

Form 10-300
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: South Carolina	
COUNTY: Orangeburg	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	APR 29 1973

1. NAME

COMMON:
Southern Railway Passenger Depot

AND/OR HISTORIC:
Railroad Junction

2. LOCATION

STREET AND NUMBER:
110 North Main Street

CITY OR TOWN:
Branchville

STATE: South Carolina 29432 CODE: 045 COUNTY: Orangeburg CODE: 075

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered long term lease	<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input checked="" type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input checked="" type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (specify)

4. OWNER OF PROPERTY

OWNER'S NAME:
Southern Railway Company

STREET AND NUMBER:
920 15th Street, N. W.

CITY OR TOWN: Washington STATE: D. C. CODE: 20005

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Orangeburg County Court House

STREET AND NUMBER:
10 Amelia Street

CITY OR TOWN: Orangeburg STATE: S. C. CODE: 29115

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
South Carolina Statewide Preliminary Survey of Historic Places

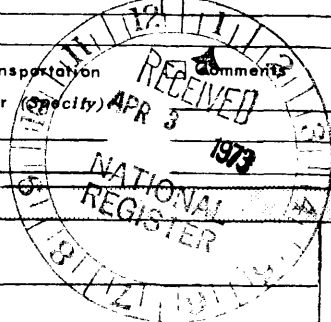
DATE OF SURVEY: 1969 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
S. C. Department of Archives and History

STREET AND NUMBER:
1430 Senate Street

CITY OR TOWN: Columbia STATE: South Carolina CODE: 045

SEE INSTRUCTIONS



STATE: _____

COUNTY: _____

ENTRY NUMBER: APR 29 1973

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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Exterior: The one story building is constructed of brick with a stucco finish. 6/6 double sash windows are placed around the structure, and belt coursing is evident. Roof is hipped and covered with painted tin. The structure has three chimneys; one extends from the dining room area and the others from the front waiting rooms. A breezeway separates the waiting rooms and the ticket office from the dining room. The covered walkways for the passenger and baggage departure areas have been removed in recent times while the main structure remains much the same as it was in 1877 except for an addition and remodeling in November 1910.

Interior: Wooden floors exist throughout the depot except for the bath rooms and kitchen floors which are made of concrete. There are five main rooms, three rest rooms, one storage room, and a breezeway which separates the front and rear portion of the building. The dining room and kitchen area have been restored to reflect the mood of the 1870s and '80s, while the telegraph room is much the same as it was originally.

The front waiting area is filled with antique railroad relics and posters. It also contains a large scale model of the "Best Friend"--"the first American-built locomotive for actual railroad service". The original "Best Friend" used the Branchville depot on its run from Charleston to Hamburg. The middle waiting room contains a model of the original depot as well as models dealing with the history of railroading. A small gift shop is also located in this room.



SEE INSTRUCTIONS

SIGNIFICANCE

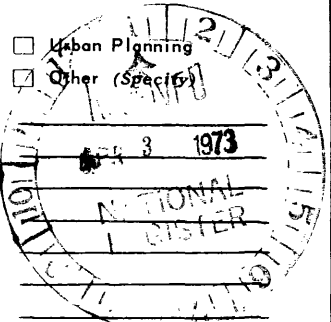
PERIOD (Check One or More as Appropriate)

- Pre-Columbian | 16th Century | 18th Century | 20th Century
 15th Century | 17th Century | 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | |
|--|---|---|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input checked="" type="checkbox"/> Political |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input checked="" type="checkbox"/> Social/Humanitarian |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater |
| <input checked="" type="checkbox"/> Commerce | <input checked="" type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | |
| <input type="checkbox"/> Conservation | | |



STATEMENT OF SIGNIFICANCE

The Southern Railway Passenger depot, located in Branchville, S. C., holds a significant position in the railroad history of the United States. This depot played an important role in both the development of commerce and transportation in South Carolina during the 19th century, and it also served the state during the Civil War. The history of this junction is celebrated at an annual festival in Branchville.

Commerce: The primary purpose of the railroad was to bring more trade to the seaport of Charleston. From 1820-1830 Charleston had experienced an economic decline, and a means to secure trade from the upper Savannah was desperately needed. The establishment of the railroad made this possible as railway shipping provided a more efficient route for inland towns to send their cotton and farm products to market.

Military: Confederate soldiers coming from Charleston used these rail lines in 1865. During Sherman's march through South Carolina, Union troops were diverted from the Branchville area upon learning of the presence of a battery nearby. This prevented the destruction of the road bed and other structures in the area. Much of the trenchwork and part of the battery are still in existence.

Political: ^{William} President-elect Howard Taft came through Branchville in 1909. He delivered a speech at the Branchville railroad depot from the observation car of his train.

Social/Humanitarian: Branchville has an annual festival in honor of the town's history called Raylrode-Daze. As a main feature of the celebration, townspeople dress in costumes of the late 19th century. The fact that tourist interest in the area has increased is evidenced by the thousands of people from throughout the Southeast who attend the festival. In turn the economy of this small town has greatly benefited.

Transportation: In 1832 the railroad line from Charleston to Branchville was completed. It was opened to Hamburg in 1833 and became the longest line then in existence as well as being almost twice as long as any in America. In 1840 the line extended from Branchville to Orangeburg, South Carolina, thus establishing Branchville as the oldest railroad junction in the United States.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Derrick, Samuel. Centennial History of South Carolina Railroads. Columbia: The State Press, 1930.
 Lander, Ernest McPherson, Jr. A History of South Carolina. Columbia: University of South Carolina Press, 1970.
 Wallace, David Duncan. The History of South Carolina. New York: The American Historical Society, Inc., 1934.
Tricentennial Orangeburg County: Souvenir Program. Orangeburg: S. C. Quality Printing, Inc., 1970.

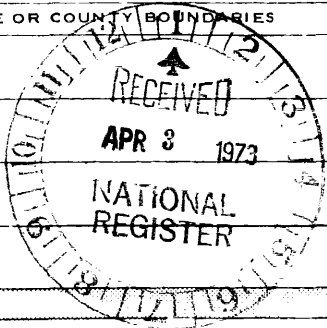
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		33 ° 15 ' 04 "	80 ° 48 ' 57 "	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 3 acres

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
Luther H. Folk, Doris E. Berry (Mary Ann Eaddy--Archives)

ORGANIZATION: **Branchville Railroad Shrine & Museum** DATE: **March 16, 1973**

STREET AND NUMBER:
320 Edward Street

CITY OR TOWN: **Branchville** STATE: **South Carolina 29432** CODE: **045**

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name Charles E. Lee
 Charles E. Lee

Title Director, S. C. Department of Archives and History

Date March 28, 1973

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Robert H. Utley
 Chief, Office of Archeology and Historic Preservation

Date 4/23/73

ATTEST:
Robert H. Utley
 Keeper of the National Register

Date 4/16/73