

OVERHILLS, PASSENGER STATION
(Building No. 12)
Overhills Historic District
West of Nursery Road & North of Thurman Road
Fort Bragg
Harnett County
North Carolina

HABS NC-407-F
NC-407-F

HABS
NC 407-F

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

REDUCED COPIES OF MEASURED DRAWINGS

HISTORIC AMERICAN BUILDINGS SURVEY
SOUTHEAST REGIONAL OFFICE

National Park Service
U.S. Department of the Interior
100 Alabama St. NW
Atlanta, GA 30303

HISTORIC AMERICAN BUILDINGS SURVEY

OVERHILLS, PASSENGER STATION

(Building No. 12)

HABS No. NC-407-F

Location: West of Nursery Road & north of Thurman Road, Fort Bragg, Harnett County, North Carolina
USGS Overhills, North Carolina, United States Quadrangle,
Universal Transverse Mercator Coordinates: Zone 17.3898884.679440

Present Owner: Department of Defense
Department of the Army
Fort Bragg

Original Use: Passenger Station

Present Use: Vacant

Significance: The Passenger Station in the Entrance Compound portion of the Overhills area at Fort Bragg is a contributing part of an eligible Fort Bragg historic district for the National Register of Historic Places. The Passenger Station was constructed ca. 1916 by the Atlantic Coast Line serving the Overhills area. The Entrance Compound area is at the center of the Overhills historic district as identified in the Historic Architectural Resources Survey Report, Overhills Tract, Fort Bragg, May 2000.

PART I. HISTORICAL INFORMATION

A. Physical History

1. Date of Erection: Ca. 1920.
2. Architect: Unknown.
3. Original and Subsequent Owners: Rockefeller Family, Fort Bragg.
4. Builder, contractor, suppliers: Unknown.
5. Original plans and construction: None could be located.
6. Alterations and additions: Two shed additions were made in the rear to either side of the kitchen ell (Photo NC-407-F-7, Photo NC-407-F-8). The northwest addition contains two bathrooms and the northeast addition serves to extend the kitchen. The roofs of the additions have asphalt shingles unlike the asbestos-cement shingles on the roof of the original structure.

B. Historical Context:

See HABS No. NC-407 for Overhills context.

PART II. ARCHITECTURAL STATEMENT

A. General Statement:

1. Architectural Character: Built by the Atlantic Coast Line Railroad, the Overhills Passenger Station (ca. 1916) stands out as a particularly handsome example of early twentieth century railroad architecture. The station features wood shingle siding, diamond-paned lattice windows, bracketed gable ends, exposed rafters, and skinned pine tree porch columns. While unusually stylish for such a small rail station, the craftsmanship and attention to detail reflected the social stature of the clients it served.
2. Condition of the Fabric: The overall condition of the Passenger Station is good. The wood shingles have delaminated paint around the skirt due to rain water bouncing off the ground onto the skirt. The flooring on the edge of the porch has deteriorated. Paint is in good condition around the windows, but the sills show signs of paint delaminating. The roof brackets are in good condition, but the north rake of the roof is damaged and has wet, rotten wood and missing rake boards. The roof is covered in moss and the chimney is dirty and missing much of its mortar. Inside, the east room fireplace needs to be cleaned and painted and there are horizontal stair-step cracks on the top right corner.

B. Description of Exterior:

1. Overall Dimensions: The Passenger Station is a single-story structure with a gable roof and rear shed additions. The plan of the building is a rectangle, measuring 40'-0" x 29'-5½" with a 10'-0" deep porch on the front facade. The ridge of the gable is located 19'-3¾" above grade.

The southwest elevation (Photo NC-407-F-1, Photo NC-407-F-2) is the front elevation. This facade is covered by a large porch that runs the whole 40'-0" length of the building. The porch roof is supported by six skinned pine tree columns, approximately 1'-2" in diameter. Two doors give access to a north and south waiting rooms, and coupled, diamond pane windows are located to the outside ends of the facade.

The northwest is the gable end, showing the incised front porch and rear addition with its own, shallower sloped shed roof. Four heavy, craftsman style brackets support the roof overhang. All four windows on the northwest facade are diamond pane windows; on the first level, two of the three windows are coupled. Another coupled window is located in the attic. A sign above the attic windows is painted with the word "Overhills".

OVERHILLS, PASSENGER STATION
(Building No. 12)
HABS No. NC-407-F (page 3)

The northeast elevation (Photo NC-407-F-4, Photo NC-407-F-5) is the rear elevation, which plainly shows the later additions to the building. The central bay, located under an extension of the main gable roof, is original and has a coupled, three-over-three double-hung window. The additions to either side of the central bay have shallow sloped shed roofs with asphalt shingles. These roofs frame into the rear wall of the original structure under the small diamond pane attic windows. One attic window is located above the southeast addition and two of these windows are located above the northwest addition. Each addition has a two-over-two double hung window; the window on the southwest addition is a coupled window.

The southeast elevation (Photo NC-407-F-2, Photo NC-407-F-3, Photo NC-407-F-4) is the other gable end which also shows the incised front porch and rear addition. Four craftsman style brackets support the roof overhang. This facade has three diamond pane windows; two are located on the first level and one is located in the attic, all are coupled. A sign above the attic windows is painted with the word "Overhills". An entry door is located toward the northeast end of the facade.

2. Foundations: The foundation is covered by a wood shingle skirt (Photo NC-407-F-9) and is therefore undetermined.
3. Wall Construction: The main perimeter walls have a wood shingle finish with 5½" to 5¾" tall shingles. Member sizes of the frame are undetermined.
4. Structural System, Framing: The Passenger Station is a wood frame building. Roof framing members are 2"x 6" spaced 2'-2" on center with 5¼" purlins.
5. Porches, Balconies: There is a porch on the front elevation which is 10'-0" deep and spans the entire length of the facade. The roof over the porch is supported by six skinned pole columns (Photo NC-407-F-12). The columns vary slightly in diameter, but are 11" on average at the base and 10" at the capital; capitals are 1'-1¼" square, and bases are 1'-1" square (Photo NC-407-F-11). The columns support a box beam, 9¼" wide, composed of 2"x 9" sides and a 2"x 6" on top and bottom. The porch deck is composed of 2" wide planks nailed to 2"x 8" floor joists with ¼" spacing between planks. Floor joists span two ways and are 1'-4" on center as indicated by the nails in the deck. The ceiling finish on the porch is beadboard, painted light blue.
6. Chimney: The chimney is centered on the ridge of the main roof and located slightly to the southeast of the middle of the roof. The chimney is fifteen courses of common brick.
7. Openings:

OVERHILLS, PASSENGER STATION

(Building No. 12)

HABS No. NC-407-F (page 4)

- a. Openings: There are none.
- b. Doorways and Doors: There are three entrances to the building; two are on the front (southwest) facade and the third is on the southeast facade. The doors on the front facade lead into two waiting rooms. The door to the northwest waiting room is in a 3'-3 $\frac{1}{4}$ " x 7'-9 $\frac{1}{2}$ " opening. The door has a six-light window with 8 $\frac{3}{4}$ " x 1'-3 $\frac{3}{4}$ " panes and $\frac{3}{4}$ " muntins. The door to the southeast waiting room measures 3-5 $\frac{1}{4}$ " x 8'-0" and has a leaded glass window with a floral motif (Photo NC-407-F-13). The door on the southeast facade leads to the kitchen and measures 2'-7 $\frac{1}{4}$ " x 6'-7 $\frac{1}{4}$ ". The door has a three-light window near the top with 1'-7" x 6 $\frac{3}{4}$ " glass panes and 1 $\frac{1}{4}$ " muntins.
- c. Windows: The windows that are original to the house are inoperable diamond pane windows framed in 2'-5 $\frac{1}{2}$ " x 3'-9" openings. Each individual diamond pane is separated from the others by 1" muntins. These windows appear in both single and coupled configurations. Coupled windows are in 5'-5 $\frac{1}{2}$ " x 3'-9" openings with a 7 $\frac{1}{2}$ " mullion.

Two coupled windows are located on the front facade, one in the northwest waiting room and one in the southeast. These two windows are located 4'-9" above the porch floor. The northwest waiting room has two more original coupled windows on the northwest facade and the southwest waiting room has one more original coupled window on the southeast facade. There is one additional original coupled window that is located on the southeast facade of the chamber. There is also the only original single diamond paned window located on the northwest facade of the bathroom. These original windows are located 5'-4" above grade, on average.

The attic has its own set of original windows. Three diamond pane windows on the rear facade are framed in 2'-11 $\frac{1}{4}$ " x 1'-5" openings and have $\frac{3}{4}$ " muntins. One is located above the southeast kitchen addition, and two are located above the northwest bathroom addition. There is also a coupled diamond pane window on each gable facade in the attic. These windows are hopper windows in 5'-1 $\frac{3}{4}$ " x 2'-8 $\frac{3}{4}$ " openings with a 4" mullion.

There are two newer styles of double hung windows located in the kitchen and bathroom. The kitchen displays both window styles. The window closest to the eastern corner of the building on the northeast facade is a coupled two-over-two, double-hung window, framed in 4'-9" x 3'-2 $\frac{1}{4}$ " opening with a 3" mullion. Glass panes are 1'-11 $\frac{3}{4}$ " x 7" with 1" muntins. A second kitchen window is located toward the center of the building on the northeast facade. This window is a coupled, three-over-three, double-hung window with 8 $\frac{1}{4}$ " x 1'-1 $\frac{1}{2}$ " panes and $\frac{3}{4}$ " muntins. This window is

located 5'-5" above grade and framed in a 5'-3½"x 2'-10" opening and has a 5½" mullion.

The bathroom window on the northeast facade and the eastern kitchen window are the same style of window; the bathroom window differs slightly because it is a single rather than a coupled window. It is a two-over-two, double-hung window framed in a 2'-3¼"x 3'-1½" opening, with 1'-11¾"x 7" glass panes and 1" muntins. Both this window and the eastern kitchen window are located 3'-10" above grade.

A window at the center of the front facade was covered to make way for the additional closets on the southwest wall of the main waiting rooms.

8. Roof:

- a. Shape, Covering: The main roof is a gable roof with asbestos-cement shingles in a honeycomb pattern. The roofs of the additions are shed roofs with asphalt shingles in an American bond.
- b. Cornice, Eaves: The eaves are open with exposed rafter tails. There is no fascia board and no cornice. Rake boards are 2"x 8", nailed to the fly rafters with a 2" trim along the roofline. There are four craftsman style brackets under the overhang on the northwest and southeast facades (Photo NC-407-F-11). The brackets are 2'-5" deep and 2'-8" tall.
- c. Dormers, Cupolas, Towers: There are none.

C. Description of Interior:

1. Floor Plan: The floor plan is divided into six unequal rooms. Two waiting rooms are located at the front of the station, and both are accessed from the front porch. The northwest waiting room measures 22'-2"x 17'-11½" and has a 4'-5"x 6'-2½" closet in the south corner of the room; a 2'-6½"x 6'-2½" closet for the 15'-5"x 17'-11" southeast waiting room is located to the southeast, behind the north waiting room closet. The 8'-10¾"x 8'-8½" chamber is located in the east corner of the southeast waiting room. A kitchen is located in the east corner of the station and can be accessed from a door on the southeast facade. The kitchen space is made up of a combination of the original building and an addition and measures 22'-11"x 9'-4¼". Two bathrooms which measure 8'-3 ½"x 9'-3½" and 6'-2¼"x 9'-3½", both later additions, are located in the north corner of the building.
2. Stairways and Ladders: There are none.
3. Flooring: The floors were originally 2¼" hardwood floors, but have been covered in carpet or linoleum.

4. Wall and Ceiling Finish: The original wall finish is paint on beadboard in all rooms. The bead board is 3" wide, oriented vertically, and is covered by the existing particle board wall finish. Wall finish in the closets is composed of 1¾" vertical beadboard wainscoting, 3'-8¾" tall and horizontal beadboard for the upper wall finish. A 4¾" trim separates the finishes.

The ceilings in the waiting rooms have been reframed at a lower height of 8'-4". The original ceiling, as found in the closet additions, is 1'-8½" taller than the reframed ceiling. The ceiling finish is paint on beadboard in all rooms.

5. Openings:

- a. Openings: There are none.
- b. Doorways and Doors: Interior doors in the station are not original.
- c. Windows: There are none.

6. Decorative Features and Trim: The fireplace in the southeast waiting room is brick with 8½"x 2½"x 3½" bricks on the mantle (Photo NC-407-F-14). Bricks are laid in a running bond with ½" mortar joints and painted red. A brick mantle shelf is cut out of the mantle above the firebox. The shelf is supported by three corbelled courses, and is 8½" deep. Three courses of brick are corbelled at the top of the mantle, and eight bricks below the mantle shelf are header bricks. The hearth is brick, 1'-7" deep and 5'-8½" wide, composed of 7¾"x 3¾"x 2" bricks, unpainted. The firebricks are not painted.

The northwest waiting room contains a similar fireplace located back to back with the fireplace in the southeast waiting room. This fireplace was originally identical to the southeast fireplace, but has been modified somewhat. The firebox has been filled with brick, leaving a hole for the pipe of a wood or coal burning stove. Bricks are painted red and the original hearth has been covered with concrete.

There is a 1½" crown molding in all rooms.

7. Hardware: Original hardware appears to be extant for all of the windows and doors in the station. No manufacturer for the hardware could be found.

8. Mechanical Equipment:

- a. Heating, Air Conditioning, Ventilation: There is none.
- b. Lighting: Undetermined.
- c. Plumbing: The plumbing network was inaccessible and its type is unknown.

d. Fixtures: The fixtures in the station are not original. The toilet in the west bathroom is dated 1980.

9. Original Furnishings: Cabinetry in the kitchen is not original.

D. Site:

1. General Setting: The Passenger Station is located in the Entrance Compound, northeast of the entrance road and the railroad bed. The Hunting Lodge (No.11) is located just to the east; beyond that is the Entrance Compound Pump House (No.14). The Riding Stable (No.15) is in the distance to the north.

2. Landscaping, Enclosures: There is an overall planting scheme for the Passenger Station as indicated on the front and side elevations. In front, two planting beds flank the step to the porch. The planting beds contain glossy abelia and mature holly. The front yard faces the entrance road and a loblolly pine is located just across the road. Along the northwest elevation, making up about half the length of the side, is a planting bed containing camellia. The side yard includes three loblolly pines in a row that runs parallel to the road. Several loblolly pines are located in the rear yard of the building, concealing the building directly northeast of the Station. On the southeast elevation there is a planting bed similar to the one on the opposite side. The southeast bed is longer and filled with camellia. A few loblolly pines are dispersed throughout the yard on the southeast side of the Station.

PART III. SOURCES OF INFORMATION

A. Architectural Drawings: There are none.

B. Historic Views: There are none.

C. Interviews: None

D. Bibliography:

1. Primary and unpublished sources:

2. Secondary and published sources:

Alexander, Frances and Richard Mattson. "Historic Architectural Resources Survey Report: Overhills Tract, Fort Bragg, Harnett and Cumberland Counties, North Carolina, Final Report." Charlotte, NC: Mattson, Alexander and Associates prepared for US Army Corps of Engineers, Savannah District, May 2000.

Hood, Davyd Foard. "Overhills Historic District. Nominations to the National Register of Historic Places" (draft), 1992. On file at the North Carolina State Historic Preservation Office, Raleigh.

E. Likely sources not yet investigated: None.

PART IV: PROJECT INFORMATION

The Cultural Resources Management Program in the Directorate Public Works at Fort Bragg, North Carolina sponsored this project. The project was completed at the Land and Heritage Conservation Branch of the Construction Engineering Research Laboratory (CERL) part of the United States Army Corps of Engineers, Engineer Research and Development Center (ERDC). The project historian was Adam Smith (CERL). Adam Smith, with assistance from Christella Lai and Jennifer Feucht, produced the architectural description section of the report. Martin Stupich produced the large-format photographs contained in the report. Documentation was coordinated with the Fort Bragg Cultural Resources Management Program through preservation planner Cris Armstrong and architectural historian Michelle Michael. The documentation was completed May 2007.

OVERHILLS, PASSENGER STATION

(Building No. 12)

HABS No. NC-407-F (page 9)

