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The Fire Houses of Charleston, South Carolina
1881 - 1943

Rebecca Marie Moffatt
Clemson University, rebecca.moffatt@hotmail.com

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THE FIRE HOUSES OF CHARLESTON, SOUTH CAROLINA
1881 – 1943

A Thesis
Presented to
the Graduate Schools of
Clemson University/College of Charleston

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

by
Rebecca Marie Moffatt
May 2011

Accepted by:
Ashley Robbins Wilson, Committee Chair
Ralph Muldrow
Jim Ward
ABSTRACT

From the first Charleston settlement in 1670, fire has posed an ever present threat. For this reason, fire fighting took on an important role even in its earliest forms within the city. As firefighting techniques evolved so did the buildings used to house both the equipment and the men used for such a task.

This thesis studies the architecture of the Charleston Fire Department. From its early beginnings in 1881 when the newly formed department absorbed the former volunteer companies, to the more recent buildings (ending with the structure built in 1943) which were constantly being added as the needs of the department changed, the structures themselves tell an important story of how firefighting has been modified within the city. The change of equipment often dictates a change in architecture; however the City of Charleston and its firefighters are bound to their history and currently custom order trucks to fit their historic doorways. This is a tribute to the legacy of firefighting in the city and an indication of how these historic buildings have survived to present day.

Examples of historic firefighting architecture were both studied and photographed for the purposes of further preserving their legacy.

Documentation drawings of the Central Station located at 242/262 Meeting Street are included in an effort to further understand fire house architecture, as well as document a relatively unchanged specimen of firefighting history which remains with its original use and as a symbol of pride within the city to this day.
DEDICATION

This thesis is dedicated to my grandfather Philip J. Ross (Gump), who provided the inspiration for this thesis topic and who has taught me more in this life than I could ever obtain from a university degree.
ACKNOWLEDGEMENTS

I would like to thank the plethora of individuals who helped make this thesis possible. This includes the staff at the South Carolina Room at the Charleston County Public Library especially Mr. Nic Butler, Karen Emmons and Katherine Saunders at the Historic Charleston Foundation, the staff at the Avery Research Center, staff at the North Charleston and American LaFrance Fire Museum and Educational Center and all those throughout the city who helped contribute thoughts and ideas to my research.

I would especially like to thank my thesis advisor Ashley Robbins-Wilson, who provided feedback, support and encouragement throughout this process and my two years throughout this program. My thesis committee also requires a special thank you for aiding me with creative ideas and suggestions.

Acknowledgment goes out to my classmates who took the time to assist in measuring Central Station as well as aided in transportation issues. This includes Elise Haremski, Katherine Ferguson, Stefanie Marasco, Amelia Millar, Erin McNicholl, Lora Cunningham and Shelton Converse.

Without the assistance of the Charleston Fire Department, especially Chief Raymond Lloyd, this thesis topic would have never been possible. It was the enthusiasm and willingness of the local firefighters to help whenever possible which made my frequent visits to the stations in the city enjoyable and kept me believing that this was a topic worth documenting.
Last but not least, I would like to thank my family and friends both near and far for encouragement and laughter throughout this process, this has contributed to my success more than you can know.
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CHAPTER ONE
INTRODUCTION

From the first European settlement at Ablemarle Point, firefighting has been a necessity to battle the constant threat of flames. Earliest firefighting techniques utilized the inhabitants of the city and the rudimentary 'bucket brigade' to control the danger of fire. As the city moved to its present location and continued to expand, it soon became apparent that these efforts were simply insufficient in protecting the closely constructed buildings from ruin. By 1784 the first organized volunteer firefighting company was established, which eventually evolved into the current Charleston Fire Department. As firefighting techniques began to change, so did the need for structures to house both the firefighters and their equipment.

This thesis provides a consolidated document pertaining to the 18 fire houses on the peninsula associated with the Charleston Fire Department from its organization in 1881. The historic, architectural and photographic documentation of each structure was gathered.

Measured drawings of Central Station, located at 242-262 Meeting Street were completed to ensure an accurate record of this important local fire house whose style has been repeated and referenced throughout the city in other fire stations. This highly visible station has been only minimally altered since it was erected in 1887.
CHAPTER TWO

METHODOLOGY

This thesis examines the current and former fire houses of the Charleston Fire Department from 1881 to 1943. This includes locating all former and demolished stations in the city and visiting those stations which are still standing to perform an architectural analysis. Each station was researched individually which determined the why, when and how it was built and how it survived despite ever changing needs of the firefighting profession and its equipment. The greater role that each station played within the overall architecture of the peninsula was also taken into consideration and each location was mapped using Sanborn Fire Insurance maps to document changes recorded for the years provided. Photo documentation was also performed at each remaining station to ensure that a record of what each location currently looks like has been captured should changes occur at a later date.

Measured drawings were completed for Central Station, located at 242-262 Meeting Street as this station is one of 3 sister buildings with identical architecture. As the only repeated design, it has become an iconic representation of fire house architecture for Charleston. This station has received very limited alterations so it has retained its integrity more than the other remaining buildings.

Each of the available research repositories within the city of Charleston were visited to gather as much available information on the each station. This included
locating city records, newspaper articles, and architectural files for each fire house. As well, the location of each station (whether standing or demolished) was visited, photographed and recorded. Finally, interviews with firefighting historians and those with knowledge on the topic was an important resource in continuing my research and locating elusive information.
CHAPTER 3
HISTORIC OVERVIEW

In the spring of 1670, the first English settlement was constructed in South Carolina, west of the Ashley River at Ablemarle Point. This settlement was named after King Charles II and included approximately 148 men, women and children.\(^1\) From this point forward, the threat of fire was an ever present concern. Homes were constructed out of flammable materials, and fire served many important uses within each structure, such as sources for cooking, warmth and light. The frequent constant presence of open flames also provided an increased chance of incendiary threat and from these early days of the city, it became apparent that a strategy must be developed to protect individuals and property from the threat of fire. Able bodied men would stand on the wall of the settlement and watch for any danger, including fire and it can be said that the Charleston Fire Department can trace their beginnings back to this time.\(^2\)

In 1680, the Charles Town moved to its current location on the peninsula. Figure 3.1 shows the Charles Town in its early beginnings and the masonry wall that surrounded the area until after the Revolutionary war in the 1780's. Once again, with this move, local men would volunteer or be assigned the task of patrolling the walls of the new town and looking out for threats, including fires. If a fire was seen the signals would be made to 'officers' on the street who would then alert members of the city to help put out the


\(^2\) Assistant Chief Raymond Lloyd – Charleston Fire Department, Interviewed by Author, Charleston, South Carolina, August 2010.
In 1666 in London, a fire which began in a local bakery soon swept through the wooden houses and made its way to the waterfronts, where large quantities of alcohol, paint supplies and candles were being stored while awaiting transport. Relying on bucket brigades (the method of passing buckets of water hand to hand to extinguish the flames) and the use of explosives to create 'fire breaks' in the city, the inhabitants of London attempted somewhat unsuccessfully to stop the destruction. In the end, over 13,200 buildings and many lives were lost in the blaze, and the economic repercussions from the event would be lasting.\textsuperscript{3} Shortly after, in 1698 a large fire swept through the Charles Town, destroying one third of the settlement (over 50 buildings). It was the

\begin{figure}
\centering
\includegraphics[width=\textwidth]{fig3-1.jpg}
\caption{(Photo: http://walledcitytaskforce.org)}
\end{figure}

\textsuperscript{3} Crooks, Daniel. 2009. \textit{Charleston is Burning: Two Centuries of Fire and Flames}. Charleston: The History Press.
combination of these two events which prompted the local Assembly to pass the first legislation regarding firefighting and fire prevention. These ordinances regulated that each homeowner must keep a bucket filled with sand or water in a common area, easily accessible in case of a fire. This new legislation also established a regulated 'night watch' system, allocated tax dollars for the purchase of 'firefighting' supplies (buckets, ladders, etc) and encouraged new buildings to be constructed in brick or stone.\(^4\)

The continued growth of the town and the increased number of wooden structures in close proximity to each other provided a greater possibility of widespread fire. With this growing threat a 'Firemaster' was appointed for the first time in 1704, to oversee the upkeep and storage of equipment.\(^5\) Despite changing regulations, most house builders in the city continued to use local wood in the majority of residences on the peninsula since brick was significantly more expensive. In 1731, yet another fire raged, destroying a large portion of the city and ending with a significant loss of life. Searching for a solution to the devastation, the city formed the first fire insurance company in America in 1736. Homes insured with the 'Friendly Society' were given markers identifying them which would then signal to the fire brigade that there would be a monetary prize for putting out their fire. The first brigade (or early fire company) to put water on the fire would get paid, while there was little motivation to arrive second or last. This gave


\(^5\) Lloyd, Raymond (Assistant Chief). Firefighters Manual, Charleston Fire Department.
incentive to the companies to help put out fires as quickly as possible.

At this time a fire watchman was also utilized to keep a lookout in the steeple at St. Michael's church on the corner of Meeting and Broad Streets (Fig. 3.2). This vantage point would allow the watchman to observe a fire and signal a sentinel on the street who would announce to the city the location of the fire. Available hands would be required to grab their buckets and join in the fight to extinguish the blaze. Because of previous disasters within the city, homeowners soon realized that ignoring the call for help could result in loss of their own property.

Unfortunately, fire swept through the peninsula again in November of 1740, destroying over 300 buildings and causing an immeasurable amount of financial hardship. In response to this loss, Charles Town's authorities decided to develop an 'act for regulating buildings in Charleston (Charles Town)'. It quickly became clear after the devastation of the local economy through the loss of the goods and livelihood of several of the prominent Charles Town Merchants that a reaction was essential to ensure survival of the relatively young colony. This led to more astringent property laws and the Charleston Fire Act which was closely related to the legislation developed in England.
following the Great Fire.

no building whatsoever shall be hereafter erected or built in Charles-Town (except as hereafter is expected) but such as shall be pursuant to such rules and orders of building, and with such material, and in such way and manner, as are herein after particularly approved.6

This legislation specified the use of brick and stone as being more durable and lasting for construction, in an effort to encourage the use of 'fireproof' materials for building.

Following the American Revolution Charles Town would change its name to Charleston, undoubtedly in an effort to disassociate its English beginnings. Within this newly christened city, despite increased legislation, fires continued to plague the peninsula (including one which would destroy both the Huguenot Church and Charleston Library Society). Out of desperation, several volunteer firefighting organizations were formed by 1784. The first recorded volunteer company was of the Hand-In-Hand Fire Company which was a more organized bucket brigade which was only most useful in extinguishing small and mild fires. 7

Fig. 3.3 The 'Richard Mason Hand Fire 'Enjin', used in 1785 by the Hand-In-Hand Fire Company. Now located at the North Charleston and American LaFrance Fire Museum, North Charleston, SC. (Photo: Author, 2011.)


Out of necessity, firefighting technology soon advanced and strategies for putting out fires within the city evolved. This also led to the formation of further private volunteer fire companies, beginning with the Charleston Fire Company of Axemen (later named the Pioneer Company - a hand engine company) in 1801. Additional volunteer companies soon formed in the following sequence: Eagle (1818), Vigilant(1819), Phoenix (1826), Charleston (1826), Aetna (1829), Marion (1839), German (1839), Palmetto (1841), Hope (1842), Washington (1849), Palmetto Ladder Company (1849) and Protection Ladder Company (1849). Residents of the Holy City would purchase 'memberships' to one of the volunteer companies and would place a marker on the exterior of their building to indicate that their building should be extinguished. While in other large cities those who refused to purchase insurance would often have their house left to the flames in the case of fire, it has been said that in Charleston the firefighters would respond regardless. This being seen as their duty, and for the fact that flames would often spread fast enough to cause an uncontrollable inferno. It was also at this time that several African American fire companies were formed, including the Ashley Co, Niagara, Union Star, Comet Star, Prudence, Promptitude, and the United Fire Engine Company. In most cases, the 'white' companies would respond to the fire while

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8 Assistant Chief Raymond Lloyd – Charleston Fire Department, Interviewed by Author, Charleston, South Carolina, August 2010.
9 Ibid.
the African American companies would do the 'after work' of cleanup. White slave
owners were required to allow their slaves to serve as firefighters on the 'negro' fire
companies as numbers necessitated.  

In 1860, the purchase of a hand pulled steamer engine by the Pioneer Fire
Company would change the methods of firefighting in the city. At first the volunteer
companies were skeptical about the new method, but following a large fire in 1861
destroyed a large portion of the peninsula between Hassell and Tradd Streets, the
effectiveness of the Pioneer company and their steamer convinced more companies of
effectiveness of this new technology. This fire destroyed over 540 acres, 575 private
homes, buildings and businesses and five churches. The scars from this fire remained
on the city for years and can still be traced in the architecture of the peninsula.

With the procession of the civil war, the city purchased an increased amount of
hand engines which were disbursed throughout the city. Ward Engines were set up to be
manned by supervised slaves to replace the firefighters from the volunteer companies
who were off fighting in the war. This would continue the city strategy against fire
throughout this difficult period.

Following the civil war, during the reconstruction period, several new volunteer

11 Wagoner, Page (Brockington and Associates). 2010. Historic Research Overview For Fire Station
No. 1 Pavilion Restoration Project, City of Charleston, Charleston, South Carolina. Report Prepared for
The City of Charleston Capital Improvements Department: Charleston, South Carolina.
South Carolina Press. p. 253-55
13 Assistant Chief Raymond Lloyd – Charleston Fire Department, Interviewed by Author, Charleston,
South Carolina, August 2010.
companies were formed. By 1866 the Charleston Hook and Ladder Company and the Stonewall and Young American Companies had been organized. Statistics show that by 1870 the city had 1600 volunteer firefighters and over a dozen firefighters in service.  

As firefighting technologies increased, the method of alarming stations of the locations occurring fires evolved as well. In 1877, the city of Charleston became the first in America to use the Gamewell Fire Alarm Telegraph System. This system was a series of boxes that would be spread out on poles throughout the city. When an observer wanted to 'call' for help they had only to pull a lever on the box. Each box had a specific location code associated with it and each station would have a recording device which would then punch a series of holes in a reel of paper to indicate which box had been activated. This faster method of identifying fire locations allowed for a faster response time. This would also allow for several stations to observe and potentially respond to the same fire. The Gamewell system would remain an integral part of the city's firefighting into the 20th century.

Despite the increased response time, continuing fires throughout the city forced mayor W. A. Courtney to reevaluate the volunteer system currently in place. In 1861 it was determined that the organization of firefighters within the city should change and the paid fire department was developed. Mayor Courtney makes the following statement in the 1881 City Yearbook:

Whereas, it has been deemed necessary for the better protection of the property of the City of Charleston from fire that there should be a change in the organization of the Fire Department; and whereas, the experience of other cities shows that this is best done by means of an improved system, as worked in paid departments, embracing a limited number of engines and trucks, rapidity of movement, improved system of electric fire alarms, &c....

Initially, many of the buildings of the volunteer companies were acclimated into the newly formed Charleston Fire Department which, by 1882 consisted of 101 men, and

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16 City of Charleston, South Carolina. *Charleston City Yearbook*, 1881.
twenty-nine horses with eight engine and/or truck companies.\textsuperscript{17} The majority of the African American volunteer stations were closed and the company building located on John Street was officially allocated for the remaining 'Negro' Station for the city, which would upkeep a segregated system of firefighting until the mid 1970's. \textsuperscript{18}

In 1886, the newly formed Charleston Fire Department had its first test as a unified company. On the evening of August 31, a loud roar echoed through the city, signifying a devastating earthquake. Peninsula resident Ellen W. Hard described the sound as: “the bellowing of.... wild animals, the grinding of immense rocks.” \textsuperscript{19} Shortly after the initial shocks, fires erupted and quickly spread block to block. Debris obstructed both the fire house doors and streets, impeding the passage of engines and hoses. Many firefighters carried the hoses though the streets on foot rather than give up on the multiple infernos. Devastation was widespread, the streets and city were covered in an aftermath of soot and remnants. About 2000 buildings were damaged and more than 12,000 chimneys collapsed at the roof line due to the quake. Cost of damages were estimated at about $6 million, with twenty-seven people killed during the event. Make-shift camps were set up throughout the city to help the homeless in the aftermath. In the following weeks, over 100 buildings were declared unsafe for habitation torn down, and 83 people perished from related illnesses and injury. \textsuperscript{20}

\begin{itemize}
\item \textsuperscript{17} City of Charleston, South Carolina. \textit{Charleston City Yearbook, 1881}.
\item \textsuperscript{18} Charleston Fire Department Files, Charleston County Public Library, South Carolina Room, Box 9.
\item \textsuperscript{19} Fraser, Walter J. \textit{Charleston! Charleston!: The History of a Southern City}. Columbia: University of South Carolina Press, 1991. Pg. 315.
\item \textsuperscript{20} Ibid. Pg. 317
\end{itemize}
The Charleston Fire Department was also affected from this event. Several of the aging stations were severely damaged and determined to be beyond repair. The disaster forced the city to reevaluate firefighting response time and location of the current buildings. With this, it was decided that three new stations should be built to replace those lost and facilitate easier access to all sections of the city. A design by builder Daniel G. Wayne was constructed on Cannon St. (on the location of the former fire station), on the corner of Meeting and Wentworth Streets (on a lot owned by the city, which previously housed a park and gazebo/artesian well), and on lower Meeting street.
(which would serve as the initial headquarters for the department). Aside from being more conveniently located, these stations each had the best of 'modern' equipment, including a Silsbee heating unit, which heated the building and kept steam ready in the engines when needed. Telegraph systems were also established that would quickly notify the firefighters of the fire locations, and an automatic call system which sounded a gong and signaled the horses to their positions for harnessing (which in some cases was automatically lowered from a pulley-type system from the ceiling). 21 Charleston, a civic-minded city and was wiling to pay for costly upgrades to help prevent further widespread disaster in the future.

Fig. 3.6 : Central Station (Photo: Historic Charleston Foundation)

21 Ibid. p. 317
Fig 3.6 is a postcard representation of Central Station on the corner of Wentworth and Meeting Streets, showing the original doors and possible original shutters on the windows.

In 1890, a seventy-five foot drill tower was erected in the rear yard of Central Station to help training firefighters. Firefighting equipment and techniques were quickly evolving and by the late 1890's the city had purchased several 'smoke helmets', the early version of the current gas/air masks worn when entering a building engulfed with smoke. By 1910, a new station on Huger St (which was loosely modeled after half of the Daniel Wayne design) was built and the department purchased its first motorized fire engine, although it still relied mainly on horse power. These adaptations were in response to the northward growth of the city.

By the 1920's changes in equipment and firefighting techniques made some of the older historic stations obsolete. Fire engines were becoming larger and the first motorized aerial ladder truck was put into service in 1923. Door size was occasionally a determining factor in which historic buildings the fire department continued to use, and which were sold or no longer used as stations. In the 1930s, the Charleston Fire Department had also employed several tugboats to help fight fires in areas closer to the waterfront and two motorcycles were placed in service, each containing a fire extinguisher and hoses in a side car. By 1940 the final horses in service were retired and this marked the end of the old era of firefighting within the city.  

In 1943 the station at Lloyd, Raymond (Assistant Chief). Firefighters Manual, Charleston Fire Department.
161 Coming Street replaced an aging station on 46 John Street and was designated as an African American Station. A plaque on the exterior of the building remains as a reminder of the segregation that occurred within the department (Fig. 3.7). As engines, ladders and equipment continued to grow with the passing decades, it became apparent that the existing structures could not house the increasing large engines and ladder trucks which were designed for taller buildings. The City of Charleston to this day custom orders their engine trucks to fit into the historic doorways of several of the station. The narrow urban pattern of the city also necessitated the use of small trucks. The Charleston Fire Department has built several modern stations throughout the greater Charleston Area to address the growing needs. Individual historic firehouses associated with the Charleston Fire Department will be discussed in greater detail in the following chapters.

Fig. 3.7: Sign posted on the outside of 116 Coming St. fire station. (Photo: Author, 2011)
Artesian Wells:

Within the city of Charleston, (and undoubtedly elsewhere in the United States) prior to fire hydrants, artesian wells were used in the aid of fighting fires. This technique involved drilling for or using an available water source located throughout the city to provide a water source in the event of an emergency need. These wells often had a wooden cover or well (plug) which could then be broken with the firefighters ax to access the water source. ¹

As the city grew, an increased need for these wells also grew. A transcribed list of fire wells, tidal drains and cisterns for year 1895 from a publication by the Charleston Fire Department has been included on the following pages. ² It is unclear how many of these wells still exist throughout this city, however many of them lost their water source following hurricane Hugo in the 1980's. One can speculate that at least a portion of the structures likely remain below grade as a reminder of early urban utilities and public service systems.

¹ Assistant Chief Raymond Lloyd – Charleston Fire Department, Interviewed by Author, Charleston, South Carolina, August 2010.
² “Rules and Regulations Governing the Fire Department of Charleston, 1895”. Charleston County Public Library, South Carolina Room, CFD files, box 9 of 51.
Fire Well Listing
City of Charleston
1895

A

Alexander and Charlotte – fire well.
Alexander and Chapel – fire well.
America opposite Mary – fire well.
America north of Mall – fire well.
Ann in front of freight depot – fire well.
Anson and Pickney – fire well.
Anson north of Pinckney – fire well.
Anson south of Wentworth – fire well.
Anson between Society and George – fire well.
Anson north of George on Sidewalk – fire well.
Archdale opposite Beresford – fire well.

B

Beaufain and Archdale – fire well.
Beaufain opposite No. 26 – fire well.
Beaufain opposite No. 55 – fire well.
Beaufain west of Pitt – fire well.
Beaufain and Rutledge – fire well.
Bee and President – fire well.
Beresford near King – fire well.
Bogard opposite Sires – fire well.
Bogard opposite Percy – fire well.
Broad opposite State 1 – fire well.
Broad opposite State 2 – fire well.
Broad opposite No. 28 – fire well.
Broad and King – fire well.
Broad opposite Orange – fire well.
Broad and Friend – well.
Broad between Friend and Mazyck – well.
Broad and New – well.
Broad and Savage – well.
Bull west of Coming – well.
Bull opposite No. 21 – well.
Bull west of Rutledge – well.

Calhoun east end – drain opening.
Calhoun and Washington – tidal drain opening.
Calhoun east of East Bay – well.
Calhoun between Middle and Wall – tidal drain.
Calhoun and Elizabeth – tidal drain.
Calhoun and Anson – well.
Calhoun between Anson and Meeting – tidal drain.
Calhoun east of Meeting – tidal drain.
Calhoun and Meeting – tidal drain.
Calhoun opposite Citadel entrance – tidal drain.
Calhoun opposite Citadel entrance – well.
Calhoun east of King – tidal drain.
Calhoun and King – tidal drain.
Calhoun opposite Orphan House – tidal drain.
Calhoun between St. Philip and College – tidal drain.
Calhoun between College and Coming – tidal drain.
Calhoun and Coming – tidal drain.
Calhoun between Coming and Pitt – tidal drain.
Calhoun opposite Bethel Church – tidal drain.
Calhoun opposite Bethel Church – well.
Calhoun east of Smith – tidal drain.
Calhoun and Smith – tidal drain.
Cannon and St. Philip – well.
Cannon opposite Smith – well.
Cannon and Ashley – well.
Church and Atlantic – well.
Church north of Stolls Alley – well.
Church opposite No. 9 – well.
Church north of Water – well.
Church front of Baptist church – well.
Church and Tradd – well.
Church opposite No. 66 – well.
Church south of Elliott – well.
Church near Broad – well.
Church northwest corner of Broad – well.
Church northwest corner of Chalmers – well.
Church and Cumberland – well.
Church and Pinckney – well.
Church and King 1 – well.
Church and King 2 – well.
Columbus and Hanover – well.
Columbus and King 1 – well.
Columbus and King 2 – well.
Coming and Beaufain – tidal drain.
Coming and Wentworth – tidal drain.
Coming between Montague and George – tidal drain.
Coming between George and Bull – tidal drain.
Coming opposite Green – tidal drain.
Coming and Warren – tidal drain.
Coming and Radcliffe – tidal drain.
Coming between Radcliffe and Morris – tidal drain.
Coming south of Morris – tidal drain.
Coming and Morris – tidal drain.
Coming and Morris – well.
Coming north of Morris – tidal drain.
Coming south of Cannon – tidal drain.
Coming and cannon – tidal drain.
Cumberland east of Meeting – well.

D

Drake and Line – well.

E

East Bay and Southern Wharf – well.
East Bay south of Tradd – well.
East Bay between Adgers and Vanderhorst – well.
East Bay opposite Adger's Wharf – well.
East Bay and Boyces Wharf – fire well.
East Bay and Exchange – fire well.
East Bay south of Queen – fire well.
East Bay opposite Custom House – fire well.
East Bay and Pritchard – fire well.
East Bay and Hasell 1 – fire well.
East Bay and Hasell 2 – fire well.
East Bay between Society and Laurens – fire well.
East Bay near Calhoun – fire well.
Elizabeth between Henrietta and Charlotte – fire well.
Elizabeth corner Charlotte – fire well.
Elizabeth opposite Judith – fire well.

F
Franklin south of Queen – fire well.
Franklin opposite Cromwell's Court – fire well.

G
George opposite College – fire well.
Green west of St. Philip – fire well.

H
Hasell opposite No. 35 – fire well.
Hasell east of Meeting – fire well.
Hasell opposite Pavillion Hotel gate – fire well.
Hasell opposite St. Mary's Church – cistern.
Hasell near King – fire well.
Hayne opposite No. 18 – fire well.
Hayne opposite No. 38 – fire well.
Henrietta near Meeting – fire well.
Hudson near King – fire well.

I
Inspection near East Bay – fire well.
Inspection and Washington – fire well.
Inspection north side near Washington – fire well.

J
John near King – fire well.

K
King and Lamboll – fire well.
King opposite No. 8 – fire well.
King opposite No. 28 – fire well.
King near Prices Alley – fire well.
King opposite No. 69 – fire well.
King south of Queen – fire well.
King and Queen – fire well.
King opposite Robb's lot – fire well.
King north of Beaufain – fire well.
King opposite Society – fire well.
King and Burns Lane – fire well.
King opposite German Church – fire well.
King and Morris – fire well.
King opposite Dr. Collins store – fire well.
King and Woolfe 1 – fire well.
King and Woolfe 2 – fire well.
King and Line – fire well.

Laurens near Anson – fire well.
Laurens opposite Wall – fire well.
Legare opposite No. 6 – fire well.
Legare opposite Mr. Smythes – fire well.
Legare and Tradd – fire well.
Liberty and King – fire well.
Limehouse south of Tradd – fire well.
Line and Meeting – fire well.
Line and Laurel – fire well.
Line and Rutledge – fire well.
Linguard east of Church – fire well.
Logan and Tradd – tidal drain.
Logan near Tradd – fire well.
Logan opposite St. Peter's church yard – fire well.
Logan south of Broad – fire well.
Lynch between Beaufain and Wentworth – fire well.

Magazine near Archdale – fire well.
Magazine near Mazyck – fire well.
Magazine west of Mazyck – fire well.
Market north side opposite No. 48 – fire well.
Market north side opposite Nor. 42 – fire well.
Market east of King – fire well.
Market west of King – fire well.
Meeting and South Battery – tidal drain.
Meeting opposite Club House – fire well.
Meeting opposite No. 31 – fire well.
Meeting and Lightwood alley – fire well.
Meeting opposite Water – tidal drain.
Meeting and Tradd – tidal drain.
Meeting opposite South Carolina Hall – fire well.
Meeting between Tradd and Broad – tidal drain.
Meeting and St. Michaels Alley – fire well.
Meeting and Broad – tidal drain.
Meeting opposite Chalmers – tidal drain.
Meeting opposite Hibernian Hall – fire well.
Meeting opposite Mills house – fire well.
Meeting and Queen – tidal drain.
Meeting between Queen and Cumberland – tidal drain.
Meeting opposite Circular Church – fire well.
Meeting between Cumberland and Market – fire well.
Meeting and Market – tidal drain.
Meeting south of Market – fire well.
Meeting north of Market – fire well.
Meeting opposite Hayne – tidal drain.
Meeting opposite Charleston Hotel – fire well.
Meeting opposite Pinckney – tidal drain.
Meeting opposite Hasell – tidal drain.
Meeting between Hasell and Wentworth – tidal drain.
Meeting between Wentworth and Society – tidal drain.
Meeting and Society – tidal drain.
Meeting between Society and George – tidal drain.
Meeting and George – tidal drain.
Meeting opposite Burns Lane – tidal drain.
Meeting south of Calhoun – tidal drain.
Meeting opposite Henrietta – tidal drain.
Meeting and Hudson – tidal drain
Meeting and John – tidal drain.
Meeting and John – fire well.
Meeting opposite the Naval Reserve armory – tidal drain.
Meeting and and – tidal drain.
Meeting and Mary – fire well.
Meeting and Mary – tidal drain.
Meeting between Mary and Reid – tidal drain.
Meeting and Reid – fire well.
Meeting and Woolfe – tidal drain.
Meeting between Woolfe and Spring – tidal drain.
Mazyck and Broad – tidal drain.
Mazyck between Broad and Queen – tidal drain.
Mazyck north of Queen – tidal drain.
Mazyck between Magazine and West – tidal drain.
Mazyck and Beaufain – tidal drain.
Middle north of Minority – fire well.
Mill near Lucas – fire well.
Minority near Wall – fire well.
Montague and Smith – fire well.
Montague and Lynch – fire well.
Montague west of Lynch – fire well.
Montague and Gadsden – fire well.
Morris east of St. Philip – fire well.
Morris near Rutledge – fire well.

N

Nassau opposite No. 2 – fire well.
New near Broad – fire well.
New near Tradd – fire well.

P

Philadelphia near Cumberland – fire well.
Pitt near Beaufain – fire well.
Pitt opposite No. 28 – fire well.
Pitt north of Bull – fire well.
Pitt opposite Bethel Church – fire well.
Pritehard and East Bay – fire well.
Q

Queen opposite No. 31 – fire well.
Queen opposite Archdale – fire well.
Queen and Friend – fire well.
Queen and Mazyck – fire well.

R

Radcliffe near King – fire well.
Radcliffe opposite Thomas – fire well.
Radcliffe near Rutledge – fire well.
Rafers Alley near Market – fire well.
Reid opposite No. 22 – fire well.
Rutledge near Wentworth – fire well.
Rutledge and Mill – fire well.
Rutledge opposite Doughty – fire well.
Rutledge opposite Bee – fire well.

S

Savage between Broad and Tradd – fire well.
Smith south of Wentworth – fire well.
Society east of Meeting – fire well.
Society west of Meeting – fire well.
South Battery and Church – fire well.
Spring and Meeting – tidal drain.
Spring and R.R. track – tidal drain.
Spring and King – tidal drain.
Spring west of King – tidal drain.
Spring west of St. Philip – tidal drain.
Spring and Coming – fire well.
Spring west of Coming – tidal drain.
Spring east of Rose Lane – tidal drain.
Spring east of Rutledge – tidal drain.
Spring and Rutledge – tidal drain.
Spring west of Rutledge – tidal drain.
Spring and President – fire well.
Spring between Ashley and President – fire well.
Spring west of President – tidal drain.
Spring near Norman – tidal drain.
Spring east of Chestnut – tidal drain.
St. Philip near Beaufain – fire well.
St. Philip and Liberty – fire well.
St. Philip north of Liberty – fire well.
St. Philip south of Calhoun – fire well.
St. Philip and Warren – fire well.
St. Philip and Radcliffe – fire well.
St. Philip and Bogard – fire well.
St. Philip and Line – fire well.
State and Chalmers – fire well.
State and Queen – fire well.
State opposite Lodge Alley – fire well.
State and Cumberland – fire well.

T

Tradd and Meeting – fire well.
Tradd opposite No. 57 – fire well.
Tradd west of King – fire well.
Tradd opposite Friend – fire well.
Tradd near Logan – fire well.
Tradd between Logan and Limehouse – tidal drain.
Tradd and Limehouse – tidal drain.

V

Vanderhorst and Pitt – fire well.
Vernon east of East Bay – fire well.

W

Wall near Calhoun – fire well.
Washington north of Inspection – fire well.
Washington south of Charlottee – fire well.
Wentworth near East Bay – fire well.
Wentworth and Meeting – fire well.
Wentworth east of King – fire well.
Wentworth west of King – fire well.
Wentworth opposite No. 93 – fire well.
Wentworth west of Pitt – fire well.
West near Mazyck – fire well.
Woolfe and Amherst – fire well.
<table>
<thead>
<tr>
<th>Address</th>
<th>1881</th>
<th>1882</th>
<th>1883</th>
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<td>Engine House No. 5</td>
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<td>Engine House</td>
<td>Truck House No. 2</td>
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<td>Truck House No. 2</td>
<td>Truck House No. 2</td>
<td>Truck House No. 2</td>
<td>Truck House No. 2</td>
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<td>Engine House No. 1</td>
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<tr>
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</table>

- **Yellow** Station not yet in service
- **Blue** Station no longer in use
- **Green** Yearbook entry for CFD vague and/or incomplete
<table>
<thead>
<tr>
<th>Address</th>
<th>1890</th>
<th>1891</th>
<th>1892</th>
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<td>Reserve No. 1</td>
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*Engine Co. No. 8 being constructed in 1909 and listed as completed in 1910.

**1913 marks the first entry of the use of 3 firefighting tug boats: Cecilia, Waban and Victoria.
## Charleston City Yearbooks
### Fire House Listing by Year

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- Beginning in 1923 the Fire Department records in the city yearbooks become vague and some years do not list locations or station numbers present.
- The 1943 Fire Department entry does briefly mention the building and opening of a 'new truck house' at 162 Coming St.
Standing Stations:
1. Vigilant Engine Company – 33 State St.
3. German Engine Company – 8 Chalmers St.
4. Central Station – 242-262 Meeting St.
5. 116 Meeting St.
6. 5 Cannon St. (& location of former Marion Fire Co.)
7. 370 Huger St.
8. 1095 King St.
9. 161 Coming St.

Demolished Stations:
10. Aetna – 81-83 Queen St.
11. Hope – Archdale & Market St.
12. Stonewall – Corner of College & George St.

* Stations with inconclusive locations have not been included on this map.
Existing Stations
The building at 33 State Street was constructed in 1849 by H.C. Silsby for the Vigilant Volunteer Fire Company.¹ Little is recorded about the building itself, although Sanborn Maps indicate that the structure had many uses before its rehabilitation in the 1950's. Although acclimated into the Charleston Fire Department in 1881, the Vigilant Fire Company closed the following year. The Sanborn Map for 1884 shows the structure as a restaurant (Fig. 5.2), which lasted no later than 1888 when it is shown as being a

¹ Charleston City Directory – 1877-78, Charleston County Public Library, South Carolina Room.
tenement house (Fig. 5.3). By 1902 the building was vacant (Fig. 5.4). Sometime in the 1940's the building took on a life as apartments (Fig. 5.5), and by the 1950's a store was added on the ground floor. (Fig. 5.6). Research shows that the building would also serve as a Maritime Union Hall (Fig. 5.7) before its current role as a residence in 1959. ²

The building is a 2 story stuccoed brick structure, with a gabled parapet. The building retains little of its original exterior or interior structure and there is no visible remains of the engine bay or side doors. One can speculate that the main door was centered, however there is no indication to support this claim.

Fig. 5.2: 1884 Sanborn Map showing 33 State Street as a restaurant. (http://sanborn.umi.com.ezproxy.ccpl.org:2048/sc/8124/dateid-000002.htm?CCSI=7101n, accessed March 2011)

Fig. 5.3: 1888 Sanborn map, showing 33 State streets conversion to an apartment building. (http://sanborn.umi.com.ezproxy.ccpl.org:2048/sc/8124/dateid-000002.htm?CCSI=7101n, accessed March 2011)

Fig. 5.4: 1902 Sanborn map, indicating that the structure was vacant. (http://sanborn.umi.com.ezproxy.ccpl.org:2048/sc/8124/dateid-000002.htm?CCSI=7101n, accessed March 2011)
Fig. 5.5: Sanborn Map for 1944 showing 33 State Street listed as an apartment building. (http://sanborn.umi.com.ezproxy.ccpl.org:2048/sc/8124/dateid-000002.htm?CCSI=7101n, accessed March 2011)

Fig. 5.6: By 1951 Sanborn Maps show the addition of a store to the ground level of the building. (http://sanborn.umi.com.ezproxy.ccpl.org:2048/sc/8124/dateid-000002.htm?CCSI=7101n, accessed March 2011)
27 Anson Street
1850-1887
Former Palmetto Fire Engine Company & Charleston Fire Department Engine House No. 3

Built in 1850, the structure at 27 Anson Street was constructed for the Palmetto Volunteer fire company. Designed by architect Edward C. Jones, a local architect, who is also known for his work on the State Bank of South Carolina (1853), located on 1 Broad Street (Fig. 6.2) and the German Fire Steam Engine Company (1851) located at 8 Chalmers Street. The structure was originally built of brick and featured a three bay
asymmetrical design in the Italianate style.¹ A photograph from 1867 shows that the left bay contained a second story window which contained shutters and arched doorway on the ground level. (Fig. 6.3) The second, center bay contained three vertical 6/6 windows in the center with large doors on the main level which would allow the exit of the fire equipment. The third bay was taller and protruded further out than the other two, but contained a similar arched doorway to the furthest left bay. C.N Drie's 'Bird's Eye View map of Charleston, which was drawn in 1872, shows what appears to be a high tower protruding above the far right bay, although the available photo is cropped and leaves no indication of this.² (Fig. 6.4) This may be an indicator of the reason behind the asymmetrical design, with the full bay designed to visually support the tower structure. The Sanborn fire insurance map for 1884 depicts a 2 story brick structure labeled Fire Engine No. 3. The map also indicates an available cistern in the rear of the building and a small 2 story attached shed. (Fig. 6.5) By 1888, the Sanborn shows that the building was vacant as the Company had closed prior to that time. (Fig. 6.6)

By 1902, maps indicate that the building had been converted into tenement housing, and the Sanborn maps for 1902-1944 show the structure as an apartment building (Fig. 6.7 – Fig. 6.8).

While it is impossible to know the exact date that the exterior brick was stuccoed,

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renovations following the 1886 earthquake may be the general time line for such a renovation, and one can speculate that this disaster may have also been responsible for the demise of the tower on the far right bay.\(^3\) In 1972, the structure was purchased by the Historic Charleston Foundation as part of the Revolving Fund Project targeted at insuring the restoration of historic structures in dire need. Indications show that in 1983 the building was renovated into a single family residence, which required extensive repairs and remodeling from the apartment structure.\(^4\) The current appearance of the building has had the 3 bays evened out visually, with a single 6/6 window in each of the side bays and a set of double 6/6 window in the center bay. The ground floor has retained the double arched doorways on the outside bays with a set of 6/6 windows in the center bay which are uniform to the second story. The current structure bears little resemblance to the original design with the exception of the arched doorways.

27 Anson St. was built by the Amoskeag Manufacturing Company for the Palmetto Fire Company, which was instituted in 1840, incorporated in 1841 and remained at this address until from 1850 to 1888 when they were replaced by the more modern Central Station constructed at 242/262 Meeting Street.\(^5\) The Palmetto Fire Company was one of the first in the city to use a hand drawn fire 'engine' as shown in Figure 6.3. The 1887 City Directory indicates that 55 firemen were housed at this

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5 City Directory – 1977-78 – Charleston County Public Library, South Carolina Room
location. Speculation can be made that the center bay opening would have outgrown its use as firefighting equipment continued to grow and this, in combination with damage sustained during the 1886 earthquake, with the commissioning of several new centrally located stations led to the closing of the station house at this address. The Historic Charleston Foundation still holds covenants on the structure, ensuring it remains an example of standing fire house architecture (albeit altered) for future generations.
Fig. 6.2: The State Bank of South Carolina (1853), located on 1 Broad Street, also designed by Edward C. Jones. (Photo: Author, 2011)

Fig. 6.3: Historic photograph of 27 Anson St. (Photo: Historic Charleston Foundation)
Fig. 6.4: Birds Eye View Map from 1872 showing 27 Anson as it was historically. (Photo: C.N Dries Birds Eye View Map of Charleston, South Carolina)

Fig. 6.5: 1884 Sanborn Map
Fig. 6.6: 1888 Sanborn Map.

Fig. 6.7: 1902 Sanborn Map.
Fig. 6.8: 1944 Sanborn Map.
Additional Photographs:

Fig. 6.9 (left) shows the rear of 27 Anson. Fig. 6.10 (right) shows a closeup detail of the building and left door. (Both photos: Author, 2011)
8 Chalmers St.
1851-1887
Former German Fire Engine Company
&
Charleston Fire Department Engine House No. 1

Built by the Amoskeag Manufacturing Co. in 1851, the building at 8 Chalmers St. formerly housed the German Fire Engine Company which was later replaced by the Engine Company No. 1 when taken over by the Charleston Fire Department. This building is constructed of stuccoed brick, and the exterior remains virtually unchanged since its construction. Versatile local architect Edward C. Jones designed the building shortly after his design of the station at 27 Anson Street, although the two structures share
only a minimal amount of similarities. Built in what is considered a mix of Gothic Revival and Romanesque Revival styles, the station features double turrets on either end of the building with arched windows and doorways on the second and ground floor.\footnote{Poston, Jonathan. 1997. *The Buildings of Charleston*. Columbia: The University of South Carolina Press. p. 65} The building housed an Amoskeag first-sized steamer engine which would have exited from the arched center bay opening, which has since been converted to a set of windows.

From 1856 to 1863 the building was neighbored by Ryans Slave Mart (which has since been converted into the Slave Mart Museum). The slave mart has no structural walls of its own, the roof to the structure is supported by 8 Chalmers as well as the building which stands to the east of the mart.\footnote{Ibid.} Sanborn Maps for 1884 indicate the buildings use as a 2 story brick fire station with an adjoining one story wooden shed in the rear.\footnote{} Sanborns indicate that in June of 1888 the building remained under the use of the fire department for that year when it was replaced by the more 'modern' stations built to replace those that had sustained damage during the earthquake of 1886.\footnote{} The 1902 Sanborn indicates that the building had been taken over by the S.C. Colored rifle troupe as their headquarters.\footnote{} The building would also serve as the site of the local “Good Samaritan Hall” (an African American charitable organization) and the Embry mission until 1937.\footnote{Sanborn maps for the years 1944, 1951 and 1955 indicate diverse uses for the structure from a dwelling to a church to a dance school. (Fig. 7.8, Fig. 7.9 & Fig. 7.10) In 1981 the structure was adapted to its current use as a}
The German Fire Company (which was just one of the volunteer companies organized by a culturally diverse group), was incorporated in 1939 as the 'Deutchen Feuer Kompagnie.' The building housed on average 55 firefighters.

Fig. 7.2: Photograph showing 8 Chalmers St. with the Slave Mart Museum located to the east. (Photo: Author, 2011)

3 Ibid.
ig 7.3: 1884 Sanborn Map.
CCSI=7101n, accessed March 2011)

Fig. 7.4: 1888 Sanborn Map
accessed March 2011)
Fig. 7.5: 1902 Sanborn Map

Fig. 7.6: 1944 Sanborn Map

Fig. 7.9: Interior view of current law office at 8 Chalmers. The window seen at the rear of the photograph is the location of the rear door of the fire station. (Photo: Author, 2011)

Fig. 7.10 & 7.11: Further interior photographs of the law office currently occupying 8 Chalmers St. None of the original interior architecture was kept in the building. (Photo: Author, 2011)

Additional Photos of 8 Chalmers St.:
Fig. 7.12: original sign for the German Fire Company. (Photo: Author, 2011)
Fig. 7.13: A few areas of the exterior stucco are falling off, exposing the original bricks underneath. (Photo: Author, 2011)

Fig. 7.14: Photo of the rear of the north wall of 8 Chalmers St. (Photo: Author, 2011)
Fig. 7.15: Original helmet shield from the German Fire Company. (Photo: Author, 2011)
Built in 1887-1888 Central Station was constructed on the corner of Meeting and Wentworth Streets on land previously owned by the city. Prior to construction, the lot contained an artesian well and gazebo and was slated to be a public park. The earthquake of 1886 severely damaged several of the existing structures and forced the city to reevaluate the location of its response teams. It was decided that this location would provide quick access to the east and west from it's Wentworth Street bays while allowing for further quick access north and south from the Meeting Street doors. Sanborn maps from 1884 indicate the presence of an artesian well on the property, as well as several sheds and small outbuildings. (Fig 8.2). The 1888 Sanborn clearly indicates the building of the 4 bay Central Station and the relocation of the artesian well to the current location.
in the pavilion. Also visible are two outbuildings behind the station, perhaps used for storage and a possible outhouse structure as well as a coal shed. (Fig. 8.3). By 1902, Sanborns indicate the same structures, with the addition of what is labeled a 50' training tower, which would later be torn down in by 1955 (Fig 8.4 – 8.7) The Meeting Street side of the fire station remains a working station, housing two engine trucks (No. 2 & 3).

Listed as builder for the project is a gentleman by the name of Colin Grant. Design credit for the building is given to local Daniel G. Wayne who is listed in the 1877 – 78 city directory as a 'contractor'.\(^1\) It is unclear if Wayne had his architect designation, as during the time period builders and contractors often did design work as well. Wayne lived on upper King Street and was approximately 70 years old during the time of construction. While Waynes exact inspiration for the design is unknown, the parapet which decorates both the Meeting Street and Wentworth Street facades bears a close resemblance to that on the Randolph Hall additions (designed by an architect by the name of Rutledge and modified by Gabriel E. Manigault) at the College of Charleston. (Fig. 8.8 & 8.9) These additions first appear in the 1902 Sanborn Map and share a very similar shape with a center louvered circle. As these designers would have been contemporaries, it is questionable as to if one found inspiration in the design of the other, although it is not clear which design would have been completed first. Daniel Wayne is also attributed to having built the Wentworth Mansion (Fig 8.10) located on 149 Wentworth St. This second empire style building was built in 1885-87 for Francis Silas Rogers who was a wealthy local cotton factor and shipper. Rogers was also a member of the City Council

\(^1\) 1877-78 Charleston City Directory, Charleston County Public Library, South Carolina Room.
and Chairman of the Board of Fire Masters for 31 years and has also been given credit for helping organize the paid fire department. It has been said that Rogers loved to watch for fires from the cupola of his mansion, and it can be thought that perhaps his connection to the fire department led to Daniel Waynes involvement in designing Central Station. This same design would be used to build the stations at 116 Meeting Street and 5 Cannon Street the same year and the design would be used again in 1910 to build a one bay version of the station at 370 Huger St. 14 years after his design was used for these stations, Daniel G. Wayne died at almost 84 years of age (which was attributed to senility). He is buried at Magnolia Cemetery.

While the design was repeated several times, Central Station retains more of its integrity than the other 3 similar buildings. While the original fold open doors have been replaced by an automated roll up door (Fig. 8.11, 8.12 & 8.13). The original door hinges remain in place and are imbedded in stone on either side of the door opening. (Fig. 8.14). On the original design, the bays in both the Meeting Street and Wentworth sides of the building opened in the front to identical double doors in the rear. This open bay can still be observed on the Wentworth Street side although station 2 & 3 (currently in use) has been divided ¾ of the way back to provide a kitchen/recreation area for the firefighters. (Fig. 8.15 & 8.16) This area has been added on a built up floor so that any changes can be reversed if desired. The bays on both sides of the station still contain grooves in the floor, which were used to allow for traction for the horses when exiting the building to go to a call. (Fig. 8.17) As well, the ghost marks of the locations of the original horse

3 Death Cards – Charleston County Public Library, South Carolina Room
stalls can clearly be seen on the floor as well. (Fig. 8.18)

The second story to Central Station remains mostly intact from its historic form. Information from the firefighters who have remained at this station for some time indicates that at one point a drop ceiling had been added in order to assist with heating the space. This has since been removed and now returned back to the original ceiling height. The space has two large rooms divided east/west down the center (for the two separate companies), and each room contains beds and built out lockers for each of the firefighters. (Fig 8.19) The entire station still contains the original bead board and the only visible alteration is the addition of the modern bathrooms to the rear of the rooms (Fig. 8.20) The original fire poles from the station are still in tact and in use if necessary. (Fig. 8.21) Also, the other stations which were built with Daniel Waynes design have been altered in multiple other ways, so this station provides the most authentic example of the original intended design.

From above, it can be seen that the design contains an “M” design roof which drains to the back of the building in the form of lengthy gutter systems. The roofing material is a standing seam metal roof. (Fig. 8.22)

The Wentworth side of the station on the ground level is currently used as storage for antique and vintage fire trucks with the hopes of using it as a historic display area in the future. The second story currently houses the Fire Department Chiefs Offices, which have been subdivided into many smaller spaces than the original use. (Fig. 8.23 & 8.24) Available historic photos of the building show little change to the exterior of the building, with the exception of decorative painting surrounding the doors. (Fig. 8.25 to 8.26) A
historic postcard also shows the original door design and the presence of shutters on the windows. It is unclear the date of this card and when the shutters were removed. (Fig. 8.27) In general, Central Station has maintained many of its original features and for this reason continues to be a great example of 19th century firehouse architecture. (Fig. 8.28 & 8.29)

Fig. 8.2: The 1884 Sanborn Map showing the future site of Central Station.

Fig. 8.4: Sanborn Map from 1902. The fire training tower can now clearly be seen to the east side of the station. (http://sanborn.umi.com.ezproxy.ccpl.org:2048/sc/8124/dateid-000002.htm?CCSI=7101n, accessed March 2011)
Fig. 8.5: Sanborn Map from 1944. (http://sanborn.umi.com.ezproxy.ccpl.org:2048/sc/8124/dateid-000002.htm?CCSI=7101n, accessed March 2011)

Fig. 8.6: Sanborn Map from 1951. (http://sanborn.umi.com.ezproxy.ccpl.org:2048/sc/8124/dateid-000002.htm?CCSI=7101n, accessed March 2011)
Fig 8.7: Sanborn Map from 1955, note the tower behind the building has been removed. (http://sanborn.umi.com.ezproxy.ccpl.org:2048/sc/8124/dateid-000002.htm?CCSI=7101n, accessed March 2011)

Fig 8.8 & 8.9: The parapet at Randolph Hall at the College of Charleston (above) bears a close resemblance to that at Central Station (below). Photos: Author 2011)
Fig. 8.10: Wentworth Mansion located at 149 Wentworth St. (Photo: Author, 2011)
Fig. 8.11 & 8.12: Photos of the rear of the building, showing the reproduction doors as would have been on the front of the building originally. (Photo: Author, 2011)

Fig. 8.13: New roll down doors installed on the front of each bay. (Photo: Author 2011)
Fig. 8.14: Close up of original door hinge detail. (Photo: Author 2011)

Fig. 8.15 & 8.16: Photo shows newer divider wall, which created a kitchen/recreation space for the firefighters. (Photo: Author, 2011)
Fig. 8.17: Above can be seen the grooves in the floor which were used to help the horses gain traction before exiting the station. (Photo: Author, 2011)

Fig. 8.18: The yellow dashed line represents the approximate outline of a former horse stall, the arrow is the location of a corner post. (Photo: Author, 2011)
Fig. 8.19: View of the second story of Engine 2 showing original bead board. This room remains largely unchanged from its original construction in 1887. (Photo: Author, 2011)

Fig. 8.20: View of east end of second story of Central Station. The door to the far left opens into another similar room, while the closed door to the rear opens to a restroom area. (Photo: Author, 2011)
Fig. 8.21: Original pole on second story of station. (Photo: Author, 2011)

Fig. 8.22: View of 'M' roof from above. (Photo: Author, 2011)
Fig. 8.23 & 8.24: The above photos show a conference room and office space over the bays in the Wentworth side of Central Station. (Photo: Author, 2011)

Fig. 8.25: Historic photograph of Central Station, date unknown. (Photo: Charleston Fire Department)
Fig. 8.26: Photograph of Central Station, December 1932. Note the missing lights above each door and the lack of decorative painting. (Photo: Charleston Fire Department)

Fig. 8.27: Historic Postcard of Central Station, showing original hinged doors and shutters. Date unknown. (Photo: Historic Charleston Foundation)
Fig. 8.28 & 8.29: Current photographs of the Wentworth Street stalls, showing the little change from original construction. (Photo: Author, 2011)
The station located at 116 Meeting Street is one of the three sister buildings which were designed by Daniel G. Wayne and built by Colin McK. Grant in 1887. Sanborn Insurance maps 1884 indicate that the lot was at the time empty and later occupied by the station by the 1888 Sanborn. (Fig. 9.2 & 9.3). The building features the same 2 bay design as 242 & 262 Meeting and 5 Cannon Streets and was the original home for Engine Number 1. The 1902 Sanborn map for this building shows little change (Fig. 9.4), but by 1944 a rear additional storage shed/annex has been added – perpendicular to the main fire house (Fig. 9.5). This view of the building remains the same for the remaining available maps. (Fig. 9.6 – Fig. 9.7). Also visible in each of the Sanborns is the fire tower, which
remains located to the far rear of the lot. (Fig. 9.8) The building remained an active station and fire department headquarters until 1976 when it was closed, following which it was converted to city offices as it remains to date.  

Fig. 9.2: 1884 Sanborn Map.

1 Assistant Chief Raymond Lloyd – Charleston Fire Department, Interviewed by Author, Charleston, South Carolina, August 2010.
Fig. 9.3: 1888 Sanborn Map

Fig. 9.4: 1902 Sanborn Map
Fig. 9.5: 1944 Sanborn Map

Fig. 9.6: 1951 Sanborn Map
Fig. 9.7: 1955 Sanborn Map

Fig. 9.8 – photo of fire tower and annex behind 116 Meeting St. (Photo Author 2011)
5 Cannon St.
1888-present
Location of Marion Steamer Fire Company
&
Engine House No. 6 & 7

On this site, the former Marion Steamer Company (which housed 100 firefighters total) was instituted in 1838 and incorporated in 1839. The Sanborn Fire Insurance Map for 1888 shows the original fire house as a one stall structure with west side piazzas (Fig. 10.2), although no photographs of this building remain to date. One can assume that the building was demolished sometime later that year and the fire house currently located on site was constructed in late 1888. This station again used the design by Daniel G. Wayne seen also at 242-262 and 116 Meeting Streets and featured a two bays constructed of masonry with sleeping quarters for the firefighters above. (Fig. 10.3) This Sanborn also
shows the presence of the bell tower which still stands to the south-east of the station as seen in Fig. 10.4. While the tower underwent a restoration in 2006, the original bell currently remains on display in the courtyard at Central Station. (Fig. 10.5). Sanborn Maps from 1902-1955 show no physical change in the building structure (Fig. 10.6 to Fig. 10.9), although historic photos do show minor changes in painting, etc. (Fig. 10.10) In the interior of the station, changes have been made to the original design in the form of a recreation space for the firefighters (Fig. 10.11). The second story has had multiple changes made, with the formerly large sleeping quarters having been subdivided and drop ceilings added. Fig. 10.12 to 10. ? show the current state of the area and describe changes that have been made. The station at 5 Cannon St. also houses a small number of firefighting artifacts and remains an active station with the City of Charleston to date.

Fig. 10.2 – 1884 Sanborn Index Map
Fig. 10.3 – 1888 Sanborn Insurance Map (http://sanborn.umi.com.ezproxy.ccpl.org:2048/sc/8124/dateid-000002.htm?CCSI=7101n, accessed March 2011)

Fig. 10.4 – Photo of 5 Cannon Street showing tower in background. (Photo: Author, 2011)
Fig. 10.5 – Photo of original bell from tower at 5 Cannon, now located at Central Station (242/262 Meeting St.). (Photo: Author, 2011)

Fig. 10.6 – 1902 Sanborn Map
Fig. 10.7 – 1941 Sanborn Map

Fig. 10.8 – 1944 Sanborn Map
Fig. 10.9 – 1955 Sanborn Map

Fig. 10.10 – Historic photo of 5 Cannon St. (Photo: Charleston Fire Department)
Fig. 10.11 – Photo showing open bay at 5 Cannon. Divided kitchen area can be seen to the right of the photo (with window). (Photo: Author, 2011)
Built in 1910 the fire house at 370 Huger St. features a one stall or bay design with sleeping quarters on the second floor. The design is very similar to that of Daniel G. Wayne, with the exception of a different window configuration on the second floor and that it is only half of the same size. Sanborn maps do not exist for the area so little is known about exactly what was on the lot prior to construction. According to firefighters stationed in the building it was built over a cemetery which has caused an interesting set
of stories to be associated with the property. Originally the building had an open stall design which meant that the truck bay was could be open from the front door through to the back doors. The back 2/3 of the station have since been altered to allow for a recreational/kitchen area for the firefighters (Fig. 11.2) On the second floor, extensive alterations to the sleeping quarters have dropped the ceilings, added a bathroom and covered the original bead board (Fig. 11.3). Despite this the building retains much of it's original feel and can be compared as looking much like historic photographs of the structure (Fig. 11.4 – 11.6 ). The engine house still contains the original grooves on the floor (which allowed for the horses to gain traction when exiting)(Fig. 11.7 ), as well as its original outhouse from construction in 1910 as can be seen in Fig. 11.8.

Fig. 11.2 – the door at the far rear of the bay (behind the fire truck) shows the door to the recreation/kitchen area for the firefighters. The staircase to the right ascends to the second story sleeping quarters. (Photo: Author, 2011)
Fig. 11.3 – showing second story sleeping quarters at Engine 8. The changes made are evidenced by the modern dropped ceiling (which cuts into the original window height) and the covered walls. (Photo: Author, 2011)

Fig: 11.4 – Historic photo showing Engine 8 as it appeared with an early fire truck. (Photo: Charleston Fire Department)
Fig. 11.5 – Photograph showing the rear of the building containing what appear to be the historic hinged doors. (Photo: Charleston Fire Department)

Fig. 11.6 – shows the rear of the building today, which retains most of the original features minus a few alterations. The duct work seen exiting the rear door provides assistance in removing truck exhaust from the building. (Photo: Author, 2011)
Fig. 11.17, showing the groves on the floor used for the purposes of horse traction. To the bottom left of the photo can also clearly be seen remnants of a corner post for the original horse stalls. (Photo: Author 2011)

Fig 11.18 – photo of the original outhouse located behind Engine 8. (Photo: Author, 2011)
The structure built at 1095 King St was constructed in 1933 as a way of expanding the Charleston Fire Department further north on the peninsula. The structure was designed by David B. Hyer and built by Simons/ Mayrand & Company for a cost of approximately $4,200. Little is currently known about the lot and building as Sanborn maps for the Charleston area do not extend to high enough on that point. The building is current in use as a boxing gym for the Charleston City Police.

The property at 161 Coming St. was presented to the City of Charleston for the construction of a 'Negro' fire station in 1943. (Fig. 13.2). Prior to this date, the sole African American Station in the city was located at 46 John St. City Yearbook records indicate that by the 1940's the John St. location was in a declining state and the donation of this land for the specific use of a fire station prompted the city to construct a more modern station on this lot. Because the design was created in the 1940's and in anticipation of increasingly larger fire apparatus, the 2 bay design was built featuring large door openings. This allows for the Ladder 4 truck, which would be impossible to fit through the much smaller door openings to easily be housed. Sanborn Maps for 1888
and 1902 for the lot at 161 Coming St. show a grouping of dwellings. (Fig. 13.3 & 13.4)

The 1944 shows the newly constructed station and records steel trusses in use as supports for the masonry exterior of the building. (Fig. 13.5) This image on the map remains the same for the 1951 and 1955 with no visible changes to the exterior. (Fig. 13.6 & 13.7) The building currently has an attached masonry training space to the rear of the structure which is still in use to date. (Fig. 13.8) Further inspection of the interior of the building show a standard 2 bay design with the back 2/3 of the building being allocated for recreation/living space for the firefighters. (Fig. 13.9) The second story of the building contains a large open sleeping quarters with a small bathroom area to the back. (Fig. 13.10) Little obvious adjustment appears to have been done to the original design from its construction in 1943.

Fig. 13.2 – Image of plaque at 161 Coming St. which shows the presentation of the site to the City of Charleston for the erection of a Fire Station for a ‘Negro’ Company. (Photo: Author, 2011)
Fig. 13.3: 1888 Sanborn Map.

Fig. 13.4: 1902 Sanborn Map
Fig. 13.5: 1944 Sanborn Map

Fig. 13.6: 1951 Sanborn Map

Fig. 13.8: Photo of rear of Coming St. Fire Station (Photo: Author, 2011)
Fig. 13.9: Truck Bay, 161 Coming St. (Photo: Author, 2011)

Fig. 13.10: Second story sleeping quarters (Photo: Author, 2011)
Demolished Stations
81-83 Queen St.
c.1828 – unknown
Former Aetna Engine Company
&
Station No. 2

The station formerly located at 81-83 Queen Street belonged to the Aetna Engine Company, an Irish formed volunteer company within the city. The building was constructed by Clapp & Jones, Builders and was able to house a total of 75 men. This company was instituted in 1828 and incorporated in 1839, although it is unclear exactly what year the structure on this lot was constructed.¹ Sanborn maps for 1884 show a 2 stall, 2 story firehouse structure located directly behind the mills house hotel. (Fig. 14.1) Fig. 14.2 shows that by 1888 the fire department had also taken over the building next to the station for the use of storage of equipment and one steamer. Sanborns indicate that by 1902 the city had given up these buildings. (Fig. 14.3). By 1944 the former station was no longer in use by the Charleston Fire Department and a Dry Cleaning business is listed as being located at that address. (Fig. 14.4) This business would stay at the location for the remainder of the sanborn maps available. Currently standing on this location is a parking garage. (Fig. 14.5)

¹ Charleston City Directory, 1877-1878. Charleston County Public Library, South Carolina Room.
Fig. 14.1: 1884 Sanborn Insurance Map

Fig. 14.2 – 1888 Sanborn Insurance Map
Fig. 14.3: 1902 Sanborn Insurance Map

Fig. 14.4: 1944 Sanborn Insurance Map
Fig. 14.5: Parking garage now located at 81-83 Queen St.
The engine house at the intersection of Archdale and Market Streets was incorporated in 1843 although the exact date of construction is unknown. The station was built by the Amoskeag Manufacturing Company, and the remaining photograph
(Fig. 15.1) as well as Sanborn maps show it to be a single stall building with double turrets and two side entrances. The building appears to have many decorative elements on the top of at least the front facade and was constructed of stuccoed masonry. Sanborn maps for 1884 do not include the area which contained this structure, although the key for that year does have a rectangular structure included which is labeled 'engine house' (Fig: 15.2). Due to damages sustained in the 1886 earthquake, (also evidenced by the support structure in being implemented in Fig. 15.1), the station was no longer in use by 1888. The Charleston City Yearbook for 1887 indicates that this was the last year that the station was in operation with the Charleston Fire Department.\(^1\) Sanborn maps list the building as vacant ruins for this year (Fig. 15.3). Despite this, the next available map for 1902 shows the same building outline with additions on the back and lists the property as P. Chappeaus Dairy. (Fig 15.4). The listings for both 1944 and 1951 indicate that the building was then used for storage (Fig. 15.5 & 15.6) before it was torn down to extend Market Street through to Beaufain Street. (Fig. 15.7)

The Hope Volunteer company was represented by the symbol of a white anchor (Fig. 15.8) and the building contained 50 firefighters total. Fig. 15.9 shows the current intersection where the Hope Engine Company once stood.

\(^1\) Charleston City Yearbook 1887. Charleston County Public Library, South Carolina Room.
Fig. 15.2: 1884 Sanborn Insurance Map

Fig. 15.3: 1888 Sanborn Insurance Map
Fig. 15.4: 1902 Sanborn Insurance Map

Fig. 15.5: 1944 Sanborn Insurance Map
Fig. 15.6: 1951 Sanborn Insurance Map

Fig. 15.7: 1955 Sanborn Insurance Map
Fig. 15.8 – Helmet Shield from Hope Fire Engine Co. (Photo: Author, 2011)

Fig. 15.9: Location of former Hope Engine Company, corner of Market and Archdale St.  
(Photo: Author, 2011)
Little is known about the engine house formerly located at 45 Spring Street. The building housed the Niagra Engine Company, which was a 'colored' volunteer firefighting company before it was merged into the Charleston Fire Department in 1881.¹ The station closed the following year and its firefighters were merged into the station at 47 John Street which would remain the sole 'colored' station until the construction of the Station at 161 Coming St. in 1943.

Prior to emancipation volunteer stations were segregated, and individual slave owners held an obligation to 'donate' a portion of their slaves to volunteer companies for a designated time period to aid in firefighting purposes.² Theses stations would serve the mostly African American and/or more derelict areas of the city or aid in cleanup following a fire. Following the civil war, volunteer companies remained separate and by 1881 the Charleston Fire Department chose to keep only the Niagra Company and the Promptitude (on John St.). It is unknown what happened to the firefighters who served with the other 'colored' stations within the city as the numbers would have been greater than what would be maintained within the department. The Niagra Steamer Company was instituted in 1861 and incorporated 8 years later in 1869. The building on this site is listed in the Charleston City Directory for 1877-78 as R.J. Gould and 72 men were housed here. Figure 16.1 shows an unknown African American station in the city, which

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¹ The term 'colored' in this instance and throughout this thesis is derived from the term used at the time period to describe the stations designated African American by the Charleston Fire Department.

could possibly be the Niagra Engine Company or one of the others in operation prior to 1881.

Because no known image for this station remains, the dimensions, building materials and overall shape of the structure remain unknown. A visual survey of the lot at 45 Spring, however shows what appears to be room for a single stall station. The lot at this address currently houses a house from the late 19th century which is in a state of advanced disrepair. (Fig. 16.2) Sanborn Maps for 1884 do not show the area in question, however the 1888 Sanborn map (Fig. 16.3) shows the current structure on the lot, a two story dwelling with a west side piazza. With the exception of changes in the piazza the structure remains the same to date, as evidenced in Sanborn maps from 1902-1955. (Fig. 16.4 – Fig. 16.7). Because of this evidence, we can estimate that the Niagra Engine Company was demolished shortly after it was no longer in use in 1881 and the current building constructed on the site.
Fig. 16.1 – African American Firefighters, date unknown. (Photo: Avery Research Center)

Fig. 16.2 – Structure currently on the lot at 45 Spring St. (Photo: Author, 2011)
Fig. 16.3 (http://sanborn.umi.com.ezproxy.ccpl.org:2048/sc/8124/dateid-000002.htm?CCSI=7101n, accessed March 2011)

Fig. 16.4 (http://sanborn.umi.com.ezproxy.ccpl.org:2048/sc/8124/dateid-000002.htm?CCSI=7101n, accessed March 2011)
Fig. 16.5 (http://sanborn.umi.com.ezproxy.ccpl.org:2048/sc/8124/dateid-000002.htm?CCSI=7101n, accessed March 2011)

Fig. 16.6 (http://sanborn.umi.com.ezproxy.ccpl.org:2048/sc/8124/dateid-000002.htm?CCSI=7101n, accessed March 2011)
Fig. 16.7 (http://sanborn.umi.com.ezproxy.ccpl.org:2048/sc/8124/dateid-000002.htm?CCSI=7101n, accessed March 2011)
The building formerly located at 46 John Street housed the Promptitude Volunteer Hand Engine company which was later acclimated into the Charleston Fire Department in 1881.¹ This company was designated the 'colored' fire station², and by 1882 all other African-American stations had been merged into this one location. Sanborn Maps for 1884 (Fig. 17.2) indicate a 2 story wooden structures which appears to be rather large in comparison to many of the other earlier stations. This is also shown in remaining photographs of the station (Fig 17.1 & Fig. 17.3). Clearly visible is wooden clapboard siding and two large open stalls facing John Street. It can also be seen from these early

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¹ Charleston City Yearbooks. Charleston County Public Library, South Carolina Room.
² The term 'colored' in this instance and throughout this thesis is derived from the term used at the time period to describe the stations designated African American by the Charleston Fire Department.
photos that there was a second story, presumably for sleeping quarters. Sanborn Maps for 1888 – 1902 (Fig.17.4 & 17.5) show the fire station still in use with minimal changes with the exception of an addition on the rear and the change of a shed in the back of the lot. With the building of the station at 161 Coming Street in 1943, which was built as a 'colored' station, and due to the downward condition of the fire station on John street, once the new building was completed 46 John St. closed. The 1944 Sanborn map indicates that the station was being used for a building material warehouse (Fig. 17.6) and by 1951 as a liquor warehouse. (Fig. 17.7). By 1955 the building had been demolished and the space was used for parking (Fig. 17.8) which remains it's current use. (Fig. 17.9).

Fig. 17.2:  
Fig. 17.3 – (Photo: Avery Research Center)

Fig. 17.4(http://sanborn.umi.com.ezproxy.ccpl.org:2048/sc/8124/dateid-000002.htm?CCSI=7101n, accessed March 2011)
Fig. 17.5 (http://sanborn.umi.com.ezproxy.ccpl.org:2048/sc/8124/dateid-000002.htm?CCSI=7101n, accessed March 2011)

Fig. 17.6 (http://sanborn.umi.com.ezproxy.ccpl.org:2048/sc/8124/dateid-000002.htm?CCSI=7101n, accessed March 2011)
Fig. 17.7 (http://sanborn.umi.com.ezproxy.ccpl.org:2048/sc/8124/dateid-000002.htm?CCSI=7101n, accessed March 2011)

Fig. 17.8 – current view of lot as a parking area on John St. (Photo: Author, 2011)
Stonewall Fire Engine Company  
Corner of George & College Streets

While the exact location of the Stonewall Engine Company is unknown, it is listed as being at the corner of George and College Streets. The company closed shortly after its being acclimated into the Charleston Fire Department in 1881 and little records remain of the building or the company. An 1888 Sanborn map for the area shows a small 2 story brick structure located at the corner of George & College although it is impossible to be certain if this was the former engine company or not. (Fig. 18.1) The Charleston City directory for 1877-1888 lists the Stonewall Engine Company as instituted in 1865 and incorporated in 1866 and that the building was constructed by the Amoskeag Manufacturing Company. The structure was able to house 47 men.

Fig. 18.1: 1888 Sanborn Map  

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1 Charleston City Directory, 1877-78, Charleston County Public Library, South Carolina Room.
Fig. 18.2 – Photo of lot showing possible location of Stonewall Engine Company. (Photo: Author, 2011)

Fig. 18.3 – Stonewall Engine Company helmet shield. (Photo: Author, 2011)
Additional stations with inconclusive research:

**Pioneer Engine Company**

The Pioneer Company is listed as having been located at 182 Meeting Street in the 1877-78 City Directory¹, however Sanborn map listings for the era indicate the structure in question as being an ice house by 1888(Fig. 19.1), during which time the station should have been still in use. It is unclear if perhaps street numbers for the area changed during this time, which could be the reason for the confusion or if there is a misprint with the address for the station. For this reason, the exact location for this station remains unsure. The Pioneer Engine Company was built in 1801 by Clapp & Jones Builders of Charleston and housed a total of 52 men.²

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1 1877-1878 Charleston City Directory, Charleston County Public Library, South Carolina Room.
2 Ibid.
Charleston Hook & Ladder No. 2
Wentworth St.

The Charleston Hook & Ladder Co. No. 2 is listed as being located on the North side of Wentworth St., East of King, however detailed searching of the Sanborn maps for each year show no indication of a station anywhere on the street. The company was the former Old Charleston Hand Engine Company which was incorporated in 1826. C.E. Hartshorn is listed as the builder in the 1877-1888 City Directory, which also indicates that 54 men were housed at this location. The building was no longer in use by the Charleston Fire Department by 1888.  

Washington Engine Company
Vanderhorst St.

In 1849 the Washington Engine Company was instituted and incorporated. An engine house is listed as existing on the north side of Vanderhorst, west of King St., however research using Sanborn Fire Insurance maps have not discovered any fire house structures. The station was no longer in use with the Charleston Fire Department after 1882. The City Directory for 1877-78 also lists Clapp & Jones as the builder with 60 men being housed at the station total.

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3 Charleston City Yearbook, 1889. Charleston County Public Library, South Carolina Room.
4 Charleston City Directory 1877-1878. Charleston County Public Library, South Carolina Room.
CHAPTER 20
CONCLUSION

This thesis compiled a single report of the fire houses of the Charleston Fire Department, organized in 1881. This process led to the discovery of the location and in most cases physical description of each of these stations. Individual stations were analyzed, mapped, researched, photographed and documented. Measured drawings of Central Station at 242/262 Meeting Street were also completed to provide further understanding into the firehouse architecture of the city and provide a lasting record of the structure. These drawings will be submitted to the Historic American Building Survey housed in the Library of Congress which is digitally available for public use.

Each station is an important measure of civic pride within the city, and those in continued use are carefully maintained by both the city and the firefighters. The uniform architectural typology of fire stations is recognizable to all citizens and while each station has different features, a definite Charleston ‘style’ of fire house developed from the station on Meeting Street with its strong masculine details, arched doorways and 3 bay pattern.

These stations create part of the essential fabric of Charleston. Many of the early stations were quite picturesque, adding to the charm of the Holy City. Even as some of them no longer serve as fire houses, the remaining large central doors remind us of how the city protected itself against fire.

Firefighting and the fire houses shaped the architecture of Charleston; these buildings continue to remain a source of civic pride and represent the legacy of firefighting.
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APPENDIX A: IRONWORK STUDY AND CONSERVATION
Conservation of Cast Ironwork

by

Rebecca Moffatt

December 8, 2010

Conservation Lab
The purpose of this project was to obtain a section of cast iron work from the gazebo (currently owned by the City of Charleston) located at the Central Station at 262 meeting street, remove all paint layers and cast new reproduction sections to replace those which are missing. The gazebo is an 11 sided structure which currently only has 4 remaining pieces due to theft and/or neglect over time. As the entire gazebo is in a terrible state of disrepair, the City of Charleston is in the process of planning a restoration project for the entire courtyard and my contact for the project was only too happy for me to assist in gaining further research on the structure and providing help with the cast iron elements.
Above: Photo on the left shows the Gazebo just after 1933 (HABS) and the photo on the right shows the gazebo at present day, clearly in need of rehabilitation and with missing decorative cast iron elements.

Closeup photos of the gazebo elements, showing current state of iron disrepair.
History of the Gazebo:

In 1845 the city of Charleston approved the construction of an artesian well on the corner of Wentworth and Meeting Streets. Drilling began almost immediately, but due to the lack of closely available water and difficulty drilling, it would take multiple drilling companies and 32 years to finally reach water at over 2000 feet. Construction costs would reach over $150,000 by the well’s completion.

By the early 1880’s, the City of Charleston began design plans to build a park on the lot surrounding the well, in honor of then Mayor William Courtenay. The first addition to this park was to be the a cast iron gazebo, to be located over a fountain which would be run off of the artesian well and would serve as the center piece.

In 1886, a devastating earthquake hits the city, which damages several of the existing firehouses and forces the city to re-evaluate the location of emergency response teams. Due to its central location, the city decides to reallocate the lot on the corner of Wentworth and Meeting to the construction of a modern firehouse structure. Completion of 'Central Station' occurs in early 1888 and the decision is made to maintain the gazebo structure within the design. ¹

¹ City of Charleston, South Carolina. City Yearbook 1888.
The 1888 Sanborn map shows the lot following the construction of the firehouse and the inclusion of the gazebo and artesian well. The artesian well would continue to serve as a water source for the people of Charleston until Hurricane Hugo in 1989, when the water was no longer present at the location.

While it is uncertain which ironwork company would have constructed the cast iron elements for the gazebo, comparisons between two companies from the north east have been made with the structure on Wentworth and Meeting. Following the civil war, it was popular for northern companies to advertise and sell cast iron work to the southern states. The pavilion, itself, mainly the decorative portion which I have been working
with, greatly resembles a design in the 1853 catalogue of Wood and Perot of Philadelphia. The following photo shows a closeup of the fire station gazebo and a gazebo from the Delaware River with almost identical cast iron details.

The columns on the gazebo structure very closely resemble the 'Jenny Lind Column' as advertised in the 1857 catalog of J. B. Wickerman, of New York City. Further examples of his designs/ironwork can be found at the White House in Washington, DC and in parks throughout Savannah, Georgia.

2 Brockington and Associates. Historical Overview for Fire Station No. 1 – Prepared for the City of Charleston. Charleston, SC. April 2010
3 Brockington and Associates. Historical Overview for Fire Station No. 1 – Prepared for the City of
Methodology:

Before beginning any kind of work on the piece of cast iron, my first step was to study cast iron and the best ways to conserve work with it. While a full literature review of the sources that I used can be found at the end of this document, I found that Preservation Brief #27: The Maintenance and Repair of Architectural Cast Iron was one of the most useful. This clearly outlined guidelines for dealing with historic cast iron and the best ways to ensure that the material is not damaged. Some of the guidelines that I found most helpful were as follows:

Charleston. Charleston, SC. April 2010
“Paint Removal and Cleaning:

When there is extensive failure of the protective coating and/or when heavy corrosion exists, the rust and most or all of the paint must be removed.

Before selecting a process, test panels should be prepared on the iron to be cleaned to determine the relative effectiveness of various techniques.

The techniques available range from physical processes, such as wire brushing and grit blasting, to flame cleaning and chemical methods.

Hand scraping, chipping, and wire brushing are the most common and least expensive methods of removing paint and light rust from cast iron.

Many of these techniques are potentially dangerous and should be carried out only by experienced and qualified workers using proper eye protection, protective clothing, and other workplace safety conditions.”

Paint Analysis:

After careful inspection of the piece of iron work to ensure there was no visible damage, I decided to conduct a paint analysis on the piece so that I could pass along any former paint colors to the city for their restoration project.

I opted to take samples from four different areas on the piece to ensure that the samples

would best represent the variety of colors which might be visible depending on the detail of the area, how many layers of paint, etc.

The below photo shows the areas sampled:

Each sample was carefully removed and set in acrylic, then following drying was cut and polished before being examined under the microscope. Each of the layers contained an equal number of layers of paint, although sample number two (as shown by above arrow) had the most clearly visible layers. For this reason I have chosen to photograph and provide color details for this particular sample.

The photo above shows the metal sub strait in the bottom left hand corner, followed by a succession of layers of orange primer and what is undoubtedly the original green color. The current black paint is most certainly a more modern interpretation of the paint color as it only makes it's appearance in the last two layers.

Visible colors are: Dark Forest Green (Munsell 1 Gley 2.5/5G (Original Color) and Black (2 Gley 3/10B) Orange Primer
There is also evidence of a light green color in the middle of the sample, and it is believed that this may also be a primer layer as it appears too light to be considered a viable exterior paint sample for such a piece of ironwork.

**Paint Removal:**

Tools used:

1) For a paint stripper I used Super Strip by Savogran. The product claims to work well on metal and to be safe for use on cast iron. I carefully read all application directions before beginning to work.

2) For actual scraping on the ironwork, I used a dental pick, several wire brushes, a popsicle stick and several scrapers of varying sizes. I also used a coarse scrub pad to
help clean in between the decorative elements.

The next step in the process is to remove the paint from the piece of metal. As per instructions in Preservation Brief # 27, I first tested a small area to ensure that the stripper used didn't do any damage to the metal. For the project I used a product called 'Super Strip' which is recommended for use on metal. Below is a photo from the test area.

The photo to the right was taken only a few minutes after the initial application of 'Super Strip' and shows that the product worked almost immediately.

Following the initial test and observing that no harm was done on the ironwork, while paint began to bubble and peel almost immediately, I began strip the entire piece. The results are documented on the following pages.
Initial paint stripper application removed the most of the first two coats of black paint, revealing the green layer below. This gave further helpful clues and was an interesting way of discovering prior paint layers.

Following the first coat of stripper, I found that in some areas (usually those with the most coats of thick paint) I could easily chip away sections of paint. I did this whenever possible during the process as it made it much easier to remove multiple layers at a time. The photo to the right shows the bare iron work after successfully chipping away all the paint.

This photo shows the entire piece of ironwork in the early stages of paint removal. Several layers are in the process of being removed, and several areas have been chipped down to the bare iron, however much paint still remains.
This photo shows the piece following further paint removal. The base coat (bright orange) historic primer can be clearly seen.

This photo shows the piece of ironwork following the most recent phase of paint removal. A majority of the piece in one section is down to the bare iron showing the previously hidden intricate detail.

Due to the stubborn nature of the multiple layers of lead paint that I have been in the process of removing and time constraints of the project, Prof. Marks has taken the piece of ironwork to be grit blasted to remove any remaining paint and residue. This will
ensure that the ironwork is completely clean for making the mold, in order to be able to best cast the detail work on the piece. Unfortunately, by the due date of this project the piece has not yet been returned to me, although I plan to continue with the project, to make the molds and cast new fiberglass pieces once the ironwork is again in my possession. I plan to continue to document this process as it unfolds, so that I may provide a detailed report of the entire project.

**What is next:**

~ Following the grit-blasting process, the ironwork to be used to make the mold will then need to be coated with 4-6 coats of clear varnish product, to ensure that pits in the metal will not cause the rubber to stick.

~ Once dry, the ironwork will be secured to a slick surface, which will allow for easy removal once dry. A dam will then be built around the area to be duplicated secured to ensure no leaks.

~ The rubber mold compound is a two ingredient mixture which is combined at a 1:1 ratio.

~ The rubber mixture is then carefully poured over the prepared form from highest to lowest points to ensure that air bubbles do not form in the mold.

~ Following package directions, the mold must be allowed to set and then the original ironwork carefully removed.

~ The mold is now ready to cast duplicate pieces in plaster or fiberglass.

Assuming the reproduction of the ironwork is successful, the plan is to donate the new piece(s) to the City of Charleston in order to aid in the renovation of the gazebo.
Photo showing the mold (below) and the original iron work after removal.

Photo of reproduction piece of 'ironwork' made from fiberglass.
Possible areas for future exploration (for thesis):

~ Paint sampling from under the gazebo (wooden portion) to test what the original color of the structure was.

~ Location of documentation of the original shutters on the fire station and if they may have been the green color on the gazebo.

Conclusions:

In working on this project, several conclusions can be made. First of all, it is crucial during a project of such an undertaking to realize the time commitment involved. It may have been more helpful had I been able to start the grit-blasting process earlier which would have perhaps allowed me to finish my project on time. Also documenting every step in the process has been very important as it has ensured that I am able to later observe things that I may have not noticed at the time, as well as document the change in paint color and condition of the underlying ironwork. Finally, while this has been at times a challenging project, it has allowed me to have great hands-on experience with actual conservation work and get involved in an actual city project which will hopefully be of use in the future. I have enjoyed the experience and hope to be able to try similar work again at a later date.

** Many thanks to Profs. Moby Marks, Frances Ford and Mr. Colin Wohlford for their guidance during this process!
**Literature Review**

In performing my searches pertaining to cast iron and its deterioration and restoration, I was able to find the following resources which I thought would be helpful in my conservation project. While some are older than ten years (some by more than a hundred) I think that they will also serve as important additional resources on my topic as they give background information or provide additional information to what can be read in modern sources.

The online resource *Modern Casting by the American Foundrymen's Society* will undoubtedly be helpful in preparation for the actual recasting of the ironwork (in whatever material we end up using) as it explains in detail the method of casting metal historically and how to replicate the look of historic cast metal. The article is both interesting and really informative to someone who has never done casting before and gave me a great start on the process.

While not written within the last decade, *Badger's Illustrated Catalogue of Cast Iron Architecture (1865)* and Sir William Fairbairn's *On the Application of Cast and Wrought Iron to Building Purposes (1854)* will both prove to be valuable resources as they both give substantial information about the use of historic cast iron, the styles used and the methods employed in building. With my project I will need to compare designs with historic designs as current paint layers and corrosion make portions of the ironwork difficult to identify. Robertson's book *Cast Iron Decoration: A World Survey* will provide similar help to my project in providing examples of cast iron decoration.
world wide which will provide comparisons to the details on the gazebo.

**Historic Building Construction: Design, Materials and Construction** by Friedman and **Materials and Skills for Historic Building Conservation** by Forsyth are two very helpful resources in this project. Both discuss the use of iron work, and specifically iron work in building construction. This includes difficulties in using this material and what some of the considerations must be in using iron. This will hopefully aid in my better understanding the corrosion of iron work and how to repair and cast it so that I can study the deterioration of portions of gazebo work and how it can be stopped.

Undoubtedly on of the most helpful resources for my project will simply be **Preservation Brief 27: The Maintenance and Repair of Architectural Cast Iron.** Because following the guidelines of the Preservation Briefs put out by the National Parks Service is an important part of preservation, having this as a guideline for my project will be necessary.

**Iron and Steel in Art: Corrosion, Colorants, Conservation** by David Scott looks at conservation issues in regards to iron and steel. While it deals mainly with corrosion issues concerning museum type items (shields, armor, etc), this is also most helpful in understanding how corrosion works and effects iron regardless of where it is located. It is a helpful resource in learning more about iron and how it reacts to its surroundings.

Finally, **Cast-Iron Architecture in America: the significance of James Bogardus, by Gayle** provides further useful information about the cast iron process.
While it discusses larger structures and cast iron facades, the terminology used and discussions included will be helpful in again, further understanding how cast iron behaves and what the threats are it from a preservation standpoint.
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APPENDIX B: PAINT ANALYSIS
Central Station
262-242 Meeting Street

Finishes Report – March 2011

Introduction:

This report presents the results of microscopic analysis of samples taken from the Wentworth Street bays of Central station, located at 242-262 Meeting St. Finishes analysis for each bay was conducted by means of cross-sectional analysis, carried out by Rebecca Moffatt, Masters Candidate with Clemson University/College of Charleston, in March of 2011.

Methodology:

In order to analyze the finishes, samples were taken from a variety of areas in each bay (as outlined in the following pages). Samples were removed using a micro scalpel with a #15 blade. Each sample was then transported back to the lab at 292 Meeting Street in polyethylene bags, following which they were examined, labeled and cast in polyester resin (Bioplastic) cubes. After setting, the cubes were cut into cross section samples using a Buehler Isomet and polished on a Buehler Ecomet, and then examined under a microscope at magnifications between 4-10X.

Each sample was studied and information recorded. Samples were then photographed using a Nikon Coolpix 4300 in reflected visible light. The cross-sections of each sample can reveal the sequence of paint layers over time, thickness, dirt layers, and texture. The photomicrographs should not be used directly for color matching purposes.

Rebecca M. Moffatt
March 2011
**Paint analysis results:**

**Bay 1 (West bay):**

Sample 1: BISI – wainscoting

The sample from the wainscoting in bay 1 indicates that there have, over time, been a total of 9 layers of paint in this area as can be seen in below sample photograph.

**Paint colors discovered were:**

9: burgundy/red (current)
8: peach
7 - 4: layers of green (ranging in shade)
3: red/brown
2: brown
1: light cream

It can be observed from this sample that the original paint layer would have been a light cream color.

A comparable color would be:

Benjamin Moore # 967
Cloud White

Rebecca M. Moffatt

March 2011
Bay 1 (West bay):

Sample 1: BIS2 – wall above wainscoting

The sample from the wall above the wainscoting in bay 1 indicates that there have, over time, been a total of 13 layers of paint in this area as can be seen in below sample photograph.

Paint colors discovered were:
13: peachy beige (current)
12: beige
11: pinkish cream
10-8: light green layers
7: cream
6: cream
5: light mint green
4: cream
3: cream
2: varnish
1: varnish

It can be observed from this sample that originally the walls would have been varnished in this area, however the first paint layer would have been a cream color.

A comparable color would be: Benjamin Moore # 915 - Cameo White
Bay 1 (West bay):

Sample 1: BIS2 – under staircase (wall)

The sample from wall under the staircase in bay 1 indicates that there have, over time, been a total of 15 layers of paint in this area as can be seen in below sample photograph.

Paint colors discovered were:

15: peachy beige (current)
14: light cream
13: dark green
12: mint green
11: cream
10: cream
9: light cream
8: light green
7: cream
6: cream
5-1: varnish

It can be observed from this sample that originally the walls would have been varnished in this area, however the first paint layer would have been a cream color.

A comparable color would be:
Benjamin Moore # 915
Cameo White

Rebecca M. Moffatt
March 2011
Bay 2 (East bay):

Sample 2: B2S1 – upper wall beside door

The sample from the wall beside the door in bay 2 indicates that there have, over time, been a total of 22 layers of paint in this area as can be seen in below sample photograph.

**Paint colors discovered were:**

22: peachy beige (current)
21: white
20: peach
19: white
18: peach
17: brown-red
16: kelly green
15: dark green
14: light green
13: light green
12-10: cream
9: red
8-1: varnish

It can be observed from this sample that originally the walls would have been varnished in this area, however the first paint layer would have been a cream color. A comparable color would be: Benjamin Moore # 915 - Cameo White

The next interesting layer would be the red layer found directly above this cream color, which is a deep red. A comparable color would be Benjamin Moore # 1323 – Currant Red.

Rebecca M. Moffatt

March 2011
Bay 2 (East bay):

Sample 2: B2S2 – lower wall beside door

The sample from the lower wall beside the door in bay 2 indicates that there have, over time, been a total of 20 layers of paint in this area as can be seen in below sample photograph.

Paint colors discovered were:
20: peachy beige (current)
19: white
18: peach
17: brown
16: kelly green
15: dark green
14: mint green
13-10: cream
9: red (Currant)
8: cream
7 – 1: varnish

It can be observed from this sample that originally the walls would have been varnished in this area, however the first paint layer would have been a cream color. A comparable color would be: Benjamin Moore # 915 - Cameo White

The next interesting layer would be the red layer found directly above this cream color, which is a deep red. A comparable color would be Benjamin Moore # 1323 – Currant Red.

Rebecca M. Moffatt

March 2011
Bay 2 (East bay):

Sample 2: B2S3 – east wall – upper section

The sample from the east wall in bay 2 indicates that there have, over time, been a total of 15 layers of paint in this area as can be seen in below sample photograph.

Paint colors discovered were:

15: peachy beige (current)
14: pinkish cream
13: cream
12: mint green
11: baby blue
10-8: cream
7-1: varnish

It can be observed from this sample that originally the walls would have been varnished in this area, however the first paint layer would have been a cream color. A comparable color would be: Benjamin Moore # 915 - Cameo White

Rebecca M. Moffatt

March 2011
Gazebo Sample:

The following sample was taken from the interior of the gazebo on the wood. From this it can be observed that the original color was a bright green color, which can be determined from the dirt visible within the layer.

Comparable colors would be Benjamin Moore # 570, Grassy Meadows, or Benjamin Moore # 571, Lotus Flower.

Rebecca M. Moffatt

March 2011
Another interesting find was the possible view of layers of paint on the lower wall of bay 1. It is inconclusive as to what this may indicate without further paint removal or the use of sandpaper.