

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Goldsboro Union Station

AND/OR COMMON

2 LOCATION

STREET & NUMBER 101 North Carolina Street
(W side at junction with E. Walnut)

NOT FOR PUBLICATION

CITY, TOWN Goldsboro

CONGRESSIONAL DISTRICT 3rd

STATE North Carolina

VICINITY OF CODE 37

COUNTY Wayne

CODE 191

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME Goldsboro Builders Supply

STREET & NUMBER 101 North Carolina Street

CITY, TOWN Goldsboro

STATE North Carolina 27530

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Wayne County Courthouse

STREET & NUMBER

CITY, TOWN Goldsboro

STATE North Carolina 27530

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Goldsboro Union Station, designed by J. F. Leitner and constructed between 1907 and 1909, stands at the head of E. Walnut Street on a large square in southwest Goldsboro. The two-story brick building, seven bays wide and two bays deep, with a hip roof, is flanked by one-story gabled brick wings, four bays wide and two bays deep. In the center of the main (east) facade is a three-story tower which projects slightly from the main block. The hip roof was originally tiled; the tiles have been replaced by asbestos shingle. At the rear, the center four bays project slightly as a pavilion, surmounted by a dramatic curvilinear parapet. Similar parapeted gables terminate the end elevations of the wings. The walls are of dark red brick, laid in Flemish bond with glazed headers. A single large chimney stack projects from the northeast corner of the main block. One-story porches extend across the front and rear elevations of the main block and around the corners to the wings. The shed porch roofs are supported by heavy yellow brick posts, with molded stone belt courses, capitals, and brick and stone caps projecting approximately two feet above the roofline. From the center bay of the front porch, a three-bay-long extension serves as a covered passageway between the station and the train shed.

The exterior classical trim, executed in dressed and rough stone, wood, and contrasting molded yellow brick, is quite handsome. The doors and most of the windows have wide cross-topped surrounds of molded brick, and yellow brick is also used in the quoins which dramatize the corners of the main block and pavilion. The gable-end windows have simple molded brick surrounds. Each of the main block entrances has a double door, each leaf paneled and glazed. The main entrances feature transoms with a lattice-work muntin pattern; the secondary doors have transoms with rectangular multiple lights. The windows, filled with one-over-one sash, occur in pairs on the main block and singly on the wings. The gable-end windows are single-pane casements. The window sills and parapet coping are of dressed stone. Both the main block and the porches have wooden molded box cornices, and the wings are sheltered on the front and rear by wide overhanging eaves supported on large decorative wooden brackets. The dark red terra cotta tile which originally covered the roof surfaces has been removed.

A gabled train shed, supported by cast-iron columns with curvilinear wooden truss brackets, extends along the track just east of the station. The shed roof retains its original red tile.

The well-preserved interior treatment, of Neo-Classical character, equals the exterior in elaborateness. The first floor of the main block contains two waiting rooms, the south room somewhat larger, divided by two small rooms with a wide central opening between the two. The small east room is the ticket office, and a polygonal bay window projects from this room into each waiting room. Each ticket window has a wide wooden sill supported on wooden corbels of classical design. Framing the opening between the rooms are fluted wooden Ionic pilasters on high pedestals, which support a wooden classical entablature. Each room has its original terrazzo floor, molded wooden chair rail, plastered dado and walls with plaster Ionic pilasters, and a plaster ceiling. The north room ceiling is ornamented with molded wooden ceiling joists with dentil courses and paneled soffits which intersect to form rectangular coffers. Doors and windows have simple molded surrounds. The interior doors are flat-paneled, and most have transoms identical to those of the main entrances.

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At the north end of the first floor is an enclosed stair hall flanked by two small rooms. The open-string stair, with a simple wooden railing and large paneled newel posts with molded caps, rises in four flights with three landings to the second floor. This level consists of a wide center hall extending the length of the main block, with small rooms opening to each side. This floor was never finished, and the stud framework of the partition walls are exposed.

The wings, which evidently housed freight, are finished much more simply than the waiting rooms. The three outside bays of each wing contain a single large room with a concrete floor, bare brick walls, simple wooden door and window frames, and exposed roof rafters. The inside bay of the south wing contains three small bathrooms accessible from the south waiting room. The inside bay of the north wing is an open, vehicular passageway through the building. The openings at front and rear are surmounted by brick flat arches.

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Goldsboro (the spelling was changed about 1860) became a hub of commercial activity and one of the most important transportation centers in North Carolina. By the outbreak of the Civil War in April, 1861, the strategic importance of Goldsboro was obvious, and it became an important supply center for the Confederate forces fighting in Virginia.

After the war the railroads continued to serve the town, and on March 2, 1906, the Goldsboro Union Station Company was chartered to build a new train station. The station was to be built for the joint use of the Norfolk and Southern, Southern, and Atlantic Coast Line Railroads--thus its designation as Union Station. By 1906 the Wilmington and Weldon Railroad had become the Atlantic Coast Line, and the Atlantic and North Carolina, and the North Carolina Railroads had been absorbed into the Norfolk and Southern, and the Southern Railway lines.

A site was selected at the foot of Walnut Street on a spur line that circled the city on the west. (The old Wilmington and Weldon Railroad line ran down in the middle of Center Street, and the mail depot was in the heart of the city.) A large square was set aside for the station, and streets extended east and west from the station. In August, 1907, construction was begun on the Goldsboro Union Station. As a result of the building of the new station, the property extending north two blocks and south two blocks from the square was laid out and developed. The city limits were expanded in 1909 to include the station and about half the newly opened subdivision.

The design for the new station was by the Wilmington architectural firm of Leitner and Wilkins. Joseph F. Leitner, the best known of the partners, was before he settled in Wilmington in 1895, a well-known architect in Augusta, Georgia, Columbia, South Carolina, and Chattanooga, Tennessee. He designed a number of Wilmington buildings before becoming chief architect for the Atlantic Coast Line Railroad. Of his surviving buildings in Wilmington, the Atlantic Trust and Banking Company building is the best known. ¹⁰ A publication promoting Wilmington, published in 1911, identified Leitner among the businesses prominent in the city. Leitner was described as the architect of "a very large number of residences here and elsewhere from Virginia to Mississippi," of the Atlantic Trust Building, and of the forthcoming Union Station in Wilmington. It was noted that as "official architect" for the railroad, he had "erected the largest number of their important buildings and stations in various places during the last four years."

The new building was completed in June, 1909, at a cost of \$72,024. ¹¹ The Goldsboro Union Station Company acquired ownership of the property in July, 1908. ¹²

It was not until 1914, after several years of litigation, that the City of Goldsboro won an important decision in the U. S. Supreme Court, whereby the city was enabled to enforce its rights in the regulation of trains and the shifting of railroad cars on Center Street. It was later still, in 1926, when the railroad tracks were forcibly removed from Center Street in the middle of the night by bands of citizens, and parking areas expanded. ¹³

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For generations the Union Station was an important part of the city, and was one of the busiest areas in the city. Goldsboro had become a leading commercial center for Eastern North Carolina, and the railroads had played a large part in its development. With the decline of rail travel the old station building began to decline, and in 1968 it was closed, following the termination of rail passenger service to and from Goldsboro. Ownership of the property has changed several times since the station was closed. In 1972 Goldsboro Builders Supply purchased the site and now uses the property for its truss department.

FOOTNOTES

¹ McGowen, Faison Wells, Flashes of Duplin's History, p. 192.

² Lee, Lawrence, New Hanover County...A Brief History, p. 38.

³ Lefler, Hugh Talmage, Newsome, Albert Ray, History of a Southern State, North Carolina.

⁴ Daniels, Frank, History of Wayne County, p. 28-29.

⁵ Lefler and Newsome, History of a Southern State, North Carolina, p. 365, 380.

⁶ Ibid.

⁷ Ibid., p. 464.

⁸ Ibid., p. 459.

⁹ Community Appearance Study, Goldsboro, North Carolina (Historic Sites Section, Dept. Archives and History, Raleigh, NC), p. 326.

¹⁰ Notes of Miss Ida B. Kellum, Wilmington, NC.

¹¹ Community Appearance Study, p. 326.

¹² Ibid.

¹³ Ibid.