

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received FEB 5 1987

date entered MAR 6 1987

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

1. Name

historic Piedmont & Northern Depot

and/or common Greer Depot (Preferred)

2. Location

street & number 311 Trade Street N/A not for publication

city, town Greer N/A vicinity of

state South Carolina code 045 county Greenville code 045

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<u>N/A</u> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<u>N/A</u> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input checked="" type="checkbox"/> other: unoccupied

4. Owner of Property

name Greenville County Redevelopment Authority

street & number NCNB Building, Box PP54

city, town Greenville N/A vicinity of state S.C. 29601

5. Location of Legal Description

courthouse, registry of deeds, etc. Greenville County Courthouse

street & number 305 East North Street

city, town Greenville state S.C. 29601

6. Representation in Existing Surveys

title S.C. Inventory of Historic Places has this property been determined eligible? yes no

date 1979 federal state county local

depository for survey records South Carolina Department of Archives & History

city, town Columbia state S.C. 29211

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input 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 Greer Depot is located in the central business district of Greer at 311 Trade Street. The south facade faces onto the railroad right-of-way and track area. The depot was built for the Piedmont and Northern Railway as a passenger and freight station and also provided space for the town council of Greer. The building was constructed ca. 1913. Minor alterations to the depot since that time have not significantly affected the integrity of the building.

The Greer Depot is a masonry building which combines a one-story warehouse and a two-story station. The rectangular building is 166 feet long. The yellow brick exterior is set on top of a wider red brick base and is laid in stretcher bond. The red clay tile hip roof is supported by a heavy wood truss and timber plank system. Two brick chimneys are placed on the east roof slope of the station section. Cross gable attic vents are evenly spaced along the roof ridge of the warehouse section. Similar vents are used in the station roof. The wide eaves, which shelter a seven-foot-wide dock located on the south and east elevations, are supported by undecorated timber brackets. All windows are double-hung and have projecting precast concrete sills and lintels. The majority of the first floor windows have fixed sash transoms. The window openings are currently boarded over. Exterior wooden doors have large transoms similar to those on the windows. The nine warehouse bays utilize six flexible gates and three sliding dock doors. The south elevation features a projecting stationmaster's bay between the passenger rooms and the warehouse, with a view of the railroad track in both directions. This bay terminates in a red-tiled gable roof.

The floors of the two waiting rooms are concrete, while all other floors are wood. The waiting rooms, station office, and second floor have plaster walls, while the secured storage area has undressed wooden walls. The warehouse walls feature brick covered by a heavy wooden wainscoting. All of the high ceilings, excluding those in the open warehouse area, are wooden. The wooden truss system is visible in the warehouse area. A straight wooden stairway, which can only be reached from an outside entrance, leads to the second floor of the station.

Two bricked-in warehouse bays, which are difficult to distinguish from the rest of the north elevation, are apparently the only exterior alterations. Disrepair and some vandalism caused the owners to recently board up the windows and doors.

Alterations to the interior include the lowering of the station office ceiling, the closing of an entrance from the station office to the warehouse office, the enclosure of the ticket booth, and the removal of the second story free-standing stove.

The majority of the buildings surrounding the depot are commercial, with one manufacturing and one governmental building in the immediate vicinity. A number of buildings in the adjacent central business district have been rehabilitated or are undergoing rehabilitation.

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 checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input checked="" type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates ca. 1913 **Builder/Architect** - Charles Christian Hook, Charlotte, N.C.

Statement of Significance (in one paragraph)

The Greer Depot was designed by Charles Christian Hook of Charlotte, North Carolina, and was constructed ca. 1913 as a combination passenger station and freight warehouse for the Piedmont and Northern Railway.(1) The depot and rail line were instrumental in helping service both the rapidly increasing population and manufacturing needs of the area. The growth in Greer and in upper South Carolina was primarily the result of the establishment of several textile mills in the area from the 1890s to the 1920s.(2) The depot was also significant as the center of local government since the second story room was the Greer City Hall until the 1930s.(3) The building is architecturally unique in Greer both in style and as the last surviving railroad depot of the five original two-story depots built for the Piedmont and Northern Railway.(4)

Additional Information

Greer was established in 1873 as a flag station on the Atlanta and Charlotte Airline Railway.(5) A second railroad serving Greer, the Greenville, Spartanburg, and Anderson Railway Company, was chartered as an electric railroad in 1910 by James B. Duke of Southern Power Company(now Duke Power Company).(6) This railroad company acquired the right-of-way in the public square of Greer in June 1912 and began construction of rail lines and this passenger/freight depot.(7) The company was absorbed by the Piedmont and Northern Railway in 1914, which continued passenger service until October 1951. The Piedmont and Northern Railway was merged into the Seaboard Coast Line Railroad in 1969 and the Greer Depot was in use until 1984, when it was acquired by the Greenville County Redevelopment Authority.(8) The Greenville County Redevelopment Authority plans to rehabilitate the depot through private enterprise as a means to further the redevelopment of Greer's central business district.

Commerce/Transportation

The Greer Depot was the halfway point on the railroad between Greenville and Spartanburg. The Piedmont and Northern Railway was one of the first electric railroad systems built to main-line steam railroad standards. Its motto was "The Great Electric System of the South", and it was the largest electric rail system in the region. The depot at Greer provided an important transportation and commercial link to other towns and industries along the 101-mile route. In the depot's early days eighteen passenger and four freight trains a day stopped there. The Piedmont and Northern was one of the few electric railroads which carried freight as well as passengers. The depot warehouse also served as a distribution point for the Greer peach industry and as a distribution and receiving center for the local textile mills.(9)

9. Major Bibliographical References

**SEE CONTINUATION SHEET (BIBLIOGRAPHY)

10. Geographical Data

Acreeage of nominated property .47 Acre

Quadrangle name Greer, S.C.

Quadrangle scale 1:24,000

UTM References

A

1	1	7
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 Zone

3	8	8	0	1	4	10
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 Easting

3	8	6	1	6	4	1	5	10
---	---	---	---	---	---	---	---	----

 Northing

B

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 Zone

--	--	--	--	--	--

 Easting

--	--	--	--	--	--	--	--	--	--

 Northing

C

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 Zone

--	--	--	--	--	--

 Easting

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 Northing

D

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 Zone

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 Easting

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 Northing

E

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 Zone

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 Easting

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 Northing

F

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 Zone

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 Easting

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 Northing

G

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 Zone

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 Easting

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 Northing

H

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 Zone

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 Easting

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 Northing

Verbal boundary description and justification The boundary of the Greer Depot is shown as the red line on the accompanying Greenville County Tax Map G20, Parcel 4-13, which is drawn at a scale of 50 feet to the inch. It includes the entire parcel on which the depot is located.

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

state N/A code county N/A code

state N/A code county N/A code

11. Form Prepared By

name/title David B. Crites, Intern With the assistance of the State Historic Preservation Office, SC Dept. of Archives & History

organization Greenville Co. Redevelopment Authority date 9/8/86

street & number NCNB Plaza, Box PP54 telephone (803) 242-9801

city or town Greenville state S.C. 29601

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 Charles E. Lee

title State Historic Preservation Officer date 1/26/87

For NPS use only

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

for Melissa Byan Keeper of the National Register date 3-6-87

Attest: date
Chief of Registration

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Continuation sheet 1

Item number 8

Page 1

Politics/Government

The second story of the Greer Depot was built specifically for use by the Greer Town Council. It served as the Greer City Hall until the 1930s and city records were stored there until the 1950s.(10)

Architecture

Charles Christian Hook of the architectural firm of Hook and Rogers of Charlotte designed the Greer Depot and the other four Piedmont and Northern Railway stations along the line, as well as many other significant buildings in the Charlotte area.(11) The Greer Depot is the last surviving example of the five original two-story depots on the Piedmont and Northern Railway and is significant to Greer as the last surviving depot in the town. It is also noteworthy as a relatively intact example of a specific building type.(12)

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Continuation sheet 2

Item number 8

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NOTES

(1) Deed Book 12, p. 368, Greenville County Courthouse, Greenville, S.C.; Telephone interview with Craig Myers, Director of Greenville Chapter of the National Railroad Society, 6 June 1986; Thomas T. Feters and Peter W. Swanson, Piedmont and Northern: The Great Electric System of the South (San Marino: Golden West Books, 1974), p. 19; Thomas W. Hanchett, "The Piedmont and Northern Railway Station at Thrift, N.C.: An Architectural Evaluation," unpublished manuscript, October 1982.

(2) Feters and Swanson, p. 101.

(3) Deed Book 12, p. 368, Greenville County Courthouse; Lori Owens, "Greer in Postcards: From a Flag Station to a Thriving Community," Greer (S.C.) Citizen, 26 March 1986.

(4) Interview with Craig Myers.

(5) James M. Richardson, History of Greenville County, South Carolina: Narrative and Biographical (Atlanta: A.H. Cawston, 1930; reprint ed., Spartanburg, S.C.: The Reprint Company, 1980), pp. 119-20.

(6) Feters and Swanson, pp. 12-14.

(7) Deed Book 12, p. 368, Greenville County Courthouse.

(8) Feters and Swanson, pp. 19, 129, 145.

(9) Feters and Swanson, pp. 101, 129, 153; Interview with Craig Myers; "Downtown Greer: 100 Years and Growing," Clingstone (Greer: Piedmont Heritage Fund and South Carolina Arts Commission) 2:3 (Summer 1976), 15, 42, 48.

(10) Deed Book 12, p. 368, Greenville County Courthouse; Michael Ginsberg, "Greer Depot May Get New Life," Greenville (S.C.) Piedmont, 8 October 1979.

(11) Dan L. Morrill, "Survey and Research Report on the Thrift Depot of the Piedmont and Northern Railroad Company," unpublished report to the Charlotte-Mecklenburg Historic Properties Commission, Charlotte, North Carolina, October 1982.

(12) Interview with Craig Myers.

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Continuation sheet 3

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BIBLIOGRAPHY

Unpublished Sources

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Hanchett, Thomas. "The Piedmont and Northern Railway Station at Thrift, N.C.: An Architectual Evaluation," unpublished manuscript, October 1982.

Morrill, Dan L. "Survey and Research Report on the Thrift Depot of the Piedmont and Northern Railroad Company," unpublished report to the Charlotte-Mecklenburg Historic Properties Commission, Charlotte, North Carolina, October 1982.

Myers, Craig. Director of the Greenville Chapter of the National Railroad Historical Society. Telephone interview, 6 June 1986.

Published Sources

"Downtown Greer: 100 Years and Growing." Clingstone (Greer: Piedmont Heritage Fund and South Carolina Arts Commission) 2:3 (Summer 1976).

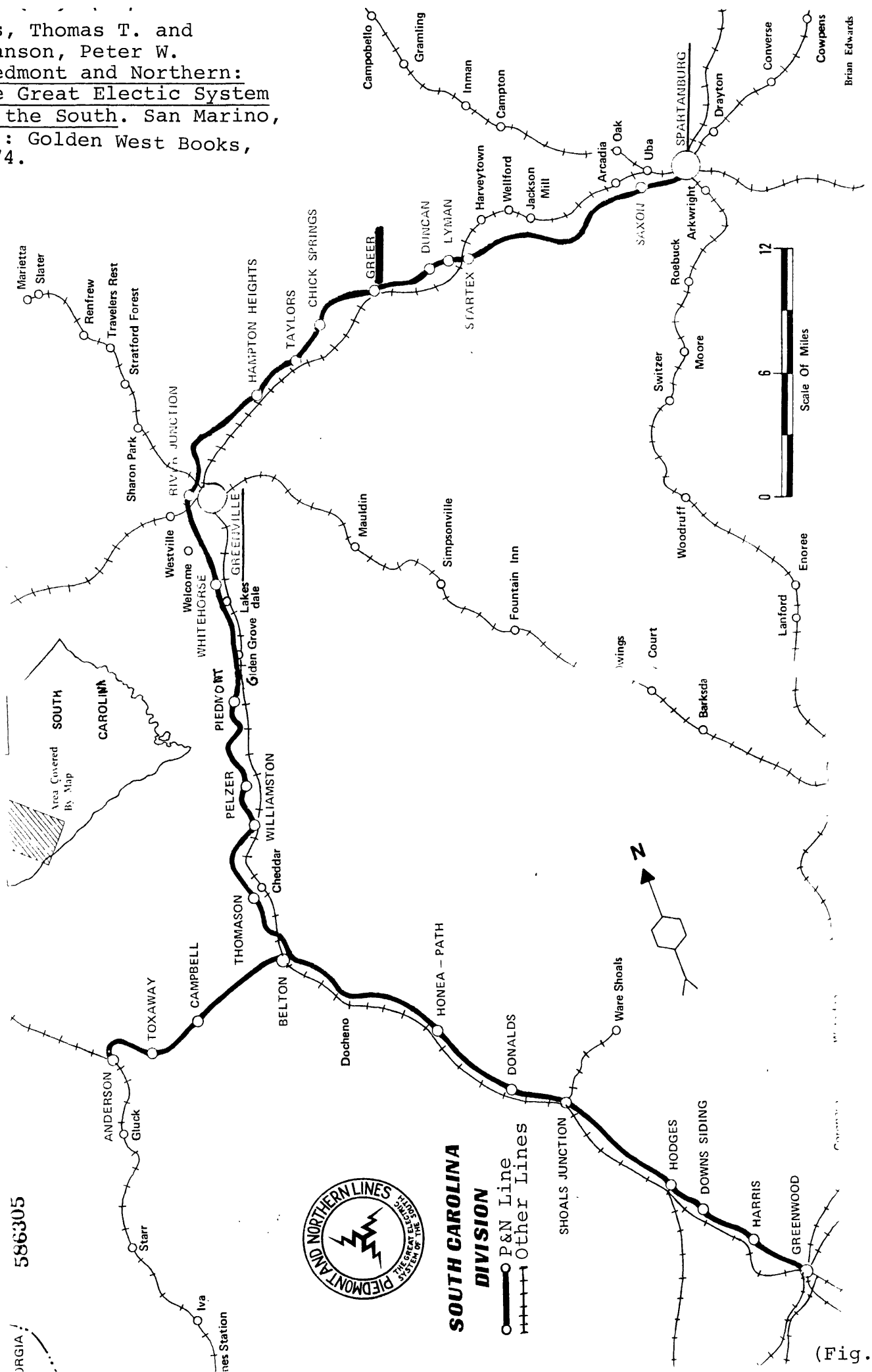
Fetters, Thomas T., and Peter W. Swanson. Piedmont and Northern: The Great Electric System of the South. San Marino: Golden West Books, 1974.

Ginsberg, Michael. "Greer Depot May Get New Life." Greenville (S.C.) Piedmont, 8 October 1979.

Owens, Lori. "Greer in Postcards: From a Flag Station to a Thriving Community." Greer (S.C.) Citizen, 26 March 1986.

Richardson, James M. History of Greenville County, South Carolina: Narrative and Biographical. Atlanta: A.H. Cawston, 1930; reprint ed., Spartanburg, S.C.: The Reprint Company, 1980.

Fetters, Thomas T. and Swanson, Peter W. Piedmont and Northern: The Great Electric System of the South. San Marino, Ca.: Golden West Books, 1974.



Brian Edwards

(Fig.

COMMERCIAL

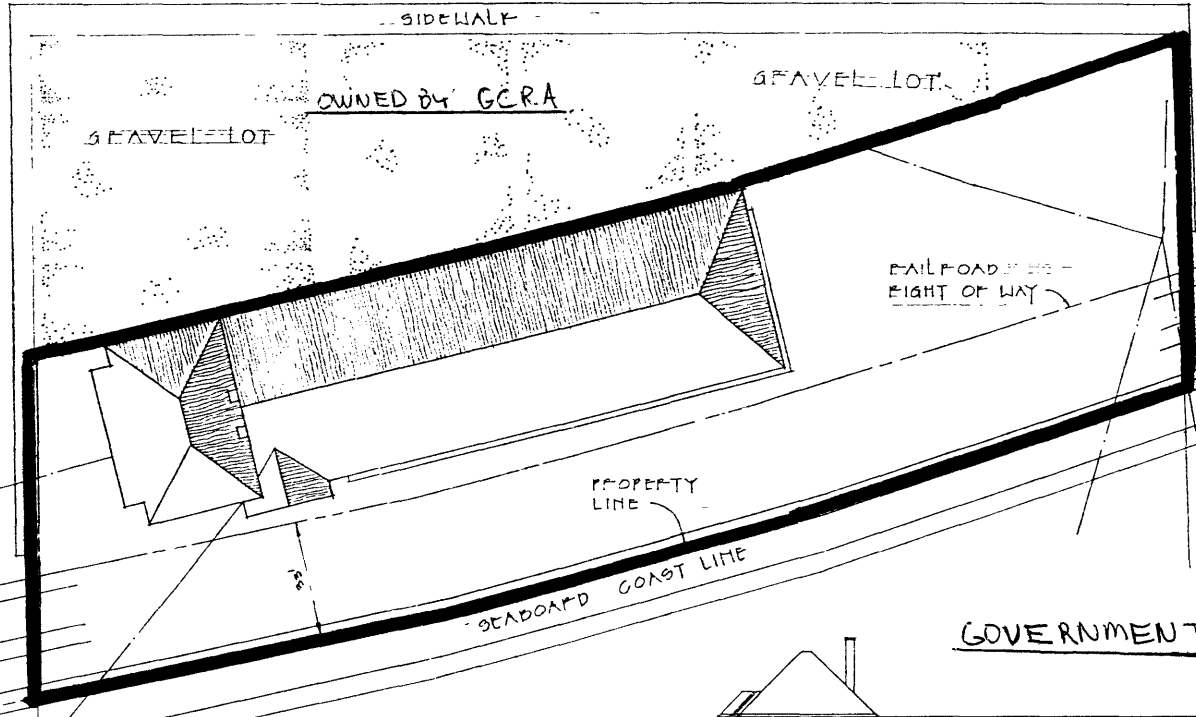
COMMERCIAL

SERVICE

PANDALE STREET

DEPOT STREET

TRADE STREET



COMMERCIAL

GOVERNMENTAL

MANUFACTURING

site plan



the greer depot

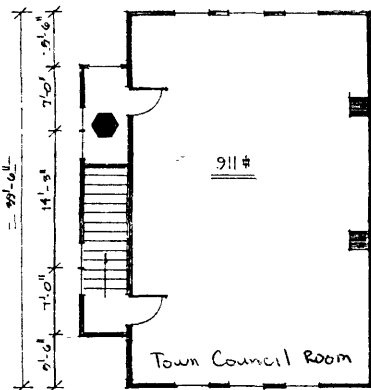
SOUTH ELEVATION GREER, S.C.

SOURCE: GREER DEPOT REDEVELOPMENT PROJECT

GREENVILLE CO. REDEVELOPMENT AUTHORITY

(Fig. 1)

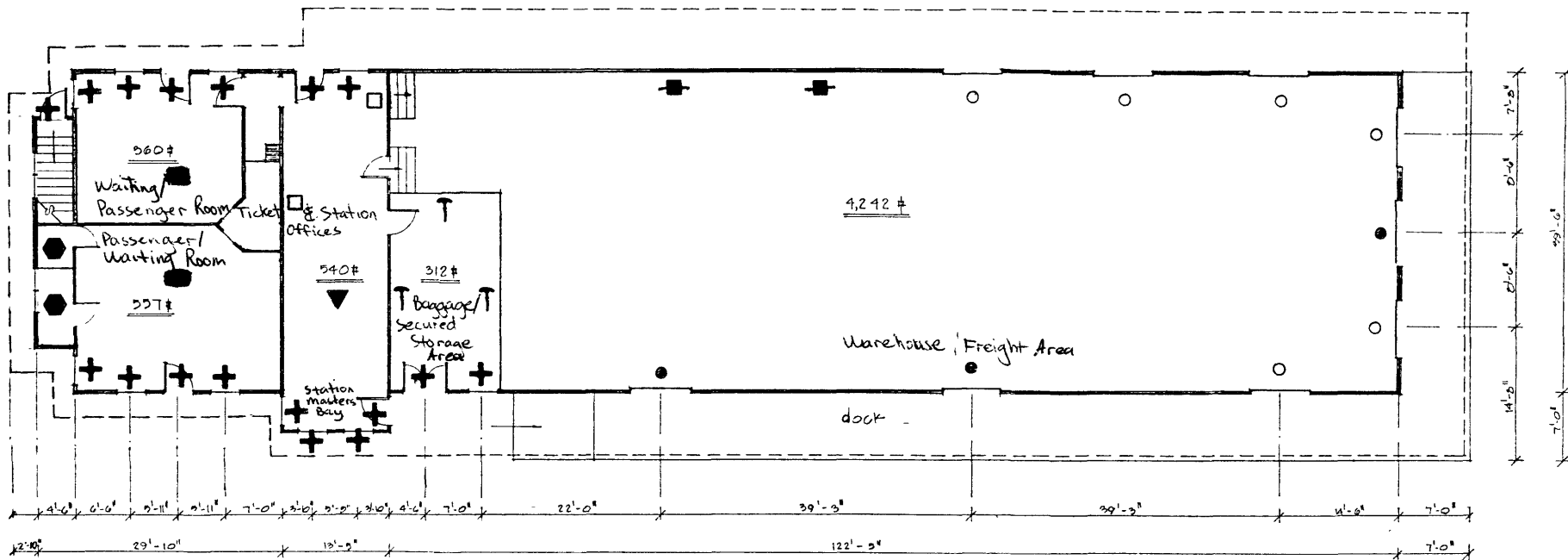
SECOND FLOOR



Legend

- ▼ lowered ceiling
- added wall
- bricked in entrance
- roll gate
- sliding gate
- bathroom
- concrete floor
- chimney
- + transom
- ↑ wood wall

GROUND FLOOR



GREER DEPOT
GREER, S.C.

floor plans