

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: South Carolina	
COUNTY: Richland	
FOR NPS USE ONLY	
ENTRY NUMBER JUN 19 1973	DATE

1. NAME

COMMON:
Union Station

AND/OR HISTORIC:
Atlantic Coast and Southern Railway Station

2. LOCATION

STREET AND NUMBER:
401 South Main Street

CITY OR TOWN:
Columbia

STATE: South Carolina CODE: 045 COUNTY: Richland CODE: 079

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Pork <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ <input type="checkbox"/> Comments _____

4. OWNER OF PROPERTY

OWNER'S NAME:
Georgia Industrial Realty (subsidiary of Southern Railway System)

STREET AND NUMBER:
99 Sprig Street S. W. P. O. Box 1808
Washington, D. C. 20013

CITY OR TOWN:
Atlanta

STATE:
Georgia

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
Richland County Courthouse

STREET AND NUMBER:
Corner Washington and Sumter

CITY OR TOWN:
Columbia

STATE:
South Carolina

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Statewide Survey of Historic Places

DATE OF SURVEY: 1973 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
South Carolina Department of Archives and History

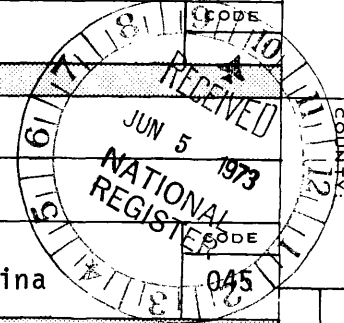
STREET AND NUMBER:
1430 Senate Street

CITY OR TOWN:
Columbia

STATE:
South Carolina

CODE: 045

SEE INSTRUCTIONS



STATE: _____

COUNTY: _____

ENTRY NUMBER: **JUN 19 1973**

DATE: _____

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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Exterior: There are two buildings on the site - the passenger station with a large waiting room and facilities for baggage processing, plus a smaller structure used for mail services. Both are constructed of natural flecked brick with stone trim. The main building is divided into two major sections and is L-shaped in plan. The east section is topped by a high hipped roof with cross gables. The wing section also ends in a gable and is crossed by gables. All of the gables have two steps on either side terminating in a rectangular projection. Each gable contains a set of triple windows topped by wide rusticated stone lintels and resting on narrow stone lugsils. Above the lintels the bricks are arranged in a radiating pattern around a brick semi-circle and injected with a stone keystone.

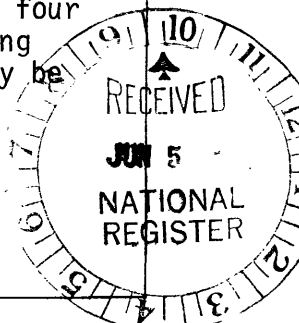
Below the gables a projecting wooden cornice with wave patterned brackets runs the course of the building. The lower windows of the east section and on both stories of the wing section are recessed double hung pairs. Upper windows in the east section are divided into six lights. Each of these is divided into eight triangles by criss-crossed tracery. The main entrance on the north side consists of two doorways with double glass doors in each.

Projecting from above the lower windows on the main section is a carriage way supported by five acanthus piers. Extending beyond this is an overhang held by wires and orientalized brackets. A smaller drive though identical in design but with only two piers, extends from the wing section. Two chimneys rise above the structure. Both are corbeled capped with arch and pilaster detailing. Except for the addition of a covered walkway on the east end, and a few changes in the doorway and window positions, all made in 1915, the exterior is just as it was in 1902.

Interior: Increased rail travel necessitated remodeling of Union Station in 1915. This consisted primarily of interior changes which involved rearrangement of space. Not in use today, the waiting room remains as it was originally designed. The expansive windows are divided by acanthus pilasters which rise to the ceiling. A coffered ceiling and terrazo floor add to the elegance of this light filled spacious interior. Today part of the wing section has been subdivided into offices serving the Southern Railway System.

Surroundings: Because it is surrounded by open tracks, green fields, and the original red brick driveway, the site seems relatively isolated from downtown Columbia, even though it is less than a mile away. Its close proximity to the city center and the fact that the site comprises four acres make it a choice piece of real estate. The property is being negotiated for now and if it is sold, Union Station will certainly be torn down.

SEE INSTRUCTIONS



SIGNIFICANCE

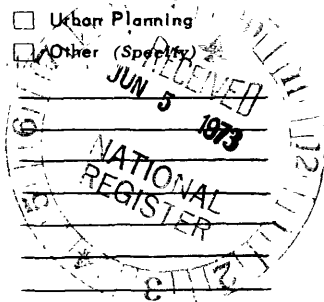
PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) designed 1900, completed 1902

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | |
|--|---|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | |
| <input type="checkbox"/> Conservation | | |



STATEMENT OF SIGNIFICANCE

Designed by Frank P. Milburn, prominent Southeastern architect, the Union Station is an excellent example of turn of the century Eclectic architecture. Inspired by English Manor House designs of the 16th Century, the stepped gables, the combination of brick and stone, and the towering chimneys place the building within the mainstream of Jacobethan Revival architecture in America.

Architecture: Frank P. Milburn's specialty was large public buildings. His Book of Designs published in 1905 includes drawings of office buildings, state houses, art galleries, churches, and train stations. Among the stations designed by Milburn were those for the cities of New Orleans, Atlanta, Savannah, and Knoxville. Milburn's architectural credo was the progressive cry of his day-to erect "artistic as well as durable buildings" and to consider the "scientific as well as the practical manipulation" of his materials. Unlike many architects, he insisted upon using only materials of the highest quality and accepted only the finest workmanship. The attention given to decorative details in Union Station, such as the carved wooden brackets, the oriental inspired ironwork, and the acanthus capitals, displays Milburn's emphasis on quality of design and materials. Large window openings and a high ceilinged waiting room reveal his concern for light and space. Without sacrificing design or proportion Milburn created a functional structure for railroad travel at the beginning of the 20th century.

Transportation: In many American cities today railroad stations are being abandoned and destroyed because of the shift to air transportation. Soon we will be left with few buildings to remind us of the time when passenger trains were the most important means of travel. Constructed during a period of economic growth for Columbia, Union Station met the needs of a prospering community. Prior to this time Columbia was served by two small stations, but it was as early as 1800 that the City Council asked the Railroad Commissioner, M. L. Bonham, to lobby for a Union Station. In 1899 the Southern Railroad and the Atlantic Coast Line agreed to construct a station on South Main Street. The following year Milburn's plans were approved by the South Carolina Railroad commissioner and the City Council. Construction began shortly afterwards. The building was opened to the public on January 14, 1902.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Milburn, Frank P. Book of Designs, 1905. Columbia, South Carolina: The State Company, 1905.

Hennig, Helen Kohn. Columbia, Capital City of South Carolina, 1786-1936. Columbia, South Carolina: Columbia Sesqui-centennial Commission, 1966.

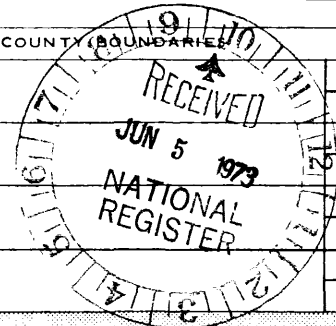
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		33 59 25	81 01 46	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 4

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
Florence Bacher Myers, Researcher

ORGANIZATION: S. C. Department of Archives and History DATE: May 11, 1973

STREET AND NUMBER:
1430 Senate Street

CITY OR TOWN: Columbia STATE: South Carolina CODE: 045

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name: Charles E. Lee

Title: State Historic Preservation Officer

Date: May 22, 1973

I hereby certify that this property is included in the National Register.

Robert W. Utley
Chief, Office of Archeology and Historic Preservation

Date: 6/19/73

ATTEST:

[Signature]
Keeper of The National Register

Date: 6 14 73