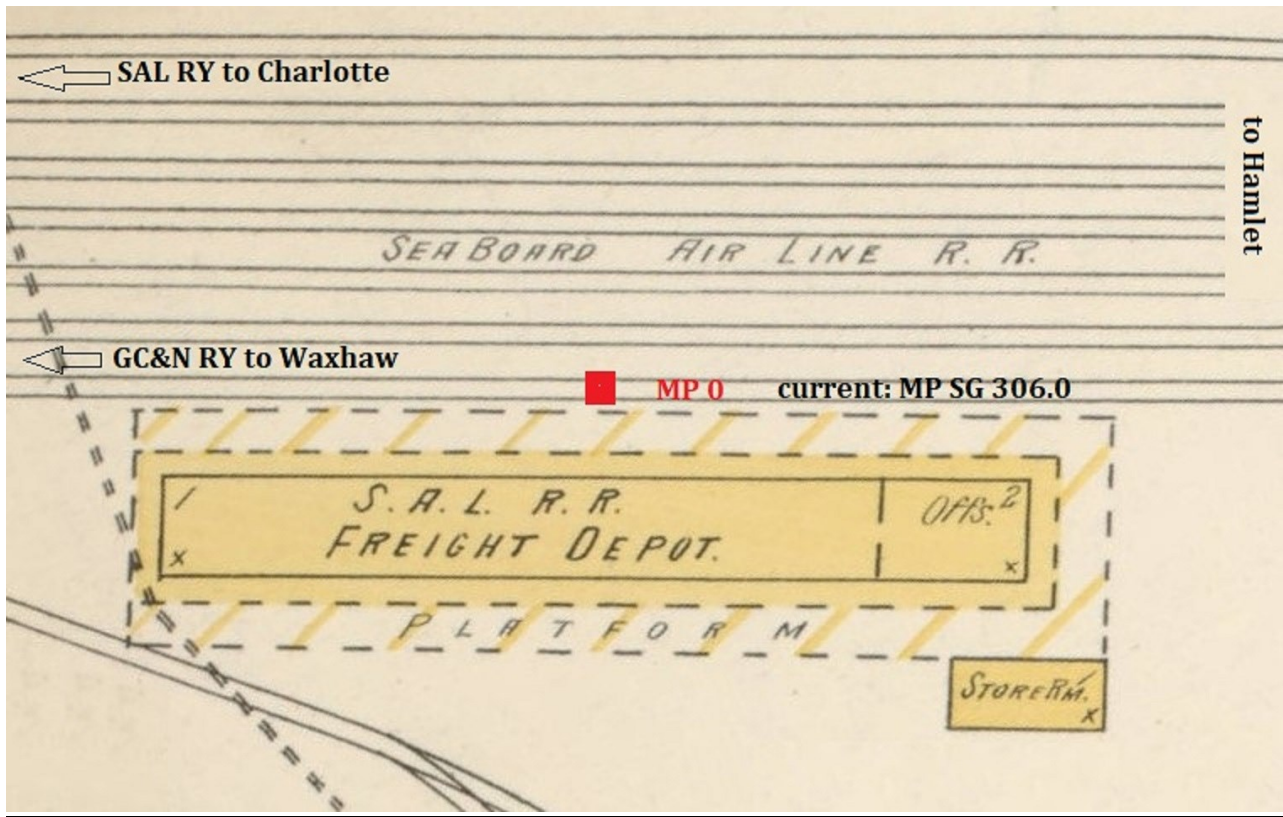
<u>Switcher Models</u>	<u>Quantity</u>	<u>Road Models</u>	<u>Quantity</u>
NW2	7	DR 6-4-1500	3
RS2	9	DR 12-8-3000	14
RSC-2	27	DRS 4-4-1000	8
RS3	4	E4A	13
S1	1	E4B	5
S2	13	E6A	6
SW1	1	E7A	32
VO-660	1	E7B	3
VO-1000	<u>8</u>	F3A	11
Sub-total	71	FA1	3
		FB1	3
		FTA	22
		FTB	<u>21</u>
		Sub- total	144

**Total: 215 SAL diesel locomotives January 31, 1950,
with none having been disposed by February 1950.**

Photographs and Maps-



March 1885, Sanborn Fire Insurance Map of Monroe, North Carolina



May 1902, Map 1a, Sanborn Fire Insurance Map of Monroe, North Carolina



The Seaboard Air Line Railway Company's Monroe, North Carolina Passenger Depot.

---John W. Barriger, III, photographer

Collection: National Railroad Library



c. 1940 Aerial photograph [looking east] of the SAL roundhouse complex.



c. 1940 Aerial photograph [looking north] of the SAL roundhouse complex.

--- both, photographer unknown

---Collection: both, Heritage Room Collection



c. early 1940's. The western water tower of the SAL RR which was located between the Atlanta track [left] and the Charlotte track [right].

---John W. Barriger, III, photographer

Collection: National Railroad Library



This aerial photograph was taken [from the stamp-mark] February 14, 1975, showing the former roundhouse/turntable site in the Winchester area.

---Photographer unknown

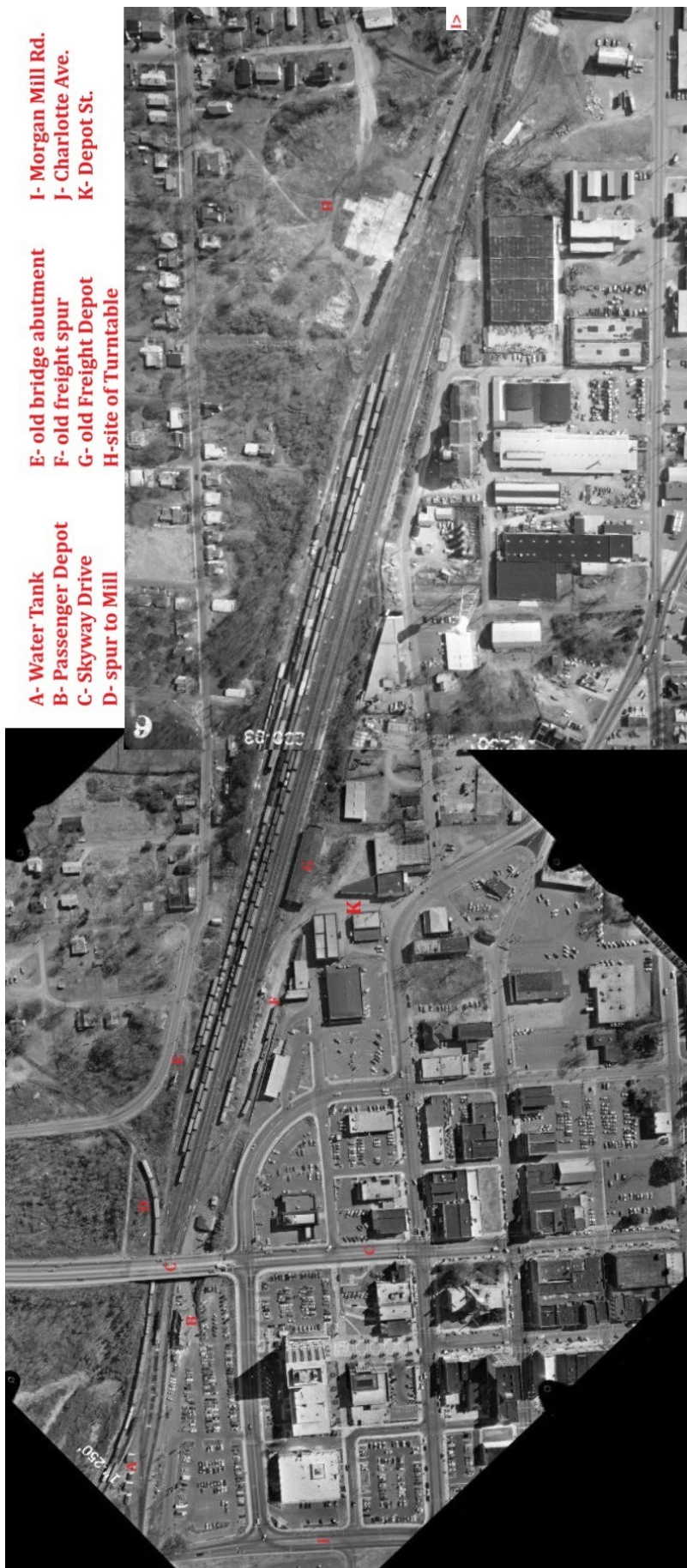
---Collection: S. David Carriker



The Seaboard Air Line Railway Company's roundhouse, turntable, sand tower, water tank, oil house, machine shop and office. This aerial photograph was taken c. January 1950, looking west.

--- photographer unknown

---Collection: Heritage Room Collection



I- Morgan Mill Rd.
 J- Charlotte Ave.
 K- Depot St.

E- old bridge abutment
 F- old freight spur
 G- old Freight Depot
 H- site of Turntable

A- Water Tank
 B- Passenger Depot
 C- Skyway Drive
 D- spur to Mill

A composite of two aerial photographs of the Seaboard Air Line Railway, Monroe, NC train yard from about 1960.

*---photographer unknown
 ---S. David Carriker Collection*



An aerial scene from the 1940's, looking east. In view are the Iron Bridge [lower left], the old freight depot, the roundhouse/turntable complex, the Winchester area and school.

---photographer unknown

---Collection: The Heritage Room



A 1930's view of the roundhouse complex, looking north.

---photographer unknown

---Collection: The Heritage Room



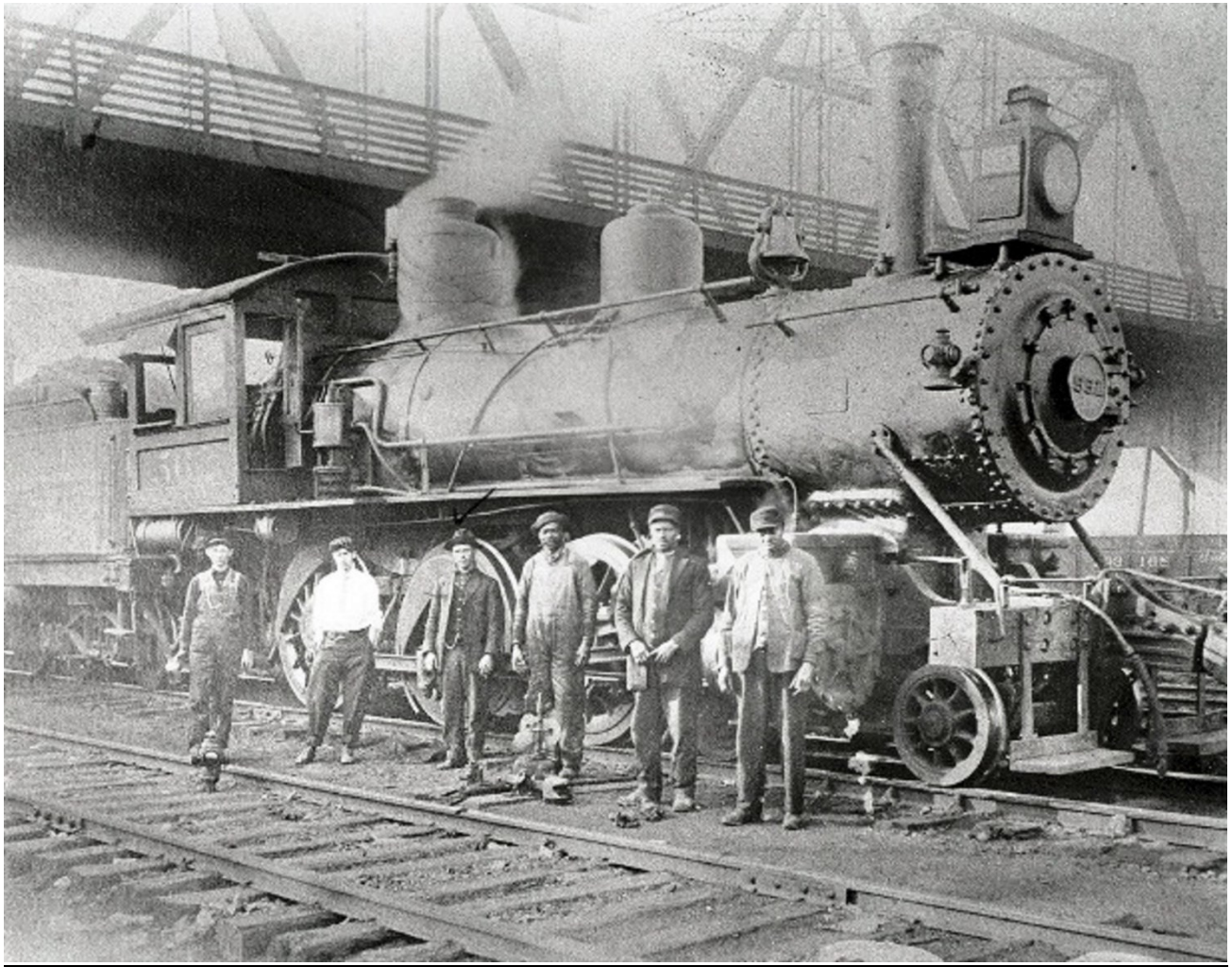
An aerial view of the new Skyway Bridge [built 1955; now, the Sergeant Jeffrey W. Greene Bridge, 2021] and the Winchester Avenue Iron Bridge [1913-1956]. The 1906 Seaboard Air Line Railroad Passenger Depot is in the center of the photograph.



A 1940's view of the Winchester Iron Bridge and the train yard, with some vintage automobiles, one steam engine and caboose and cars.

--- both, photographer unknown

---Collection: both, Heritage Room Collection



Posing for a photograph [1896-1917], this train crew [engineer, fireman, conductor, 3 switchmen] are ready for work. The locomotive is Seaboard Air Line Railway #561, built by Pittsburgh Locomotive Works in Pittsburgh, PA in 1896. It had construction number 1631 and was a 4-6-0 road engine. It was renumbered to #1561 on 1-5-1918 and later retired in Jacksonville, Florida on 12-31-1922. It was then scrapped in Florida.

---Photographer unknown,

---Collection: The Dickerson History Room, Union County Library, Monroe, North Carolina.

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