

7 DESCRIPTION

CONDITION

EXCELLENT DETERIORATED
 GOOD RUINS
 FAIR UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Union Station, built in 1924, is situated at the intersection of the Atlantic Coastline (now the Seaboard Coastline) and the Southern Railroads. The building, a one story, gable roofed, brick structure, was designed by A.M. Griffin, the staff architect of the Atlantic Coastline Railroad. Since the building originally served two railroads, a V-plan was employed, allowing for sheltered access to both sets of tracks. At the intersection of the V is a two story control tower and telegraph office. The end facades have stepped parapet gables with symmetrical window openings. A dark brown brick was employed in the building, which is contrasted with white concrete window and door lintels, as well as horizontal bands, and is complemented by the red asphalt shingle roofing material. The interior is divided into two waiting rooms (originally for white and black passengers) separated by the ticket and newsstand counters, and separate baggage and mail rooms. All of the original woodwork remains virtually intact, with the exception of the wooden settees, as evidenced by comparison with the original blueprints. The building was closed in 1977 when the railroads discontinued passenger service into Selma. Currently the station is awaiting an appropriate re-use by the Town of Selma, which purchased the building in 1977.

8 SIGNIFICANCE

____ NATIONAL

____ STATE

X

____ LOCAL

PERIOD**AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW**

<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1924

BUILDER/ARCHITECT

A.M. Griffin

STATEMENT OF SIGNIFICANCE

Union Station, located at the intersection of the (former) Atlantic Coastline and the Southern Railroads, was designed by the Atlantic Coastline staff architect, A.M. Griffin. The building was opened for passenger use on July 19, 1924. The history of Selma has relied entirely on the existence of the railroads. The founding of the town was determined by the location of the railroad and the growth of the town depended on the railroad. Union Station, built as a replacement for an inadequate wood frame structure, was constructed during the most prosperous period in the history of Selma. The Station is a fitting reminder of the railroad's contribution to the history of the town and to the economic stability which the railroads brought to Selma.

CRITERIA ASSESSMENT

A. Union Station is representative of the important role that the railroads played in the development of Selma and of the period of economic prosperity during the 1920's.

C. The station is a fine example of the work of A.M. Griffin. The building represents a pragmatic and rational solution to its location, at the intersection of the two major railroad systems, through the use of the V-plan allowing for frontage on both railroads.

HISTORICAL BACKGROUND

Union Station was a joint project of the Atlantic Coastline and the Southern Railroads. The station represents the last stage of railroad development in the state of North Carolina. The development of the railroads has had a profound influence on the history of Selma, for without the railroads Selma would never have developed. In 1849 the North Carolina Legislature passed a bill incorporating the North Carolina Railroad Company. The company was chartered to build a railroad from Goldsboro to Charlotte, passing through Raleigh.¹ The line was opened to trains in January of 1856. The economic effect was enormous, the railroad nearly cut in half the old wagon freight rates. This cut in rates encouraged farmers to cultivate surplus crops for market. According to Lefler and Newsome's North Carolina, "There was a marked growth of towns, trade, factories, wealth, and state revenue. There was more travel, more frequent mail service and a higher standard of living for many people."² Mitchener's Station, the predecessor of present-day Selma, was one of the stops along the Goldsboro to Raleigh route of the North Carolina Railroad. The station was named for Agrippa Mitchener, a prominent local farmer and landholder. In 1867 Mitchener's Station was moved to its present location³, approximately one and a half miles east of its original site.⁴

During the twenty year period from 1880 to 1900, the railroads saw extensive development, as well as consolidation of the many small companies. This dramatic increase in railroad development, nearly 2,500 miles of track during the two decades, was based on several factors including: actual economic need, general prosperity and railroad expansion nationwide, large amounts of capital mainly from the North and special legislative incentives in the form of tax exemption and freedom from regulation.⁵ Railroad consolidation during this period brought about the emergence of three major rail systems. The Southern Railway Company was formed in 1894, taking over the North Carolina Railroad Company and several other small companies. In 1900 the Atlantic Coastline Railroad (ACL) was formally founded through the consolidation of the Wilmington and Weldon Railroad and others. The ACL dominated north-south rail transportation in the Coastal Plain area of the state.⁶ The third major rail system to come out of the consolidation

(Continued on attached sheet)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. Lefler and Newsome. North Carolina. The University of North Carolina Press; Chapel Hill, North Carolina. 1954. page 348.
2. Selma Centennial Commission (S.C.C.). Selma, North Carolina 1867 - 1967 "Selma's Colorful Century". page 2.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than 1

UTM REFERENCES

A	1, 7	7, 4, 6, 5, 8, 0	3, 9, 3, 5, 3, 0, 0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

For Boundary description please see attached map.

1034-0019
1131-01

8. SIGNIFICANCE - Historical Background . . . Continued.

period was the Seaboard Airway Railroad Company, also chartered in 1900.

Construction on the ACL began about 1885 when the railroad decided to shorten its New York to Florida route, by cutting out the Wilson to Wilmington line, and by installing the Wilson to Fayetteville line. The Wilson and Fayetteville Division of the ACL crossed the North Carolina Railroad a few blocks east of downtown Selma, thus establishing Selma as a major crossroads for north-south and east-west travel.⁷ In 1886 the ACL began construction on a new freight depot in Selma.⁸

In the mid-1890's the first Union Station was built. The station was a simple wood frame structure, housing a waiting room, baggage area and ticket office. By the 1920's this small station had become inadequate to serve the needs of the town. In 1921 the Selma Chamber of Commerce pushed for a new Union Station, however, the railroads refused to build one. During 1922 and 1923, the State Corporation Commission battled with the railroads. In 1923, "Judge E. H. Crammer issued a writ requiring the Southern to proceed with cooperating with the ACL to build a Union Station; and in April of that year the Supreme Court upheld the decision."⁹ On July 19, 1924 the station was opened. It was designed by A. M. Griffin, staff architect for the ACL Railroad. Union Station remained in active use until it was closed by Amtrak in 1973. Currently the town of Selma is seeking an appropriate adaptive re-use project for the building.

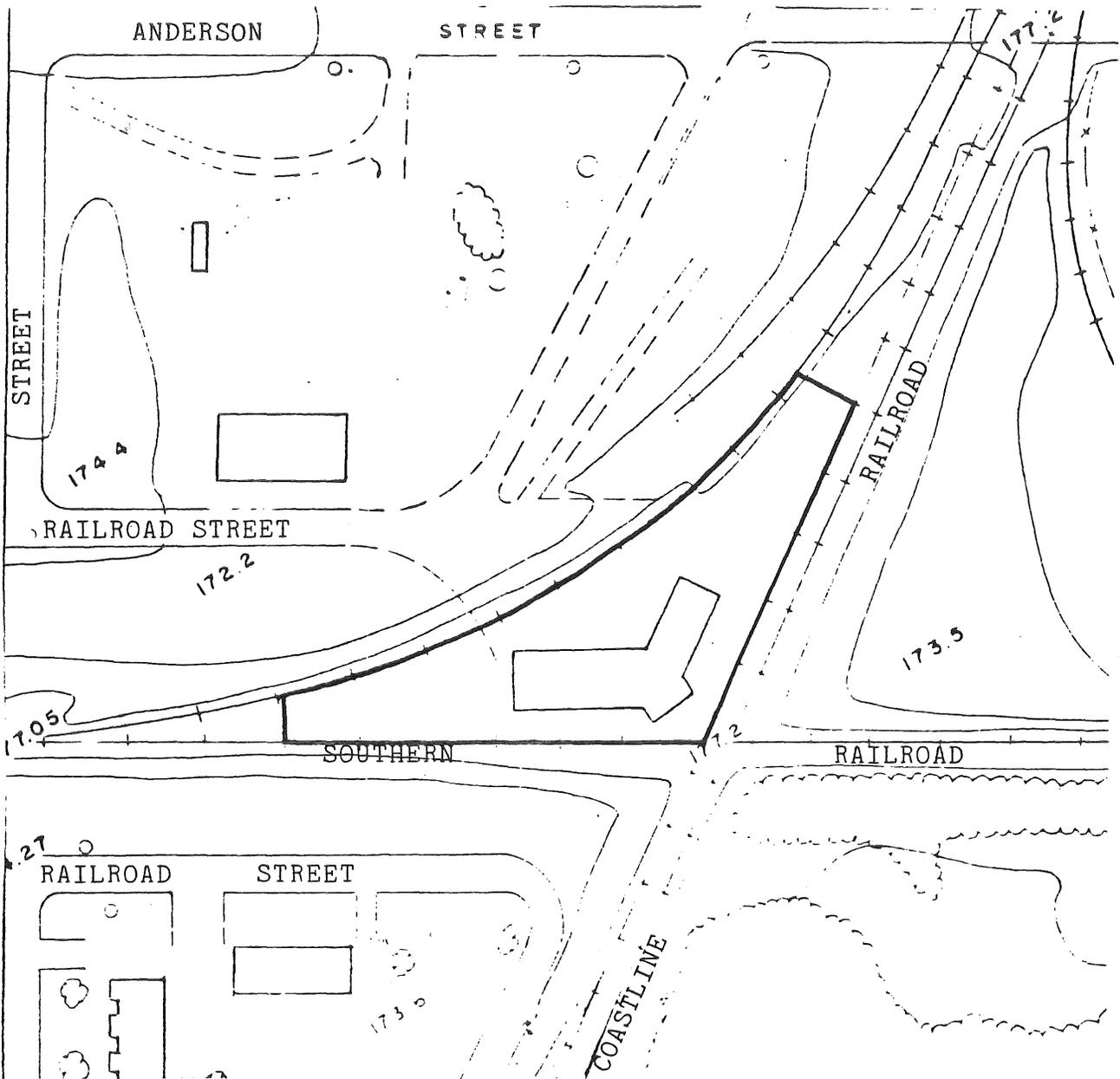
FOOTNOTES

1. Lefler and Newsome. North Carolina. The University of North Carolina Press; Chapel Hill, North Carolina. 1954. page 348.
2. Ibid. page 349.
3. See discussion in Selma Historic District and general significance of Multiple Resource Area.
4. Selma Centennial Commission (S.C.C.). Selma, North Carolina 1867 - 1967 "Selma's Colorful Century". page 2.
5. Op. Cit., Lefler and Newsome. page 487.
6. Ibid. page 488.
7. Op. Cit. S.C.C. page 5
8. The Smithfield Herald. October 2, 1886. Listed in article on Selma News - "Freight Depot of Wilson & Fayetteville Division of ACL Railroad progressing."
9. Op. Cit. S.C.C. page 13.

9. MAJOR BIBLIOGRAPHICAL REFERENCES - Continued . . .

3. "Selma News" The Smithfield Herald. October 2, 1886.

10. Geographical Data . . . continued



Boundaries of Union Station

Bounded by the Seaboard Coastline Railroad on the east, The Southern Railroad on the south and the spur track connecting the Seaboard and Southern Railroads on the northwest; forming a triangle of approximately one acre, as shown on the accompanying map.

Everitt P. Stevens House
E side SR 1003 at SR 1934
Selma MRN #1
Selma Quadrangle
Zone 17 Scale 1:24000
17 745000/3938230

Selma Graded School
W Richardson Street
Selma MRN # 4
Zone 17 Scale 1:24000
17 746400/39352000

Nowell-Mayerburg-Oliver House
312 W. Anderson Street
Selma MRN # 5
Selma Quadrangle
Zone 17 Scale 1:24000
17 746020/3935830

Selma Historic District
Selma MRN #2
Selma Quadrangle
Zone 17 Scale 1:24000
17 745280/3935660

William E. Smith House
309 W. Railroad Street
Selma MRN #6
Selma Quadrangle
Zone 17 Scale 1:24000
17 745990/3935620

Union Station
E. Railroad Street
Selma MRN # 3
Selma Quadrangle
Zone 17 Scale 1:24 000
17 746580/39353000

Noah Edward Edgerton House
301 W. Railroad Street
Selma MRN # 7
Selma Quadrangle
Zone 17 Scale 1:24000
17 745070/3935660

Waddell-Oliver House
N side Pine Level
Selma MRN # 8
Selma Quadrangle
Zone 17 Scale 1
17 747800/39346000

