

RECEIVED

DATE ENTERED

**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

Wabash Railroad Station and Freight House, Columbia

AND/OR COMMON

Norfolk and Western Depot

**2 LOCATION**

STREET & NUMBER

126 N. 10th Street

CITY, TOWN

Columbia

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

#8 - Richard H. Ichord

STATE

MO

VICINITY OF

CODE  
029

COUNTY

Boone

CODE

019

**3 CLASSIFICATION**

**CATEGORY**

DISTRICT  
 BUILDING(S)  
 STRUCTURE  
 SITE  
 OBJECT

**OWNERSHIP**

PUBLIC  
 PRIVATE  
 BOTH  
**PUBLIC ACQUISITION**  
 IN PROCESS  
 BEING CONSIDERED

**STATUS**

OCCUPIED  
 UNOCCUPIED  
 WORK IN PROGRESS  
**ACCESSIBLE**  
 YES: RESTRICTED  
 YES: UNRESTRICTED  
 NO

**PRESENT USE**

AGRICULTURE  
 COMMERCIAL  
 EDUCATIONAL  
 ENTERTAINMENT  
 GOVERNMENT  
 INDUSTRIAL  
 MILITARY  
 MUSEUM  
 PARK  
 PRIVATE RESIDENCE  
 RELIGIOUS  
 SCIENTIFIC  
 TRANSPORTATION  
 OTHER:

**4 OWNER OF PROPERTY**

NAME

City of Columbia

STREET & NUMBER

709 E. Broadway

CITY, TOWN

Columbia

VICINITY OF

STATE

MO 65201

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Boone County Courthouse

STREET & NUMBER

700 E. Walnut

CITY, TOWN

Columbia

STATE

MO 65201

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Missouri State Historical Survey

DATE

1979

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Department of Natural Resources  
Office of Historic Preservation

CITY, TOWN

P.O. Box 176  
Jefferson City

STATE

MO 65102

## 7 DESCRIPTION

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

### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Wabash Station is a one story, H plan, Jacobean style building. Built of rock-faced ashlar cut stone quarried locally, it sits on a stone and concrete foundation with a partial basement under the north end. Referred to in 1909 as a Tudor-Gothic design, the exterior has several important features, such as a 3 part gable roof with grooved, interlocking red clay tiles and its distinctive stone copings along the parapet walls, the two entrance porches, and the small circular, attic story windows of Tudor quality in the front and back of each gable end. (Photo 1)

The station can be entered on both the east and west sides through large double doors with transoms. The west entrance has a 13' x 15' portico which extends to the curb and served as added protection for those people arriving in hacks. On all three sides of the portico one can read "WABASH" carved in stone. (Photo 2) Since the tracks are lower than the street and the floor of the building is harmonious with the street entrance and level, the east entrance porch in front of the two double doors and the center projecting bay is designed as a wide uncovered concrete, U shaped, terrace with four steps leading down to the tracks. (Photo 3) On the projecting bay is the word "Columbia", with the 18" letters carved in stone. (Photo 4) Details of decorative stone work, roof tiles, and the brackets at the eaves can be seen in Photo 5.

Built to serve only as a passenger station, the interior construction and design lent itself to a more "home-like" atmosphere and was finished in mahogany woodwork with concrete floors. The ticket offices, with ticket windows still intact, are at the south end; the ladies waiting room, 18' x 17', and the restrooms are at the north end; and the large, 52' x 21', general waiting room with its 3' x 11' projecting bay is in the center. In the main room the ceiling is plastered. Four beams are exposed exemplifying King Post trussing with auxillary braces. Interior walls are plastered and painted. (Plan 1)

Costing approximately \$15,000 and measuring 106' x 27', the building was constructed by Leonard Wolfe, St. Louis, and contains all the modern conveniences. It was heated by hot water; the heating plant and fuel storage tanks located in the partial basement.

Unlike most stations, there is no platform covering or extended eaves. A concrete platform was laid at the same time as the station was built. It was intentionally large and long as exemplified by this statement: "the platform will run along the east side and the north end of the building, allowing ample room for crowds..."<sup>4</sup> Many improvements were made to the yards and tracks at this same time. Because of the new station's location and that of the freight house, a Y track was also implemented. This enabled the trains to back in, thus depositing passengers and freight at their appropriate destinations.

The Freight House, an important element in that it is the original depot, was built of tongue and groove frame construction and was a combination depot, serving both freight and passengers. (Photo 6) Lying just northeast of the new station, it measures approximately 90' x 26'. By converting this structure into the freight house and not tearing it down, the Railroad was able to maintain an office with adequate

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CONTINUATION SHEET

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service during the construction of the new station.<sup>6</sup> Even though it was altered to more favorably suit its new purpose a few of the old characteristic elements still remain, such as some of the original large sliding freight doors and the extended 6' overhang of the eaves with slightly decorative brackets. (Photo 7) The interior has concrete floors; walls and ceilings were originally covered with beveled wood siding, but much of this has been removed, leaving the framing exposed. There is electricity to the building but no heating or plumbing.

These two buildings are located in the urban setting just a few blocks from the heart of downtown Columbia and are surrounded by a mixture of other buildings, such as churches, businesses, and a few remaining residences. To be noted is the First Christian Church, built 1892, just across 10th St. from the station. This building, also of native stone, gives a visual coherence to the area. (Photo 8)

FOOTNOTES:

1. "Plans Here for Wabash Station," Columbia Tribune, May 14, 1909, p. 1.
2. "Up Goes New Depot," University Missourian, Oct. 13, 1909, p.4.
3. "Writes of New Station," Columbia Tribune, May 24, 1909, p.1.
4. "Dirt Broken For Wabash Station," Columbia Daily Tribune, July 27, 1909, p.1.
5. Ibid., p.1.
6. Ibid., p.1.

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FOOTNOTES:

1. "New Wabash Station Promised," Columbia Missouri Herald, April 23, 1909, p.1.
2. "Plans Here For Wabash Station," Columbia Tribune, May 14, 1909, p.1.
3. Federal Register, Vol. 44, No. 26, Tuesday, February 6, 1979.

# 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 checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input 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 1909 - 1910

BUILDER/ARCHITECT Leonard Wolfe

## STATEMENT OF SIGNIFICANCE

The Wabash Station and Freight House served as a gateway to the city and played an integral part in the growth of Columbia. Mr. Miller, V.P. and General Manager of the Wabash Railroad, expressed this same view when he announced the construction of a new station, "The Wabash Railroad is proud of the magnificent progress which Columbia is making and we want to contribute our full share, for the interest of the city and the road are inseparable." This station was built at a time when Columbia was experiencing rapid growth, with almost all of the material goods, new business, and its growing population arriving daily by train. Under construction from August 1909 until July 1910, the station, in style and finish, is "different from anything the Wabash has on its entire system and will be a building that will grace a town of Columbia's size."<sup>2</sup>

Opening for business on Saturday, July 16, 1910, the station is evidence of the close connection of "town and gown". Many of the passengers arriving on the Wabash were connected with the University, either as students and staff or as the interested public from throughout the state attending short courses and conventions offered at the University. This association is visible as well in the very design of the station; in almost every report writers mention the Tudor-Gothic design equating it with the new White Campus buildings. This style of architecture, using native stone, can be evidenced on other Columbia buildings, exemplifying the important relationship between the city and the university. Unfortunately, most of these structures, such as the Broadway Methodist Church and the Campus View Apartments, have been destroyed; therefore, enhancing the need to retain the station.

The Wabash continued to serve Columbia until 1964 when it merged with the Norfolk and Western and that name is now used. The very fact that the station has been in uninterrupted use and of continued service to the city makes it an important landmark for Columbia.

The City Council, realizing the significance of this station to the historic preservation needs of the city, recently negotiated with the Railroad for the purchase of seven acres including the station, freight house, and track area. During this procedure and on request of the ICC, the station and freight house were determined eligible for the National Register of Historic Places in accordance with 36CFR part 63. The track area is deemed for parking space, but as yet no final decision has been made as to the use of the station and/or the freight house. A public hearing was held to receive recommendations; some of the considerations are a terminal for city transit services, an educational facility, a museum, leased office space, etc. The City Planning and Zoning Commission, the Columbia Art League, and others have worked closely in this cooperative effort for historic preservation.

1. "Big Business on the Branch," Columbia Tribune, Jan. 5, 1909, p.4.
2. "Dirt Broken for Wabash Station," Columbia Daily Tribune, July 27, 1909, p.1.
3. Federal Register, Vol. 44, No. 26, Tuesday, February 6, 1979
4. "Here's New Wabash Station," University Missourian, May 19, 1909, p.1.
5. Memo, Planning and Zoning Commission, May 20, 1977.
6. "New Wabash Depot Here," University Missourian, April 21, 1909, p.1.

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than 1 acre

QUADRANGLE NAME Columbia

QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A 15 558400 43111600

B 15 558410 43111640

C         

D         

E         

F         

G         

H         

VERBAL BOUNDARY DESCRIPTION

Located with Old Town, Columbia, lots 291, 341, 350 and

parts of the Ash Street right-of-way, and within the 7 acre tract purchased from the Railroad, the boundary begins at a point 15' S of the Station along the E curb of 10th St. and precedes N along said curb 140', then turns E running 50', continuing along a NE line

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

1. Linda Harper

ORGANIZATION

Columbia Art League

DATE

6-79

STREET & NUMBER

12 N. 10th St.

TELEPHONE

CITY OR TOWN

Columbia

STATE

MO 65201

## 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

TITLE Director, Department of Natural Resources and State Historic Preservation Officer

DATE

FOR NPS USE ONLY

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

DATE

ATTEST: KEEPER OF THE NATIONAL REGISTER

DATE

CHIEF OF REGISTRATION

FHR-8-300A  
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

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7. "New Wabash Station Promised," Columbia Missouri Herald, April 23, 1909, p.1.
8. "Plans Here for Wabash Station," Columbia Tribune, May 14, 1909, p.1.
9. "Suggestions Flowing on City Use of Depot," Columbia Tribune, June 24, 1977.
10. "Up Goes New Depot," University Missourian, October 13, 1909, p.4.
11. "Writes of New Station," Columbia Tribune, May 24, 1909, p.1.

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which parallels the Freight House 140', continuing on a SE line which parallels the Freight House approximately 50' to the E edge of the concrete platform, then on a line SW along the edge of said platform to a point 15' S of the Station's S facade, then W on a line approximately 40' to the beginning point.

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2. James M. Denny, State Contact Person  
Section Chief, Nominations-Survey  
Department of Natural Resources  
Office of Historic Preservation  
P.O. Box 176  
Jefferson City

314/751-4096

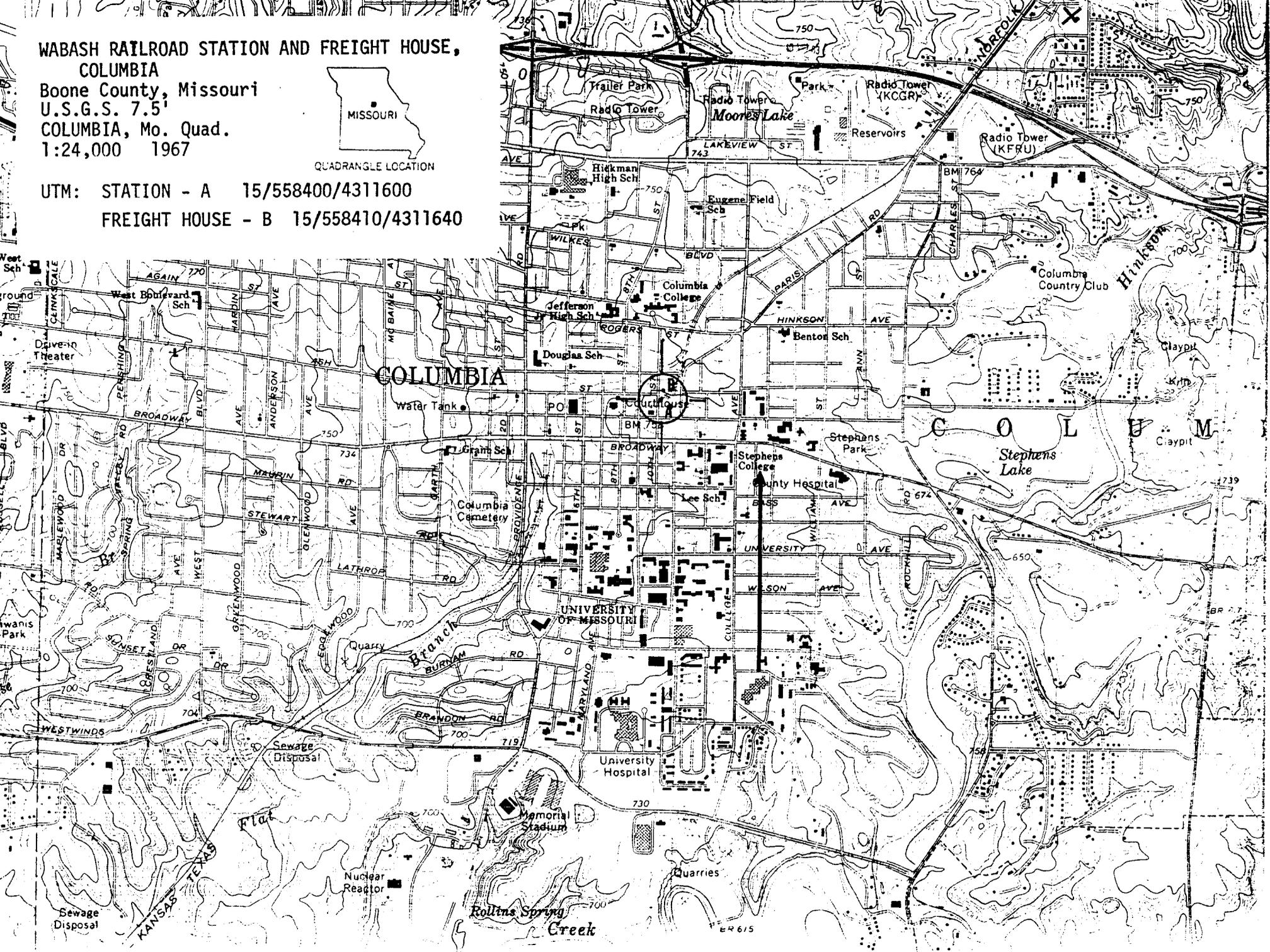
Missouri 65102

WABASH RAILROAD STATION AND FREIGHT HOUSE,  
 COLUMBIA  
 Boone County, Missouri  
 U.S.G.S. 7.5'  
 COLUMBIA, Mo. Quad.  
 1:24,000 1967



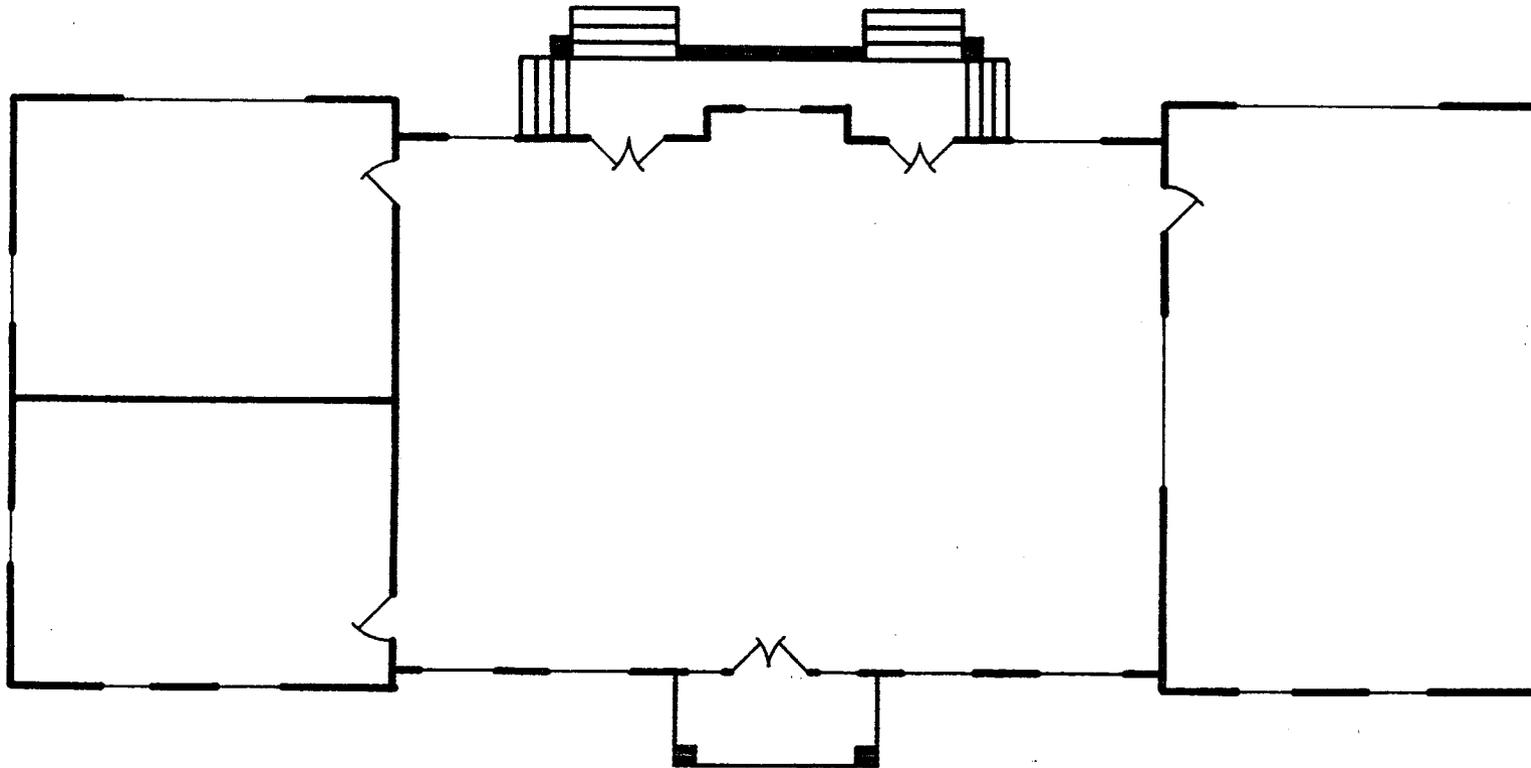
QUADRANGLE LOCATION

UTM: STATION - A 15/558400/4311600  
 FREIGHT HOUSE - B 15/558410/4311640



FLOOR PLAN  
WABASH RAILROAD STATION  
COLUMBIA, MISSOURI

NOT TO SCALE





WABASH



WABASH

WESTERN



COLUMBIA





COLUMBIA

The  
BOOKING





