

**United States Department of the Interior
National Park Service**

For NPS use only

**National Register of Historic Places
Inventory—Nomination Form**

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic William Aiken House, Associated Railroad Structures

and or common

2. Location

street & number 456 King Street

not for publication

city, town Charleston

vicinity of

state South Carolina

code 45

county Charleston

code 019

3. Classification

Category

district
 building(s)
 structure
 site
 object

Ownership

public
 private
 both

Public Acquisition

in process
 being considered

Status

occupied
 unoccupied
 work in progress

Accessible

yes: restricted
 yes: unrestricted
 no

Present Use

agriculture
 commercial
 educational
 entertainment
 government
 industrial
 military

museum
 park
 private residence
 religious
 scientific
 transportation
 other:

4. Owner of Property

name See Continuation Sheet

street & number

city, town

vicinity of

state

5. Location of Legal Description

courthouse, registry of deeds, etc. Registrar of Mesnes and Conveyances

street & number Post Office Box 726

city, town Charleston

state South Carolina

6. Representation in Existing Surveys

title Historic American Buildings Survey has this property been determined eligible? yes no

date federal state county local

depository for survey records Division of Prints and Photographs, Library of Congress

city, town Washington, D.C.

state

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The William Aiken House and Associated Railroad structures are located in the commercial area of Charleston and surrounded by structures that are not historically related. The historic railroad structures are in various stages of deterioration, but are salvageable.

William Aiken House

James Mackie built the original house (consisting of that portion immediately at the southeast corner of King and Ann Streets) in 1807 in the Adam tradition. It contains rich wood and stucco ornamentation, and a huge plaster relief "spread eagle" which bears a cluster of grapes in its beak and looks down from the ceiling at the top of the stairwell. Elaborate rosettes adorn the first and second floor hall ceilings, and a quite elaborately decorated doorway, with fan light, side lights and columns, leads from the hall to the piazza on the second floor. The street front room on the second story has two handsome doors. The one connecting to the hall is contrived to appear as a single-leaf door, but is made of two vertical sections, hinged in the center. On the same wall is a matching "false" door, placed there to obtain Adamesque symmetry.

Immediately after William Aiken, Sr.'s death in 1831, his widow added the octagonal wing, which has a second-story ballroom with elaborate ceiling ornaments and tall windows. This wing suffered greatly in the 1886 earthquake and had to be trussed in by iron bands and bolts. Wide piazzas in the Greek Revival style were used to unite the earlier and later sections. The servants' wing is intact and a Gothic style coach house still stands at the eastern end of the extensive gardens. In 1930, woodwork, a mantel, and putty ornamentations from the first floor front were taken out and removed to Washington where they were used to decorate Southern Railway's presidential office. The house is in good condition.

Camden Depot

One of the most noticeable features of the Camden Depot was the crenelated Tower Portal. Today the portal is deteriorated. The battlements have almost disappeared and there are some cracks in the brick and stucco base. However, enough of the towers remains to give an indication of their original appearance. Behind the tower portal stand two side buildings which flank the tracks from the south side of Ann Street to the north side of John Street. Presently only the western side building reaches John Street. The original building on this site was constructed in 1850, and appears in a 1902 photograph with a brick foundation and wood sided walls. Sometime after 1910, the railroad built a new brick building, with a pitched roof and stepped gables (in the center and on the Ann Street facade), on the foundation of the earlier structure. The newer building has since been sheathed in corrugated metal siding.

The eastern side building no longer reaches John Street, having been truncated when the curved track to the waterfront was constructed in 1895. This building has a pitched roof, brick facade covered with corrugated metal siding, and much of the original brick on the north end. Both of these buildings have been neglected. Windows are broken and window sashes need repair and painting. The metal siding has rusted in places. The space between these buildings is cluttered with trash.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates c. 1830 - c. 1860

Builder/Architect W.A.

Statement of Significance (in one paragraph)

The William Aiken House and Associated Railroad Structures are nationally significant for their role in the development of the railroad industry in the United States. The railroad structures represent the best extant collection of antebellum railroad structures illustrating the development of an early railroad terminal facility. These buildings were constructed as the need for them developed. The Savannah, Georgia collection is equally impressive, but it represents a comprehensively planned industrial facility and benefited from the pioneering efforts of the South Carolina Canal and Railroad Company. The Aiken House was the residence of William Aiken, Sr., who had a major role in the creation of the South Carolina Canal and Railroad Company and served as its first president. This railroad company was the first to use steam from the beginning of its operations, the first to use an American-made locomotive and the first to carry the States mail.¹

After the establishment of early railroads at the end of the 1820s and the beginning of the 1830s, these railroads developed their major trunk lines during the 40s and 50s up until the hiatus brought on by the Civil War. To serve the trunk lines, shop, passenger, freight and administrative facilities were built at the terminus, usually located in a port city. Thus, the Baltimore & Ohio built its shop and terminal complex at Mt. Clare in Baltimore, the Central of Georgia in Savannah, and the South Carolina & Canal in Charleston. These shop complexes represent some of the earliest attempts in the country to develop comprehensively planned and integrated industrial facilities that combined the functions of railroad manufacturing and repair shops not only for rolling stock, but also for structures along the right-of-way, freight and warehousing facilities, passenger facilities, and the corporate, administrative and engineering offices. These end points were not only terminal facilities, but also transition points where goods were transferred from rails to ships. Railroad engineers and planners had the difficult task of designing a system that efficiently handled both requirements in addition to weaving what essentially was a linear system with nodes of heavy industrial activities into a matrix of residential and commercial neighborhoods of rapidly developing cities. The problem was further complicated in Charleston by the fact that the city was located on a narrow peninsula and its citizenry objected to the railroad's encroachment on the residential and commercial areas. Since the railroads were one of the first multi-functional industries in the United States, there were no precedents to the design and planning of its physical plant. Each of the developments was unique and each

¹ See Transportation: Principles and Problems by Merrill J. Roberts.

9. Major Bibliographical References

See Continuation Sheet.

10. Geographical Data

Acreege of nominated property 20 acres

Quadrangle name Charleston

Quadrangle scale 1:24,000

UTM References See Continuation Sheet.

A

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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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E

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F

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G

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H

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Verbal boundary description and justification

See Continuation Sheet.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code

state	code	county	code

11. Form Prepared By

name/title Original form completed by James Dillon; Revised by Cecil McKithan-Atlanta Regional Office 5/12/81

organization Historic Sites Survey, National Park Service date _____

street & number _____

telephone _____

city or town Washington, D.C.

state _____

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation 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.

State Historic Preservation Officer signature _____

title _____ date _____

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

date _____

Keeper of the National Register

Attest:

date _____

Chief of Registration

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Owners

1. Robert L. Kaiser
37 John Street
Charleston, South Carolina 29403
2. Leonard Karesh
211 Meeting Street
Charleston, South Carolina 29401
3. Van Dyke Tax
3355 Rivers Avenue
Charleston, South Carolina 29405
4. Engel Brothers
423 King Street
Charleston, South Carolina 29403
5. Alvin D. Olasor Realtors
27 Broad Street
Charleston, South Carolina 29401
6. Mrs. Lee Robinson
Neighborhood Legal Assistance
438 King Street
Charleston, South Carolina 29403
7. Robinson Brothers
460 King Street
Charleston, South Carolina 29403
8. Hyman Bebergal
460 King Street
Charleston, South Carolina 29403
9. Leon Rabon
488 King Street
Charleston, South Carolina 29403
10. Holcombe and Fair Realtors, P.O. Box 668
Charleston, South Carolina 29402
11. Read and Read Realtors
37 Broad Street
Charleston, South Carolina 29401
12. Olga Realty
Charleston, South Carolina 29402
13. Mr. Stanley L. Waldman
Waldman & Craig
1861 Remount Road, Suite 204
North Charleston, South Carolina
29410-1466
14. National Trust for
Historic Preservation, Attn: Richard Bierce
1785 Mass. Ave., N.W.
Washington, D.C. 20036
15. Norfolk-Southern Railway Corp.
1050 Connecticut Ave., N.W., Rm. 740
Washington, D.C. 20036

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Deans Warehouse

This building was constructed in 1856. It is a brick building with a gable roof, stepped parapets on the south end, and round parapets with a rose window on the north end. The building also has an Italianate doorway with transom and sidelights.

South Carolina Railroad Warehouse

In 1857, the railroad constructed this warehouse across Ann Street from the Camden Depot. The Ann Street facade is five bays wide with simple brick pilasters and entablature, surmounted by a segmented arch pediment with projecting returns supported by large brackets. A large barrel vaulted roof runs the length of the building, and one of the long sides served as a railroad platform. The barrel vaulted roof is supported by Howe arch trusses, which in themselves are a significant engineering feature of the building, being an early form of railroad shed construction and one of the oldest surviving examples.

Tower Passenger Depot

Constructed in 1850, the Tower Depot was a "head" type station; it provided no through traffic and trains had to back into it to debark passengers. It is a two-story building in the Gothic Revival style, with pointed arch hood moulded windows at the upper level, square hood moulded windows at street level and a shed entrance. Pointed towers at one time adorned the crenelated roof line, but were lost sometime after 1870.

This type of building impeded train traffic, so the railroad converted it into a freight depot in 1852. Today, the building is used as an apartment complex, and is in good condition.

Line Street Car and Carpenter Shops

This building was constructed about 1857, and is a functional brick building departing from the earlier Gothic style. It consists of a one-story shed attached to a two-story brick Italianate building. Segmented arched entrances are located along the shed portion, but many of these have been bricked up. Detached from the building is a large decorative, octagonal smokestack. The two-story Italianate section has arched windows and a low hip roof with bracketed cornices. The roof was surmounted by a cupola, now removed, but the base survives. This building was used to repair the cars and refurbish the interiors. Rehabilitation of the shops was underway when they were ravaged by fire in December 1981. The interior wood sills and beams were severely damaged. The brick structure is still sturdy and the building is still salvageable. This building is a good reminder of the expanding needs of a developing railroad company.

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Railroad Right-of-Way

An important part of the railroad character of this NHL is provided by the railway right-of-way which runs north-south from the Line Street shops out into John Street. Though most of the tracks have been long removed, the clear, unimpeded alley provides the best visual expression of the concept of right-of-way, the spine to which the workings of a railroad--shops, depots, warehouses are fixed. (See boundary justification)

"Best Friend of Charleston" Replica

This replica of the first American-made steam locomotive was constructed in 1928. The first American-made steam locomotive was built for use by the West Point Foundry in New York City in 1830. In 1831 this locomotive was destroyed as a result of an explosion. The replica, built in 1928 based upon the original Horatio Allen plans, is over 50 years of age and may possess significance in its own right as a reflection of the history of railroading. The machine is usually housed at the Landmark except when touring the country as part of Southern Railway's public relations program.

The William Aiken House and Associated Railroad Railroad Structures, as a whole, retain the qualities for which they were designated. In addition, they possess historic characteristics such as historic materials, physical features, workmanship, location and setting. Individually, the nationally significant railroad structures are deteriorated, as described above. But they all are savagable. The Aiken House, on the other hand, is in good condition. A master plan for rehabilitation and overall utilization of the house has been prepared.

Non-Contributing Buildings

Also included in the NHL boundary are additional buildings that do not contribute to the national significance of the landmark. A description follows:

Hughes Lumber Company Warehouse and Martshink Beer Warehouse

Research has not revealed the history of these buildings. Current tax maps list only three buildings for this block when there are actually four. The Lumber Company Warehouse appeared on the 1902 Sanborn map as a wood structure with tin cladding added on. The Martshink Warehouse was built by 1894, and extended sometime after 1902, with post and beam construction sheathed in wood and covered with tin, substantial wooden trusses, and brick firewalls. Both of these buildings have been neglected. Repairs are badly needed.

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Shed

This is a modern construction which houses a replica of the "Best Friend of Charleston," the first American-made steam locomotive.

Along John, King and Meeting Streets are numerous buildings that do not contribute to the national significance of the Landmark. With the exception of one building constructed in 1970, they date from the 1890-1910 period. All of them are deteriorated.

John Street

Chicco Apartment Buildings: gable fronted buildings constructed in 1944. Building A is a five-story concrete building with Doric pilasters at the main entrance; six-over-six windows, decorative fluting on fourth and fifth floors. Building B is connected to Building A by a walkway supported by circular columns. Building B is a three-story concrete building with gable roof. Building A is surrounded on the Meeting Street and John Street sides. There is an octagonal ventilation window in the gable.

39-A, 39-B, 39-C John Street: two-story brick building with stucco facade and gable roof. Five bay windows on the second floor. Storefront with large windows on the first floor. Multi-light sash.

41-B, 43, 51 John Street: two-story stucco building with six-over-six windows on the second floor, and a hipped roof. Storefront facade on the first floor. Tin awnings cover one-half of first floor facade. There is some exposed brick and cracking in the masonry.

King Street

424 King Street: one-story, cement block building with a wood facade. Plate glass storefront.

426 King Street: three-story stucco building with hipped roof. One-over-one windows on the third floor; one-over-two windows on the second floor. Exposed brick is readily apparent.

428 King Street: two-story blond brick building. Windows on second story facade are modern, with triple fixed aluminum sash. On the side of the building on the second floor are five sets of windows in combinations of threes.

430, 432 King Street: two-story white masonry building with large, plate-glass facade on first floor.

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434 King Street: two-story masonry building with three-bay facade on second floor. Large plate glass window encased in brick on the first floor. The building is vacant.

436 King Street: two-story masonry building with a decorative cornice and a three-bay window facade on second floor. A bracketed cornice separates first-floor storefront from second floor.

438 King Street: four-bay, three-story stucco building, with large metal cornice. On the second and third stories, one-over-one windows are surmounted by hood molds. A bracketed cornice separates first-floor storefront from second floor.

460 King Street: Built in 1970. A two-story brick building with storefront facade. No windows on second floor.

462 King Street: one-story, two-bay brick building with storefront facade.

464 King Street: one-story, two-bay, stucco building with storefront facade.

466 King Street: three-story stucco building with wood cornice. There are two sets of windows on the facade. On the left of the facade are three bays, with two over two windows constructed with metal hoods on the second and third floors. On the same floors on the right side of the facade are two bays, with two over two window construction with no hoods.

470 King Street: one-story, brick building with four bay arched windows on second story, and a bracketed cornice crested by decorative elements. First floor storefront.

474 King Street: two-story, brick building with four bay arched windows on second story and a bracketed cornice crested by decorative elements. First floor storefront.

476 King Street: two-story, brick building with bracketed cornice crested by decorative elements. On the second story, three bays of two-over-two sash are surmounted by pedimented hood. Storefront with plate glass covered with iron grid.

478 King Street: two-story building with balcony on the second story on the side of the building. On the second-story facade, one-over-one sash are surmounted by pedimented hoods.

480 King Street: two-story, wood building with metal siding and brick facade. Storefront. No second-story windows.

482 King Street: two-story, masonry building with hob-nail decorative surface. One large window on second-story. Storefront.

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484 King Street: two-story, brick building with three bays of six-over-six sash on the second story. Original glass storefront.

486-488 King Street: two-story wood building with five bays of two-over-two sash on second story.

490 King Street: two-story, wood building, two bays boarded up on the second story. Plate glass storefront.

492 King Street : gable-fronted, stucco building with three bays of two-over-two sash surmounted by pedimented hoods. In the gable is a triple window.

Meeting Street and Ann Street: - one-story brick building in very bad condition. Vacant.

Lilienthal's Stained Glass - one-story, stucco building with elongated storefront.

371 Meeting Street: vernacular frame Charleston single house.

369 Meeting Street: one-story, stucco building with storefront and garage door.

365-367 Meeting Street: two-story red brick building with three bays of paired windows on second story. Storefront.

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influenced the total shaping and long term development of urban centers. Neither were they static. Expansion of the systems and rapid change in technology demanded a continual improvement and updating of the facilities that served them. The 19th century witnessed a constant evolution of rail facility improvements with perhaps the most significant taking place when the original trunk lines were completed and then the massive rebuilding programs following the Civil War. During the first half of the 20th century many smaller trunk lines were taken over by large railroad conglomerates and significant technological advances were made. Many of the earlier shop facilities were rationalized to better serve the newly expanded trunk lines. Dieselization of locomotives required new types of shops and the demise of the railroads following the Second World War rendered many of the old shop and passenger facilities obsolete.

History

By 1821, Charleston had to face the realization that her retail trade was being absorbed by the chain of small towns lying between the low country and the Piedmont. In order for Charleston to gain possession of the wholesale trade, an improved means of transportation capable of carrying large stocks of goods had to be implemented. Canals, turnpikes, and steamboats had transformed other cities into commercial emporiums, but swamps and the lack of a large river system extending to the interior made these solutions expensive and impractical for Charleston.

The answer for Charleston was a railroad. After six years of discussion, a decision was made to begin railroad construction in 1827. William Aiken, Sr.'s major contribution was in assembling both men and money to work out and execute the all-important preliminary details, and in convincing a critical public that the project was practicable.

William Aiken, Sr. was born in 1779 in County Antrim, Ireland. He moved to Charleston at the age of ten and received an education from Mr. Blakley, a cotton merchant in Charleston. In 1801, Aiken married Henrietta Watt. They had two children, William Aiken, Jr. and Peter. Aiken moved his family to 456 King Street in 1807, but did not purchase the property until 1811. He resided here until his death in 1831. It was in this residence that the organizational meeting of the South Carolina Canal and Railroad Company was held and Aiken elected as its first president.²

The South Carolina Canal and Railroad Company was incorporated on December 19, 1827. The Act of Incorporation was amended on January 30, 1828, to exempt the company from taxation. On March 17, 1828, stock subscription began and within a few days \$350,000 had been raised. Most of the money came from Charleston residents, but some of it came from residents of Columbia and Camden. The next problem to resolve was the selection of a route. Horatio Allen, Chief Engineer, conducted several surveys

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before selecting a final route in 1830. This route ran up the ridge between the Ashley and Cooper Rivers to the fork of the Dorchester and State roads, then through Summerville to the Edisto River 30 miles above Giuhan's Ferry. After crossing the Edisto, the route continued along the ridge, crossing the head waters of Horse Creek and descending to Hamburg.

Actual construction began on January 9, 1830, at Line Street, Charleston. Only six miles of the line were completed in 1830. While the tracks were being laid, construction of the first American-made steam locomotive was also under way. It was christened as the "Best Friend of Charleston" and went into operation on December 25, 1830. However, the locomotive operated only a few months. On June 17, 1831, the boiler exploded. Fragments of the "Best Friend" were gathered and formed the basis of a new locomotive, the "Phoenix." Prior to this tragedy, another unfortunate accident occurred. On May 5, 1831, on a visit to observe the progress of the tracks, William Aiken's horse was frightened by the train's noise, bolted, and overturned his gig, killing Aiken.

The entire line was finally completed and opened for passenger service on October 3, 1833. This completion made the South Carolina Canal and Railroad Company the longest railroad (136 miles) in the world under one management, and the first railroad to carry the United States mail. The practicality of the railroad had been proven to South Carolinians.

The railroad now entered into a period of expansion. In 1834, the company extended the track to Huston Street in Charleston and built a depot at Mary Street. By 1848, the line connecting Charleston and Camden was completed and construction begun on a new depot (Camden Depot), which was completed by 1850. The passenger depot on John Street (Tower Depot) was also built in the same year. In 1857, the South Carolina Railroad Warehouse was constructed, followed by the construction of the Deans Warehouse in 1859.

The South Carolina line is probably the only existing American line, or for that matter the only road ever constructed, that may have been influenced by the Manchester and Liverpool RR, built by the famous father and son team, George and Robert Stephenson in England at the same time the SCC RR was being chartered. Horatio Allen was sent to England to witness the Rainhill Trials where George Stephenson and other engineers demonstrated the speed, operation and efficiency of steam locomotives. In addition, the gothic motif of the old passenger depot and the Ann Street Warehouse is reminiscent of the design styles of the Liverpool and Manchester terminals.

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The plan of the terminal actually hindered the South Carolina Railroad from obtaining wharfage to Charleston Harbor. No one knows the reason for perpetuating the design. It may have been Charleston's refusal to grant a large tract of land to the railroad that prompted the engineers to adhere to the old plan when they extended the road from Line Street to John Street in the 1840s.

Included in the terminal plan is the two story depot at John Street. The "Tower," or John Street Depot, designed by Edward Brickell White in 1850, was originally used for passengers and in 1852 was converted into a freight depot. The most notable feature of the depot is its gothic design. By couching the structure in a familiar architectural style, White helped acclimate the public to the idea of railroad transportation. White tried to invest the architecture of this new and frightening transportation mode with the reassuring veneer of traditional form.

The Tower Depot was a "head" type station; it provided no through traffic and trains had to back into it to debark passengers. Charleston is a peninsula so the trains really had no place to go. A head type station would work well in this situation, but the through types probably would be more convenient. Because this early station type impeded traffic, it was soon abandoned. The Tower Depot was replaced by a new "side" type on Line Street, constructed in 1853.

Also designed by Edward Brickell White is the double warehouse, built in 1850, on either side of a double track between Ann and John Streets. Just as the gothic motif predominates in the Tower Depot, so are the Ann Street ends of the warehouse decorated with crenellated towers, which are in poor condition today.

Adjacent to the warehouse on Ann Street is the Camden Depot. Probably constructed in the late 1850s, the building serviced the freight and other business which came down the line on the Camden branch.

The large, rectangular, brick building must have been constructed by the South Carolina Railroad from a set of "form or standard" plans. Its functional design is a contrast to the earlier gothic structures and probably indicates that once the traveling public had accepted the "iron horse," the practice of cloaking railroad buildings in gothic facades was no longer necessary.

Another significant structure on Line Street is the "Car Shop," which was erected in 1857 to meet the expanding needs of the South Carolina Railroad, and is still extant. The functional design of the red brick building departs from the earlier gothic style of the Camden Depot.

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The pioneering venture of the South Carolina Canal and Railroad Company launched a competitive spirit up and down the coast that ignited the "railroad fever" of the 1830s, making it one of the most historically significant railroad ventures in the antebellum period. Within three years of the maiden trip of the "Best Friend," steam engines were running on three other lines: the Baltimore and Ohio, the Mohawk and Hudson, and the Camden and Amboy.

The Aiken house itself is significant for its association with William Aiken, Sr., and as the site of the organization of the South Carolina Canal and Railroad Company. The buildings remaining on the site constitute the best extant collection of railroad structures in the United States dating from the first thirty years of intense railroad development prior to the Civil War. Most of these structures date from the heyday of the antebellum railroad industry, the decade immediately preceding the War. As such, they illustrate and commemorate the early years of one of the most important engineering accomplishments of 19th century America, the development of the American railroad industry.

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Item 9, Bibliographical References

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Grinde, Donald, "Report on South Carolina Railroad," 1974.

Research Notes from Historic Charleston Foundation.

Comments from Eric DeLony, Historic American Engineering Record.

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Continuation sheet

Item number 10

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UTM

Portion A - 20 Acres

A 17.599300.3628360
B 17.599500.3628420
C 17.599680.3628140
D 17.599460.3628040

Portion B - Line Street Car Shop - Acreage C.2
17.599090.3628860

Portion C - Railroad Tracks - Acreage C.5
17.599240.3628260

UTMs from USGS MAP

A 17.599150.3629040
B 17.599500.3628440
C 17.599660.3628160
D 17.599460.3628040
E 17.599300.3628340
F 17.599020.3628980

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National Park Service**

**National Register of Historic Places
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UTM

Portion A - 20 Acres

A 17.599300. 3628360
B 17.599500. 3628420
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Portion B - Line Street Car Shop - Acreage C.2
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Verbal Boundary Description and Justification

1. Original designation

A. Aiken House Parcel

Beginning at the point of intersection of the south curblineline of Mary Street and the east curblineline of King Street, extend a line east along the south curblineline of Mary Street to its intersection with the west curb of Meeting Street; thence along the west curb of Meeting Street, crossing both Ann and John Streets, to an intersection with the rear property lines of buildings numbers 29 and 42 extended east and west and parallel to John Street; thence west along that rear property line, extended to the intersection of the east curb of King Street, thence north along that curb to the point of beginning, at Mary and Streets, crossing both Ann and John Streets again.

B. Car Shop (Non-contiguous area)

Beginning at a point of intersection of the railroad siding southwest of the building and the north curb of Line Street, proceed east along said curb twenty feet beyond the shops; thence northwest along a line parallel to the shops to a point ten feet beyond the shops; thence southwest parallel to the rear wall of the shops to the railroad siding; thence southeast along the east edge of the siding to the point of origin.

2. Railroad Right-of-Way - An Addition

Beginning at a point approximately 10' east of the east siding of the railroad track at the south curb of Mary Street, proceed north to the rear boundary line of the Line Street Car Shop parcel, thence west to a point approximately 10' west of the west siding of the railroad tracks, thence south to the south curb of Mary Street; thence east to the point of origin.

Justification

The railroad right-of-way should be added because it is a physical link between the portions of the complex and because it is significant in the railroad's early history concerning efforts to expand into the southern peninsula, to establish a railroad in the central business district of Charleston, and eventually a linkage with the sea. Originally terminated at Line Street which would have been distant from the central city, the railroad struggled for several years to gain public acceptance and access to its final terminus in the John, Mary and Ann Street area. Linkage to wharfage in Charleston harbor took even longer. The right-of-way connecting these two points

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(original terminus at Line Street with the site of major shop, warehousing and passenger facilities in the John, Mary and Ann Street areas) is a strong visual feature of the concept of right-of-way and the difficult struggle most railroads experienced in establishing their routes. Perhaps of all physical features remaining, the Line Street - John Street right-of-way has the most integrity and best represents the concept of right-of-way.

Archeological Potential at Site of Demolished Structures (Between Columbia and Spring Streets)

After careful and lengthy discussions with National Park Service Southeast Regional Office staff archeologists, the following conclusions were reached:

1. There is the possibility of archeological remains at this site.
2. The potential yield would be minimal since the site has been razed and developed.
3. There is not enough evidence to warrant a full scale archeological investigation.
4. Since the property is in private ownership, NPS has no authority to conduct an archeological investigation.
5. Since the area has been paved over, any existing artifacts are safe from any additional impact.