

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

## 1. Name of Property

historic name Southern Railway Depot  
other names/site number Ninety Six Depot

## 2. Location

street & number 99 S.C. Highway 34  not for publication  
city or town Ninety Six  vicinity  
state South Carolina code SC county Greenwood code 047 zip code 29666

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,  
I hereby certify that this X 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 X meets     does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

    national     statewide X local

\_\_\_\_\_  
Signature of certifying official Date  
Elizabeth M. Johnson, Deputy State Historic Preservation Officer, South Carolina Department of Archives & History, Columbia, S.C.

In my opinion, the property     meets     does not meet the National Register criteria.

\_\_\_\_\_  
Signature of commenting official Date  
\_\_\_\_\_  
Title State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I, hereby, certify that this property is:

    entered in the National Register     determined eligible for the National Register  
    determined not eligible for the National Register     removed from the National Register  
    other (explain:) \_\_\_\_\_

\_\_\_\_\_  
Signature of the Keeper Date of Action

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

**Category of Property**  
(Check only **one** box)

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

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input checked="" type="checkbox"/>	building(s)
<input type="checkbox"/>	District
<input type="checkbox"/>	Site
<input type="checkbox"/>	Structure
<input type="checkbox"/>	Object

Contributing	Noncontributing	
1	0	buildings
0	0	district
0	0	site
0	0	structure
0	0	object
1	0	<b>Total</b>

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

**Number of contributing resources previously listed in the National Register**

N/A

0

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

Transportation/Rail-Related

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**Current Functions**  
(Enter categories from instructions)

Social/Meeting Hall

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**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

Neo-Classical Revival

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**Materials**  
(Enter categories from instructions)

foundation: Brick

Walls: Brick

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roof: Asphalt

Other: Wood

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## Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

### Summary Paragraph

The Southern Railway Depot in the town of Ninety Six in Greenwood County, South Carolina, is a one-story red brick building on Main Street West near its intersection with Cambridge Street South. The depot is located within the town's commercial district. The building's form is rectangular, lateral to the street and the railroad bed. Its wooden window frames and sash, dormer, trim work, and each of its doors are painted dark green while the decorative open wood knee brackets and joists are light tan. Two corbel capped brick chimneys project from the peak of its sharply-pitched hipped roof that features widely flared eaves and is covered with black asphalt shingles. A polygonal bay window projects midway the main block of the building on its south elevation and rises to a flared-based, polygonal dormer that features criss-crossed traceried windows on its three principal facets and wood louvers on its other two. Extending approximately seventy three feet to the west under a lower profile hipped roof is the freight portion of the depot. A wooden platform and loading dock with simple balustrade extending along two-thirds of the southern elevation of the freight section and wraps the western elevation to terminate with a ramp on the northern elevation.

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## Narrative Description

### Exterior

The Southern Railway Depot is a one-story linear brick building laid in running bond pattern and featuring a double-course, projecting water table that corresponds with the building's cast stone window sills. All windows and doors feature wood frames and brick segmental arched heads. The principal end elevation contains a large segmental arched tripartite window with a single six-over-six double-hung center sash flanked by narrow four-over-four double-hung sash. All other windows consist of single-leaf six-over-six sash, except for one midway the main block on the building's north elevation. A single-leaf wooden door with wooden lower panels and multi-lights above provides ingress into and egress from the polygonal bay on its westernmost facet. Other doors feature horizontal wood panels and transoms. Cargo doors nearest the polygonal bay on the south elevation and at the western end of the building are double-leaf with a braced panel on each of the leaf's lower sections and multi-lights on each upper section. The cargo door nearest the polygonal bay occurs at grade and features a multi-light transom. All other freight doors, two of which are elevated and accessible from an exterior platform on the south elevation and three on the north elevation with no platform, contain full-width sliding doors with braced panels on the lower portions and multi-lights on the two upper sections.

### Interior

The depot was designed for segregated passengers and freight storage use. The four major rooms include two independent waiting rooms, an office area, and a freight storage room. The passenger section of the depot is divided into two waiting rooms approximately eighteen by twenty-eight feet each. Separating each waiting room and the freight room is a narrow hall and a central ticket office with three ticket windows. The waiting rooms exhibit narrow beaded wainscoting with a chair rail and wide baseboard. The three interior ticket windows exhibit opaque glass and a criss-crossed metal grate overlay. The building contains a cargo/storage area that measures approximately seventy-three by twenty-eight feet. This room features original pine floors, an exposed wooden beam ceiling, and original sliding cargo doors.

The exterior doors on the passenger section have six horizontal panels but some of the interior doors have only five panels. The freight storage room retains five sliding freight doors with pairs of nine panel windows. Two freight doors are on the south side of the room, facing the railroad. The other three are on the north side of the building. Two doors on the west elevation exhibit the same window pattern as the sliding freight doors.

The building currently serves as a community center. The railroad tracks have been removed since the Southern Railway System and the Norfolk & Western Railroad merged in 1982 to form the Norfolk Southern Corporation, a holding company for the Norfolk Southern Railway. A large cotton platform that projected from the west elevation of the depot is no longer extant, but was replaced in 2006-2007 with a large wooden deck with handcapped ramp.

## **Integrity**

The depot has undergone no significant alterations and retains a high degree of interior and exterior integrity. Two bathrooms were added to the waiting rooms and a kitchen with a storage room was added sometime after 1934. Additionally, the cotton platform that extended from the freight room has been removed. Nonetheless, the depot itself retains its distinctive elements that make up the building's overall form: the polygonal bay and dormer, sharply-pitched hopped roof, and flared eaves. The exterior building appearance, including the windows, brickwork, and roof appear as they do in the earliest available photographs. The interior also retains a high degree of historic integrity. The original ticket windows remain in the operator's office. Likewise, the floors and interior doors appear original. Thus, the depot retains its distinctive features and much of its historic integrity.

**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.

**Areas of Significance**

(Enter categories from instructions)

Architecture

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1915

\_\_\_\_\_

**Significant Dates**

1915

\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above)

\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_

**Architect/Builder**

\_\_\_\_\_  
\_\_\_\_\_

**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 old or achieving significance within the past 50 years.

**Period of Significance (justification)**

The period of significance is 1915, the year in which the depot was constructed, since it has essential integrity from that time in the history of the Southern Railway in Ninety Six, South Carolina.

**Criteria Considerations (explanation, if necessary)**

**Statement of Significance Summary Paragraph** (provide a summary paragraph that includes level of significance and applicable criteria)

The Southern Railway Depot in Ninety Six, South Carolina, is eligible for listing in the National Register of Historic Places under Criterion C as an excellent example of small-town combination passenger and freight depot architecture from the early twentieth century. Constructed in 1915, the depot was a key feature in the development of Ninety Six and thus is significant at the local level.<sup>1</sup> Having undergone no significant alterations, the depot's architectural integrity makes it an illuminating reminder of the town's past.

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**Narrative Statement of Significance** (provide at least **one** paragraph for each area of significance)

**Architecture**

The Southern Railway Depot in Ninety Six is an excellent example of small town depot architecture. There are several examples of Southern Railway depots in South Carolina listed in the National Register individually or within historic districts. Most of the depots were constructed between 1890 and 1910. The earliest Southern Railway depots are the Southern Railway Passenger Depot in Branchville, Orangeburg County (ca. 1877, listed in 1973) and the Union freight depot in Union County (ca. 1880, listed in 1989). The latest building is the Kershaw Depot in Lancaster County (ca. 1926, listed in 1990). The Southern Railway Depot in Ninety Six is one of a small number of extant combination passenger and freight depots. There are only two other examples of combination depots on the Southern Railway in South Carolina listed in the National Register: the Belton Depot (listed in 1979) in Anderson County and the Cowpens Depot (listed in 1997) in Spartanburg County. The Ninety Six depot is more akin to the Belton Depot than the Cowpens Depot, in that the Ninety Six depot and the Belton Depot both exhibit rectangular forms with bay windows and dormers above the ticket offices. Their interiors include a freight room, ticket office, and dual waiting rooms. The waiting rooms clearly reflect segregation or Jim Crow laws requiring separation of the races in public places. These depots also exhibit similar distinctive elements such as a projecting polygonal bay and dormer, pitched roofs, and flared eaves.

The economic growth in Ninety Six during the early twentieth century precipitated the construction of a new depot, and the architecture displays the functional considerations of early twentieth century railroad depots in the American South. For example, the flared eaves of the hipped roof project from the building to provide additional shelter during bad weather for passengers and freight awaiting trains. The physical features of the depot do not match any major architectural style; rather, its style is typical of the efficiently-designed small railroad stations of the early twentieth century.<sup>2</sup> Likewise, the rectangular shape, bay window, and station master's room served functional purposes. The bay window allowed railroad agents in the office to look both ways along the track and signal trains from either direction.<sup>3</sup> The centrality of the ticket office also allowed for efficient passenger service. East and west of the station master's room were the segregated waiting rooms. The east waiting room was reserved for whites, while the black waiting room was located between the station master's office and the freight room.<sup>4</sup> On the far west side of the building was a freight room and cotton platform which benefited the town's cotton milling industry. The depot's architecture reflected the southern society and economy of the early twentieth century.

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**Developmental history/additional historic context information** (if appropriate)

**Ninety Six**

The modern town of Ninety Six is named after an earlier community south of the current town. The original Ninety Six settlement developed up around a Colonial-period fort, and the town became the seat of one of the colony's seven judicial

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<sup>1</sup> *Thirty-Seventh Annual Report of the Railroad Commission of South Carolina, 1915* (Columbia, Gonzales & Bryan, State Printers, 1916), p. 833.

<sup>2</sup> John R. Stilgus, *Metropolitan Corridor: Railroads and the American Scene* (New Haven: Yale University Press, 1983), p. 197.

<sup>3</sup> *Ibid.*

<sup>4</sup> Sanborn Fire Insurance Company Map of Ninety-Six, S.C., July 1925, copy on file in State Historic Preservation Office, South Carolina Department of Archives and History, Columbia, S.C.

districts in 1769. It was renamed Cambridge in 1785, but foundered in the early nineteenth century.<sup>5</sup> Modern Ninety Six, about two miles north of Cambridge, developed around 1850, shortly before the building of the Greenville and Columbia railroad. In 1852 it received its first post office, and its location on the railroad facilitated its early growth. The railroad was the major force behind the town's early development. Constructed under the leadership of Judge John Belton O'Neal, the Greenwood and Columbia Railroad totaled 164 miles and began operating in 1853. The railroad brought faster, all-weather transportation to Ninety Six and other towns in upper South Carolina. The trip from Columbia to Greenwood, which required two days by road, took only five hours by rail. The railroad enabled more frequent mail service as well.

Ninety Six grew considerably in the 1870s and 1880s and then again in the early twentieth century. Pope and Phillips began a cotton business there in 1872, and excitement about a proposed railroad from Augusta to Greenville brought increased business in 1887. The second railroad seemed "assured" to townspeople and speculators in 1885. While the proposed railroad was never built, the town survived this speculation bust because the railroad played a key role in the post-Reconstruction cotton industry.<sup>6</sup> The railroad—which became the Southern Railway in the 1890s—aggressively sought to bring New England textile industry to the South.<sup>7</sup> The first cotton mill in Greenwood County was established in 1890. By 1912, there were six textile mills in Greenwood County, four of which were on the Southern Railway: Greenwood Cotton Mills, Panola Cotton Mill, Grendel Cotton Mill # 2, and Ninety Six Cotton Mill. The Ninety Six Cotton Mill, constructed in 1902, was operating at its full capacity of 20,000 spindles in 1906.<sup>8</sup>

The first two decades of the twentieth century summoned an era of relative economic prosperity for Ninety Six. In 1903, *The State* newspaper in Columbia reported, "The dream of the Ninety-Six people is realized. The town has a cotton mill, a bank and an oil mill."<sup>9</sup> At that time, Ninety Six had a population of about 600.<sup>10</sup> In 1915, the town claimed to have the most prosperous cotton mill in Greenwood County and probably the congressional district. The town also boasted two hotels, banks, grocery stores, and ten general merchandise stores.<sup>11</sup>

The 1915 building was the first brick depot in Ninety Six but not the first depot. The May 1884 and July 1889 Sanborn fire insurance maps indicate a wooden depot at the current depot's location. The June 1894 Sanborn map shows another depot south of the railroad and east of the current building, though the label "passenger depot" did not disappear from the original building until the 1901 map. As a result of the expanding cotton milling industry, the Southern Railway promised in 1906 to build a new depot at Ninety Six—"a long felt need" in the town.<sup>12</sup> It took ten years, however, before Southern Railway delivered on its promise of providing Ninety Six with a modern depot. The construction of this depot represented a major improvement in Ninety Six, and it is an important reminder of the town's local history.

## The Southern Railway

The Southern Railway has existed in name since 1894, but its roots are in the small rail companies that predated the large interstate railways. Its earliest predecessor was the South Carolina Canal & Rail Road Company which began operating in 1830. At the time it surpassed in mileage and cost all of the railroads in Europe.<sup>13</sup> While northern states outpaced southern railroad construction for most of the century, the South built railroads faster than the United States as a whole from the end of Reconstruction to the end of the nineteenth century. During the same period, railroads underwent large-scale synchronization. In 1883, the railroads divided the country into four time zones. On a single day, 30 May 1886, work crews moved thousands of rail three inches closer to match the northern gauge.<sup>14</sup> Railroads precipitated tremendous social and economic change, but the impact was uneven and not always favorable for small towns. As historian Edward Ayers put it, the arrival of railroads could bring "rapid population growth or population decline, a more diversified economy or greater specialization, the growth of a city or the death of small towns."<sup>15</sup>

<sup>5</sup> Ann Herd Bowen, *Greenwood County: A History* (Greenwood: The Museum, 1992), p. 340.

<sup>6</sup> "Ninety Six is Wide Awake," *The Greenwood Index* (Greenwood, S.C.), 30 September 1915.

<sup>7</sup> Burke Davis, *The Southern Railway: Road of the Innovators* (Chapel Hill: University of North Carolina Press, 1985), p. 33.

<sup>8</sup> "Another Cotton Mill," 13 July 1902; "Ninety-Six Moving Again," 25 October 1906; "The Town of Ninety-Six: How She is Keeping Step in March of Progress," 9 June 1902, "[illeg.] Growth of Ninety-Six," 20 March 1907, all in *The State* (Columbia, S.C.).

<sup>9</sup> "Ninety-Six's Cotton Mill," *The State* (Columbia, S.C.), 22 September 1903.

<sup>10</sup> "The Town of Ninety-Six."

<sup>11</sup> "Ninety Six is Wide Awake."

<sup>12</sup> "Depot at Ninety-Six," *The State* (Columbia, S.C.), 28 March 1906.

<sup>13</sup> Davis, p. 26.

<sup>14</sup> Edward Ayers, *The Promise of the New South: Life After Reconstruction* (New York: Oxford University Press, 1992), pp. 15-16.

<sup>15</sup> Ayers, p. 9.

The Southern Railway developed amid the economic instability and accompanying reorganization of railroads that took place in the late nineteenth century. Economic downturns were fatal to both small and large companies. In 1893, seventy-four companies and 27,000 miles of line went into receivership, including the Richmond & West Point Terminal Railway & Warehouse Company.<sup>16</sup> The two thousand mile core of the Terminal Company became the nucleus of the Southern Railway when the Virginia legislature granted the company its charter in 1894. By the end of the year, the Southern Railway controlled 4,392 miles of line, bringing together nearly thirty failed railroad companies. The Southern Railway became one of only three major companies in South Carolina including the Atlantic Coast Line and the Seaboard Air Line. The main artery of the Southern Railway passed through upcountry South Carolina on its way between Atlanta and Charlotte, North Carolina, and its branches reached New York and St. Louis.

The Southern Railway played an active role in shaping the southern economy in the early twentieth century. It promoted economic diversity by popularizing silos and advocating the planting of fruits and vegetables.<sup>17</sup> In 1913, the Southern Railway expanded its campaign by setting up a marketing office with agents in Washington, Cincinnati, St. Louis, and Atlanta to promote agricultural diversification and establish contacts between producers and consumers. They targeted southern colleges, donating three hundred acres to Clemson College in South Carolina for experimental purposes in 1906 and establishing an agricultural scholarship program in 1912. Traveling exhibits visited agricultural fairs and distributed 250,000 pieces of literature.<sup>18</sup> Lastly, the Southern Railway used its rail lines to conduct industrial tours, one of which in 1907 took over one hundred European textile businessmen across the South.

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## 9. Major Bibliographical References

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

Ayers, Edward. *The Promise of the New South: Life After Reconstruction*. New York: Oxford University Press, 1992.

Bowen, Ann Herd. *Greenwood County: A History*. Greenwood, S.C.: The Museum, 1992.

Davis, Burke. *The Southern Railway: Road of the Innovators*. Chapel Hill: University of North Carolina Press, 1985.

*The Greenwood Index* (Greenwood, S.C.)

"Ninety-Six is Wide Awake." 30 September 1915.

Sanborn Fire Insurance Company Maps, Ninety Six, South Carolina, January 1901, August 1906, May 1912, July 1925, and January 1934; copies on file at the South Carolina State Historic Preservation Office, South Carolina Department of Archives and History, Columbia, S.C.

Scott, Roy Vernon, *Railroad Development Programs in the Twentieth Century*. Ames: Iowa State University Press, 1985.

*The State* (Columbia, S.C.)

"The Town of Ninety-Six: How She is Keeping Step in March of Progress." 9 June 1902.

"Another Cotton Mill." 13 July 1902.

"Ninety-Six's Cotton Mill." 22 September 1903

"Depot at Ninety-Six." 28 March 1906.

"Ninety Six Moving Again." 25 October 1906.

[Illegible] "Growth of Ninety-Six." 20 March 1907.

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<sup>16</sup> Davis, p. 26.

<sup>17</sup> Roy V. Scott, *Railroad Development Programs in the Twentieth Century* (Ames: Iowa State University Press, 1985), pp. 48-49.

<sup>18</sup> Scott, p. 28.



Stilgue, John R. *Metropolitan Corridor: Railroads and the American Scene*. New Haven: Yale University Press, 1983.

Stover, John F. *The Railroads of the South, 1865-1900: a Study in Finance and Control*. Chapel Hill: University of North Carolina Press, 1955.

*Thirty-Seventh Annual Report of the Railroad Commission of South Carolina*. Columbia: Gonzales & Bryan, State Printers, 1916.

Vivian, Daniel J. "Railroad Development and Community Change in the New South: A Social History of the Seaboard Air Line Railway in the South Carolina Midlands, 1898-1915." M.A. thesis, Department of History, University of South Carolina, 1997.

**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 # \_\_\_\_\_

**Primary location of additional data:**

State Historic Preservation Office  
 Other State agency  
 Federal agency  
 Local government  
 University  
 Other  
Name of repository: \_\_\_\_\_

Historic Resources Survey Number (if assigned): \_\_\_\_\_

**10. Geographical Data**

**Acreage of Property** Less than one acre  
(Do not include previously listed resource acreage)

**UTM References**

(Place additional UTM references on a continuation sheet)

1	<u>17</u>	<u>405551</u>	<u>3781798</u>	3	<u>                    </u>	<u>                    </u>	<u>                    </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>                    </u>	<u>                    </u>	<u>                    </u>	4	<u>                    </u>	<u>                    </u>	<u>                    </u>
	Zone	Easting	Northing		Zone	Easting	Northing

**Verbal Boundary Description** (describe the boundaries of the property)

The boundary is shown as the black line marked "Southern Railway Depot, Ninety Six, Greenwood County, S.C.," on the accompany Greenwood County GIS Map, at a scale of 1" = 112'.

**Boundary Justification** (explain why the boundaries were selected)

This boundary includes only the historic Southern Railway Depot.

**11. Form Prepared By**

name/title Evan Kutzler, Graduate Student Intern, SHPO, with assistance from Charles Harts, Executive Director, Historic 96 Development Association  
organization S.C. Department of Archives and History date 19 August 2011  
street & number 8301 Parklane Road telephone (803) 896-6100  
city or town Columbia state SC zip code 29223  
e-mail Kutzler@email.sc.edu (Evan Kutzler); power@scdah.state.sc.us (J. Tracy Power, NR Co-Coordinator)

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**Additional Documentation**

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Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

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**Photographs:**

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Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

**Name of Property:** Southern Railway Depot  
**City or Vicinity:** Ninety Six  
**County:** Greenwood                      **State:** South Carolina  
**Photographer:** J. Tracy Power  
**Date Photographed:** 8 August 2011

**Description of Photograph(s) and number:**

- 1 of 14** Southeast oblique view
- 2 of 14** South elevation, with polygonal bay and dormer
- 3 of 14** West elevation
- 4 of 14** East elevation
- 5 of 14** North elevation, oblique view
- 6 of 14** South elevation, detail of polygonal bay and dormer
- 7 of 14** South elevation, detail of freight doors
- 8 of 14** North elevation, detail of main entrance
- 9 of 14** South elevation, oblique view, detail of brackets
- 10 of 14** South elevation, oblique view, detail of brackets
- 11 of 14** Waiting room with original ticket window
- 12 of 14** Stationmaster's office door
- 13 of 14** Stairs from freight storage area to ticket and waiting rooms
- 14 of 14** Original sliding freight doors with mounting brackets

**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.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.