Form No. 10-300 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

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

FOR NPS USE ONLY MAY 3 1 1979 RECEIVED ALG 1 3 1979 **DATE ENTERED**

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS **TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS 1** NAME 12 NICENT

HISTORIC Southern Railway Combined Depot

AND/OR COMMON Belton Depot (Preferred)

2 LOCATION

STREET & NUMBER Located at the west side of the Public Square

NOT FOR PUBLICATION CITY, TOWN CONGRESSIONAL DISTRICT Belton #3 VICINITY OF STATE CODE COUNTY CODE South Carolina 045 007 Anderson

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRES	PRESENTUSE		
	X_PUBLIC		AGRICULTURE	MUSEUM		
X BUILDING(S)	PRIVATE		COMMERCIAL	PARK		
STRUCTURE	вотн	WORK IN PROGRESS	EDUCATIONAL	PRIVATE RESIDENCE		
SITE	PUBLIC ACQUISITION		ENTERTAINMENT	RELIGIOUS		
OBJECT	IN PROCESS	XYES: RESTRICTED	GOVERNMENT	SCIENTIFIC		
	BEING CONSIDERED	YES: UNRESTRICTED	INDUSTRIAL			
		NO	MILITARY	X_{other} unoccupied		

4 OWNER OF PROPERTY

NAME City of Belton	j.	Southern Railway Company
STREET & NUMBER 306 Anderson Street	/	1200 Main Street, Columbia
CITY, TOWN Belton		State South Carolina

VICINITY OF

FIOCATION OF LEGAL DESCRIPTION

COURTHOU	JSE, OF DEEDS,ETC.	Anderson County Co	ourthouse	
STREET & N	NUMBER			
		Courthouse Square		
CITY, TOWN	J		STATE	
		Anderson	South Carolina	
6 REPR	ESENTATION	IN EXISTING SU	RVEYS	
TITLE				
	Inventory of His	toric Places in Sou	uth Carolina	
DATE				
	1979 (update)		FEDERAL XSTATECOUNTYLOCAL	

DEPOSITORY FOR South Carolina Department of Archives and History SURVEY RECORDS STATE CITY, TOWN

Columbia

South Carolina



CON	DITION	CHECK ONE	CHECK (ONE
EXCELLENT GOOD FAIR	XDETERIORATED RUINS UNEXPOSED	UNALTERED X_altered minor	Xoriginal	SITE DATE

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This one-story brick depot, constructed ca. 1910, remains the focal point in downtown Belton, South Carolina. Situated on the west side of the Belton Public Square, the Belton Depot was built by the Southern Railway to replace earlier station facilities housed in several small buildings. The original plans credit the design to the company's Office of Chief Engineer in Washington; however, the specific architect remains unknown.

Exterior

Rectangular in plan (approximately 43' by 179'), this structure features a prominent tin shingle hip roof with 7' flared eaves supported by 36 massive wooden diagonal brackets. The section housing the freight area is topped by a lower profile hip roof. Brick walls are laid in common bond with string courses and segmented arch window and door openings. The front (east) facade contains a bay on the lower level in which the telegraph and dispatcher's office was located. Directly above the bay is a tower containing three pivoting windows with diamondshaped panes and a metal, ornamental finial atop its tent roof. There are two interior chimney stacks, one piercing the crest of the roof and the other piercing the south slope of the roof.

Opening onto the exterior are three double doors and five single doors. Two of the double doors feature diamond-shaped panes in transom with one double door having a wooden transom. The upper section of all double doors contains diamondshaped panes with lower section featuring two triangular-shaped panels to each door. Above all of the single doors are transoms with diamond-shaped panes. Three of the single doors feature five rectangular panels; two of the single doors feature diamond-shaped glass panes in their upper section with two rectangular panels in lower section. Access to the freight room area is provided by ten wooden double-sliding doors. There are thirteen windows in all, with eleven featuring diamond-shaped panes on the upper sashes and two panes below. The remaining two windows are in a narrow rectangular form with diamond-shaped panes.

Interior

The Belton Depot was designed for a combination of passenger, office and freight storage uses. Two independent waiting rooms and toilets, the office area, express room, and baggage room comprise the 66' southern section. The office area and waiting rooms have high, narrow-beaded wainscotting with chair rail and wide baseboard. The office has a separate ticket window to each waiting room. The express room's north and south walls are made of wide, vertical boards; the front (east) and rear (west) walls are constructed of brick. The baggage room consists of wide, horizontal board wood walls. The large freight room, which comprises the entire 113' northern section, features brick walls. Wide board floors are used in the freight, baggage, and express rooms; the office area and waiting rooms have narrow board floors.

The Belton Depot appears to be virtually unaltered from the original plans except for the removal in the late 1950s of all but a small section on the front (east) facade of an 8' wide platform originally surrounding the freight room and extending northward 100 feet.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE CHECK AND JUSTIFY BELOW					
PREHISTORIC	ARCHEOLOGY-PREHISTORIC	COMMUNITY PLANNING	LANDSCAPE ARCHITECTURE	RELIGION		
1400-1499	ARCHEOLOGY-HISTORIC	CONSERVATION	LAW	SCIENCE		
1500-1599	AGRICULTURE	ECONOMICS	LITERATURE	SCULPTURE		
1600-1699	ARCHITECTURE	EDUCATION	MILITARY	SOCIAL/HUMANITARIAN		
1700-1799	ART	ENGINEERING	MUSIC			
1800-1899	COMMERCE	EXPLORATION/SETTLEMENT	PHILOSOPHY	X TRANSPORTATION		
<u>X</u> 1900-	COMMUNICATIONS	INDUSTRY	POLITICS/GOVERNMENT	OTHER (SPECIFY)		
		INVENTION				
SPECIFIC DAT	SPECIFIC DATES cinca 1010 BUILDER/ARCHITECT Southern Railway Office of Chief					
SI LOING DAT	^{ES} circa 1910	Bolebelly Aller	Engineer, Wash	ington, D.C.		

STATEMENT OF SIGNIFICANCE

The Belton Depot is significant for its historical association with the railroad's role in the development of Belton. Constructed circa 1910, the building is an important local landmark. A focal point of downtown Belton, it virtually defines the west side of the public square. The Belton Depot is also architecturally significant as an example of the prevailing turn of the century genre for Depot design.

The railroad played a principle part in the development of Belton, which was incorporated in December of 1855. A combination of geographical location and economic factors in 1849 led surveyors for the new Greenville and Columbia Railroad to place a rail junction near the area which was to develop into the City of Belton. The route traversed the property of Dr. George Brown who, sensing the importance of the rail junction on his property, set about surveying a village and selling lots at a public auction. He deeded a plot to the railroad for a depot, the first being a small, wooden frame building constructed in 1852. The railroad was completed and the first train came through Belton in 1853.

A 1911 advertising publication for Belton contains photographs of the present depot constructed circa 1910 and states of the railroad facilities:

"There is no city or town in South Carolina that has better railroad facilities than has Belton. Belton is the junctional point for the Southern Railway, C & G division, and the Blue Ridge Railway ... There are now 68 different trains and trolleys on which one may get into and out of Belton every day."

(In January of 1872, the Greenville and Columbia Railroad became part of the South Carolina Railroad system; this in turn became the Southern Railway in 1902.)

In the early 1960s passenger service and less-than-carload freight shipments were discontinued in Belton, and the depot was eventually abandoned. The City recently acquired the depot and a perpetual lease on the property where it is located from the Southern Railway. A local effort is now underway to examine the feasibility of restoring the depot. The Belton Museum and Belton Library branch have made tentative plans to occupy the building.

Architecture

Important as a local landmark, the Belton Depot is significant as a good architectural example of turn of the century railroad station design. The design elements that contribute to the form are the conical tower and bay, flared eaves, diagonal brackets and diamond patterned sash detail.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

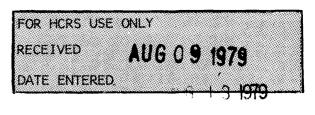
Anderson County Courthouse, Anderson, South Carolina. Book DD, 16 January 1854, p. 284.

The Belton Times. Sketches of Belton, South Carolina. Belton, S.C.: The Belton Times, 1911.

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UTM REFERENCES	<u> </u>			
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VERBAL BOUNDARY DES	SCRIPTION			
then proceed south	for 260', then	proceed no	orthwe	424', then proceed west for 80', st for 44',then proceed west for 46' t for 40' to the point of orgin.
LIST ALL STATES A	ND COUNTIES FOR P	ROPERTIES O	/ERLAP	PING STATE OR COUNTY BOUNDARIES
STATE	COD)E CC	UNTY	CODE
STATE	COD	DE CO	UNTY	CODE
11 FORM PREPARE	D BY			Charles Martin; Mark Schader S.C. Appalachian Council of
Jill Kemmerlin, His	toric Preservat	ion Divisi:	on	Governments
ORGANIZATION				DATE
South Carolina Depa	rtment of Archi	ves and Hi	story	May 1, 1979
STREET & NUMBER	_	_		TELEPHONE
Post Office Box 11,	<u>669, Capitol St</u>	ation		(803) 758-5816
CITY OR TOWN				STATE
Columbia				South Carolina
12 STATE HISTORI	C PRESERVA	TION O	FFICE	ER CERTIFICATION
THE EV	ALUATED SIGNIFICA	NCE OF THIS I	PROPER	TY WITHIN THE STATE IS:
NATIONAL	,	STATE	-	
As the designated State Histori	c Preservation Officer	for the Nationa	Historic	Preservation Act of 1966 (Public Law 89-665), I
				rtify that it has been evaluated according to the
criteria and procedures set fort				
	·		< /	(d)
STATE HISTORIC PRESERVATION	OFFICER SIGNATURE	Jels	<u>1. X</u>	4
TITLE Charles E. L State Histor	ee ic Preservation	1 Officer		DATE 5/23/79
FOR NPS USE ONLY				
I HEREBY CERTIFY THAT T	HIS PROPERTY IS INC	LUDED IN TH	NATIO	NAL REGISTER
Carne	_ thu	L_		W DATE 8-13-79
ATTEST	MEDLOGY AND HIGT	ORIC PRESER	ZATION	DATE 8/3/19
KEEPER OF THE NATIONAL	REGISTER			

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM



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The Belton Depot is a visual reminder of the railroad's role in the growth and development of the town of Belton, a rural farming community located in the upper section of South Carolina. The railroad facilities after 1853, in addition to providing passenger service, were the major means of shipping farm products and supplies into and out of Belton until the advent of motorized vehicular transportation. The present railroad depot, constructed ca. 1910, provided facilities for the textile industries which were located in and near Belton in the early part of the 20th Century. The Belton Depot remains a significant local landmark due to its historical association with the railroad's role in providing services to the farming and textile interests of Belton.

8/3/79

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CONTINUATION SHEET

9 PAGE 1 ITEM NUMBER

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