

HISTORIC AND ARCHITECTURAL INFORMATION FORM  
(Please include additional sheets of paper if necessary)

1. Owner's name and address:  
D. J. Redding, Jr. and Alene G. Redding  
P. O. Box 518, Rural Hall, North Carolina 27045
2. Location of Property:  
Railroad Street, formerly Broad Street, Rural Hall, NC
3. Tax Block 4904 Tax Lot 017 B
4. When was the building erected? For whom? (If you don't know the exact date, please give a general time frame.)  
Believed to be constructed in early 1888 by the Cape Fear and Yadkin Valley Railway Company. See Addendum #4
5. Do you know the names of any of the craftsmen who worked on the building? (i.e., architects, carpenters, contractors, landscape designers, etc.) Do any architect's plans or building accounts exist? Where?  
No
6. Do you have any old photographs of the building? If so, do you know the dates of the photographs?  
No
7. How has the building been passed down through the years, from whom to whom? (i.e., a quick chain of title). If possible, please give some background on each occupant. (i.e., occupations or other interesting facts).  
See Addendum #7
8. What was the building's original use, if different from today? Has the building ever been moved?  
Depot and freight station. Building has been moved once on March 26, 1980, from its original location about 200 feet south to its present site.
9. What is the significance of this property. (Please be specific and to the point). Include the sources of your information.  
See Addendum #9
10. Describe the present condition of the property.  
Very good condition for this age structure. Work is in progress on restoration aided by following guidelines on "Standards for Historic Preservation Projects". Hopefully, restoration work will be completed in Spring of 1981.
11. Is the property listed in any existing Historic Register or survey? (i.e., the National Register of Historic Places or any other state or local history). If so, please give the title of the listing.

Listed in History of Rural Hall, North Carolina, compiled by the Rural Hall Woman's Club in November, 1977.

Addendum #4

Older, local residents believe the building was erected in the late 1880's. Deed Book 94, Page 588, Office of the Register of Deeds, Forsyth County, North Carolina, indicates that on January 31, 1888, Mrs. Elizabeth Payne conveyed title to one lot "marked Depot lot" to The Cape Fear and Yadkin Valley Railway Company, and information in the Forsyth County Library shows that the first train rolled into Mt Airy via Rural Hall on June 20, 1888. In view of the above, I feel sure the erection of the depot was in early 1888.

Addendum #7

In 1874, the Mt. Airy Railroad Company was organized and granted a charter by the State of North Carolina for a railroad from Greensboro to Mt. Airy. Before construction was started, a consolidation with North Western North Carolina Railroad was effected, and again on April 3, 1879, this was re-organized into the Cape Fear and Yadkin Valley Railway Company which built and owned one of the two rail lines going through Rural Hall. On July 4, 1890, this operation was leased to the Richmond and Danville Railroad Company (a leasing-expanding minded company). About this time, with the projection of Winston-Salem capital, the Richmond and Danville built the line from Greensboro through Winston-Salem to North Wilkesboro with connections with Cape Fear and Yadkin Valley in Rural Hall. In the depression of 1893, the Richmond and Danville began to have financial problems, and out of a re-organization plan from the Courts in 1894, the Southern Railway Company was organized and took over operation of the railroads. However, in 1897, the Cape Fear and Yadkin Valley line from Wilmington to Mt. Airy was purchased jointly by Southern Railway Company and the Atlantic Coast Line. It was divided with Atlantic Coast Line getting the line from Wilmington to Sanford and Southern Railway Company getting the rest of the line from Sanford to Mt. Airy. For several years this line was operated as the Atlantic and Yadkin under a division of the Southern Railway Company (now Southern Railway System). The Depot building is now owned by D. J. Redding, Jr. For these many years, the building has been used as a railroad depot, ticket office for passengers and a freight station; also, telegraph and money order service was offered until phased out in later years.

Addendum #9

The Depot is the oldest frame building in Rural Hall. It is one of the very few remaining depots of this type, being of simple rectangular design with two different floor levels with eleven foot high ceilings. The roof is straight line with roof finials on each end of the ridge cap and wide overhanging eaves, and rake supported with well-designed support brackets. The building has been in continuous use as a depot since it was built until March 25, 1980, serving railroads having ownership changes four times; these being: Cape Fear and Yadkin Valley, Richmond and Danville, Atlantic and Yadkin and Southern Railway Company. This depot, a symbol of the railroad industry, has played an important role in the history of the community and is remembered by older citizens as being the hub of activity over many years for the people of Rural Hall and the surrounding community. When threatened with destruction, many citizens of the Rural Hall community initiated strong efforts to have the building preserved. Many of these citizens and/or their parents were lifetime employees of the railroad.

September 15, 1981

Mr. James E. Yarbrough, Jr.  
Winston-Salem/Forsyth County Historic Properties Commission  
P. O. Box 2511  
Winston-Salem, North Carolina 27102

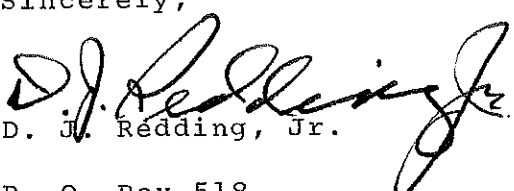
Dear Mr. Yarbrough:

In regard to your letter of August 27, 1981 requesting additional information pertaining to the application for local historic designation of the Rural Hall Depot, I am enclosing the information on the following pages.

This information is intended to address the questions raised by the North Carolina Department of Cultural Resources in their review and comments of the application.

Thank you for your assistance with this project.

Sincerely,

  
D. J. Redding, Jr.

P. O. Box 518  
Rural Hall, North Carolina 27045

Enclosure

## Exterior Description of the Rural Hall Depot

The Rural Hall Depot is a one story frame rectangular shaped building 23 ft. in width and 78 ft. in length. The straight line roof has gabled ends with roof finials at each end of the roof cap. The original roof is intact and is constructed with individual metal shingles.

The exterior of the Depot consists of 5½ inch horizontal German siding pattern of Southern yellow pine with corner stiles of 5½ inch overlapping boards. Approximately 95% of the original siding is in place. Beneath the drip cap of the first course of the horizontal German siding, extending down on the foundation, is vertical beaded siding which forms a skirt board extending to within a few inches above the contour of the ground.

The roof overhangs the sides of the building and is supported with triangular shaped brackets with chamfered edges. The soffit of the roof overhang is the original beaded ceiling.

The front of the Depot has three six over six glass double hung windows measuring 34 in. in width and 72 in. in height and two 8 ft. X 8 ft. rolling track doors to the freight section. The left end of the Depot has one 7 ft. X 8 ft. rolling track door which opens into the freight section. The right end of the Depot has two doors with four vertical raised panels each and fixed transom lights above each door. The doors are fastened together with wooden pegs at the stiles. These doors opened into the "colored" and "white" waiting rooms.

The back of the building has two six over six glass double hung windows measuring 34 in. in width and 72 in. in height and a bay window consisting of three six over six glass double hung windows 34 in. in width and 72 in. in height. The bay window becomes an extension of the ticket agent's office.

All windows are cased inside and outside with 5½ in. square edge casing with heavy three inch thick sills.

The back of the Depot also has one exterior door measuring 2 ft. 8 in. X 6 ft. 8 in. with fixed transom light above and two 8 ft. X 8 ft. rolling track doors. All of these doors open to the freight section.

All five of the rolling track doors are the original doors and have 4 in. X 8 in. exterior sills with well worn, "scalloped" recesses on the threshold denoting traffic use over the years. The front and back rolling track doors

nearest the left end of the building, and the rolling track door in the left end of the building are constructed with beaded tongue and groove pine in a herringbone pattern with surround battens and criss-cross applied battens (see picture for example). The front and back rolling track doors in the center of the Depot and nearest the ticket agent's office are also constructed with beaded tongue and groove pine; however, the pattern is vertical with surround battens and criss-cross applied battens. Above one of the rolling track freight doors on the back of the Depot is a blue porcelain plate with white lettering K41-1, the number assigned the Rural Hall Depot.

The roof of the Depot has two corbled chimneys. The chimney tops have three courses of brick out and two courses of brick set back as a finish. Each chimney has an 8 inch flu liner with a 6 inch thimble.

Since the Depot served two railroad lines, there are semaphore pole openings through each side of the roof overhang. An original semaphore mechanism, provided by Southern Railway, is located atop an 8 in. X 8 in. X 24 ft. beam through the opening of the front roof overhang of the Depot. The semaphore is controlled with pull ropes.

Each end of the Depot has a sign lettered RURAL HALL to denote the station for arriving trains.

#### Interior Description of the Rural Hall Depot

The interior of the Depot consists of four rooms: a cargo or freight room, a ticket agent's office, and two waiting rooms.

The cargo room floor is constructed of 2 in. X 10 in. boards nailed to 2 in. X 14 in. joists which rest on 8 in. X 10 in. beams. The walls are twelve feet high with oak boards running horizontally to approximately four feet above the floor, providing protection from possible freight damage. Exposed 2 in. X 6 in. rafters are overhead. The room is 52 ft. X 23 ft.

Two 10 ft. 8 in. X 22 ft. 6 in. waiting rooms served the "colored" and "white" passengers. The waiting rooms have the original walls and ceiling intact. The walls and ceiling are constructed of 3/4 in. X 4 1/2 in. beaded tongue and groove boards. A 5 1/2 in. horizontal wainscoting board is applied approximately 4 feet above the floor.

The ticket agent's office is located in the center of the Depot between the two waiting rooms and the freight section. The office is 23 ft. X 9 ft. 10 in. and has the original walls and ceiling which are constructed of 3/4 in. X 4 1/2 in. beaded tongue and groove boards. A 5 1/2 in. horizontal wainscoting board is applied approximately 4 feet above the floor. The original ticket agent's window opens to the "colored" waiting room. The 20 in. X 30 in. window is constructed of two raised wooden vertical panels. The window hangs on weights and rollers and opens by moving upward inside an opening between the walls overhead. The original shelf of the window is in place.

The inside of the bay window in the ticket agent's office has a shelf which is desk height. The shelf is the original and is constructed of pine which retains several holes drilled to accomodate wires for telegraph senders and receivers. The shelf has one center drawer.

The floors in the ticket agent's office and the waiting rooms were originally pine, but have been replaced with random width oak boards. From the front corner of the ticket agent's office, a set of four steps lead to a door to the cargo area.

The chimney between the "colored" and "white" waiting rooms is built in the center of the dividing partition wall. The brick is exposed to ceiling height on each side and has 6 in. thimbles to accomodate a coal burning stove. The second chimney centered a partition between the ticket agent's office and the cargo room. The brick is exposed in the cargo room, and a 6 in. thimble opens in the ticket agent's office.

History of the Rural Hall Depot Including Levels of Rail Service and Principal Products Shipped Over the Years

According to a book entitled A History of Rural Hall North Carolina "The most significant event in the life of the community was the coming of the railroad. The story is told that Mrs. Elizabeth Bitting Payne used her considerable influence to get the railroad to come through Rural Hall rather than the route to the east that had been planned. In fact, she donated land which runs through the heart of what is now the town of Rural Hall to the company now called Southern Railway." In Deed Book 94, pages 588 and 589, Office of the Register of Deeds, Forsyth County North Carolina record is given that on January 31, 1888 Mrs. Elizabeth Payne deeded to the Cape Fear and Yadkin Valley Railway Company a parcel of land consisting of one lot 200 feet by 217 8/10 feet containing -- being one half of the lot marked Depot lot on Map of Rural Hall. Said map bearing date Dec. 6, 1887. J. W. Frye, the superintendent of the railroad, laid off the town of Rural Hall.

The January 19, 1888 edition of The Union Republican, a weekly Forsyth County newspaper, reported under Local Interest items "The New depot at Rural Hall is announced to be opened for traffic January 15 with Mr. Z. B. Bitting as agent."

Further news of the development of the railway lines is documented in the March 8, 1888 edition of The Union Republican "The Greensboro papers note a car load of beef cattle going down the Cape Fear & Yadkin Valley Railroad to Durham, from Marion, Surry county, and a car load of horses and mules for points South, in charge of D. N. Dalton, Esq. of Dalton, N. C." The same edition reported "The depot at Flat Shoal in the C. F. & Y. V. R. R. is about completed. Now comes the last grand tug of war, but a few miles at best, and Mt. Airy will be reached. The date of completion has been fixed during the month of May."

Railroad development brought road development to Rural Hall. The Republican edition of April 5, 1888 stated: " A petition was filed (with County Commissioners) for public road from John Shore's, in Old Town and Germanton roads to Dist. No. 1 on Bethania road near J. A. Shouse, via R. F. Ogburn and others and from Henry Kapps co. on Bethania road via Lutheran Church to Rural Hall Depot and C. F. & Y. V. R. R. and notice ordered for 30 days."

The railroad line was completed to Mount Airy on May 16, 1888. A Winston-Salem Sentinel article of June 28, 1931 reported "To the tune of great rejoicing, the road to Mt. Airy was

completed, and the first passenger train rolled through Rural Hall June 20, 1888 en route from Sanford to Mt. Airy." Mention is also made of this passenger run in the History of Rural Hall book.

The Union Republican of January 24, 1889 reported "Winston is the only town in the state, to our knowledge, to which three railroads were in process of construction at one time. Such is the case at present, and there is not a more wide awake place to her by inches, than Winston, in Carolina.

On the Wilkesboro Extension the track has about been finally completed to Rural Hall and a regular train will be put thereon at a very early day, giving us connection with the C. F. & Y. V. Railroad at this point. The distance is some 10 or 12 miles. On to Wilkesboro will be the next span."

The February 14, 1889 edition of The Union Republican carried the following article about the expansion of rail service: "On to Wilkesboro - Mr. George W. Hinshaw tells a representative of the Republican that there is now one thousand hands at work on the Wilkesboro and Mocksville extensions. Track laying has been completed to Rural Hall and extended at present date one and one-half miles beyond. It is the intention of the Richmond and Danville Company, to transfer the High Point & Asheboro force to the Wilkesboro line at an early day and to complete the Road to Wilkesboro by February, 1890. These are encouraging facts and will be good news to all along the line."

Progress sometimes was slowed by the elements as indicated in the Feb. 21, 1889 edition of The People's Press, a Salem newspaper: "The heavy rains on Monday caused a washout of over 100 feet on the Wilkesboro Railraod near Rural Hall."

The same edition of the newspaper reported "The latest news is that the track on the Wilkesboro road has been laid nearly two miles beyond Rural Hall, and the road will probably be completed to Wilkesboro by Feb. 1890."

Work pushed forward on the Wilkesboro line from Winston-Salem to Wilkesboro. The Wilkesboro Extension was completed to Rural Hall, and the March 28, 1889 edition of The Republican carried the following article "On Monday evening, March 25, 1889, by invitation of Mr. Geo. W. Hinshaw, we had the pleasure of being among those who were passengers on the first train on the Wilkesboro Extension from Winston to Rural Hall, the point of juncture with the Cape Fear and Yadkin Valley Railroad. The Train left the depot here at 8:15 to connect with train on the Cape Fear & Yadkin Valley



for Mt. Airy, which is due at Rural Hall at 4:20. The train was in charge of Capt. L. M. Hawkins, a little fellow of about 280 pounds avoirdupois, with some 15 years experience in the service of the Richmond & Danville Company, in fact a regular Knight of the Road, who made the passengers feel at home, among whom were besides the representative of the city press were Judge T. J. Wilson, Col. J. W. Alspaugh, Messrs. J. C. Buxton, N. E. Alden, C. B. Walson, W. B. Glenn, D. S. Reid, M. N. Williamson, J. L. Ludlow, R. A. Mills and others. The ride was a delightful one and through one of the finest farming sections in the county of Forsyth. The train made connection with the North bound train on the Cape Fear & Yadkin Valley and returned in time to connect with the 6:30 train on the North Western North Carolina Railroad to Greensboro.

Captain S. E. Allen, the Hardware and Crockery King of Winston made the first freight shipment on the Wilkesboro Extension to Rural Hal and Messers. Hinshaw and Medearis were the first to receive freight over the line.

This road opens a new country to Winston-Salem, and what is more, it infuses life, railroad life into one of the finest farming, manufacturing and timber sections in the state.

We learn that the road is to be pushed right through to Wilkesboro from Rural Hall and that by the middle of April the entire line will be under contract to the former place. Two companies are now at work. One camped at Wm. Cundiff's, the other on Fish River. One-third of the line from Elkin to Wilkesboro is now graded and the force on that end is to be largely increased; so that the entire line to Wilkesboro will be completed and cars running from Winston-Salem to Wilkesboro by Christmas.

We expect to eat our Christmas dinner in Wilkesboro with about 500 other Winston-Salem people who will have gone up on the Winston and Wilkesboro Extension. The cry all along the line is, ho! for Wilkesboro.

The Wilkesboro Extension is to be operated as a separate line with headquarters here, with its own engines, cars, conductors, engineers and force, connecting with all passenger and freight trains on the Cape Fear & Yadkin Valley Road and trains from and to Greensboro.

A Mt. Airy merchant can breakfast in Wisnton-Salem, transact a days business and return to his home by bed-time."

The April 4, 1889 edition of The Republican gave the following progress report: "The Committee on Internal Improvements made

the following report:

To the Chamber of Commerce -- Gentlemen: We have the pleasure of reporting that trains are running regularly on the Wilkesboro Extension as far as Rural Hall, at which place they make close connections with the C. F. & Y. V. Railroad to and from Mt. Airy. The work on the road is being pushed rapidly and in a few weeks trains will be running regularly to the Yadkin River, and it is contemplated to finish the road to Wilkesboro this year.

Respectfully submitted,  
Geo. W. Hinshaw, Ch'm. Comm."

The excitement over the progress of the line was also met with tragedy as reported in the April 11, 1889 edition of the People's Press: "A fatal accident occurred last week in the railroad out near Rural Hall on the Wilkesboro Extension. It seems that a number of hands were at work digging down a steep embankment when suddenly the dirt caved in killing one negro instantly, breaking another's arm, and wounding several others more or less."

The April 18, 1889 edition of The Republican stated: "The Wilkesboro Extension to Rural Hall is beginning to show her colors. Within the past week the passenger roll numbers 139, and the road is but some 10 miles long and only two weeks old."

Business picked up in Rural Hall as evidenced by a June 13, 1889 edition of The Republican which noted "Saw mills by the dozen are being operated along the C. F. & Y. V. Railroad. One of these sawmills is located in Rural Hall and operated by H. W. Reed."

A report of the Cape Fear & Yadkin Valley Railway Co. in 1889 stated "Summerfield, Stokesdale, Belew's Creek, Rural Hall, Dalton, Pinnacle, Pilot Mountain, Ararat, are all thriving stations -- shipping points for tobacco, timber, mineral ores and country products. Rural Hall has recently been connected with Winston by the Richmond and Danville Railroad, which will doubtless accomplish much in the development of the surrounding country."

Prior to the development of the line to Mt. Airy, the factories and stores had been forced to ship their goods in or out by wagon to make connection with the railroads at Winston-Salem. After the opening of the new line, these businesses offered a good freight trade for the Cape Fear and Yadkin Valley, and the road prospered during its early years.

Work continued and the July 4, 1889 People's Press reported: "The Richmond and Danville Co. asked for the second installment of bonds on the Wilkesboro Extension, on yesterday, having completed the second 10 miles of road. The track is now laid eight miles beyond Rural Hall. We learn that the whole line will be completed between here and Wilkesboro before Christmas. The whole line is now under contract and the work will be pushed as rapidly as possible."

The railroad growth continued to bring growth to Rural Hall. The Wilmington Messenger, in the March 22, 1890 edition, reported the "Gratifying Growth of Industry Along the Cape Fear & Yadkin Valley Rail Road. A Statement of Improvements on the line of the C. F. & Y. V. R. R. listed:

Rural Hall - One steam saw mill and 2 dwellings."

Besides the legitimate products shipped over the rails, there is indication that some illegal products may have been shipped as evidenced by the following statement from the Mount Airy News - Jan. 2, 1896: "What purported to be a carload of apples was shipped from Wilkesboro to Fayetteville. Information got out somehow that there was something wrong, and the revenue officers pounced down on that car. They found concealed among those mellow apples 200 gallons of mellow 'corn liquor'."

The same edition of the Mount Airy News reported "The business of the C. F. & Y. V. railway is growing. We learn that the earnings the first two weeks in November were about \$5000 greater than for the corresponding period one year before".

A fascinating description of products shipped over the line is found in the book published by the Cape Fear and Yadkin Valley Railway Co. The book has the same title and states: "This broad domain grows an infinite variety of agricultural products: corn, wheat, rye, oats, rice, peanuts, Irish and sweet potatoes, field-peas, churas, sorghum, cotton, tobacco, and every garden vegetable produced from one end of the Atlantic coast to the other. Of fruits, the whole region is especially prolific: the pomegranate, white and blue fig, a greater number of distinct species of grapes than can be found in any other Southern State, apricots, nectarines, the Japan plum, apples, pears, peaches, plums, cherries, delicious melons, and all the small fruits in profusion. So diversified are the products throughout the extent of the line, and so marked are the climatic differences, that an agreeable and profitable interchange of commodities is possible between the people of one region and the other-- those of the tidewater and low country tendering to their friends of the Piedmont and mountain section the first fruits

of their labors in early spring, vegetables of all kind, while yet stern nature holds locked in her embrace forest and field and glade of the up-country. Thence shall come, when earlier seasons of the coast have brought their treasures and passes away, the offerings quickened into luxuriant growth by mountain breeze and clime: apples, pears, peaches, cherries, the Blue Ridge cabbage (the finest in the world), and the dairy products of this goodly land.

The strides made in manufacturing have been rapid. Besides cotton milling, the almost inexhaustible forest area renders easy and feasible the manufacture of nearly everything useful in wood: wheels, hubs, spokes, handles, shuttles, buckets, furniture, the wooden gear of agricultural implements, and, in fine, all the woodenwares entering into the daily domestic and business employments of man. Iron and coal--the quality and quantity of which have been attested by inimpeachable authority--offer abundant material and unusual facilities for the establishment of foundries and the manufacture of car and carriage wheels and axles, plows, axes, the different tools of the artisan, etc."

Minerals, timber, and farm animals were also shipped. Every cubic foot of masonry for the magnificent iron bridge over the Cape Fear River at Fayetteville, more than one-eighth of a mile in length, was transported the distance of one hundred and sixty-seven miles from a splendid quarry near Flat Rock and more convenient to the railroad.

Freight tickets found in the attic of the Rural Hall Depot give a sample of some of the products shipped:

Sept. 10, 1898- From Rural Hall to Winston-Salem  
30,000 lbs. wood  
20,000 lbs. wood  
150 lbs. 2 sacks of Black Berries

August 2, 1900 - From Rural Hall to Greensboro  
50,700 lbs. rough oak lumber

August 8, 1900 - From Mt. Airy to Rural Hall  
chairs, baby carriage, cans, lounge, dresser,  
safe, stove, 2 bdls. bed ends, 1 churn, glass,  
frames, bedding, bed rails, slats, blankets,  
stovepipe, 3 tables, tinware

August 20, 1900 From Germanton to Rural Hall  
18 bags of meal

June 21, 1900 From Guilford College to Rural Hall  
12 pks Angle Bars

August 22, 1900- From Atlanta to Rural Hall  
37,000 lbs. corn

August 24, 1900 - From Lynchburg, Va. to Rural Hall  
1 keg of nails

August 29, 1900 - From Germanton to Rural Hall  
1 carload of lumber

August 31, 1900 - From Greensboro to Rural Hall  
7 pcs 24" sewer pipe

June 25, 1889 - From Winston-Salem to Rural Hall  
1 box lemons  
1 box cheese  
1 box bacon  
3 box s. stuff

March 1, 1894 - From Winston-Salem to Rural Hall  
3 empty egg crates

Sept. 29, 1891 - From Winston-Salem to Rural Hall  
2 sacks flour  
2 bags coal

June 1, 1891 - From Winston-Salem to Rural Hall  
bed ends, slats, rails

Telegrams were also found in the Depot attic and a sample of the dates and messages are listed below:

Feb. 13, 1892 From Rural Hall To: Winston, N.C.  
Cannot talk business on Sunday - Come Monday

Feb. 18, 1892 From Rural Hall To: Washington, D. C.  
Shipped you today ninety dozen eggs, Wire me  
in morning this week prices

Aug. 15, 1895 From Rural Hall To: Winston, N.C.  
Have seen saw, Will wire money tomorrow.

Aug. 19, 1895 From Rural Hall To: Dr. J.H. Wolff, Sylva, N.C.  
Stella no better yesterday, have not heard today.

The Twin City Sentinel of August 9, 1960 featured a history of Rural Hall reporting the town was at one time a thriving railroad town such as sprang up in many parts of the country before the turn of the century. "Rural Hall was better off than most because it had two railroads instead of one. It became a well-known layover place for travelers changing

trains. It attracted several small industries, developed a well integrated business center and was on its way up the municipal ladder.

By 1891, the town was beginning to boom because the old Cape Fear & Yadkin Valley Railroad (now called the Atlantic and Yadkin) had connected Rural Hall with the Blue Ridge Mountains and the Atlantic Ocean in 1888. A year later the Richmond and Danville Railroad had built a track from Winston-Salem to North Wilkesboro, converging with the other track right in the center of town.

This in turn stimulated industrial development, and C. W. Anderson recalls that at one time or another Rural Hall had a stove factory, a broom factory, an excelsior factory, a box shop, a tobacco factory, and a roller mill. The present Brady Furniture Company, producer of high grade household furniture, was preceded by the Smith and Kizer Spoke and Handle Factory, and by the All Right Manufacturing Company, the largest maker of toilet seats in the U. S."

The 1960 paper goes on to report "This industrial root system is responsible for the fact that Rural Hall today is the third largest manufacturing center in Forsyth County. Although small by Winston-Salem and Kernersville standards, it employs nearly 200 persons in manufacturing, and is considered by the Planning Board as one of the areas most suitable for further industrial development."

The History of Rural Hall, published in 1977, reports "Each day trains left Mount Airy and Sanford to meet in Rural Hall-- and ran from Wilkesboro to Greensboro with a stop in Rural Hall. At the height of the railroad business eight passenger trains and many freight trains passed through each day. The meeting of the trains was the social event of the day. People gathered to watch and chat with one another. The schedule could not have been more conducive to good visiting. Four trains came through at 10:00 a.m., three at 5:00 p.m., and one at 6:30 p.m.

While the railroad was being built, workers camped in various areas of Rural Hall. They used a 'commissary', a building with a dirt floor, on Mrs. Kiser's farm and another behind A. L. Payne's house, according to the memories of some residents.

With the coming of the railroad and a greater concentration of people in one vicinity, business experienced a growth unknown to the area previously.

The tremendous growth of the town resulted in seven churches

being built within a period of 34 years. Many fine homes were built around 1900 and they, like the businesses, were built near the railroad and the station house.

The most popular activity for children and adults alike was going to the railroad station. Much visiting was done, business was conducted, and lots of courting took place at this spot."

The Sentinel history article on the town of Rural Hall provided additional reflections of the railroad's influence. "The thing the older folks remember best about their town's past is that period during the 1920's when Rural Hall was the disembarkation point for the resort hotels of Vade Mecum and Moore's Springs in the Sauratown Mountains. Since Rural Hall was the nearest railroad station to the mountain springs, there blossomed a thriving transient tourist business, especially in summer. From east and west came vacationers by wood burning choo-choo to rent a horse and buggy in Rural Hall, or catch a stage coach to the mountains. Many businessmen and resort seekers spent the night in the Rural Hall Hotel which stood for nearly 60 years beside the railroad tracks.

Residents also remember a hot summer day in 1955 when the last passenger train passed through Rural Hall, loaded to the coal bin with sentimental passengers making the last ride to North Wilkesboro."

Rail freight service continues to this day in Rural Hall with the Southern Railway Company. The rail lines to Mount Airy and Wilkesboro continue to be very profitable lines, still coming together in Rural Hall. Freight trains bring freight from Stokesdale, Belews Creek, Brook Cove, Pilot Mountain and Mount Airy to the main line in Rural Hall. On the main line, freight trains requiring 3-5 diesel engines haul freight northward to Wilkesboro, and southward to other points. The new Southern Railway Dispatcher Station is computerized and communicates with trains by radio.

The original frame Depot, built in 1888 and in service for a period of 92 years, now stands on ground 200 feet from its original location. Railroad lines continue to run on both sides of the original depot, while the silent semaphore above the Depot signals a visual reminder of the by-gone days when Rural Hall was a bustling, boom-town of railroad growth.