Twentieth-Century Thoroughbred Training Landscapes of Aiken and Camden, South Carolina

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ABSTRACT

During the late-nineteenth and early-twentieth centuries, wealthy northerners developed the South Carolina towns of Aiken and Camden into important winter resorts. South Carolina’s mild winters and accessibility by rail attracted Gilded Age elites to Aiken and Camden’s Winter Colonies. As part of their recreational social activities, the wealthy winter residents developed golf courses, polo clubs, and fox hunts. Vacationing thoroughbred racehorse owners realized that the mild winter climate was ideal for training, leading them to establish training facilities and tracks during the early-to-mid twentieth century. These training facilities cemented the towns’ statuses as important winter training centers, leading important figures in American thoroughbred racing and major racing farms to construct barns near the training tracks. A number of significant trainers, including many U. S. Racing Hall of Fame inductees trained nationally- and internationally-renowned racehorses in Aiken and Camden.

This thesis traces the development of Aiken and Camden’s equine landscapes including landscape features like tracks, training barns, and outbuildings. It identifies a distinctive typology of vernacular training barns that emerged in each of the towns and traces the standardization of training barn forms during the mid-to-late twentieth century. It also provides insight into how the equine landscapes reflected class, gender, and racial hierarchies. The analysis of spatial usage patterns used to develop barn types is supplemented by archival materials including period photographs, maps, plats, correspondence, newspapers, magazine articles, and oral histories to gain insight into the history of the barns and local racing culture.
ACKNOWLEDGEMENTS

I would like to thank my thesis committee for their invaluable comments and questions. I would especially like to thank my thesis director Dr. Carter Hudgins for his guidance and support during the process of researching and writing this thesis. I also thank my thesis readers Ralph Muldrow and Kristopher King for sharing their opinions and knowledge to strengthen my thesis.

This thesis would not have been possible without the support of the passionate and knowledgeable horsepeople and local historians in Aiken and Camden. Lisa Hall and Anne Mitchell Pezzano arranged access to the Aiken training barns for me. Lisa also shared the valuable historic sources she had gathered at the Aiken Racing Hall of Fame and Museum, while Anne graciously took the time to walk me around the training barns to explain their unwritten histories and answered my numerous questions about horse training in Aiken. Catherine French and Jeff Teter allowed me to use the National Steeplechase Museum’s library and access the training barns at the Springdale Race Course. Donna Freyer provided me with access to the Camden Training Center. I would also like to thank archivists Sarah Murray, Windy S. Corbett, and Lon D. Outen for facilitating my research at the Camden Archives and Museum. Finally, I would like to thank Lucas Clawson and the other archivists at the Hagley Museum and Library in Wilmington, Delaware for helping me research the Camden Training Center.

I would also like to thank the Hagley Museum and Library for its financial support through the Hagley Exploratory Grant. This thesis would also not have been possible without support of the Southeast Chapter of the Society of Architectural
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I would also like to thank my family, friends, and classmates for their emotional support and senses of humor, both during the thesis process and over the past two years. Last of all, I would like to thank my undergraduate professors at the University of Mary Washington who encouraged and challenged me to pursue my research on social history and equine landscapes.
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CHAPTER 1
INTRODUCTION

During the late-nineteenth and early-twentieth centuries, wealthy northerners developed the South Carolina towns of Aiken and Camden into important winter resorts known as Winter Colonies. The towns’ mild winters, health resorts, and accessibility by rail drew the Winter Colonists. As part of the recreational social activities, the wealthy winter residents developed golf courses, polo clubs, and fox hunts. Vacationing thoroughbred racehorse owners realized that the mild winter climate was ideal for training, leading them to establish training facilities during the early-twentieth century. Winter Colonists Thomas Hitchcock and William C. Whitney worked to develop the earliest training tracks and barns in Aiken during the mid-to-late 1890s. Aiken became a major winter training center after polo player Fred Post led the construction of the state-of-the-art Aiken Training Track in 1941. The construction of training tracks cemented Aiken’s status as a winter training center, leading major racing outfits to construct or board their horses at nearby stables.¹

Similarly, two of Camden’s Winter Colonists Ernest Woodward and Harry Kirkover developed Springdale Race Course for steeplechase races in 1928. They also established a winter training facility on the property. The Carolina Cup races held at the Springdale Race Course and the winter training facilities attracted the top steeplechase racehorse owners in the United States. Racehorse owner Marion duPont Scott initially

stabled her steeplechase horses at the Springdale Race Course for winter training. Realizing Camden’s potential for training flat racers, she established the Camden Training Center with one of the finest mile tracks in the South in 1936. The thoroughbred training activities in these towns were so important that Aiken earned the nickname of “Newmarket of the U.S.” and Camden became known as the “Steeplechase Capital of the World.” The thoroughbred industry became a major source of revenue for both town’s economies. Thoroughbred training inextricably shaped the built environments and identities of both towns throughout the twentieth century. The thoroughbred industry peaked during the 1970s and has been slowly declining since, placing economic pressure on the historic thoroughbred training facilities.²

Despite the significance of horseracing to South Carolina and national racing history, no scholarship has been completed on the twentieth-century thoroughbred training landscapes in Aiken and Camden. Intellectual bias against the study of thoroughbred training barns due to the buildings’ associations with social elites has hindered the study of these landscapes. Folklorists and scholars of vernacular architecture have been primarily focused on barns associated with the common man such as ethnic barns and tobacco barns. Although the body of scholarship on ethnic barns and tobacco barns is too extensive to review for this thesis, examples of core readings that privilege the barns and agricultural landscapes of the common man in architectural history and

Historic preservation curriculums include Henry Glassie’s “Eighteenth-Century Cultural Process in Delaware Valley Folk Building” (1986), Theodore Prudon’s “The Dutch Barn in America: Survival of a Medieval Structural Frame” (1986), Gabrielle Lanier and Bernard Herman’s *Everyday Architecture of the Mid-Atlantic: Looking at Buildings and Landscapes* (1997), and Allen Noble and Richard Cleek’s *The Old Barn Book: A Field Guide to North American Barns & Other Farm Structures* (2009). Lanier and Herman’s *Everyday Architecture of the Mid-Atlantic* is especially illustrative of intellectual bias because the chapter on farm outbuildings and plans spanning the eighteenth century to the mid-twentieth century covers most of the major agricultural and animal husbandry buildings including potato, broiler, and mushroom houses in the Mid-Atlantic. The chapter excludes thoroughbred barns, even though there are numerous thoroughbred breeding, training, and racing facilities in New York, New Jersey, Pennsylvania, Delaware, Maryland, and Virginia. While some stables are high-style, many are purpose-built, industrial barns with specific forms and functions designed to produce champion racehorses like the training barns in Aiken and Camden.

Historic thoroughbred training facilities have also been inaccurately represented and given minimal attention by preservationists in historic resource surveys and National 

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Register of Historic Places listings. Of the twenty-three Aiken training barns studied, only four are listed on the National Register as contributing to the Winter Colony Historic District I. The Aiken Training Track is also listed on the National Register, although none of the barns and few of the outbuildings listed as contributing resources survive. Written during the 1980s, both National Register nominations are cursory in their architectural descriptions and histories of the equine structures and racetracks. The Winter Colony Historic District I form also incorrectly states that the three Whitney training barns were built during the 1930s when they were actually constructed between 1895 and 1904. In addition, Hitchcock’s two training barns built between 1896 and 1902 have been omitted from all three of the Winter Colony Historic Districts. Furthermore, ten potentially-eligible training stables constructed between the 1930s and 1960s have not be nominated to the National Register individually or as contributing resources. The most recent historic resource survey conducted in 2010 failed to mention all but two of these barns, stating that only one of them was eligible. The survey listed all of the houses next to the barns, including a few built between barns.4

Likewise, what little attention the Springdale Race Course and the Camden Training Center have received from preservationists has been minimal and inaccurate. Neither the Springdale Racecourse nor the Camden Training have had any research

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completed on their structures of landscapes aside from determinations of eligibility for
the National Register in a 1996 historic resource survey. The survey inaccurately listed
barns at the Springdale Race Course as noncontributing, while it listed barns of the same
type and period at the Camden Training Center as contributing buildings constructed in
1936. Many of the barns at the Camden Training Center should have been listed as
noncontributing because they were less than fifty years old at the time of the survey. Now
the barns at both of the training facilities most likely meet the fifty-year requirement for
National Register eligibility. While the authors of the reports could not devote much time
to the research and survey of the training barns because of the numerous buildings they
had to include in their surveys, the Aiken and Camden surveys show that preservationists
generally lack the knowledge to accurately date and evaluate the forms and of historic
horse barns. The overall treatment of the training barns by scholars and preservationists
demonstrates that their architecture, construction, and significance are poorly understood
and undervalued.5

As the buildings from the Winter Colonies in Aiken and Camden have
approached one hundred years of age, there has been increasing interest in the town’s
sporting culture from local hobby historians. However, most of the works published focus
on polo and fox hunting or on famous racehorses. Local hobby historians have written
most of the books on Aiken and Camden’s Winter Colonies and sporting life. Authors
wrote the earliest books in the 1980s and 1990s to commemorate significant

5 Historic Property Associates, Inc., Historic Resources Survey of Camden, South
anniversaries. Local sports writer and racing enthusiast Ernie Trubiano wrote *The Carolina Cup: 50 Years of Steeplechasing & Socializing* (1982) to provide a history of the race, people important to the race, fashion, gambling, and other unusual occurrences at the races. Similarly, *Nothing Could be Finer: A Fifty Year History of the Heyday of Polo and Winter Resorts in Camden 1898-1948* (1996) by John H. Daniels and *A History of The Camden Hunt: Seventy Years of Riding to Hounds* (1996) by Jeff McMahan were written by Camden horsemen who sought to chronicle the history of their local equine sporting organizations as the organizations approached important anniversaries. Daniels played polo in Camden before and after World War II, while McMahan was the Master of Foxhounds for The Camden Hunt. Although neither work is scholarly, both books offer insight into the development of sporting and sporting culture in Camden. McMahan’s book is particularly useful because it contains reprints of hunt club membership rosters, letters, and brochures that reveal social stratification within the equine community.6

More recently, local historians published pictorial and racing histories about the Winter Colonies about one hundred years after the golden age of the winter resorts during the 2010s. Two Images of America series books *Aiken* (2011) by Janice McDonald and Paul Miles and *Aiken’s Sporting Life* (2016) by Jane Page Thompson provide historic photographs of Aiken’s sporting culture during the early-twentieth century along with

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captions containing background information. While these books are important because they address Aiken’s twentieth-century history and make it accessible to a general audience, they have limited scholarly applicability because the photographs are frequently undated and the information in the captions is not clearly cited. Similarly, local historian Lisa Hall’s *Aiken Thoroughbred Racing Champions* (2017) provides a brief history of the Aiken Training Track, as well as histories of all of the horses inducted into the Aiken Thoroughbred Racing Hall of Fame. Although the book lacks academic citations, Hall gained the information from period newspaper articles and the *American Race Horses* series, making the book useful for understanding the significance of Aiken racing stables in terms of the important horses they produced.7

Scholars have only produced one book that includes the twentieth-century history of Camden and Kershaw County. A parallel history of Aiken County has not yet been produced. Joan Inabinet and Glen Inabinet produced the first scholarly history of Camden in their book *A History of Kershaw County South Carolina* (2011). This comprehensive survey of the history of Camden and its surroundings includes an overview the development of the winter resorts and the rise of equestrian sporting culture there. It also briefly discussed the development of horse racing facilities at Springdale Race Course and the Camden Training Center. The book is a much-needed summary of Camden and Kershaw County’s history, but it does not explore the Winter Colony or thoroughbred

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training in any depth. Due to the lack of scholarly research on the late-nineteenth and twentieth century histories of Aiken and Camden there has unsurprisingly been no research into the histories of the thoroughbred training barns. Additionally, there has not been any scholarly research undertaken on the regional forms of equine buildings and landscapes in Aiken and Camden, despite the centrality of the thoroughbred training landscapes to the towns and the mounting economic pressures these facilities face.

This thesis undertakes a systematic study of the regional patterns and forms of equine architecture in Aiken and Camden. Supplemented by primary sources like magazines, newspaper articles, personal correspondence, memoirs, and oral histories, the thesis includes a comprehensive history of the development of thoroughbred training facilities in Aiken and Camden. The thesis examines forty-three thoroughbred training stables in Aiken and Camden as the primary form of data. The training stables in Aiken have construction dates ranging from the mid-to-late 1890s through 2006, while barns in Camden were built from 1928 to around 2000. The training barns in Aiken consist of one to three stables constructed on individual properties, while all of the stables in Camden are located on either the Springdale Race Course or the Camden Training Center. Through an examination of the layouts and spatial usage patterns of the training barns, the thesis categorizes the stables into distinct types. Despite the proximity of Aiken and Camden, and the movement of horses, riders, trainers, and owners between the towns, unique vernacular training barn forms developed in each town.

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The thesis also examines the barn’s placements within the landscape and presentation to the public right-of-way through their directional orientation, architectural aesthetics, and capitalization of scenic vistas to understand how social hierarchies and norms were manifested through the built environment. Only one of the barns has distinctive architectural style and a semi-prominent placement within the landscape, suggesting that owners were primarily interested in functionality over presentations of wealth and status through aesthetics. Naming conventions for barns used by owner Marion duPont Scott in Camden further indicate that owners and trainers may have approached the production and training of thoroughbred racehorses with more of an industrial mindset.

The thesis also evaluates the characteristics and evolution of the broader thoroughbred training landscapes of each town. The examination of landscape includes outbuildings like laundries, offices, and worker housing. Worker housing constructed prior to the 1960s stood behind barns and trainer’s cottages, suggesting that the predominantly upper-class, white, male northerners who built the barns were uncomfortable with having lower-class workers’ housing clearly visible within the thoroughbred training landscape. The methodology for the thesis is discussed more extensively in the second chapter.

The three chapters following the methodology develop a historical context for the equine landscapes in Aiken and Camden. The third chapter discusses the development of the Winter Colony in Aiken with an emphasis on equine sporting culture and its role in precipitating the establishment of racetracks and training facilities. It also provides a
basic history of racing in Aiken. The fourth chapter provides a similar history of horse culture and racing in Camden. The training activities and routines commonly followed in thoroughbred training is covered in the fifth chapter, along with the social hierarchies at training barns. This chapter includes a discussion of race and gender in thoroughbred training.

The next section of the thesis contains detailed histories of each of the training facilities to rectify the lack of scholarship on the development of thoroughbred training facilities, physical evolution of the individual properties, and the notable people and horses connected to each barn. The sixth chapter covers Aiken, while the seven chapter discusses Camden. These chapters serve as the basis for the following analysis chapter. The analysis evaluates overall regional patterns in training farm layouts and architecture in South Carolina. The end of the analysis chapter includes suggestions for preservation-minded property owners who are interested in maintaining their training barns or rehabilitating them for new uses. Finally, the conclusion identifies areas for further research and summarizes the findings.

The thesis is a systematic study of late-nineteenth and twentieth century thoroughbred training landscapes in Aiken and Camden, South Carolina, which have been overlooked by preservationists and scholars. It develops a training barn typology and chronicles the evolution of the training landscapes. The thesis argues that thoroughbred training landscapes are central to the histories, identities, and built environments of Aiken and Camden. Although overlooked because of their associations with social elites and devalued because of their industrial nature, the thoroughbred
training facilities should be preserved because of their historic and architectural significance. The information gathered on equine landscapes in the thesis provides preservationists and property owners with a better understanding of their stables to assist in decisions about maintenance and use as the horse farms face continuing development pressures, technological changes, and shifts in the racing industry as the twenty-first century progresses.
CHAPTER 2

METHODOLOGY

This thesis is grounded in the analysis of data drawn from historic primary sources. It also utilizes methods of landscape analysis in the evaluation of Aiken and Camden’s thoroughbred training landscapes and barns. Kevin Lynch’s principles for the analysis of urban landscapes serve as the basis for the analysis of broader characteristics and patterns in Aiken and Camden’s thoroughbred training districts.9 Methods for examining the barns included a functional analysis of the spaces within the horse barns and nearby supporting outbuildings, as well as a visual analysis of architectural styles, building materials, and construction techniques. Finally, the discussion of the spatial arrangements of barns necessitates the development of terminology to categorize barn types.

The historical research for the histories of the properties draws almost exclusively from primary-source research due to the lack of scholarship on Aiken and Camden training barns. The main archival repositories for the thesis include the Aiken Register of Mesne Conveyance Office, Kershaw County Register of Deeds Office, Aiken Thoroughbred Racing Hall of Fame and Museum, the National Steeplechase Museum, the Camden Archives and Museum, and the Hagley Museum and Library. The histories are most dependent on chain-of-title research, period newspaper articles, aerial photographs, William duPont, Jr.’s financial records, and the ca. 1938 Bert Clark Thayer

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photographic album of Camden. The aerial photographs and Thayer album are also important to the analysis of historic landscapes and buildings. Oral interviews fill in many of the voids about barn tenants and historic spatial usage patterns. The histories also occasionally draw from newspaper and magazine articles written after events when period sources are not available. Since the construction and use of the barns were not well-documented by primary sources, the thesis relies on pattern analysis to interpret the thoroughbred training landscape.

The chapter on Aiken barn histories also uses Lisa Hall’s book Aiken Thoroughbred Racing Champions to locate the barns the horses and their trainers occupied. Horses inducted into the Aiken Racing Hall of Fame had to spend part of their careers training in Aiken, as well as be named a champion or win an Eclipse Award. Horses were named champions or won Eclipse Awards for their overall yearly performances, not simply for winning one significant race such as the Kentucky Derby.10 Camden unfortunately does not have a similar history on its many champions and Eclipse Award winners, so the history chapter does not connect as many prominent horses and trainers to barns. The histories of Aiken and Camden prior to the development of thoroughbred training draw from secondary sources, many of which are not completely verifiable, due to the narrow scope of the thesis and the limited time to complete it. Hopefully scholars will soon be inspired to research and write about the towns’ rich histories.

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In addition, field investigations of the Aiken and Camden training barns also served as the primary form of data for the thesis. The thesis examined a total of forty-three training barns, twenty-three in Aiken and twenty in Camden. The research in Aiken included all of the purpose-built training barns constructed around 1900, all of the major stables built around the Aiken Training Track after it opened in 1941, and nearby polo barns converted into training stables. The Aiken stables include the Hitchcock barns (ca. 1896-1902), Whitney barns (ca. 1895-1904), Hill ‘n Dale stables (ca. 1930 and 1978-1985), Buckland Farm barns (ca. 1930 and 1970s), Buckland Farm Annex (ca. 1939), Robert Dotter barns (ca. 1940s and 1971), Clark barn (ca. 1947), William Haggin Perry barn (ca. 1958), W. C. Freeman barn (ca. 1962), Bwamazon barn (ca. 1962), Cragwood Stables barns (ca. 1963-1967 and 1963-1971), Buddy Raines barn (ca. 1976), Ogden Phipps barn (ca. 1977), Claiborne Farm barn (ca. 1982), Gaylard-Pezzano barn (ca. 1990), and the Aiken Training Track stable (ca. 2006). This thesis does not include the stables and carriage houses for sporting and riding horses located on Winter Colony estates. Prior to the construction of the Aiken Training Track, owners who did not stable their racehorses at the Hitchcock or Whitney training barns may have kept them in their personal stables along with their sporting and riding horses. These stables and carriage houses fall out of the scope of the thesis because they were not converted into thoroughbred training barns after the construction of the Aiken Training Track. It also does not study the Aiken Mile Track because it was built for standardbred trotting horses instead of thoroughbred racehorses. All of these barn types need to be studied.

In Camden, the thesis also includes all of the training barns at the Springdale Race
Course and Camden Training Center. There are nine stables at the Springdale Race Course including barns B-1 (ca. 1928), D (ca. 1928-1935), E-3 (ca. 1931), A (ca. 1960s-1970s), C (ca. 1960s-1970s), B-2 (ca. 1986), E-1 (ca. 2000), E-2 (ca. 2000), and an early-to-mid twentieth century stable appended to a 1930s laundry building. The naming system for the barns is alphanumeric and does not indicate barn typology. The other eleven stables are at the Camden Training Center. The stables include barns 3 (ca. 1937), 4 (ca. 1937), 5 (ca. 1942), 6 (ca. 1942), 7 (ca. 1955), 9 (ca. 1961), 10 (ca. 1960s-1970s), 1 (ca. 1985), 2 (ca. 1986), and 11 (ca. 1990). There are several other small stables located off the Springdale Race Course and Camden Training Center properties that may have been or currently are being used as training barns that were not included in the study. Most of them appear to have been constructed during or after the 1980s. Since most of the barns are not historic or have been heavily altered beyond interpretation, they were not included in the thesis.

The field investigations of the barns involved documentation through photography to assist in visual and architectural analysis. The photographs were taken using a Nikon D3200 camera. The visual and architectural analysis also included field surveys examining the stable form, building materials, structural system, style (if applicable), window and door types, number of stalls, stall dimensions, and spatial functions included within the barn. The field investigations also recorded the floorplans of the barns through sketches.

The thesis uses Kevin Lynch’s principles as a model for characterizing and analyzing the thoroughbred training landscapes. In his studies of people’s perceptions of
cities, Lynch identified five spatial elements in people’s mental maps: paths, edges, districts, nodes, and landmarks. He defined paths as channels that observers move along, including roads, trails, rivers, and railroads. Lynch characterized edges as visual boundaries like tree lines and walls. Lynch considered districts to be areas with certain meanings, functional significance, or an identifying character. According to Lynch, nodes are places of intersecting paths or places where people meet. He defined landmarks as point references that are not nodes, like distinctive natural features or significant buildings.11

The thesis does not use most of Lynch’s terminology because it focuses on a suburban instead of urban landscape, but uses much of his framework for characterizing the thoroughbred training landscapes. Since the thoroughbred districts are suburban and the thesis traces circulation patterns for both horses and people, roads and bridle paths are the only type of paths. They are referred to as roads and bridle paths to increase accessibility for readers. Unlike Lynch’s definition of edges as a visual boundary, the edges in Aiken are roads and tree lines in Camden. The thesis uses the term boundaries because the word implies that a horse cannot or should not cross the bounding feature. It also uses the term intersection instead of node because the only nodes are intersections of streets or bridle paths. It also uses the term points of reference instead of landmark to describe landscape features and buildings prominent within the mental maps of horsepeople in Aiken and Camden. The use of the term landmark to describe features of

the thoroughbred training landscapes would be confusing since none of the buildings are especially conspicuous to people from outside the equine community and the buildings have been landmarked by historic preservation organizations.

In both Aiken and Camden, the thoroughbred training landscapes can be considered districts because of functions held in common between properties, as well as the areas’ distinctive architectural and landscape characteristics. Within the thoroughbred training districts, the study evaluates the circulation patterns formed by roads and bridle paths. The study also examines the nature of the districts’ boundaries, especially in relationship to bordering suburban residential areas. The application of Lynch’s methodology to thoroughbred training landscapes identifies broader patterns shared between Aiken and Camden, as well as patterns unique to each town. Tracing the evolution of the landscapes and their characteristics enables the identification of some features that should not change for the areas to retain their characters, as well as other features that have changed over time and should be allowed to continue to change.

The thesis uses functional analysis to categorize the forms and uses of the stables and outbuildings to develop training barn types. An example of one barn from each type is mapped using a sketch of the floor plan to illustrate. Different colors and patterns shaded over floor plans provide visual representations of how people used spaces to care for and train racehorses. Some of the most prevalent functions include stalls, feed rooms, tack rooms, offices, hay and bedding storage, equipment storage, living spaces for workers, and spaces for horses to walk as they warmed up and cooled down from running. Functional analysis allows for the recognition of local and regional patterns of
land use and stable architecture. It also identifies changes in spatial usage patterns over time as training barns constructed during the second half of the twentieth century gradually came to adopt more standardized layouts and functions.

In addition to functional analysis, the thesis also uses visual analysis to evaluate the barns’ landscape and architectural characteristics. Sightline analysis from roadways takes into consideration vegetation patterns from historic aerial photographs. It examines the orientation of the barns to the street, whether the barns face inward or outward, and the levels of architectural style, and the barns’ uses of scenic or commanding views to draw inferences about the owners’ construction of the barns to be reflections of themselves, their horses, and their relationships to their peers. Likewise, visual analysis draws conclusions about the hierarchical ordering of spaces and their occupants through the placements of the outbuildings, particularly worker housing.

Finally, the categorization of barns into types necessitated the creation of terminology since there is no preexisting scholarship on South Carolina training barns. The racing stables in Aiken and Camden have a variety of forms and layouts. In the racing field, all of the barns in this study are called shedrows because the stalls are arranged in single rows or in back-to-back rows two stalls deep. In racing, the term shedrow differentiates the form of the barns from other types of stables, such as center-aisle barns. However, the term shedrow does not distinguish between the different forms a shedrow barn can take. For the purposes of conducting an architectural analysis of the forms, functions, and evolutions in the designs of horse barns, this thesis uses terminology created to describe and categorize shedrow barns.
In this thesis, the term linear shedrow refer to a barn or a section of a barn that has a single row of stalls with a walkway or extended roof sheltering the front of the stalls (Figure 1). Linear sheds in Aiken and Camden are typically one-story in height, but they can have a second-floor hayloft at the center of the row of stalls. Tack rooms are usually located at the center of the shedrow with feed rooms at the center or ends.

![Figure 1: The ca. 1930 E-3 barn in Camden is representative of the linear shedrow type. It has a center feed room and second-floor hayloft. The addition on the right end of the barn contains a feed room. Photograph by the author.](image)

The term walking shedrow describes a single or double row of stalls with an encircling dirt walkway or track for walking the racehorses. Walking shedrows can either be open or enclosed. An open walking shedrow has posts supporting the roof but are otherwise open to the outside (Figure 2). They often have removable boards between the posts so that the stable can be closed up to help contain the young, energetic racehorses. An enclosed walking shedrow has exterior walls, making them considerably less permeable than an open walking shedrow (Figure 3). The walls of an enclosed walking shedrow are usually half-height with windows for ventilation. Enclosed walking shedrows usually have large sliding doors or open doorways near each corner on the long sides of the barn, as well as in the center. Both types of walking shedrows frequently
have open haylofts on top of the stalls. Open walking shedrows usually have tack and feed rooms located at the center of the barn, while enclosed walking shedrows frequently have these rooms located at one or both of the short sides of the barn.

Figure 2: The ca. 1940s Robert Dotter barn is an example of an open walking shedrow barn. Photograph by the author.
Racing barns can be comprised of multiple shedrows. An L-plan shedrow has two wings of stalls arranged perpendicularly in the shape of an L (Figure 4). In Aiken, there are examples of L-plan shedrows comprised of two linear shedrows, one linear shedrow and one walking shedrow, and two open walking shedrows. Aiken also has U-plan shedrows comprised of three shedrows arranged so that two shedrows perpendicularly join into the ends of other shedrow (Figure 5). The single U-plan stable in the study had two linear shedrows joining a center walking shedrow. Both the L-plan and U-plan walking shedrows combined with linear shedrows are open in front and enclosed on the other three sides. Supporting spaces like tack rooms and feed rooms are located in the
corners of the barns.

Figure 4: View from inside the walking shedrow of the ca. 1962 W. C. Freeman barn. The barn is an L-plan shedrow with one linear shedrow wing and one walking shedrow wing. Photograph by the author.

Figure 5: The ca. 1958 William Haggin Perry Barn is an example of a U-plan shedrow. Photography by the author.
Like Aiken, Camden also has training barns with U-plan forms. However, all of the U-plan barns are open walking shedrows with double rows of stalls in Camden (Figure 6). All of the supporting spaces are centrally-located in the part of the barn connecting the shedrows. One of the barns was originally an E-plan, but it became a U-plan barn after one of the wings was demolished. The thesis uses the term winged training barn to include the original E-plan form in this type because it functioned the same way the barns constructed as U-plans did.

Figure 6: The ca. 1986 B-2 barn exemplifies the U-plan variant of the winged training barn. Photograph by the author.

Camden also has a predominance of barns the thesis terms tripartite shedrows (Figure 7). These barns are linear arrangements of three shedrows. The center shedrow has an encircling dirt walkway covered by a roof supported by posts. Some tripartite shedrow barns have more space beneath the roof on the back of the center shedrow than the front for the storage of hay and straw directly behind the barn (Figure 8). The two flanking shedrows have extended roofs sheltering the fronts of the stalls.
In addition to stalls, many of the barns also have spaces with supporting functions. These spaces include feed rooms, tack rooms, offices, storage rooms, hay lofts, hay storage rooms, laundries, warming rooms, and shedrows. Feed rooms are supporting spaces where the non-hay food for horses is stored. Some of the earlier barns have granaries above the feed room to store oats. Workers brought oats into the feed room
through a gravity-fed chute attached to an oat crusher in the feed room. By the early-to-mid twentieth century, pelleted feeds containing a variety of ingredients gradually replaced crushed oats. These feeds were often stored in large bins in the feed room. Supplements added to feed are also often stored in feed rooms, although more expensive supplements and medicines sometimes have their own storage rooms in modern barns.

Tack rooms are spaces where saddles, bridles, and other equipment used for riding horses is stored. Some tack rooms also include an office space for the trainer, while other barns have a room exclusively used as an office. Many barns also have storage rooms for other tools and equipment like buckets, pitchforks, and wheelbarrows. Haylofts are spaces above the stalls where hay and straw bedding are stored. Many of the barns in Aiken and Camden do not have haylofts or no longer use them, so hay and bedding are stored in rooms dedicated to that purpose or in spaces for hay and bedding storage in the walking shedrows. Laundries can occupy their own rooms, outbuildings, or share space in the tack rooms. Warming rooms are spaces with a heat source for exercise riders to warm up between exercising sets of horses during the winter time. The shedrows are the dirt walkways encircling the stalls. Some racing outfits use the shedrows to walk the horses prior to exercising them. Walking the horses helps calm them and loosen their muscles up prior to running. Hot walkers usually walk the horses outside after exercise to cool them down. During inclement weather, the horses can also be walked inside. Barns with wide enough shedrows and high ceilings can also be used to jog horses when the weather is too poor to use the training tracks.

In conclusion, the thesis combines archival research with spatial analysis
conducted in the field to analyze local and regional building practices, architectural design, and spatial usage. The spatial analysis draws on Lynch’s principles, functional analysis, visual analysis, and architectural analysis grounded in photographic documentation and fieldwork. The thesis creates terminology to discuss the types of different training barns.
Aiken first developed as a stop for the stagecoach that ran between Charleston and Abbeville, South Carolina during the early-nineteenth century. The stagecoaches stopped for water at Aiken’s Coker Springs. The plantations in the area predominantly produced cotton as the cash crop during the early-nineteenth century. Planters initially shipped cotton to Savannah by floating it down the nearby Savannah River. Seeking a faster way to ship cotton to Charleston, a group of cotton planters and businessmen chartered the South Carolina Canal and Railroad Company in 1827. When completed in 1833, the 136-mile railroad connecting Hamburg to Charleston was the longest in the world. In 1834, railroad surveyor Alfred Dexter surveyed and platted the town of Aiken along the South Carolina Railroad. He planned the center of the town around the intersection of Park Avenue and Union Street, next to the railroad. Williamsburg Street, Park Avenue, Newberry Street, and Edgefield Avenue bounded the original 27 blocks. Planter Beverly Rodgers donated the land for the town. Named after the president of the South Carolina Canal and Railroad Company William Aiken, Sr., the town received its charter in December 1835.\(^\text{12}\)

Prior to the Civil War, many of Aiken’s residents did not live in the town year-round. Aiken’s reputation as a health resort began to grow as planters and their families

began to spend summers in Aiken. In addition to cotton, there were also a number of successful textile mills, turpentine producers, and kaolin mines around Aiken during the antebellum period. During the Civil War, General Hugh Judson Kilpatrick burned many of the mills and tore up railroad tracks near Aiken during General William Tecumseh Sherman’s march through South Carolina in 1865. Kilpatrick failed to destroy Aiken itself because General Joseph Wheeler routed the Union troops during the Battle of Aiken on February 11, 1865. Since Aiken’s infrastructure and economy were not completely ruined by the Civil War, it fared better during Reconstruction, ironically enabling it to become a winter resort for wealthy northerners during the late 1860s.\textsuperscript{13}

After the railroad repaired the tracks several years after the Civil War, northerners and Midwesterners began to come to Aiken. Doctors recommended Aiken as a winter health resort for its mild, dry climate and the waters of Coker Springs. A few large hotels developed to cater to the vacationers including the Highland Park Hotel constructed between 1869 and 1870 and the Park Avenue Hotel, later called the Clarendon, built in the early 1870s. Celestine Eustis is widely credited for transitioning the town from a health resort to a sporting resort. Born into a prominent Louisiana family that moved to France after the Civil War, Eustice became the guardian of her brother George’s children after his death in 1872. After hearing of the health benefits of Aiken, she took the children to winter in the town to restore her niece Louise’s health. Louise grew up to become a sportswoman and socialite who was one of the first women to embrace riding astride. She married wealthy polo player Thomas Hitchcock of New York in 1891.

\textsuperscript{13} McDonald and Miles, \textit{Aiken}, 18-32.
Educated in England, Hitchcock was instrumental in the development of polo in the United States. One of the first ten-goal polo players in the United States, he helped organize the first polo game on Long Island in 1876. He also became known as the father of American steeplechase racing. After their marriage, Thomas followed Louise’s practice of wintering in Aiken. Thomas Hitchcock quickly realized that Aiken’s mild winter climate and sandy soil were ideal for playing polo and training racehorses.14

In 1892, the Hitchcocks invited William C. Whitney to winter with them in Aiken. One of the wealthiest men in the United States, Whitney was also the Secretary of the Navy during the Cleveland presidency and an avid horseman. Like Thomas Hitchcock, Whitney quickly appreciated Aiken’s potential for the equine sports. Both men developed large estates complete with stables and other sporting facilities like squash courts. Whitney bought Joye Cottage, which was a boarding house, from Celestine Eustice. He remodeled and expanded it into a 60-room house in 1897. Thomas Hitchcock and William C. Whitney began to purchase large amounts of land for the development of sporting facilities for golf, tennis, polo, and fox hunting. They also worked to improve Aiken’s infrastructure to increase its appeal for their wealthy northern peers who they invited to winter in Aiken. Whitney also hired architect Stanford White to design a new railroad depot. Aiken quickly became a popular winter sporting resort among Gilded Age New York and New England elites, resulting in the construction of

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numerous cottages and winter estates to the south of the town. Englishman Frederick Willcox also opened the Willcox Hotel in 1898 to accommodate the Winter Colonists after the Highland Park Hotel burned. It quickly became the most exclusive hotel for Winter Colonists in Aiken, attracting famous guests including Franklin Delano Roosevelt, Winston Churchill, Harold Vanderbilt, and William Russell Grace. Winter Colonists enjoyed sports like tennis at the Aiken Club and golf at the Palmetto Golf Club developed by Thomas Hitchcock in 1892.15

In 1898, Hitchcock and Whitney jointly purchased eight thousand acres of forest to use for riding, carriage driving, steeplechase racing, and fox hunting (Figure 9). They formed the Axe Club, a group of volunteer millionaires who worked to clear trails through the woods. The woods became used by the Aiken Hounds for foxhunting beginning in 1914. The Aiken Hounds became the longest continuously operating drag pack in the country. Louise Hitchcock also founded the Aiken Horse Show in 1916, using a clearing in the forest as the show grounds. Concerned with the future of the forest and the equestrian sports in Aiken, Thomas Hitchcock, Jr. and his sister Helen Hitchcock Clark established the Hitchcock Woods Foundation in 1939. The 2,100 acres of woodland became one of the largest urban forests in the United States. Hitchcock Woods has continued to play a central role in Aiken’s equestrian community through the

The vacationing northerners introduced polo to Aiken prior to the formation of the Winter Colony in the 1890s. They began playing polo on a field, now known as the Whitney Field, south of town in 1882. With the arrival of Hitchcock and other champion American polo players during the 1890s, polo truly began to flourish. Both the wives of polo players and their children also became skilled polo players. By the early-to-mid twentieth century, Aiken had gained recognition as the winter capital of American polo. Of the twenty-one American ten-goal polo players in U.S. history, Aiken became the home of seven. Some of the top American polo players included F. Skiddy von Stade,

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Pete Bostwick, Thomas Hitchcock, Jr., Seymour Knox, and Devereaux Milburn who was possibly the best American polo player of all time. The importance of polo to the Winter Colonists led to the establishment of a number of polo fields and polo ranches south of the town. The polo fields included the Whitney Field, the Meadowlark Polo Field, the Mead Polo Fields, the Cochran Polo Fields, the Powder House Road Polo Fields, the Hasslen Polo Field, and the Harriman Polo Fields, now known as Winthrop Field.

Thomas Hitchcock and William C. Whitney acquired the Whitney Field and Powder House Road Polo Fields, donating the polo fields and the Palmetto Golf Course to the Whitney Trust in 1901 to ensure their continued use for sport.17

Thomas Hitchcock introduced horse racing to Aiken during the 1890s. Hitchcock constructed several of the early tracks in Aiken. He built a private track for himself by 1893. This racetrack may have been the Cuthbert Track, the Ridge Mile Track, or another racetrack that had already vanished from the landscape by the mid-twentieth century. The mile-long Cuthbert Track stood about a mile south of Aiken next to Hitchcock’s Palmetto Golf Club. Hitchcock and other Winter Colonists who owned racehorses had their exercise riders take the horses from the stables on their estates, and ride them south down Whiskey Road to train at the track. The Cuthbert Track fell into disuse with the construction of the state-of-the-art Aiken Training Track in 1941. By 1962, the track had

been developed into the Mitchell Shopping Center and a residential neighborhood.

Hitchcock also created the Ridge Mile Track located in Hitchcock Woods. He used the track to train his steeplechase horses. Additionally, Hitchcock built the 5/8th mile training track around the Whitney Polo Field in 1895. William C. Whitney acquired the track in 1899.\(^\text{18}\)

In addition to racetracks, Thomas Hitchcock also constructed the first training barn for racehorses in Aiken in 1895. The four-hundred-foot-long stable may have been one of the barns at the Whitney Field. During the 1896 season, Thomas Hitchcock, mayor Thomas R. Morgan, and future victim of the Titanic sinking James Clinch Smith kept their racehorses at the stable. Hall of Fame trainer William Preston Burch also stabled his clients’ horses at the barn. Hitchcock constructed an additional two stables for his racehorses by 1902. These stables were likely the Historic Hitchcock Stables located at the edge of Hitchcock Woods.\(^\text{19}\)


William C. Whitney also became a proponent of racing in Aiken after becoming interested in the sport during the late 1890s. In 1895, three years after Whitney began wintering in Aiken, founder of the Belmont Stakes August Belmont, Jr. convinced him to make a subscription to help save the Westchester Racecourse in New York. Whitney’s subscription piqued his interest in racing, leading Whitney to purchase several racehorses for the 1898 racing season. He quickly discovered his love of the sport, using his immense wealth to construct multiple training facilities, hire some of the country’s best trainers, and purchase top horses. In 1899, Whitney acquired the 5/8th mile track Hitchcock had built around the polo field for use as his winter training facility. Whitney constructed a second state-of-the-art training barn at the east end of the racetrack, as well as a large Dutch Colonial Revival bunkhouse with a dining room and sleeping apartments for the help (Figure 10). By 1901, Whitney had become determined to make Aiken a top racing center in the United States. He added a third racing stable at the Whitney Field to support the stabling of over sixty racehorses on the property. In 1902, rumors began to surface that William C. Whitney and August Belmont, Jr. were planning to build one of the finest racetracks in the United States to make Aiken into the Saratoga of the South. Whitney’s death in February 1904 prevented his plans for the development of Aiken into a top American racing center from coming to fruition.20

Three decades after Whitey’s death, descendants of the first Winter Colonists transformed Aiken into the racehorse training center Whitney had envisioned through the construction of the Aiken Mile Track and the Aiken Training Track. Aiken had remained a popular winter training center among wealthy racehorse owners throughout the early-twentieth century. By the 1930s, the Whitney Track and the Cuthbert Track were becoming crowded with the number of horses shipped to Aiken by rail for winter training. Additionally, harness horses did not have a good track to train on. In 1936, polo player, harness racer, and nephew of Thomas and Louise Hitchcock Dunbar Bostwick
constructed the Aiken Mile Track and stables for harness horses on the old Hassler Polo Field. At the time, the mile-long track was the longest and finest track for trotting and pacing horses constructed in the South. With the construction of the Aiken Mile Track, harness races began to be held in Aiken for the first time since 1910. The construction of a trotting track also resulted in the harness racing Grand Circuit holding its first race meeting in South Carolina. The addition of Aiken to the racing circuit encouraged northern horse owners to keep their horses in Aiken for winter training after the races. In 1937, Dunbar Bostwick’s brother, eight-goal polo player, and famous gentleman jockey George “Pete” Bostwick constructed a ¾ mile track for flat and hurdle racing inside the Aiken Mile Track. The Bostwicks also built a grandstand to seat two thousand people. With the 1938 additions, the Aiken Mile Track became the only racing venue in the United States to be equipped to handle all three types of racing: harness racing, flat racing, and steeplechase racing over brush hurdles. On March 26, 1938, all three types of races took place at the Aiken Mile Track. The races included the inaugural running American Imperial Cup for steeplechase racers, borrowed from the British Imperial Cup. The races attracted some of the most prominent racehorse owners and trainers, many of whom decided to winter their horses in Aiken for training.21

Inspired by the success of the Aiken Mile Track in attracting stables of trotting horses for winter training, a group of Winter Colonists decided to construct the mile-long Aiken Training Track for the training of flat and steeplechase racehorses in 1941. Long Island polo player Fred Post arranged for the track constructed on his polo ranch and polo field, as well as the neighboring Mead Polo Field. Fred Post and his son William Post leased the track after its construction. Other interested horsemen became involved with track as officers, including president Pete Bostwick and vice president F. S. von Stade, while others became corporators who petitioned for a charter for the track, such as Devereaux Milburn and William Boal Wood. Many of the leading racehorse owners in the country subscribed to fund the construction of the $52,000 track including Florence Clark, J. Frederic Byers, and Isabel Dodge Sloane. Aiken resident Ira Coward supervised the construction of the track for Fred Post. Coward grew cotton until the 1920s when his shooting abilities impressed Winter Colonist Allen Pinkerton so much that he hired Coward. Coward managed Winter Colony estates and polo ranches during the 1920s and 1930s. He supervised the construction of both the Aiken Mile Track and the Aiken Training Track, serving as the manager of the Aiken Training Track and other racing stables until his death in 1959.\textsuperscript{22}

At the time of its construction, the Aiken Training Track featured state-of-the-art design and construction methods. Engineers from Lexington, Kentucky designed the track to have patented “Horine” curves. The curves gave the track a longer straight-away with easier turns at high speeds. The construction of a modern racetrack resulted in a dramatic increase of the number of horses training in Aiken. In 1940, there were about ninety flat and steeplechase race horses in winter training. With the construction of the Aiken Training Track, approximately two hundred of these racehorses wintered in Aiken in 1941. The dramatic increase in the number of horses in training resulted in the construction of training barns and the conversion of polo barns into racing stables near the track. The construction of both the Aiken Mile Track and the Aiken Training Track stimulated the local economy during the Great Depression and World War II as more owners, trainers, and other staff descended on the town for the winter training and social season. The tracks also provided employment opportunities for the predominantly African American, working-class locals as grooms, exercise riders, and other staff associated with the operation of training facilities. Aiken’s popularity as a winter training center increased with the successes of horses trained at the track. In particular, Greentree Stable led nationally in earnings and its trainer John Gaver had the highest number of purses after spending the 1941 to 1942 winter in Aiken. Greentree Stable’s horse Shut Out also drew attention to the Aiken Training Track after going on to win the 1942

Kentucky Derby and Belmont Stakes. In 1947, Florence Clark further expanded the training and racing facilities at Aiken through the construction of the turf 7/8th mile steeplechase course south of the Aiken Training Track. The racehorse training facilities in Aiken became so popular that by 1949, there were about 400 flat racers, 100 harness horses, and 40 steeplechase horses in training at Aiken. A number of staff accompanied the horses including 21 trainers, 12 jockeys, and 250 grooms and exercise riders.23

Despite the increasing industrialization of the Aiken area during the mid-twentieth century, the town remained a top winter training center. The construction of the U.S. Atomic Energy Commission’s nuclear facility on the Savannah River in the 1950s, as well as the opening of several factories in Aiken and nearby Augusta, Georgia, resulted in widespread population growth. In spite of the increased activity, Aiken remained the largest racehorse training center in the country. During the 1960s, racehorse training contributed $1.5 million to the local economy over the annual four-month winter training periods.24

Racehorse training in Aiken peaked during the 1970s, with more than 400 horses

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per year training at the Aiken Training Track. In the 1980s, Aiken began to slowly
decline as a winter training center due to changes in the thoroughbred industry. Racing
became a year-round sport, causing many trainers to race in the winter to bring in
additional money instead of solely focusing on training. Racehorse owners also began to
find the costs of moving horses and hay to Aiken cost-prohibitive due to rising gas prices.
Owners who were willing to move horses for the winter began training in Florida because
of the warmer climate. Additionally, as racehorse owners and trainers who had wintered
in Aiken died off, their heirs and successors ceased moving the racing outfits to Aiken for
winter training. In spite of a loss of patrons, the Aiken Training Track did not begin to
offer gambling or breeding incentives like other tracks. Instead, it demolished the historic
stables and constructed a modern training barn in an effort to make the training track
more appealing. The track also had plans to construct another training barn and build a
7/8ths mile turf track inside the original dirt track. Although thoroughbred training has
deprecated in Aiken, the town has retained its vibrant equestrian community as other sports
have increased in popularity including fox hunting, polo, carriage driving, jumping, and
eventing. The uses of many of the barns around the Aiken Training Track have shifted
from housing racehorses to housing these sport horses.25

Unlike Aiken, which did not develop until the 1830s, Camden in Kershaw County was the oldest inland city in South Carolina. People of European and African descent first began to settle the Camden area during the early-to-mid eighteenth century, displacing the area’s Native American inhabitants. English immigrant and former Charleston clerk Joseph Kershaw established a store in the Camden area during the mid-eighteenth century. The community called Pine Tree Hill that developed around the store later became known as Camden in 1768. In addition to engaging in trade, animal husbandry, and agriculture, Camden residents established mills and pottery factories during the 1770s.26

With the onset of the American Revolution some Camden citizens joined American militias; others remained loyal to the British. Patriot Joseph Kershaw supervised the construction of a brick powder magazine and fortifications at Camden. After Charleston fell in May 1780, British general Lord Cornwallis and his troops captured Camden on June 1. The British and Continental armies inadvertently collided on August 16, resulting in the Battle of Camden. The battle was the worst defeat for the Americans during the war. Guerilla warfare and heavy British casualties during the Battle of Hobkirk’s Hill to the north of town in April 1781 compelled the British to abandon

Camden in May. They destroyed most of the town during their retreat.27

After the American Revolution ended in 1781, residents of Kershaw County spent the remainder of eighteenth century rebuilding from the war. Following Eli Whitney’s invention of the cotton gin in 1793, Kershaw County planters began to grow cotton. The cotton economy resulted in many Kershaw County farmers attaining enough wealth to become planters, as well as the massive growth of the enslaved population during the early-nineteenth century. The planters built a summer-retreat community on Hobkirk’s Hill called Kirkover. They constructed both cabins and impressive antebellum houses to take advantage of the cool-water springs during the summers. Camden also had a large middle-class population comprised of small farmers, merchants, and tradespeople. Locals also constructed mills, turpentine distilleries, and textile factories during the Antebellum period.28

Horse racing was one of the favorite sports of planters in South Carolina. As Camden planters started to become wealthy from cotton, they organized the first race in the town in 1802. The earliest racetrack encompassed the blocks that are now bounded by Lyttleton, DeKalb, Mill, and Laurens Streets with the grandstand near the intersection of Laurens and Fair Streets. Around 1820, the town’s northward expansion led to the relocation of the racetrack northwest of Camden between the Cool Spring and Springdale plantations. Known as the Hawthorne Course, the track was the site of the annual Camden Races until the Civil War. The Camden Races briefly resumed at the newly

27 Inabinet and Inabinet, *History of Kershaw County*, 63-83.
28 Inabinet and Inabinet, *History of Kershaw County*, 84-129, 144-152.
renovated Hawthorne Course during the 1870s, likely ceasing due to a lack of funding during the Reconstruction Era. Allegedly, there was also a third historic racetrack on the site of Marion duPont Scott’s Camden Training Center to the west of the town. Racing would not become an important activity in Camden again until the late-1920s.29

Camden did not fare as well as Aiken during the Civil War. Like Aiken, Camden experienced the struggles of the home front for most of the war, as many of the local men served in the Confederate Army. Camden, however, had far more destruction during Sherman’s through South Carolina in 1865. Sherman’s men burned government buildings, the railroad depot, bridges, and cotton stores in Camden. The burning of the commissary building at the corner of Broad and DeKalb streets caught an entire block of commercial buildings on fire. A month after Sherman’s cavalry passed through Camden, Union general Edward Potter’s army marched from Georgetown to raid Camden. The army broke into banks and destroyed additional trains, railroad tracks, lumber, cotton, and cotton gins. As Potter’s troops returned to the coast, an estimated five thousand former slaves left with the army. During Reconstruction, Camden slowly rebuilt after the destruction of both the infrastructure and the economy during the Civil War.30

Like Aiken, Camden developed into a winter resort town during the mid-to-late nineteenth century. Camden initially received fewer Northern visitors than Aiken because the railroads were local. One early vacationer included Dr. William Parker of New York.

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30 Inabinet and Inabinet, History of Kershaw County, 172-189.
who wrote about the healthy winter climate. Camden’s winter resort era truly began during the 1880s with the opening of the Hobkirk Inn in 1882. The Eldredge family of New York acquired the Haile Gold Mine north of Camden in 1880. Since living conditions at the mine were crude, Frank Eldredge bought a house named Pine Flat in Camden for the family, engineers, and investors to stay in.\textsuperscript{31} He opened the house as the Hobkirk Inn, advertising the “mild, dry, piney-wood climate […] where yellow fever has never been known” and that the hotel was “under Northern management” in New York newspapers by the late-1880s.\textsuperscript{32} Mrs. C. J. Perkins also opened the Uphton Court hotel, later known as the Court Inn in 1889. She published a pamphlet describing the features and advantages of Camden as a winter resort for Northern tourists in 1889. While Camden had been served by regional railroads since 1848, the completion of the Seaboard Air Line Railway in 1900 significantly boosted Camden’s economy and culture by connecting it with major urban centers. The construction of the railroad not only made Camden more accessible to Northern tourists but also encouraged the development of local cotton mills and industries. Shortly after the Seaboard Air Line Railway reached the town, the Camden Land Improvement Company opened the massive Kirkwood Hotel as the premier inn for Northerners in 1903.\textsuperscript{33}


Wealthy Bostonian Rogers L. Barstow was one of the Northerners attracted to Camden during the late-1890s. Barstow and Eldredge created a golf course at the Camden Country Club for winter tourists during the late-1890s. Barstow also enjoyed playing polo, working with Eldredge to establish a polo field and organize matches behind the Hobkirk Hotel in 1898. Winter tourists and locals in Camden formed a polo team led by Barstow to compete in external matches by 1900. The Camden team regularly played against Aiken, but frequently lost as the Aiken players were among the best in the country. Barstow himself was only rated as a three-goal polo player. After Barstow exhausted his fortune and left Camden in 1907, polo remained a popular sport. Much like Aiken, polo in Camden reached its peak during the 1930s prior to the decline of the winter resorts during World War II (Figure 11). Polo continues to be played in Camden on the polo field, making it one of the oldest polo fields still in use in the country.34

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During the mid-1920s, Buffalo resident Harry D. Kirkover attended a polo game in Camden. He enjoyed the atmosphere of the town so much that he moved his winter residence from Southern Pines, North Carolina to Camden in 1926. He purchased an estate on Hobkirk’s Hill called Bohemia that had been designed by the firm McKim, Mead, and White for Rogers L. Barstow around 1900. Kirkover wanted a house that fit in with Southern culture and aesthetics, so he had the exterior of the shingle-style mansion completely remodeled in the Greek Revival style and renamed the house The Hedges. Kirkover convinced his friend Ernest L. Woodward of LeRoy, New York to visit Camden. Woodward also liked the location, establishing a winter residence in Camden in
1927. He purchased an 1840s summer-retreat house called Holly Hedge across the street from Kirkover’s house. Both men were avid foxhunters, participating in the Camden Hunt Club formed by Master of Foxhounds Martha Partridge in 1926.35

Kirkover and Woodward also both enjoyed steeplechase racing. Kirkover found an ideal site for a steeplechase course near the old Hawthorne Course. Woodward purchased the land for the creation of the Springdale Race Course in 1927. Kirkover and Woodward developed the first European-style steeplechase course in America in which all of the jumps could be seen from the viewing area. Beginning in 1928, they held informal steeplechase races on the track. The 1929 Washington’s Birthday steeplechase races attracted some prominent racehorse owners and gentlemen jockeys including Marion duPont Sommerville (surname changed to Scott in 1936). The following year, Kirkover and Woodward held the inaugural running of the Carolina Cup races, which were formally recognized by the National Steeplechase and Hunt Association. They also built stables and several training tracks on the property. The Carolina Cup races attracted the top steeplechase horse owners, trainers, and gentleman jockeys in the United States (Figures 12 and 13). Many decided to keep their steeplechase horses in Camden for winter training to take advantage of the mild climate, fine training facilities, and proximity to the race track for the Carolina Cup races, which was the first race on the

annual steeplechase circuit. Of the major steeplechase racehorse owners and trainers, Thomas Hitchcock, Pete Bostwick, and Florence Clark were among the few who preferred to train in Aiken.36

![Horses parading to the post during the Carolina Cup races. Thayer Photographic Album, ca. 1938, Camden Archives and Museum.](image)

Racehorse owner and breeder Marion duPont Scott recognized the benefits of training racehorses in Camden. She began wintering her steeplechase horses at the Springdale Race Course training facility during the early 1930s. She also realized that Camden would be an ideal location for the winter training of flat racehorses. In 1937, Scott developed the Camden Training Center with the help of her brother William du Pont, Jr. They built one of the finest mile tracks in the South at the training facility, four years prior to the construction of the Aiken Training Track in 1941. Although Scott’s training facilities had about half the number of flat racers in training as Aiken, the Camden Training Center still attracted a number of Hall of Fame trainers who produced Champion racehorses there over the course of the twentieth century.37

In addition to the Camden Training Center, Scott also acquired the Springdale Race Course in 1954. Her ownership ensured that Camden remained one of the most important training centers for steeplechase horses in the United States. An estimated one-half of American steeplechase horses wintered in Camden during the 1960s. In addition to continuing the Colonial Cup races, Scott and her track manager Raymond Woolfe created the fall Colonial Cup races in 1970. The inaugural running of the Colonial Cup had $100,000 in purse money, the largest amount in American steeplechase racing. The races attracted both national and international steeplechase horses. It also made the Springdale Race Course the site of the beginning and ending races on the annual steeplechase circuit.38

At her death in 1983, Marion duPont Scott willed the Springdale Race Course to the State of South Carolina. She also established a $1 million trust fund to continue the operation of the racetrack and the maintenance of the training facilities. Due to her generosity, Camden has remained an important location for steeplechase horseracing and training. Unlike the Springdale Race Course, the executors of Scott’s will sold the Camden Training Center. It continues to remain a privately-owned training center for flat

racers. Despite the decline in the South Carolina racehorse training industry, a number of trainers have continued to stable their horses at both the Springdale Race Course and the Camden Training Center.\textsuperscript{39}

Although both Aiken and Camden attracted wealthy racehorse owners, their social climates differed considerably. Many of the Winter Colonists in Aiken came from Meadowbrook and Westbury, Long Island, while the winter social scene in Camden included a mixture of wealthy locals, Virginians, and Upstate New Yorkers. The winter social scene was more informal than up north in both places, where it was socially acceptable to wear riding outfits for daytime attire. Aiken, however, required formal attire in the evenings for social events. Participation in sports and activities like women’s tree-chopping contests in Hitchcock Woods were a form of antistructure for wealthy Winter Colonists where they could break from the more rigid social norms they followed the remainder of the year to do activities and dress in ways that did not ordinarily befit their social status.  

According to Anne du Pont of Delaware, who moved to Camden to raise and show horses, Camden was “almost the opposite of Aiken. [...] It’s a little high-powered down in Aiken. They like to do things in a big way. There are a lot of people here with a lot of money, but you’d never know it.” Trainers also had different preferences. Some liked Aiken’s physical setting better than Camden, while others preferred Camden for the variety of places to exercise horses including the half-mile.

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track, mile track, bridle paths through the woods, and around open fields.\textsuperscript{42}

The social environment may have also played a factor in Scott’s decision to build her training center for flat racers in Camden. Being a private, tomboyish individual, she likely preferred the laid-back social environment in Camden in addition to the fine training facilities for her steeplechase horses at the Springdale Race Course. Building the Camden Training Center enabled her to have both her steeplechase and flat racers in the same locality. She may have also felt like members of her social class would be more accepting of a woman constructing a training center in Camden than Aiken. Aiken still did not have the Aiken Mile Track or the Aiken Training Track at the time. Scott challenged gender norms by building a large training facility, although she minimized her contestation of gender by having her brother manage the construction work and other men supervise the operations of the training center once it opened. Men built all of the other training tracks and barns in both Aiken and Camden. Florence S. Clark developed a turf steeplechase course in Aiken in 1947, eleven years after Scott set the precedent by building the Camden Training Center.

In addition to the training facilities, the social climate and connections with peers were likely a large factor in racehorse owners’ decisions to winter in Aiken or Camden, though their exact motives remain unknown. Owners, trainers, and horses did not always remain in one place. For example, F. Ambrose Clark stabled his horses in Camden during the 1930s and early 1940s, while his wife Florence had her horses trained in Aiken.


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(Figure 14). F. Ambrose Clark eventually moved his winter training operations to Aiken during the mid-1940s. Similarly, trainer Kent Miller initially trained steeplechase horses in Aiken. In 1941, he moved his stable to Camden where he trained successful steeplechasers, including 1942 and 1946 Champion Steeplechase Horse Elkridge.43

Figure 14: F. Ambrose Clark (left) and trainer Granger Gaither (right) sitting outside a training barn at the Springdale Race Course. Thayer Photographic Album, ca. 1938, Camden Archives and Museum.

Racing outfits generally had the same types of employees and work structure in Aiken and Camden. Historically, owners of racing stables had greater involvement with the training of their horses than present owners in racing syndicates and partnerships. Gentlemen jockeys who ride as hobbyists are also less common today. During the early- to-mid twentieth century, young, affluent men such as Pete Bostwick and Carroll Bassett rode as gentleman jockeys, especially in steeplechase racing. After gentlemen jockeys became too old or heavy to race, they often became used their expertise to become prominent trainers. Former professional jockeys and skilled exercise riders also became trainers. Professional jockeys only rode the horses during races, while exercise riders were the individuals who rode the horses during their daily training. Hot walkers cooled the horses out after they finished exercising, while grooms cared for the horses. Grooms usually cared for three to four horses. Foremen oversaw the grooms and supervised the care of the horses. Racing outfits also had night watchmen to monitor the horses and stables from after evening feeding time to early morning. Racing outfits usually employed a large number of workers to fill the different positions needed to train and care for racehorses. At the time of his death in 1904, William C. Whitney had around sixty employees working at his training track in Aiken, with approximately forty horses in training. Similarly, the manager of the Springdale Race Course estimated that the construction of the B-2 barn in 1986 would generate about fifteen new jobs. Local employees often lived in their own houses or with their families, while nonlocals lived in
Occupations by race in the thoroughbred training and racing industry changed over the course of the late-nineteenth and twentieth centuries. During the nineteenth century, there were many notable African American jockeys and trainers. Due to racism, the Jim Crow laws, and the competitive job market, whites pushed African Americans out of jobs as exercise riders, jockeys, and trainers. African Americans were relegated to positions as grooms and hotwalkers. In addition, many wealthy owners who enjoyed breeding, training, and owning racehorses as a hobby turned to steeplechase racing because many flat racetracks closed due to the bans on gambling during the Progressive Era. Steeplechase racing experienced a golden age during the 1920s and 1930s. A number of the steeplechase trainers and jockeys were white, well-to-do men who also trained or raced for a hobby. Likely as a result of the shifts in the racing industry, the workforce in Camden appears to have been predominantly white during the 1930s based on the Bert Clark Thayer photographic album. The album depicts trainers, jockeys, exercise riders, and hot walkers at both the Springdale Race Course and the Camden Training Center almost exclusively white (Figures 16, 17, and 18). The grooms, pony riders, maintenance workers appear to have been predominantly African American (Figures 16 and 18). Aiken appears to have had similar racial divides in its thoroughbred

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training industry during the early-to-mid twentieth century, although a number of African Americans worked as hot walkers. There were also a few black exercise riders and jockeys in Aiken. The Hitchcocks hired Peter Green as an exercise rider. After working as a groom and foreman, Green became Thomas Hitchcock’s top steeplechase trainer. Additionally, Florence S. Clark employed African American steeplechase jockey Wilbert “Boots” Breland during the 1940s. Prior to integration, training facilities were segregated. The Track Kitchen in Aiken had two dining areas to serve black and white workers separately. Bunkhouses constructed before integration were also likely segregated.45

Figure 15: Exercise riders at the Springdale Race Course. Thayer Photographic Album, ca. 1938, Camden Archives and Museum.

Figure 16: Exercise riders at the Camden Training Center. Note the African American riding the pony horse on the left. Thayer Photographic Album, ca. 1938, Camden Archives and Museum.

Figure 17: Hotwalkers at the Camden Training Center. Thayer Photographic Album, ca. 1938, Camden Archives and Museum.
After the social movements of the 1960s and 1970s, roles for people of color expanded in thoroughbred training during the second half of the twentieth century. Based on photographs, more African Americans appear to have become exercise riders including James “Pockets” Carter of Aiken and John “Squeaky” Truesdale from Camden. Truesdale was champion racehorse Ruffian’s exercise rider. Latinos from western racing outfits with stables in South Carolina also began to work in Aiken during the 1960s, about thirty years prior to Latinos becoming widespread employees in the national thoroughbred breeding and racing industry. Trainer James Maloney worked at San Anita
Park in California for William Haggin Perry prior to Perry establishing training stables in Aiken around 1958. Maloney brought a number of Latino employees with him when he moved to Aiken. Chicano employees from the King Ranch in Texas also worked at the racing outfit in Aiken. Today, there are many African American and Latino exercise riders, foremen, and trainers in Aiken and Camden, as well as grooms and hotwalkers.46

Women have also become increasingly involved with thoroughbred training and racing over the course of the twentieth century. Prior to the twentieth century, thoroughbred breeding, training, and racing was almost exclusively a masculine pursuit. During the early-to-mid twentieth century, women like Marion duPont Scott, Florence S. Clark, and Louise Hitchcock challenged gender norms by becoming expert racehorse owners and breeders in addition to riding astride and playing polo. Women could engage in informal races and the fast-paced, race-like foxhunting that Louise Hitchcock was fond of. Some women like Scott also fox hunted their racehorses and sometimes did some of the slower conditioning riding (Figure 19). However, it was not socially acceptable for women to be employed as grooms, hotwalkers, exercise riders, foremen, trainers, or professional jockeys. Women owners were still heavily involved in decisions about the training and care of their horses, but men oversaw most of the day-to-day work.47

46 Aiken’s African American Contributions to the Aiken Horse Industry, Aiken Racing Hall of Fame and Museum; John “Squeaky” Truesdale: 1937-1996, Camden, South Carolina, Camden Archives and Museum, 3 June 2017; Anne Mitchell Pezzano.
By the mid-to-late twentieth century, it was common for women to own racehorses. During the 1977 Colonial Cup in Camden, over half of the owners were women. Women also began to work in training stables during the 1960s and 1970s. The earliest female employees were often the wives or daughters of the trainers. A small group of women gained their jockey licenses through lawsuits during the late-1960s. Diane Crump became the first woman to compete as a professional jockey in a pari-

mutuel race in 1969, although she and other women continued to face fierce opposition by male jockeys, trainers, and track officials. By the 1970s and 1980s, women who had started in other equine disciplines such as show jumping began to gain employment as exercise riders, jockeys, and later, trainers. The Aiken Standard noted that trainer W. C. “Mike” Freeman had six girls employed as exercise riders by 1972, the most women to be employed as exercise riders yet. A few years later, the first two female jockeys in the Colonial Cup races rode in 1977. Both started off as grooms. Upon gaining the confidence of the trainers and owners, they became exercise riders and later jockeys. In a 1981 interview, New York trainer Sally Bailie noted that there were only about five to ten women worked in the stables at Belmont Park when she first started working at the track in the 1960s. She observed that by 1981, about half the workers were women. Despite the increasing number of women employed in the thoroughbred industry, there were only twenty-eight women licensed as trainers in New York while there were three hundred licensed men. Of the female trainers, only Bailie, Mary Cotter, and Sue Sedlacek entered and won races with the same frequency as their male peers. Sedlacek trained horses in Aiken out of the Clark barn during the 1960s.48

In spite of the increasing numbers of female owners over the course of the twentieth century, women owners were not always supportive of other women trying to

seek employment in their stables. Even as it became increasingly common for the wives and daughters of trainers began to work in training stables during the 1960s and 1970s, Marion duPont Scott notably refused to allow girls and women to work in her stables. As Scott’s eyesight failed in her old age, her trainer Peter Howe allowed his daughters to groom and ride Scott’s horses at Montpelier. His daughter recalled that the girls had to wear their hair tucked up under their helmets and could not speak in Scott’s presence. By the turn of the twenty-first century, female exercise riders and trainers became common in Aiken and Camden. Men are still favored as professional jockeys nation-wide.49

CHAPTER 6
THOROUGHBRED TRAINING LANDSCAPES OF AIKEN

The thoroughbred training stables in Aiken can be divided into three distinctive groups: Late-nineteenth century training barns, 1930s polo barns converted into training barns, and training barns constructed after the opening of the Aiken Training Track in 1941. The Hitchcock Barn and the Whitney Barns are examples of training barns constructed during the 1890s through 1902 (Figures 21 and 22). These barns are open walking shedrows with nearby supporting structures like carriage houses and bunkhouses for employees.

Many of the training barns on Orangeburg Street, as well as the Greentree Stable barns prior to their incineration, are examples of polo barns built during the heyday of the sport in the 1920s and 1930s (Figure 24). The owners built the polo barns on Orangeburg Street to take advantage of the nearby polo fields. With the success of the Aiken Training Track, subsequent owners converted them into training barns. The polo barns are typically linear shedrows, L-plan shedrows, or U-plan shedrows. Several of these properties are characterized by modifications to provide a covered walking area for the horses. Later training barns on Orangeburg Street follow the precedent set by the polo barns in their forms and layouts except for the Claiborne Farm barn, which is a modern enclosed walking shedrow barn.

Finally, the stables built around the Aiken Training Track are training barns constructed after the track was built in 1941 (Figures 24 and 25). They have the greatest variety of form including open walking shedrows, enclosed shedrows, and linear
shedrows combined with walking shedrows to form L-plan and U-plan barns. The Clark barn, which was also built during the mid-twentieth century, is a unique example of a transitional barn built largely in the form of a polo barn with a walking shed appended to the back of the building (Figure 22).
Figure 20: Aerial map of Aiken.
Figure 21: Aerial map of the Hitchcock barns and surrounding area.

Figure 22: Aerial map of the Whitney barns and surrounding area.
Figure 23: Aerial map of the barns on the north side of the Aiken Training Track.

Figure 24: Aerial map of the barns to the south and west of the Aiken Training Track.
**Hitchcock Barns**

Thomas Hitchcock likely built the barns between 1896 and 1902. In 1892, the first year Hitchcock came to Aiken, he only acquired two acres. He likely purchased the land for the construction of the Hitchcock house. A few years later in 1895, he bought an additional five acres to the south to enlarge his property. Since Hitchcock did not build the racing stables directly at his residence, they were likely built later. He began to acquire large amounts of land for recreational use beginning in 1896 when he acquired close to 700 acres. Hitchcock had built the barns by December 1902 when a newspaper noted that he had developed two training barns and the Ridge Mile Track on his property. He built an equestrian complex that included two carriage houses, a hunter barn, and two open walking shedrow stables to house racehorses (Figures 25 through 29). The barns were unique because they were part of the Hitchcock family’s recreational equestrian complex. Recreational equestrian complexes were common features of country estates designed to support the sporting lifestyle of their owners. The Hitchcock equestrian complex was the only facility that combined thoroughbred training barns, carriage houses, and sport horse barns in Aiken or Camden. All of the other Winter Colony estate owners who extensively trained thoroughbred, including Whitney, separated their thoroughbred training barns from their carriage houses and sport horse barns. The thoroughbred racehorses lived in industrial complexes located on or near tracks to support their training. Similarly, the Hitchcock training barns were unique because they were clad with wood shingle siding, which was a more common form of cladding on northern country estates. Hitchcock trained his steeplechase horses at the nearby Ridge
Mile Track in Hitchcock Woods. He also took his horses to train at the Cuthbert Track and the Whitney Track. Hitchcock likely stabled 1942 and 1946 American Champion Steeplechase Horse Elkridge in one of the barns early in the horse’s racing career.\(^{50}\)

![Figure 25: The Hitchcock barns are now connected with a covered walkway. Photograph by the author.](image)

Figure 26: View of the front (left) and end (right) of the east barn. Photograph by the author.
Figure 27: View of the back side of the west barn from inside the shedrow. Photograph by the author.

Figure 28: Historic carriage house with the west training barn in the background. Photograph by the author.
Figure 29: Log ends set into the concrete floor in the carriage house, possibly as an early form of expansion joint. Photograph by the author.

Figure 30: 1960s CMU bunkhouse. Photograph by the author.
After Thomas Hitchcock’s death in 1941, his heirs subdivided the Hitchcock Estate and sold the race barns to steeplechase jockey and horse trainer George H. “Pete” Bostwick in June 1947. Bostwick later acquired parcels of woods to the north and south of the stables from the heirs in September 1950. He was the U.S. Champion Amateur Steeplechase Jockey from 1928 to 1932, as well as 1941. He was also an eight-goal polo player and U.S. Champion Steeplechase Trainer in 1940, 1951, and 1955. He connected the stables during the 1960s with open breezeways. There was a walking circle and a sand area between the barns. Bostwick also built a CMU bunkhouse to the east of the stables (Figure 30). He trained a number of successful horses for himself and his sister Lillian Bostwick Phipps at the stables including 1962 Champion Grass Horse Barnaby’s Bluff; 1950, 1951, and 1952 American Steeplechase Champion Oedipus; and 1955, 1957, and 1958 American Steeplechase Champion Neji at the stables.51

The barns have remained in the Bostwick family to the present. Upon his death in 1982, Pete Bostwick left the property to his wife Dolly von Stade Bostwick. She showed horses, fox hunted, and played polo. She kept polo horses in one of the barns and polo horses in the other barn after her husband’s death. After she died in 1998, their son and polo player Charles “Charlie” Bostwick acquired the property. Charlie Bostwick currently leases the stables out.52

51 Aiken County, Record of Mesne of Conveyance (RMC), Aiken, South Carolina Deed Book 107, p. 196; 123, p. 275; USGS Aerial Photographs; Hall, Racing Champions, 21-22, 77-82.

**Whitney Training Barns**

The Whitney Polo Field consists of approximately thirty-five acres bounded by Mead Avenue to the north, Magnolia Street to the west, and houses along Knox Avenue to the south. The polo field with its encircling 5/8th mile training track comprises most of the property. The field between the track and Mead Avenue, known as the sandlot, is currently used for jumping, although it was historically used as the Meadowlark Polo field and later as paddocks. The 1960s Track Kitchen building and late-nineteenth or early-twentieth century cow barn are located on Mead Avenue east of the sandlot. The three, open walking shedrow stables, workers’ quarters, and outbuildings stand in the southeast corner of the lot.

The Aiken Polo Club first used land on the plantation owned by the local Williams family as a polo field around 1882. Seeking to build a winter training facility for racehorses, polo player Thomas Hitchcock constructed the 5/8th mile sand track and a 400-foot long training barn on the property in 1895. He bought the training track and polo field from W. J. Williams in 1898. During the late 1890s, winter colonist William C. Whitney, became interested in horse racing, buying his first racehorses in 1898. By 1899, he had acquired the polo field and training track for use as his winter training facility from Hitchcock. Whitney broke ground for the large, state-of-the-art, twenty-five stall racing stable directly to the east of the track in December 1899. He hired New York builder T. C. Reynolds to construct the stable, as well as a bunkhouse containing

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apartments and a dining room for his employees. Whitney constructed another stable and
other outbuildings, including a reading room for his employees, by December 1902. He
continued to stable and train his racehorses on the property despite transferring the land
and buildings to the Whitney Trust in 1901. Whitney and Thomas Hitchcock, Jr. created
the Whitney Trust to ensure that their polo grounds, training tracks, and golf course
would be used in perpetuity for sport.\textsuperscript{54}

The dirt track encircled the polo field and a modern grandstand. Hitchcock used
local sand to make the track. Like many tracks constructed during the late-nineteenth and
early-twentieth centuries, it lacks a base material such as limestone. The lack of a base
material enabled the track to drain better during wet conditions. Despite the track on the
property, horses stabled at the Whitney Polo Field also frequently crossed Two Notch
Road via a horse path to train at the Aiken Training Track after its construction in 1941.\textsuperscript{55}

\textsuperscript{54} Aiken County, Record of Mesne of Conveyance (RMC), Aiken, South Carolina Deed
Book 1, p. 278; C1, p. 172; “Historic Aiken Winter Colony Historic District I,” National Register
of Historic Places Nomination Form, November 27, 1984, accessed January 31, 2018,
http://www.nationalregister.sc.gov/aiken/S10817702018/S10817702018.pdf; “Mr. Whitney’s
Horse Side,” The Baltimore Sun, February 4, 1904, accessed January 31, 2018,
https://www.newspapers.com/image/214438882; “An Attractive Winter Resort,” Aiken Standard,
“Racing Stables for Mr. Whitney,” Aiken Standard, December 6, 1899, accessed January 31,
2018, https://www.newspapers.com/image/14543145; “Whitney’s Aiken Stables: They are
Certainly the Finest in the United States,” The Greenville News, February 12, 1904, accessed
January 31, 2018, https://www.newspapers.com/image/187456322; “Aiken to be Made a Centre
of Sport: Messrs Whitney and Hitchcock Give Valuable Property to be Perpetually Used for
Sports,” The Watchman and Southron (Sumter, SC), March 27, 1901, accessed January 31, 2018,
https://www.newspapers.com/image/87736946; Aiken County, Record of Mesne of Conveyance
(RMC), Aiken, South Carolina Deed Book F-1, p. 413; Sheet 35, 1918, Aiken, South Carolina,
Sanborn Maps, South Carolina Department of Archives and History, Columbia, South Carolina.

\textsuperscript{55} Anne Mitchell Pezzano; Richard Schermerhorn, Jr., “Belmont Park,” The Polytechnic
21 (October 1904), 159, Google Books, accessed January 15, 2018,
The stables are all wood frame buildings made with dimensional lumber, cross-bridging, and board-an-batten cladding (Figures 31 through 37). The stables have early concrete foundations. They also had wood shingle roofs, shown by the encapsulation of the shingles under the metal roof in the south barn. The interiors of the stables have the original pine wainscoting. The feed and tack rooms are centrally-located in each barn. The east and south barns retain the chutes in the feed rooms for the oat storage bin in the haylofts. While similar, the three stables are not identical, suggesting that they were not constructed at the same time. The south barn may have been constructed by Hitchcock in 1895 because it differed the most from the other barns. It featured large windows at the back of each stall instead of a second door, unlike the east and west barns. The south barn also had a different orientation and its exterior corners were not originally rounded. Conversely, it could have also been the last barn constructed by Whitney after he had rethought the design and spatial usage. After Whitney bought the property, he constructed the west barn first, centering it on the track and polo field. He likely constructed the east barn next. Whitney overhauled the barns in 1903 to make the stalls roomier for his horses. The renovation may explain the similarities between the interiors of all the barns, especially if originally Hitchcock built the south barn.

The bunkhouse house stood to the northeast corner of the west barn. It was a gambrel-roofed, Dutch Colonial Revival style building. The Track Kitchen occupied the

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first floor, while grooms and exercise riders, including Virgil “Buddy” Raines, lived on the second floor. Raines became recognized as a leading horseman for his accomplishments first as an exercise rider for United States Racing Hall of Fame colt Cavalcade owned by Brookmeade Stable and later as a trainer with Brandywine Stable. The present Track Kitchen on Mead Avenue replaced the old bunkhouse after the building burned during an electrical fire in the 1960s.\(^{58}\)

The cow barn stands on Mead Avenue across from the Track Kitchen (Figures 38 and 39). The earliest known map of the property showed that only the two-story, gambrel-roofed section of the building existed in 1918. By 1952, the three one-story wings had been constructed. The original section of the building has a brick foundation and cedar post structural members combined with circular-sawn lumber. The construction materials and building technology used in the construction of the cow barn causes it to appear older than the stables. While the cow barn may predate the stables, Whitney also could have built it at the same time using cheaper materials and older construction methods as they did not use the cow barn to stable horses. The Whitney racing outfit travelled with their own livestock to feed its employees. They housed the livestock in the cow barn. A henhouse also stood in the southeast corner of the property.\(^{59}\)

The 1918 Sanborn Map showed a centrally-located, one-story, single room building. It may have originally been the reading room. The building later housed the night watch men. It is currently in use as an office. There was also a blacksmith shop in

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\(^{59}\) Sheet 35, 1918, Sanborn Maps; 1952 Aerial Survey.
the southeast corner of the lot near the henhouse. The residence for employees replaced the blacksmith shop sometime during the mid-twentieth century. The Whitney Trust constructed the housing to the northeast of the west barn, the housing north of the south barn, and the bathroom building during the 1960s, likely after the bunkhouse burned (Figures 40 and 41).60

After W. C. Whitney died in 1904, his son Harry Payne Whitney took control of the stable trained his racehorses at the Whitney Field until his death in 1930. Upon Harry Payne Whitney’s, his son Cornelius Vanderbilt “Sonny” Whitney inherited the racehorses and continued to train at the stable. By the mid-twentieth century, the Whitney Trustees leased the barns to other prominent racing stables, including Brookmeade Stable and the King Ranch. E, Barry Ryan also trained 1967 Champion Steeplechase Horse Quick Pitch at the Whitney Field.61

60 Sheet 35, 1918, Sanborn Maps; USGS Topographical Maps, Aiken, South Carolina; USGS Aerial Photographs, Aiken, South Carolina.
Figure 31: View of the south Whitney barn with the west barn on the left and the training track in the right. Photograph by the author.

Figure 32: The west Whitney barn. The east barn is in the background. Photograph by the author.
Figure 33: The interior of the west Whitney barn. Photograph by the author.

Figure 34: The interior of the east barn. Photograph by the author.
Figure 35: The old feed room in the east Whitney barn. Photograph by the author.

Figure 36: Interior of the south barn looking towards the east barn. Photograph by the author.
Figure 37: Tack room in the south barn. Note the workers’ house outside. Photograph by the author.

Figure 38: The cow barn. The original section is on the right. Photograph by the author.
Figure 39: View from the east side of the cow barn. Photograph by the author.

Figure 40: Outbuilding possibly constructed as the reading room (left) and the bathrooms (right). Photograph by the author.
Orangeburg Street Barns

In 1928, Walter C. Plunkett subdivided his land for the Pennix Land Co. of Gastonia, North Carolina (Figure 42). Plunkett’s land stretched from South Boundary Avenue south to Two Notch Road (now Grace Avenue). Orangeburg Street connected the roads, bisecting the subdivision. Plunkett divided the land into narrow, deep lots measuring 25 to 26 feet of frontage along Orangeburg Street. The lots on the east side of Orangeburg Street measured 150 feet deep and the lots on the west side approximately 231 to 232 feet deep. Although Plunkett likely intended for the land to be used to build a residential subdivision, several of Aiken’s polo players bought lots for the construction of their polo barns. Like racehorse owners who stabled their horses at the Whitney Field or
the Hitchcock barns, the polo players who built the Hill ‘n Dale and Buckland Farm barns separated the stables for their polo ponies from their Winter Colony houses to have their horses closer to the polo fields.62

Figure 42: Copy of the plat of Plunkett's land. Photograph by the author.

62 Aiken County, RMC, Plat Book 42, p. 87.
Hill ‘n Dale Barn

On April 11, 1930, polo player Thomas Ewing, Jr. bought lots 21 to 23 from Jacob Efron and lots 24 to 30 from Solomon Lurasky. He built a stable for his polo ponies on lots 21 and 22, installing fencing midway through lot 23 to 30 as paddocks. Although extensive alterations have obscured the original configuration, the frame stable originally featured a two-story center flanked by one-story linear shedrows containing stalls (Figures 43 through 45).63 The center section likely contained tack rooms and possibly an apartment for grooms, with the hayloft above. The feed room stood at the east end of the building for ease of access from the street. The stable faced south to absorb warmth during the winter.

After Ewing’s death, the executors of his will sold the property to Lewis A. Park in June 1940. Park’s wife may have stabled her show horses and racehorses at the barn until Park sold the stables to Fred and William Post in April 1944. The Posts leased the barn to trainers seeking to use their newly opened Aiken Training Track. During this time, Edward “Ned” Christmas trained 1946 Champion Female Horse and National Racing Hall of Fame inductee Gallorette at the Aiken Training Track, boarding her at the barn. In August 1950, the Posts sold the barn to F. Ambrose Clark, who sought to expand his training facilities in Aiken. His hall of fame horse Tea-Maker trained at the stable. Between 1952 and 1962, the barn underwent major alterations to make it better suited for training racehorses including the demolition of the west wing of stalls and replacement

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63 Aiken County, RMC, Deed Book 59, p. 95; 96; Aiken County, RMC, Miscellaneous Book 30, p. 67; 1952 Aerial Survey.
with a five-stall walking shedrow, and the addition of a rear cross gable to the hayloft (Figure 46). These modifications may have been completed by Clark, Dr. William H. Wright who owned the property from 1956 to 1958, or Maryland racehorse trainer J. Yancey Christmas who owned the property from 1958 to 1964. Trainer Carl Hanford leased stalls in the barn. He trained the 1960 Champion Three Year-Old-Colt and 1961 to 1964 Champion Older Male Horse Kelso at the stable.64

J. Yancey Christmas and his wife Betty Bowman Christmas subdivided the property, selling the northern portion with the stables to equine veterinarian Dr. Michael J. Gerard in September 1964. Dr. Gerard owned the stables for slightly over a year, selling it to Equine Food Products Corporation in December 1965. Retired investment banker and racehorse owner John Ellis acquired the property jointly with Winton Farms in June 1978. The following year, Ellis purchased Winton Farms’ share of the property. He kept his Arrowhead Racing Stable at the barn. Ellis converted the barn’s hayloft into an apartment in the early 1980s. With the conversion of the hayloft, Ellis changed the rooms in the center section of the barn into the first floor of the apartment and an office. He also constructed the south barn during the early 1980s (Figure 47). The concrete masonry unit (CMU) barn clad with siding contained a row of fourteen stalls with a second-floor hayloft in the center, mirroring the older north barn. Ellis sold the property to the racing company Kinderhill Corporation in July 1985. The corporation owned it for two years, selling the stables to Hill ‘n Dale Farm in August 1987. The stables ceased to

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64 Aiken County, RMC, Deed Books 71, p. 258; 89, p. 335; 127, p. 306; 211, p. 116; 212, p. 218; 335, p. 89; Hall, Racing Champions, 56-58, 66-70, 114-116; 1952 Aerial Survey; USGS Aerial Photographs; Anne Mitchell Pezzano.
be used as training barns after Hill ‘n Dale Farm sold the property in July 2000. With the
transition to housing eventing horses, the occupants converted the feed room into an
additional tack room. They also removed the partitions between two of the stalls in the
west shedrow to create larger stalls for the eventing horses.\footnote{65}

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{figure43.png}
\caption{The ca. 1930 north Hill ‘n Dale barn. Photograph by the author.}
\end{figure}

\footnotetext{65}{Aiken County, RMC, Deed Books 276, p. 140; 296, p. 179; 606, p. 216; 645, p. 261;
887, p. 340; 1000, p. 233; 1997, p. 291; “Horses Big Source of Revenue In Aiken, Speaker Tells
Rotary,” \textit{Aiken County Rambler}, March 25, 1982, accessed January 17, 2018, Newspapers.com;
Anne Mitchell Pezzano.}
Figure 44: The central tack room, office, and hay loft - now used as an apartment. Photograph by the author.

Figure 45: East wing with the original configuration for polo ponies. Photograph by the author.
Figure 46: Back of the 1950s shedrow replacement for the west wing. Photograph by the author.

Figure 47: Ca. 1980s south barn. Photograph by the author.
**Claiborne Farm Barn**

J. Yancey and Betty Christmas retained the southern portion of the lot until July 1967 when New Jersey racehorse trainer Joseph Kulina bought the land. Kulina constructed a training barn on the south end of the property. Dr. Edwin Bransome, Jr. and his wife Janet briefly owned the barn from March 1973 to October 1976. Racing Hall of Fame trainer Woody Stephens from Kentucky acquired the barn from the Bransomes, owning it for a year before transferring it to Mill House. Mill House was a partnership of Stephens Stables, Claiborne Farm, and Louis Lee Haggin II. The barn later became the property of Hancock Farms through a merger with Claiborne Farm.66

During the summer of 1982, the barn burned while the horses were away on the racing circuit. Claiborne Farm quickly built the current CMU barn in the style of contemporary Kentucky enclosed walking shedrow barns prior to the horses’ return in the fall (Figures 48 and 49). The barn had twenty stalls arranged in two back-to-back rows with a center pass-through. A dirt indoor track surrounded the stalls. The hay storage was located on top of the stalls, with an additional two stalls and rooms for tack and feed on the east end of the barn. Subsequent owners converted the two stalls into a tack room and office, changing the old tack room into storage. The also built an apartment over the rooms at the east end of the barn with access through the feed room. Claiborne Farm also constructed housing for staff in 1982. The CMU building contained four apartments for Woody Stephens and his employees.67

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66 Aiken County, RMC, Deed Books 335, p. 89; 474, p. 539; 543, p. 867; 547, p. 771; 1933, p. 279.
67 Anne Mitchell Pezzano.
Woody Stephens trained a number of successful horses for Claiborne Farm, Mill House Stable, Calumet Farm, and other prominent stables while he operated his facility in Aiken. Some of the most famous horses who trained with Stephens in Aiken included 1976 American Champion Two-Year-Old Filly Sensational, 1979 Champion Two-Year-Old Filly Smart Angle, 1980 American Champion Two-Year-Old Filly Heavenly Cause, 1981 Eclipse Award for Outstanding Female Turf Horse winner De La Rose, 1982 Belmont Stakes winner and 1982 United States Horse of the Year Conquistador Cielo, 1984 Kentucky Derby and Belmont Stakes winner Swale, and 1987 United States Champion Two-Year-Old Colt Forty Niner. After Stephens’s death in 1998, Hancock Farms sold the property to Nature’s Own, Incorporated in June 2000. Nature’s Own briefly owned the property, selling it to Bruce and Rita Snipes, owners of Nekia Farm, in June 2002. Trainer Alice Knowles acquired the barn in May 2013. She continues to operate it as a thoroughbred training barn. ⁶⁸

Figure 48: View of the front (north) side of the Claiborne Farm barn. Photograph by the author.

Figure 49: Interior of the Claiborne Farm barn. Note that the room above the stalls is a later storage room addition, not a granary. Photograph by the author.
Buckland Farm Barn

Paralleling Thomas Ewing, Jr.’s acquisition of land on Orangeburg Street for the construction of a polo barn in 1930, polo player David Dows bought the property located immediately to the south of Ewing. Situated on the corner of Orangeburg Street and Two Notch Road (now Grace Avenue), the property included lots 31 through 40 on Plunkett’s Plat. During the survey of Plunkett’s land, three buildings stood on lots 33, 36, and 37. It is unclear if subsequent owners retained one of the buildings on lots 36 or 37 for use as a cottage for trainers or if they built the cottages on the site of one of the earlier buildings. Two cottages existed for trainers by 1952 (Figure 54). Dows constructed the barn using his own New York-based company, the Butwell Building Corporation. He transferred the property from the company to himself in June 1933. Originally, the barn was architecturally similar to Ewing’s barn. It was a one-story, frame linear shedrow barn oriented to face the south. The stable had two wings of stalls with a feed room at the east end of the building and a second-floor hayloft in the center. The tack room also stood at the center of the building, but across the walkway from the stalls underneath a cross gable roof (Figures 50 through 53).\(^6\)

Dows sold the barn to Ira E. Coward in April 1946. Manager of Winter Colony estates and polo fields, Coward had constructed the Aiken Training Track for Fred and

William Post in 1941. Coward became the manager of the Aiken Training Track and many of the surrounding training barns. He likely leased the barn to racing outfits training at the new track, similar to the Post’s use of Ewing’s former polo stable during this time. After Coward’s death in 1959, his son Allan continued to manage the training track, likely also continuing to manage Dow’s barn. Ira Coward’s descendants eventually decided to sell the barn in March 1967 to Paul E. Manheim, who was a partner of the Lehman Brothers investment firm and better known as an art collector. The Manheims briefly owned the property before selling it to real estate broker Harold C. Morris in September 1970. Coward’s descendants or the Manheims also constructed a shed roof around the tack and feed rooms so racehorses could be walked in circles when the weather was too poor to be walked in the yard in front of the barn.\(^{70}\)

The barn returned to use as a stable for polo ponies and hunter horses when Aiken residents Dr. William P. Murphy, Jr. and his wife Barbara bought it from Morris in November 1971. Their daughter Christine Murphy trained polo ponies and hunters at the barn. The Murphy family sold the barn to Buckland Farms, a thoroughbred breeding and training farm based near Gainesville, Virginia in November 1978. Buckland Farms constructed the frame, seven-stall barn to the southwest of the main barn during the 1980s (Figure 55). Unlike earlier barns, this barn faced east instead of south. Buckland Farms

Farms also installed a large sprinkler system in the old feed room during the 1980s after the McCoy barn at Greentree burned in 1981 and neighboring Claiborne Barn burned in 1982. Buckland Farms trained 1981 Kentucky Derby and Preakness winner Pleasant Colony, as well as 1992 American Champion Older Male Horse Pleasant Tap at the farm. In March 1998, Buckland Farms sold the property to Candice DeStefano, owner of Bloodstock International. She owned the barn for five years, selling it to Ragner LLC in March 2003. Current owner Michael Rubin acquired the property in April 2004. He built an addition connecting the two trainers’ cottages into one house and converted the hayloft into an apartment in 2005. The barns have been used to house sport horses, such as show jumpers, since.71

Figure 50: View of the west wing of the ca. 1930s Buckland Farm barn. Photograph by the author.

Figure 51: Photograph of the east wing from Orangeburg Street. Photograph by the author.
Figure 52: The tack room and office with hayloft above. The second floor is now an apartment. Photograph by the author.

Figure 53: View of the walkway between the stalls and tack room. The roof around the tack room was added to walk horses. Photograph by the author.
Figure 54: The house was originally two cottages for trainers and foremen. Photograph by the author.

Figure 55: The ca. 1980s seven-stall barn. Photograph by the author.
Gaylard-Pezzano Barn

On the east side of Orangeburg Street, British polo player Captain William H. Gaylard acquired lots between 1931 and 1933. In January 1931, he bought property on Orangeburg Street from merchant Fritz Schulhofer. Gaylard likely constructed the house at 426 Orangeburg Street shortly thereafter. He also acquired three parcels of land to the east of 426 Orangeburg Street from Alma DeMedicis in October 1932 and November 1933. He built kennels and a one-story, frame, U-Plan stable for his polo ponies and riding horses on the land. In April 1937, Gaylard purchased lots nine through eleven on Plunkett’s plat from J. D. Woodward. Located on the corner of Orangeburg Street and South Boundary Avenue, this land became a yard and garden for 426 Orangeburg Street. This purchase resulted in the current property dimensions.72

A winter resident of Aiken, Gaylard’s property exemplified the leisurely characteristics of a Winter Colony house. Gaylard constructed a “cottage” surrounded by gardens for his family’s wintertime enjoyment, with a kennel and stables in the rear for recreational use. The stables faced south to capture the warmth of the winter sun. After William Gaylard’s death in 1956, his widow Mabel Lily Gaylard rented the stables to prominent polo players including Pete Bostwick, Lewis Smith, and John Clark. Bostwick and Clark also trained racehorses and may have kept them at the Gaylard stable. Trainer Anne Mitchell Pezzano acquired the property in 1988 and leased the stables to the Hill ‘n Dale Farm as overflow for their stables located across Orangeburg Street. Gaylard’s

72 Aiken County, RMC, Deed Books 60, p. 72; 61, p. 373; 64, p. 1; 65, p. 20; 72, p. 280; Anne Mitchell Pezzano.
stable had become severely dilapidated fire hazard, causing Anne Mitchell Pezzano to replace it with a modern L-plan, CMU stable in 1990 (Figure 56). Pezzano designed the barn to have a tack room with laundry and bathroom at the west end of the barn. She located the wash stall between the tack room and a row of three stalls for fillies. The other wing of the barn contained four stalls for colts and a combined feed and hay room at the south end of the barn. Pezzano had a walking circle in front of the barn.73

Figure 56: The ca. 1990 Pezzano barn. Photograph by the author.

73 Aiken County, RMC, Deed Book 1063, p. 68; Anne Mitchell Pezzano.
Buckland Annex

In May 1939, Mabel Lily Gaylard purchased additional land from Alma DeMedicis on Orangeburg Street. Located to the south of the Gaylard’s property, the land included lots 46 through 53 on Plunkett’s plat. On lot 46, located closest to the Gaylard house, William Gaylard constructed a one-story, frame, linear shedrow stable (Figure 57). He used the remaining lots as pasture. The stable housed the horses for his riding school. An incredibly skilled horseman, Gaylard taught several generations of winter colonists to ride and play polo, including many of Aiken’s top polo players. His students also included pupils from the Fermata School for Girls. The school opened in 1919 to provide the daughters of Winter Colony residents with educational opportunities as only boys could enroll in the Aiken Preparatory School. After William H. Gaylard’s death, Mabel Lily Gaylard sold the property to James R. Howell in January 1961. Dorothy M. Thompson bought the stables from Howell in December 1975. She used the stables to house her show and race horses during the winters in Aiken.74

In June 1982, prominent financier, philanthropist, and racehorse owner Thomas Mellon Evans bought the property from Thompson. Owner of Buckland Farm in Gainesville, Virginia, Evans purchased the former Dows barn west side of Orangeburg Street for winter training operations in 1978. He bought the Gaylard barn in 1982 for use as a filly barn, known as the Buckland Annex or the Filly Wing. American Champion Two-Year-Old Filly Pleasant Stage lived at the Buckland Annex while in training at Aiken during the early-1990s. During Evans’s ownership, Buckland Farm constructed an

74 Aiken County, RMC, Deed Books 238, p. 113; 527, p. 473.
indoor arena at the south end of the property for walking racehorses. Evans sold the property in April 1998 to equine property realtor Susan Haslup, ending its use as a racehorse training facility.75

![Figure 57: The ca. 1939 Buckland Annex barn. Photograph by the author.](image_url)

**Greentree Stable**

Although both historic barns at Greentree Stable burned, the racing outfit played an important role in Aiken’s racing history and equine landscape. Attracted by the construction of the Aiken Training Track in 1941, owner of Greentree Stable Helen Hay

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75 Aiken County, RMC, Deed Books 748, p. 106, 1776, p. 163; Anne Mitchell Pezzano; Hall, Racing Champions, 88-90.
Whitney bought land located on the southeast corner of Mead Avenue and Two Notch Road from Fred and William Post in December 1943. However, Greentree Stable did not construct a barn on the property, likely because of Helen Hay Whitney’s death in 1944. Her children John Hay Whitney and Joan Whitney Payson continued to operate Greentree Stable after their mother’s death. They ultimately used the land as paddocks, instead electing to purchase barns originally constructed for polo ponies located directly across Mead Avenue.76

The polo barns purchased by Greentree Stables slightly predated the stables constructed on Orangeburg Street. In April 1928, one of the world’s premier polo companies, the Circle V Polo Ranch of Wyoming, acquired 10.8 acres at the corner of Mead Avenue and Two Notch Road for their winter stables. This location was especially advantageous for polo stables because it was near the Whitney, Meadowlark, and Harriman Polo Fields on Mead Avenue, as well as the Cochran Polo Field directly across Two Notch Road. Polo player and partner in the Circle V Polo Ranch W. Milton McCoy likely constructed a 16 stall shedrow stable prior to selling the property to fellow New York polo player and owner of Circle V Polo Ranch Goelet Gallatin in May 1928. Gallatin maintained his Aiken polo ranch at the property until selling it to Frances D. Johnson in July 1941. Johnson built a 14 stall, L-shaped polo barn to the west of the McCoy barn before selling the property to the Two Notch Realty Company in April 1942 (Figure 58).77

76 Aiken County, RMC, Deed Book 89, p. 130; 1952 Aerial Survey.
77 Aiken County, RMC, Deed Books 53, p. 239; 53, p. 295; 79, p. 507; 107, p. 320; Walker, “A Map of Aiken in the 1930s;” Michael A. Amunson, “These Men Play Real Polo”: An
After leasing a stable at the Aiken Training Track for a few years, Greentree Stable purchased the old polo barns from the Two Notch Realty Company in November 1947. Greentree stable also acquired the land to the north of their barns in June 1951 and July 1964 from racehorse owner John M. Schiff. Schiff appeared to have used the land as a circular track, stabling his horses in the barns and carriage houses of the former Winter Colony Pinkerton estate to the west. Greentree Stable used the land as pasture. The

Elite Sport in the ‘Cowboy State,’ 1890-1930,” *Montana the Magazine of Western History*, Spring 2009, accessed January 21, 2018, [https://nau.edu/uploadedFiles/Academic/CAL/History/_Shared/Polo%20article001.pdf](https://nau.edu/uploadedFiles/Academic/CAL/History/_Shared/Polo%20article001.pdf); Anne Mitchell Pezzano.

Whitneys created walking circles in front of the Johnson and McCoy barns. They created a 1/8th mile track behind the Johnson barn and ceased using the hotwalking circle in front of the McCoy barn by 1962. Greentree Stable later added a 3/8th mile track behind the Johnson barn. Exercise riders rode the horses on the 3/8th mile track when temperatures dropped below freezing because it was easier to keep the ground soft by harrowing it with a tractor than the main track. Otherwise, the horses trained across the street at the Aiken Training Track. The farm employed a crossing guard to stop traffic when the horses crossed Two Notch Road. The McCoy barn burned in June 1981 during the week of the Belmont Stakes. Greentree Stable constructed the present six stall barn prior to the horses’ return in the fall.79

Greentree Stable owned a number of champion horses that trained in Aiken. John M. Gaver, Sr. trained 1943 American Champion Older Dirt Male Horse and 1944 American Champion Older Male Horse Devil Diver at the track before Greentree Stable bought the barns. After Greentree Stables acquired their own training facilities, Gaver trained 1949 Preakness Stakes and 1949 Belmont Stakes winner Capot, 1951 United States Champion Two-Year-Old Colt and 1953 United States Horse of the Year Tom Fool, and 1968 Belmont Stakes winner Stage Door Johnny. His son John M. Gaver, Jr. also trained 1978 Eclipse Award Champion Older Mare Late Bloomer and 1979 American Champion Male Turf Horse Bowl Game at the Aiken training farm.80

After Joan Whitney Payson died in 1975 and John Hay Whitney in 1982, 

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79 Aiken County, RMC, Deed Books 107, p. 320; 132, p. 41; 268, p. 92; 1952 Aerial Survey; USGS Aerial Photographs; Anne Mitchell Pezzano.

Greentree Stable passed to John’s wife Betsey C. Whitney in November 1982. Betsey Whitney leased the barns to other racing outfits. In 1987, Dogwood Stable founded by W. Cothran “Cot” Campbell moved operations from Florida to Aiken. Campbell first leased the barns from Whitney, later renting them from the Riviere family after they bought the property in October 1990. Three successful Dogwood Stable horses trained on the property including 1990 Preakness Winner Summer Squall, 1996 American Champion Two-Year-Old Filly Storm Song, and 2013 Belmont Stakes winner Palace Malice. Dogwood Stable moved to the barn at the Aiken Training Track after the Johnson barn burned in July 2013.81

Clark Barn

Polo players and spouses Florence L. S. Clark and F. Ambrose Clark may have originally intended to construct a polo stable instead of a racing stable when they initially began to acquire portions of the Harriman Polo Field during the 1940s. The Harriman Polo Field comprised an entire block bounded by Grace Avenue to the north, Sumter Street to the west, Mead Avenue to the south, and Marion Street to the east. It was located directly across Mead Avenue from the Whitney Polo Field. Florence L. S. Clark acquired the Harriman Polo Field, later transferring them to her husband F. Ambrose Clark. She bought the southeast quadrant of the field from William L. Pemberton in

March 1947. Pemberton had acquired the land from the Aiken Polo Club and George Mead in March 1930. The Clarks developed the east side of the polo field while retaining the western half for polo. The western half of the polo field became known as the Winthrop Polo Field and has continued to be used for polo to the present.82

Both Florence and F. Ambrose Clark were also avid racehorse owners and breeders. The construction of the Aiken Training Track likely caused the Clarks to increase their racehorse training activities in Aiken. Although they already owned the circa 1927 Kellsboro House with a carriage house and an eight-stall barn for their sporting horses as their Winter Colony estate on Grace Avenue, the Clarks constructed a twelve-stall, linear shedrow barn on the southwest quadrant of the Harriman Polo Field in 1947 or 1948. Despite the barn’s proximity to the polo fields, it appears to have been used for housing racehorses due to the prominent outdoor walking circle visible in aerial photographs, the indoor walking ring appended to the back of the barn, and the construction of a house behind the stable for the staff (Figures 59 through 62).83 The Clarks also likely decreased their participation in polo during the 1940s as they aged. The Clark barn was unique among the other racing barns in Aiken because the Clarks’ decision to use many of the features of the earlier polo barns meant that they had to take unique design approaches to fully accommodate racehorses. Like many of the polo barns

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on Orangeburg Street, the Clark barn had two wings of stalls off centrally-located tack and feed rooms with a second-floor hayloft. The stalls had a covered walkway across the front of them like the Old Hill ‘n Dale and Buckland barns. The Clarks also oriented the stable to face the south like the older polo barns. Since the Clarks needed a covered walking area for their racehorses, they constructed a covered walking ring off the back of the stable. Horses accessed the walking ring by passing through a center breezeway between the tack and feed rooms.

The Clarks could have built a walking shedrow like the Whitney barns or the Robert Dotter barn on Two Notch Road. Style likely drove the Clarks’ decision to construct a barn with an external, covered walking ring. Unlike the other polo and racing barns, the Clarks had their racing barn designed in the Colonial Revival style with a symmetrical front façade and floor plan, brick veneer walls, three arched openings at the center, and a cupola. The barn’s high-style design paralleled many of the stables for sporting horses at the Winter Colony estates and northern American Country House movement estates, unlike Aiken’s racing and polo barns. A trained architect most likely designed the Clark barn, while architects probably had very limited involvement in the design of the other polo and racing barns of the same period in Aiken. The designs of these barns were so simple that they may have been developed by building contractors or based on more widely available plans by architects.

After Florence Clark died in 1950 and F. Ambrose Clark in 1964, racehorse trainers Woodrow “Woody” and Sue Sedlacek purchased the barn in June 1964. They trained the horses of Sedlacek Stables on the property for six years before selling the barn
to Dr. James E. Simons in July 1970. Simons stabled his steeplechase racehorses at the barn. Peggy E. Simons bought the property from him in January 1980. She leased the barn to several polo and racehorse trainers. In May 2001, she sold the barn to George and Gretchen Wintersteen who briefly used it to house their eventing horses. Lawrence “Larry” and Laura Ensor bought the barn for their steeplechase horses, but ultimately only kept it for the winter season of November 2004 to May 2005. After the Ensors sold the barn, it ceased to be used to house racehorses. The current owners Don and Sandie Nicholaisen bought the dilapidated barn and renovated it in March 2014, winning the 2015 Preservation Award from the Historic Aiken Foundation. During the renovation, the Nicholaisens doubled the size of two of the stalls to accommodate their driving horses in the west wing by removing the partitions. They also converted one of the west stalls into a wash room and one of the east stalls into a feed room, renovating the old feed room into a lounge and kitchen.84

Figure 59: The ca. 1947 Clark barn. Photograph by the author.

Figure 60: Front of the Clark barn. Photograph by the author.
Figure 61: Covered walking ring attached to the back of the Clark barn. Photograph by the author.

Figure 62: Inside the covered walking ring. Photograph by the author.
The Aiken Training Track and Surrounding Barns

The barns located in the large block of land bounded by Grace Avenue to the north, Two Notch Road to the west, Audubon Drive to the south, and Powderhouse Road to the east all developed as a result of the construction of the Aiken Training Track located at the heart of the block (Figures 63 and 64). Like the other race barns in Aiken, an equine landscape shaped by polo preceded the racehorse training landscape around the track. The Cochran Polo Field occupied land that became the west side of the track, while the Mead Polo Field was located near the corner of Powderhouse Road and Audubon Drive. Ira E. Coward’s house stood nearby on the corner of Two Notch Road and Audubon Drive. A large U-plan polo barn managed by Coward stood behind the house.85

After Fred Post constructed the Aiken Training Track in 1941, trainers and farm owners constructed the Robert Dotter barn, W. Haggin Perry barn, and W. C. Freeman barn on Two Notch Road and the Cragwood Stable barn just around the corner on Audubon Drive between 1941 and 1967. These four barns accessed the Aiken Training Track by a dirt road for horses running north from the Cragwood Stable barn, through the centers of the three other properties, to a dirt extension of Knox Avenue on the training track property. All four properties were subject to easements for the road to enable racehorses and their handlers to move between the barns and the Aiken Training Track. The easement can only be terminated if the track ceases to be used for training racehorses or if the barns cease to be used to house racehorses.86

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86 Aiken County, RMC, Deed Books 211, p. 76; 256, p. 24; 422, p. 121; Misc. Book 100, p. 594.
Additionally, the Aiken Training Track sold two parcels from the northern end of the property for the construction of training stables. During the same period as the construction of training barns on Two Notch Road, the Waldheim Realty Company built the Bwamazon Farm barn to the northeast of the training track in 1962. The Aiken Training Track later sold a parcel just north of its barns for the construction of a training barn in 1976. Ogden Phipps built a barn on the site in 1977.87

Figure 63: View of the Aiken Training Track looking southeast. Photograph by the author.

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87 Aiken County, RMC, Deed Books 253, p. 295; 550, p. 891.
Fred Post received the charter to build the Aiken Training Track in May 1941. He constructed the track on top of the Post Polo field, which was formerly known as the Cochran Polo Field. When first constructed, the track spanned multiple properties including Post’s personal property, two city streets, land already owned by the Aiken Training Track, and land belonging to the Mead, Ivanenko, Taintor, Hall, and Salley families. The Aiken Training Track gradually acquired the remaining tracts of land over time. Modelled after the Keeneland Race Track in Lexington, Kentucky, the oval shaped, mile-long Aiken Training Track had a clay base with a sand surface. The sugar-like sand came from the nearby town of Montmorenci. Kentuckian Frank Phelps designed and
supervised the construction of the track, while Ira Coward served as superintendent of labor. Phelps designed the track to have state-of-the-art, flattened, sixty-foot turns with a steeplechase course in the infield. Costing a total of $52,000, the track opened in November 1941 with over two hundred horses booked for training. In its first year of operation, the track attracted nationally-famous racing stables owned by prominent figures like Bing Cosby, John Hay Whitney, George H. “Pete” Bostwick, Mrs. Ogden Phipps, Isabel Dodge Sloane, Florence Clark, Louis E. Stoddard, Jr., Emile Pfizer, and Robert Lehman.88

By the 1947, the Aiken Training Track had an assemblage of buildings to support the training of racehorses. A sixteen-stall, L-plan barn and a seventeen-stall, linear shedrow barn for the thoroughbred racehorses stood to the north of the track. Both barns had a southern orientation. The L-plan barn had a car garage located at its west end. Two four-stall linear shedrow stables also stood to the north of the longer linear shedrow barn. An office building, cottage for grooms, and veterinarian’s office stood to the west of the L-plan barn, while there was an equipment shed to the east (Figures 65 and 66). A barn for trotting horses and two houses for workers stood at the north end of the property on Grace Avenue. The property also contained a blacksmith shop and chicken coop. A small, oval 1/8th mile track with four jumps for training steeplechase horses was also located near the intersection of Two Notch Road and Mead Avenue. One of the notable

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horses trained by William and Fred Post included 1948 Champion Older Female Horse Conniver.89

Today, the office building, cottage, and veterinarian’s office are the only buildings original to the track. The Aiken Training Track demolished one of the buildings north of the shedrow barn by 1966, while they removed the other building during the 1980s. The track constructed the red, open walking shedrow barn near the northwest corner of the property for trainer Buddy Raines around 1976 (Figures 68 and 69). The barn had sixteen stalls arranged in a double row of eight. Four rooms used for tack, feed, storage, and living quarters stood across the walkway at the north end of the barn. The Aiken Training Track also demolished the three historic stables and equipment shed in 2006 and replaced them with the current L-plan, CMU barn (Figures 66 and 67). Both wings of the L-plan were open walking shedrows. Designer Builders constructed the present barn as a modern facility to replace the older, dilapidated barns. The present barn stands on the site of the historic L-plan barn.90

Figure 65: Ca. 1940s office building. Photograph by the author.

Figure 66: Ca. 1940s office building originally used to store medications. The 2006 barn is in the background. Photograph by the author.
Figure 67: View from inside the 2006 Aiken Training Track barn. Photograph by the author.

Figure 68: The ca. 1976 Buddy Raines barn. Photograph by the author.
Cragwood Stable

The Cragwood Stable barn occupies the site of a large polo barn owned by Ira Coward. The polo barn had a two-story center hayloft with long, one-story shedrow wings oriented to face the west. It appears that Coward began leasing the barn to racehorse trainers after the Aiken Training Track opened in 1941. By the early 1950s, he had constructed a large walking shed with a surrounding outdoor walking circle. The horses accessed the training track by a path running directly north to an extension of Knox Avenue, which ran east to the track.91

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91 Aiken County, RMC, Deed Book 259, p. 168; 1952 Aerial Survey.
After Coward’s death in 1959, his heirs sold the rear portion of his home property on Audubon Drive containing the stable to Charles W. Englehard, Jr in March 1963. A major figure in horse racing, Englehard owned Cragwood Stable and employed United States Racing Hall of Fame trainer Mackenzie “Mack” Miller. By 1967, Englehard had demolished the polo barn and constructed the present CMU, enclosed walking shedrow barn (Figures 70 and 71). Like the Claiborne Farm barn, Englehard’s barn was similar to Kentucky training barns. The barn contained thirty stalls arranged back-to-back in a row. An indoor track surrounded the stalls. The south end of the barn on Audubon Drive contained the tack room, storage room, and office, while the north end had an additional three stalls and the feed room. The hayloft was located above the center stalls. Unlike earlier barns, Englehard constructed the barn to have an east-west orientation to minimize summertime heat. Englehard also constructed a nine-stall linear shedrow barn with feed room to the northeast (Figure 72). Following earlier building practices, the barn had a second-floor hayloft and a southern orientation. Englehard may have added the shedrow barn as an annex, but he built it between 1963 and 1971 like the main barn. He also built a bunkhouse containing three apartments for his employees (Figure 73). During his ownership of the property, Englehard’s 1966 Champion Male Turf Horse Assagai and 1969 American Champion Male Turf Horse Hawaii trained at the barn.92

After Engelhard died in 1971, trainer Mack Miller bought the property from

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After Mack Miller retired from racing, he sold the barn to Kentucky thoroughbred breeders and racehorse owners Janice and Robert McNair. The McNairs owned Stonerside Stable. They sold their business in 2008 to the Darley America racing conglomerate owned by the Sheik Mohammad, Vice President and Prime Minister of the United Arab Emrites and ruler of the Emirate of Dubai. The transaction included their horse Midshipman who trained in Aiken under Bob Baffert. Midshipman won the Eclipse Award for 2008 Champion Two-Year-Old Colt. In a serious blow to racehorse training in Aiken, Darley America ceased training in the town in 2015. The barn is currently for sale.94

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93 Aiken County, RMC, Deed Book 550, p. 765; Hall, Racing Champions, 105-107; Anne Mitchell Pezzano.
Figure 70: Ca. 1963 Cragwood Stables barn. Photograph by the author.

Figure 71: Interior of the Cragwood Stables barn. Photograph by the author.
Figure 72: Ca. 1960s Cragwood annex stable attached to a large mechanical hotwalker. Photograph by the author.

Figure 73: 1960s bunkhouse at Cragwood Stables. Photograph by the author.
Robert Dotter Barn

Prior to the barn’s construction, the Holley and Hendricks families lived on the property. Marjorie Hendricks subdivided the lot in 1930, selling the eastern four-acre lot while retaining the western one-acre lot containing her house. Her neighbor to the south, Ira Coward acquired the one-acre lot from Hendricks in December 1937. The four-acre lot had several owners before Coward bought it in March 1956 and merged it with the one-acre lot. The property already contained the stable and grooms’ quarters when Coward purchased it (Figures 74 through 76). The stable may have been built by Edward J. Rowland, who owned the property from March 1930 to May 1946, Henry M. French who owned it from May to December 1946, or C. Ralph Powell, Jr., who owned it from December 1946 to March 1956. None of these individuals appear to have had major involvement in horse racing, polo, or recreational riding. The owner likely decided to profit from the opening of the training track in 1941, building the barn to lease it to racing outfits. The barn followed earlier patterns for training barn construction. The sixteen stalls of the open walking shedrow were arranged in a double row with a surrounding open-air walkway like the Whitney barns. Similarly, both the granary and hay storage were located on top of the stalls. The barn also had an outdoor walking circle to the east of the building near the grooms’ quarters.95

Coward and his descendants began leasing the barn to trainer and former jockey Robert “Bobby” Dotter, possibly as early as 1962. Dotter bought the property from the

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95 Aiken County, RMC, Deed Books 7, p. 163; 59, p. 64; 74, p. 292; 102, p. 65; 105, p. 133; 188, p. 189; Aiken County, RMC, Misc. Book 11, p. 376; 1952 Aerial Survey.
Cowards in March 1971. He likely constructed the linear shedrow barn north of the main barn immediately after acquiring the property (Figure 77). Dotter trained many notable racehorses for famous racing outfits like Arrowhead Stables at Aiken, but no champions. He sold the barn to Waterford Thoroughbreds owned by Bertram and Diana Firestone in August 1982 after shifting his training operations to his Silver Bluff Farm southwest of Aiken. Although the Firestones owned many significant racehorses, such as Genuine Risk who was the second filly to win the Kentucky Derby, they did not train any champion racehorses on the property. After the Firestones sold the property in June 1993, the barns ceased to be used for training racehorses, although nationally-renowned horseman and eventer Bruce Duchossois kept horses on the property.96

Figure 74: The ca. 1940s Robert Dotter barn. The ca. 1970s annex stable is in the background. Photograph by the author.

Figure 75: View inside the Dotter barn looking south towards the Cragwood Stables barn. Photograph by the author.
Figure 76: Ca. 1940s worker housing behind the Dotter barn. Photograph by the author.

Figure 77: The ca. 1970s CMU annex stable. Photograph by the author.
William Haggin Perry Barn

Elm Crest Farms purchased 11.5 acres from George Mead in September 1947. Elm Crest Farms did not construct any buildings, ultimately selling the land to the Aiken Training Track in March 1954. The Aiken Training Track subdivided the property, selling the southwestern 4.3-acre parcel to prominent racehorse owner and breeder William Haggin Perry in April 1958. Perry constructed the frame, one-story, U-plan barn, a cottage for trainer James W. “Jim” Maloney, and a building containing grooms’ quarters and a laundry room located in the south yard (Figures 78 through 81). The barn contained 27 stalls arranged with 9 stalls in each section. The center row of stalls was a walking shedrow with a walkway encircling the stalls and hay storage above. The feed and tack rooms stood across the walkway at the ends of the two linear shedrows. Perry and Maloney trained notable horses at the barn including 1963 American Champion Three-Year-Old Filly Lamb Chop and 1967 winner of the Thoroughbred Racing Association Award Gamely.97

Champion breeder of racehorses and socialite Adele Warden Paxson bought the property from Perry in March 1967. Her horse 1978 Co-Champion Two-Year-Old Filly Candy Éclair trained under S. Allen King at the barn. She also bred Aiken Racing Hall of Fame horse Heavenly Cause, who was owned by Ryehill Farm and trained by Woody Stephens. As Paxson’s health declined in the 1990s she began to sell her horses. She sold

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the barn in September 2000 to racehorse owner Sarah Cluff. Cluff briefly owned the property, selling it in May 2004. The barn has been used for sport horses since. The current owners added an equipment shed to the east side of the building, the center cupola, and the landscaping in the stable yard.98

Figure 78: The ca. 1958 William Haggin Perry barn. Photograph by the author.

Figure 79: Back (north side) of the ca. 1958 Perry barn. Photograph by the author.

Figure 80: Trainer's cottage at the Perry barn. Photograph by the author.
**W. C. Freeman Barn**

In November 1962, the Aiken Training Track sold the northwest parcel containing 3.59 acres of land from the subdivision of the Elm Crest Farms tract to trainer Willard C. “Mike” Freeman. The deed contained a requirement that Freeman construct a barn for the training of racehorses within a year. Allegedly using the same builder as William Haggin Perry, Freeman constructed a one-story, frame, L-plan barn oriented to face the south and east, along with a building containing an office and housing for the foreman (Figures 82 through 84). The southern wing consisted of a linear shedrow containing fifteen stalls and a feed room at the crux of the L. The eastern wing had a ten-stall walking shedrow with hay storage above the stalls. The tack room and laundry stood across the walkway at the
east end of the building. The outdoor walking circle was located in front of the barn. Freeman trained horses for many prominent owners including Alfred Vanderbilt, Jr. and Whitney Stone. During his ownership of the property, Freeman trained the 1969 Second United States Filly Triple Crown Champion Shuvee. Shuvee also won the 1970 and 1971 Eclipse Awards for Champion Older Mare.99

After Mike Freeman died, his heirs sold the property to Race Barn LLC in June 2013. Race Barn LLC leased the stable to Darley America owned by Sheik Mohammed. In December, 2014, Race Barn LLC sold the property to C G Ingram Holdings LLC. Racehorse trainer Cary Frommer currently leases the barn.100

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**Bwamazon Barn**

The Aiken Training Track sold the northeast corner of the track property to the Waldheim Realty Company in September 1962 with the requirement that a race barn be constructed within a year. Stockbroker and racehorse owner Millard Waldheim owned
the Waldheim Realty Company. He constructed a modern, CMU, enclosed walking shedrow barn for his Bwamazon Farm racehorses (Figures 86 and 87). Waldheim’s wife had originally named the farm Bois Maison, but Kentucky horseman pronounced the name Bwamazon so often that Waldheim changed the official name to Bwamazon Farm to help the racing community recognize the name. Originally, the twenty-four-stall barn had stalls arranged in a double row of twelve with a surrounding enclosed walkway. Two apartments stood at the northwest end of the barn with a feed room between them. A granary was located above the feed room on the second floor. The office and tack room was at the southeast end with another apartment above.\textsuperscript{101}

Whitaker Farms, owned by Kentucky businessman and horseman Elmer Whitaker, bought the property in January 1984 after Millard Waldheim died. Whitaker owned the farm very briefly, selling it in October 1984 to Waterford Thoroughbreds owned by Bertram and Diana Firestone, who sought to expand their Aiken training base. The Firestones trained their horses at the barn for nearly a decade before selling it to racehorse owner Louis Porreco in December 1993. Porreco leased the barn to the Walmac racing outfit from 1994 to 2000. After Porreco sold the barn in June 2003 to Michael Rubin, it underwent extensive alterations. Rubin paved the interior with asphalt and removed four stalls to create a center pass-through, laundry, and office area. He renovated the tack room and feed office into a lounge with tack storage. He substantially expanded the second-floor apartment into the hayloft, cladding the residential part of southeast end of the barn in wooden shingles and creating a balcony with windows and

\textsuperscript{101} Aiken County, RMC, Deed Book 253, p. 295; Anne Mitchell Pezzano.
doors to provide natural light (Figure 85). Rubin also renovated the two apartments at the northwest end of the barn by removing the feed room and expanding the apartments into the second floor. Despite the modifications to the barn, trainer Richard Valentine leased the barn. He trained 2014 Champion Steeplechase Horse Demonstrative at the barn.102

Figure 85: Southeast end of the ca. 1962 Bwamazon barn showing the apartment alterations. Photograph by the author.

102 Aiken County, RMC, Deed Books 811, p. 215; 852, p. 163; 1439, p. 132; 2318, p. 185; USGS Aerial Photographs; Hall, Racing Champions, 44-47; Anne Mitchell Pezzano.
Figure 86: The northwest end of the ca. 1962 Bwamazon barn is closer to its original appearance. Photograph by the author.

Figure 87: The interior of the Bwamazon barn. Photograph by the author.
**Ogden Phipps Barn**

The Aiken Training Track sold 2.39 acres just to the north of its training barns to John Russell in December 1976. Several months later, thoroughbred racing executives Ogden Phipps and his son Ogden Mills “Dinny” Phipps bought the lot in February 1977. The Phipps family built a thirty-stall, prefabricated barn that arrived in panels by rail (Figures 88 through 91). The barn had a double row of twelve stalls with a center tack room and office. A walkway open to the air wrapped around the stalls. There were an additional four stalls at the north end of the barn, although one may have been used as a feed room. An additional two stalls and two rooms for the storage of hay and bedding stood at the south end of the barn. The Phipps family initially meant for the barn to be temporary. Ogden Phipps stabled 1981 Champion Older Female and 1989 Kentucky Broodmare of the Year Relaxing at the barn while she was in winter training with Hall of Fame Trainer Angel Penna, Sr. Ogden Phipps’s daughter, Cynthia Phipps may have also kept her horses, including 1982 Champion Three-Year-Old Filly Christmas Past at the barn. She trained her horses with Angel Penna, Jr.103

The Phipps family sold the barn to Virginia horseman Melville “Chuck” Church III in November 1986. Church defaulted on his loan, resulting in the foreclosure of the property in 1998. Polo player Chester William “Bill” Fannon, Jr. bought the property, briefly owning it for two years. In September 2000, he sold it to the current owner Gina Salatino, who uses it to house sport horses. The barn has had several additions over the

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years, likely made by the Phipps family or Church. The additions include a wash stall appended to the southeast corner of the barn, a later wash stall with space for multiple horses to be washed on the west side of the barn, bathrooms north of the second wash stall, and a storage closet at the northwest corner of the barn.\textsuperscript{104}

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{ogden_phipps_barn.png}
\caption{The ca. 1977 Ogden Phipps barn. The Aiken Training Track barn roof is visible in the background. Photograph by the author.}
\end{figure}

Figure 89: View of the ca. 1977 Phipps barn from near the Aiken Training Track barn. Photograph by the author.

Figure 90: Interior of the Phipps barn. Photograph by the author.
Figure 91: Interior of a stall in the Phipps barn showing the prefabricated panels. Photograph by the author.
CHAPTER 7
THOROUGHBRED TRAINING AND RACING LANDSCAPES OF CAMDEN

Camden’s training landscapes and barn types are distinctly different from those in Aiken. Unlike Aiken’s built environment, which evolved over time through the actions of numerous people, a small group of individuals with specific visions for the development and purposes of the Springdale Race Course and Camden Training Center produced the thoroughbred training landscape in Camden (Figure 92). Each builder adopted one or two barn types, which they continued to replicate throughout their tenure. As a result, Camden’s training barns fall into distinct types constructed during specific periods.

Since owners embraced unique barn types, the three earliest barn types constructed from the late-1920s through the 1940s overlap in period. The builders of Camden’s earliest training barns from the late-1920s through the mid-1930s favored winged training barns for housing racehorses. Like the Orangeburg Street barns in Aiken, the 1930s Fletcher-Waller sport horse barn was later converted into a training barn. It is the only linear shedrow stable in the study. Finally, Marion duPont Scott embraced the tripartite shedrow barn type at the Camden Training Center in the 1930s. The tripartite shedrow form appears to be unique to the Camden area.

After Scott came to own both the Springdale Race Course and the Camden Training Center during the mid-twentieth century, she continued to replicate the tripartite shedrow barn type until she died in 1983. As a result, both modern open walking shedrow barns and closed walking shedrow barns that property owners began constructing as early
as the 1960s in Aiken did not become popular in Camden until after her death. Camden property owners and managers began constructing open walking shedrows during the 1980s. The late-1980s Barn B-2 at the Springdale Race Course is the only exception. The barn’s U-plan form was likely inspired by the nearby 1930s Barn B-1.

Figure 92: Aerial map of Camden.
Figure 93: Aerial map of the Springdale Race Course.

Figure 94: Aerial map of the north part of the Springdale Race Course.
Figure 95: Aerial map of the west part of the Springdale Race Course.

Figure 96: Aerial map of the east part of the Springdale Race Course.
The Springdale Race Course

The Springdale Race Course is a 661.66-acre racing complex located to the northwest of Camden (Figure 93). Knights Hill Road bisects the property into northern and southern sections. The racetrack itself comprises most of the northern section. It is a turf course with multiple concentric loops in a large field. Although it is a steeplechase course, there are only a few timber (wooden fence) jumps because the portable brush jumps are not usually kept on the track except for during races. There are several modern buildings in the infield including restrooms. A large concrete grandstand sits on the north side of the racetrack. There are modern restroom facilities, concession stands, kennels for foxhounds, and paddocks behind the grandstand, as well as a historic paddock building where jockeys prepared for the races (Figure 94).
A dirt road called Lauray Lane curves along the northwest side of the track, connecting the grandstand with Knights Hill Road. Barns C and D, along with their outbuildings and paddocks stand to the northwest of the intersection of Lauray Lane and Knights Hill Road. Further up Lauray Lane stand large equipment sheds and a small historic house called the Fox Hound House (Figure 95). The Camden Hunt used to keep foxhounds in kennels around the building. The B-1 and B-2 barns, along with the B-1 barn’s outbuildings are located along Lauray Lane to the west of the grandstand (Figure 94).

The steeplechase offices and the National Steeplechase Museum are located in the southeast corner of the property north of Knights Hill Road. The office portion of the building was allegedly a two-room building moved to the site by Marion duPont Scott from her Holly Hedge estate. Barn A and its paddocks stand behind the museum and office building. A 5/8th mile dirt training track is located between these buildings and the main racetrack (Figure 96).

South of Knights Hill Road, the Springdale Race Course also encompasses a strip of land bounded by Lauray Lane on the east and Springdale Drive on the west. The northern-most portion of the strip has a field with a variety of cross-country jumps used for the training and showing of hunters. The southern portion of the property contains barns E-1, E-2, E-3, a hay storage shed, and paddocks (Figure 97). There are woods with a bridle trail to provide horses at the E barns with access to the main track between the barns and the cross-country jumps.

The southeast corner of the Springdale Racecourse Property bounded by Knights
Hill Road to the north and Lauray Lane to the west is dedicated to racehorse training. There is a one-mile dirt training track with a turf track on the interior. There are a series of standard steeplechase hurdles for training in the infield, as well as a small, 1/25th mile track with two jumps for training steeplechase horses (Figure 97).

**History**

Steeplechase enthusiast Harry D. Kirkover discovered an open, relatively flat piece of land near the site of the old Hawthorne Course in 1927. Believing it to be the ideal location for a steeplechase course, he convinced his friend Ernest L. Woodward to acquire the land. Kirkover had been disowned by his parents for marrying a woman without their approval, so he lacked the money to undertake the construction of the steeplechase facility. Instead, he served as an organizer and active proponent of the course. Meanwhile, Woodward had the funds after making a modest fortune on Jell-O. Kirkover and Woodward planned the first European-style steeplechase course in the United States where all of the jumps could be visible from the viewing area. They made the track visible by designing several concentric tracks so that races several miles long could be run without repeating the same jumps. They built both timber and brush courses, which required different jumping styles. Woodward also used a state-of-the-art clay tile drainage system to maintain good footing in inclement weather. By 1928, Kirkover and Woodward held informal steeplechase races at the course. They organized their first formal race recognized by the National Steeplechase and Hunt Association to be held on March 22, 1930. The race included the two-mile Springdale Steeplechase run over a
brush course and the three-mile Carolina Cup run over a timber course. Kirkover and Woodward dedicated the Carolina Cup to Thomas Hitchcock for his role in promoting steeplechase racing in the United States. Woodward purchased the silver Queen Anne trophy made in Ireland in 1704 for the Carolina Cup using his own funds.  

Figure 98: General Manager James Willis Cantey directs African American laborers working on a brush jump. Note the original E-plan form of Barn B-1 in the background. Bert Clark Thayer Photographic Album, ca. 1938, Camden Archives and Museum.

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Woodward also quickly constructed the training tracks and stables to make the Springdale Race Course into a premier winter training facility for steeplechase horses. He built the main barn near the racetrack, now known as Barn B-1 (Figure 98). Woodward originally constructed the one-story, frame barn as an E-plan barn with three open walking shedrows with twelve stalls arranged in double rows in each wing. Additional stalls, hay and straw storage, feed rooms, and tack rooms were likely located in the vertical part of the E. The entire west wing of the barn was demolished during the mid-to-late twentieth century, resulting in the barn’s current, twenty-eight-stall, U-plan form (Figure 99). The roof framing system was changed from a gable roof to a hipped roof. Outbuildings, at least three of which survive to the present, stood behind the barn. The
west building contained a laundry room and storage, with four stalls later appended to the south side of the building. A small, one-room, frame building stood to the east of the laundry and tack rooms. The building may have been used as a room for exercise riders to warm up between exercising horses or a blacksmith shop because it had a stove. A one-story, frame, U-plan bunkhouse for workers was located to the east.\(^{106}\)

The races held during the Carolina Cup quickly attracted some of the leading gentlemen jockeys and steeplechase racing stable owners in the United States. Leading amateur gentlemen jockeys riding in the 1935 Carolina Cup races included Carroll Bassett, Jim Ryan, Carter Brown, and Noel Laing. Newspapers noted that Pete Bostwick was the only nationally-renowned steeplechase jockey absent from the races because he was competing in the British Grand National for Ambrose Clark. The 1935 Carolina Cup also drew the racing stables of Marion duPont Scott, Paul Mellon, Richard King Mellon, and F. Ambrose Clark. Taking advantage of one of the finest steeplechase facilities in the country, these owners all kept their horses at the Springdale Race Course for winter training prior to the races. A 1942 newspaper article noted that many of the best steeplechase horses in the United States trained at Springdale. From 1937 to 1939, Scott and Clark’s Camden-trained horses competed in thirty-seven steeplechases in England. Scott trained several important horses at the Springdale Race Course, likely keeping them at Barn B-1. One of her first notable horses to train in Camden was Trouble Maker. He won the 1932 Carolina Cup and 1932 Maryland Hunt Cup, the most difficult timber race

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\(^{106}\) “Program of the Sixth Annual Race for the Carolina Cup,” March 30, 1935, Camden Archives and Museum; USGS Topographic Maps; Bert Clark Thayer Photographic Album, ca. 1938, Camden Archives and Museum, Camden, South Carolina.
in the United States. Marion duPont Scott also trained Battleship at the Springdale Race Course. Battleship became the only horse to win both the American and British Grand National Steeplechases in 1938.\textsuperscript{107}

With the quickly growing popularity of the track for winter training, Woodward constructed Barn D to house additional horses. He likely built Barn D between 1930, when the first official races began, and 1935, when he sold the Springdale Race Course to Kirkover (Figures 100 and 101). The barn was a one-story, frame, U-plan barn built with a southeastern orientation. The barn had a double row of twelve stalls in open walking shedrows in each wing. The connection between the wings had hay and straw storage, feed rooms, a tack room, an office, and three additional stalls. At least two outbuildings stood behind the barn. One outbuilding had a laundry room, while the other was quarters for workers. The original bunkhouse was a frame building that stood closer to the barn. It may have been the bunkhouse with an adjoining overflow stable lost in a fire in March 1967, although this building could have been located near Barn B-1. Regardless, the bunkhouse was replaced with a smaller, CMU quarters building. The newer quarters building also had a bathroom accessible from the exterior. Barn D became known as the Clark Barn because F. Ambrose Clark kept his horses at the stable during the 1930s and

early 1940s.\textsuperscript{108}

\textbf{Figure 100:} Barn D. Note the bunkhouse to the rear of the stable. Thayer Photographic Album, ca. 1938, Camden Archives and Museum.

\textbf{Figure 101:} The ca. 1930-1935 Barn D. Photograph by the author.


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In August 1935, Woodward transferred the 873.5-acre Springdale Race Course to Harry Kirkover. Kirkover was likely able to afford the maintenance of the property because the racetrack had become such a successful winter training facility. Nevertheless, Kirkover allegedly sold the Springdale Race Course to F. Ambrose Clark’s wife Florence in November 1949 because he did not have the money to operate the facility. Like her husband, Florence Clark was an enthusiastic breeder and owner of steeplechase horses, although she wintered her horses in Aiken while he initially kept his in Camden. Florence Clark leased the Springdale Race Course to Marion duPont Scott for use as a winter training facility.109

After Florence Clark died in 1950, Marion duPont Scott purchased the Springdale Race Course in June 1954. She also bought 189 acres of land containing Barn D, which had remained in the Kirkover family’s possession in November 1959. Scott’s acquisition of the racetrack meant that she owned both of the major thoroughbred training and racing facilities in Camden. Her ownership of the property ultimately ensured its continued success for the remainder of the twentieth century. Scott continued to hold the Carolina Cup races, drawing even larger numbers of competitors and audiences. Under her ownership, the Carolina Cup races became a charitable event as she donated all of the proceeds to the local Kershaw County Memorial Hospital. In 1970, Scott helped add a new race at the Springdale Race Course. Scott’s steeplechase trainer and manager of the


Scott made several changes to the property during her ownership of the Springdale Race Course. In 1968, Scott and Woolfe converted the timber jumps to brush jumps. Scott disliked timber jumps because the immovable fences were more dangerous for the horses. She stopped racing her own horses over timber in 1935 after her horse Trouble Maker died during the Maryland Hunt Cup. She also allegedly moved a two-room building from her Holly Hedge property to the racetrack to use as an office. Scott built barns A and C in the tripartite shedrow form she used for most of her barns at the Camden Training Center. She may have constructed Barns A and C during the 1960s or 1970s because they had the most similarities to Barns 9 (ca. 1961) and 10 (ca. 1960s or 1970s) at the Camden Training Center (Figures 102 and 103). All three barns had four stalls and a multipurpose tack, feed, office in the center stall block, as well as more space behind the stalls for hay and straw storage. Although nearly identical, Barn C had cedar posts supporting the rear roof, while Barn A had dimensional lumber. They may not have
been built at the same time due to this slight difference. Both barns also had later additions to the back of the multipurpose rooms. Barn A had a bathroom addition, while the addition to Barn C enlarged the room.\textsuperscript{111}

\textit{Figure 102: Ca. 1960s-1970s Tripartite shedrow Barn A. Photograph by the author.}

Marion duPont Scott ensured the continuation of racing and training at Springdale Race Course after her death in September 1983. She willed the racetrack property to the State of South Carolina, along with a $1 million trust fund to operate the racecourse and training facilities. After Scott’s death, the managers of the Springdale Race Course planned for the construction of Barn B-2 in 1986 (Figures 104 and 105). The twenty-two-stall, U-plan, CMU barn drew from the orientation and layout of the B-1 and D Barns. Barn B-2 had two wings with ten stalls in each, as well as rooms for hay and straw storage, two stalls, laundry, tack, and equipment. The 1986 renovations of the Springdale Race Course also included the construction of the concrete grandstand, as well as the bathroom facilities behind the grandstand and within the infield. Additionally, Scott also stipulated that the Carolina Cup and Colonial Cup races continue to be run for the benefit of the Kershaw County Memorial Hospital in her will. The increasing popularity of college football during the 2000s decreased the viewership of the Colonial Cup, leading to the combination of the Carolina Cup and the Colonial Cup races in the spring of
Figure 104: The ca. 1986 Barn B-2 (left) clearly influenced by the heavily-altered historic ca. 1928-1930 Barn B-1 (right). Photograph by the author.

The Fletcher-Waller Stables (The E Barns)

The Fletcher-Waller Barns, later known as the E Barns, were not originally part of the Springdale Race Course. Warrenton, Virginia horsemen J. North Fletcher and Thomas M. Waller acquired six acres to the south of the Springdale Race Course in January 1931. They bought the property to develop a barn where they could stable their horses during their participation in Camden’s equine activities. Both men appear to have initially gone to Camden to play polo during the winter of 1930 to 1931. They also enjoyed foxhunting, horse showing, and participating in the local hunt races and steeplechases. Waller and Fletcher started a series of horse shows in front of their Camden stable called the Virginians’ Horse Show in 1935. The show was so popular that it quickly became one of the main winter events in Camden and the first major show on
the national hunter jumper circuit.113

Fletcher and Waller constructed two barns on their property. They likely built the barn presently known as Barn E-3 after acquiring the property in 1931 (Figures 107 and 110). They may have originally built the barn to house polo ponies because they first came to Camden to play polo. The stable originally had twelve stalls, while each man would have had six ponies to play a full game of polo. The barn also closely resembled the polo barns of Aiken because it was a southward-facing, one-story, frame, linear shedrow barn with a central tack room and second-floor hayloft. The barn had a later storage room on the east end. Fletcher and Waller also built a second, larger barn on the site during the 1930s (Figure 106). They either built the barn on the property boundary during the 1930s, or they may have constructed it after Fletcher enlarged the property by purchasing an additional three acres to the south in October 1934. The stable originally had a U-plan layout with a second-floor hayloft in the center like the linear shedrow barn. Fletcher and Waller may have stabled their hunters and steeplechasers in the barn.114


114 Kershaw County, Register of Deeds, Deed Book BY, p. 742; CL, p. 1; Bert Clark Thayer Photographic Album, ca. 1938, Camden Archives and Museum.
In June 1936, Thomas Waller sold his share of the property to J. North Fletcher.
Fletcher continued to hold the popular Virginians’ Horse Show through 1942. He likely stopped holding the show due to World War II. In December 1945, he sold the property to Marion duPont Scott. Because of the barns’ advantageous location directly across the road from the Springdale training tracks, Scott used the barns to house steeplechase horses. She likely added an extra row of stalls in the center, making the barn into an E-plan. During her ownership, the property also had two bunkhouses. Scott included the Fletcher Barns with the Springdale Race Course when she bequeathed the track to the State of South Carolina in 1984. Around 2000, the managers of the property demolished two of the Fletcher Barns and the bunkhouses, replacing them with two modern, CMU, open walking shedrow barns named Barn E-1 and Barn E-2 (figures 108 and 109). Barn E-1 had twenty stalls arranged back-to-back in groups of ten with a center pass-through. The two halves of the barn mirrored one another, with two feed rooms, tack rooms, and bathrooms located on each side of the center pass-through. Barn E-2 was identical in layout to the south half of barn E-2, with ten stalls arranged back-to-back and a tack room, feed room, and bathroom located at the north end of the barn.\footnote{Kershaw County, Register of Deeds, Deed Book CN, p. 246; DB, p. 445; IV, p. 782; “Entries Being Made for Show: Virginians’ Horse Show at Camden to Draw Large Field Feb. 21,” \textit{The Index-Journal, Greenwood, SC}, February 4, 1942, accessed February 19, 2018, \url{https://www.newspapers.com/image/68021111}; Aetna Insurance Policy for the Fletcher Stables, 15 January 1951, William du Pont, Jr. Collection, box 253, Hagley Museum and Library; USGS Aerial Photographs, USGS Topographic Maps.}
Figure 108: Ca. 2000 Open Walking Shedrow Barn E-1. Photograph by the author.

Figure 109: Ca. 2000 Barn E-2. Barn E-2 is half the size of Barn E-1, but otherwise identical. Photograph by the author.
Figure 110: The ca. 1931 Barn E-3. Photograph by the author.
The Camden Training Center

The Camden Training Center is a 367.47-acre training facility for flat racers located west of Camden and south of the Springdale Race Course (Figure 111). Most of the property is located to the south and west of the intersection of Carter Street and Chestnut Street. The Camden Training Center also includes some forested parcels to the north separated from the main facility by Battleship Road, as well as the Polo Field No. 2 and the Cherokee Club half-mile track located across Carter Street.

The main training facility includes a mile track, an office, storage buildings, bunkhouses, ten barns, and paddocks. The mile-long dirt track, interior turf track, and original judge’s stand are located at the south end of the property near Chestnut Street. The caretaker’s cottage, now used as an office, is north of the track on the main farm road. The tool shed, now used for hay and heavy equipment storage stands just to the north of the caretaker’s cottage. Three bunkhouses are located further up the farm road. They are now used for storage. Up the hill from the bunkhouses is a row of four stables, with an additional six stables standing on the hill behind (Figure 112). There is also a modern restroom facility and another hay storage shed intermingled with the horse barns. Paddocks and an open, parklike area with trees are north of the stables. There is also a wooded area, with a dirt track in the woods. Bridle trails through the woods connect the Camden Training Center to the Springdale Race Course.
Figure 111: Aerial map of the Camden Training Center.
History

Marion duPont Scott initially followed her childhood tradition of wintering in Altama, located near Brunswick in coastal Georgia. As Scott and her brother William du Pont, Jr. became increasingly involved in horse racing, they began to spend portions of their winter in Aiken and Camden. Both attended the Carolina Cup in 1931, with Scott’s horse Trouble Maker winning the race in 1932. By 1933, Scott became interested in acquiring land in Aiken as she and her brother sought to sell their Altama property.
However, du Pont did not have the money to purchase the land in Aiken. Scott ultimately ended up wintering at 2030 Lyttleton Street in Camden while her horses trained at the Springdale Race Course during the mid-1930s. She did not give up her aspirations of building a winter training facility.\footnote{116} In 1935, she became interested in buying a tract of land called the Ellis property in Camden. Her brother urged her to be cautious, writing “That hill top, of course, looked level but grades are very deceiving […] you might find that the fills would be too great. Also that hill top was white sand and […] I am convinced you need a clay bottom, for the faster the horses run over Kirkover’s course the deeper they go into the ground. You will notice that the track Mr. Hitchcock uses at Aiken the base is as firm as any of the big tracks.” He also noted “I do not think in these times and with the uncertain tax legislation that there will be many buyers for the property, and we could consider it when we had further time to investigate.”\footnote{117}

Scott apparently reconsidered the Ellis property based on her brother’s advice, instead buying 127.9 acres from the Cherokee Club, an outdoor sporting organization, in June 1936. This land encompassed the hill she later constructed her stables on. Since she needed a flatter area to construct her training track, Scott also purchased an additional 107 acres at the bottom of the hill from J. B. Zemp, C. J. Shannon, Jr., and Josephine Cureton in December 1936. She also acquired a number of smaller parcels to complete

the training facility in 1937 and 1938. Scott did not purchase the Polo Field No. 2 and the Cherokee Club half-mile track until April 1943 (Figure 113). In addition to the favorable topography, Scott’s training center was also adjacent to the Seaboard Air Line Railway. The location enabled her to build a railroad siding for shipping horses and supplies.\(^{118}\)

![Figure 113: Scott's horses exercising at the half-mile track during the late-1930s. Jockey and trainer Carroll Bassett is in the lead with Marion duPont Scott riding sidesaddle behind him. Thayer Photographic Album, ca. 1938, Camden Archives and Museum.](image)

William du Pont, Jr. oversaw the construction the training facility for Marion duPont Scott during the winter of 1936 through the summer of 1937. The Camden Training Center, initially known as Wrenfield, ultimately cost $49,506.95. Scott paid for most of the construction work, although du Pont contributed $12,668.18. Du Pont used contractors from South Carolina, North Carolina, and Delaware to build the Camden

\(^{118}\) Kershaw County, Register of Deeds, Deed Book CL, p. 501-503; CJ, p. 58; CL, p. 564-565; CL, p. 599; CL, p. 614; CL, p. 629; CN, p. 510; CO, p. 221; CX, p. 352; Division Freight Agent to Marion duPont Scott, 10 February 1937, William du Pont, Jr. Collection, box 100, Hagley Museum and Library.
Training Center. General Contractor George & Lynch of Dover, Delaware graded and excavated the sites of the training track, railroad siding, stables, and roads, while J. B. Zemp of Camden provided trucks, truckdrivers, drainage pipe, sand, cement, and brick. Du Pont hired Barnwell, South Carolina contractor C. G. Fuller to pave roads. B. M. Lineberger of Charlotte, North Carolina wallpapered the caretaker’s cottage, while local electrician S. B. Kirkland wired the building. J. C. Cox of Camden completed the plumbing for the training center.\textsuperscript{119}

Du Pont bought building supplies primarily from local companies. Asphalt came from the South Carolina Division of the Standard Oil Company. Du Pont purchased lumber and other wood building products from the Wateree Lumber Company of Camden, the Camden Lumber Company, and the Guy Planing Mill and Lumber Company. He also acquired shingles and roofing materials from the Bass Roofing and Paint Company of Columbia. He purchased paint, turpentine, and linseed oil from the Camden Furniture Company for finishes. He bought tools, nails, and other hardware from the local Burns & Barrett Hardware Co. and Barringer Hardware Company. Du Pont bought cedar fence posts from Robert Thompson for the paddocks. Du Pont seeded the paddocks and fields with Bermuda Grass, Carpet Grass, and Leapedeza from Whitaker and Company.\textsuperscript{120}


\textsuperscript{120} Standard Oil Company Invoice, 31 May 1937; Wateree Lumber Company Invoice, 1 July 1937; Camden Lumber Company Invoice, 2 February 1937; Guy Planing Mill and Lumber Company Invoice, 30 March 1937; Bass Roofing and Paint Co. Invoice, 23 February 1937;
William du Pont, Jr. hired employees from Camden and Delaware in addition to the contractors he employed. He used the services of both Camden and Delaware engineers. Clark M. Pardee of Delaware completed the initial engineering work. William du Pont, Jr. used Pardee’s services in designing many of du Pont’s racetrack projects during the early-to-mid twentieth century. After construction began, local civil engineer Alfred Boykin performed most of the remaining engineering and survey work. Notably, du Pont did not employ any architects for the design of the training center buildings.

Frank M. Kelly initially supervised the construction of the training track and facilities from December 1936 through May 1937. A. F. McDowell became the supervisor from May through the project’s completion in July 1937. Sarah Campbell who was employed by the C. P. DuBose and Son fire and casualty insurance company provided stenographic work during the construction of the training center. William du Pont, Jr. hired seventy-six local workers for the duration of the project, as well as approximately forty-five transient laborers. Both the hired and transient workforce were mixtures of African American and white laborers.121

When completed, Scott’s training track was widely considered one of the finest mile tracks in the South, leading many prominent racehorse owners and trainers to lease

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stables for winter training (Figure 114). A lack of aerial photographs, maps, and construction documents makes it difficult to trace the exact evolution of the Camden Training Center’s landscape. Marion duPont Scott had at least four tripartite shedrow barns constructed in a row by the late-1930s based on the Thayer Photograph Album (Figure 115). Two of the stables were located on the sites of the current Barns 1 and 2, while the other two stables survive as the present Barns 3 and 4 (Figure 116). These barns were one-story, frame buildings with brick foundations. They had six-stall shedrows with overhanging roofs flanking a central four-stall shedrow. The central shedrow had an extended roof in front and behind so horses could be walked around it. Scott also appears to have constructed a structure with two large, metal ventilators at the crest of the hill on the site of the current Barn 11 (Figure 117). The building was likely Scott’s private stable for her racehorses (Figure 118). The stable appears to have been a large, one-story, frame, U-plan barn with two-story sections in the corners. There may have been living spaces or a kitchen on the second floor as indicated by the numerous windows and chimney stack. This stable was valued at $7,000 on a 1942 insurance form, while the other stables were valued at $2,500.122

The training center also had at least two bunkhouses located south of the stables by the late-1930s (Figure 119). The original bunkhouse had a hipped roof, while Scott added a smaller, gable-roofed bunkhouse to the south later. Scott demolished the original bunkhouse by the mid-twentieth century. The second bunkhouse is likely the current

122 Bert Clark Thayer Photographic Album, ca. 1938, Camden Archives and Museum; Aetna Insurance Company Policy for Marion duPont Scott, 1 October 1942, William du Pont, Jr. Collection, box 253, Hagley Museum and Library.
frame, L-plan bunkhouse with a brick foundation (Figure 120). The building gained its L-plan form after receiving an addition on a CMU foundation to the south. There also appears to have been an assemblage of buildings around the caretaker’s cottage and tool shed (Figures 121 and 122). These buildings may have included the caretaker’s garage, mule stable, garage and pump house, gate house, and gate house garage listed on the 1942 insurance inventory. In addition, a blacksmith shop stood near the stables. Scott and subsequent owners demolished these buildings over the course of the twentieth and twenty-first centuries. The gate house and mule barn may have been subdivided and sold as a residence as the neighboring 1128 Chestnut Street property. Scott never lived at the training center. She purchased Holly Hedge from Woodward’s widow in 1944.\textsuperscript{123}

\textsuperscript{123} Bert Clark Thayer Photographic Album, ca. 1938, Camden Archives and Museum; Aetna Insurance Company Policy for Marion duPont Scott, 1 October 1942, William du Pont, Jr. Collection, box 253, Hagley Museum and Library; Kershaw County, Register of Deeds, Deed Book DA, p. 457.
Figure 114: A horse exercising on the mile track at the Camden Training Center. Thayer Photographic Album, ca. 1938, Camden Archives and Museum.

Figure 115: Horses cooling out in front of the 1930s tripartite shedrow Barns 1 through 3. Thayer Photographic Album, ca. 1938, Camden Archives and Museum.
Figure 116: The ca. 1937 Barn 4. Photograph by the author.

Figure 117: Horses walking to the training track. Note the metal ventilators rising above the trees behind the barns. Thayer Photographic Album, ca. 1938, Camden Archives and Museum.
Figure 118: Building with large metal ventilators located on top of the hill. Likely Scott's U-plan stable for her racehorses. Thayer Photographic Album, ca. 1938, Camden Archives and Museum.

Figure 119: Horses cooling out in front of the tripartite stables. The original bunkhouse is the hipped-roof building directly behind the horses. Note all of the outbuildings including the caretaker’s cottage in the background. Most of these buildings vanished over the course of the twentieth century. The mile track is in the clearing behind the caretaker’s cottage. Thayer Photographic Album, ca. 1938, Camden Archives and Museum.
Figure 120: The ca. 1940 second bunkhouse. The original structure was the smaller L-plan portion containing windows on the right. As evidenced by the CMU foundation, the section of the building to the left of the window was added later. Photograph by the author.

Figure 121: The ca. 1937 caretaker's cottage and tool shed, now used as a hay barn. The mile track is in the background. Photograph by the author.
As the Camden Training Center grew in popularity among racehorse owners and trainers during the 1940s, Scott built additional stables. By 1942, Scott had constructed two additional stables. These buildings were likely the present Barn 5 and Barn 6 (Figures 123 and 124). She likely built Barn 5 as overflow horse housing. Barn 5 was a six-stall, linear shedrow on a brick foundation with a later combined hay, feed, and laundry room appended to the west end. Befitting the stable’s smaller size, the insurance company valued Barn 5 at $1,000 compared to the $2,500 tripartite shedrows. Barn 6 was a tripartite shedrow identical to Barns 1 through 4. Scott added a third frame bunkhouse, likely the present small, frame bunkhouse on a concrete foundation located between the oldest extant bunkhouse and the modern bunkhouse by 1952 (Figure 133). She also constructed a seventh stable on the property. Valued at $6,000 compared to the $4,000
tripartite shedrows, this barn was possibly a larger linear stable with a projecting center bay that stood at the top of the hill to the east of Scott’s U-plan barn This barn disappeared from the landscape by the late-1950s. By 1947, Scott had five major trainers with 130 horses at the Camden Training Center, as well as other trainers with smaller numbers of horses. Attesting to Camden’s importance as a training center for both steeplechase and flat racehorses, the top three winners at Aqueduct Park, New York in 1947 were trained in Camden. Cornelius Vanderbilt Whitney’s Phalanx won the prestigious 1947 Wood Memorial Stakes and the 1947 Belmont Stakes. The 1947 American Champion Three-Year-Old Colt trained at the Camden Training Center under Hall of Fame trainer Sylvester Veitch.\textsuperscript{124}

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{Barn_5_1942}
\caption{Scott likely built the ca. 1942 Barn 5 to house overflow horses from her other barns. She probably did not have the demand to construct a full tripartite shedrow barn at the time. Photograph by the author.}
\end{figure}

During the mid-to-late 1950s, Scott likely built the stable presently known as Barn 7 to the north of Barn 6 (Figure 125). Architecturally, Barn 7 served as a transition between Scott’s early-to-mid twentieth century and mid-to-late twentieth century tripartite shedrows. Like the earlier stables, Barn 7 had six-stall shedrows flanking a center shedrow with a surrounding walking area. Similar to the later barns, the center shedrow contained five stalls instead of four. It also had a CMU foundation with CMU blocks supporting the wooden posts.
Scott constructed Barn 8 in 1960 and Barn 9 in 1961. The Pine Tree Building and Supply Company of Camden built the barns. Barn 8 burned in 1992, killing eleven horses. Standing to the southwest of Barn 7, the tripartite shedrow stable was likely very similar to Barn 9. Barn 9 stood to the north of Barn 8. Barn 9 differed considerably from Scott’s earlier tripartite shedrows (Figure 126). Instead of six-stall flanking shedrows, it had eight-stall flanking shedrows. The center shedrow had four stalls and a multipurpose feed and tack room. The earlier barns did not have feed or tack rooms. Scott presumably stored feed and equipment at a central location. Barn 9’s roof over the rear walkway was extended nearly double that of the older barns. The extended roof allowed for hay and straw to be stored on a concrete pad directly behind the stalls instead of at the hay barn.
(figure 127). The walkway encircled both the stalls and the hay storage area. Scott likely decided that it was easier to have hay and straw storage at each barn. She added concrete pads covered by shed roofs behind the flanking shedrows on Barns 3, 4, 6, and 7 to store hay and straw (figures 128 and 129).  

Figure 127: The ca. 1961 Barn 9 had concrete pads for storing hay and straw. The green addition is a fire suppression system. Photograph by the author.

Figure 128: Ca. 1937 Barn 3 has shed additions with concrete pads to either side of the walking shedrow to store hay and straw. Photograph by the author.
Hall of Fame trainer Frank Whitely stabled his horses in Barns 8 and 9. He trained 1965 Preakness Stakes winner and 1965 American Champion Three-Year-Old Colt Tom Rolfe; 1967 Preakness Stakes winner, 1967 Belmont Stakes winner, 1967 American Champion Three-Year-Old Colt, 1967 U. S. Champion Handicap Horse, and 1967 United States Horse of the Year Damascus; and 1976 and 1977 American Champion Older Dirt Male Horse Forego at the Camden Training Center. Whitely also trained 1974 American Champion Two-Year-Old Filly, 1975 American Champion Three-Year-Old-Filly, and 1975 Triple Tiara Winner Ruffian at Camden. Stabled in Barn 9, Ruffian was widely considered to be not only one of the greatest fillies in racing history, but also one of the
greatest racehorses of the twentieth century before her tragic breakdown and death in 1975.126

Scott also likely built her final stable known as Barn 10 to the north of Barn 9 during the 1960s (Figure 130). Barn 10 was identical to Barn 9 except it had six-stall flanking wings. In spite of the inclusion of a room to house tack and feed, there was not enough storage space in Barns 9 and 10. Both barns had later additions to their east ends to increase space for tack, feed, and equipment storage. Barn 9 also had a fire suppression system added behind the center shedrow, likely in the 1990s after Barn 8 burned. Barn 10 had an exterior, enclosed storage area, as well as a one-stall addition to the west end of the stable to house a lead pony.

Figure 130: Ca. 1960s-1970s Barn 10. The one-stall addition for the lead pony is on the left end of the barn, while a storage room addition is on the right. Photograph by the author.

Marion duPont Scott died in 1983. She donated 30.5 acres on the west side of her property to the City of Camden for a park. The land included a quarter-mile dirt track. The executors of Scott’s will sold the Camden Training Center to prominent Kentucky thoroughbred breeder and racehorse owner William S. Farish in May 1985. After acquiring the property, Farish demolished Scott’s Barn 1. He replaced it with a modern, CMU, open walking shedrow with a metal roof. The twenty-three-stall barn had groups of five or six stalls arranged back-to-back with a center pass-through. An office, feed room, combined tack and laundry room, bathroom, and medicine closet were located along the center pass-through. Shortly after constructing the new barn, Farish demolished Scott’s Barn 2 and replaced it with a stable identical to Barn 1 (Figure 131). Around 1990, he also demolished Scott’s private, U-plan barn. He built a thirty-two stall, CMU, metal-roofed, enclosed walking shedrow barn with three large cupolas on the roof (Figure 132). Known as Barn 11, the stable had groups of sixteen stalls arranged back-to-back with a center pass-through. Like Farish’s earlier barns, the office, tack room, feed room, bathroom, and medicine closet were located on either side of the pass-through. Farish also built a storage shed for hay and straw behind Barn 11. He also likely constructed the modern, CMU bunkhouse located to the south of Scott’s bunkhouses (Figure 133).  

In September 2001, William Farish sold the Camden Training Center to Delaware thoroughbred owner, trainer, and breeder Henrietta Alexander George. George continued to operate the training facility during her brief ownership of the property. She sold it to

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127 Kershaw County, Register of Deeds, Deed Book IV, p. 1952; Plat Book 37, p. 1300; USGS Topographic Maps; USGS Aerial Photographs.
the present owners in June 2005. The Camden Training Center has continued to operate under the current owners. Since 2005, a number of the smaller, historic outbuildings such as garages, sheds, and the blacksmith shop have been demolished. The managers of the training center also built a large equipment shed for machinery in 2011.¹²⁸

Figure 133: The modern bunkhouse likely constructed by Farish is on the right. The ca. 1950 bunkhouse is in the center, and the end of the ca. 1940 bunkhouse is visible on the right. Barn 2 is on the hill in the background. Photograph by the author.
CHAPTER 8
ANALYSIS

The Character of the Thoroughbred Training Districts

The thoroughbred training landscapes initially developed on the peripheries of both Aiken and Camden near the Winter Colony estates. As both the towns and the thoroughbred training industry grew over the course of the twentieth century, the residential areas enveloped the thoroughbred training districts. Both Aiken and Camden have unique suburbs containing a mixture of equine and residential buildings known broadly as horse districts. Aiken’s thoroughbred training district is more compact with horse barns intermixed with houses on several acre lots. Camden’s thoroughbred training district is more sprawling, with the training tracks, fields, and pastures providing large, open, green spaces within the suburban neighborhoods. The thoroughbred training districts have distinctive characteristics, landscape features, and built environments. They are inextricably linked to the overall character and landscapes of Aiken and Camden.

With the exception of the Hitchcock barns, Aiken’s thoroughbred training barns are all located within a physically-distinctive area near the Aiken Training Track. While the training barns are part of the larger Aiken horse district, the training barns and tracks form a distinctive sub-district. The larger Aiken horse district is bounded by South Boundary Avenue to the north, Whiskey Road to the west, Knox Avenue and subdivisions to the south, and Powderhouse Road to the east. The roads surrounding the Aiken horse district, primary routes with faster moving vehicular traffic, form distinct
edges. The Aiken horse district is characterized by flat topography populated by Winter Colony estates and barns located on large, wooded lots with open areas set back from the streets. The streets are secondary roads laid out very loosely on a grid. The tree-lined roads are dirt for use by both horses and vehicles. There are areas for shared use by equestrians scattered throughout the district, including the Whitney Polo Field and track, the Sand Lot next to the Whitney Field, the Winthrop Polo Field, the Aiken Training Track, and the Aiken Horse Park.

The thoroughbred training district is primarily located in the south and east parts of the Aiken horse district. Its boundaries are not as well-defined as the larger Aiken horse district, Although the training area has the dirt roads and larger lots like the overall horse district, it has fewer trees because of the larger numbers of paddocks, pastures, and the training tracks. Furthermore, the houses on the Winter Colony estates are typically the focal point of properties in the Aiken horse district. While most estates have stables and carriage houses, their lower placement in the architectural hierarchy usually relegates them to locations behind or beside the house. In addition to placements within the landscape, the house usually has the highest level of architectural treatment. As ancillary structures, stables and carriage houses are often stylistically-compatible with the main house, but architecturally subservient. In contrast, the training stables are typically the most prominent building on each property, in part because of their large size. While they are not hidden, worker housing and offices are frequently located behind the barns prior to the 1960s.

The Orangeburg Street barns could be considered a sub-district within the
thoroughbred training district. Due to Plunkett’s subdivision of his land into deep lots with narrow street frontage, as well as the seasonal nature of the earliest polo barns, the stables are all oriented with their narrow, gable ends to the street. The early polo barns are all oriented to face the south to take advantage of the winter sun, although barns constructed after the 1970s do not. The barns occupy most of the lots’ acreages and have little setback from the street because of the small size of the lots. There is a sense of density on Orangeburg Street that is not experienced elsewhere in the thoroughbred training district.

In addition to the dirt roads, several bridle trails are located within the thoroughbred training district that are not common in the larger Aiken horse district. The bridle trails enable horses and workers to move from their stables to the training tracks without having to use the roads. The bridle trails are formally recognized through easements that are valid as long as the stables and tracks are used for training racehorses. Some of the most prominent intersections of streets in the thoroughbred training district include intersection of Orangeburg Street and Grace Avenue, the driveway of the Aiken Training Track and Two Notch Road, Mead Avenue and Two Notch Road, and Marlboro Street, Grace Avenue, and Two Notch Road. These intersections enable horses to either access the training tracks or proceed down Grace Avenue to Hitchcock Woods. Notable intersections of bridle trails and driveways include the intersection of the Whitney Field bridle trail with Two Notch Road, the Greentree Stable driveway and Two Notch Road, and the bridle trail for the southern training barns located to the west of the Aiken Training Track and the dirt extension of Knox Avenue. The intersections of the Whitney
bridle trail and the Greentree Stable driveway with Two Notch Road are especially important because they are points at which the horses have to interact with vehicular traffic on their way to and from the Aiken Training Track. As a result, both farms used to employ crossing guards. Now there are small traffic lights on the sides of the roads at both intersections.

To the horsepeople of Aiken, most of the training stables are points of reference because of the successful trainers and horses that occupied the barns. Many of the people involved in horse training have also worked with employees at other stables. The only barns that have not reached point-of-reference status are the modern barns built on the Greentree Stables property to replace the barns that burned. However, the chimney stack of the Johnson barn, which burned in 2013, remains a point of reference. Significant points of reference in the thoroughbred training district that are recognizable to outsiders include the Aiken Training Track, the stables at the Aiken Training Track, the Whitney Track, the Whitney barns, and the Track Kitchen because of their age and association with racehorse training in Aiken. To a lesser extent, the Clark Barn is also a notable point of reference due to its unusual level of architectural style. Unsurprisingly, major points of reference have been included in National Register of Historic Places nominations, while other stables have not in spite of their significance. Blue Peter’s Tree located on the infield of the Aiken Training Track is one of the few non-architectural points of reference. The oak tree has featured prominently in the photography of racehorses, weddings, movies, and the branding of the Aiken Training Track. The tree was named after the 1948 Champion Two-Year-Old Male Horse Blue Peter who was buried under
the tree after he died of appendicitis and pneumonia in 1950.129

Although the Hitchcock barns are not located within the thoroughbred training district, the area surrounding the barns has much in common. The section of Laurens Street the barns are located on is unpaved, like the roads within the training district. The long driveway to the barns is also dirt. All of the surrounding residential roads are paved. Since the Hitchcock barns are on the edge of Hitchcock Woods, the area is slightly more forested than the thoroughbred training district. The barns and paddocks are located in a clearing set back from the road, with approximately the same amount of woods as the 1950s.130 The topography is the greatest difference between the Hitchcock barns and the thoroughbred training district. Unlike the thoroughbred training district where the land is relatively flat, the topography at the Hitchcock barns slopes sharply downhill from Laurens Street. Due to their size, Hitchcock likely built his barns away from the street on one of the few flat areas. The land drops steeply downhill to the paddocks next to the barn. The Sand River gorge also runs behind the barns. The woods, topography, and distance from the street makes the Hitchcock barns’ setting feel slightly more isolated, quiet, and rural than the thoroughbred training district.

Like Aiken, Camden’s thoroughbred training district has a distinctive landscape. The thoroughbred training district in Camden has less well-defined edges than Aiken due to its sprawling, wooded nature. The thoroughbred training district is loosely bounded by

130 1952 Aerial Survey, City of Aiken, South Carolina Department of Archives and History, Columbia, South Carolina.
the railroad tracks to the south; woods between the equine areas and two recreational
parks, a subdivision, and the Boykin Road to the west; the Boykin Road and the John G.
Richards Road to the north, and the woods between the equine areas and a subdivision,
the Camden Country Club, railroad tracks, and Carter Street to the east. The Springdale
Race Course is located at the north end of the district, while the Camden Training Center
is at the south end. The two, primary racing and training facilities are connected by a
narrow corridor formed by Carter Street and several small stables located along the road.

Unlike Aiken thoroughbred training district, the Camden topography is hilly. The
flattest areas are at the Springdale Race Course and Camden Training Center tracks.
Camden is forested except for the stable yards, paddocks, and large expanses of open
land at the tracks, while Aiken has forested areas and trees planted along the streets. The
training stable acreages are considerably larger in Camden than Aiken. The average
acreage of the training stables along Carter Street are 23.77 acres, while the Aiken
training stables average 3.93 acres.\textsuperscript{131} The Springdale Race Course property is 661.66
acres and the Camden Training Center is 321.53 acres compared to the 35.45-acre
Whitney Field and the 70.33-acre Aiken Training Track. Although the Camden
thoroughbred training district is now located in the middle of suburbs, the hills, woods,
and large acreages give it a more rural appearance than the suburban-feeling
thoroughbred training district in Aiken.

Additionally, Camden has a greater separation of horses and vehicles in its

\textsuperscript{131} The training facilities averaged excluded properties with tracks because they are
considerably larger. The parcel containing the Aiken Training Track barns was averaged with the
other training facilities because it has historically been a separate property from the track.
circulation patterns. Knights Hill Road and Carter Street are the major roads running through the Camden thoroughbred training district. Both roads are paved and used almost exclusively by vehicles. The roads around the north side Springdale Race Course are gravel to facilitate vehicular traffic, especially during the races, except for the roads around the barns. The roads around the barns and back roads that are not used by people attending the races are dirt or bluestone chip to allow horses to walk on them. Keeping with the use of the south side of the Springdale Race Course for training, all of the roads are dirt to enable the movement of horses. Similarly, the Camden Training Center’s roads are dirt. Like Aiken, Camden has bridle trails to allow horses to move between their stables, the Springdale Race Course training tracks, and the Camden Training Center tracks while minimizing their interaction with vehicles. Since the Camden training facilities are larger and more spread apart than Aiken, the bridle paths are considerably longer and more extensive. The bridle path connecting the Springdale Race Course and the Camden Training Center runs through the woods behind the stables on Chestnut Street, paralleling the road. Like Aiken, there are traffic lights operable by riders to stop traffic at important intersections. One of the traffic lights allows horses to access the half-mile track from the Camden Training Center. The other enables horses to cross Knights Hill Road at Lauray Lane.

Likewise, Camden’s thoroughbred training district also differs from Aiken’s in that there are significant points of reference. Perhaps because of the number of tripartite shedrow barns and most of the Camden barns’ shared ownership by Ernest Woodward, Harry Kirkover, and Marion duPont Scott, each barn does not have the same point-of-
reference status to the local horsepeople the way the training barns in Aiken do. The local horsepeople identify the Camden barns by their number, letter, or current occupant, but they do not identify many of the barns by their past association with famous trainers or owners like the people of Aiken. There are a few exceptions at the Camden Training Center. Trainers and staff recognize Barns 3 and 4 as Marion duPont Scott’s original barns. They also refer to Barn 9 with reverence because it was used by trainer Frank Whitely. Similar to Aiken, the significant points of reference in the Camden thoroughbred training district are the racetrack and grandstand at the Springdale Race Course and the mile training track at the Camden Training Center. The training tracks at the Springdale Race Course and the half-mile track at the Camden Training Center are recognized to a lesser extent.

**Landscapes in Flux**

As described in the chapters detailing the ownership and evolution of training facilities in Aiken and Camden, the thoroughbred training landscapes of these towns are dynamic. The training landscapes have been in a constant, moderately-paced state of change amid periodic barn construction booms. The subdivision and accumulation of land, construction of barns and tracks, and extensive modifications to the barns were largely driven by social, economic, and technological trends. Changes to more transient features of the landscapes, like vegetation, fence lines, and walking circles, appear to have been a reflection of the owner’s or trainer’s needs and preferences. Aiken provides an excellent case study of the changing of impermanent landscape features in the
thoroughbred training district because it received regular documentation with aerial photography beginning in 1952. Although less revealing than photography, the USGS also began making topographic maps of Aiken in the 1920s.

During the late-nineteenth and early-twentieth century, the land in the area that became the Aiken thoroughbred training district was predominantly farmland with some woodlots around the Whitney Field. As Winter Colonists came to desire land for polo fields and ranches during the early-twentieth century, property owners and land speculators, including Winter Colonists like William C. Whitney and George Mead, subdivided and sold farmland. The 1952 aerial survey by the City of Aiken captured the landscape as transitioned from polo to racehorse training after the Aiken Training Track opened in 1941 (Figures 134 and 135). Although the polo barns had been converted into training barns by 1952, they generally retained larger paddocks measuring around three-quarters of an acre for turning groups of polo ponies out in comparison to the smaller paddocks of the recently constructed training barns. The area was considerably less wooded in 1952. The mature street trees that now line the roads had recently been planted to create a more park-like setting.\footnote{1952 Aerial Survey.}
Figure 134: A photograph of the Orangeburg Street barns, Greentree Stables, and the Aiken Training Track from the 1952 Aerial Survey of Aiken. Note the young street trees. South Carolina Department of Archives and History, Columbia, South Carolina.
As Aiken increased in popularity as a thoroughbred training center during the 1950s and 1960s, property owners further subdivided their land for the construction of additional training barns. As a result, the polo barns on Orangeburg Street lost most of their turnout paddocks. Training barns built during this period, such as the Bwamazon barn, Cragwood Stable, W. Haggin Perry barn, and the W. C. Freeman barn tended to
have smaller paddocks measuring close to one-tenth of an acre. By the 1990s and 2000s, many of the barn owners had reconfigured their fences to create 0.04 acre-or less paddocks and pens so more horses could be individually turned out. Many properties have had a number of different paddock configurations and sizes since 1952. For example, Greentree Stables has had seven different paddock layouts (Figures 136 through 142). Owners and trainers regularly changed paddocks and fencing to suit their needs and horse husbandry practices.\textsuperscript{133}

In addition to paddocks and fence lines, hotwalking circles and sand pits were important but transient landscape features in Aiken (Figures 143 and 144). In 1952, every training barn except for the Gaylard stable and the Old Hill ‘n Dale barn had at least one hotwalking circle used to cool horses. Some stables, like the Robert Dotter barn, Greentree Stables and the Whitney barns had multiple hotwalking circles. The hotwalking circles usually remained in the center of U-plan and L-plan stables over time. Hotwalking circles regularly changed size and location at linear shedrow and walking shedrow barns. The hotwalking circles at Greentree Stables best exemplified this trend. There was a hotwalking circle in front of the L-plan Johnson barn from as early as 1952 through its destruction by fire in 2013. In 1952, there was also a second hotwalking circle in front of the McCoy barn (Figure 136). The second hotwalking circle moved to the back of the Johnson barn by 1962 for use as a jogging track (Figure 137). By 1994, a third hotwalking circle had reformed in front of the replacement stable for the McCoy barn, which had burned in 1981 (Figure 139). The second hotwalking circle soon fell in disuse.

\textsuperscript{133} 1952 Aerial Survey; USGS Aerial Photographs.
disappearing by 2005 (Figure 140). Many barns no longer have hotwalking circles. The Hitchcock barns, Bwamazon barn, Ogden Phipps barn, William Haggin Perry barn, Robert Dotter barn, and all but one of the Orangeburg Street barns no longer have walking circles because they are not in use as training barns. The Claiborne Farm barn on Orangeburg Street now has a mechanical hotwalker, as does the Cragwood Stable barn. Both stables mechanized the hotwalking process to reduce labor between 1994 and 2005. In addition to hotwalking circles, many barns had sand pits for horses to roll in after exercising (Figure 143). Most sand pits were located in the center of the hotwalking circle, but a few were near the circle. Allowing horses to roll in sand fell out of practice among Aiken trainers by the 1970s, and the sand pits subsequently disappeared from the landscape. Round pens used in the training of horses followed the opposite trend: first appearing during the 1970s and becoming widespread by the 1990s.\(^{134}\)

\(^{134}\) 1952 Aerial Survey; USGS Aerial Photographs.
Figure 136: Greentree Stable in 1952. Note the two walking circles in front of the barns and the six large paddocks. Also note the traces of a circular track to the north. 1952 Aiken Aerial Survey, South Carolina Department of Archives and History.

Figure 137: Greentree Stable in 1962. Note that there is only one circle in front of the barn and the 1/8th mile track behind the barn. USGS Aerial Photograph.
Figure 138: Greentree Stable in 1971. Note that several of the paddocks have been removed. USGS Aerial Photograph.

Figure 139: Greentree Stable in 1994. Two paddocks have been removed for a 3/8th mile track. Only one large paddock has been retained, while the other paddocks have been replaced with smaller paddocks. There is a second hotwalking circle in front of the barns again. Also note that the three large paddocks at the Aiken Training Track have been divided into five smaller paddocks. USGS Aerial Photograph.
Figure 140: Greentree Stable in 2005. The 1/8th and 3/8th tracks are no longer in use. There are now six small turnout pens in their place. USGS Aerial Photograph.

Figure 141: Greentree Stable in 2010. Two large paddocks have been built where the tracks used to be. Also note that the Aiken Training Track has subdivided five of their paddocks into smaller turnouts. USGS Aerial Photograph.
Figure 142: Greentree Stable in 2015. The hotwalking circles have become faint traces since the barn burned. Some of the small paddocks have been replaced with two long, narrow paddocks. USGS Aerial Photograph.

Figure 143: A horse rolling in a sand pit at the Springdale Race Course in Camden. Aiken would have had similar sand pits. Bert Clark Thayer Photographic Album, ca. 1938, Camden Archives and Museum.
The Aiken thoroughbred training district also had several smaller, impermanent tracks. In addition to the Cuthbert Track, which became obsolete with the construction of the Aiken Training Track, there was also a circular track at the corner of the intersection of Two Notch Road and Grace Avenue, a 3/8th mile track at Greentree Stables, and a 1/8th mile track with jumps at the Aiken Training Track. The circular track may have been used by racehorse owner John M. Schiff to train his horses. After Greentree Stables acquired the property from Schiff in 1951, the track ceased to be used and it gradually vanished (Figures 136 and 137). Greentree Stables constructed the 1/8th and 3/8th mile tracks behind the Johnson Barn for use when temperatures dropped below freezing during the 1980s but stopped using it by the early 2000s (Figures 137, 138 and 140). Finally, the Aiken Training Track had a 1/8th mile track with four jumps to train steeplechase horses.
as early as 1952. The track disappeared by 1994, likely because the decline of the thoroughbred industry resulted in very few steeplechase horses training in Aiken by the end of the twentieth century.135

Unfortunately, Camden did not receive documentation through aerial photography until the 1990s, making it impossible to evaluate changes to Camden’s thoroughbred training landscapes prior to the 1990s. Based on the 1938 Thayer Photographic Album, it appears that Camden’s training landscapes experienced similar trends to Aiken. While Camden initially had more wooded areas than Aiken, historically it was also more open. Over time, the edges of the woods appear to have encroached upon the open space around the tracks and stables. Like Aiken, the hotwalking circles in Camden are also transient features. The locations of hotwalking circles cannot be traced over time because of the lack of aerial photographs, but they generally appear to have been in front of the barns during the late-1930s. Many of them continue to be located in front of the barns. Since the mid-1990s the circles almost disappear during periods in which nearby barns are not in use. They reappear in the same or similar locations when the barns are occupied. Camden training facilities also used to have sand pits for rolling, much like Aiken. During the late-1930s, Camden’s sand pits were located outside of the hotwalking circles near the barns. Similar to Aiken, the sand pits fell from use. They disappeared prior to the beginning of aerial photography in Camden during the 1990s.136

135 1952 Aerial Survey; USGS Aerial Photographs; Anne Mitchell Pezzano, interview by author, Aiken, SC, January 12, 2018.
136 Bert Clark Thayer Photographic Album, ca. 1938, Camden Archives and Museum, Camden, South Carolina; USGS Aerial Photographs.
Camden trainers may or may not have followed the trends towards increasingly smaller paddocks as Aiken trainers did. Unlike Aiken training facilities, which appear to have had paddocks early on, Camden training facilities appear to have had few-to-no paddocks during the late-1930s based on the Thayer Photographic Album. At the Springdale Race Course, grooms hand-grazed horses on grazing strips planted near the training barns instead of turning them out in paddocks (Figure 145). Scott may have also had grazing strips at the Camden Training Center, but Thayer did not photograph them.

Although there are currently paddocks in front of Scott’s tripartite shedrow barns, they do not appear to have been present in the late-1930s. By the mid-1990s, both the Springdale Race Course training facilities and the Camden Training Center had a number of small turn out paddocks comparable to those in Aiken. The Camden training facilities also had round pens by the 1990s. Camden also does not appear to have had smaller impermanent tracks based on the Thayer Photographic Album, but it is impossible to tell whether or not smaller tracks developed then disappeared over the course of the mid-twentieth century.\textsuperscript{137}

\textsuperscript{137} Bert Clark Thayer Photographic Album, ca. 1938, Camden Archives and Museum, Camden; USGS Aerial Photographs.
Training Barn Types and Spatial Usage

Unlike their training landscapes, which have many similarities, Aiken and Camden’s thoroughbred training barns have very few commonalities in form but share many of the same functionalities. Each place has distinctive barn types developed in response to social and economic trends unique to each town, yet they reflect shared practices in thoroughbred training. The only training barn form shared in common between Aiken and Camden is the one-story, frame, linear shedrow form often originally used for polo barns. Camden only has one of these barns, while Aiken has five that survive to the present. Aiken’s barns fall into six major time periods and types: early
training barns constructed from 1895 to 1904, polo barns built during the 1930s and later converted into training barns, mid-twentieth century thoroughbred training barns with diverse forms, mid-to-late twentieth century walking shedrow barns, secondary barns constructed from the 1960s through the 1980s, and L-plan barns built during the 1990s and 2000s. Of the twenty-three extant barns in Aiken, five barns (21.7%) are early training barns, three barns (13%) are polo barns, four barns (17.4%) are mid-twentieth century training barns, five stables (21.7%) are mid-to-late twentieth century walking shedrows, four stables (17.4%) are secondary barns, and two stables (8.7%) are turn-of-the-century L-plan barns.

Likewise, the twenty extant barns in Camden can be organized into four main types. Two barns are winged training barns dating from 1928 to 1935, although there is also a 1986 training barn designed to follow this early type (for a total of 15%). In addition, there is also a 1931 sport horse barn (5%) likely built to house polo ponies constructed in the same form as the 1930s polo barns in Aiken. The majority of Camden training barns (40%) are built in the tripartite shedrow favored by Marion du Pont Scott. Her early tripartite shedrows built between 1937 and the mid-to-late 1950s fall into one subtype (20%), while her barns built between the mid-to-late 1950s and the 1970s (20%) are a different subtype because they were built to include spaces for tack, feed, and hay storage. Scott’s single linear shedrow barn (5%) is closely related to her earlier shedrow subtypes as opposed to the polo barns because it is identical to one of the flanking linear shedrows in the tripartite shedrow barns. After Scott’s death in 1983, modern, CMU open walking shedrow barns (25%) became the type of choice. There is also one barn (5%)
with four stalls added onto a 1930s outbuilding. The addition is not datable.

Aiken’s early training barns consist of the three barns constructed by William C. Whitney and the two barns built by Thomas Hitchcock from 1895 to 1904. All five barns are one-story, frame, open walking shedrows (Figure 146). The choices of construction materials and orientation were the greatest difference between the barns. Whitney’s stables have concrete foundations, while Hitchcock’s stables have brick foundations. Whitney’s barns are clad with vertical siding. Hitchcock’s barns have shingle siding. Hitchcock oriented his barns to face each other along a northwest-to-southeast axis, while Whitney oriented two of the barns along a north-to-south axis and the other barn to face north. Aside from these differences, both the Whitney and Hitchcock barns had very similar layouts and spatial usage patterns. The stalls were arranged in a single row in all of the barns with an enwrapping dirt shedrow for walking the horses. The roofs overhanging the shedrows were supported by posts, leaving the shedrows open to the air. The original feed and tack rooms were located at the center of the barn. These rooms had the same dimensions as the stalls. The stalls had a second door or a large window on the back wall to provide ventilation, as well as transoms above the doors. In all of the barns, the haylofts were located above the stalls. Whitney’s haylofts opened to the shedrow below to keep the hay ventilated. There were also three granaries in the haylofts in each of his barns. The haylofts of Hitchcock’s barns were completely enclosed. The haylofts had doors accessible by ladder at the gable ends and at several intervals on the long sides of the barn. Hitchcock’s haylofts did not include granaries.
Figure 146: Spatial usage diagram for the south Whitney barn. See Figure 147 on page 213 for the key.
### Figure 147: Training farm spatial usage key.

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Like the early training barns, Aiken’s extant polo barns constructed during the 1930s have many similarities in form and spatial usage patterns. The three surviving polo barns are the north barn of the Old Hill ’n Dale barn (ca. 1930), the Buckland barn (ca. 1930), and the Buckland Annex barn (ca. 1939) located on Orangeburg Street. All three stables are one-story, frame, linear shedrow barns (Figure 148). Both the Old Hill ’n Dale barn and the Buckland barn have a central, two-story hayloft, while the Buckland Annex barn does not. The Buckland Annex barn may not have a two-story hayloft because Captain Gaylard constructed it as his second stable. Hay may have been stored in his first barn or elsewhere on the property. Except for the haylofts, all three barns are quite similar. They all faced the south to take advantage of the winter sun. The barns were all one stall deep, with an extended roof supported by posts covering the dirt shedrow running in front of the stalls. Additionally, they all had feed rooms located at the east end of the barn, terminating the shedrow. The location of the feed rooms in the Old Hill ‘n Dale barn and the Buckland barn made it easier for the rooms to be accessed from Orangeburg Street. The feed room in the Buckland Annex barn could be accessed from Grace Avenue, but it was not close to the barn as Orangeburg Street. All three barns also had central tack rooms. Both the Old Hill ‘n Dale barn and the Buckland Annex had tack rooms flanked by stalls. The tack room at the Buckland barn stood across the shedrow from the stalls under the projecting roof of the hayloft. The three barns also had unique physical modifications and changes in spatial usage patterns to make them suitable for training racehorses discussed later in this chapter.
Figure 148: Spatial usage plan for the Buckland Farm barn. Originally built as a polo barn ca. 1930. See page 213 for the key.
After the Aiken Training Track opened in 1941, racehorse owners and trainers constructed training barns with a variety of forms from 1941 to 1962. These mid-twentieth century training barns include the Robert Dotter barn (ca. 1941-1952), Clark barn (ca. 1947), William Haggin Perry barn (ca. 1958), and the W. C. Freeman barn (ca. 1963). The three latter barns have similarities to both the early Aiken training barns constructed by Hitchcock and Whitney, as well as the 1930s polo barns. The Clark barn has the most in common with the polo barns. Like the polo barns, it is a one-story, linear shedrow with a central second-floor hayloft. It similarly has a centrally-located tack room. Like the early training barns and dissimilar to the polo barns, it also has a central feed room. The Clark barn differs from all the other barns in that it has a center pass-through leading to a covered, oval walking ring attached to the back of the barn. The Perry and Freeman barns are very similar. According to oral histories, they had the same builder. They are both one-story, frame training barns with a central, walking shedrow (Figure 149). The Perry barn is a U-plan stable with two linear shedrow wings appended to the walking shedrow, while the Freeman barn is an L-plan with only one linear shedrow wing. The central walking shedrows are similar to the early training barns because they are comprised of a single row of stalls with a hayloft above. The walking shedrows are open on the front and closed on the back, giving the barns more of a private, inward-facing appearance than the early training barns. The linear shedrow wings are similar to the polo barns. They are one stall deep, with an overhanging roof covering the front walkway. Like the polo barns, the feed room is located at the end of one of the shedrows. The tack room stands on the end of the other linear shedrow in the Perry barn.
and across from the walking shedrow in the Freeman barn. The location of the tack room across from the stalls in the walking shedrow parallels the placement of the tack room in later enclosed walking shedrow barns.

Unlike the Clark, Perry, and Freeman barns, Dotter barn does not have features common with the 1930s polo barns. The Perry barn is similar to both the early Aiken training barns constructed by Hitchcock and Whitney, as well as the enclosed walking shedrow barns that became popular during the mid-to-late twentieth century. Like the early stables, the Dotter barn is a one-story, frame, open-walking shedrow barn. Similarly, the hay loft and granary are above the stalls. Unlike the Hitchcock and Whitney barns, the Dotter barn does not appear to have originally had a tack room. Tack may have been stored in a room located in the nearby workers’ quarters building. The Dotter barn also had stalls arranged back-to-back in a double row instead of a single row. The double row walking shedrow became the predominant stall arrangement for training barns in both Aiken and Camden by the late-twentieth century. The double row of stalls reduced the length of the barn, making it easier to fit on small lots and reducing the amount of walking for employees.
Figure 149: Spatial usage plan for the ca. 1962 Freeman barn. See page 213 for the key.
During the mid-to-late twentieth century, enclosed walking shedrow barns became the predominant form for large training barns in Aiken. Annex barns built on properties with preexisting stables continued to be constructed in the linear shedrow form. The enclosed walking shedrow became the form of choice for racehorse owners and trainers during the late-twentieth century (Figure 150). These barns are also known colloquially as Kentucky-style barns, suggesting that there may have been an overall standardization of training barns in the United States during the mid-to-late twentieth century. Unlike earlier barns, which were open for ventilation and oriented to face south for winter warmth, the standardized enclosed walking shedrow barns took less consideration of the local climate. The enclosed walking shedrow barns included the Bwamazon barn (ca. 1962), Cragwood Stables barn (ca. 1963-1967), and the Claiborne Farm barn (ca. 1982). All three barns had stalls arranged back-to-back like the Dotter barn with haylofts above the stalls. The stalls were encircled with an indoor walkway enclosed by CMU walls with large windows for ventilation. Both the Bwamazon and Cragwood Stables barns had offices, apartments, tack rooms, feed rooms, and storage rooms located at either end of the barn across the walkway instead of at the center like earlier training barns. All of these rooms were at the east end of the Claiborne Farm to make them easier to access from Orangeburg Street. The Claiborne Farm barn also had a center pass-through in the middle of the row of stalls to increase accessibility and circulation. The Cragwood Stables and Claiborne Farm barns also had a few stalls located at the ends of the barn. The Claiborne Farm barn’s end stalls were converted into a modern office and tack room.
Figure 150: Spatial usage plan of the ca. 1963-1967 Cragwood Stables barn. See page 213 for the key.
In spite of the popularity of the enclosed walking shedrow barn during the late-twentieth century, open walking shedrow barns remained a cheap and quick-to-build alternative during the 1970s. Around 1976, the Aiken Training Track built an inexpensive open walking shedrow barn for trainer Buddy Raines after the barn he was leasing burned. Likewise, Ogden Phipps built a prefabricated open walking shedrow barn in 1977. Raines likely lacked the funding to construct a better barn for himself, while Phipps intended for his prefabricated barn to be temporary. Both barns have more in common with the enclosed walking shedrow barns of the same period than the earlier open walking shedrow barns. They both have double rows of stalls with no center pass-through. Like the later Claiborne Farm barn, the Raines barn has the feed room, tack room, storage room, and room for the night watch located on the end of the barn closest to the street. It also has hay storage above the stalls. Due to its prefabricated design, the Phipps barn is slightly different. Since the barn was not designed to have a hayloft, the hay and bedding are stored in rooms located across the walkway at the south end of the barn, along with two stalls. Similarly, the feed room stands at the north end of the barn next to three stalls. The feed room could be used as a stall because the barn was prefabricated. The office and tack room are located at the center of the row of stalls. They are accessible through doors on both sides of the barn.

In addition to walking shedrow barns, linear shedrow barns experienced a resurgence in popularity as secondary barns during the mid-to-late twentieth century. The linear shedrow barns include annex stables at Cragwood Stables (ca. 1963-1971), the Robert Dotter barn (ca. 1971), the Hill ‘n Dale barn (ca. 1978-1985), and Buckland Farm
(ca. 1980s). Property owners likely chose to build linear shedrow barns because they were cheaper to construct than enclosed walking shedrow barns and they could fit easily along one side of the small lots to maximize space for important landscape features like paddocks and hotwalking circles. These mid-to-late twentieth century linear shedrow training barns have many similarities in form to the 1930s polo barns. Like the polo barns, the Cragwood Stables barn and the Dotter barn face south. All of four of the barns are one-story buildings with dirt walkways in front of the single row of stalls underneath an overhanging roof supported by posts. The Cragwood Stables barn and the Hill ‘n Dale barn also have central, second floor haylofts. Since the stables are secondary barns, the inclusion and placement of feed rooms and tack rooms differs from the polo barns. The Cragwood Stables and Dotter barns have centrally-located combined tack and feed rooms, while the Hill ‘n Dale and Buckland Farm barns do not have original tack or feed rooms. The construction materials used in the mid-to-late twentieth century linear shedrows also differ from the 1930s polo barns. The Buckland Farm barn is a wood frame building with weatherboard siding like the polo barns, but the interiors of the stalls are lined with plywood. The other three barns are CMU. The front of the Cragwood Stable barn is clad with metal panels textured to look like board-and-batten siding, while the sides are covered in a painted brick veneer. Similarly, the Hill ‘n Dale stable is clad with weatherboard siding.

Finally, the 1990s and 2000s saw the construction of two L-plan shedrow training barns in Aiken. Anne Mitchell Pezzano constructed her barn in 1990, while the Aiken Training Center replaced its historic barns in 2006. The L-plan shedrows reflected
precedents set by preexisting barns coupled with a desire to create modern training facilities. The U-plan polo barn constructed by Captain Gaylard preceded Pezzano’s barn. Pezzano’s barn had a similar footprint and massing to Gaylard’s barn. Pezzano chose to build an L-plan barn instead of another U-plan or linear shedrow barn she could separate her horses by sex and create stalls tailored to their needs. The Aiken Training Center built an L-plan barn to replace the L-plan barn it demolished. While the overall form of the barn is the same, the new barn has two open walking shedrows with a double row of stalls in each arranged perpendicularly to each other. The 1941 barn appears to have had a walking shed instead of a walking shedrow around the stalls. Both Pezzano’s barn and the new Aiken Training Center barn also reflect additional recent trends in thoroughbred training, health, and management. Neither barn has a hayloft because dust falling from the hay into the stalls is unhealthy. Pezzano has a combined hay, bedding, and feed room at the end of her barn for easy access from Grace Avenue. The Aiken Training Track has centrally-located tack and feed rooms with space to store hay on pallets in the shedrows. Both barns also have modern bathrooms and laundries located at the west end of each building. Pezzano also has a large tack room and an enclosed wash stall for wintertime use at the west end of her barn.

Similar to Aiken, Camden has distinctive barn types and periods. Unlike Aiken, the earliest extant barns built from the late-1920s to the early-1940s fall into three separate types. The types are winged training barns, linear sport horse barns, and tripartite shedrows. Two, winged training barns B-1 and D survive to the present (Figure 151). Ernest Woodward built the barns between 1928 and 1935. Although both currently
have a U-plan form, Barn B-1 originally had an E-plan form. Unlike the U-plan Perry barn in Aiken, which is comprised of three shedrows of single-depth stalls, the B-1 and D barns have two open walking shedrows with stalls arranged back-to-back. The shedrows are located in the wings, with rooms for hay and bedding storage, office space, tack rooms, feed rooms, equipment storage, and a few stalls at the core of the building connecting the shedrow wings. The layout of the Camden barns resulted in the supporting spaces being more centralized and the creation of multiple shedrows in one barn for walking horses. In addition to building two-stall-deep walking shedrows considerably earlier than horsepeople in Aiken, Camden thoroughbred owners did not store hay in lofts above the stalls from the beginning. The only exception is the E-3 linear shedrow barn constructed by Thomas Waller and J. North Fletcher in 1931 (Figure 152). Barn E-3 is a one-story, frame stable with a centrally-located tack room, as well as a central, second-floor hayloft. It has a dirt walkway covered by a roof supported by posts. Prior to the addition at the end of the barn, Waller and Fletcher probably stored feed in their larger barn. Except for the feed room, the E-3 barn has the same type as the Hill ‘n Dale and Buckland Farm barns in Aiken, which were built to house polo horses in 1930. Waller and Fletcher likely built the E-3 barn to house their polo ponies because it had twelve stalls to house two strings of polo ponies and was of the same type and period as the Aiken polo barns.138

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138 It is important to note that Scott’s private barn and the large Waller and Fletcher barn were U-plan barns with unique forms. If they had survived to the present or had better documentation prior to their demolition, they might be considered different types.
Figure 151: Spatial usage patterns of the ca. 1930-1935 D barn. See page 213 for the key.
Figure 152: Spatial usage patterns for the ca. 1931 E-3 barn. Note the similarities between it and the Buckland barn (Figure 148).
Scott’s tripartite shedrow barns are the most common type of training barn in Camden. She built them as early as 1937, possibly continuing to construct them into the 1970s. The tripartite shedrow barns fall into two subtypes. The early tripartite shedrow stables include barns 3, 4, 6, and 7 built by Scott from 1937 to the mid-to-late 1950s (Figure 153). They are comprised of two linear shedrows with an overhanging roof that flank a center, open walking shedrow. Scott’s tripartite shedrows from this period only housed horses. They did not include hay and bedding storage, tack rooms, or feed rooms. Although it is a linear shedrow, barn 5 also fits into this overall type because it is the same as one of the linear shedrow wings on the tripartite shedrow barns constructed during the same period. Scott’s tripartite shedrow barns built during the mid-to-late twentieth century are a different subtype of the tripartite shedrow barn. She constructed barns 9, 10, A and C from the mid-to-late 1950s through the 1970s (Figure 154). These barns have more stalls, a room built to house tack, feed, and/or an office, and an area to store hay and bedding behind the center shedrow. The barns reflect a transition from keeping materials to support horses in a central location in which they had to be distributed, to having each barn contain the functions needed to support the care and training of racehorses. Since other barns in Aiken and Camden had tack and feed rooms included within the stables since the late-1890s, why Scott did not include these spaces in her early tripartite shedrow barns remains unknown. She may have wanted to monitor the allocation of equipment, feed, hay, and bedding to racing outfits leasing her barns as she had a reputation for frugality. If so, Scott’s behavior has parallels to wealthy women’s management of domestic supplies in eighteenth and nineteenth-century households.
Figure 153: Spatial usage plan for Scott's early tripartite shedrows (ca. 1937 Barn 3 shown here). See page 213 for the key.
Figure 154: Spatial usage plan for Scott's late tripartite shedrows (ca. 1960s-1970s Barn C). See page 213 for the key.
After Scott’s death in 1983, the open walking shedrow barn became the most popular training barn type in Camden. The stables include barns 1 (ca. 1985-1990), 2 (ca. 1985-1990), 11 (ca. 1990), E-1 (ca. 2000), and E-2 (ca. 2000). Camden’s open walking shedrow barns have some similarities with Aiken’s mid-to-late twentieth century enclosed walking shedrow barns and the new Aiken Training Track barn. Like Aiken’s barns, the open walking shedrow barns are made of CMU with stalls arranged in double rows (Figure 155). Barn 11 is enclosed with CMU walls on three sides, but its floorplan is almost identical to the other Camden open walking shedrow barns. Similar to the Aiken Training Track barn and older barns in Camden, none of the barns have hay and straw storage above the stalls. Hay and bedding are stored in separate sheds at the Camden Training Center and the E barns. The Camden open walking shedrow barns also have high, open ceilings intended to increase ventilation like the Aiken Training Track barn. Camden’s barns are also different because the tack rooms, offices, feedrooms, medicine rooms, bathrooms, and wash stalls are located off of center pass-throughs. Barn E-2 is an exception, but only because its floorplan is the southern half of the E-1 barn’s floorplan.
Figure 155: Spatial usage plan for the ca. 1990 E-1 barn. See page 213 for the key.
Like Pezzano’s barn and the new Aiken Training Track barn, the B-2 barn (ca. 1986) in Camden is influenced by historic precedent. Although the B-2 barn is built of CMU and includes modern features like a bathroom and laundry, it is a U-plan shedrow oriented to face the southeast like barns B-1 and D. Barn B-2 also has two-stall-deep shedrows located in the wings with other supporting spaces and a few more stalls situated in the connection between the shedrow wings. It also has a hipped roof, likely inspired by the roof on the B-1 barn.

Contrary to widespread beliefs that stall sizes have increased with time, many of the older training barns have the same size stalls as barns constructed in the more recent past. The current ideal stall sizes for young thoroughbreds range from a minimum of about twelve feet square to fourteen feet square. The Whitney barns (ca. 1895-1904) have stalls measuring eleven-and-a-half feet by fourteen feet and three inches, while the Hitchcock barns (ca. 1896-1902) have twelve-feet-square stalls. In Aiken, barns constructed from the 1930s through the 1950s have stalls with dimensions measuring approximately ten feet by twelve feet, ten feet by thirteen feet, and eleven feet by eleven-and-a-half feet. The overall area of the stalls is one hundred and twenty to one hundred and thirty square feet. Stables constructed from the 1960s to the 1980s have stalls measuring eleven feet by twelve feet, eleven-and-a half feet square, twelve feet square, and twelve feet by thirteen-and-a-half feet. The areas of stalls range from one hundred and thirty square feet to one hundred and sixty square feet. Buddy Raines’ barn (ca. 1976) does not follow this trend, likely because of its inexpensive construction. The stalls measure ten feet by twelve feet. Even though the Aiken Training Track barn was built in
2006, its still has twelve-feet-square stalls. Anne Mitchell Pezzano’s ca. 1990 barn has stalls measuring twelve feet by fourteen feet. It is the only barn in Aiken with stalls of about the same size as the Whitney barns.

The early barns in Camden also have larger stall sizes. The 1930s Barn B-1 has eleven feet by twelve feet stalls, while Barn D has twelve-feet-square stalls. Consistent with its construction for sport horses and similar to the polo barns in Aiken, the E-3 barn has eleven-feet-square stalls. Scott’s barns have the smallest stalls of any of the training barns in Aiken or Camden. Her stalls measure slightly over ten feet by ten feet and ten inches. Scott’s last barns dating to the 1960s and 1970s have larger stalls that measure ten feet by twelve feet. These stall sizes are small compared to barns of the same period in Aiken. All of the barns constructed after Scott’s death in 1983 have stalls measuring approximately eleven-and-a-half feet square except for the B-2 barn. The B-2 barn has twelve-feet-square stalls.

<table>
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<th>Aiken Stable</th>
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<th>Stall Dimensions</th>
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</tr>
<tr>
<td>Hitchcock</td>
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</tr>
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Architectural Style, Construction, Hierarchy

With the exception of the Clark barn (ca. 1947) in Aiken, builders of training barns in both Aiken and Camden rarely designed the stables in an architectural style. F. Ambrose and Florence Clark had their barn designed in the Colonial Revival style (Figure 156). Allegedly winning an award for its design, it was the only barn in Aiken and Camden to have brick walls, a front arcade, a center cupola with decorative design elements, and an exterior covered walking ring attached to the rear of the building. It also had nearly perfect bilateral symmetry. Other barns with ornamental, Colonial Revival-influenced cupolas like the Dotter barn (ca. 1941-1952) and the Perry barn (ca. 1958) had the cupolas added in the 2000s to give the barns more architectural style. The polo barns and Woodward’s training barns in Camden could very loosely be considered to have Colonial Revival influences because they were initially fairly symmetrical in design, had colonnades supported by posts across the front, and were clad in white weatherboard siding like some of the Winter Colony estate homes (Figures 157 and 158). Woodward, Waller, and Fletcher also had pedimented gables in their Camden barns. Hitchcock clad his barns in shingles, but they otherwise contained few elements of the Shingle style.¹³⁹

¹³⁹ USGS Aerial Photographs.
Figure 156: The ca. 1947 Clark barn. Photograph by the author.

Figure 157: The ca. 1930-1935 Barn D bears some slight architectural resemblances to the Winter Colony houses. Thayer Photographic Album, ca. 1938, Camden Archives and Museum.
The overall lack of architectural style in the Aiken and Camden training barns contrasts both the private stables and carriage houses built by the Winter Colonists, as well as some of their main breeding and training farms. The stables and carriage houses built on Winter Colony estates frequently matched the architectural style used for the main house. For example, Whitney built an imposing stable in the Shingle style at Joye Cottage, while the Clarks built an even higher-style Colonial Revival barn for their sport horses at their Kellsboro House (Figure 159). The main Virginia-based training and breeding farms of several of the Aiken Winter Colonists including William Zeigler, Jr., Isabel Dodge Sloane, and Walter P. Chrysler, also had stables designed in the Colonial
Revival style to match their country estate houses (160 and 161). Builders of training barns in Aiken and Camden may have felt less of an obligation to construct high-style stables for the racehorses because these buildings were not on the same properties as their Winter Colony or country estates. The training barns, therefore, did not have to architecturally compliment the main house as a statement of taste, status, and wealth. The relaxation of formality and social norms during the winter social season in Aiken and Camden may have also contributed to the minimal use of architectural style in training barns. Wealthy racehorse owners of both genders were able to wear breeches and boots as their daytime attire, as well as engage in physical activities ranging from sports to the menial removal of brush in Hitchcock Woods. This relaxation of norms may have been manifested in the emphasis of functionality over architectural style in the training barns.

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140 All of these individuals appear to have boarded their racehorses in Aiken, unfortunately making it impossible to stylistically compare their Virginia and South Carolina training barns.
Figure 159: Whitney's ca. 1897 Joye Cottage stables. Image courtesy of the South Carolina Department of Archives and History.141

Figure 160: The entrance to the ca. 1926-1930 Burrland Farm training barn built by William Zeigler, Jr. near Middleburg, Virginia. Photograph by the author.

The South Carolina training barns’ placements within the landscape paralleled their overall lack of architectural style. The barns did not have locations, orientations, or architectural designs to make them visually distinguished, even in Camden where the larger open spaces created the opportunity for the locations and architectural designs of the barns to create statements or command vistas. In contrast, the prominence of Colonial Revival-style Virginia training barns was heightened by their placements to command views within the landscape of the farms and take advantage of scenic vistas created by the Blue Ridge Mountains.

While the architectural style of South Carolina training barns appears to have been of little importance to the builders except for the Clarks, the construction of the training barns mattered. Training barns in Aiken and Camden appear to have been valued
more as industrial buildings, in which building materials, technology, and the functionality of layout supported the production of champion thoroughbred racehorses. Newspapers noted that Whitney’s training barns were state-of-the-art facilities when he constructed them during the late-1890s and early 1900s. Through their functional design and use of fine materials like pine wainscoting and concrete. Concrete was an innovative material at the time. It did not become widely used in training barns in Aiken until the 1930s and Camden in the 1960s. Similarly, the owners of Cragwood Stables, Bwamazon Farm, and Claiborne Farm all chose to build Kentucky-style, enclosed shedrow barns, which were considered to be modern and innovative during the mid-to-late 1960s. There appears to have been a class divide in the construction of state-of-the-art barns in Aiken during the mid-to-late twentieth century. Although trainer W. C. Freeman built his barn in the 1960s like Cragwood Stables and Bwamazon Farm, his L-plan shedrow barn used spatial layout patterns, construction materials, and techniques well-established in Aiken instead of a new enclosed shedrow barn. Trainer Buddy Raines likewise had an inexpensive open shedrow barn constructed for him instead of a state-of-the art barn.

Marion duPont Scott’s approach to training barn construction perhaps best represents the industrial approach to building stables. Scott found a type of barn that worked well for the winter training of racehorses in Camden and replicated it for the remainder of her life. She changed from materials like brick to CMU in her tripartite shedrow barns as CMU became cheaper and its construction qualities well-proven. She likewise changed the spatial layouts of her barns to meet trainers’ changing needs and expectations about having space dedicated to feed, tack, hay, and bedding storage within
the barns. Although Scott’s private training barn had a U-plan form, its aesthetic was even more representative of the industrial approach. The barn had two, large, highly visible, metal ventilators commonly found on ordinary twentieth-century agricultural buildings.\textsuperscript{142} Scott located the barn on top of the hill at the Camden Training Center, where the ventilators were clearly visible and dominated the skyline. Scott’s placement of her private training stable on the hill above the stables leased to other training outfits shows that Scott still hierarchically ordered her landscape even though her architectural focus was on functionality instead of aesthetics. Her naming conventions for the training barns also reflects an industrial mentality. She named all of the Camden Training Center barns except for the barn she termed her “private stable” using a numerical system on her 1940s insurance policies.\textsuperscript{143} After acquiring the Springdale Race Course and the Waller-Fletcher barns, she imposed an alphabetical naming system in spite of the barns already having other names.

**Outbuildings and Worker Housing**

Due to the changes in Aiken and Camden’s thoroughbred training landscapes over time, only some types of outbuildings survive to the present. Chicken houses, blacksmith shops, sheds, and garages are many of the buildings that are no longer a part of the landscape. The majority of buildings that still exist include laundries, offices, and worker

\textsuperscript{142} Scott used similar metal ventilators on her enclosed shedrow training barns at her main Montpelier farm. She also built prefabricated Sears and Roebuck mail-order barns to house her broodmares.

\textsuperscript{143} The numerical numbering system contrasted the insurance policies for Montpelier barns, which had names based on their functions.
housing. A lack of documentation for ancillary buildings makes it difficult to assess what other types and locations of these outbuildings may have existed.

Three laundry buildings survive to the present. Of the three, two are located in outbuildings that house other functions. One laundry is situated at the north end of the west 1930s outbuilding behind Barn B-1 in Camden (Figure 162). The room next door was likely used for the storage of textiles like blankets and leg wraps. Four stalls were later appended to the south end of the building. There is also a 1930s one-room laundry behind the D barn. In Aiken, the Perry barn (ca. 1958) has the only known extant laundry, which jointly occupies the workers’ quarters building. Fear of electrical fires caused by early appliances likely caused the owners to situate the laundries outside of the stables. The D barn continues to house the dryers even though the washing machines are now located inside the barn to prevent lint fires.

![Figure 162: Ca. 1930 laundry building with stable addition located behind the B-1 barn. Photograph by the author.](image-url)
Several offices survive to the present. In Aiken, there is a ca. 1896-1904 one-room building constructed as an office or reading room located in the middle of the Whitney barns, two ca. 1941 offices at the Aiken Training Track, and a ca. 1962 office located in one half of a building that also houses the foreman at Freeman’s barn. The building that now contains the National Steeplechase Museum was an office for the Springdale Race Course. Likely because of their role as training centers, the offices at the Aiken Training Track and the Springdale Race Course are located in clear view near the main road. The Whitney and Freeman offices are hidden behind stables.

Worker housing remains the most prevalent type of outbuilding surviving in the Aiken and Camden thoroughbred training landscapes. Thirteen trainers’ and workers’ quarters buildings survive in Aiken and four survive in Camden. Additional quarters buildings that have been demolished can be traced through aerial photographs. Of the extant workers’ quarters built prior to the 1960s, only Scott’s bunkhouses at the Camden Training Center are located in front of the barns when viewed from the primary road. All of the other quarters buildings appear to have been located behind other buildings (Figures 163 through 168). The trainers’ houses from the same period at the 1930 Buckland Farm barn and the 1958 Perry barn were visible. The ca. 1930s bunkhouse is behind the B-1 barn, the mid-twentieth century replacement for the 1930s D barn quarters remains behind the D barn, the one remaining ca. 1941 house at the Aiken Training Center is behind the offices, the ca. 1941 to 1952 worker’s duplex is behind the Dotter barn, the ca. 1958 bunkhouse is behind the Perry barn and the trainer’s cottage at the Perry barn, and the 1962 foreman’s house is behind the Freeman barn. The ca. 1947
house built for Clark employees is visible from the street but is partially hidden behind the barn and landscaping. The construction of housing for the lower-class white and African American workforce behind the barns prior to the 1960s parallels the construction of housing for servants in locations hidden by or subservient to the main house. The location of pre-1960s worker housing suggests that the northerners who built the training barns were uncomfortable viewing or publicly displaying the residences of the workers. Scott, who spent most of her childhood at Montpelier plantation in Virginia, seemingly accepted the presence of worker housing as part of the agrarian landscape.

Bunkhouses constructed during and after the 1960s ceased to be hidden behind the barns. These bunkhouses included the ca. 1960s bunkhouse at the Hitchcock barns, the three 1960s workers houses built around the Whitney barns, the ca. 1963-1967 Cragwood Stables bunkhouse, and the 1982 Claiborne Farm bunkhouse (Figures 167 and 168). Worker housing likely ceased to be hidden during the 1960s because society changed to become more accepting of race, class, and gender status. Social movements like the Civil Rights movement ended segregation at training and racing facilities, including the Aiken Track Kitchen. The feminist movement also made it increasingly acceptable for women to work in training barns.
Figure 163: Ca. 1930s bunkhouse located behind the B-1 Barn. Photograph by the author.

Figure 164: The front of the ca. 1930s bunkhouse behind Barn B-1. The bunkhouse was divided into two halves, indicating that it may have been segregated. Photograph by the author.
Figure 165: The B-1 Barn bunkhouse in 1938 can be seen behind the horse on the right. Thayer Photographic Album, ca. 1938, Camden Archives and Museum.

Figure 166: The workers' quarters building is visible in the background to the left of the D Barn. Thayer Photographic Album, ca. 1938, Camden Archives and Museum.
Figure 167: Ca. 1982 bunkhouse located adjacent to the Claiborne Farm barn. The photograph was taken from just inside the front gate. Photograph by the author.

Figure 168: Aerial map showing the locations of worker housing at the barns southwest of the Aiken Training Track. 2014 USGS Aerial Photograph.
**Additions and Alterations to Training Barns**

The thoroughbred training barns in Aiken and Camden have had many additions and alterations over time to meet the changing needs of their owners and occupants. Some of the modifications to barns are physical, such as additions, while others are different uses of space that do not leave tangible evidence. Like transient landscape features, a lack of documentation makes it difficult to evaluate changes in spatial usage patterns from the twentieth century that did not leave physical traces in the barns. The most common alteration to training barns is the addition of extra storage space for tack, feed, hay, or equipment, as well as modern amenities bathrooms and laundries. Other modifications include fire suppression systems, building areas to walk horses onto Aiken polo barns, converting stalls into wash stalls, removal of partitions between stalls, and converting haylofts into apartments. Changing spatial usage patterns include using stalls to store tack, feed, hay, bedding, or equipment. The uses of finished spaces like tack rooms, offices, warming rooms, rooms for the night watch, and sometimes feed rooms could also be switched.

Added rooms to increase storage space or provide bathrooms and laundry rooms are not as widespread in Aiken as they are in Camden. Only five barns (22%) in Aiken have room additions. About half of the additions are related to the recent conversion of training barns into sporting and driving horse barns. The Clark barn (ca. 1947) has a covered shed addition for storing carriages, the Perry barn (ca. 1958) has an addition to store machinery and jumps, and the Dotter barn annex (ca. 1971) has an addition for storing carriages. The owners built the additions in the late-1990s or 2000s after the barns
ceased to be used for training racehorses. Two other barns have additions to increase the functionality of the space. The Dotter barn (ca. 1941-1952) has storage rooms added under the shedrow, while the Phipps barn (ca. 1977) has bathroom and storage additions.

In Camden, six (30%) of the barns have additions of one or two extra rooms to for bathrooms, laundry, and/or feed, tack, hay, bedding, and equipment storage. At the Springdale Race Course, these additions are appended to the backs of the original multipurpose tack and feed rooms on tripartite shedrow barns A and C. Both barns also have exterior storage closets made of dimensional lumber attached to the back of the center shedrow. The E-3 barn and barns 5, 9, and 10 at the Camden Training Center have a room added to the end of the barn. Barn 10 also has a wooden storage closet behind the center shedrow. All of the barns except for Barn 5 had one room the size of a stall to use as an office, tack room, and/or feed storage. The additions of extra rooms and closets shows that most racing outfits needed more than one hundred and ten square feet of space to support their training and horse care activities. Similarly, five barns (25%) in Camden have rear shed additions for hay and bedding storage. Barns 3, 4, 6, and 7 gained the shed additions when Scott began to store hay and bedding at each barn instead of at a central location. The E-3 barn has a more recent rear shed addition because the tenants no longer store hay in the loft because the practice has become unpopular.

Several barns in both Aiken and Camden had stall additions primarily used to house the ponies that helped in training the racehorses. The Hill ‘n Dale barn (ca. 1928) in Aiken has a few stalls for ponies added to the west end of the barn, as does Barn 10 at the Camden Training Center. The 1930s laundry building behind Barn B-1 at the
Springdale Race Course has four stalls added to it. They may have been used to house ponies or racehorses that could not fit in the B-1 barn.

Additionally, a few barns in both Aiken and Camden had fire suppression systems added after major barn fires. The Buckland Farm barn has a large fire suppression system installed at the east end of the barn in the room formerly used to store feed after the neighboring Claiborne barn burned in 1982. The remaining space in the feed room is now used as a laundry. In Camden, Barn 9 has a fire suppression system attached to the back of center shedrow. Trainer Frank Whitely likely had the system added after losing horses in the 1992 Barn 8 fire.

Unlike the previous modifications, which are common in both Aiken and Camden, Aiken barns have some unique alteration trends related to the changing uses of the barns. The construction of covered walking areas on 1930s polo barns is a building modification only found in Aiken. Both the Hill ‘n Dale barn (ca. 1930) and the Buckland Farm barn (ca. 1930) did not originally have covered areas for walking horses. The barns began to house racehorses after the construction of the Aiken Training Track in 1941. The owners added covered walking areas during the 1950s and 1960s. The alteration of the Hill ‘n Dale barn was more radical than the Buckland Farm barn. The owner demolished the entire west linear shedrow wing at the Hill ‘n Dale barn, replacing it with a five-stall walking shedrow. Since the Buckland Farm barn already had a tack room located across the covered walkway from the main barn, the owner built a shed roof around the other three sides of the tack room to create a walking area.

Similarly, the addition of wash stalls or the conversion of regular stalls into wash
stalls is a phenomenon unique to Aiken (Figure 169). In Camden, horses are bathed outside except for ones housed in the 1980s barns 1, 2, and 11, which have wash stalls. The horses are either held by a groom or tied up in an outdoor wash rack. Most of the racing outfits and some of the sport horse barns also wash their horses outside in Aiken. Wash stalls appear to have been one of the modifications made to training barns when they were converted to sporting and driving horse barns. The Clark barn (ca. 1947), Perry barn (ca. 1958), and Bwamazon barn (ca. 1962) all had regular stalls converted into wash stalls when the barns stopped being used to house racehorses. The owners of the Clark and Perry barns converted single stalls, while the owner of the Bwamazon barn removed four stalls to make an open area in the center of the barn for bathing horses. The Hill ‘n Dale barn (ca. 1928) also appears to have had one of the pony stalls switched into a wash stall. Indoor wash stalls are not exclusive to sporting and driving horse barns in Aiken. Pezzano included a large wash stall in her ca. 1990 training barn for use during cold weather. The two wash stall additions to the Phipps barn (ca. 1977) may have also been constructed while the barn still housed race horses. Adding wash stalls to a preexisting building is a fairly substantial modification because it involves installing water lines, drainage, concrete flooring, and waterproofing the walls.
Figure 169: Stall converted into a wash stall in the ca. 1937 Clark barn. Photograph by the author.

Doubling the size of stalls by removing stall partitions is another trend related to the conversion of Aiken training barns into sporting and driving horse barns during the 1990s and 2000s (Figure 170). Since the warmbloods and draft horses frequently used in these sports tend to be larger than polo ponies and young racehorses, their owners feel that they need bigger stalls. The owners of the Hill ‘n Dale barn (ca. 1930), Buckland Farm barn (ca. 1930), Clark barn (ca. 1947), and Perry barn (ca. 1958) removed some of
the stall partitions or walls to create double-width stalls.

Another alteration found only in Aiken barns is the conversion of haylofts into apartments from the 1980s through the 2000s. These larger, modern apartments should not be confused with small apartments built into barns for the night watch or other employees. Converting haylofts into apartments usually required the insertion of stairs into rooms previously used as offices or tack rooms. Trainers stopped using haylofts to store hay because the dust was not healthy for the horses living in the stalls below. Storing hay at ground level also required less labor to move the hay from trucks to the loft, then from the loft back to the ground prior to feeding the horses. Since many of the

Figure 170: A double-width stall at ca. 1958 Perry barn. Photograph by the author.
haylofts were only over the center part of the barn, workers could not simply drop the hay directly from the loft into the stalls. A few of the owners viewed the empty haylofts as good spaces to convert into apartments for themselves, family members, or other Aiken horsepeople. Racehorse owner John Ellis started the trend during the early 1980s when he converted the hayloft of the Hill ‘n Dale barn (ca. 1930) into an apartment. Michael Rubin followed suit, converting the hayloft of the Buckland Farm barn (ca. 1930) into an apartment in 2005. Rubin also altered the Bwamazon barn (ca. 1962) to have two large modern apartments. The west end of the barn previously had two small apartments on the ground floor with a feed room in between, while the east end had an office and tack room on the floor with an apartment on the second floor. The small apartments housed workers since the Bwamazon barn did not have a bunkhouse like the Cragwood Stables barn and the Claiborne Farm barn. Rubin converted the first and second floors at the west end of the barn into a modern apartment. He enlarged the apartment on the east end by extending it into the hayloft.

Finally, there are changes in usage patterns that have left little-to-no tangible evidence in the Aiken and Camden training barns. Stalls are flexible, box-like spaces that can easily be used for purposes other than housing horses. With the decline of the training industry in South Carolina, many of the barns are no longer completely full. Many of the sporting horse barns in Aiken also do not use all of their stalls to house horses. As a result, extra stalls are now used to store equipment and jumps. They also make a good location to store hay and bedding since haylofts are now rarely used for storage. Stalls can also be converted into extra tack and feed rooms. Sporting and driving horse barns, in
particular, often need additional space to store tack. Some owners converted stalls into
tack rooms, while others used feed rooms as tack rooms, moving the feed room into a
stall. Depending on the owners’ preferences, stalls can be fully converted by changing the
stalls into a finished space and adding hardware. Owners can also choose to use portable
feed bins and racks for tack and equipment, leaving little evidence that the use of the
space has changed. Current uses of stalls are especially demonstrative of their flexibility.
There is also evidence that stalls have historically been used for other purposes,
especially at the Camden Training Center. Barns 3, 4, 6, and 7 all had stalls converted
into tack and feed rooms, likely during the 1960s, since they were not built with rooms to
house these functions (Figure 171).

Figure 171: A stall being used as a tack and feed room in ca. 1937 Barn 3. Note that everything is
portable, including the saddle stand. Photograph by the author.
Wealthy vacationing Northerners developed the Winter Colonies of Aiken and Camden during the late-nineteenth and early-twentieth centuries. They found these South Carolina towns ideal for the equestrian sports, including the winter training of thoroughbred racehorses. The construction of training facilities and tracks made both towns quickly grow to become nationally-important training centers for racehorses by the mid-twentieth century. Aiken became particularly well-known as a training center for flat racers after the development of the Aiken Training Track in 1941, while Camden became a national center for steeplechasing with the construction of the Springdale Race Course in 1928. The establishment of these important training facilities led to the construction of many new training barns and the reuse of existing 1930s polo barns. In Camden, the development of the Springdale Race Course encouraged Marion DuPont Scott to build the Camden Training Center for flat racers. Thoroughbred training became an important source of employment for locals and brought over one million dollars in revenue per year in each town. The thoroughbred training industry peaked during the 1970s, leading many owners to begin to use the barns to house sporting and driving horses during the 1990s and 2000s.

Despite the significance of Aiken and Camden’s thoroughbred training history, there has been no research on the thoroughbred training landscapes due to intellectual bias and the plain, industrial nature of the barns. This thesis develops a history of the
major thoroughbred training facilities in both towns to gain an understanding of the patterns that shaped the construction of the barns. It also examines the forms, layouts, and spatial usage patterns of the training barns, categorizing them into periods and types. While the barns in both towns had the same functions to accomplish the task of training racehorses, distinctive types of barns developed in each town. The thesis also evaluated the architectural presentation of the barns but found that there was only one high-style stable. The lack of architectural treatments and emphasis on functionality and construction suggests that thoroughbred owners and trainers viewed training thoroughbreds in South Carolina through an industrial lens.

Additionally, the thesis also examined the characteristics and development of the thoroughbred training landscapes and outbuildings. It found that the landscapes constantly changed over time as property owners consolidated and subdivided lots, changed paddock sizes to suit changing horse husbandry practices, and moved the locations of sandpits and hotwalking circles to meet changing training needs. The placement of worker housing within the landscape also changed. Prior to the 1960s, worker housing was usually hidden behind training barns. During and after the 1960s, bunkhouses moved to more prominent locations within the landscapes. The locations of early worker housing suggest that the wealthy northern builders felt discomfort at seeing worker housing or believed that it should not be seen on the landscape. Finally, the thesis provides recommendations for additional research, as well as suggestions for property owners interested in preserving their historic barns while seeking ways to make them continue to be economically-viable. The thesis ultimately highlights the rich history and
importance of thoroughbred training landscape, setting a precedent for the research and preservation of historic horse barns.

Additional Research Recommendations

While this thesis contributes to the understanding of Aiken and Camden’s thoroughbred histories and built environments, it also highlights additional areas for further research. There has been limited scholarly research on the histories of the Winter Colonies in Aiken and Camden, as well as the built environment of Winter Colony estates including sport horse barns and carriage houses. Owners sometimes stabled their racehorses in their sport horse barns on their properties, especially prior to the construction of training facilities. As ancillary buildings on properties with large primary houses, the sport horse barns and carriage houses are often the first buildings to suffer from neglect when owners lack the financial means to maintain the estates. Owners often resort to demolition or the conversion of stables and carriage houses into residences. One such example is the Whitney Stable at Joye Cottage, which has been converted into a private residence. While converting stables and carriage houses is preferable to demolition, it permanently alters the buildings’ original forms, spatial usage patterns, and historic building fabric. Reusing the buildings makes it impossible to study them as they were originally built and fully understand their historic significance.

Furthermore, there are other winter training facilities in South Carolina that need to be studied. Additional training facilities developed outside of the towns of Aiken and Camden, as well as on private estates elsewhere in the state such as the Elloree Training
Center. Likewise, the Aiken Mile Track needs to be studied and preserved. Although the Aiken Mile Track fell outside of the scope of this thesis because it was designed for trotting horses, it is also integral to Aiken’s built environment and identity. Arguably, without the initial, massive success of the Aiken Mile Track as a training center for standardbreds in the late-1930s, the Aiken Training Track for thoroughbreds may never have been built in 1941.

Finally, the identification of building types in Aiken and Camden raises questions about the origins of the barn types. Additional research needs to examine whether or not the builders of Aiken and Camden training barns used the same or similar forms on their other training farms located in the Mid-Atlantic. A study of training barns on the east-coast racing circuit would help develop an understanding of the evolution of the training barn form, as well as regional or local training barn forms. This study would also shed more light on why owners built high-style training barns in some instances, and plain, functional training barns in other situations. Training facilities constructed by women should also receive additional research to better identify how they challenged gender norms by increasingly participating in the male-dominated fields of thoroughbred breeding and training. Finally, the construction of worker housing should be examined to see if the owners’ understandings of race and class shifted over time or in relation to the social hierarchies constructed in different geographic locations. The thesis suggests that Northern barn owners may have been as classist and racist as their Southern peers through their construction of worker housing, but this observation needs substantiation.
**Historic Preservation Recommendations**

The equine landscapes and barns are the primary remaining physical links to Aiken and Camden’s histories as important thoroughbred training centers. Without the thoroughbred training industry, neither town would exist in its current state. Of national significance to the thoroughbred industry and culture, many of the training barns and tracks were built by prominent racehorse owners and breeders such as Thomas Hitchcock, William C. Whitney, and Marion du Pont Scott. These owners not only made Aiken and Camden nationally-important training centers, but their breeding activities and involvement at major racetracks also set the course of the American thoroughbred industry for much of the twentieth century. The barns housed many horses that became champions under the guidance of Hall of Fame trainers like Angel Penna, Sr., Woody Stevens, Mackenzie Miller, and Frank Whiteley, Jr. The training facilities and landscapes are integral to both Aiken and Camden’s histories, built environments, and identities. Although often neglected because of their industrial nature, these thoroughbred training barns and landscapes need to be preserved.

Keeping the barns in use for horses is one of the best actions owners can take to ensure their continued use and preservation. Ideally, the barns would be used for stabling racehorses in training because the barns were originally designed for that function as reflected by their forms and spatial usage patterns. With the decline of racehorse training in South Carolina, stabling other types of horses in the barns is the next-best alternative. As discussed in the above section on alterations to the barns, modifications to the barns such as additions, changing the uses of rooms and stalls, and removing stall partitions are
common changes that occur when training barns are converted into sporting and driving horse barns. These alterations can, and frequently are, done in ways that minimize changes in the barns’ overall forms, spatial usage patterns, and loss of historic building materials while ensuring that the barns continue to be economically-viable, useful and maintained. Stabling sporting and driving horses in the training barns is preferable to housing other animals in the barns because it would likely require more extensive changes to the barns to meet the animals’ housing and care requirements. Gutting the interiors of the barns to make them into residential spaces or demolishing them completely are not ideal.144

The flexibility of space within the training barns has helped them continue to be used and valued. As reflected by the histories of the barns in Aiken and Camden, many of them have changed frequently to meet shifting demands by their owners and occupants. The stables constructed as 1930s polo barns that were converted to training barns and are now used as sport horse barns exemplify this flexibility. The barns need to remain flexible to continue to be useful and desirable in the future. Prior to making alterations or changing the use of barns, owners should consider the implications of their proposed modifications on the building’s future adaptability, form, spatial usage patterns, architectural features, and historic building materials, as well as evaluate the barn’s historic significance. The long-term implications of alterations that decrease a barn’s flexibility should be carefully considered, especially if they are essentially irreversible.

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changes. Examples of irreversible changes that heavily impact a barn’s adaptability range from simple changes like paving shedrows with asphalt or concrete to converting haylofts into apartments. When possible, owners should choose reversible changes, like paving shedrows with removable bricks or pavers.\textsuperscript{145}

Owners should also seek to retain as much of the barns’ forms, spatial usage patterns, architectural features, and historic building materials as possible when altering the stables because they are characteristics that give the barns their unique appearances, functionality, and historic feel. Additions should be avoided if possible because they alter the form of the barn. If an addition is necessary, it should be designed so it will not detract from the appearance and spatial usage patterns of the historic barn. The late-2000s equipment storage addition to the Perry barn (ca. 1958) is an example of a good addition. The addition is located on the back of the barn where it is not visible from the main road, bridle path, or center courtyard of the stable. The addition’s location on the back of the barn and its smaller size makes it architecturally subservient to the historic barn. The addition’s architectural style and materials are also highly compatible with the barn.

Spatial usage patterns almost inevitably change when the barns change purpose. Since enlarged stalls, wash stalls, and adequate tack room storage space can be important amenities to attract trainers and boarders in sporting and driving horse barns, they should be considered acceptable changes in spatial usage patterns. However, they should be reversible in case a future owner wanted to return the stables to a training barn. Owners

\textsuperscript{145} Auer, “The Preservation of Historic Barns: Understanding Barns and Their History,” \textit{National Park Service}.
should ideally incorporate elements of the old use into the new space to help the building retain its unique historic character and so that people can understand how the space operated historically. Examples include leaving historic doors and old stall numbers over stalls converted to new uses, leaving two stall doors and signs of where the stall partition used to be in stalls that have been doubled in size, and incorporating old grain chutes and grain bins into the design of new tack rooms. Window and door openings are also important architectural features of historic training barns. Most owners have not altered window or door openings when changing the use of a stable, but it can be necessary for the storage of carriages. The Clark barn (ca. 1947) provides a good example of adding a carriage door. The owners elected to store their carriages inside a stall. During renovations, they built sliding doors for carriages on the back of the barn to enable them to store carriages without altering the building’s fenestration patterns on the highly-visible front or sides of the building. Last of all, care should be taken to properly waterproof stalls being converted into wash stalls so that water does not infiltrate into wooden structural members and cause them to rot.\footnote{Auer, “The Preservation of Historic Barns: Rehabilitation,” \textit{National Park Service}.}

Regular maintenance of the barns is also vital in keeping them functional and preserving their character-defining historic building materials. Ensuring that a barn has a water-tight roof is essential for preventing the structure of the barn from rotting and keeping the interiors comfortable and dry for the health of the horses. Historically, most of the barns had asphalt shingle or metal roofs, so these materials would make both cost-efficient and historically-accurate replacements for failing roofs. The Whitney barns had
wood shingle roofs. The Hitchcock barns also likely had wood shingle roofs originally. While wood shingle roofs would be the most historically-accurate replacement and aesthetically complement the barns’ architecture, the massive size of these barns generally makes it a cost-prohibitive roof replacement material. Painting and repairing exterior wood siding is also important for maintaining historic barns, as well as retaining the character and aesthetic qualities of real wood. Repainting exterior wood siding, posts, and other architectural elements about every three to seven years prevents water from saturating the wood and causing it to rot. If maintained properly, historic wood siding can have an indefinite lifespan, unlike synthetic siding materials. Finally, damaged historic doors and windows should be repaired instead of replaced. Because of their construction, old doors and windows are typically easy and inexpensive to repair. Like historic siding, repaired original doors and windows can continue to add distinctive character and aesthetic qualities to a barn for many years to come. Aluminum and vinyl replacements lack the detail and craftsmanship of historic windows and doors. They usually have to be replaced after fifteen to forty years.147

While all of the historic barns in this study have historic importance, some are especially significant because of their owners, equine and human occupants, uniqueness, and the intactness of their forms and historic fabric. The Hitchcock barns (ca. 1896-1902), Whitney barns (ca. 1895-1904), Barn D (ca. 1928-1935), Barn E-3 (ca. 1931), and Barns 3 and 4 (ca. 1937) at the Camden Training Center are all incredibly intact in their

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forms, spatial usage patterns, and historic building materials. These barns are also historically important because the people who made Aiken and Camden into nationally-significant centers of equine activity built them. They should be preserved in their current forms to convey the history and importance of thoroughbred training.

Outbuildings should also be preserved because they are important elements of Aiken and Camden’s historic thoroughbred training landscapes. Like the training barns, continuing to use outbuildings for their original purposes is the best way to keep their historic forms, spatial layouts, architectural designs, and historic building materials. One of the best uses for outbuildings like laundries and bunkhouses that no longer serve their original use is repurposing them for storage because it does not involve changing the building. Owners should, however, make sure the exterior of the outbuildings continue to be maintained to avoid water-related deterioration. Other uses for outbuildings that no longer have a function could include office space, studios, guest houses, lounge rooms, or leasing trainer’s cottages and bunkhouses as “tiny houses.” These new uses could still be designed to help the outbuildings retain their historic forms, layouts, designs, and materials. Historic features like stoves, feed bins, and closets can be incorporated into the new designs to help the space retain its character.148

Like the stables themselves, the training landscapes in Aiken and Camden have constantly changed. Since paddock and pasture fence lines and sizes have regularly been altered to fit the training and horse care practices used by the trainers, owners should feel free to change the dimensions of their paddocks to meet their needs. Historically,

landscape features used in the training of horses like hotwalking circles, sand pits, round pens, and small tracks have frequently been built then later removed to suit trainers’ needs. Owners should be able to continue to build and remove landscape features including outdoor riding arenas to support the needs of trainers or boarders using the properties. Owners try to avoid installing landscape features that visually detract from the historic barns, permanently alter their spatial usage patterns, or damage their historic building fabric. Examples include constructing a covered riding arena in front of a historic barn so that the primary view of the barn is blocked or attaching a grandstand for an arena to a historic barn. In terms of the collective equine landscapes, the areas should continue to remain fairly wooded with trees to help the equine district retain its character. Owner should also avoid subdividing their properties to build houses on pasture land because it will irreversibly alter the open nature and historic use of the space.149

Furthermore, eligible properties should be nominated to the National Register of Historic Places to recognize their importance and provide property owners with the economic advantages of being listed on the National Register.150 The historic thoroughbred training barns in Aiken and Camden would be eligible for the National Register under criterion A because they are “associated with events that have made a significant contribution to the broad patterns of our history.”151 Many barns would also be eligible under criterion C because they “embody the distinctive characteristics of a

type, period, or method of construction.”\footnote{152} The barns must be at least fifty years old to be eligible for the National Register, meaning that all barns constructed before 1968 could be nominated in 2018.\footnote{153}

The National Register is an honorific listing. Unlike properties located within a local historic district where the owner must seek permission for changes through an architectural review board, having a property listed on the National Register does not restrict the owner’s property rights. All of the thoroughbred training properties in Aiken are already regulated by the local historic district.\footnote{154} Property owners in Camden who have barns outside of the local historic district can have their properties listed on the National Register without having them become part of the local historic district because properties cannot be added to the local historic district without the owner’s consent regardless of National Register status. According to the Camden city ordinance, “expansion of a historic district shall not become effective without the affected property owner’s permission.”\footnote{155} Owners can alter or demolish a building on the National Register without fearing consequences from the government aside from the possible delisting of

\footnote{152} “National Register Criteria for Evaluation,” \textit{National Park Service}.  
\footnote{153} “National Register of Historic Places Program: Fundamentals,” \textit{National Park Service}.  

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the building. The owners, of course, must still follow the local regulations on obtaining building and demolition permits that apply to buildings in the area, regardless of whether or not they are listed on the National Register. For example, the Aiken Training Track and its buildings are listed on the National Register, but the National Register status did not prevent the demolition of the ca. 1941 training barns in 2006.156

In Aiken, the Whitney barns and Clark barn are already listed on the National Register of Historic Places as contributing resources in the Aiken Winter Colony Historic District I. The nomination should be updated to accurately list the construction dates of the Whitney barns as ca. 1895-1904 instead of ca. 1930s. The Aiken Training Track is also independently listed on the National Register, although there are now only three contributing buildings instead of seven. Many of the training barns are missing from the 2010 Historic Resources Survey or are inaccurately described, highlighting the need for resources on historic horse barns within the preservation community. The Hitchcock barns (ca. 1896-1902) appear on the survey but are incorrectly listed as contributing to a National Register Historic District. The barns actually fall outside of all of the Winter Colony Historic Districts. They should be added to District I or nominated independently. Of the Orangeburg Street barns, the survey lists the Buckland barn (ca. 1930) as eligible and the Hill ‘n Dale barn (ca. 1930) as ineligible. It does not list the Buckland Annex barn (ca. 1939). The Hill ‘n Dale barn should be considered eligible because the demolition of the west linear shedrow and replacement with a walking shedrow during the 1950s was an important alteration to spatial usage patterns that made the stables

useful as a training barn. In addition, the conversion of the hayloft into an apartment during the 1980s did not heavily alter the barn’s integrity. The barn had second floor windows in the hayloft as early as 1952 and the rear cross-gable addition to the hayloft was part of the 1950s conversion into a training barn. The Buckland Annex barn should also be considered eligible. The Claiborne Farm barn is not eligible because it was built in 1982, but its owners should consider nominating it for the National Register when it becomes eligible in 2032. The 2010 survey also excluded all of the thoroughbred training barns surrounding the Aiken Training Track even though houses within the same block were included in the survey. Half the barns would have still met the fifty-year rule in 2010. The Freeman barn (ca. 1962), Perry barn (ca. 1958), Dotter barn (ca. 1941-1952), and Cragwood Stables barn (ca. 1963-1967) should all be considered eligible. The Bwamazon barn (ca. 1962) was also excluded from the survey. It is likely ineligible due to the extent of the alterations during the 2000s. The best approach for nominating these barns to the National Register would be to create a mid-twentieth century Aiken thoroughbred training historic district similar to the Winter Colony Historic District I, in which the barns and their historic outbuildings are all listed as contributing resources to the National Register historic district. The thoroughbred training district would encompass the training barns around the Aiken Training Track, as well as the barns on either side of Orangeburg Street.\footnote{157}{“Historic Aiken Winter Colony Historic District I,” National Register of Historic Places Nomination Form, November 27, 1984, accessed March 19, 2018, http://www.nationalregister.sc.gov/aiken/S10817702018/S10817702018.pdf; “Aiken Training Track,” National Register of Historic Places, May 9, 1985, accessed March 19, 2018, http://www.nationalregister.sc.gov/aiken/S108177002025/S10817002025.pdf; The Jaeger}
Unlike Aiken, none of the historic thoroughbred training barns or tracks in Camden are listed on the National Register of Historic Places. Both the Springdale Race Course and the Camden Training Center were included in the 1996 Historic Resources Survey of Camden, South Carolina. Like the survey of Aiken, the Camden historic resources survey has inconsistencies and errors in its listings of stables. The survey lists barns 3 through 9 (likely meaning barns 3 through 7, 9, and 10) at the Camden Training Center, then called the Chestnut Street Schooling and Racing Track, as contributing resources dating to 1936. A casual examination of these barns would reveal that they differ in form and building materials, suggesting that they were not all built at once. Archival research revealed that Scott only built barns 3 and 4 in 1937. She built the remainder over the course of her ownership. According to the fifty-year rule, barns 7, 9, and 10 should not have been considered eligible resources in 1996 because they were all built during or after the 1950s. The survey also misidentifies the original uses of outbuildings. The listing of eligible resources for the Springdale Race Course contradicts the approach taken at the Camden Training Center. The survey listed tripartite shedrow barns A and C as noncontributing resources, despite their nearly identical appearance to the Camden Training Center barns. Regardless, barns 3 through 7, 9, 10, A, C, D, and E-3 should now be considered to be contributing resources for a National Register nomination. The ca. 1930s outbuildings behind Barn B-1 were also considered noncontributing on the 1996 survey despite their integrity. They should also be listed as

contributing resources. Despite the loss of one of its wings, Barn B-1 could arguably be considered a contributing resource because its reconfiguration was historic and the remaining part of the barn is able to convey the barn’s history as an early training facility for steeplechase horses in Camden through its high material integrity. The B-1 barn was one of the amenities that attracted the top steeplechase racehorse owners in the United States, including Marion duPont Scott, to train their horses in Camden. The Springdale Race Course and the Camden Training Center could either be nominated individually to the National Register or together as a thematic thoroughbred racehorse National Register Historic District (not to be confused with the local historic district).  

Listing properties on the National Register of Historic Places can have considerable economic benefits for barn owners. Owners who rehabilitate their historic barns for use as an income-producing building, such as a boarding barn, can receive a 20% federal rehabilitation tax credit for the project. The owners must work with the State Historic Preservation Office from the beginning of their project to make sure that it meets the Secretary of the Interior’s Standards for Rehabilitation to receive the tax credit. The property must be used as it was historically or given a new use that will minimally change its character-defining features, spatial relationships, and historic building materials. Property owners who qualify for the federal rehabilitation tax credit for income-producing buildings are eligible for an additional 10% or 25% state income tax credit for a total of 30% or 45% tax credit to offset their rehabilitation expenses. Property

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owners who want to repair or renovate their barns for private use can also be eligible for a 25% state income tax for the costs of the project. Again, the State Historic Preservation Office must review and approve of the project before the work begins.\textsuperscript{159}

Listing historic barns on the National Register also enables owners to apply for Building Stabilization Project Grants from the State Historic Preservation Office. The Stabilization grants are matching grants covering half of the cost of the project. Stabilization grants can help owners pay for projects that stabilize a building such as replacing failing roofs, stabilizing structural framework, and repairing doors and windows to make the building watertight. Routine maintenance work is not eligible. Like tax credits, the work must meet the Secretary of the Interior’s Standards for Rehabilitation and gain the approval of the State Historic Preservation Office during a competitive grant application process.\textsuperscript{160}

Regardless of whether or not they want to list their historic barn on the National Register, seek tax credits, or grants, the State Historic Preservation Office can provide property owners with guidance for maintaining, restoring, or rehabilitating their historic


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barn. In addition, the National Barn Alliance is a non-profit organization that can help provide owners with resources on historic barns.

In conclusion, Aiken and Camden have unique historic thoroughbred training landscapes. Thoroughbred training was essential to the development of the towns throughout the twentieth century. The training barns and landscapes are inextricably connected to the towns’ histories and identities. The training facilities physically define Aiken and Camden’s distinctive built environments. Previously undervalued due to their industrial nature and socially-elite roots, these barns are threatened by neglect and economic pressures. The thoroughbred training landscapes needs to be thoughtfully preserved because they are essential to what Aiken and Camden are.
CHAPTER 10

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