

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED
DATE ENTERED
MAY 31 1979
AUG 13 1979

**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 *Belton Depot*

HISTORIC Southern Railway Combined Depot

AND/OR COMMON Belton Depot (Preferred)

2 LOCATION

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

CITY, TOWN Belton VICINITY OF _____ NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT #3

STATE South Carolina CODE 045 COUNTY Anderson CODE 007

3 CLASSIFICATION

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

4 OWNER OF PROPERTY

NAME City of Belton Southern Railway Company

STREET & NUMBER 306 Anderson Street 1200 Main Street, Columbia

CITY, TOWN Belton VICINITY OF _____ STATE South Carolina

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Anderson County Courthouse

STREET & NUMBER Courthouse Square

CITY, TOWN Anderson STATE South Carolina

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Inventory of Historic Places in South Carolina

DATE 1979 (update) _____ FEDERAL STATE _____ COUNTY _____ LOCAL _____

DEPOSITORY FOR SURVEY RECORDS South Carolina Department of Archives and History

CITY, TOWN Columbia STATE South Carolina

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" 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 <i>minor</i>	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

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 diamond-shaped 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 diamond-shaped 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 wainscoting 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			
<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 circa 1910

BUILDER/ARCHITECT Southern Railway Office of Chief Engineer, Washington, 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 diamondpatterned 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.

Continued.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 36,988 square feet *less than one*

UTM REFERENCES

A	1 1 7	3 6 2 8 0 0 0	3 8 2 0 9 0 0 0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

Commencing at Anderson Street, proceed north for 424', then proceed west for 80', then proceed south for 260', then proceed northwest for 44', then proceed west for 46', then proceed southwest for 235', then proceed east for 40' to the point of origin.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Jill Kemmerlin, Historic Preservation Division

ORGANIZATION

South Carolina Department of Archives and History

STREET & NUMBER

Post Office Box 11,669, Capitol Station

CITY OR TOWN

Columbia

DATE

May 1, 1979

TELEPHONE

(803) 758-5816

STATE

South Carolina

Charles Martin; Mark Schader
S.C. Appalachian Council of Governments

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation 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.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Charles E. Lee

TITLE

Charles E. Lee
State Historic Preservation Officer

DATE

5/23/79

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Charles Schuler

DATE

8-13-79

DIRECTOR, OFFICE OF ARCHITECTURE AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

ATTEST: *Carol F. Moore*

DATE

8/13/79

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

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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.

OSL
8/3/79

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Doster, James F. Vicissitudes of the South Carolina Railroad, 1865-1878: A Case Study in Reconstruction and Regional Traffic Development. n.d. Available at South Caroliniana Library, Columbia, S.C. Reprinted from The Business History Review. 30 (June 1956).

Herd, Don Elmer, Jr. "Early History of Belton, South Carolina, 1700-1860." 1958. Revised 1961. (Typewritten.)

Martin, Charles W. Box 626, Belton, South Carolina. Interview, 15 March 1979.

Picture Postcard titled, "Belton Depot," dated 1909.

Research, Planning and Development Board. Towns of South Carolina. Columbia, S.C.: Research, Planning and Development Board, 1947.

"The Rail Road." The Greenville Mountaineer, 28 September 1849.

Sanborn Map Company, 11 Broadway, New York City. Copyright 1906 and 1911. Belton city maps.

Southern Railway Office of Chief Engineer. "Southern Railway Combination Depot, Belton, South Carolina." Original working drawings dated 31 October 1907. Revised 16 July 1908.

Vandiver, Louise Ayer. Traditions and History of Anderson County. Atlanta, Ga.: Ruralist Press, 1928.

"Ways to Restore Depot Considered." Belton News, 16 February 1978.