

56686



National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Charleston Consolidated Railway, Electric, and Gas Company Car House

Other names/site number: Charleston Trolley Barn

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 649 Meeting Street

City or town: Charleston State: South Carolina County: Charleston

Not For Publication:

Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property x meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide x local

Applicable National Register Criteria:

 x A B C D

Elizabeth M. Johnson

1/6/2017

Elizabeth M. Johnson, Deputy State Historic

Preservation Officer:

Date

State or Federal agency/bureau or Tribal Government

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In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

Joe Elson H. Beall
Signature of the Keeper

2-28-17
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only one box.)

- Building(s)
- District
- Site

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Structure

Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>1</u>	<u> </u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/rail-related

Current Functions

(Enter categories from instructions.)

EDUCATION/college

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7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER/Industrial

Materials: (enter categories from instructions.)

Principal exterior materials of the property: _____

Foundation: concrete

Walls: brick

Roof: metal

Other: N/A

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Charleston Consolidated Railway, Electric, and Gas Company Car House, known locally as the Charleston Trolley Barn, was constructed as trolley car maintenance space, and is a large brick masonry building located at 649 Meeting Street on the northern portion of the Charleston peninsula. The former trolley barn complex is located along Interstate 26 in an area that is largely commercial. 649 Meeting Street was built in 1897. The main center portion of the building has a steel-trussed roof with clerestory running the full length of the building. One story wings with low-pitched roofs are located to the north and south of the main trolley shed. The east and west elevations have a round window on the upper portion of the wall, and a granite plaque was installed on the front (east) façade to indicate the date of construction. This building has recently been adapted to serve as the campus for the American College of the Building Arts. To accommodate the college's needs, the formerly open space of the Trolley Barn has been retrofitted and converted to one-, two-, and three-story spaces. The original exterior walls and

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main interior walls have been left in place, and original architectural features have been preserved or replicated where applicable.

Narrative Description

The Charleston Consolidated Railway, Electric, and Gas Company Car House represents the most intact portion of a complex of buildings constructed specifically to power the city's electrified trolley system (see Figure 1). The two remaining buildings face east towards Meeting Street, while the west end of the property abuts Interstate 26. Just to the south is a mid-twentieth century former mattress factory. The north side of the complex is bordered by Poinsett Street, and several residences are located along this road. A courtyard with a brick wall at the western end is located between the two extant buildings. This space was previously a third trolley barn. A power house, built for the trolley system in 1897, was located directly across Meeting Street at Cool Blow Street. The power house is no longer extant, though the power company still maintains equipment near that location.



Figure 1: Photograph of the south trolley barn and north wing, 1897.

An article written soon after the first (south) barn was completed in 1897 describes a car house of 68 feet by 256 feet with an office of 17 feet by 71 feet along the north side of the car house (the north wing shown in Figure 1). After examining the sandy soils and high water table on the site, the building's designers decided that shallow foundations would be preferable to driving piles. Therefore, the building was constructed on a concrete footing 40 inches wide and 24

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inches thick. Brick walls were constructed on the footing “in the usual manner, no other precautions being taken to prevent settlement or cracking of the walls.”¹

The south trolley barn has two one-story additions. A portion of the wing to the south is shown on the 1902 Sanborn map. The western portion of this wing appears in part on the 1929 Sanborn map, though in its current form the addition first appears on the 1944 Sanborn map. The projecting portion of the south addition was added by 1929 and was originally three stories. According to the Sanborn maps, this addition retained all three stories as late as 1944, but it has since been reduced to one story. The one story addition along the west façade is first shown on the 1929 Sanborn map. (See Figure 2.)

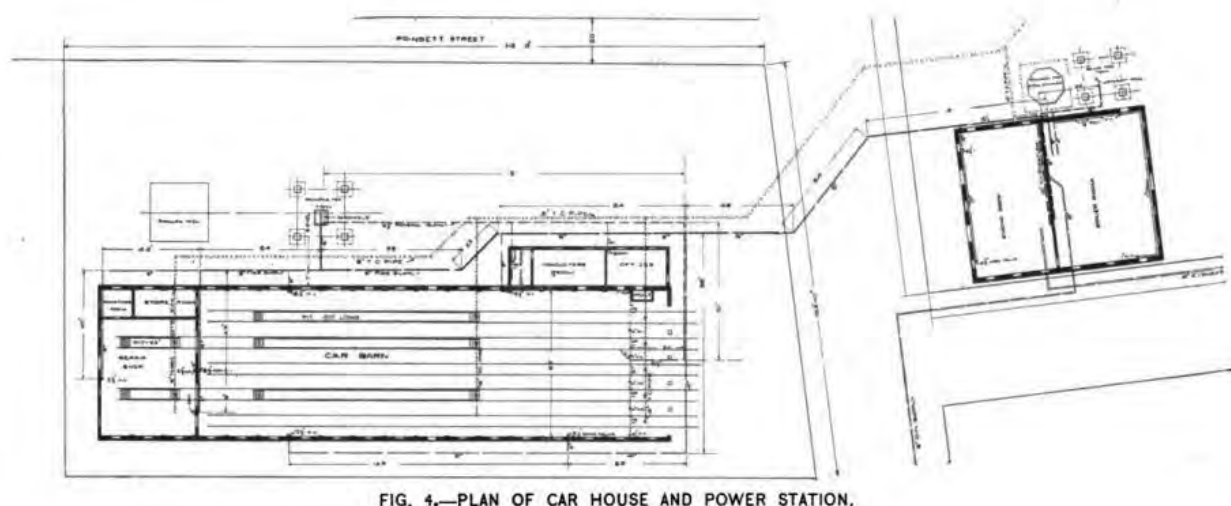


FIG. 4.—PLAN OF CAR HOUSE AND POWER STATION,

Figure 2: Plan of Car House and Power Station, 1897.

The brick masonry is laid in Common or American bond (see photos 3-17). The exterior walls are twelve inches thick with twenty inch thick pilasters that delineate each bay. The upper and lower portions of the wall between the pilasters meet the plane of the outer face of the pilasters to create a four-sided frame around each bay (see photos 8-10). The masonry openings, except those on the east façade, are topped with brick segmental arches. Prior to the recent rehabilitation work, the windows and doors were infilled with brick or covered with plywood. However, the openings originally contained windows that were designed to open easily from the floor of the interior of the building.² Where noted in the description following, double hung wooden windows have been restored to openings. The design for these divided lite windows was based on a window sash that remained in the building prior to the rehabilitation work.

¹ “Electric Railways in Charleston.” *Street Railway Journal*, Vol. XIII, No. 9 (September 1897): 518.

² *Ibid.*

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The main entrance to the building faces east towards Meeting Street. The east elevation of the Trolley Barn consists of five tall bays of glass with entry into the lobby of the building (see photos 4-5). Above the glass is a granite plaque that reads:

CAR HOUSE
CHARLESTON CITY R'L CO
1897

A circular window is located directly above the plaque. A stepped brick cornice accents the outline of the roof. The storefront-style glass entrance was installed as part of the current rehabilitation work and replaces four mid-twentieth century metal garage doors and a bay of brick infill dating to the building's use as a bus shed. Originally, this façade contained five bays with tracks to bring trolley cars into the building.

On the east elevation, both the north and south wings are visible. The north wing, original to the 1897 building, is two bays wide and set back several inches from the front of the barn (see photo 6). A door and a window have been restored to this façade, replacing infilled original openings. The sixteen over sixteen window has a granite sill. The south wing protrudes eastward five bays past the front of the rest of the building (see photo 7). The east façade of this wing is two bays wide, with recently restored twelve over twelve window sashes with brick sills. The protruding portion of the south wing was added between 1902-1929 as a three-story office space. As late as 1944, this part of the south wing had three stories, but the upper two stories have since been removed.³

The north elevation of the building is nineteen bays long, excluding the protruding portion of the south wing. The one-story north wing projects to the west for a length of five bays (see photo 8). The five window locations on this elevation of the wing have been restored with sixteen over sixteen sashes and granite sills. Westward from the one-story wing, the first bay has been fitted with a door and fixed transom. The next bay is an infilled brick window with granite sill, followed by a door without a transom. The masonry openings of the next four bays to the west are covered with fixed steel shutters. The steel shutters appear to date from between 1902 and 1929, based on Sanborn maps. They were likely added when the middle barn was built. The following bay is an infilled window, the following a carriage-style door, and the next four bays contain brick infill. The last bay on this elevation is part of the west addition constructed between 1902 and 1929. (See photos 9-12.)

The roof is a 22-gauge standing seam metal roof, which replaced a deteriorated 23-gauge standing seam metal roof. According to an 1897 article, the original roof was No. 20 corrugated iron.⁴ The steel sash clerestory windows, approximately midway up the roof area, run the full eighteen bay length of the center barn building. Each sash is made up of two horizontal rows of

³ Sanborn Company Insurance Maps, Charleston, SC, Vol. 1, 1902, 1929, and 1944.

⁴ "Electric Railways in Charleston," 518.

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seven single pane lites. The clerestory windows are new, but were fabricated to match the original clerestory windows. (See photos 8-9 and 11.)

The north elevation of the south wing, extending east from the front façade of the building, has four recently restored window openings with brick sills, and a restored door opening (see photo 7). Two of the windows are twelve over twelve, and two have larger sixteen over sixteen sashes.

The west elevation gable wall mirrors the east elevation, without the bays of glass or granite plaque. A one-story addition, the full length of the five bays, was added to this elevation between 1902 and 1929. According to the 1929 Sanborn map, it served as space for a blacksmith's shop. The addition has a low-sloped roof. One window opening has been restored with sixteen over sixteen sashes and a brick sill; the other four masonry openings remain infilled with brick (see photo 13).

The west elevation of the north wing shows the framed look created by the masonry pilasters and wall detailing, and does not have any masonry openings (see photo 12). The west elevation of the south wing is two bays wide with a sixteen over sixteen window and a door with a transom (see photo 16). This wall has a stepped parapet. This rear portion of the south wing was a one-story addition that seems to first appear in part on the 1929 Sanborn map, with infill added by 1944 to connect it to the earlier section of the south wing.

From the west end to the east, the bays of the south elevation contain a sixteen over sixteen window with brick sill and an infilled opening in the former blacksmith shop addition, a door with transom, two sixteen over sixteen windows with granite sills, and a carriage-style door. The remaining bays to the east end of the building make up the south wing, and the original masonry openings have been infilled with brick. (See photos 15-17.)

The interior of the 1897 Trolley Barn and attached wings has been retrofitted for the American College of the Building Arts. A three-story space has been built in the front seven bays of the main building. At the east entrance is an open two-story lobby (see photos 18-19). A center hall on the first floor leads to restroom facilities, offices, classroom space, the elevator, and stairs (see photo 20). The south wing contains workshop and drafting classroom space (see photo 22) and the north wing contains administrative offices (see photo 21). The second floor is used for office space, meeting rooms, and storage (see photo 30). The third floor, in the clerestory area, contains the library stacks, special collections, and a computer lab (see photos 31-32).

West of the first seven bays of the building, the space opens up into full-height areas with exposed steel trusses and natural light from the restored lower windows and clerestory windows. This area will be used for workshops for trowel, iron, and wood trades taught at the college. A narrow mezzanine along the north wall overlooks the easternmost space. An original masonry wall from the floor to the underside of the steel trusses divides the space. The original arched openings are still visible, though two have been infilled. (See photos 23-29.)

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Originally, the interior east of the dividing wall was the large open space where the trolleys were repaired. West of the wall, the building contained workshop, paint shop, storeroom, and blacksmith space. The floor was concrete, troweled smooth and flush to the tops of the trolley rails. Eighteen feet of clearance was provided between the top of the floor and the bottom of the exposed steel trusses. The walls were painted with a kalsomine paint, and the trusses and underside of the roof were painted a light color.⁵

The north wing was originally used for offices and waiting rooms, and also contained a locker for each motorman and conductor for storing their uniforms when not on duty.⁶ The front portion of the south wing was labeled as office space, though the use of the space in the earlier western section of the south addition is not labeled on any of the Sanborn maps.

⁵ "Electric Railways in Charleston," 518.

⁶ "Uniforms for Trolley Men," *News and Courier*, May 25, 1897.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance
(Enter categories from instructions.)
TRANSPORTATION

Period of Significance
1897-1938

Significant Dates
1897

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
J.G. White and Company

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Charleston Consolidated Railway, Electric, and Gas Company Car House, known colloquially as the Charleston Trolley Barn, is locally significant under Criterion A in the area of transportation. The original building was constructed in 1897 and was part of a complex that included a power house, which is no longer extant, that was once located across Meeting Street. This complex was responsible for powering and maintaining the electric streetcar line when the horse-drawn streetcars were modernized in 1897. The period of significance of the property runs from its construction to 1938, when the Charleston trolleys were decommissioned. Although the trolley barns remained in service for the replacement fleet of buses, the buildings are more strongly associated with the trolley system. The trolley barn at 649 Meeting Street represents the last extant building associated with the electric trolley system that was once integral to Charleston's transportation network.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A: Transportation

The Trolley Barn at 649 Meeting Street was constructed in early 1897 specifically for use as a maintenance and storage shed for the new electrified trolleys being brought to Charleston. Although electrified streetcar lines were beginning to be used in the United States in the late 1880s and became widespread soon after, Charleston

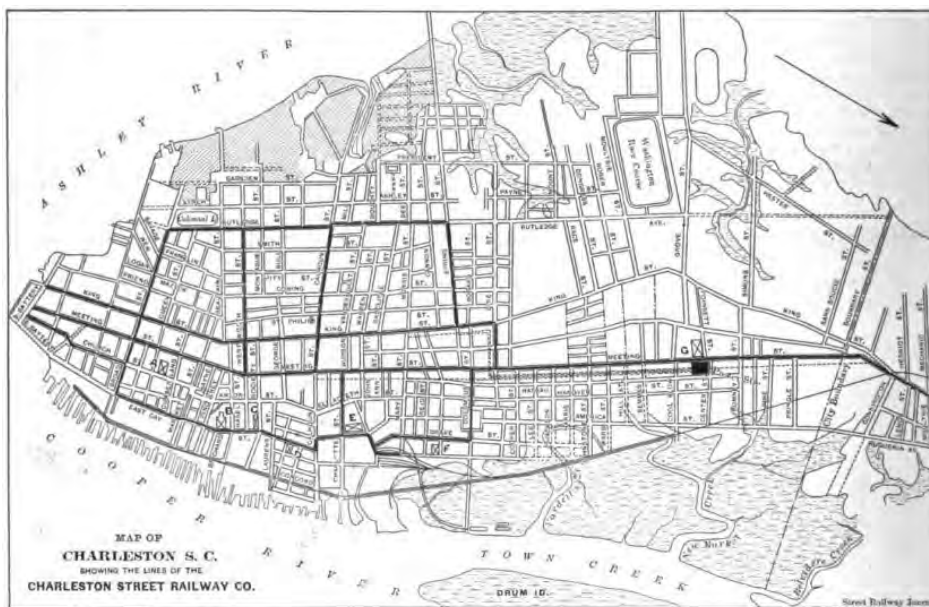


Figure 3: Map of streetcar lines, 1897.

was a late adopter. Two streetcar companies existed on the peninsula in 1896, the Enterprise Street Railway Company and the Charleston City Railway Company, but both used horse power, or “hay burners” as they were often called, to pull the cars. A lack of capital was blamed for the

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fact that for several years, Charleston was the only American city with a population over 35,000 people that lacked an electric streetcar system.⁷

In early 1896, efforts began in earnest to bring electric trolleys to Charleston,⁸ and by the end of the year the Charleston Street Railway Company had been granted a franchise by the City of Charleston to build and operate electric railways. The new company was formed by investors from New York City, Baltimore, and Charleston.⁹ Work began soon after to upgrade the tracks and install poles and wires for electric streetcars, and the two horse-car companies were bought out. The sale of the City Railway to Charleston Street Railway Company finally closed on February 1, 1897 for a sum of \$150,000.¹⁰

The 1897 Charleston City Year Book notes that a permit was granted for “Power and Car Houses, Brick, Stone and Iron” with a reported cost of \$18,800. The power house was designed by J.G. White and Company,¹¹ and that company was also responsible for the engineering design and construction of ten miles of “electric traction” for the Charleston Street Railway Company.¹² Due to the permit for both the power and car houses being classified together in the City Yearbook, the extent of work completed by J.G. White and Company for the Charleston Street Railway Company, and 1897 drawings showing the power and car house systems linked together,¹³ it is likely that J.G. White and Company is responsible for the design and construction of the car house as well the power house, in spite of the fact that no documentation was found specifically linking the company to the trolley barn.

The J.G. White Engineering Corporation, of which J.G. White and Company was a part, was a New York City-based firm that focused on the design and construction of industrial systems and public utilities. These included hydro-electric and steam-powered electric systems, transmission systems, and steam and electric railways. The work of J.G. White Engineering Corporation could be found nationwide and even included a number of international projects. A variety of design and construction projects were completed in South Carolina, including additional electric railways in Aiken and Columbia.¹⁴ The work completed by the firm in Charleston was designed and implemented in a very short time frame: design began February 1, 1897,¹⁵ contractor bids were reviewed on February 15,¹⁶ construction began March 1,¹⁷ and the power house was put into service by June 1.¹⁸

⁷ “Electric Railways in Charleston,” 517.

⁸ “News Items.” *Street Railway Journal*, Vol. XII, No. 2 (February 1896): 136.

⁹ *Street Railway Journal*, Vol. XII, No. 12 (December 1896): 789.

¹⁰ “The Trolley’s the Thing,” *News and Courier*, February 1, 1897.

¹¹ “Electric Railways in Charleston,” 523.

¹² J.G. White Engineering Corporation, *Achievements of the J.G. White Engineering Corporation and Associates in American and Foreign Fields* (New York: 192?), 17.

¹³ “Electric Railways in Charleston,” 523.

¹⁴ J.G. White Engineering Corporation, 5-19.

¹⁵ “Electric Railways in Charleston,” 523.

¹⁶ “Bids for the Power House,” *News and Courier*, February 15, 1897.

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The first test run of a trolley car took place on June 24, 1897, carrying officials north of the city past Magnolia Cemetery.¹⁹ The official opening was Carolina Day, June 28, but with service limited to only six cars. Nevertheless, close to 10,000 customers rode the trolleys on that day.²⁰ Full trolley service in Charleston began on July 6. The original routes followed many of those used by the horse-drawn streetcars. The major east-west routes were along Broad Street, Wentworth Street, Calhoun Street, and Spring/Line/Columbus Streets. The north-south thoroughfares were Rutledge Avenue from Spring Street to Broad Street, King Street from Line Street to the Battery, Meeting Street from the Battery to the car barns and beyond up to Magnolia Cemetery and Chicora Park (which would become the Navy Yard), and East Bay Street from Broad Street to Columbus Street.²¹

In 1899 the Charleston City Railway Company, and the Charleston and Seashore Railway Company merged to become the Charleston Consolidated

Railway, Electric and Gas Company. This officially connected the trolley service on the peninsula with the trolley system across the Cooper River in Mount Pleasant, Sullivan's Island, and Isle of Palms. Charleston Consolidated would go on to become the South Carolina Power Company in 1926, and South Carolina Electric and Gas Company in 1948.



Figure 4: Map of streetcar lines, c. 1910.

¹⁷ "The Electric Railway," *News and Courier*, March 1, 1897.

¹⁸ "Electric Railways in Charleston," 523.

¹⁹ "Our First Trolley Car," *News and Courier*, June 25, 1897.

²⁰ "Ten Thousand Passengers," *News and Courier*, June 30, 1897.

²¹ "Electric Railways in Charleston," 518.

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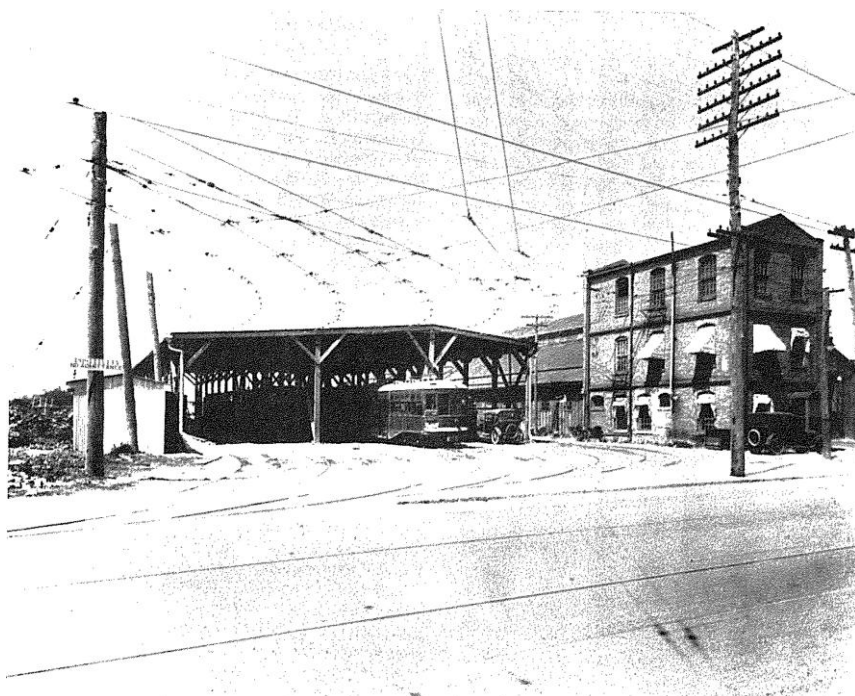


Figure 5: South wing of the south trolley barn, date unknown.

The trolley barn and power house complex grew along with the company. By 1902, a second car barn had been constructed to the north of the south barn and office, and a one-story wing had been added to the south side of the south barn. By 1929, a third masonry barn was added between the first two and an open wooden car shelter was added to the south. A blacksmith's shop was built onto the west end of the south barn, and a three-story office was added to the southeast corner of the south barn.²²

The reach of the trolleys also grew. The streetcar lines were brought to the future site of Hampton Park to provide transportation to the 1901-1902 South Carolina Interstate and West Indian Exposition. By 1910, the Rutledge line had been extended north to Herriot Street, just past the city boundary, and service was offered to the Citadel Military College and Hampton Park.²³ In the years leading up to World War I, growth of the Navy Yard and other industries located nearby added jobs and commuters.²⁴ The neighborhood around Hampton Park developed quickly during this time period, aided by the presence of a trolley line that offered easy access to jobs in downtown Charleston and the growing area to the north. While other suburbs were developing outside of the areas serviced by the streetcar lines, that development came at a much slower pace than in areas with easy access to the trolleys.²⁵ In 1915, Charleston Consolidated Railway added two miles to the suburban line, opening the area north of the Navy Yard to housing development.²⁶

The trolleys were also widely used for recreation, and recreational use was encouraged by the trolley company to bring in additional revenue. From the initial planning stages of the electric

²² Sanborn Company Insurance Maps, 1902, 1929, and 1944.

²³ South Carolina Power Company. See *Charleston: ride by streetcar*. Charleston, SC: 191?.

²⁴ Fraser, Walter J. *Charleston! Charleston! The History of a Southern City* (Columbia, SC: University of South Carolina Press, 1989), 365-368.

²⁵ National Register of Historic Places, Hampton Park Terrace Historic District, Charleston, Charleston County, South Carolina, National Register #97001186, 36.

²⁶ Fetters, Thomas. *Palmetto Traction: electric railways of South Carolina* (Forty Fort, PA: H.E. Cox, 1978), 22.

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streetcar line in early 1897, the company discussed building out attractions at Chicora Park, which would be the northern end of the suburban line. In July of 1897, a newspaper article described the park as “something in the shape of a big barren waste” and hoped that the city and railway company could reach an agreement for the company to lease and improve a portion of the park. The same article predicted that the park would then become a boon to the streetcar business, and noted that people already rode the trolley north to Magnolia Cemetery and beyond to the Four-mile House to enjoy the country breeze.²⁷ Eventually, the company did manage a portion of the park, and encouraged visitation by building a dance hall, a small zoo, and sponsoring weekly concerts.²⁸

Chicora Park was soon sold to the federal government and converted into the Navy Yard, so the Consolidated Railway Company turned its attention to the new Hampton Park on the grounds of the Exposition. Entertainment at Hampton Park would eventually include a dance pavilion, theater, and restaurant.²⁹ Trolley service to the park began on September 10, 1903, and the company provided discounted rates of five cents to riders going to the new park.³⁰ Consolidated Railway’s promotion of Hampton Park helped fuel the park’s popularity,³¹ particularly since so many “people have missed the pleasure of a trolley ride to Chicora.”³²

The railway company accommodated recreational uses in other ways as well. The company provided extra trolley service for large events like the 1899 Confederate Veterans Reunion and the Exposition, as well as for regular occurrences like the circus, Gala Week, and baseball games. The Consolidated Railway Company owned a ballpark at Meeting and Shepard Streets and provided special cars for baseball games played there.³³ In 1904, a newly-built ballpark along Rutledge Avenue at Hampton Park became the home of the local minor league team, with a trolley station close by.³⁴

As personal cars became more popular in the early 1900s, the streetcar company made adjustments to accommodate traffic and avoid accidents,³⁵ but usage of trolleys continued to increase until 1921, when peak usage was reached.³⁶ The last new trolley car for Charleston was purchased in 1928, and in 1934, trolley service north to the Navy Yard and North Charleston was replaced with bus service. Increasing demands and cost for electricity after World War I helped make the case for replacing trolleys with buses. The case was also bolstered by the freedom to

²⁷ “A Park is the Thing,” *News and Courier*, July 9, 1897.

²⁸ Fetters, Thomas. *Palmetto Traction*, 16.

²⁹ Eberle, Kevin. *A History of Charleston’s Hampton Park* (Charleston, SC: History Press, 2012), 80.

³⁰ “Now For Hampton Park,” *News and Courier*, September 10, 1903.

³¹ Eberle, Kevin. *A History of Charleston’s Hampton Park*, 81.

³² “Now For Hampton Park,” *News and Courier*, September 10, 1903.

³³ Fetters, Thomas. *Palmetto Traction*, 18.

³⁴ Eberle, Kevin. *A History of Charleston’s Hampton Park*, 83.

³⁵ “Near-Side Stops Suggested by Company in Charleston.” *Electric Railway Journal*, Vol. XLI, No. 5 (May 1913): 871.

³⁶ “Horse Cars and Trolleys Served City’s Population,” *News and Courier*, March 31, 1970.

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modify bus routes and the fact that buses did not require “unsightly” tracks and overhead wires.³⁷ The last streetcar to operate in the state of South Carolina pulled into the Trolley Barn at 4:25 pm on February 10, 1938 during the inaugural celebration of the new bus fleet.³⁸ The trolley barns became the bus barns.

The buildings continued to be used as bus barns for a number of years. In the 1960s, the back portion of the property was overtaken by the construction of Interstate 26, and in the 1970s SCE&G scaled down their bus service. In all likelihood, the former trolley barns were vacated around 1970. In 1986 the property was purchased by the Citadel Military College, and eventually passed into the possession of the City of Charleston in 2001.

Segregation on Charleston’s Streetcars

In late 1866, work began to install the tracks for Charleston’s first streetcar system, using cars that were pulled by horses. The streetcar company considered using separate “Jim Crow” cars for black riders, but had not provided these cars when the streetcar lines came into service.³⁹ Instead, black customers were expected to ride on the exterior platform of the cars. In March of 1867, black Charlestonians protested their lack of access. Groups entered several streetcars and refused to leave. The drivers of the cars unhitched the horses and the would-be riders remained on the cars until police and Union soldiers forcibly removed them. Following these protests, some individuals continued their civil disobedience by placing rocks on the streetcar tracks to disrupt service.⁴⁰

In April, a black woman named Mary P. Bowers was removed from a streetcar. She filed a complaint with the Freedmen’s Bureau, who in turn successfully pressured the streetcar company to allow black riders inside the cars. In May of 1867, Charleston’s streetcars were fully integrated; a rider of any race could sit in any seat. Some observers feared that allowing people of both races on the cars would reduce white patronage, but in fact, the streetcar company benefitted financially from increased ridership.⁴¹

South Carolina, like states across the South, began chipping away at the racial gains of Reconstruction in the 1880s and 1890s. In 1883, the Supreme Court nullified the Civil Rights Act of 1875, which had prohibited discrimination in public accommodations and transportation. The new state constitution, passed in 1895, required segregated schools. In 1896, the U.S. Supreme Court case *Plessy v. Ferguson*, a case in which the issue at hand was the segregation of railway cars, established the doctrine of “separate but equal,” further encouraging segregation.

³⁷ South Carolina Power Company, *77 Years of Tracks and Trolleys*, Charleston, SC, 1938.

³⁸ Nielsen, J.V., “Gasoline Buses Take Over, Trolleys Head for Junkpile,” February 11, 1938.

³⁹ Hine, William C. “The 1867 Charleston Streetcar Sit-Ins: A Case of Successful Black Protest.” *South Carolina Historical Magazine*, Vol. 77, No. 2 (April 1976), 110-11.

⁴⁰ Powers, Bernard Edward. *Black Charlestonians: A Social History, 1822-1885* (Fayetteville: University of Arkansas Press, 1994), 233-235.

⁴¹ *Ibid*, 235.

Charleston Consolidated Railway, Electric, and
Gas Company Car House
Name of Property

Charleston, SC
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Still, there was some resistance to the change in the status quo. The railway companies balked at the cost of providing separate cars, waiting rooms, and facilities. The same year that the electric streetcars came to Charleston, the *News and Courier* suggested that first class cars should be available to first class passengers, regardless of race. The writer stated that it was more important to have separate cars for the “rowdy or drunken white passengers...than Jim Crow cars for colored passengers.”⁴² This opinion notwithstanding, the prevailing trends were heading towards segregation. In many cases, segregation was required by state law, but frequently, statewide laws were predated by local ordinances or company policy, as was the case with Charleston’s streetcars.

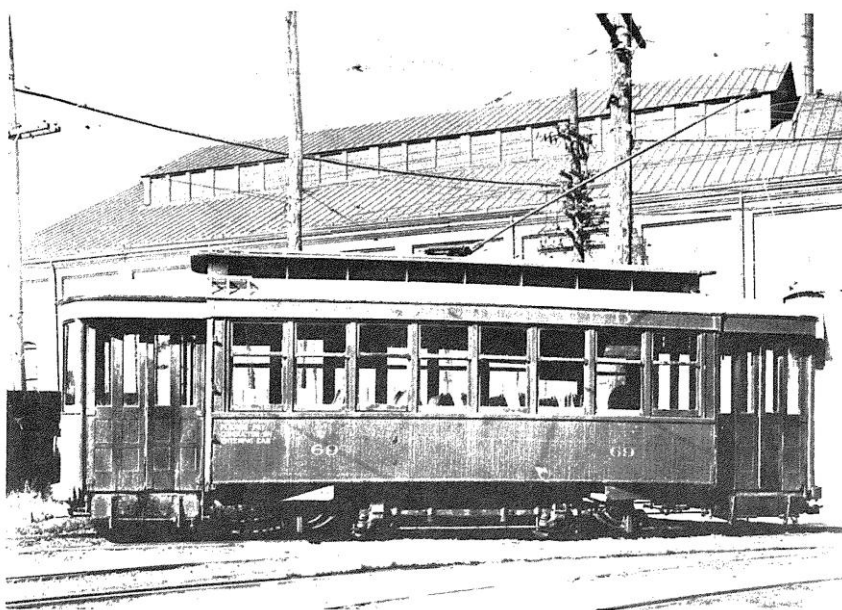


Figure 6: Photograph of the north trolley barn, date unknown.

In 1897, when Charleston’s streetcars switched from horse to electric power, they also went from integrated to segregated. When the *News and Courier* published the rules for the new trolleys, these included: “Conductors will use judgment in seating colored and white, and seat, as far as possible, all colored passengers together in the rear seats of the car. This must be done politely, and only when colored persons are uncleanly or objectionable must this rule be insisted upon.”⁴³

Without specific partitions, there was some flexibility for routes, times of day, or holidays that were more popular for one race or the other. As one rider explained, the trolley cars “didn’t have a definite middle; the middle moved, but most of the time it was empty space.”⁴⁴ During rush hour or busier times when multiple cars were used, half were designated for white riders and half for black riders.⁴⁵

⁴² Edgar, Walter B. *South Carolina in the modern age* (Columbia, SC: University of South Carolina Press, 1992), 27-29.

⁴³ “The Rules of the Road,” *News and Courier*, June 28, 1897.

⁴⁴ Weyeneth, Robert R. “The Architecture of Racial Segregation: The Challenges of Preserving the Problematical Past,” *The Public Historian*, Vol. 27, Issue 4, (Fall 2005), 22.

⁴⁵ Fetters, Thomas. *Palmetto Traction*, 18.

Charleston Consolidated Railway, Electric, and
Gas Company Car House

Name of Property

Charleston, SC

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Segregation requirements may have been somewhat controversial when the electric streetcars were initially installed in Charleston, but the number of state-mandated segregated spaces only grew in the early twentieth century. White Charlestonians quickly accepted segregation.⁴⁶ For the entire four decades of their service, Charleston's electric streetcars were to be segregated by race.

⁴⁶ Edgar, Walter B. *South Carolina in the modern age*, 29.

Charleston Consolidated Railway, Electric, and
Gas Company Car House
Name of Property

Charleston, SC
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Primary Sources

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City of Charleston. *Year Book 1897*.

Electric Railway Journal

J.G. White Engineering Corporation, *Achievements of the J.G. White Engineering Corporation and Associates in American and Foreign Fields*. New York: 192?.

Sanborn Company Insurance Maps, Charleston, SC, Vol. 1, 1902, 1929, and 1944.

South Carolina Power Company, *77 Years of Tracks and Trolleys*, Charleston, SC, 1938.

South Carolina Power Company. *See Charleston: ride by streetcar*. Charleston, SC: 191?.

Street Railway Journal

Trolley Guide of the Charleston City Railway. Charleston, SC: Walker, Evans, and Cogswell, 1897.

Secondary Sources

Eberle, Kevin. *A History of Charleston's Hampton Park*. Charleston, SC: History Press, 2012.

Edgar, Walter B. *South Carolina: a history*. Columbia, SC: University of South Carolina Press, 1998.

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Fetters, Thomas, *Palmetto Traction: electric railways of South Carolina*. Forty Fort, PA: H.E. Cox, 1978.

Fraser, Walter J. *Charleston! Charleston! The History of a Southern City* (Columbia, SC: University of South Carolina Press, 1989), 365-368.

Charleston Consolidated Railway, Electric, and
Gas Company Car House

Charleston, SC

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County and State

Hine, William C. "The 1867 Charleston Streetcar Sit-Ins: A Case of Successful Black Protest." *South Carolina Historical Magazine*, Vol, 77, No. 2 (April 1976).

National Register of Historic Places, Hampton Park Terrace Historic District, Charleston, Charleston County, South Carolina, National Register #97001186.

Powers, Bernard Edward. *Black Charlestonians: a social history, 1822-1885*. Fayetteville: University of Arkansas Press, 1994.

Weyeneth, Robert R. "The Architecture of Racial Segregation: The Challenges of Preserving the Problematical Past," *The Public Historian*, Vol. 27, Issue 4 (Fall 2005), 11-44.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: Charleston County Public Library

Historic Resources Survey Number (if assigned): _____

Charleston Consolidated Railway, Electric, and
Gas Company Car House
Name of Property

Charleston, SC
County and State

10. Geographical Data

Acreage of Property 1.65 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| 1. Latitude: 32.805100 | Longitude: -79.946940 |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Charleston Consolidated Railway, Electric, and
Gas Company Car House
Name of Property

Charleston, SC
County and State

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary is represented by the thick red line on the corresponding Charleston County tax map labeled "Charleston City Railway Car Houses" and drawn at a scale of 1 inch = 100 feet. The boundary encompasses the footprint of the south barn that is located on a portion of Charleston County TMS parcel number 4631602060.

Boundary Justification (Explain why the boundaries were selected.)

The above parcel numbers encompass the original 1897 trolley barn and wings. It excludes the second barn added by 1902, and the courtyard and western wall of a pre-1929 barn that is otherwise no longer extant. Both of these buildings/structures lack the requisite integrity to contribute to the significance of the complex.

11. Form Prepared By

name/title: Hillary King, preservation consultant
organization: American College of the Building Arts
street & number: 649 Meeting Street
city or town: Charleston state: SC zip code: 29403
e-mail KingH@buildingartscollege.us
telephone: 843-577-5245
date: September 16, 2016

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Charleston Consolidated Railway, Electric, and
Gas Company Car House

Name of Property

Charleston, SC

County and State

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Charleston Consolidated Railway, Electric, and Gas Company Car Houses

City or Vicinity: Charleston

County: Charleston

State: South Carolina

Photographer: Hillary King

Date Photographed: July-September 2016

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 46: East elevations of the trolley barns and wings, facing southwest.
- 2 of 46: East elevations of the south trolley barn and wings, facing southwest.
- 3 of 46: East elevation of the south wing of the south trolley barn, facing northwest.
- 4 of 46: East elevation of the south trolley barn, facing west-northwest.
- 5 of 46: Main entrance of the south trolley barn, facing southwest.
- 6 of 46: East elevation of the north wing of the south trolley barn, facing southwest.
- 7 of 46: North elevation of the south wing of the south trolley barn, facing south-southeast.
- 8 of 46: North elevation of the north wing of the south trolley barn, facing east-southeast.
- 9 of 46: North elevation of the south trolley barn, facing southwest.
- 10 of 46: North elevation of the south trolley barn, facing east-southeast.
- 11 of 46: Steel shutters on the north elevation of the south trolley barn, facing southwest.
- 12 of 46: North elevation of the south trolley barn, facing east-southeast.
- 13 of 46: West elevation of the south trolley barn, facing southeast.
- 14 of 46: West elevation of the south trolley barn, facing northeast.
- 15 of 46: South elevation of the south trolley barn, facing north-northeast.
- 16 of 46: South elevation of the south trolley barn and the west elevation of the south wing, facing northeast.

Charleston Consolidated Railway, Electric, and
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- 17 of 46: South elevation of the south trolley barn, facing west.
- 18 of 46: Lobby, facing northwest.
- 19 of 46: Lobby, facing south-southeast.
- 20 of 46: Hallway, facing west.
- 21 of 46: Hallway of north wing, facing east.
- 22 of 46: Drafting space in south wing, facing west.
- 23 of 46: Shop space, facing east-southeast.
- 24 of 46: Shop space, showing interior face of the original 1897 west wall, facing southwest.
- 25 of 46: Shop space from second floor overlook, facing southwest.
- 26 of 46: Second floor space over shops, facing west-southwest.
- 27 of 46: Steel truss, facing west-southwest.
- 28 of 46: Second floor space over shops, facing west-southwest.
- 29 of 46: Shop space from second floor overlook, facing south.
- 30 of 46: Second floor hallway, facing west.
- 31 of 46: Third floor library, facing west-southwest.
- 32 of 46: Third floor computer lab, facing northeast.
- 33 of 46: East elevation of the north trolley barn, facing west.
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- 37 of 46: North elevation of the north trolley barn, facing east-southeast.
- 38 of 46: Metal addition to west end of north trolley barn, facing south-southwest.
- 39 of 46: South elevation of the north trolley barn, facing northeast.
- 40 of 46: Opening in south elevation of the north trolley barn, facing north.
- 41 of 46: Interior of the north trolley barn, facing east.
- 42 of 46: Interior face of the north wall of the north trolley barn, facing northeast.
- 43 of 46: Interior face of the south wall of the north trolley barn, facing southeast.
- 44 of 46: Courtyard, showing former interior space and remaining west wall of demolished central trolley barn, facing west-southwest.
- 45 of 46: Remaining wall of central trolley barn, facing west-southwest.
- 46 of 46: Remaining wall of central trolley barn, facing east-northeast.

Index of Figures:

- 1 of 6: Photograph of the south trolley barn and north wing, 1897.
“Electric Railways in Charleston.” *Street Railway Journal*, Vol. XIII, No. 9 (September 1897):
520. (Digitized by Google) (page 5)
- 2 of 6: Plan of Car House and Power Station, 1897.
“Electric Railways in Charleston.” *Street Railway Journal*, Vol. XIII, No. 9 (September 1897):
523. (Digitized by Google) (page 6)
- 3 of 6: Map of streetcar lines, 1897.

Charleston Consolidated Railway, Electric, and
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“Electric Railways in Charleston.” *Street Railway Journal*, Vol. XIII, No. 9 (September 1897):
518. (Digitized by Google) (page 12)

4 of 6:

South Carolina Power Company. *See Charleston: ride by streetcar*. Charleston, SC: 191?.
(Margaretta Childs Archives, Historic Charleston Foundation) (page 14)

5 of 6: South wing of the south trolley barn, date unknown.

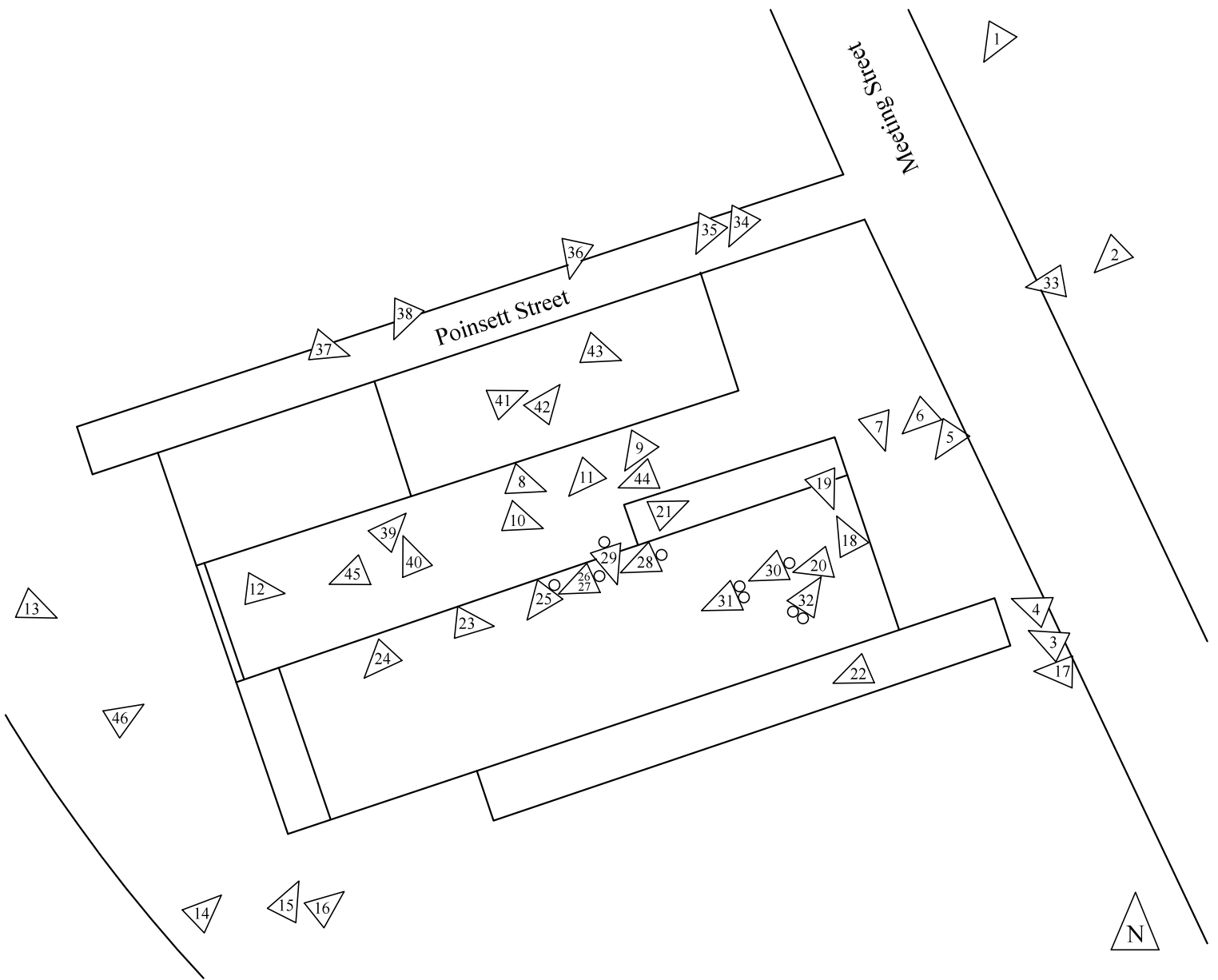
Fetters, Thomas, *Palmetto Traction: electric railways of South Carolina*. (Forty Fort, PA: H.E.
Cox, 1978): 29 (page 15)

6 of 6: Photograph of the north trolley barn, date unknown.

Fetters, Thomas, *Palmetto Traction: electric railways of South Carolina*. (Forty Fort, PA: H.E.
Cox, 1978): 22 (page 18)

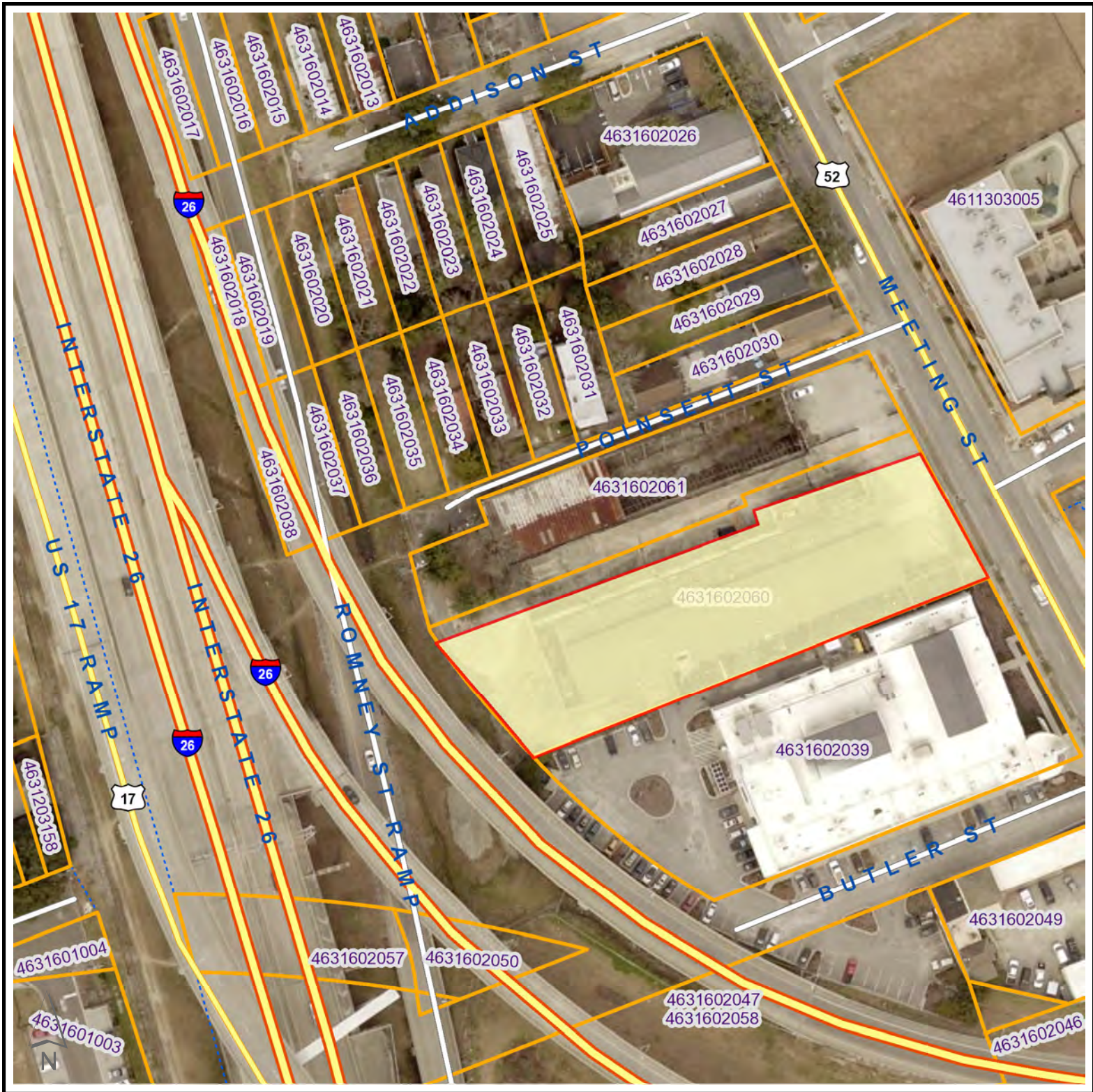
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

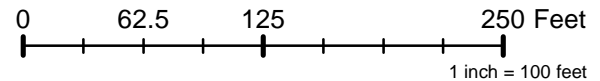


Photograph Location Key - Charleston Trolley Car Houses

- △ # Ground/First Floor
- △ # Second Floor
- △ # Third Floor



Charleston Railway Co. Car House



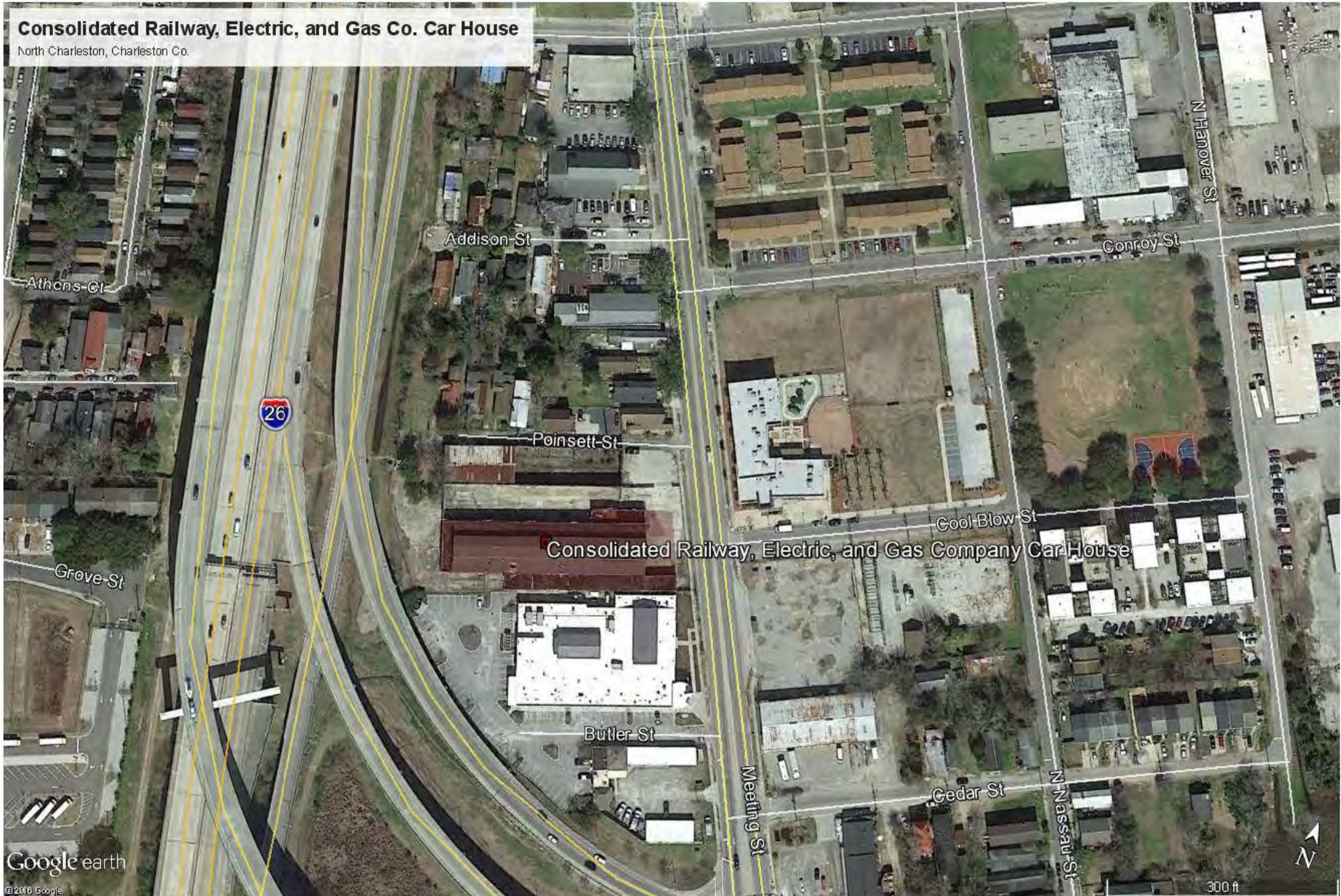
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Author: Charleston County SC
Date: 1/6/2017

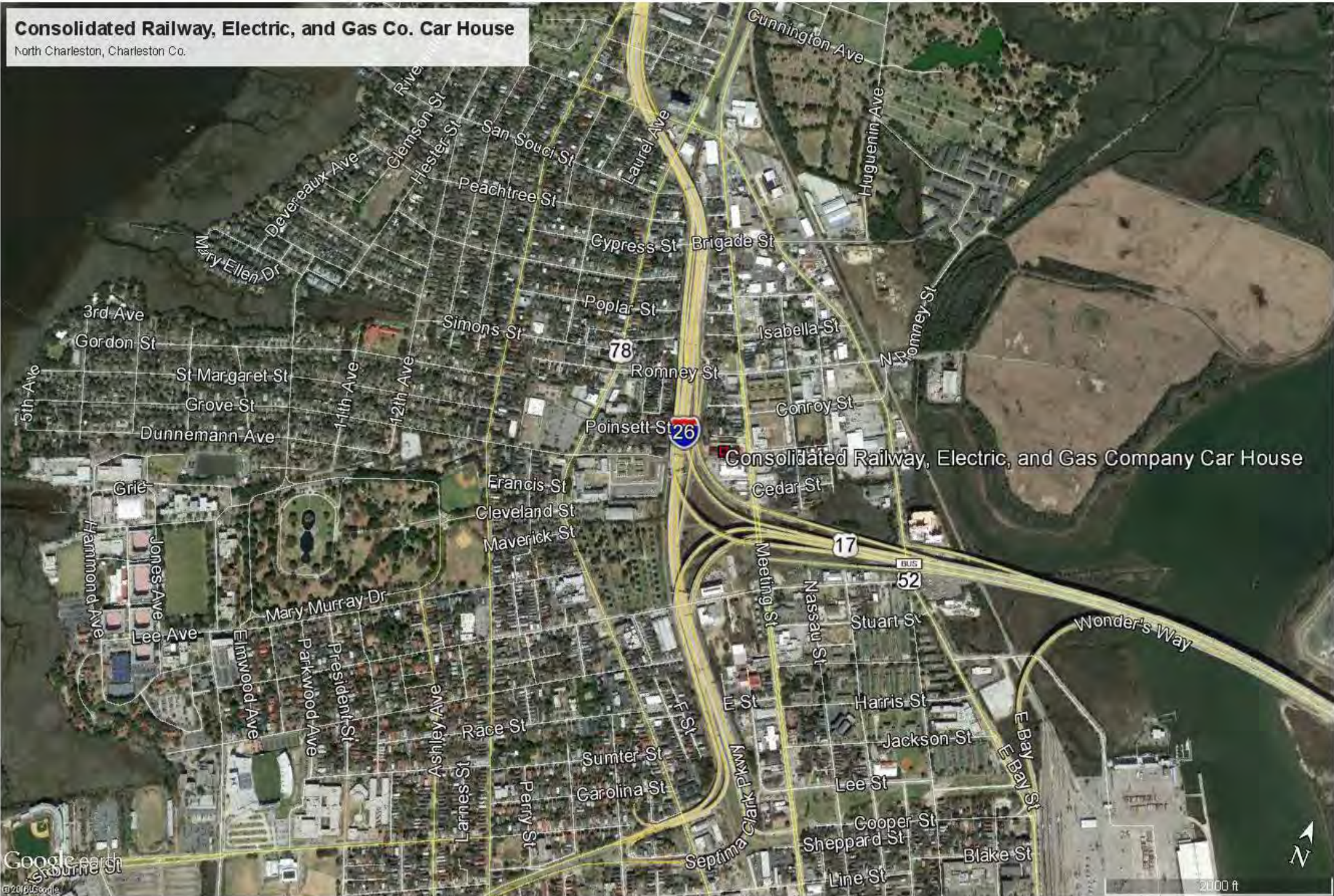
Consolidated Railway, Electric, and Gas Co. Car House

North Charleston, Charleston Co.



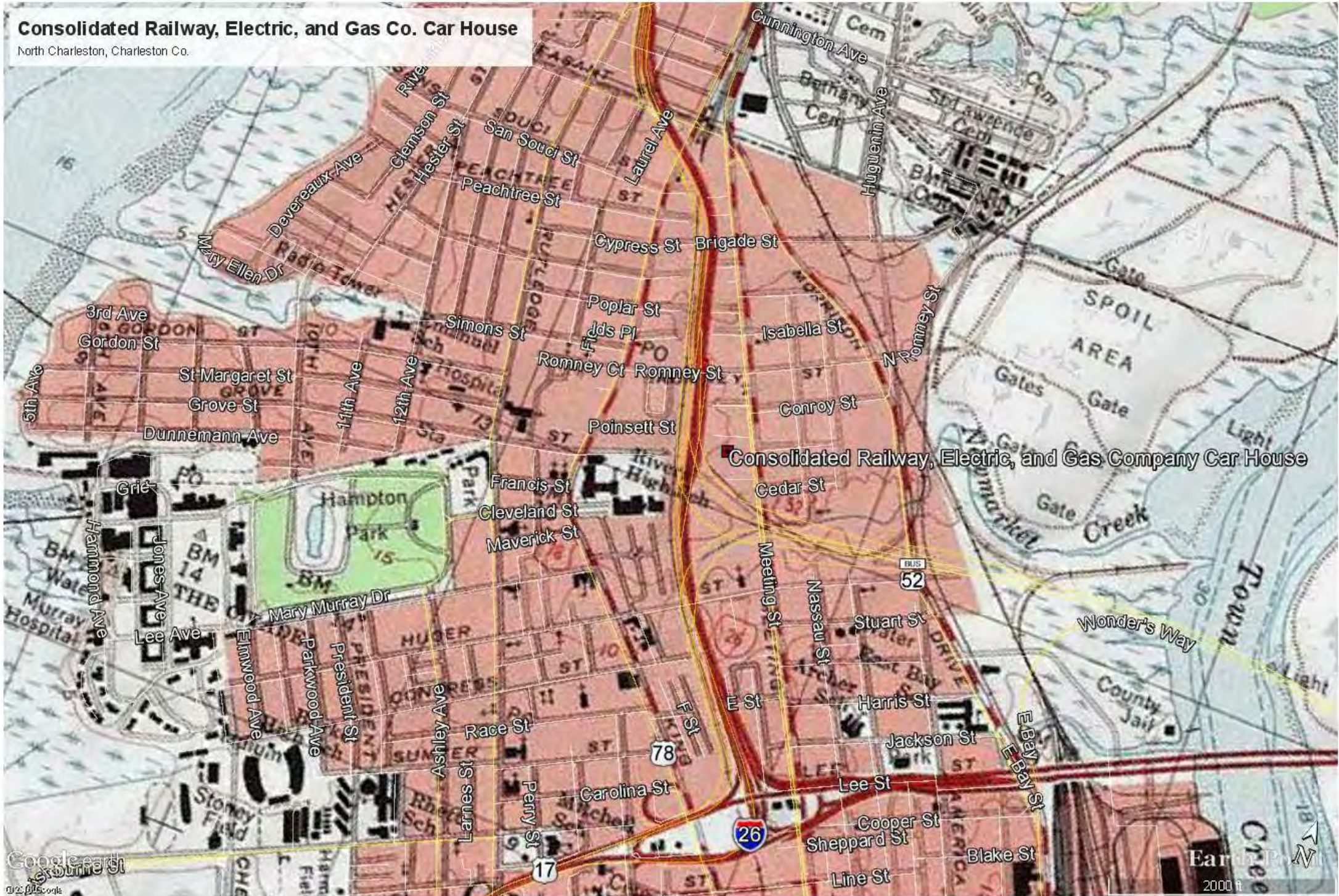
Consolidated Railway, Electric, and Gas Co. Car House

North Charleston, Charleston Co.



Consolidated Railway, Electric, and Gas Co. Car House

North Charleston, Charleston Co.







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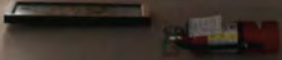








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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 1/13/2017 Date of Pending List: Date of 16th Day: Date of 45th Day: 2/28/2017 Date of Weekly List: 3/9/2017

Reference number:

Nominator:

Reason For Review:

- | | | |
|---------------------------------------|--|---|
| <input type="checkbox"/> Appeal | <input checked="" type="checkbox"/> PDIL | <input type="checkbox"/> Text/Data Issue |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape | <input type="checkbox"/> Photo |
| <input type="checkbox"/> Waiver | <input type="checkbox"/> National | <input type="checkbox"/> Map/Boundary |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period |
| <input type="checkbox"/> Other | <input type="checkbox"/> TCP | <input type="checkbox"/> Less than 50 years |
| | <input type="checkbox"/> CLG | |

Accept Return Reject 2/28/2017 Date

Abstract/Summary
Comments:

Recommendation/
Criteria

Reviewer Lisa Deline Discipline Historian

Telephone (202)354-2239 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



January 6, 2017

Paul Loether
National Register Chief
U.S. Department of the Interior
National Park Service
1201 Eye (I) Street, NW (2280)
Washington, DC 20005

Dear Mr. Loether:

Enclosed is the National Register nomination for the Charleston Consolidated Railway, Electric, and Gas Company Car House in Charleston, Charleston Co., South Carolina. The nomination was approved by the South Carolina State Board of Review as eligible for the National Register of Historic Places under Criterion A at the local level of significance. We are now submitting this nomination for formal review by the National Register staff. The enclosed disk contains the true and correct copy of the nomination for the Charleston Consolidated Railway, Electric, and Gas Company Car House to the National Register of Historic Places.

If I may be of further assistance, please do not hesitate to contact me at the address below, call me at (803) 896-6182, fax me at (803) 896-6167, or e-mail me at efoley@scdah.sc.gov.

Sincerely,

Ehren Foley, Ph.D.
Historian and National Register Coordinator
State Historic Preservation Office
8301 Parklane Rd.
Columbia, S.C. 29223