

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Union Station

other names/site number Davis Garage

2. Location

street & number 300 Martin Luther King, Jr., Drive not for publication

city or town Winston-Salem vicinity

state North Carolina code NC county Forsyth code 067 zip code 27101

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Stephen J. Crow SHPD 11/18/98
Signature of certifying official/Title Date

State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain): _____	_____	_____

Union Station
Name of Property

Forsyth Co., NC
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
1	0	sites
0	0	structures
0	0	objects
2	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed
in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related

Current Functions
(Enter categories from instructions)

TRANSPORTATION/road-related

7. Description

Architectural Classification
(Enter categories from instructions)

Beaux Arts

Materials
(Enter categories from instructions)

foundation CONCRETE

walls BRICK

Limestone

roof OTHER/Built up

other GLASS

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Union Station
Name of Property

Forsyth Co., NC
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

Architecture

Transportation

Period of Significance

1926-1948

Significant Dates

1926

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Fellhimer & Wagner, Architects

(Fellhimer, Alfred & Wagner, Steward)

Northeastern Construction Co., Builder

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Division of Archives & History, Raleigh, NC

Union Station
Name of Property

Forsyth Co., NC
County and State

10. Geographical Data

Acreage of Property Approx. 2

UTM References

(Place additional UTM references on a continuation sheet.)

1

1	7
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 Zone

5	6	9	4	6	0
---	---	---	---	---	---

 Easting

3	9	9	4	3	6	0
---	---	---	---	---	---	---

 Northing

3

--	--	--	--	--	--	--	--	--	--

 Zone

--	--	--	--	--	--	--	--	--	--

 Easting

--	--	--	--	--	--	--	--	--	--

 Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Laura A. W. Phillips, Architectural Historian

organization N/A date 6/1/98

street & number 637 N. Spring St. telephone 336/727-1968

city or town Winston-Salem state NC zip code 27101

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Harvey L. & Bonnie N. Davis

street & number 300 Martin Luther King, Jr., Dr. telephone 336/725-1341

city or town Winston-Salem state NC zip code 27101

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Union Station
Forsyth County, North Carolina

DESCRIPTION:

NOTE: Copies of four original elevation drawings and floor plans for the main and second levels of the building accompany this nomination and support the physical description of the property.

Summary:

Winston-Salem's Union Station is a handsome Beaux Arts-style brick and limestone railroad station built between 1924 and 1926. Located in a congested urban setting southeast of the city's commercial core, it stands south of I-40 Business, east of US 52, and northwest of the campus of Winston-Salem State University. Although Union Station exhibits one-story entrance facades on the north and east, it drops with the grade of the land to reveal three-story concourse and service elevations on the south and west. Measuring approximately 118' by 110', the building consists of a rectangular main body, five bays wide and eight bays deep, with a large square east wing that is three bays wide and three bays deep. A one-bay-deep unit with a lower cornice line runs along the entire south elevation of the building. Unlike the main level of the building, which is sheathed in brick with limestone trim, the lower two levels of the south and west elevations are faced with concrete.

Formal entrances leading from Excelsior Street on the north and Martin Luther King, Jr. Drive (formerly Wheeler Street) on the east open into the public lobbies, waiting rooms, and travel service spaces that occupy the main level of Union Station. These spaces are divided into the originally designated "white" waiting area in the west half of the building (accessed through the north entrance) and the "colored" waiting area on the east half (accessed through the east entrance). Both the white and colored areas are subdivided into entrance lobbies, waiting rooms, rest rooms, restaurant spaces, staircase accesses, telephone alcoves, ticketing and travel information counters, baggage claim areas, and miscellaneous offices. The two sections are separated by a central ticket counter and a concession stand which serve both sides. A twenty-foot-wide exit concourse runs along the rear (south side) of the building from the central corridor to the east facade. The exit concourse originally opened onto the bridge concourse (now gone) that projected over the railroad tracks.

The second level of the station, below the main level, is divided into a series of various sized office spaces connected by a wide corridor extending the length and width of the structure. Rest rooms and the space that originally served as the station kitchen are also located on this floor.

The third, lowest, level of the station accesses grades on the south and west elevations. The one surviving railroad track (not included within the nomination boundary) is situated south of the building at this grade. The third level is divided into a variety of utilitarian storage and service

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Union Station
Fayette County, North Carolina

areas. Originally these served as baggage storage areas, as offices and receiving areas for express companies and the U.S. mail, and as heating and coal storage rooms.

Exterior features:

Constructed of steel framing, reinforced concrete, and other load-bearing masonry, the main level of Union Station is faced with red brick laid in a Flemish bond pattern. Details are executed in limestone. The flat roof is hidden behind a brick parapet with a plain limestone frieze that encircles the entire building, including the raised clerestory of the north-south corridor and the lower, south-side exit concourse.

The building's north entrance consists of a limestone portico supported by paired heroic columns with stylized Corinthian capitals. The portico is crowned by an entablature with alternating foliate medallions and five flutes and a parapeted cornice with a leaf-and-tongue band. The portico rises several feet above the rest of the facade, fronting the raised, central, north-south corridor of the building that allows for a clerestory. The portico ceiling is coffered. Beneath the portico, the north entrance to the building exhibits a segmental-arched surround with a carved stone eagle in the keystone position. An arched, divided-light transom surmounts a rolling garage door that replaced the original four-leaf doorway.

The east entrance consists of an engaged limestone portico with paired pilasters and an parapeted cornice with a decorative (enriched talon) classical molding. The portico surrounds a recessed entranceway crowned by a sunburst panel and a round arch with a coffered ceiling. As with the north entrance, the original east entrance doors have been replaced by a rolling garage door.

Except for narrow vertical windows that flank the east portico, the other main-level windows of the north, east, and west elevations have simple limestone surrounds and limestone panels beneath the sills. These windows are integral to the building's stone water table. The windows of the south (trackside) and lower west elevations are plainer, smaller, and more utilitarian in appearance. All windows are composed of pivoted steel sash. The windows of the north and east facades and of the top floor of the west elevation are composed of paired four-over-four-over-four sash. Those on the middle level of the west elevation are paired six-over-six sash, while those on the south elevation are paired four-over-four sash. The lowest level of the south elevation features several loading doors as well as windows, while the entire lowest (third) level of the west elevation is composed of loading doors with glass transoms. A metal-braced, wooden canopy stretches across and shelters the entire row of west elevation loading doors.

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Union Station
Forsyth County, North Carolina

Interior Features:

Union Station retains most of its interior layout and much of its original decorative detailing. The white waiting and service area consists of a 22' by 90' lobby corridor that runs from the north entrance to the south end of the building and originally opened to the concourse bridge over the tracks. Clerestory windows running the length of the lobby admit natural lighting to the space. The lobby is flanked on the west by a 30' by 55' waiting room and on the east by a wall with the ticket counter and concession stand surmounted by a metal grill. The recessed newsstand and concession area retains its original lighted display cabinets and product signs. The lobby terminates at the south end with an archway decorated by a coffered ceiling with banded reed borders. The lobby floor is composed of terrazzo panels, laid on the diagonal and bordered by a band of checked ceramic tile. The east wall of the lobby features a high marble wainscot and fluted pilasters with a dentiled cornice, while matching marble and fluted posts divide the lobby from the waiting room. The smooth, plaster, lobby ceiling is detailed with three plaster medallions, from which chandeliers originally hung.

The terrazzo and ceramic tile floor and the high marble wainscot of the lobby continue into the west waiting room, which is flooded with light by a row of large windows along the west wall. The north and south walls of the waiting room are punctuated by telephone alcoves and marble drinking fountains. The handsome wood telephone booths no longer remain in situ, but two are held in storage on the third (lowest) level of the building. Double door entrances lead to the women's restroom on the north and the men's restroom on the south. Doorways and alcoves in the waiting room and elsewhere on the main floor are identified as to function by surface-applied gilded lettering. Most of these are original; a few have been replaced with lettering that identifies the current use of the spaces, e.g. "Service Office" and "Parts." The women's restroom is finished with paneled plaster walls with plaster cornices, octagonal ceramic tile floors, pink marble stalls, and porcelain fixtures. Comfortable sofas and chairs (no longer surviving) originally supplied seating for the women. Unlike the women's restroom, the men's has a high marble wainscot with plain plaster above, heavy oak benches with scrolled ends like those that originally provided seating in the waiting room, and a built-in shoe-shine stand.

The colored waiting room on the east side of the building is smaller than the waiting room on the west side, but is equally impressive. The use of marble wainscots, plaster walls and ceiling, and gilded lettering continues in this space. The ceiling is distinguished by a large central plaster dome outlined by a plaster rope molding and with a decorative metal chandelier grill in the center. The lighting fixture no longer remains. The restrooms off the east waiting room are finished like those on the west side of the building, but are smaller.

North of the colored waiting room and east of the central lobby corridor are located the

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Union Station
Forsyth County, North Carolina

rooms that originally served as the white restaurant and the colored lunch room, with a service pantry in between. The kitchen was below on the second level of the building.

An enclosed metal stair at the south end of the central lobby hall leads from the main level to the two lower levels of Union Station. The second level is strictly utilitarian in nature and thus does not exhibit the various decorative devices found on the main floor. Plastered walls, wood trim, and plaster-covered support posts in a series of rooms that range from large to small characterize this floor. Originally used for railroad offices and for the restaurant kitchen, the second-level rooms now stand empty.

The third, lowest, level of the building dispenses with refined finishes altogether. Its large, open spaces and exposed structural elements clearly reflect its original uses for baggage storage and for shipping and receiving work spaces for the American Railway Express Company, the Southeastern Express Company, and the United States Postal Service.

Landscape Features:

Although there have been changes in some of the surrounding roads and density of development from the 1920s period when Union Station was built, the property retains some significant landscape features reflecting its original design. On the south side, just beyond the property boundary, a single railroad track still runs, although the fine bridge concourse over the tracks, the covered stairways leading to track level, and the track platforms no longer survive. West of the building, a yellow, brick-paved driveway (labeled on maps as Rosemond Street but never actually opened to general traffic) leads downhill from Excelsior Street to the brick-paved parking and loading areas that originally served the baggage, express, and mail rooms of the building's third level. At the north end of the west elevation, concrete stairs (now largely overgrown) lead from the northwest corner of the building at street level down to the loading dock level of the west elevation. North of the building, part of the original circular drive leading to the station and nearly all of the circular, park-like area in front of the station remain intact. These features serve as important survivors of the grand, several-block-long, planned vista that originally led to the primary entrance of Union Station from the north.

Alterations, Condition, and Integrity:

Despite the fact that the building that originally housed Union Station has been used as an automobile repair business for more than twenty years, it remains remarkably intact. The greatest loss has been the removal by Southern Railway in 1974 of the handsome brick, concrete, and glass bridge concourse that originally extended from the south side of the building over the tracks with

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Union Station
Forsyth County, North Carolina

stairs leading down to the track platforms, which are also gone. These elements, however, were located outside the current property boundary and the boundary of the nominated property. Other alterations include the replacement of the north and east side doors with rolling garage doors to allow vehicles to enter the building for repairs, the loss of the main floor chandeliers, and the loss of most of the heavy oak benches. Nevertheless, most of the original layout and details of the building survive. While during the present ownership there has been a strong concern for preserving the original features of the station as much as possible, the building has suffered wear and tear consistent with its use as an automobile repair center. To a surprising degree, the former Union Station has retained integrity of location, setting, design, materials, workmanship, feeling, and association that supports its nomination to the National Register.

NOTE: The preceding description has been drawn largely from the description accompanying the Application for Local Historic Designation of Union Station, prepared by LeAnn Pegram in 1997.

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Union Station
Forsyth County, North Carolina

STATEMENT OF SIGNIFICANCE:

Summary:

"The fulfillment of a dream of a decade, the new union passenger station of Winston-Salem is completed," announced a front-page story in the *Twin City Sentinel* on April 14, 1926, the day before the station opened for business. Proclaimed "one of the most complete and attractive stations in the South," Union Station was designed by Fellheimer and Wagner, a New York architectural firm known for designing many prominent railroad stations in the eastern United States in the years between the two world wars. Union Station is architecturally significant in Winston-Salem as a handsome example of the Beaux Arts style and as an embodiment of the characteristic features of the well-equipped, efficient, and comfortable union passenger stations popular in America's cities during the period. Union Station is also locally significant for its place in Winston-Salem's transportation history, representing the fulfillment of the long-time city goal of providing the traveling public with better facilities and serving as the city's sole passenger train station between 1926 and 1970. The grandest and most sophisticated of Winston-Salem's passenger stations, it is also the only one that survives. Union Station fulfills National Register Criterion A for its prominent association with Winston-Salem's transportation history and Criterion C for its architectural significance. Union Station's period of significance spans the years from 1926, when the station opened, to 1948, the last year in which it meets the fifty-year requirement for listing in the National Register.

Historical Background and Transportation Context:

From ca. 1830 to ca. 1930, rail transportation was the catalyst of America's booming geographic and economic expansion. Hundreds of railroad companies operated passenger and freight service along the quarter-million miles of track that linked America's communities, from village to city (Potter, 1). During the late nineteenth and early twentieth centuries, North Carolina was no exception to this trend. As railroads proved their worth, railway companies laid more and more miles of track in the state. By 1900, North Carolina could boast 3,831 miles of track. Total railroad mileage in the state increased to 4,932 by 1910 and to 5,522 in 1920 (Lefler and Newsome, 586). With this expansion came the construction of numerous railroad stations, for freight, passengers, or both.

The problem of transportation had long been a concern of the civic, commercial, and industrial leaders in Winston. In 1873, the first regular train arrived in Winston, from Greensboro. The twenty-eight-mile track, known as the Salem Branch Line, was part of the Northwestern North Carolina Railroad, later to become a part of the Southern Railway (Tilley, 31, 57). In 1889 the

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Union Station
Forsyth County, North Carolina

Roanoke and Southern (later the Norfolk and Western) arrived in the city. As the tobacco industry, in particular, grew, so did the importance of having a good system of rail lines into and out of the city (Fries et al., 250). In 1910, the Winston-Salem Southbound Railroad, which operated under the control of the Atlantic Coast Line Railway, provided a third rail line to serve Winston (Rondthaler, 280-281). This expansion of railroad facilities was closely linked to the city's phenomenal growth in industry, commerce, and population during the early decades of the twentieth century. In 1913, the towns of Winston and Salem merged, and during the decade between 1910 and 1920 the population grew 113 percent, making Winston-Salem the largest city in North Carolina (Fries et al., 205).

Several railroad stations--for passengers, freight, or both--were built in Winston-Salem prior to 1925. The only one of these to survive is the Winston-Salem Southbound Railway Freight Warehouse and Office, built on S. Liberty Street in 1913 (Phillips, Winston-Salem Southbound). A handsome, Mission-style station was built on Chestnut Street between Third and Fourth Streets in 1908 to serve passengers. However, in less than a decade, the three railroads recognized that Winston-Salem needed a larger passenger station to handle the constantly increasing rail travel. Although a site for the new station was agreed upon by both the railroads and the local citizens, the outbreak of World War I postponed construction. After the war, however, the citizens wanted the location moved, so a new site adjacent to the previously selected site and facing Church Street was selected. This time, it was the railroads who objected. In 1922, the site selection committee concluded that no depot could be economically built in the northern section of the city, so a new location on Wheeler Street (later Claremont Avenue and now Martin Luther King, Jr., Drive) was selected. The three railroads--the Southern, the Norfolk and Western, and the Winston-Salem Southbound--then formed a corporation, the Winston-Salem Terminal Company, to build Union Station (Miller & Vaughn, 20-21).

On September 29, 1924, the Georgia Industrial Realty Company sold several tracts of land--previously purchased from the R. J. Reynolds Tobacco Company, W. N. and F. E. Vogler, and Lillie Price Albright--to the Winston-Salem Terminal Company (Deed Book 232, p. 274). Six months later, on April 14, 1925, an additional tract of land was acquired by the Winston-Salem Terminal Company from the Southern Railway Company, thus completing the land package for the Union Station site (Deed Book 247, p. 182).

In the meantime, the Winston-Salem Terminal Company secured the services of the New York architectural firm of Fellheimer and Wagner to draw up plans for Union Station. They produced a design for a handsome, commodious, and efficient building in the Beaux Arts style that was suitable for Winston-Salem's size and transportation needs (Fellheimer and Wagner, Plans). Over a period of about sixteen months, the Northeastern Construction Company built Union Station at a cost of \$800,000. Finally, on April 15, 1926, the station opened early in the morning to a crowd of admirers. The first train departed the station at 6:30, bound for Greensboro. Initially, twenty

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passenger trains used the station daily on four tracks (*Twin City Sentinel*, April 14, 1926; April 15, 1926; Miller & Vaughn, 21).

It was not long, however, before America's optimism concerning the future of rail travel was put to the test. Powerful forces--in the form of automobiles, buses, trucks, and government programs that significantly upgraded the quality of highways--began to erode the dominant position of railroads in transporting people. A slow decline in rail transportation ensued, and the Great Depression of the 1930s brought the additional problem of deferred maintenance on tracks and stations. During World War II, there was a resurgence of passenger rail travel, as transport was needed for the masses of soldiers and as civilians were forced back to the railroads by gasoline and tire shortages. Train stations built after the war were generally lackluster and unimaginative. The period that had seen the design and construction of impressive and innovative passenger stations was largely over (Potter, 40-44). In Winston-Salem, as elsewhere in the nation, the decline of passenger rail service was felt. By 1963, only Southern Railway continued to provide passenger service with four scheduled trains daily. Passenger service ended at Union Station on June 15, 1970, when the last train stopped in Winston-Salem on its route from Greensboro to Asheville. Thereafter, the train was rerouted through Salisbury (Ward, 66). The Winston-Salem Terminal Company made plans to liquidate, and on November 30, 1972, turned over the Union Station property to the three individual railway companies, with each receiving a one-third interest (Deed Book 1044, p. 369). The actual liquidation took place on April 30, 1973 (Corporation Book 64, p. 701).

A new era for Union Station began in 1975. On April 4, Southern Railway sold its one-third interest in the property to Harvey Lee and Bonnie Naomi Davis. Norfolk and Western Railway followed suit on July 11 and Winston-Salem Southbound Railway on September 29 (Deed Book 1156, pp. 1214, 1219, and 1209). Unfortunately, before the sale, Southern Railway tore down the impressive bridge concourse over the tracks as well as the loading platforms and removed the station's original lighting fixtures (Ward, 66). Harvey Davis has used the building for more than twenty years as the location of his automobile repair business, Davis Garage (ironically continuing the building's association with transportation). Although he had to replace the north and east entrance doors in order to drive vehicles into the building, Davis has kept the building remarkably intact. Out of concern for the station's future preservation, Davis has recently achieved local historic designation for the property and is currently arranging to give a preservation easement on the property to Preservation North Carolina. This National Register nomination constitutes yet another effort by Davis to encourage continued preservation of Union Station.

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Union Station
Forsyth County, North Carolina

Architecture Context:

With the development of rail transportation in America during the nineteenth century came a new building type--the railroad station. These grew to reflect both the type of station involved--passenger, freight, or both--and the size and prominence of the place in which the station was located, be it village, town, or city.

Judging from surviving stations and from photographs of stations that no longer exist, railroad depots in North Carolina during the late nineteenth and early twentieth centuries followed fairly consistent and predictable patterns. The smaller stations were generally of frame construction, with board and batten, German, or weatherboard siding. Almost always only one story in height, they usually had a hipped roof with flared, widely overhanging, braced eaves. Sometimes turrets, bay windows, and decorative Stick style embellishments were used. When found separately, freight stations tended to exhibit more simple and straightforward designs than did their passenger counterparts. During the first two decades of the twentieth century, more stations were constructed of brick, though they followed a plan very similar to the earlier frame stations. Responding to local resources, some were individualized, such as Mount Airy's station which was built with granite from the local quarry, and Biltmore, where the station utilized stucco and half timbering to coordinate with the buildings of Biltmore Village.

There were, of course, exceptions, where the stations were larger and/or more distinctive in style. Hamlet's 1900 depot was a two-story frame structure with widely overhanging braced eaves at both levels and an impressive round corner pavilion. Its size reflected its position as a principal station on the Seaboard Air Line Railroad that served not only as a depot, but also as the offices of the railroad's North Carolina Division. In Salisbury, Southern Railway architect Frank P. Milburn designed an impressive Mission style station in 1907 that remains one of the state's most important examples of railroad architecture. The 1904 Durham Union Station, similar in design to the Salisbury station and considered in its day to be one of the finest examples of railroad architecture in the South, was also designed by Milburn, as was Winston-Salem's 1908 passenger station, though it was somewhat smaller than the stations in Salisbury and Durham. Both the Durham and the Winston-Salem stations have been destroyed.

Winston-Salem's 1924-1926 Union Station, designed by New York architects Alfred Fellheimer and Steward Wagner, departed from the norm of the characteristic late nineteenth and early twentieth century stations in North Carolina. It followed the national trend for large, efficient, and comfortable union stations.

Union stations were formed in cities when two or more railroads decided that they could mutually benefit from combining their needs and sharing costs in the construction and operation of a railroad facility. In doing this, they typically formed a union terminal company (Potter, p. 39). Such

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Union Station
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stations were expected to provide a variety of services and amenities, such as several waiting rooms, several restaurants, a barber shop, a shoe-shine stand, a newspaper and concession stand, public telephones, and office space for a variety of railroad managers and agents (Halberstadt, 1906, 1908).

Fellheimer and Wagner designed several large stations of significance as well as numerous secondary stations in America (Meeks, 156). Their work can be found in cities in New York, Pennsylvania, Ontario, Massachusetts, Ohio, Kentucky, Illinois, Indiana, Georgia, and North Carolina. Their best-known stations include Buffalo's 1930 Central Terminal, an Art Deco station with an office tower; and, especially, Cincinnati's 1933 Union Terminal, a monumental Art Deco station with a huge semi-spherical dome (Fellheimer and Wagner Collection; Potter, 166-167, 191, 248-249, 267, 314-315, 386-388). Most comparable to Winston-Salem's Union Station is Greensboro's Southern Railway Station, built the year after Union Station opened. It exhibits a similar overall form and Beaux Arts styling, but is somewhat larger and features a different interior plan from the station in Winston-Salem (Ward, 32-33, 35-37).

The construction of Winston-Salem's Union Station between 1924 and 1926 was an important event in the city. It served as a reflection of the proud status of Winston-Salem at a time when the city was the largest in North Carolina. The sophistication of the building and of the several-block-long landscaped vista approach to the station served as a symbol of Winston-Salem's prosperity and faith in the future. Today, Union Station is not only the sole surviving passenger station in the city, but is also a rare example of a substantial, well-designed, railroad station from the 1920s in North Carolina.

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Twin City Sentinel (Winston-Salem), April 14-15, 1926.

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GEOGRAPHICAL DATA:

Verbal Boundary Description:

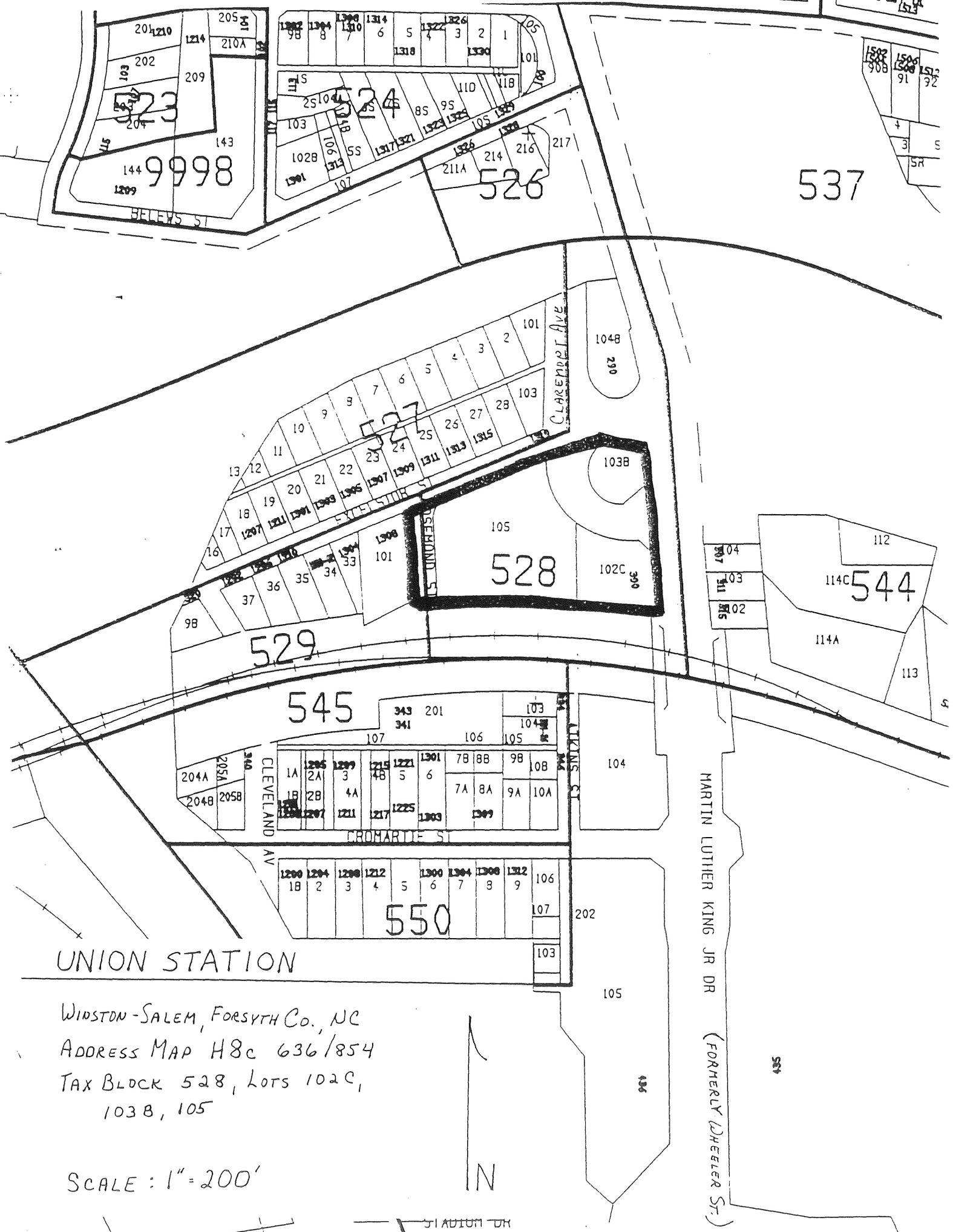
The boundary of the nominated property encompasses Tax Block 528, Lots 102C, 103B, and 105; Rosemond Street; and a curved portion of Excelsior Street running between Lot 103B and Lots 102C and 105. It is delineated by the heavy black line on the accompanying Address Map, drawn to a scale of 1" = 200'.

Boundary Justification:

The nominated property, consisting of approximately two acres, constitutes the surviving historic setting which forms the current setting of Union Station. It includes Lot 102C, on which the building stands; Lot 105, on which the brick-paved service drive and parking area west of the building is located; Rosemond Street, which was never opened to general traffic but always served as the brick paved drive leading to Union Station's baggage, express, and mail-loading area; Lot 103B, which retains the surviving portion of the circular park in front (north) of Union Station; and that portion of Excelsior Street which curves around the southwest quadrant of the circle. The circle and the curved portion of Excelsior Street are all that remains of the original, planned and implemented vista landscape leading to the main entrance of Union Station. The remainder of this landscape was obliterated after mid century by the construction of Interstate 40 to the north and the widening of Martin Luther King, Jr., Dr. (formerly Wheeler St.) to the east.

PROPERTY OWNER, cont'd:

City of Winston-Salem
Department of Transportation
c/o Brent McKinney, Director
P. O. Box 2511
Winston-Salem, NC 27102



UNION STATION

WINSTON-SALEM, FORSYTH CO., NC
 ADDRESS MAP H8c 636/854
 TAX BLOCK 528, LOTS 102C,
 103B, 105

SCALE: 1" = 200'



STADIUM DR

