A Forgotten Typology: The Rediscovery of the Train Stations on the Oldest Railroad in the Country

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A FORGOTTEN TYPOLOGY: THE REDISCOVERY OF THE TRAIN STATIONS ON THE OLDEST RAILROAD IN THE COUNTRY

A Thesis
Presented to
the Graduate School of
Clemson University and the College of Charleston

In Partial Fulfillment
of the Requirements for the Degree
Master of Science in Historic Preservation

by
Lora Ann Cunningham
May 2011

Accepted by:
Professor Ashley R. Wilson, Committee Chair
Professor James L. Ward
Professor Ralph C. Muldrow
ABSTRACT

The Charleston and Hamburg Railroad in South Carolina, when completed in 1833, was the first steam powered railroad in America. It was also the longest in the world at 136 miles. The railroad was initially referred to as the “Best Friend of Charleston.” On December 25, 1830, the “Best Friend” engine made its first public run on the freshly laid railroad tracks. This milestone trip shifted the country toward an era of transportation development. With this new form of transportation came a new building type, the train station. The train station was the first building to greet people when they arrived in a new place and often was their last reminder of home when they departed.

This thesis is an effort to compile and illuminate the context and built form of the train stations on the original Charleston and Hamburg Railroad (later Southern Railway). The purpose was to create a resource that brings together the histories of these stations in one location. This research uncovered and compared the architectural typology of train stations on the Charleston and Hamburg Railroad, as well as their histories, building materials, current condition of the stations, and architectural designs each contribute to their communities.
DEDICATION

For my grandmother, Mrs. Patricia N. Frost, my inspiration. Thank you for all of your love, encouragement, and support.

The Depots Thoughts

August 17, 1896, what a wonderful week this will be.
Since June 15th when my foundation was started,
I have gradually taken shape.
Finishing touches are being done.
I'm opening to serve the people and the railroad this week.

So much comes in, so much goes out;
Horses and wagons bringing in all types of local products.
The trains come huffing, puffing and clanging in,
Unloading mail and much needed merchandise.

Many people arrive and many depart,
Some with sadness and some with joy.
People with anticipation of new places and
Others so glad to be home.
My walls hear so much of so many lives,
It fills me with happiness and tugs at my heart.

Years pass on and there are many changes.
There are fewer trains as freight and people travel in other ways.
Fewer and fewer pass by my door.

Finally the noises completely stop,
No more whistles and clanging bells.
No more people and lives to touch.
Just quiet and empty walls about.

The seasons continue to come and go.
Weeds and grasses grow untended,
Paint peels and shingles loosen,
My heart beats slower and slower.

Ah, at last, people do still care!
They are scraping and painting my walls.
I hear laughter and plans galore.
My weak places are patched and holes are filled;
Things are straightened and pulled into shape.

I hear the train, and it is stopping again.
People come in and visit and laugh.
They embrace the warmth of welcome and friends.
They remember how it was and how it can be.

It is now 1996; I can't believe a hundred years have past.
So much to remember and so much to tell.
Thank you – Thank you for making me alive again.
I'm happier than ever before.
Because this time it was done for love.

From the pen of Patricia Frost, 1996
ACKNOWLEDGMENTS

I would first like to express my appreciation to my family for all of their love and support during this project. Your faith in my success and your constant encouragement helped me persevere through the difficult times. Without question, you were my driving force, thank you.

My readers, Jim Ward and Ralph Muldrow, were an essential part of this project; thank you for your feedback and the time you graciously spent reviewing my work. I am especially appreciative for my thesis advisor, Ashley Wilson; I cannot possibly thank you enough for all of the energy you spent editing, critiquing, and challenging me to improve my work. Your feedback and guidance truly helped me to produce the best work possible.

Particular gratitude must also be paid to Mary Lehr and Peter Buhl. Without your help this project would not have been possible; I am so thankful for the time, energy and enthusiasm you shared with me. I am also thankful for your dedication to preserving the legacy of the “Best Friend of Charleston.”

To the members of the Charleston Chapter of the National Railway Historical Society, thank you for inviting me into your community. I am fortunate to have been able to attend your events and meetings where you graciously shared your knowledge. I am also immensely thankful for Alex McIntosh and Frank Moore who went above and beyond my simple requests; these individuals allowed me access to their private railroad collections. This thesis would be sparse without you!
To all the wonderful individuals I met or spoke with during this process; Buddy Hill, Chris Ohm, Paul Wimberly, John Norris, Gordon Farmer, Daniel Pete from The Southern Museum, and the train enthusiasts, collectors, station owners, museum curators, and local citizens in communities along the railroad; I am extremely appreciative for your help. I am overwhelmed by the passion and hospitality that surrounds this railroad; whether it was a private tour, help locating a missing piece, or simply assisting me with directions; everyone was exceptionally helpful. What you thought was a simple favor was actually an invaluable act of kindness and I will always be grateful for your help.

To Dan, thank you for always listening and for making me laugh. I am so grateful for your support while pursuing my dreams and am thankful for all of your patience and love.

To my fellow Class of 2011; I am thankful for you all; this experience would not have been so much fun without you.
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INTRODUCTION

When the 136 mile long Charleston and Hamburg Railroad in South Carolina was completed in 1833, it was the first steam powered railroad in America and the longest in the world. The railroad was initially known as the “Best Friend of Charleston.” The “Best Friend” engine made its first public run on the tracks on Christmas Day 1830. At a speed of fifteen to twenty-five miles per hour, 140 people “flew” to the end of test track and returned safely. This milestone trip shifted the country toward an era of transportation development.

With this new form of transportation came a new building typology, the train station. The train station was the first building to greet people when they arrived in a new place and often was their last reminder of home when leaving. It was not long before a basic floor plan was developed and standard designs were repeated for stations on railroads across America. The towns along the Charleston and Hamburg Railroad are excellent examples of the evolution of the train station.

Since Southern Railway ended passenger service in many communities circa 1950, portions of the railroad tracks have been abandoned and most train stations demolished after sitting vacant for decades without a use. Of those that have survived, most have been moved from their original locations besides the tracks. Some are privately owned and closed to the public, while others have evolved into libraries, museums, and restaurants. Only two buildings are still used by the railroad today.
This thesis is an effort to learn about the train stations on the Charleston and Hamburg Railroad, study their typology, and create a resource that compiles the histories of these stations in one location. The Charleston and Hamburg railroad has gradually faded from the South Carolina landscape and memory. These stations represent an important moment in transportation history and act as a visual reminder of the evolution of transportation. Of the fourteen studied towns along the line, four passenger stations, three combination passenger and freight stations, and two freight stations remain. These remaining stations have received limited recognition in regards to their historical importance and are all not protected from future deterioration or harm. This thesis highlights the impacts these stations have had on the communities they are located in and the unique architectural designs each contribute to their surroundings.
METHODOLOGY

Research included in this thesis went beyond public published sources. Books have been published regarding the Charleston and Hamburg Railroad, Southern Railway, and trains in general. A smaller selection of books is available addressing train stations and their styles. However, their focus is primarily on large union stations in urban settings, not small rural stations that dot the countryside of the United States. Research materials were gathered by visiting the towns of each station and meeting the people who know each station the best. The sources used included photographs, negatives, postcards, photo copied materials in binders, gathered information on disks, homemade websites, interviews, and the buildings themselves. The Interstate Commerce Commission, Division of Valuation reports from the early twentieth century have been valuable in providing floor plan descriptions, rare early photographs, and specific measured details. They were exceptionally helpful for the stations that no longer exist. Prior to collecting the materials for this thesis, the information has never been contained in one source. Since most of the images have come from a large assortment of private collections, the image source is included in the Figure list only and is not included throughout the thesis under each photograph to promote a more fluid reading experience.

A decision was required to determine which term to refer to the buildings as, station or depot. In many publications the term depot is used, sometimes interchangeably with station. Through research, I determined that depot was often used when referring to an early station and station when referring to a replacement
station. Another trend is to use depot for rural buildings and station for urban buildings. For the sake of simplicity and uniformity, station will be used throughout this thesis.

The train stations included in this research are those from Charleston to Hamburg in South Carolina. This does not include the stations on the Columbia branch. The stations primarily researched are often not the first at a location, since records are rare for the initial station and photographs are nonexistent. The stations primarily focused on date from the 1850s to the 1950s. Any information gathered regarding freight stations along this railroad has been included.
EARLY SOUTH CAROLINA RAILROAD HISTORY

The first steam powered locomotive in America, the “Best Friend of Charleston” traversed a portion of The Charleston and Hamburg Railroad on December 25, 1830. The Charleston and Hamburg Railroad was formed by the South Carolina Canal and Rail Road Company in 1827. It was the longest in the world at time of completion and was also the first railway in the world to offer freight, passenger, and mail service. These accomplishments fundamentally altered the nation’s commerce and transportation industries. The task of creating and implementing a railroad was an engineering feat. However, within seven years after the formation of the South Carolina Canal and Rail Road Company (SCC&RR), the 136 miles of track from Charleston to Hamburg were completed and rural South Carolina experienced changes few could have imagined.

The idea for a railroad germinated in England and migrated to America. The first railroad was the Stockton and Darlington in northeastern England. On September 27, 1825 the railroad was opened for coal transport. George Stephenson, the surveyor of the project and designer of the locomotive, believed that locomotives were far superior to animal power. He designed the “Rocket,” which began as a stationary steam engine that pulled cars with cables.

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1 “Closing of track marks end of era in rail transportation” The News and Courier, Charleston, SC, May 26, 1986. From the vertical files located at the South Carolina Room, Charleston County Public Library, Charleston, SC.
2 Samuel M. Derrick, Centennial History of South Carolina Railroad (Columbia, South Carolina: The State Company, 1930), 1-10.
Once America experienced railroad fever, the race was on. On February 2, 1827 the Baltimore and Ohio Railroad was formed as the first organized railroad company in the country.\(^4\) Beginning operation in May of 1830, the railroad initially was operated with carts pulled by horses on laid wooden tracks. On August 28, 1830 the steam engine, “Tom Thumb,” made a successful run on tracks, which prompted track construction in Maryland from Ellicott’s Mills to Baltimore. The railroad was opened for use on April 1, 1832.

During this same period, South Carolina was in the midst of a massive economic decline and Charlestonians were looking for a method to revive the state’s economy that would engage the underused shipping port.\(^5\) The port in Savannah, Georgia capitalized on the weak management of their rival port only 100 miles away and prospered, worsening the economic picture in Charleston. The transportation system during this time relied on canal and river systems to move goods from inland to ports. Commodities heading to Charleston were sent down the Santee Canal, which connected the Santee and Cooper rivers. Construction on the Santee Canal began in 1786 and was completed in 1800. This water route was hazardous and undependable; often water levels would drop too low for vessels transporting goods to stay afloat. Commodities heading to Savannah from Augusta used the Savannah River, which was more reliable with its deeper water levels.

\(^4\) John Debo Galloway, 11. Information in this paragraph comes from this reference.
\(^5\) Samuel M. Derrick, *Centennial History of South Carolina Railroad* (Columbia, South Carolina: The State Company, 1930), 1-10. Information in this paragraph comes from this reference.
Charlestonians’ recognized that a more desirable “path” needed to be created to transport commodities to the state port. The state’s current roadways and canal did not offer viable alternatives. The interstate dirt road system was unreliable during the rainy season since the roadbed turned to mud, becoming impassable. Different ideas for improved transportation were discussed. Transportation improvements were taking place throughout the country. The Erie Canal in New York completed in 1825, connected Albany to Buffalo. Pennsylvania, rich in natural resources, created a system of canals across the state. New roadway systems were also being implemented. The National Road, between Vandalia, Illinois and Baltimore, Maryland resulted in a significant increase in Baltimore’s population. A letter directed to the editor of the City Gazette, one of Charleston’s newspapers, printed on November 22, 1821, suggested a new idea for transportation in the region. The concerned citizen wrote about an idea for a railway from Charleston to Augusta with a branch to Columbia and included a publication on “The Patent Railway.” He went on to say that a railroad would benefit not just Charleston, but the entire state. This fortuitous letter, which changed Charleston’s history, was simply signed “H.”

The possibility of a railroad caught the attention of many people, however there was little known about railroad construction and viability. An article that ran in the Charleston Courier on December 5, 1827, requested on behalf of Charleston’s concerned citizens a survey of the land between Augusta and Charleston in order to

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6 Samuel M. Derrick, 11. Information in this paragraph comes from this reference.
determine if a canal or railroad should be built connecting the two cities. The next
day a meeting was held “at which a committee of twelve members was appointed to
draft the memorial to the legislature praying for a survey of the country between the
Ashley and Savannah rivers for a canal, and between Augusta and Charleston for a
railroad.”

The survey exposed a new issue. If the proposed railroad was to be privately
owned, then that company should cover the cost of a land survey. Also, the
committee felt that a private company would do a more thorough survey than the
state would. Alexander Black, a member of the committee “introduced a bill to
incorporate a company to establish a railway or railways between the City of
Charleston and the towns of Hamburg, Columbia and Camden.” The committee
approved the bill on December 19, 1827, creating The South Carolina Canal and Rail
Road Company (SCC&RR). At a meeting on February 18, 1828 a committee was
appointed to make a survey of the land between Charleston and Hamburg, which
would examine elevations and soil conditions. Another committee was created to
gather information about the cost and revenue that could be generated by a
railroad. On March 3, 1828, the report was presented to Alexander Black which
determined a railroad would be more beneficial than a canal with the railroad

7 Samuel M. Derrick, 12. Information in this paragraph comes from this reference.
8 Samuel M. Derrick, 12. Note the use of praying in this sentence. It could indicate the political
mindset of the period or perhaps it is a typo from the original material.
9 Samuel M. Derrick, 16. Information in this paragraph comes from this reference.
10 Samuel M. Derrick, 13.
11 Around the same time the SCC&RR was formed, New York implemented The Delaware and Hudson
Canal Company and The Mohawk and Hudson Rail Road Company. Maryland incorporated the B&O
Railroad, promoting a connection between Maryland and Ohio.
costing less than a canal and would experience less interference: “relative costs, convenience, expedition, liability to interruptions by ordinary casualties, expense of attendance and repairs.”

Once it was determined that a railroad was the best option, land surveys were conducted to determine the path for the tracks. The most desirable land for the railway would be flat and solid without steep inclines, ravines, and other natural deterrents. Concerns from citizens living in the surveyed areas were not taken into consideration, even though several citizens came forward questioning livestock safety and undesirable sounds that are a part of a railroad.

William Aiken, president of the Charleston and Hamburg Railroad (C&HRR) was the director of the surveys in 1828 and 1829. Charles Parker and Robert K. Payne were selected to conduct the first survey from February 20 to June 12, 1828. Heading out with a horse and buggy, the men kept inventory of where and what they ate, the time they arrived at each stop and how much everything cost. More importantly, they wrote detailed records of soil conditions, land gradient and natural obstacles, “From town to Ashley Ferry the soil is sandy and unsupported by any firm clay. Beyond said ferry there is a firm and tenacious layer a little below the surface of the soil.”12 It is believed that this firm layer was the first notion of phosphate in the South Carolina ground.13 The trip description continues to explain conditions along the route, including deep valleys that would make railway

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13 Thomas Fetters, 15.
construction difficult. Wooden pegs were used along the route as measuring aides for land transitions. A report was presented to the railroad committee with suggestions on how to overcome land elevation changes (which are located near present day Aiken). In the end, after another survey revealed undesirable results, Horatio Allen, who was hired as chief engineer for the SCC&RR, decided to perform his own survey, which ultimately determined the final route for the railroad (Figures 1&2). Horatio Allen had considerable previous experience as an engineer having worked on the Chesapeake and Delaware Canal and the Delaware and Hudson Canal. Allen’s proposed route “ran directly up the Charleston Neck, straight to Summerville and then west to a much easier crossing of the smaller, upstream Edisto…and then south to Hamburg.” The topography of this 136-mile stretch of land was flatter and provided less resistance for a railway than the previously surveyed routes.

William Howard, a US Civil Engineer, performed an additional survey to note the natural resources along the route from Charleston to Hamburg (Figure 3). The country between these two cities was described as “alluvial and almost entirely sand on the surface, except in the river bottoms, where the soil consists of rich loam.” This description included in a report for the SCC&RR on October 10, 1829 also refers to the timber quality, lack of rock, and poor limestone quality. Howard

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14 Samuel M. Derrick, 31.
15 Thomas Fetters, 17.
16 Thomas Fetters, 15-19. Information in this paragraph comes from this reference.
18 William Howard, 4.
also submitted an estimate for what the cost of the railroad would be, including materials and manpower for laying the track, building bridges, constructing inclined planes for hills in Aiken and steam engine equipment, which came to a total of $687,342 or $4,582 per mile for 150 miles of construction.\(^\text{19}\) Today, these amounts would equate to $13.8 million for the total project cost and $92,526 per mile.\(^\text{20}\)

While surveying was taking place, design competitions and testing for rail compositions were underway. Issues included variations of what size (gauge) to use, how wide should the spaces between the tracks be and of what materials should the rails be constructed. A common myth of the time was that a person could not breathe if moving faster than 30 miles per hour. Others could not imagine the proposition of a steam-powered engine. Horses and mules were first put to the test. Even though they could pull more weight on a railed track than a regular road, they remained inefficient in terms of speed and distance. Horatio Allen had traveled to England in the late 1820s in search of “professional information on railroad matters” where he met Stephenson and visited the Stockton and Darlington Railway to examine its locomotives.\(^\text{21}\) He returned convinced that steam power was the way to go and persuaded the SCC&RR to strive to become the first steam engine in America to be used for railroad service. The engine for the SCC&RR was constructed at the West Point Foundry in New York City and shipped aboard the boat “Niagara.”

\(^{19}\) William Howard, 5-6. Information in this paragraph comes from this reference.
\(^{21}\) Samuel M. Derrick, 31.
It arrived in Charleston on October 23, 1830, and local machinists assembled the engine (Figure 4).

Throughout the month of December the engine was tested aboard railroad tracks that had been constructed beginning at Line Street, heading north. The first public run of the engine, named the “Best Friend,” took place on December 25, 1830 (Figure 5). At a speed of fifteen to twenty-five miles per hour, 140 people “flew” to the end of the test track where the engine was turned around and back they came, arriving in one piece. This milestone trip with a steam powered engine shifted the country toward an era of transportation development (Figure 6).

At the same time tracks were being laid towards the west, plans to begin construction for tracks to connect Line Street with the East Bay wharves were underway. In 1831 workers began to lay the tracks through the City of Charleston only to be met with great opposition by local landowners and the tracks were torn up by citizens as fast as they were laid. The next year railroad officers asked the city for permission to pass between King Street and Meeting Street and down through the center of Citadel Square. They promised to create “no obstruction or inconvenience in the public and ordinary use of the said streets and squares.” The South Carolina legislature granted their request in December 1832, but left the final decision up to the City of Charleston. The city became divided; wealthy planters and proud mechanics were against the extension of the tracks and organized to protect

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their homes, land, animals, and persons. Merchants and other businessmen welcomed the proposed extension. They believed that the key to a successful economy would be the connection of land and sea. Unfortunately, after a special committee was gathered to resolve the issue it was determined that the railroad could only move forward with its plans if the tracks did not disrupt city life unduly. It was Charlestonians that worked so hard to get the state to use the railroad as a way to improve the state’s economy and it was Charlestonians that ultimately sealed the state’s failure as a competitive port. The construction of the tracks towards Hamburg continued regardless of the decisions made in Charleston. The tracks from Line Street in Charleston to Branchville were opened on November 7, 1832 and to Midway on February 7, 1833. The railroad from Charleston to Hamburg was completed on October 3, 1833.  

Once the railroad from Charleston to Hamburg was completed, an effort was made to connect South Carolina with Asheville, Knoxville, Lexington, and Cincinnati. In 1836 The Louisville, Cincinnati and Charleston Rail Road Company (LCCRR) was formed. For four years the company tried to make this proposed railroad a reality, but due to a lack of capital, the idea was abandoned. There was no need for the LCCRR so it merged with the SCC&RR to form the South Carolina Rail Road Company (SCRR) in 1843. As a result of the Civil War and debt incurred from the LCCRR, the SCRR went bankrupt and three years later was sold at public auction in Charleston.

24 Thomas Fetters, 19-25. Information in this paragraph comes from this source.
and was bought by a group of New York capitalists, marking the beginning of out-of-
state control of the South Carolina railroads.\textsuperscript{25}

The company was renamed South Carolina Railway Company and made
many improvements to the railroad including improved terminal facilities in
Charleston. However, the company could not make enough money to avoid
bankruptcy. In April 1894 it was once again sold at auction and purchased by
another group of New York capitalists. The company was reorganized under the
name of South Carolina and Georgia Railroad Company (SC&GRR). During this same
period of time, the Southern Railway Company (SRC) was seeking railroad access to
Charleston. In April 1899, it acquired control of the SC&GRR and assumed operation
of its lines.\textsuperscript{26}

The railroad connected people and provided a more efficient transportation
of goods in a primarily rural country. It also influenced the built world since it
resulted in a new type of service building, the railroad station and a new type of
urbanism, the railroad town. Since the C&HRR was a railroad pioneer, it was one of
the first railroads in the country to build passenger and freight stations along its
scheduled stops. These buildings would become the “hub” of each town, the place to
see who was coming and going and hear the latest news. Towns were often laid out
based on where the station was located; such is the case with Branchville, South
Carolina, where a one mile radius around the station was formally declared the

\textsuperscript{25} Samuel M. Derrick, 278 - 279. Information in this paragraph comes from this reference.
\textsuperscript{26} Samuel M. Derrick, 280 - 281. Information in this paragraph comes from this reference.
town limits.\textsuperscript{27} Records of the first train stations are rare, the earliest station on the line in existence today dates to 1854.\textsuperscript{28} This often makes the present station the second and sometimes the third station to be built in a town.

\textsuperscript{27} “An Article about Branchville History,” \textit{The Times and Democrat}, Orangeburg, SC, July 9, 1961.
\textsuperscript{28} Hamburg, built circa 1854.
Figure 1: Horatio Allen (1802-1890), Chief Engineer, The South Carolina Canal and Rail Road Company, 1829-1835, undated.

Figure 2: Horatio Allen (1802-1890), Chief Engineer, The South Carolina Canal and Rail Road Company, 1829-1835, undated.
Figure 3: William Howard’s survey for the Charleston and Hamburg Railroad, 1829.
Figure 4: “Original Drawing of ‘The Best Friend’ the first locomotive engine built for actual service on a rail road in the United States made for the South Carolina Rail Road A.D. 1830 by the West Point Foundry Association.”

Figure 5: The “Best Friend of Charleston” and its train on the occasion of the stockholders excursion January 15, 1831.
Figure 6: Cover from *Ties*, The Southern Railway System Magazine, December 1955. Celebrating the 125th Anniversary of the first run of the “Best Friend of Charleston,” December 25, 1830.
THE EVOLUTION OF THE TRAIN STATION

The railroad is unlike any previously established mode of transportation. Canals and turnpikes did not develop their own architectural form, so it is difficult to ascertain the precedents of early train station design.1 “There was no functional precedent for the train depot; every solution had to be invented.”2 The first British station was built in 1830 at Crown Street in Liverpool, which is no longer in existence. This station was basically a typical neoclassical building with a train shelter added to its side (Figure 1). The architect was John Foster II and engineer George Stephenson.3 English stations ultimately established the patterns that would be used by the entire world.

The earliest train stations in America were not stations at all, but simply a street corner, with the ticket office located in a nearby shop or possibly identified with a small ticket booth.4 Old houses, inns, and hotels often doubled as stations.5 In 1835, a house was converted into Washington, DC’s first station.6 The first structure built in America to be used as a train station was the Mount Clare Station in Baltimore in 1830 (Figures 2&3).7 The small building, located on a street corner, was built polygonal shaped to fit its site. Constructed of bricks, it was late Georgian

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2 Ibid, ix.
3 Stephenson was the surveyor behind the Stockton and Darlington Railroad in northeastern England.
5 Ibid, 39.
6 Ibid, 39.
7 Carroll L.V. Meeks, 27.
in style.\textsuperscript{9} This building most closely compares with a tollhouse in Bewdley, Worcestershire built in 1801 (Figure 4).\textsuperscript{9} A tollhouse was used during the coaching era as a location to collect tolls from stage coaches who were on a specific time schedule.\textsuperscript{10} The tollhouse in Bewdley was also polygonal in shape. The use of a polygonal shape is not only used in transportation related structures, but is carried throughout Victorian architecture in houses, barns, spring houses, and gazebos as a few examples (Figures 5-9). The form is also used in a variety of sizes, from the entire building using the shape to details such as bays windows and porches using a portion of the shape. The polygonal shape, when applied to transportation uses, is very practical because it creates a larger viewing area. There were several other similarities carried over from English coaching practices including the use of company colors and a horn announcing arrivals and departures.\textsuperscript{11}

During early railroad development in England, technology was rapidly changing, often outdating buildings as quickly as they were constructed. Some early train stations set the standards for future stations, while others faded. Early station floor plans and passenger departure and arrival locations varied greatly and could often be chaotic.\textsuperscript{12} In 1846, Cesar Daly, the editor of \textit{Revue General de l'Architecture}, claimed there were only four station arrangements for entering and leaving the station: The first was head type, arrival and departure in a single building across the

\footnotesize
\textsuperscript{8} Ibid, 27.
\textsuperscript{9} Ibid, 27.
\textsuperscript{10} Ibid, 27.
\textsuperscript{11} Ibid, 28.
\textsuperscript{12} Ibid, 30. All information in this paragraph comes from this source.
end of the tracks; the second was two-sided or twin type, with arrival and departure handled on opposite sides of the tracks, the third was the “L” type, with arrival at the end of the tracks and departure at one side or vice versa; and fourth one-sided combination type, with arrival and departure on one side of the tracks (Figure 10). It is important to remember that these plans are for large union stations in downtown city centers. Early rural stations used the one-sided combination type.\textsuperscript{13} It would have been impractical to build any other station form for a station that received limited amounts of passenger traffic. While large city stations were designed by competing architects and engineers, it was determined in England, that small rural station styles were suggested by the locale.\textsuperscript{14} Andrew Jackson Downing described small English stations as “some of the prettiest and most picturesque rural buildings that I have seen in England. They all have their little flower-gardens, generally a parterre on the greensward.”\textsuperscript{15}

In America, early train stations were not designed by an architect, rather the company engineer would provide plans for stations that were often times used repeatedly for years.\textsuperscript{16} The typical early company station was a one room, wooden structure, often no longer than fifty feet long with large eaves to provide shelter for waiting passengers (Figure 11). The Hudson River Railroad station was one of the first stations noted as having a more standardized station floor plan; two entrances

\begin{footnotesize}
\begin{itemize}
\item\textsuperscript{13} Carroll L.V. Meeks, 31.
\item\textsuperscript{14} Ibid, 42.
\item\textsuperscript{15} Andrew Jackson Downing, “Mr. Downing’s Letters from England,” \textit{The Horticulturist, and Journal of Rural Art and Rural Taste}, Vol. VI (1851): 139.
\item\textsuperscript{16} Ibid, 48-49. Information in this paragraph comes from this source.
\end{itemize}
\end{footnotesize}
one for ladies and one for gentlemen leading to a central ticket office and baggage room at the far end (Figure 12). Even though the floor plan for train stations gradually became increasingly standardized, architectural influences and decorative details on train stations continued to vary. Italianate and Victorian details appear on the smallest stations, in the most rural areas (Figures 13-16). This demonstrates that train stations do not always reflect their surroundings, but are creations of their builders. Stations continued to become more standardized leading into the 1950s.

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17 After the Civil War, during the height of segregation, the separate waiting rooms for ladies and gentlemen often transitioned into waiting rooms for “White” and “Colored” passengers. This piece of information is further explored in the Typology section.
Figure 1: Liverpool, Crown Street Station, 1830.

Figure 2: Baltimore, Mount Clare Station, constructed in 1830, photograph post 1884.
Figure 3: Baltimore, Mount Clare Station with roundhouse addition (1884), January 16, 2010.

Figure 4: Bewdley, Worcestershire, tollhouse, 1801.
Figure 5: Hyde House, Friendship, NY, c. 1870. The octagon house was designed by Orson Squire Fowler in 1848, photo undated.

Figure 6: Tim Thering, Octagon barn, Plain, Wisconsin, 1893, photo 2000.
Figure 7: Octagon spring house. The Arsenic Springs at the Washington Springs resort, Virginia, 1881.
Figure 8: Gazebo, Jordan Alum Springs, Virginia, circa late nineteenth century, photo undated.

Figure 9: Gazebo detail, photo undated.
Figure 10: “Early Types of Station Plan” by Cesar Daly, 1846.
Figure 11: Edward Lampson Henry, “The 9:45 A.M. Accommodation, Stratford, Connecticut,” 1867.

Figure 12: Hudson River Railroad station, Tenth Ave and 30th St., New York, c. 1860.
Figure 13: Train station in Kline, SC, Southern Railway, circa late nineteenth century, photo 1978. This station contains both Italianate and Victorian influences with tower above the bay window, wide overhanging eaves supported by decorative brackets, and a dormer with decorative gable.

Figure 14: Train station in Big Flats, NY, built in 1882 on the Delaware, Lackawanna & Western Railroad, view looking west, photo 1958. This station, although simple, contains both Italianate and Victorian influences; grouped arched windows in the gable, wide overhanging eaves supported by decorative brackets, and finials at the roof peaks.
Figure 15: Train station in Daphna, VA, Baltimore & Ohio Railroad, photo c. 1917. This station contains both Italianate and Victorian influences with the wide overhanging eaves supported by decorative brackets, decorative trusses in the gable over the bay window and gable ends, and finials at the roof peaks.

Figure 16: Train station in Cherry Creek, NY, built 1896 on the Erie Railroad, view looking northwest, photo 1909. This station contains both Italianate and Victorian influences with the wide overhanging eaves supported by decorative brackets, dentils along the roof line, and a decorative truss in the gable over the bay window.
THE TYPOLOGIES

The train stations in this research date from 1852 to 1956, with majority of the stations dating from 1869 – 1900. Although each station is unique, they share many similarities in regards to floor plans and construction materials. Frank P. Milburn, a Southern Railway architect, designed two of the stations; Summerville (1900) and Charleston’s Union Station (1907). One of the stations in Aiken was also designed by an architect (1899). During the late nineteenth and early twentieth centuries, railroads employed engineers who designed generic building plans that could be modified and applied to any town in need of a station.¹ These plans were typically used in rural agricultural areas, which is what most of the Charleston and Hamburg Railroad was comprised of then and remains today.

There are four common station floor plans that show up repeatedly on the line, along with a few unusual cases. These floor plan types are identified as follows: Type A: One Room, these stations, which are some of the smallest, have a one room open floor plan (Figure 1). Type B: Two Waiting Rooms, stations with this floor plan have two waiting rooms with a central ticket office that completely separates the two waiting rooms (Figure 2). There would be two ticket windows, one serving each waiting room. It was also common for the ticket office to have a bay window facing the tracks so station agents could see trains approaching from either direction. Occasionally, there would be a bay window on both ends of this ticket office. This

was common when tracks ran along both sides of the station. Type C: Split Waiting Room with Baggage Room, is similar to Type B, except one of the waiting rooms has been divided with separate entrances to both waiting rooms from the outside (Figure 3). The other room is a baggage room. Type D: Two waiting Rooms with Baggage Room, is identical to Type B with the addition of a baggage room on either end of the station (Figure 4). Some baggage rooms could be accessed with a door between the waiting room and baggage room, others could only be accessed with an exterior entrance. Type E: ‘L’ and ‘H’ shape floor plans (Figure 5). The ‘L’ floor plan was used when two sets of railroad tracks crossed. A large polygonal window would be located on the exterior corner of the ‘L’, allowing the station agent to see activity on all directions of the tracks. As railroad construction increased, tracks crossing one another became more common. Often the stations would already be constructed when a second set of tracks was added, crossing over the previous tracks. In these cases, the buildings were usually not modified. The ‘H’ shape floor plan accommodated multiple sets of tracks heading in multiple directions. While it would be difficult for a single station agent to keep an eye on this many tracks, it would provide for different vantage points to check on track activity around the station. The ‘L’ and ‘H’ shape floor plans were less common in rural areas.

Throughout railroad history, separate waiting rooms were common in train station floor plans. Prior to the Civil War, there were separate waiting rooms for
men and women, often labeled “ladies” and “gentlemen.” With the end of the Civil War in 1865, many southern states created and enforced “Black Codes” followed with “Jim Crow Laws.” With these new laws calling for separate public places for Caucasians and African Americans, train stations underwent changes. No longer were the separate waiting rooms for “ladies” and “gentlemen,” but changed labels to accommodate the new laws. Floor plans for stations not yet constructed were labeled “white waiting room” and “colored waiting room.” Of the train stations included in this research, only two remained as one room stations, both of these stations were demolished in the mid-1930s and were never rebuilt. While inside the Branchville station (Type B), which still has its original floor plan, the separate waiting rooms with central ticket office and two ticket windows are evident.

Many stations also have an exterior covered space used by passengers waiting for the train. Smaller stations, like Ladson, have passenger waiting sheds detached from the station. Branchville has covered entry ways that extend towards the tracks. Denmark and Aiken have umbrella sheds which are long covered passenger waiting spaces that would be parallel to the railroad tracks. Shaped like an umbrella with the support post in the center of the structure, the roof would protrude out on either side of the central post (Figures 6-9).

The structure and siding for most of the stations on this line was wood frame with wood clapboard siding or vertical board and baton siding or brick. Some

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2 Carroll L.V. Meeks, 52. The Reevesville floor plans are labeled in this manner.
3 The Summerville, Ridgeville, Branchville, Blackville, Williston, and Hamburg floor plans have these labels.
4 Ladson (1885-1935) and Midway (1869-1936), both were single room Type A stations.
variations included brick stations with stucco finishes, wood frame with half timbering and stucco, and wood frame and brick with pebble dash. Pebble dash is a technique where dry pebbles of various shapes, sizes, and colors are tossed onto wet stucco in an even coating and then left to dry. Wood would have been a commonly used material because it was readily available in the rural areas where these stations are located. With the exception of the 1852 brick Charleston Line Street station. The other brick stations were not constructed until 1869 and later, including the freight stations.

Roofing materials on these stations were predominately metal shingle, with a variation being tin shingle. Other roofing materials used included slate tile, terra cotta tile (also referred to as simply tile), and composition, which was likely asbestos shingle. Terra cotta tile became a popular building material in the mid-nineteenth century.\(^5\) It was used on this railroad at the same time as slate, around 1900. Metal shingles were a more popular choice for roofing than slate and terra cotta tile for several reasons, metal shingles are one quarter the weight of slate and one quarter to one eighth the weight of terra cotta tiles.\(^6\) This allowed for the use of lighter structural members. Early metal shingles were about one foot by one foot. By the 1880s standard tile sizes were introduced; 7 by 10 inches, 10 by 14 inches, and 14 by 20 inches. Metal shingles are thin plates stamped with ornamental patterns.


36
Common metals used are sheet iron, tin and terne plate, galvanized iron, copper, and zinc. Replacement roofing materials used on some of the stations include asphalt shingle and standing seam metal roofs, both cost less than any of the historic roofing materials used on these stations.

When Southern Railway became the owners of the Charleston and Hamburg Railroad, their standard station colors were yellow ochre above the window sills, olive green below the window sills, and white trim. This continued until 1946 at which point Southern Railway colors changed to a medium gray with white trim. Gradually, they changed their standard stations from wood to brick. The standard window design used in Southern Railway buildings was six over six lights. Other variations include two over two, four over four, nine over one, twelve over one, and sixteen over one lights. These window variations are present in stations built by architects and more recent replacement stations.
Figure 1: Type A

Charleston Line Street Station (c. 1852) brick

Ladson (1885) vertical board & baton, tin roof

Midway (1869) vertical board & baton
Figure 2: Type B

Branchville (1877, addition 1910) brick with stucco, tin shingle roof

Denmark (1895) brick, tin shingle roof
Figure 3: Type C

Ridgeville (1900) wood clapboard, metal shingle roof

Reevesville (1880) wood clapboard, metal shingle roof

Hamburg (1854) wood clapboard, tin shingle roof
Figure 4: Type D

Summerville (1900) wood frame & stucco, slate roof

St. George (1880) wood clapboard, metal shingle roof

Bamberg (1869) brick, metal shingle roof

Williston (1912) brick, composition roof
Figure 5: Type E

Blackville (1909) wood shingle & vertical board & baton, terra cotta tile roof

Aiken (1899) brick with pebble dash, slate roof
Figure 6: Williamsburg, VA, station built 1907, addition 1935, Chesapeake & Ohio Railroad, photo undated.

Figure 7: Photo captioned: North Charleston Station. Possibly from the station at Seven Mile Yard, photo undated.
Figure 8: Martinsville, VA, built 1908, Norfolk & Western Railroad, burned in 1978. Example of an umbrella shed, photo undated.

Figure 9: Buffalo Central Terminal, Buffalo, NY, built 1929, New York Central Railroad. Example of an umbrella shed, photo April 2011.
<table>
<thead>
<tr>
<th>Station</th>
<th>Still Exist</th>
<th>Year Built</th>
<th>Demolished</th>
<th>Approximate Coordinates</th>
<th>Station Floor Plan</th>
<th>Framing/Siding</th>
<th>Roofing</th>
<th>Window Lights</th>
<th>Paint Scheme</th>
<th>Freight station</th>
<th>Still exist</th>
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<td>1935</td>
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<td>Yes</td>
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<td>1970s</td>
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<td>Yes</td>
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<td>D</td>
<td>Brick</td>
<td>Composition (asbestos shingle)</td>
<td>9 over 1</td>
<td>Exposed brick</td>
<td>Combination</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Williston</td>
<td>No</td>
<td>1912</td>
<td>1946</td>
<td>33°25'20&quot;N 81°25'20&quot;W</td>
<td>N/A</td>
<td>Brick</td>
<td>Asphalt shingle</td>
<td>modern, single pane</td>
<td>Exposed brick</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aiken</td>
<td>No</td>
<td>1899</td>
<td>1954</td>
<td>33°33'28&quot;N 81°42'57&quot;W</td>
<td>E</td>
<td>Wood frame &amp; pebble dash, brick foundation</td>
<td>Slate</td>
<td>2 over 2</td>
<td>Yellow ochre &amp; Olive green</td>
<td>Yes</td>
<td>No</td>
<td>c. 1899</td>
</tr>
<tr>
<td>Aiken Museum</td>
<td>Yes</td>
<td>2010</td>
<td>N/A</td>
<td>33°33'28&quot;N 81°42'57&quot;W</td>
<td>N/A</td>
<td>Wood frame &amp; pebble dash, brick foundation</td>
<td>Asphalt shingle</td>
<td>2 over 2</td>
<td>Yellow ochre &amp; Olive green</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hamburg</td>
<td>Yes - storage on private property</td>
<td>1854</td>
<td>N/A</td>
<td>33°24'46&quot;N 81°56'50&quot;W</td>
<td>C</td>
<td>Wood clapboard</td>
<td>Tin shingle</td>
<td>6 over 6</td>
<td>Yellow ochre &amp; Olive green</td>
<td>Combination</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Charleston and Hamburg Railroad c. 1917
Line Street in the 1800s was the boundary between the city and country. North of Line Street was primarily agriculture fields with a speckling of houses (Figure 1). It was on the edge of the city where the railroad began to put down its roots and attempt to go fourth in either direction. The original 1833 Charleston and Hamburg Railroad station in Charleston, located on north side of Line Street
between King Street and Meeting Street, no longer exists, but marked the point where construction of the railroad began on January 9, 1830. The third station built on this location circa 1852, replaced the second passenger station built there two years earlier (Figure 2). This brick station measured 27'x64'9"x14' high and was adorned with decorative pilasters (Figures 3&4). The yard office behind the passenger station and a brick building at 44 Line Street, used as the car shop, were also built at this time (Figures 5&6). The car shop still remains and is recorded in the 1970s as being used as a warehouse by Southern Railway. Presently, it is AAA Downtown Storage (Figures 7&8). The 1852 station was Southern Railway's passenger station until union station was built in 1907.

The term “union station” is used for a passenger train station that provides services for more than one railroad company. Union station, located at the northeastern corner of Columbus Street and East Bay Street, was a joint terminal for Atlantic Coastline Railroad (ACL) and Southern Railway (SR) (Figure 9&10). It was designed by Southern Railway’s architect Frank P. Milburn (Figures 11&12). The old passenger station was then used as the Southern Railway Yard Office (Figure 13). In 1911 it was used as a passenger station again for a short time, following a

1 "Do you know your Charleston?" The News and Courier, September 3, 1945. From the vertical files located at the South Carolina Room, Charleston County Public Library, Charleston, SC.
2 Craig Meyers, Southern Railway Charleston: Railroad Buildings and Structures from Charleston to Branchville, S.C. (Southern Railway Historical Association, Inc., 2006), 41. Remainder of paragraph comes from this source. Some sources say the building was constructed in 1953.
3 Ibid, 41. No floor plans for this station could be located, it may have had a Type A floor plan.
5 Craig Meyers, 41.
hurricane that year that flooded a portion of union station (Figure 14). When union station burned in January 1947, as a result of an exploding oil stove in a newsstand, the South Carolina Public Service Commission ordered ACL and SR to rebuild the terminal (Figures 15&16). The commission’s order was fought all the way to the United States Supreme Court, where it was sustained. However, in August 1954 City Council approved a compromise and allowed for two separate new stations to be built instead of replacing the joint station.

Immediately following the fire, Southern Railway used old train cars as a temporary passenger station (Figures 17&18). These cars were located on Line Street across a parking lot from the former 1852 passenger station, then current yard office (Figure 19). The new and last Southern Railway passenger station is located at the freight marshaling yards at Seven Mile and was finished in 1956 (Figures 20&21). Today, it is used by Norfolk Southern as their yard office located off of Rich Street in North Charleston (Figures 22-26).

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6 “Do you know your Charleston?” The News and Courier, September 3, 1945.
7 “Replacements Near Completion For Fire-Ruined Union Station” The News and Courier, March 12, 1956. From the vertical files located at the South Carolina Room, Charleston County Public Library, Charleston, SC. Remainder of the information in this paragraph comes from this source.
8 From an email correspondence with Buddy Hill, March 10, 2011.
Figure 1: Bird’s Eye View of the City of Charleston, 1872, north is to the right. Depicts the sharp contrast of city versus country on either side of Line Street.

Figure 2: 1852 passenger station on left, car shop on right, King Street is to the west, Meeting Street to the east, May 1884.
Figure 3: Line Street Station, looking northeast, undated.

Figure 4: Line Street Station, looking southeast towards Line Street, undated.

Figure 5: Yard office at Line Street, passenger station on the right, undated.
Figure 6: Employees of the Southern Railway yard at Line St c. 1900, possibly in the area behind the yard office.

Figure 7: 44 Line Street, Former Southern Railway Car Shop, presently AAA Downtown Storage, March 8, 2011, looking northwest.
Figure 8: 44 Line Street, looking west, March 8, 2011. The brick smoke stack is approximately 65’ tall according to the May 1884 Sanborn Map.

Figure 9: Union Station, notice both sets of tracks leading to the station, SR on left and ACL on right, 1902 map, updated through February 1951.
Figure 10: Union Station, northeast corner of Columbus St and East Bay St, 1902, updated through February 1951.

Figure 11: Architect Frank P. Milburn’s sketch for a Union Station in Charleston, undated.
Figure 12: Front entrance of Union Station facing Columbus Street, view looking northeast, undated.

Figure 13: 1852 Line Street passenger station when used as the Southern Railway Yard Office, taken after 1907.
Figure 14: Interior of Union Station looking towards the rear entrance after the 1911 storm when the station could not be used.

Figure 15: The ruins of Union Station after the 1947 fire, view of what remained of the front of the station.

Figure 16: The former location of Union Station, March 8, 2011.
Figure 17: Temporary location for passenger station on Line St, undated, post 1947.

Figure 18: Train car used as station after the fire at Union Station, undated.

Figure 19: The train cars used for the passenger station were located across the parking lot from the original SR yard office and passenger depot, as seen on right in photo, undated.
Figure 20: Charleston station at Seven Mile Yard, the last Charleston passenger station built for Southern Railway, looking southeast, July 4, 1973.

Figure 21: View looking northwest, 1978.
Figure 22: Charleston station at Seven Mile Yard, presently the Norfolk Southern yard office, view looking south, March 15, 2011.

Figure 23: View looking northwest, March 15, 2011.
Figure 24: View looking southeast, March 15, 2011.

Figure 25: View looking southeast, March 15, 2011.

Figure 26: View looking west, March 15, 2011.
 Constructed in 1885, this passenger station was initially built in Summerville as the Summerville station. When Summerville outgrew this building, the structure was moved to Ladson on a railcar circa 1900. The station measured 16'6"x20'7" making it the smallest station on the line.\(^1\) As the most ornate station on the line, in

\(^1\) Interstate Commerce Commission, Division of Valuation, Ladson, section 38, page 10, 1917.
contrast it had the simplest floor plan, with only one room (Type A) (Figure 1). The building was clad in vertical board and batten with the upper portion of the station painted yellow ochre, below the windowsills olive green and the trim white.² The station’s eight windows contained six over six lights and had surrounds that peaked at the top. Above the double door main entry was a diamond glazed window. The tin roof, with gables containing decorative gothic inspired vergeboards, was adorned with two finials. In the center of the gable on both ends was a large circular decorative medallion. The roof curved with 4’6” wide eaves supported with ‘c’-scrolled brackets.³ There was also a frame passenger enclosed shelter attached to a metal shingle covered platform which measured 14’3”x46’ (Figure 2).⁴ Since the station was so small, waiting inside for the train was not an option and therefore the shelter was a necessity (Figure 3). The station and shelter were dismantled in 1935.⁵

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² Undated handwritten note on the back of a c.1917 photo of the station.
³ Interstate Commerce Commission, Division of Valuation, Ladson, section 38, page 10, 1917.
⁴ Interstate Commerce Commission, Division of Valuation, Ladson, section 38, page 10, 1917.
Figure 1: Ladson station one room open floor plan, 1917.

Figure 2: Ladson station and enclosed waiting shelter and covered platform, 1917.
Figure 3: Alice Taylor (center) waits for the train with her children Wanda (left) and Bennie. Alice Taylor’s father, Lile Adams, ran a 13-room boarding house down the street in Ladson, undated.
South Carolina Low Country residents fled to Summerville during the summertime in the late 1700s to escape from heat, mosquitoes and disease. This led it to be known as a health-resort town.¹ The arrival of the railroad in 1831 brought even more visitors to the area and the village became incorporated. The South

¹ The Aiken Visitors Center and Train Museum, notes used during visitor tours, Aiken, SC.
Carolina Canal and Railroad Company purchased 1,800 acres of land known as Brosnan Forest for 37 and a half cents per acre. This land provided timber for 45 miles of track and was later laid out for development. Summerville was laid out by C. E. Detmold, an engineer of the South Carolina Canal and Railroad Company, leading Summerville to be known as one of the first “railroad towns” in America. The railroad management desired to preserve Summerville’s pastoral atmosphere and therefore decided to lay out the streets in a rectangular checkerboard pattern. Construction was only permitted on every other block, with the open blocks remaining in their natural condition. Eventually, as the population increased, these open nature blocks were filled in with buildings.

Between 1831 and today, Summerville has had three different stations. The first was built during the initial layout of the town, the second was moved to Ladson circa 1900, and the third consisted of a separate passenger and freight station. The third passenger station was built in 1900 and no longer exists (Figures 1, 2&3). Designed by Southern Railway architect Frank P. Milburn, this was one of three stations on this line to be individually designed by an architect. The station contained many elements that may have been inspired by Stick style architecture. The exterior was wood frame and stucco and contained a cross gable roof plan with

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2 “All Aboard... A brief history of the railroad in Summerville,” The Summerville Social Scene, February 11, 2000. From the vertical files located at the South Carolina Room, Charleston County Public Library, Charleston, SC.
3 Ibid.
4 The Aiken Visitors Center and Train Museum, notes used during visitor tours, Aiken, SC.
5 Interstate Commerce Commission, Division of Valuation, Summerville, section 38, page 13, 1917. Only three stations included in this research were designed by an architect, two by Milburn.
dormers (Figure 4). Within the gables was a triple set of pointed arch windows (Figure 5). The slate roof and 8’ overhanging eaves were supported by large brackets. It was painted the customary olive green and yellow ochre color scheme of Southern Railway (Figure 6). The floor plan had a central ticket office with a bay window and two ticket windows, one on either side of the office which opened up to the waiting rooms (Type D) (Figure 7). One waiting room was the “white waiting room” and the other the “colored waiting room.” Attached to the “colored waiting room” was the baggage room. The overall dimensions of the station were 20’6”x95’, with the total construction costs of $2,287, or $.95 per square foot. It was modernized with modern plumbing a few years after being built. Its location was “across from the north side of Hutchinson Park near where Main Street crosses the track.” As a result of passenger service ending and after failed attempts to remodel the station for retail and office spaces, the station was demolished in the 1960s (Figure 8).

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6 Interstate Commerce Commission, Division of Valuation, Summerville, section 38, page 13, 1917.
7 Passenger Depot Summerville, SC, floor plans, 1900. From the private collection of Alex McIntosh.
8 The Aiken Visitors Center and Train Museum, notes used during visitor tours, Aiken, SC.
9 Passenger Depot Summerville, SC, floor plans, 1900. These labels are discussed in the Typology chapter.
10 Passenger Depot, Southern Railway floor plan, September 1900.
12 Ibid.
13 Chris Ohm, Summerville-Dorchester Museum Curator, correspondence February 25, 2011.
The freight station was built in 1901 and measures 20'3"x100'4" (Figures 9, 10&11). The interior floor plan is open with the exception of an enclosed 8' wide office space (Figure 12). When first used by the railroad, there were 5'8" wide platforms on three sides of the station supported with brick piers. The station has wood clapboard siding with vertical wood siding in the gable ends (Figures 13&14). The tin shingle roof has since been replaced with a standing seam metal roof. The end of the station containing the office has four windows with six over six glazing. Today, the station is in the Town of Summerville Doty Park at the corner of West 4th Street North and Laurel Street, where it is used for community events (Figures 15&16).

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14 Interstate Commerce Commission, Division of Valuation, Summerville, section 38, page 14, 1917.
15 Interstate Commerce Commission, Division of Valuation, Summerville, section 38, page 15, 1917.
Figure 1: 1900 passenger station, December 1895 map, updated through 1912, freight station not included on map.

Figure 2: Freight station left, passenger station right, March 1912.

Figure 3: Freight station left, passenger station right, June 1923.
Figure 4: Southern Railway passenger station, looking northeast, January 1917.

Figure 5: Southern Railway passenger station, looking southeast, undated.

Figure 6: Southern Railway passenger station, postcard, looking southwest, undated.
Figure 7: Passenger station floor plan, September 1900.

Passenger Depot
SUMMERVILLE, S.C.
Sept. 15, 1900.

Ground Plan

White Waiting Room
36' x 24'

Office
25' x 12'

Colored Waiting Room
36' x 24'

Baggage & Express
30' x 40'

Slate Roof
Outside Wall Finish—Wood & Brick—Sills & Braces Above.
Interior Finish—T. G. & B. P.
Overhang—8
Free Transportation

Total Cost of Bldg. $2,287
Cost Per Sq Ft. $3.4
Figure 8: Former location of the passenger station, looking southeast, January 27, 2011.

Figure 9: Freight station, looking northwest, 1956.
Figure 10: Freight station, looking west, 1970.

Figure 11: Freight station, 1984.
Freight Depot
SUMMERVILLE, S.C.
May 22, 1902.

Frame Building
Tin Shingle Roof
8' Platform
7' Overhang

Total Cost $1250.
Per Sqft. Bldg. .62
Figure 13: Freight station, side of building that formally faced railroad track, looking northwest, November 2010.

Figure 14: Freight station, office end of station, looking southwest, November 2010.
Figure 15: Freight station, looking southeast, November 2010.

Figure 16: Freight station, looking northeast, November 2010.
Built in 1900, the combined freight and passenger station was 21'7" x 92'3" (Figures 1&2).\textsuperscript{1} The floor plan consisted of two side by side waiting rooms, a ticket office with bay window and a freight room (Type C) (Figure 3). A wooden platform wrapped around two-thirds of the station. The station was wood clapboard, painted

\textsuperscript{1} Interstate Commerce Commission, Division of Valuation, Ridgeville, section 38, page 20, 1917.
darker below the window sills. The roof was metal shingle and the windows were six over six lights (Figure 4).\textsuperscript{2} The roof contained multiple eyebrow dormers, which were very common in Victorian architecture. The 6’ eaves were supported with simple wood brackets. The total cost to construct the building was $1,300 or $1.01 per square foot.\textsuperscript{3} After being boarded up for several decades, the building was demolished in the late 1970s (Figures 5&6).

\textsuperscript{2} Combined Depot, Ridgeville, SC, February 27, 1900. These floor plans called for a granite roof. Interstate Commerce Commission, Division of Valuation, Ridgeville, section 38, page 20, 1917. Recorded roof type of metal shingle.

\textsuperscript{3} Combined Depot Ridgeville, SC, floor plans, 1900. From the private collection of Buddy Hill.
Figure 1: View looking northeast, 1917.

Figure 2: View looking southeast, 1958.
Figure 3: Floor plan, 1900.

Combined Depot
Ridgerville, S.C.
Feb-27-1900

Frame Bldg:
Granite Roof
6' Platform.
6' Overhang.

Total Cost: $1300.00
Per Sq.ft. Bldg.: $1.01
Per Sq.ft. Plat.

No Brackets.
Figure 4: Floor plan, section, and exterior elevation, 1900.
Figure 5: View looking northwest, 1973.

Figure 6: Former location of station, looking southwest, January 27, 2011.
St. George, originally named Georges after the first settler James George, is located in Dorchester County and was incorporated in 1874.¹ A combination passenger and freight station was built there in 1880. At the freight end of the station there was also a cotton platform to accommodate the large amounts of

¹The Aiken Visitors Center and Train Museum, diorama of St. George, Aiken, SC.
cotton produced in this area (Figure 1). The passenger portion of the station was 23’10”x50’5” the freight portion was 22’5”x113’2” of which 55’2” was an open shed. The cotton platform was 38’x188’4”. The floor plan (Type D) consisted of two waiting rooms with a central ticket office and end freight room. It is unusual that this station did not have a bay window, as was common on the other stations along this line; instead there is a set of triple windows where the ticket office would be located (Figure 2).

This picturesque station had wood clapboard siding and was painted a darker color below the window sills. Six of the station’s windows contained six over six lights and had surrounds that peaked at the top. Three windows contained four over four lights and had simpler surrounds. The station had seven doors, five of which had transoms with two lights. The metal shingle roof flared out with 6’ eaves supported by elegant brackets. The gables contained scalloped vergeboards, which added Victorian flair to this otherwise simple station (Figure 3).

Photographs from the 1970s show a different station in St. George (Figures 4&5). This station has shiplap siding and two doorways, signifying two waiting rooms. This station may have been the freight room of the earlier station or may have been built as a replacement for the 1880s station. This later station was

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2 Interstate Commerce Commission, Division of Valuation, St. George, section 38, pages 28-30. “Cotton Platform” used in report.
3 Interstate Commerce Commission, Division of Valuation, St. George, section 38, pages 28-30. Information in this paragraph comes from this source.
repurposed as a private residence and is presently located on Second Texas Road in St. George (Figure 6).\(^4\)

\(^4\)Information according to an email correspondence with Ann Helms, January 14, 2011.
Figure 1: Passenger station with freight station and cotton platform, June 1923.

Figure 2: View looking northeast, January 15, 1917.

Figure 3: A hand drawn postcard of the St. George station. It is interesting to note the door where a window initially was, this was possibly done by the choice of the artist.
Figure 4: View looking northeast, July 4, 1973.

Figure 5: View looking north, 1970.

Figure 6: 1970 station on Second Texas Road, 2009. Note the six over six windows and siding match Figures 5 and 6.
The Southern Railway Reevesville station is located at the corner of Railroad Avenue and County Road S-18-16 in Dorchester County. Its original location was across the street directly beside the tracks. Only a portion of the original combination passenger and freight station exists today. Reevesville, like many other towns along the railroad, remains a small, agriculturally focused community.
The 1880 station is a wood clapboard structure with a metal shingle roof. (Figure 1). The original overall dimensions were 80’1” x 20’5” with a 46’ x 26’3” platform.\(^1\) The layout included two waiting rooms, a ticket office with a bay window, a freight room, covered platform, and open platform (Type C) (Figure 2).\(^2\) Over the years the roof to the covered platform was removed and later completely enclosed for additional freight storage space (Figures 3, 4, 5, 6, 7&8). The only portion of the station remaining today is the freight room (Figures 9&10). The remainder of the station was lost in 1981 when insurance companies and the federal government created a regulation that “forbid buildings or structures of any kind to stand within 80 feet of a railroad track.”\(^3\) The building was moved across the street, but as a result of termite damage, only the freight room could be saved.\(^4\) At the time the station was moved in 1981, it was 101 years old, making it one of the oldest existing stations on the line.\(^5\) Today, the station is privately owned and used for storage. A shed roof has been added to one side of the structure (Figure 11).

Unusual features on this station include the 5’10” wide awning over the entrances to the waiting rooms. Also, the covered freight platform was not a common feature to early stations. The 1917 photograph shows the station painted

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\(^1\) Interstate Commerce Commission, Division of Valuation, Reevesville, section 38, page 31, 1917.

\(^2\) The 1937 floor plan labels the waiting rooms ladies and gentlemen, but likely this was a convention to separate races.

\(^3\) The Dorchester Eagle-Record, Regulations Doom Reevesville Railroad Depot, December 24, 1981.

\(^4\) This is according to the current owner’s son, the current mayor of Reevesville, Paul Wimberly.

\(^5\) Oldest existing of the stations included in this research.
two colors, with the darker color on the bottom, it can be predicted that it was painted yellow and green, the Southern Railway color scheme.\(^6\)

Also located in Reevesville are several small wooden structures believed to possibly be affiliated with the railroad as laborer housing (Figures 12, 13, 14, 15, 16&17).\(^7\) However, these buildings were brought to their present locations from other towns on the railroad.\(^8\) Located on different plots of privately owned land, the four structures are all in a state of ruin. When comparing these buildings to known section laborer houses one aspect does not match up; the standard design of most laborers housing has a shed roof that projects the length of the building over the main entry (Figures 18, 19&20). The buildings in Reevesville do not show evidence of this projecting porch roof. One of the four structures stands out due to its size and decorative interior (Figures 21, 22&23). This building may have not been for the typical railroad laborer, but rather a section foreman’s house or station agent house (Figures 24, 25&26). This more elaborate building shows evidence of something previously located along the roof line. The inside of this building has a staircase that leads to nowhere. It may have lead to a loft, however its large scale and arrangement in the room, would make it more likely that this building use to have a second story. This second story may have been removed when the building was relocated. There is a great possibility that these buildings may have not been related to the railroad

\(^6\) Southern Railway c. 1900 began painting all active railroad stations a yellow ochre and olive green paint scheme.
\(^7\) This is according to the current mayor of Reevesville, Paul Wimberly.
\(^8\) This is according to the current mayor of Reevesville, Paul Wimberly.
at all, but just moved to be saved, reused, and abandoned with their history becoming a mystery.
Figure 1: Station with covered platform and shed roof over separate entry ways into the waiting rooms. Notice the detail in the gable of the bay window and location of the semaphore directly outside the window. View looking northwest, January 15, 1917.
Figure 2: Station floor plan with waiting rooms labeled “ladies room” and “gentlemen’s room,” unusual jut out in office/ticket room to accommodate the ticket windows, undated.
Figure 3: Station with platform cover removed, looking east, 1958.

Figure 4: Station with entire platform enclosed and overhang above waiting room entry doors removed, looking northwest, September 1970.
Figure 5: View of station looking north, c. 1970.

Figure 6: Station during the 1970 Charleston Convention of the National Railway Historical Society, looking northwest.
Figure 7: Station with enclosed platform, looking northeast, July 4, 1973.

Figure 8: Taken three years before being relocated, looking northwest, 1979.
Figure 9: Only the freight room remains of the 1880 station, current location across the street from its original location, looking northwest, December 3, 2010.

Figure 10: Notice difference in siding, this is where the rest of the station previously was attached to the freight room prior to being moved, looking southwest, January 14, 2011.

Figure 11: The shed roof is an addition by the current owner, looking northeast, December 3, 2010.
Figures 12&13: Possible section laborer house, interior view on right, notice former fireplace location. Located on Criptfoot Road, looking west, January 14, 2011.

Figures 14&15: Another possible section laborer house, located in a field behind the Reevesville Baptist Church at 400 Rigby Street, photo on left, view looking north, photo on right, view looking northwest, January 14, 2011.

Figures 16&17: Third possible section laborer house, located in same field as structure above. Photo on left, view looking south, photo on right, view looking northeast, January 14, 2011.
Figure 18: Section laborer housing in Charleston, undated.

Figure 19: Section laborer housing at Magnolia, undated.

Figure 20: Section laborer housing in Ladson, built 1895.
Figure 21: Possible section foreman or station agent house, located on Criptfoot Road, looking east, January 14, 2011.

Figure 22: Interior view of wainscoting, January 14, 2011.

Figure 23: Interior view of staircase, January 14, 2011.
Figure 24: Section foreman’s house at Ladson, built 1887.

Figure 25: Section foreman’s house at Lincolnville, built 1890.

Figure 26: Station agent’s house at Pregnall, undated.
Branchville, South Carolina, located in Orangeburg County, is one of the state’s earliest established communities. It initially began as a settlement along a branch of a Native American trail called “The Branch” that connected the area with
Charleston, South Carolina.\(^1\) The first immigrants in the area were German, French, and English.\(^2\) This small farming community changed greatly with the creation of the Charleston and Hamburg Railroad (C&HRR). The South Carolina Canal and Railroad Company (SCC&RR) purchased 170 acres of land for the track right-of-way, stations, and official housing.\(^3\) It then proceeded to lay out the remainder of the town in a one mile radius around the designated location for the train stations. Branchville is unusual in that the SCC&RR made all of the roads in town no less than 100 feet wide. This has allowed for easy transportation of tractor trailers full of logs and logging equipment to travel through the center of town.

The railroad tracks to Branchville were opened on November 7, 1832.\(^4\) In 1840 a line to Orangeburg, South Carolina was constructed, making Branchville the first railroad junction in the country.\(^5\) The town of Branchville was incorporated on December 23, 1858.\(^6\) During the Civil War both Union and Confederate troops used this junction and it is thought that is what saved it from any potential destruction during the war.\(^7\) Today, Branchville remains a small town with a population of 1,083.\(^8\) Most people are employed in manufacturing, with only a few local farmers

\(^{1}\) “An Article about Branchville History,” The Times and Democrat, Orangeburg, SC, July 9, 1961.
\(^{2}\) “An Article about Branchville History.”
\(^{3}\) “An Article about Branchville History.”
\(^{5}\) “Branchville, South Carolina”: 23. Photocopy from an unknown book from Frank Moore’s personal collection.
\(^{6}\) “An Article about Branchville History.”
\(^{7}\) “Branchville, South Carolina”: 23.
\(^{8}\) U.S. Census Bureau, Census 2000 Summary Fact Sheet.
on the outskirts of town. Trains no longer stop at the stations, but the tracks are still used. On a daily basis trains come from Spartanburg, SC through Columbia past Branchville carrying new BMW cars headed to Charleston ports. Once in Charleston, the train picks up car engines that have been unloaded from the ships in the Charleston port and takes them back to Spartanburg.

Two stations were built in Branchville, one for passengers and one for freight (Figure 1). Today, both stations are still standing and are owned by the Southern Railway Company (SRC). The SRC entered a long-term lease with the Branchville Railroad Shrine and Museum, Incorporated on January 1, 1968. The lease costs a dollar a year and included both stations. Today, the Branchville Railroad Shrine and Museum, Inc. still operate a museum in the passenger station with a restaurant in the dining area called “Eatery at the Depot.” The Southern Railway Passenger Depot was placed on the National Register of Historic Places in 1973.

The passenger station, built in 1877 was extended and remodeled in 1910 (Figures 2&3). The station exterior is brick and stucco with a tin roof. Today, the station has a standing seam metal roof (Figure 4). The windows are six over six lights. The 1910 floor plan has a central ticket office with a waiting room on either

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9 U.S. Census Bureau, Census 2000 Summary Fact Sheet.
10 Interview with John Norris.
side (Type B) (Figure 5). Off of the “white waiting room” in the same central area as the ticket office is a “ladies retiring room.” The 1910 addition added in an open air hallway for easier access to the tracks, dining room with a lunch counter, and placed the baggage room at the far end of the addition (Figures 6-10). In 1995, a thirty year restoration of the passenger station was complete, prior to the beginning of the restoration, a fire, which started in the dining room, caused significant smoke damage to the interior (Figures 11-15). The walls on the interior of the station are in their original locations; however all of the finishes have been replaced. The dining room in the passenger station has hosted several presidents during its history including; President William McKinley, Theodore Roosevelt, and William Howard Taft. Branchville was the only stop between Charleston and Hamburg that had a place to dine inside its station, making it a requirement for passenger trains to stop.

The 30’9”x100’ brick freight station, built in 1911 has remained vacant and been in steady decline since it ceased being used by the SRC (Figures 16-22). Over time the roof had failed and a new standing seam metal roof with a new truss system was completed in 2008. Brick work was also done in areas where the walls had begun to crumble. Prior to the new roof, all entrances to the building had been boarded up. After the new roof was finished, the building was not re-boarded. The station has a wooden platform along the northeast side of the building with a large

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13 Interview with John Norris.
15 Interstate Commerce Commission, Division of Valuation, Branchville, section 38, pages 35-37.
wood cotton platform on the southeast end (Figures 23&24). The brickwork on the station is in a solid state, however the wood on the interior and exterior of the station is in need of being repaired and replaced (Figures 25-32). Besides the freight station in Charleston, this is one of the only other large scale brick freight examples along this portion of the line.
Figure 1: Branchville passenger station on right and freight station on left, looking northeast, November 11, 2010.

Figure 2: Station prior to addition, view looking west, 1907.
Figure 3: Station after addition, looking southeast, 1917.

Figure 4: Station with standing seam metal roof covered rear entry, looking northwest, 1963.
Figure 5: Passenger station floor plans by Office of Chief Engineer M.W.&S. Southern Railway, Washington, D.C., November 7, 1910.
Figure 6: Southern Railway Extra 4130 passes by the station in July 1969, view looking west. Notice the ghost marks left on the stucco from where the gable for the covered rear entry used to be located.

Figure 7: The station has been re-stuccoed, view looking southwest, February 1970.

Figure 8: Notice the windows are smaller in the bay window, this is where the restrooms are presently located, view looking southwest, undated.
Figure 9: A covered walkway around the station has been added to resemble the station in 1907, looking west, 1979.

Figure 10: View looking northeast, 1984.
Figure 11: Looking east, November 6, 2010.

Figure 12: Looking northeast, November 6, 2010.
Figure 13: Looking northwest, November 6, 2010.

Figure 14: Looking west, November 6, 2010.
Figure 15: Looking NW, November 6, 2010.

Figure 16: Freight station, looking southeast, 1983.
Figures 17&18: View on left looking northeast, view on right looking southeast. Taken prior to 2008, since the roof has not been repaired.

Figures 19&20: View on left looking northwest, view on right looking northwest.

Figures 21&22: View on left looking west, view on right looking at the northwestern wall freight door.
Freight Depot
BRANCHVILLE, S.C.
NOV. 1-1910

Freight station floor plan, November 1, 1910.

Brick Building
Prepared Roofing
2'-0" & 7'-0" Overhangs

Total Cost $3839.55
Cost Per Sq.ft. $1.25
COST OF END PLATFORM NOT INCLUDED
Figure 24: Freight station floor plan with platform, November 1, 1910.
Figure 25: Looking north, notice the open doors and windows, November 6, 2010.

Figure 26: Looking northeast, November 6, 2010.
Figure 27: Looking southeast, November 6, 2010.

Figure 28: Looking west, November 6, 2010.
Figure 29: Looking northwest, November 6, 2010.

Figure 30: Looking northwest, November 6, 2010.
Figure 31: Interior of freight station, notice how walls and brick were painted green, looking in open door on northwestern end, November 6, 2010.

Figure 32: Interior of freight station, looking in freight door on southwestern wall towards one of the northeast wall freight door openings, November 6, 2010.
Midway, located half way between Charleston and Hamburg was once the largest town in the Bamberg County area as a result of the railroad. The town of
Midway was incorporated December 26, 1885. The 1900 Census reported 138 residents.¹

The Midway station was built in 1869 (Figure 1).² Similar to the Ladson station with an open floor plan, this 15’2”x47’6” building also had a covered waiting platform (Type A). The siding was vertical board and baton; painted a darker color on bottom and a lighter color on top, most likely green and yellow. The windows were six over six lights. The sloped roof had 6’ eaves that were supported with graceful ‘w’-shaped brackets. In the center of the gable was a circular dart pattern medallion. The station was demolished in 1936.³

¹ Margaret Spann Lawrence, History of Bamberg County, South Carolina, Commemorating One Hundred Years 1897-1997 (Spartanburg, SC: The Reprint Company, 2003), 519-520.
² Interstate Commerce Commission, Division of Valuation, Midway, section 38, page 49, 1917. Earliest station that is covered in this research.
³ Margaret Spann Lawrence, History of Bamberg County, South Carolina, Commemorating One Hundred Years 1897-1997 (Spartanburg, SC: The Reprint Company, 2003), 520.
Figure 1: View of Midway station, January 17, 1917.
Bamberg was named after William Seaborn Bamberg, who moved to the settlement in the late 1840s and built the first store.¹ He also paid for the construction of the first station in 1850. He was allowed to have management of the

¹ Margaret Spann Lawrence, *History of Bamberg County, South Carolina, Commemorating Once Hundred Years 1897-1997* (Spartanburg, SC: The Reprint Company, 2003), 450 - 452. All information in this paragraph comes from this source.
station in exchange for supplying wood and water for the engines. For every package received or dispatched from the station, he received 1.5 cents. This station was located between Main Street and the street now known as Carlisle Street. It was a wood frame building with a platform and a large space for stacking wood.

Bamberg was chartered on December 19, 1855. When Bamberg was surveyed, the station was designated the center of the town with the town limits a quarter of a mile from each side of the station. While General Sherman and his troops occupied Bamberg in 1865, they burned the station and destroyed the railroad tracks. After the end of the Civil War the town began to grow again and by 1890 became an important stop between Charleston and Hamburg. Most business in the town was a result of tremendous cotton production and watermelons. In the 1900 census, Bamberg had a population of 1,533 people.

The brick passenger station was built in 1869 and became the place in town where people would gather to talk and wait for the mail. The stationmaster Mr. and Mrs. Eaves maintained a flower garden in the square around the station. The station was 25'x80'3” with metal shingles (Figure 1). The overhang was 6’ and the brick on the exterior was painted, with the darker color below the window sills. The gables were paneled with shingles and contained decorative, Stick style inspired trusses, similar to the Summerville passenger station. The floor plan had a central

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2 Margaret Spann Lawrence, *History of Bamberg County, South Carolina, Commemorating Once Hundred Years 1897-1997* (Spartanburg, SC: The Reprint Company, 2003), 454.
3 Margaret Spann Lawrence, *History of Bamberg County, South Carolina, Commemorating Once Hundred Years 1897-1997* (Spartanburg, SC: The Reprint Company, 2003), 454.
4 Interstate Commerce Commission, Division of Valuation, Bamberg, section 38, page 50, 1917.
ticket office between two waiting rooms and a baggage room on the end (Type D) (Figures 2, 3&4). Another station was built at a later time, which is similar to the last station built in St. George. It has shiplap siding and platforms on either side of the building (Figure 5&6). Neither of these stations exists today.

Bamberg had a freight station that was located by the tracks near the passenger station, between Highway 78 and the post office. It was built in 1905 and measured 30’2”x80’ (Figure 7). There was an open shed platform at the end of the station. The total cost to build the freight station was $4,186.90. The freight station no longer exists.

\[\text{5 Margaret Spann Lawrence, } \text{History of Bamberg County, South Carolina, Commemorating Once Hundred Years 1897-1997} \text{ (Spartanburg, SC: The Reprint Company, 2003), 453.}\]
\[\text{6 Interstate Commerce Commission, Division of Valuation, Bamberg, section 38, page 52, 1917.}\]
\[\text{7 Freight Room Bamberg, SC, floor plans, February 5, 1906. From the private collection of Buddy Hill.}\]
Figure 1: Brick passenger station with narrow shelter similar to Branchville, 1917.

Figure 2: May 1894 map, passenger station on left, freight station right with long cotton platform, the June 1898 map shows a similar layout.
Figure 3: This June 1904 map shows a wooden platform has been built around the passenger station.

Figure 4: The July 1909 map shows a new freight station and platform have been built on the opposite side of the tracks, west of the passenger station. This layout is similar on the 1922 map.
Figure 5: Station similar to the later St. George station, February 1970.

Figure 6: Another view of the later station, c.1970s.
Figure 7: Freight room floor plans not including the cotton platform, 1906.
The land that the SCC&RR is located on was purchased from Captain Z.G. Graham circa 1828 for the purpose of having a right-of-way for the tracks and a station in the area. The first train passed through in 1831, with this stop having a

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1 The Aiken Visitors Center and Train Museum, notes used during visitor tours, Aiken, SC. Information in the paragraph comes from this source.
designated turnout. It was established in 1837 as “Graham’s Turnout” and the town was incorporated as “Grahams” in 1870. In 1891 the town was renamed for Captain Isadore Denmark, President of the Southbound Railroad that crossed paths with the SCC&RR. Eventually three major railroads passed through Denmark; Southern Railway, Atlantic Coastline Railroad, and Florida Central and Peninsular, making it an important railroad junction. Denmark was one of the first towns in the south to get electricity. Products that shipped out of Denmark included cotton, melons, corn, and timber.

There have been three railroad stations in Denmark associated with the Charleston and Hamburg Railroad. The first station was built in the 1830s. The second station, which no longer exists, served as the station during the most heavily used time period (Figure 1). This was a joint station with the Seaboard Airline Railroad (SAL).\textsuperscript{2} The passenger station, built in 1895, was brick with a tin roof (Figure 2). There were brick pilasters along the outside of the station and the brick was painted inside and outside. The station had 6’ overhanging eaves, which were supported with simple brackets. Metal shingles were used in the gables and the windows had four lights total. The floor plan had a centrally located ticket office and bay window with a room on either side (Type B) (Figure 3). An umbrella shed is a long covered passenger waiting space that would be parallel to the railroad tracks. Shaped like an umbrella with the support post in the center of the structure, the roof

\textsuperscript{2} Interstate Commerce Commission, Division of Valuation, Denmark, section 38, pages 60-61, 1917. Information in this paragraph comes from this source unless otherwise noted.
would protrude out on either side of the central post (this can be seen in the 1917 photograph). There were 560 linear feet of umbrella shed built on either side of the station. The portion along the SAL side of the tracks was painted SAL colors; the Southern Railway portion was painted Southern Railway colors. The umbrella shed was 11’6” tall and had a metal shingle roof. The station was torn down in the 1950s when Southern Railway discontinued passenger service.³

For a period of time, Southern Railway had a wooden freight station with clapboard siding and a 6’ platform around the entire station (Figure 4).⁴ The low pitch, tin shingle roof had 5’6” overhanging eaves, which were supported with simple brackets (Figures 5&6). The total cost to build the freight station was $1,915.00 or $1.00 per square foot.⁵

The third station, built in the 1920s, served Southern Railway, Atlantic Coast Line, and Seaboard Airline railroads (Figure 7).⁶ Initially it was used for agricultural freight, but began to handle passenger traffic as demand grew.⁷ Today, it is used by Amtrak, which has two stops in Denmark daily (Figures 8&9). Passengers boarding in Denmark can then connect with trains going south to Florida and north to New York.⁸ The station has recently undergone a renovation as part of the South Carolina

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³ The Aiken Visitors Center and Train Museum, notes used during visitor tours, Aiken, SC.
⁴ Freight Depot Denmark, SC, floor plans, undated. From the private collection of Buddy Hill. Information in this paragraph comes from this source.
⁵ Freight Depot, Denmark, SC, floor plan, undated.
National Heritage Corridor project.\textsuperscript{9} The South Carolina National Heritage Corridor extends 240 miles across seventeen counties in South Carolina and offers views of local histories, cultures, and natural resources.\textsuperscript{10}

\textsuperscript{9} The Great American Stations, Denmark, SC, History, "Revitalizing America’s Train Stations."

Figure 1: July 1913 map includes umbrella sheds for both railroad companies.

Figure 2: View looking northwest, 1917.
Figure 3: Passenger station floor plan, January 18, 1917.
Freight Depot
Denmark, S.C.

Figure 4: Freight station floor plan, undated.

Frame Building
- Tin Shingle Roof
- 6' Platform
- 5'6" Overhang

Total Cost: $1915.00
Per Sq.ft. Bldg: 1.00
Per Sq.ft. Platform: 1.00
Figure 5: Freight station, looking east, 1958.

Figure 6: Freight station, looking east, 1971.
Figure 7: Current train station used by Amtrak, looking southeast, April 1976.

Figure 8: Looking southwest, January 15, 2011.

Figure 9: Backside of station, looking north, January 15, 2011.
Blackville officially became a village on December 27, 1837.¹ For a two-year period from 1849 to 1851 the name of the town was changed to Clinton, after a Mr. Clinton who was a part of the first recorded group of settlers in the area. On December 16, 1851 the name was officially changed to the Town of Blackville,

¹The Aiken Visitors Center and Train Museum, notes used during visitor tours, Blackville, SC.
named after Alexander Black, an official with the Charleston and Hamburg Railroad. It was Black that established the town as a water and fuel stop for trains. Cyril O. Pascallis was hired by Black to lay out the streets in the town. The railroad reached Blackville in 1833. The most common local produce shipped from Blackville included watermelon, asparagus, cucumbers and cotton.

The station that exists today in Blackville was built in 1909 (Figure 1).² An earlier station can be seen on the 1890 Sanborn Fire Insurance Map (Figure 2). Blanchard E. Cooper served as the station agent in Blackville from the completion of the station on September 8, 1912 until his death in 1949 (Figures 3&4).³ Passenger service ended in 1950 with the station remaining vacant for thirty-seven years (Figures 5, 6&7). The station was moved from its original location besides the tracks near the intersection of Hampton Avenue and Railroad Avenue to its present location on the grounds of the old Blackville High School in 1987 to be used as a museum.⁴ Today, it serves as the Blackville Public Library.

The Blackville station is unlike any other structure on this rail line in terms of floor plan and characteristics.⁵ The ‘L’ shaped station was built with a tower at the corner of the structure, facing the tracks (Type E) (Figure 8). The ticket and telegraph office was in the tower space and had two ticket windows to service both

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² Interstate Commerce Commission, Division of Valuation, Blackville, SC, section 38, pages 63-64, 1917.
³ The Aiken Visitors Center and Train Museum, notes used during visitor tours, Blackville, SC.
⁵ Unlike any other structure included in this research.
the “White waiting room” and the “Colored waiting room (Figure 9).” An “express” room was located off of the first waiting room and a “Baggage room” off of the later waiting room. According to another floor plan of the Blackville station, an old foundation was used for this building, which cost $3,400 to build, or $1.76 per square foot (Figure 10). The longer sides of the station are 60'5” with the shorter sides 35’ and the ends 21'6”.

This station has many characteristics of Queen Anne Victorian architectural style. The wood frame structure has wood shingle siding with vertical board and batten below the window sills (Figure 11). The original roof was terra-cotta title with 4’ overhanging eaves; today the roof is asphalt shingle (Figures 12&13). The cross-gable roof has end gables that are disguised behind a polygon shaped tower. The windows originally facing the track are sixteen over one lights. The windows that initially faced the street are fixed with sixteen lights (Figure 14). According to local history the station was originally painted gray with white trim. This does not fit with the customary green and yellow color scheme of Southern Railway. Today, the station is deep red with forest green trim.

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6 Labels on the 1909 Southern Railway Passenger Depot Blackville, SC, floor plans.
7 Interstate Commerce Commission, Division of Valuation, Blackville, SC, section 38, pages 63-64, 1917.
8 Victorian buildings of Queen Anne style were typically built from 1880-1910.
Figure 1: (Above) April 1922 map showing the 1909 passenger station.

Figure 2: (Left) June 1890 map showing earlier combination passenger and freight station, with cotton and phosphate platform to the north.
Figure 3: View of station from tracks, looking northeast, c. 1917.

Figure 4: View of station from the street, looking southwest, 1917.
Figure 5: The station sitting empty, notice original roof tiles still intact, view looking northeast, February 1970.

Figure 6: Vacant and boarded up, roof has been replaced with asphalt shingles, three years prior to relocation, looking south, 1984.

Figure 7: View looking east, undated.
Figure 8: Station elevations, January 30, 1909.
Figure 9: Floor plan, 1909.
Figure 10: Floor plan, January 30, 1909.
Figure 11: How the station would have faced the tracks, the stairs and ramp are a modern addition, looking east, January 15, 2011.

Figure 12: Original orientation of the station to the street, looking west, January 15, 2011.
Figure 13: Notice the brick foundation, this was added at its current location, which raises the entryways off of the ground, looking south, January 15, 2011.

Figure 14: In this view the different windows can be seen, looking southeast, January 15, 2011.
Originally the railroad was not designed to pass through Williston, but a stubborn landowner in the town of Barnwell refused to sell his large tract of land, forcing the railroad to reroute the tracks ten miles north into Williston.
The 1912 station was the second structure to be built on this site and was destroyed by a fire in 1946 that originated on the loading platform (Figures 1&2).¹ The fire spread to several other buildings including the horse stables across the street from the station. If it were not for the local fire department and additional assistance from other towns, Williston would have been a complete loss (Figure 3).

The Williston station was a combination passenger and freight station (Figure 4). The ticket room, with bay window, had a waiting room on either side of it with two ticket windows, followed by a baggage room and then the freight room (Type D) (Figure 5). A covered platform was attached to the freight room with a platform continuing along the trackside of the station. The station dimensions were 112’11”x16’4” with the covered platform adding on 261’ and another 6’ in width. The floor plans label the station as being a “common brick building” with a “composition roof” having 5’ overhanging eaves.² In the circa 1912 and 1920 photos of the station the roof material looks like tile, similar to Blackville’s roof (Figure 6). Brick was not a common building material for this period of stations on the Southern Railway line to be constructed of. The windows were nine over one lights and were paired along the track side of the station. The station was not very detailed; the brackets supporting the eaves were simple and the bay window had

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² Combination Depot Williston, SC, floor plan, July 31, 1912. From the private collection of Buddy Hill.
90-degree corners; merely a portion of the wall extended beyond the walls of the waiting rooms. The total cost to build the structure was $9,425 (Figure 7).³

At some point after the station burned in 1946, another station was built to continue passenger service (Figures 8, 9&10). This station, also brick, was much smaller and lacking the characteristics that make railroad stations so identifiable. However, this station’s linear surfaces and exclusion of ornamentation follow mid-twentieth century modern architectural style and would likely classify it as historic if it still existed today.

³Ibid.
Figure 1: This April 1912 map does not show the 1912 station, only the freight station and cotton platform.

Figure 2: The 1912 station with a long covered platform, May 1922 map.
Figure 3: View of Williston's business district south of the tracks, looking east, undated.

Figure 4: Brick station with pared windows, looking northeast, c. 1912.
Combination Depot
WILLISTON, S. C.
JULY 31-1912

Figure 5: Williston combination station floor plan, July 31, 1912.

Common Brick Building
Composition Roof
5' Overhang

Total Cost $9,425.00
Cost Per Sq. Ft.
Figure 6: This photograph shows a larger space between the station and tracks than was common along the rail line, 1920.

Figure 7: Everything except the brick and semaphore signal burn, 1946.
Figure 8: View of station looking at the ticket office, undated.

Figure 9: View of station looking towards passenger waiting platform, undated.

Figure 10: View of station looking towards the platform, January 1966.
Aiken, named after the South Carolina Canal and Railroad Company's president William Aiken Sr. was founded in 1834. It is known as the second railroad town in America because it was designed and laid out by railroad engineers.

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in anticipation of marketing Aiken as a winter resort. The earliest plan for Aiken was a survey map from 1834 by Pascalis and Dexter, which called for a rectangular grid of broad boulevards running in both directions, creating parkways down the middle of the streets. This plan is an adaptation of the Summerville plan. With the Summerville plan, the railroad quickly realized that the open blocks would eventually be filled in with buildings. It was their hope that in Aiken the long narrow spaces left open would be too small to build on. Streets in the new town were to be 150 feet wide, with the street by the railroad tracks 200 feet wide.

From 1890 until 1950, Aiken was a fashionable winter escape for the rich and famous. It was considered to be an ideal community where people could visit a healthy environment with open space and natural tree cover. Louise and Thomas Hitchcock started a tradition of traveling from New York to Aiken via train during the winter months. Mr. Hitchcock was a former Secretary of the Navy in the Grover Cleveland administration and was a Wall Street speculator leading him to be referred to as the richest man in America. The Hitchcock's believed Aiken was the ideal place to train young thoroughbred horses. During the winter season it became

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2 The Aiken Visitors Center and Train Museum, notes used during visitor tours, Aiken, SC.
4 The Aiken Visitors Center and Train Museum, notes used during visitor tours, Aiken, SC.
5 Stanford Anderson, 70.
6 The Aiken Visitors Center and Train Museum, information in diorama exhibit.
8 The Aiken Visitors Center and Train Museum, notes used during visitor tours, Aiken, SC.
so popular for New Yorkers to bring their horses with them to Aiken that extra trains were added to transport both people and horses.¹⁰

Mr. Hitchcock’s friend and business partner, William C. Whitney, along with his wife Edith Randolph Whitney, joined the Hitchcock’s in Aiken in the 1890s.¹¹ As a result of their passion for horses they built a thoroughbred training center in Aiken. Tragically, in 1898 while in Aiken, Mrs. Whitney suffered a horseback riding injury. Legend has it that Mr. Whitney rushed his wife after the accident, while in her bed, to the train station. He wanted her to see doctors in New York as soon as possible. He blamed the small Aiken station as being the reason for the critical delay in her care. After the passing of his wife the following May, in 1899 he funded the construction of a new, much larger train station in Aiken. While there are no architect names on the drawings for the new station, it is a possibility that Stanford White may have designed the station since he worked on several projects in Aiken, including projects funded by the Whitney’s.

The 1899 train station was the third station built in Aiken, the first was a passenger station built in the 1830s (Figure 1). Aiken had a separate freight station. The 21’x102’10” freight station was built circa 1902 (Figure 2).¹² A freight station is

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¹⁰ The Aiken Visitors Center and Train Museum, information in diorama exhibit.


¹² A freight station first appears on the September 1899 Sanborn Fire Insurance Maps, however the 1917 ICC Valuation Report lists the building as being built in 1902. It is possible that there were two different stations built on the same location.
first identified on the September 1899 Sanborn Fire Insurance Maps (Figure 3).\textsuperscript{13} There may have been two freight stations built on the same location (Figure 4). The 1902 station had a 60’3” open shed and wood platform. The station was a wood frame building with a metal shingle roof (Figures 5&6).

The 1899 station was a very different configuration than the other stations on this railroad (Figures 7&8). The ‘H’ shape floor plan (Type E) had a parking lot on its south end that led passengers to the entrances to the two separate waiting rooms (Figures 9&10). There were two bay windows centered on the south end of each waiting room. Once inside, the ticket booth was straight ahead with restrooms available on the far north end of the station. Exit doors from each waiting room leading to the platform were on either side of the ticket booth. Once outside the 18’x59’ baggage room was to the right and the umbrella shed to the left (Figure 11). The February 1904 Sanborn Fire Insurance Map shows a second umbrella shed had been added to the right of the baggage room (Figures 12&13). Trains stopping at the station would pull straight in heading south. The baggage room would then be on one side of the train and the umbrella shed and boarding platform on the other. When the train was ready to leave it would reverse back to the switch and return to the main tracks.

This station was a wood frame building with a brick foundation and pebble dash finish (Figure 14). Pebble dash is a technique where dry pebbles of various

\textsuperscript{13} It is unclear if the third station in Aiken is considered to be the freight station or if there was a passenger station in between the 1830s station and the 1899 station.
shapes, sizes, and colors are sprayed onto wet stucco in an even coating and then left to dry. The station had a slate roof with 10’ overhanging eaves. Decorative brackets and a cupola add an Italianate twist to the building. The station was demolished by the railroad in 1954 when the railroad ceased passenger service to Aiken.¹⁴

All Aboard, a part of The Aiken Corporation, a nonprofit organization; set out to recreate the 1899 Aiken station (Figure 15). ¹⁵ After ten years of planning and fundraising and one year of construction, the grand opening of the station took place on September 18, 2010. The purpose for rebuilding the station was to highlight an important part of Aiken’s history, promote tourism, and create a rental space for events (Figure 16). Using the original drawings, project architect McDonald Law replicated the exterior of the original station, but altered the interior to satisfy modern construction requirements and to create more useful space. The construction of the baggage room is in progress and will house a state-of-the-art caterer’s kitchen to prepare foods for onsite events. The station was constructed on the historic station’s original site and is complete with landscaping (Figure 17). The second floor of the building has an interactive diorama depicting the Charleston and Hamburg Railroad as it would have been in 1917 (Figures 18&19).

¹⁴ Aiken Railroad Depot History, “All Aboard.”
¹⁵ Aiken Railroad Depot History, “All Aboard.” Information in this paragraph comes from this source.
Figure 1: 1830s passenger station, June 1889 map.

Figure 2: Freight station, looking southeast, January 20, 1917.
Figure 3: Freight station, September 1899 map.

Figure 4: Freight station, February 1904 map.
Figure 5: Freight station, looking northeast, 1975.

Figure 6: Freight station, looking northeast, undated.
Figure 7: Postcard view, looking northeast, c. 1905.

Figure 8: September 1899 map, old passenger station bottom left, new passenger station top center.
Figure 9: Aiken passenger station floor plans, January 25, 1899.
Figure 10: Looking north, late 1920s-early 1930s.

Figure 11: Umbrella shed in foreground, baggage room in background, looking south, undated.
Figure 12: February 1904 map, passenger station with later added umbrella shed.

Figure 13: Umbrella shed added on later on left, baggage room on right, undated.
Figure 14: Notice pebble dash finish and large overhanging eaves, January 14, 2011.

Figure 15: 2010 recreation of the 1899 passenger station, notice double bay windows, looking north, January 14, 2011.
Figure 16: View from train tracks looking southwest, construction of baggage room in progress, January 14, 2011.

Figure 17: Looking north, former location of parking lot now a landscape feature, January 14, 2011.
Figure 18: Interactive diorama display on second floor, January 14, 2011.

Figure 19: Stairs leading up to copula, January 14, 2011.
Hamburg is a community no longer in existence. Henry Schultz founded the town in 1821 with the intention of luring business away from Augusta, Georgia with his new railroad town (Figure 1). Since its formation, it competed with Augusta for the transportation of cotton. Hamburg became the western terminus of the South

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1 The Aiken Visitors Center and Train Museum, notes used during visitor tours, Aiken, SC. Information in this paragraph comes from this source.
Carolina Canal and Railroad Company tracks, which reached Hamburg October 2, 1833. The population of the town peaked in the 1840s at 2,500 and was practically deserted by the time of the Civil War. What led to the final demise of Hamburg was the construction of Augusta’s river levee after a flood in 1911. Hamburg did not build a levee and after a catastrophic flood in 1929 the last residents moved out. Today, there are no visible remains of Hamburg. Three buildings were saved from Hamburg, two are in Augusta and the third is the train station.

Built circa 1854, the Hamburg station is a standard design, only smaller. There are two main entrances into two waiting rooms, a ticket office with bay window and a freight room (Type C) (Figure 2). As a result of frequent flooding from the Savannah River, the entire station was built elevated on stilts with stairs and a porch leading to the entrances (Figure 3). At one point a shed roof addition was tacked onto the freight room end of the building, more than likely for the purpose of restrooms (Figure 4). The building has wood clapboard siding and a tin shingle roof. It is painted yellow with green trim; this is similar to the typical Southern Railway paint scheme (Figures 5&6). The total cost to build the station was $986.19 or $1.30 per square foot.²

Presently the station is located at the Augusta Concrete Block Company (Figures 7&8). When the business opened in January 1946, Southern Rail was still using the station until they discontinued its use circa 1967. The building was offered to Gordon Farmer and Augusta Concrete Block Company assumed ownership.

² Combination Depot Hamburg, SC, floor plans, 1910. From the private collection of Buddy Hill.
According to Mr. Farmer, the building was moved on the property several times, trying to keep it out of the way of daily business activities. In 1970, during an event at the station commemorating South Carolina’s tri-centennial, it was distinguished as a National Civil Engineering Society Landmark (Figures 9, 10&11). The National Civil Engineering Society Landmark program is a part of the American Society of Civil Engineers (ASCE) and has been recognizing historically significant local, national, and international civil engineering projects, structures, and sites since 1966.³

Figure 1: Map of Hamburg, depicts railroad track location, July 1821.
Figure 2: Floor plan, 1910.
Figure 3: Hamburg station, 1917.

Figure 4: Station on stilts with addition, undated.
Figure 5: Station as it is today, January 14, 2011.

Figure 6: Side of station that would have faced the tracks, January 14, 2011.
Figure 7: This door would have been added when the shed roof addition for restrooms was added on, January 14, 2011.

Figure 8: This staircase is not the original, January 14, 2011.
Figure 9: Hamburg station during the 1970 tri-centennial celebration, 1970.

Figure 10: Plaque recognizing the Charleston and Hamburg Railroad as a Nation Historic Civil Engineering Landmark, 1970.

Figure 11: Plaque commemorating the “Best Friend” replica’s visit to the Hamburg station, 1970.
CONCLUSION

This thesis examined the context and built form of the train stations on the original Charleston and Hamburg Railroad. Since Southern Railway ceased passenger service in the 1950s, a third of the stations have been demolished, primarily because they stood vacant for several decades without a use. In most cases the site where the stations once stood, remains unused without any above ground visual suggestions of the past. Of the fourteen studied towns along the line, four passenger stations, three combination passenger and freight stations, and two freight stations remain. These remaining stations have received limited recognition in regards to their historical importance and are not protected from future deterioration or harm.

These rural stations are an important part of the industrial fabric of South Carolina. In some cases, they are the only designed buildings in their communities. Since the architectural designs were developed by the railroad, often they are also the only buildings in town with the architecture reflecting national influences, rather than vernacular form. With the exception of the Interstate Commerce Commission, Division of Valuation reports from the early twentieth century, these stations have not previously been researched. As a vanishing resource, it is unlikely that they will be examined as a composite again.

The research analyzed and compared the architectural typology of train stations on the Charleston and Hamburg Railroad, as well as the histories, building
materials, and current conditions of the stations. The typologies determined as a result of this research are:

Type A: One Room
Type B: Two Waiting Rooms with a Central Ticket Office
Type C: Split Waiting Room, Central Ticket Office, and Baggage Room
Type D: Two Waiting Rooms with a Central Ticket Office and Baggage Room
Type E: ‘L’ and ‘H’ Shape Floor Plans

The passenger or combination passenger and freight stations at fourteen towns along the line were studied and break down as follows: Type A – three stations, Type B – two stations, Type C – three stations, Type D – four stations, and Type E – two stations. Materials most commonly used include wood frame with clapboard or board and baton wood siding, brick, and metal shingle roofs. The most common features on these train stations include a bay window, wide overhanging eaves, brackets, and wood platforms when the station had a baggage room or was a combination station.

The stations were primarily built twenty years after initial construction of the railroad during two different ownerships. In 1843 the South Carolina Canal and Rail Road Company (SCC&RR) was reorganized as the South Carolina Railroad Company (SCRC). Under this ownership nine passenger or combination passenger and freight stations were built, with seven constructed post Civil War. The only known stations to survive the war are the Charleston Line Street station and the Hamburg station, with the Hamburg station still existing today. The next passenger
station construction boom occurred when Southern Railway Company (SRC) purchased the South Carolina and Georgia Railroad (SC&GRR) in 1899. From 1899 through the 1950s ten passenger or combination passenger and freight stations were built.

Industrial America was ushered in by the advent of the railroad. This optimistic economic endeavor has nearly been erased by the changing needs of our society. As interest in developing the railroad track right-of-way for future transportation and development projects increases, the remnant structures of this railroad become progressively more threatened. However, impending development may provide the opportunity to preserve the memory of this railroad by incorporating open space and educational programs into future planning initiatives. All new development should capture and reuse significant existing structures and landscapes. This would allow those that utilize the new development to interact and enjoy the historic structures and sites associated with this railroad. This railroad needs to be preserved because its existence built these rural South Carolina communities. It is a historic resource for the citizens of South Carolina, and the nation as a whole. Conserving this land and preserving these buildings is crucial to commemorating the importance of passenger rail service. If not protected, these sites and structures will simply become a faded memory. This paper qualified and quantified the cultural resources that should be retained to remind future generations of South Carolina’s railroad past.
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