

## UNITED STATES DEPARTMENT OF THE INTERIOR

Form Approved  
OMB No. 42-R1765NATIONAL PARK SERVICE  
Washington D.C. 20240HISTORIC PRESERVATION CERTIFICATION  
APPLICATION — PART 2

Instructions: Applicant should read the instructions carefully before completing application. No Certification may be made unless a completed application form has been received. Use type-  
writer or print clearly in dark ink to complete the application form. If additional space is needed to complete Part 2, attach additional blank sheets. Part 2 of this application may be completed and  
sent to the appropriate State Historic Preservation Officer at any time during the year.

## Part 2 DESCRIPTION OF REHABILITATION

1. NAME OF PROPERTY: Railroad Car Shop  
Address of property: Street 44 Line Street  
City Charleston County Charleston State SC Zip Code 29403

If located in National Register historic district, local or State designated district, specify: \_\_\_\_\_

## 2. DATA ON EXISTING STRUCTURE:

Date of construction: 1848 Existing floor area: 21,585 sq. feet  
Original use: Railroad car repair shop  
Type of construction: Brick frame with wooden floor and roof systems

## 3. DATA ON REHABILITATION PROJECT:

Project starting date (est.): 1/84 Project completion date (est.): 12/31/84  
Estimated cost of rehabilitation: \$250,000 Proposed use: Storage warehouse  
Number of housing units to be created (if applicable): 0  
Has the property received Federal or State financial assistance? ☐ yes ☒ no  
If yes, specify source: \_\_\_\_\_

Are architectural plans and specifications available for review? ☒ yes ☐ no

Architect's or developer's name and address: Waldman & Craig Stanley L. Waldman  
P. O. Drawer 90466, North Charleston, SC 29410  
Telephone Number: (803) 747-0926

## 4. DETAILED DESCRIPTION OF REHABILITATION/PRESERVATION WORK—includes site work, new construction, alterations, etc. Complete blocks below.

NUMBER	Architectural feature	Describe work and impact on existing features
1	<u>General Conditions</u> Approximate date of feature _____ Describe existing feature: 44 Line Street was constructed ca. 1848 as a railway car repair shop for the SC Railroad, one of the oldest railway systems, dating to the early 1830's. By 1977, the roof of the building had deteriorated extensively allowing the structure to become severely decayed. In 1978 and 1979 the building received grants under the Department of the Interior's grant-in-aid program. A Photo no <u>1-37</u> Drawing no <u>A-E</u>	Rehabilitation of the building is stressing the stabilization and preservation of the exterior of the structure. The work is in accordance with the Secretary's Standards. Due to the complete loss of interior partitions and fabric in the 1981 fire, the interiors of the building will be completely modernized. The extremely important historical integrity of the exterior will be preserved as a landmark to the field of industrial archaeology.

(CONT)

NUMBER  
2

Architectural feature Site Conditions

Approximate date of feature \_\_\_\_\_

Describe existing feature: The former track yard to the east of the building has been cleared. The site includes a 19th-C smokestack.

Photo no. 1-10 Drawing no. A

Describe work and impact on existing features:

The areas to the east and west of the structure will be retained as open "yards". The site will be surrounded by a 12-foot wall with attached storage units as per the site plan. The main facade will retain its existing relationship to the surrounding neighborhood, as will the incinerator chimney stack.

NUMBER  
3

Architectural feature General Exterior

Approximate date of feature 19th Century

Describe existing feature: The exterior may be divided into clipped roof 2-story masonry structure with porch and a rear 1-story roofless train shed 16X294'0".

Photo no. 2, 10 Drawing no. D  
21 22 27 37

Describe work and impact on existing features:

The exterior will be retained and enhanced through the rehabilitation work which will stabilize deteriorated areas and return the roof form to its original configuration.

NUMBER  
4

Architectural feature Two-Story Southern Section

Approximate date of feature 1848

Describe existing feature:

The exterior of the 2-story masonry building is composed of arched and segmental-arched openings, shell-like brick surfaces and corbelled cornice with cast iron soffit and masonry brackets.

Photo no. 2, 4 Drawing no. B-D  
7-19

Describe work and impact on existing features:

The exterior will be reworked as per the attached elevations. Salvageable historic fabric will be retained.

NUMBER  
5

Architectural feature Exterior Masonry

Approximate date of feature 1852

Describe existing feature: Exterior masonry is in good condition. Some smoke residue related to the fire in 1981 is visible above windows.

Photo no. 11-17 Drawing no. D  
19, 20

Describe work and impact on existing features:

The brickwork will be pointed where necessary with a high-lime mortar. Carbon deposits will be removed by a non-abrasive means such as with Sure Klean masonry restoration cleaner.

Continuation sheets attached: ☒ yes ☐ no

Name and mailing address of owner:

Name Stanley L. Waldman

Street c/o Preservation Consultants, Inc., 25 Broad Street

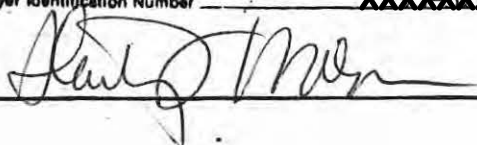
City Charleston State SC Zip 29401

Telephone Number (during day): (803) 723-1746

I hereby apply for certification of rehabilitation work described above for purposes of the Federal tax incentives. I hereby attest that the information I have provided is, to the best of my knowledge, correct, and that I am owner of the property described above.

Social Security Number or Taxpayer Identification Number XXXXXXXXXX

Owner's Signature



Date 4/9/84

# CONTINUATION SHEET

Historic Preservation Certification  
Application — Part 2

Name of Property Railroad Car Shop  
Address of Property 44 Line Street, Charleston, South Carolina  
Name of Owner Stanley L. Waldman

**NUMBER**  
**6**  
Architectural feature East Elevation-Addition  
Approximate date of feature ca. 1852

**Describe existing feature**

Small 1-story brick addition to east elevation with asphalt roof. Interior and roof structure were completely destroyed by fire in December 1981. Window and door openings are infilled with CMU.

Photo no 6, 7, 15, 22, 24, 29 Drawing no B, D

**Describe work and impact on existing features**

Addition to be rehabilitated for use as a small office/apartment. Interior partitions of modern design will be installed. All walls to be sheetrocked. Roof structure to be rebuilt to original configuration. Roofing to match new roof over warehouse (see # 7 ).

**NUMBER**  
**7**  
Architectural feature Two-Story Section-Roof  
Approximate date of feature 1852, 1980

**Describe existing feature**

Original roof structure was extensively repaired in 1980. The December 1981 fire subsequently caused extensive damage to the entire roof section.

Photo no 21, 25, 26, 34, 35, 36, 37 Drawing no B-E

**Describe work and impact on existing features**

Asphalt shingles to be removed. Existing wood trusses to be repaired as needed. New 3/4" decking to be installed where existing deck damaged. Entire area to be re-roofed with standing seam metal roof. Work will significantly enhance the historic integrity of the structure.

**NUMBER**  
**8**  
Architectural feature Base of Former Cupola  
Approximate date of feature 1852

**Describe existing feature** The base of a former octagonal cupola is centered atop the roof of the two-story section.

Photo no 25-37 Drawing no C, E

**Describe work and impact on existing features**

Cupola base to be repaired and re-decked as required. Replace cupola deck covering with new metal covering. Seal perimeter of cupola. Cupola restoration is a possibility based upon existing historical photographs showing its original design.

**NUMBER**  
**9**  
Architectural feature One-Story Train Shed  
Approximate date of feature 19th Century

**Describe existing feature**

The existing masonry train shed (63'6x230) is composed of alternating cargo doors and window openings. The roof of all but the rear or northernmost four bays was removed under the HCRS grant in 1979. Window and door openings are infilled with either CMU or recent plank

Photo no 1, 2, 9, 11 Drawing no B-E infill.

**Describe work and impact on existing features**

The existing exterior will be repointed with high lime mortar where necessary. The exterior integrity of the train shed's form will be greatly enhanced while retaining all of the existing historic fabric.



NUMBER

10

Architectural feature One-Story Section-RoofApproximate date of feature 1852, 1980

Describe existing feature

Extensive deterioration necessitated the removal of the entire roof structure over the one-story section, with the exception of the northern three bays, under the NCRS grant. The northern

Photo no 2,7 Drawing no B-E four bays were reroofed with asphalt shingles at that time.

Describe work and impact on existing features

Asphalt shingles to be removed from existing section and roof trusses and decking to be repaired as needed. Pre-fabricated metal roof structure to be installed in remaining areas of one-story section. Entire area to be reroofed with standing metal. Restoration of roof form will protect the currently exposed masonry walls with a compatible contemporary roof system.

NUMBER

11

Architectural feature Loading PlatformApproximate date of feature ca. 1950

Describe existing feature

Wooden loading platform at center of west elevation.

Describe work and impact on existing features

Remove wooden loading platform. No significant effect on building.

Photo no 1,9 Drawing no A

10

NUMBER

12

Architectural feature Arched OpeningsApproximate date of feature 1852

Describe existing feature

The exterior walls contain a series of arched masonry window and door openings. Majority of openings infilled with CMU.

Photo no 1-10 Drawing no B,D,E

Describe work and impact on existing features

Remove CMU infill at selected arches as per plans. Caution to be exercised in removal of infill to prevent damage to masonry openings. Openings to be repaired as required to match original design as indicated by adjacent openings. Remaining arched openings to be covered with wood shutters as described in #13. Opening of original cargo doors will greatly enhance the structure.

NUMBER

13

Architectural feature WindowsApproximate date of feature 1981

Describe existing feature

No windows currently remain in building. Several window openings were infilled with CMU and wood planks prior to 1981. Remainder of windows were destroyed in 12/81 fire. Openings were filled

Photo no 15-17 Drawing no B-E with wooden panels after (CONT)

Describe work and impact on existing features

Wood shutters to be installed in window openings as indicated in plans. Design for shutters patterned after shutters shown in historical photographs of the building (ca. 1914) and reflect the utilitarian industrial nature of the building. Shutters to be constructed of exterior grade T&G 2X8" wood at 30° to vertical. Where possible charred wood jambs will be left within the (CONT)

NUMBER

14

Architectural feature Corbelled EaveApproximate date of feature 1848

Describe existing feature

Original corbelled eave with iron soffit and masonry brackets are in good repair.

Describe work and impact on existing features

Masonry will be repaired where necessary as per Preservation Brief #2. Metal soffit will be primed and painted.

Photo no 17-19 Drawing no D



# CONTINUATION SHEET

Historic Preservation Certification  
Application — Part 2

Name of Property: Railroad Car Shop  
Address of Property: 44 Line Street, Charleston, South Carolina  
Name of Owner: Stanley L. Waldman

NUMBER  
15  
Architectural feature Chimneys  
Approximate date of feature 1852

Describe existing feature

Brick interior offset chimneys with corbelled caps and clay flue stacks are in good condition.

Describe work and impact on existing features

Chimneys will be repaired as necessary. Terra cotta caps and exterior appearance will be retained.

Photo no 1, 4, 5, 20 Drawing no B-E

NUMBER  
16  
Architectural feature General Interior  
Approximate date of feature 1848-1980

Describe existing feature

The general interior reflects the same industrial character and important masonry design elements as the exterior. Interior walls existing prior to the 12/81 fire indicate that the two-story section of the building was originally used as office and shop space and that the (CONT)

Photo no 2, 3, 24-37 Drawing no B-E

Describe work and impact on existing features

Retention of as many of the original design elements as possible will be a major concern. Great care was taken to retain the structural integrity of the building by designing a new interior loadbearing structural system within the original masonry walls. [see plans] All remaining interior partitions to be removed. New interior structures and partitions designed to provide mini-warehouse storage spaces. An open web steel (CONT)

NUMBER  
17  
Architectural feature Interior Partitions  
Approximate date of feature 1852-1980

Describe existing feature

All interior partitions were completely damaged by fire in 12/81. Partitions currently remaining are structurally unsafe and cannot be retained.

Describe work and impact on existing features

All existing interior partitions to be removed. New partitions to be installed to be of metal stud wall with gypsum wallboard or reinforced concrete masonry unit construction.

Photo no 21-37 Drawing no B-E

NUMBER  
18  
Architectural feature Interior Masonry  
Approximate date of feature 1852

Describe existing feature

All interior masonry walls appear to have been originally, and are currently, exposed brick. Walls are generally in good condition.

Describe work and impact on existing features

Some patching, mortar repair, and cleaning by the gentlest means possible will be necessary. Exposed brick walls will enhance the industrial warehouse character of the structure. Due to code requirements, a 4-hour CMU wall will infill the arches of the two-story north wall. A reveal will be left to express the original arches.

Photo no 21-33 Drawing no B-E

NUMBER 19	Architectural feature <u>Interior Trusses</u>	Describe work and impact on existing features Trusses will be repaired and retained as a major architectural feature of the building. The new stair towers have been designed to support the two-story section's existing trusses at mid-span.
	Approximate date of feature _____	
Describe existing feature  Existing original trusses in both the two-story section and 1-story northern four bays exist in fair to poor condition.		
Photo no <u>25</u> Drawing no <u>B-E</u> <u>26, 34, 35, 36</u>		

NUMBER 20	Architectural feature <u>Plumbing</u>	Describe work and impact on existing features Install new plumbing as required by plans. No significant effect on building.
	Approximate date of feature <u>N/A</u>	
Describe existing feature  No plumbing currently exists in building.		
Photo no <u>--</u> Drawing no <u>B-E</u>		

NUMBER 21	Architectural feature <u>Electrical</u>	Describe work and impact on existing features Install new electrical service and wiring as shown in plans.
	Approximate date of feature <u>ca. 1930</u>	
Describe existing feature  Existing electrical system was for industrial use. All existing electrical system was destroyed by 1981 fire.		
Photo no <u>--</u> Drawing no <u>B-E</u>		

NUMBER 22	Architectural feature <u>HVAC</u>	Describe work and impact on existing features Install HVAC system as indicated on plans. No significant impact on historic building fabric.
	Approximate date of feature <u>N/A</u>	
Describe existing feature  No HVAC system in building.		
Photo no <u>--</u> Drawing no <u>B-E</u>		

NUMBER	Architectural feature _____	Describe work and impact on existing features
	Approximate date of feature _____	
Describe existing feature		
Photo no <u>--</u> Drawing no <u>----</u>		

HISTORIC PRESERVATION CERTIFICATION

APPLICATION -- PART TWO

Railroad Car Shop  
44 Line Street  
Charleston, South Carolina

Describe existing feature

1. phased program of stabilization and rehabilitation resulted in major structural repairs to the roof with the removal of severely deteriorated sections of the building, including all but three bays of the one-story section's roof and truss system. Openings were closed with heavy tongue and groove boards and dangerous brickwork repointed and repaired. In 1981, the building was designated a National Historic Landmark as part of the William Aiken House and Associated Railroad Structures. A fire in December 1981 ended the renovation work on the building and resulted in the complete charring and loss of all interior partitions. The roof sustained severe damage. Through a grant/loan from the National Trust for Historic Preservation, the building was stabilized and temporary roof repairs were made shortly thereafter.

13. fire to prevent additional damage to building.

16. one-story section housed the working garages. Fire destroyed most of the interior partitions and left the remainder in a state beyond repair. Char depths were excessive.

Describe work and impact

13. window openings for future reference.

16. joist system with metal decking with 2" concrete will be installed to create new second floor level in two-story section of building. A pre-fabricated metal building structure will be installed within the original walls of the one-story section.







#1

Exterior Site:  
West Elevation



#2

Exterior Site:  
From northwest with view  
of train yard area

44 Line Street  
Charleston, South Carolina



#5

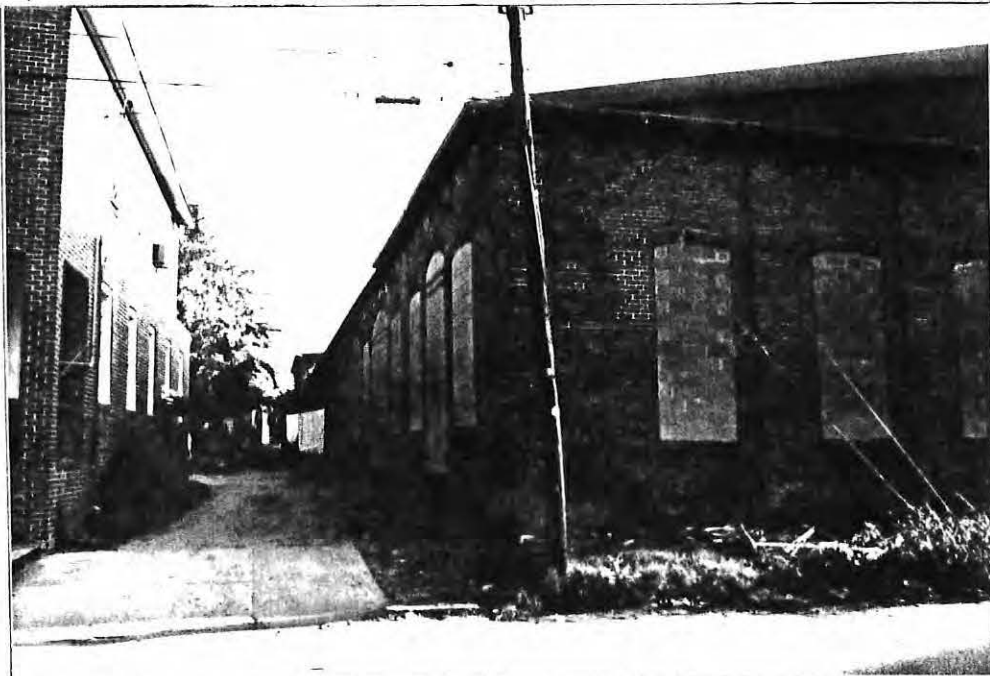
Two-story Section  
viewed from the southeast



#6

East Elevation: Small  
1-story brick addition

Note CMU blocks in window



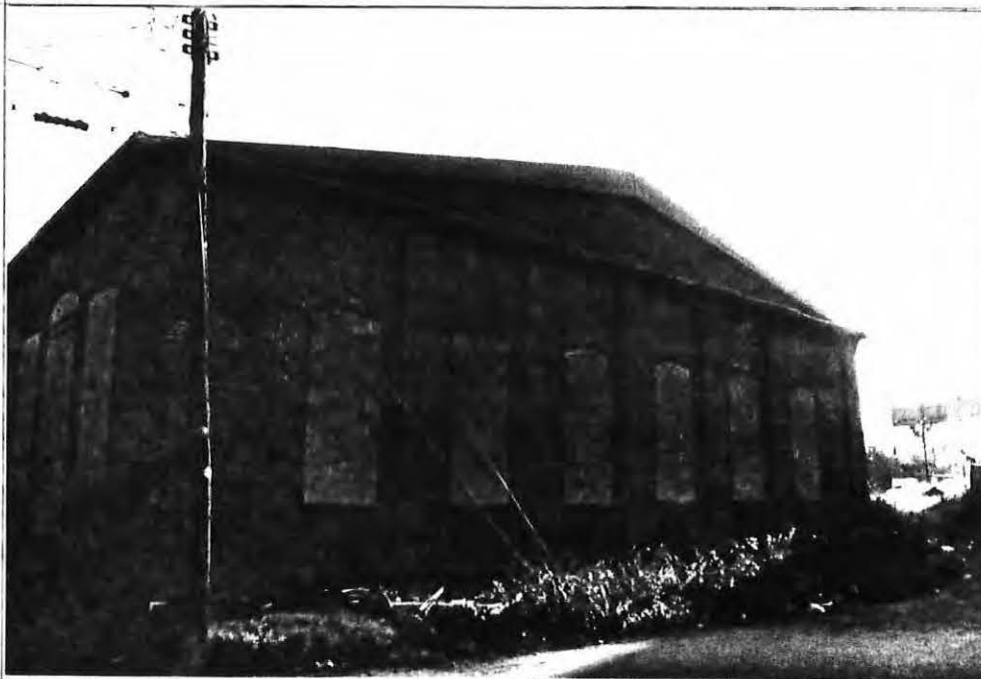
#7

1-story Train Shed  
viewed from the northeast

Note CMU infill in window  
and cargo openings

44 Line Street  
Charleston, South Carolina

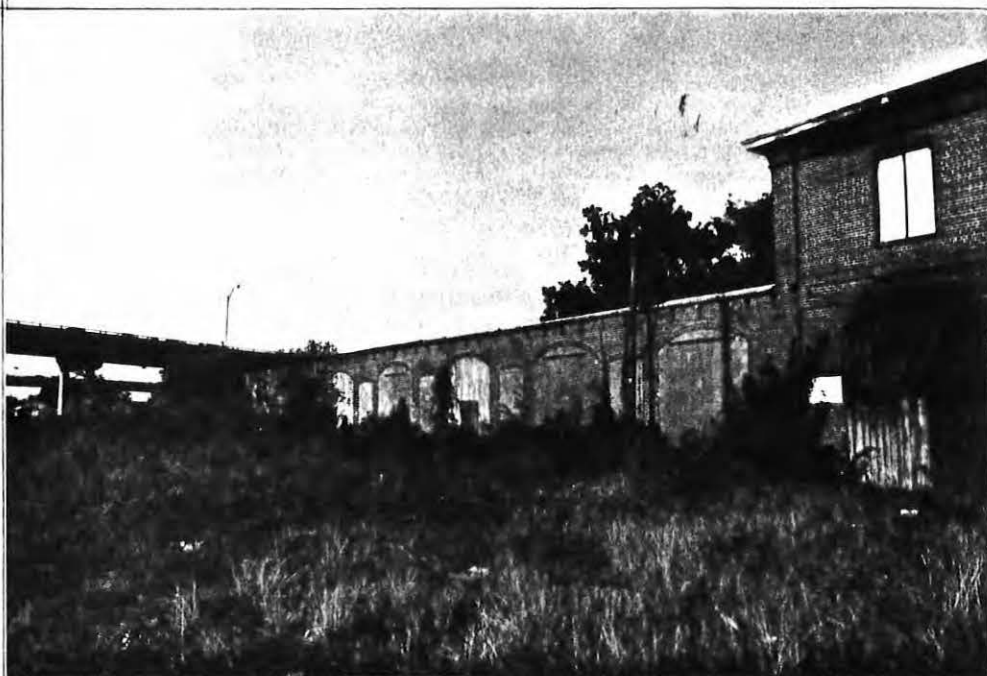




#8

North Elevation: 1-story  
section

Note existing truss roof  
form



#9

West Elevation showing  
roofless 1-story section  
and 2-story section to  
the right of the photo



#10

West Elevation: 2-story  
section

Note asphalt roof and  
cupola base

44 Line Street  
Charleston, South Carolina



#11

Former cargo opening:  
Typical segmental arched  
opening with wood plank  
infill



#12

Main entry arched opening  
Infill is brick and will  
remain

44 Line Street

Charleston, South Carolina



#13

Bricked arched window and  
cargo opening

Note segmental arches



#14

Typical segmental arched  
opening

Note deterioration of sill

Note wood plank infill

44 Line Street

Charleston, South Carolina





#15

Typical window opening:  
1-story section viewed  
from interior

Note CMU infill

#16

2-story section: second  
floor window openings

Note sash and jamb  
deterioration

Note plyboard infill



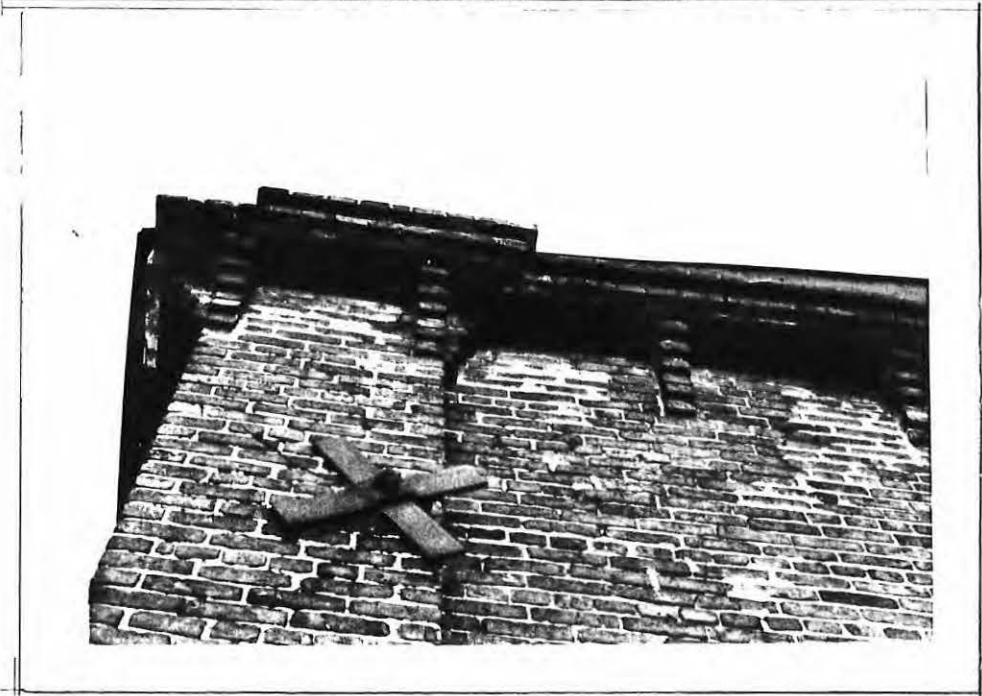
44 Line Street

Charleston, South Carolina



#17

2-story section:  
detail of corbelled eave



#18

1-story section:  
detail of corbelled eave

Note iron soffit and  
masonry bracket



#19

Detail of corbelled eave  
showing corbelled brick  
cap

44 Line Street

Charleston, South Carolina



#20

Detail of chimney and  
terracotta caps



#21

1-story section: general  
interior looking south

Note north elevation of  
2-story section

Note asphalt roof

Note cupola base



#22

1-story section: general  
interior looking southwest

Note interior masonry  
detail and cement slab floor

44 Line Street

Charleston, South Carolina



#23

1-story section: general  
interior looking north

Note existing truss and  
roof system

Note loading platform ramp



#24

1-story section

Detail of interior masonry

Note CMU infill

Note rebuilt masonry cap

Work was carried out under  
1978 grant-in-aid

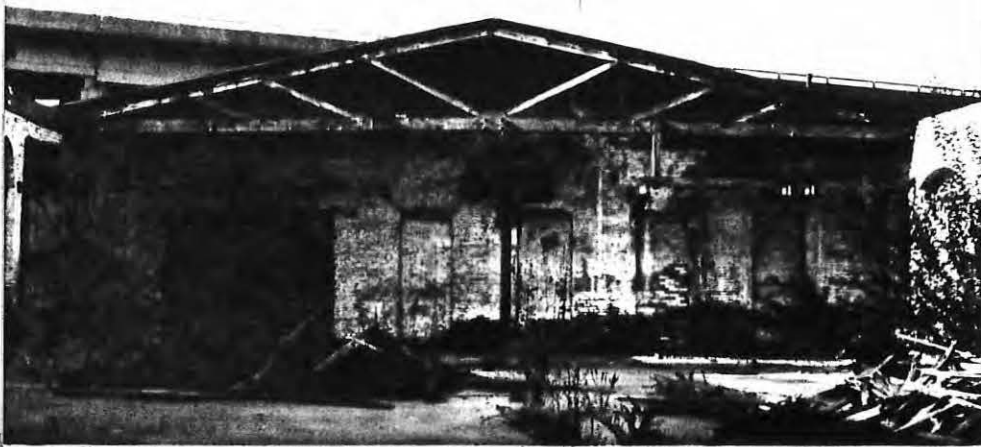
44 Line Street

Charleston, South Carolina



#25

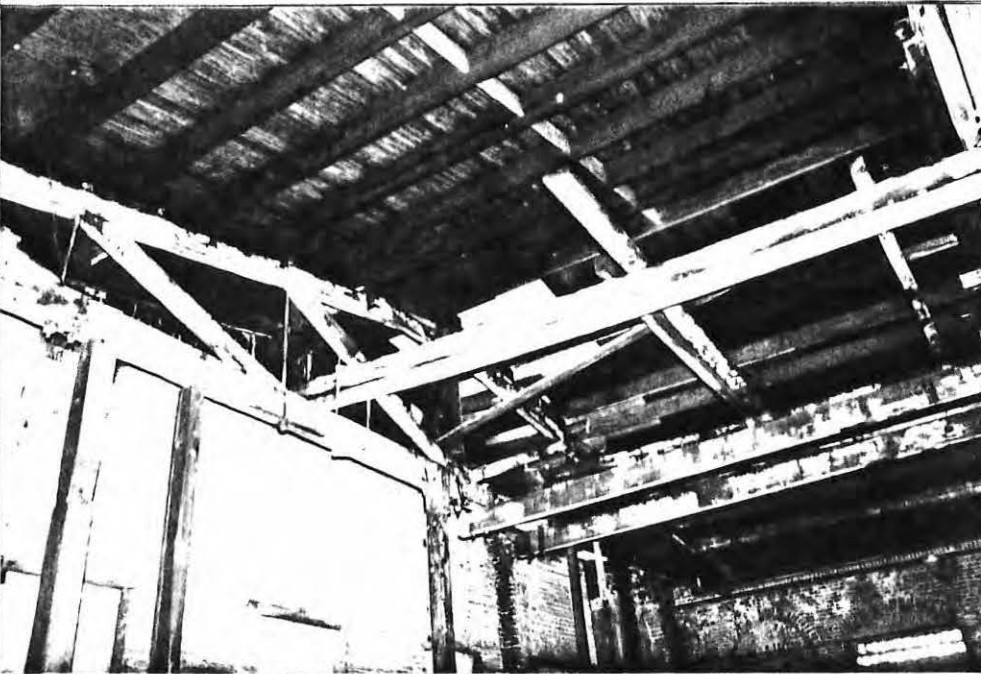
Detail of original truss  
and roof system:  
north end of 1-story  
section



#26

Interior detail of original  
truss and roof system:  
1-story section

Note purlins



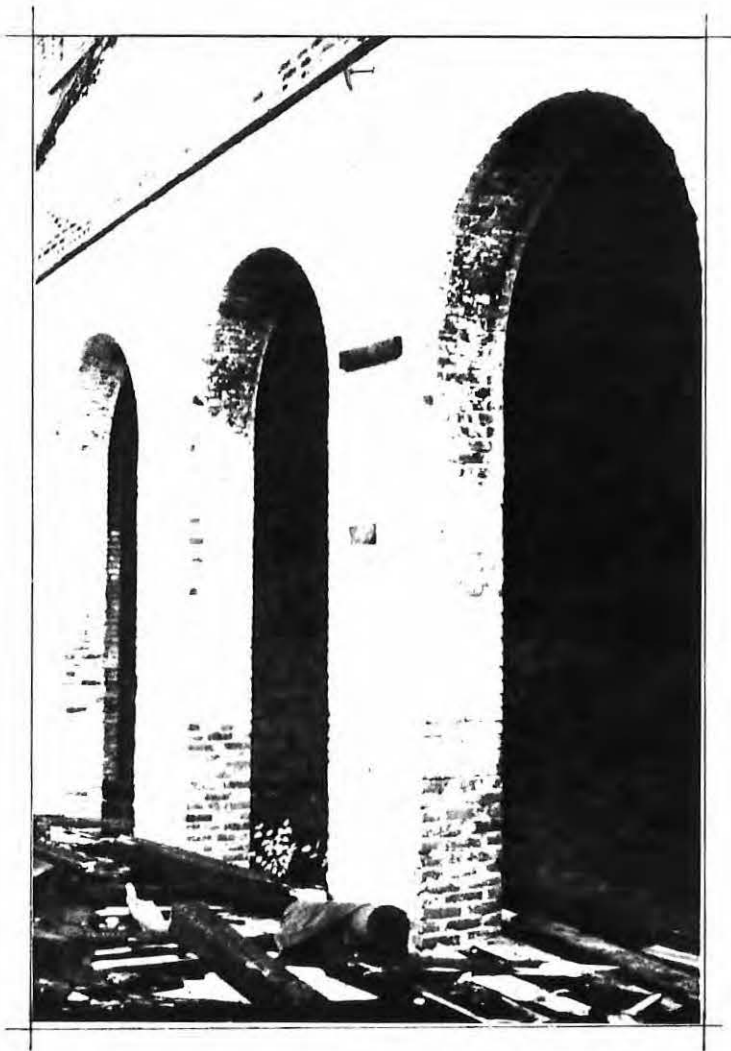
#27

General view of arches  
leading into 2-story  
section



44 Line Street

Charleston, South Carolina



#28

Detail of arches leading  
into 2-story section

Arches to be infilled with  
4-hour masonry wall

2" reveal will be retained  
to express arches

#29

General interior: 2-story  
section

Note charred floor  
system and original columns



44 Line Street

Charleston, South Carolina



#30

Interior detail of window and chimney

Window trim and sill are charred beyond repair

Masonry at chimney will be repaired

#31

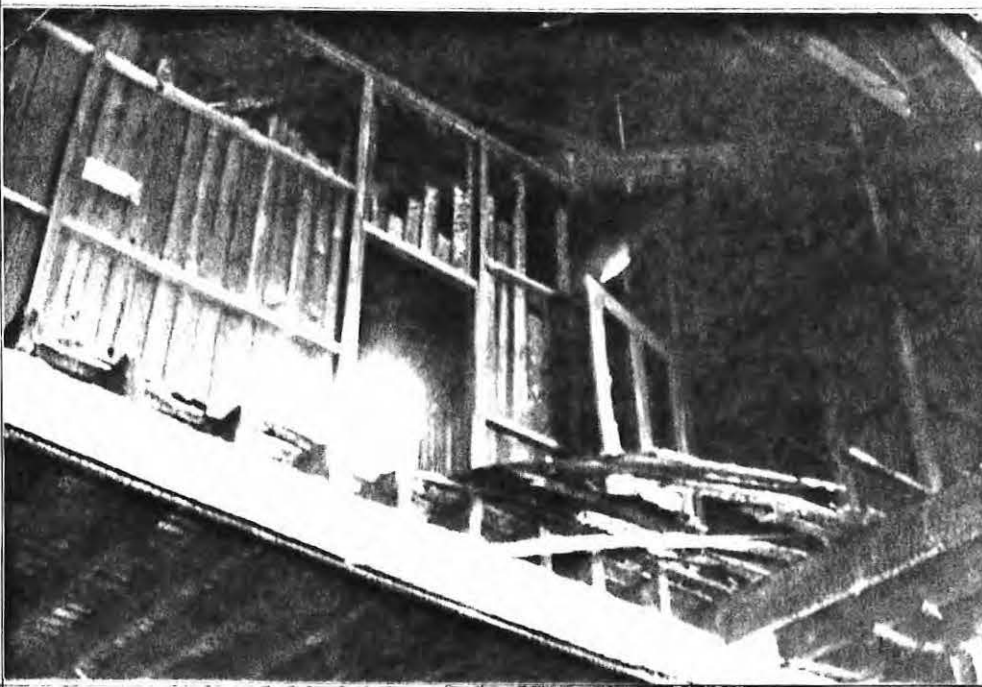
Detail of original staircase

Wood partitions and stair are charred beyond repair



44 Line Street

Charleston, South Carolina



#32

View of second story  
wood partitions

Second story floor system  
will be removed

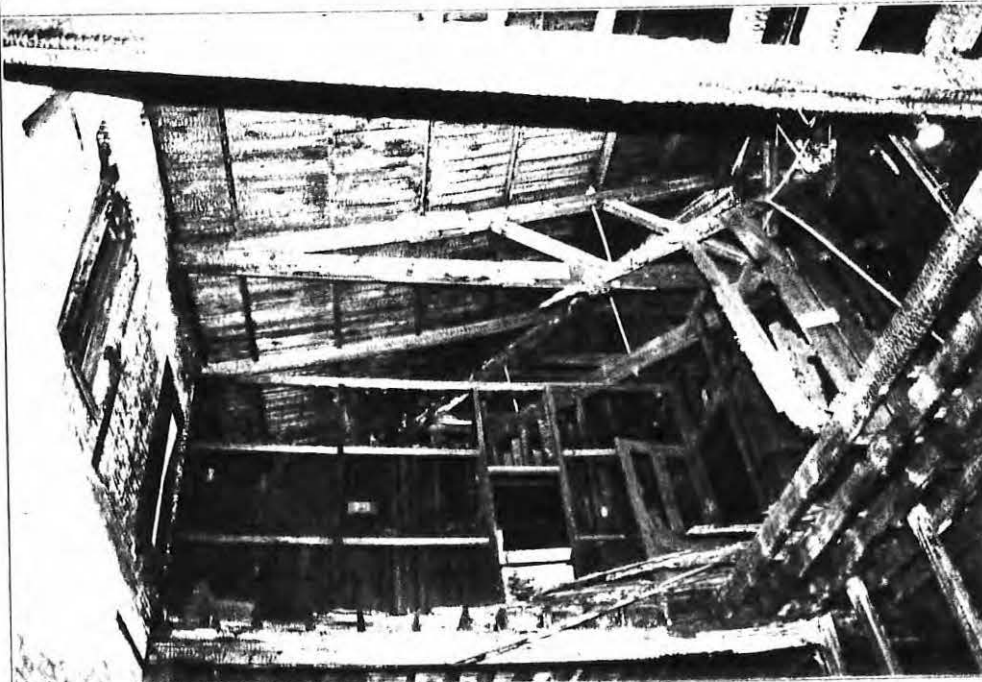


#33

General view of second  
floor interior

Note exposed masonry walls

Note infilled chimneys and  
remnants of second story  
woodwork



#34

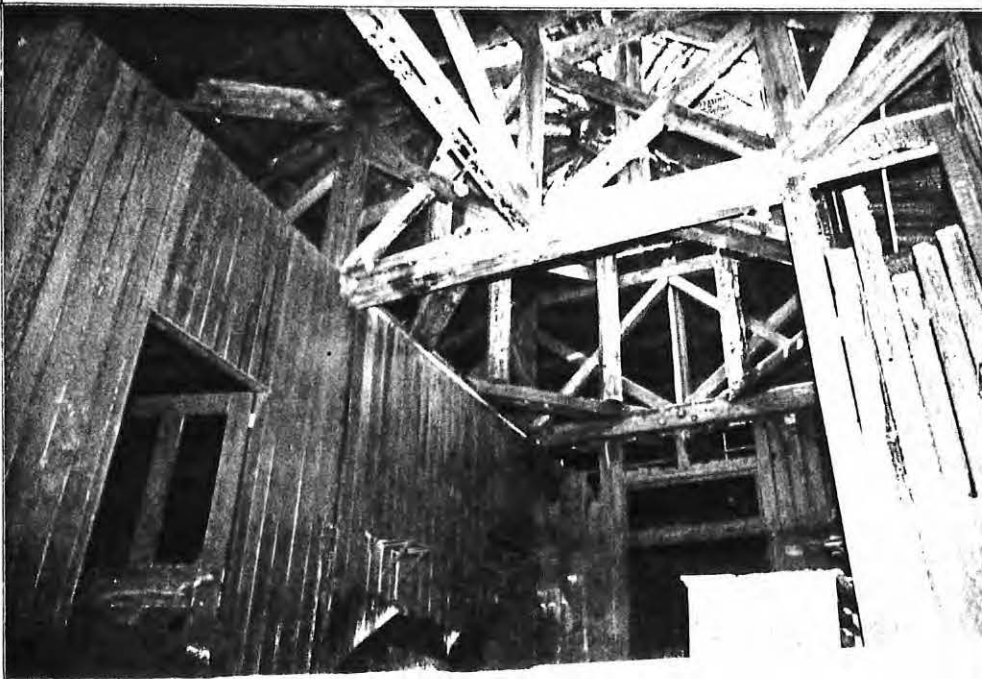
General view of truss and  
roof system: 2-story  
section

Note toggle bolts and  
flitch plate connections  
from 1978 stabilization

44 Line Street

Charleston, South Carolina



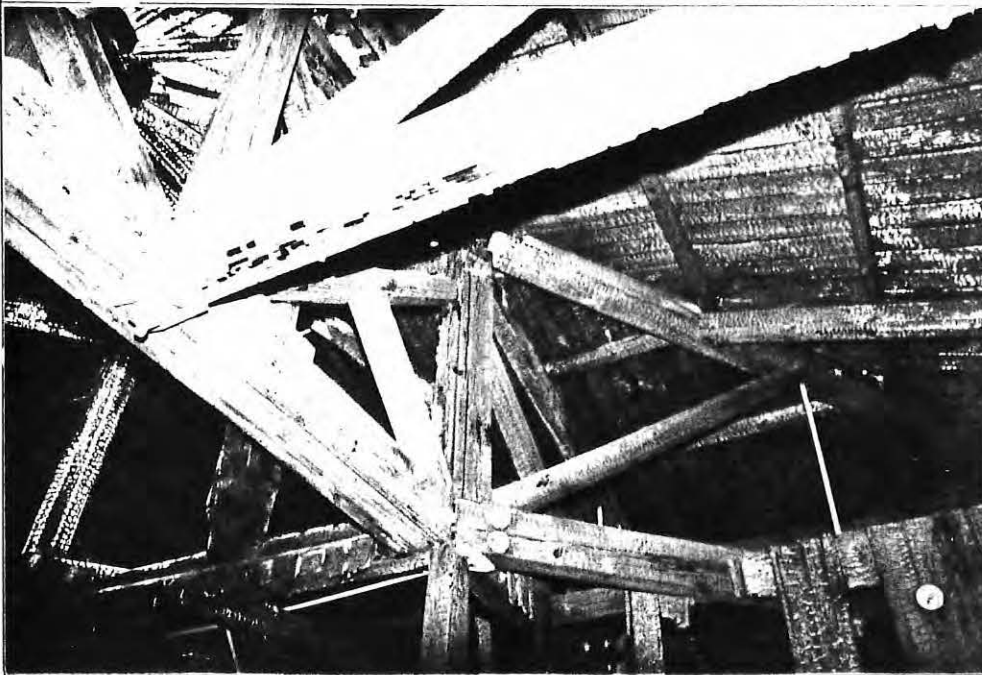


#35

General view of cupola substructure and truss system

Second floor of 2-story section

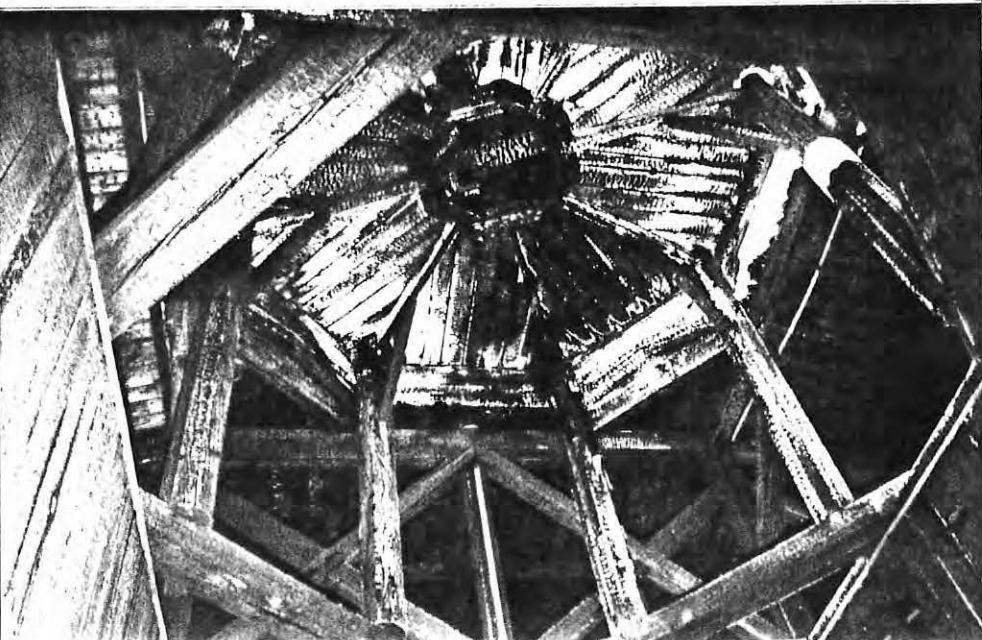
Truss system will be shored and left in place



#36

Detail of cupola substructure and truss system

Trusses retain their structural integrity



#37

Detail of cupola base:

Interior view showing charred octagonal wood post

44 Line Street

Charleston, South Carolina

**Preservation Consultants, Inc.**

25 Broad Street  
Charleston, South Carolina 29401  
(803) 723-1746

September 10, 1984

Mr. Kirk Cordell

National Park Service, Southeast Regional Office  
75 Spring Street, SW  
Atlanta, Georgia 30303

RE: 44 Line Street  
Railroad Car Shop  
Charleston, South Carolina

Dear Kirk:

Enclosed are additional photographs for your review of 44 Line Street. The photograph on which the owner has based his rehabilitation is the 1982 photo, showing the building after the A&D grant was completed. Note the second floor windows of the two-story portion. Due to the intense crime and vandalism in the surrounding neighborhood the window closures were designed as panels. As the additional photos indicate, the rehabilitation work has included the restoring of the original jambs and center muntins, while retaining the infill design of the A&D grant.

The copy of the old (ca. 1930) photograph shows the front portion and rear train shed with wood cargo doors.

Based on the photos, windows and openings that were not opened by removing the cement block infill will have a fixed wooden shutter. The large cargo doors will be retained as an opening as per the plans submitted. The recessed new partition infill will be painted out to appear as an opening.

Please feel free to call if there is additional information you require. We will be happy to send further photographs or descriptions if needed.

Sincerely,

  
John Laurens III

cc: Stanley L. Waldman



1)

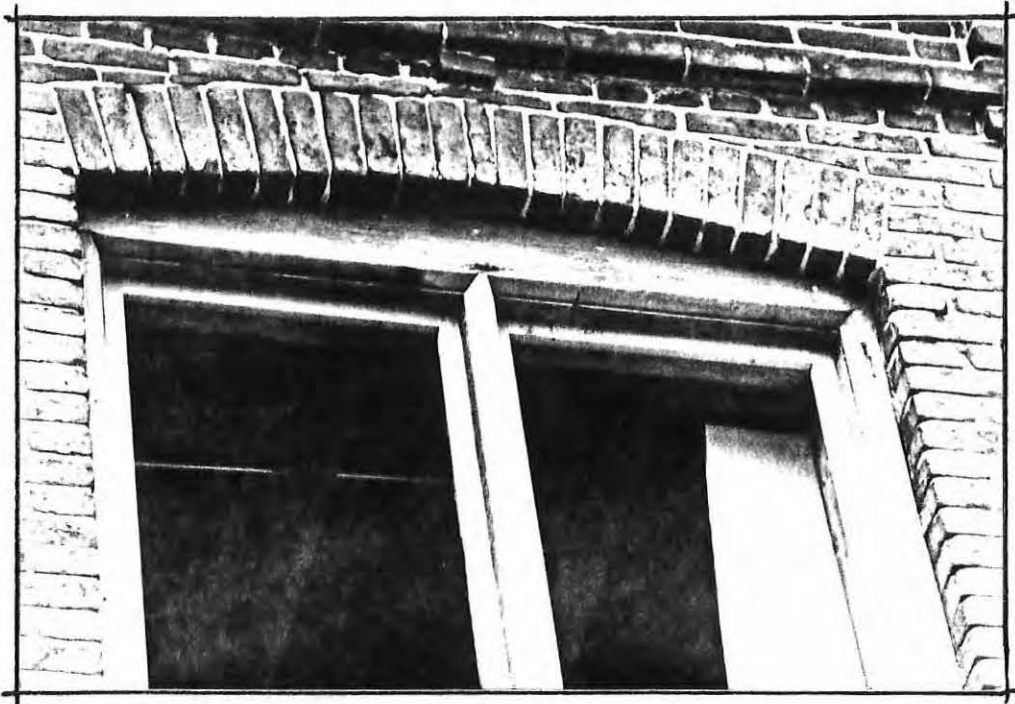
1982 Photograph  
Showing Existing Conditions  
Prior to Rehabilitation



2)

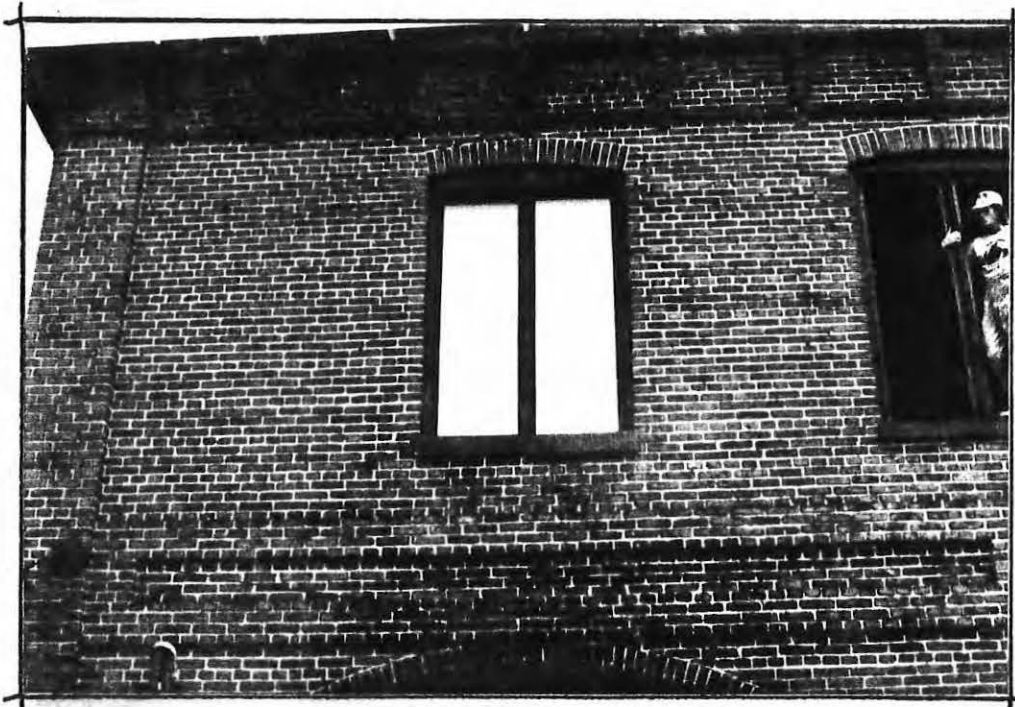
Restoring of Window Jamb

44 Line Street  
Charleston, South Carolina



3)

Detail: Restoring of  
Window Jamb

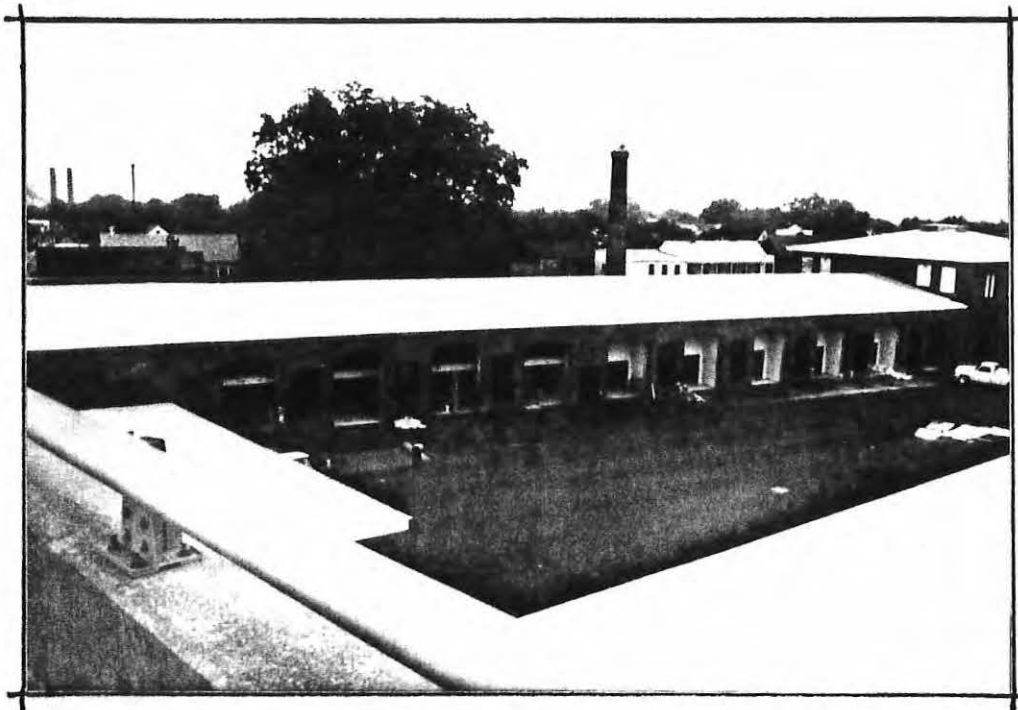


4)

Window with Fixed Panel -  
After Painting

44 Line Street  
Charleston, South Carolina





5)

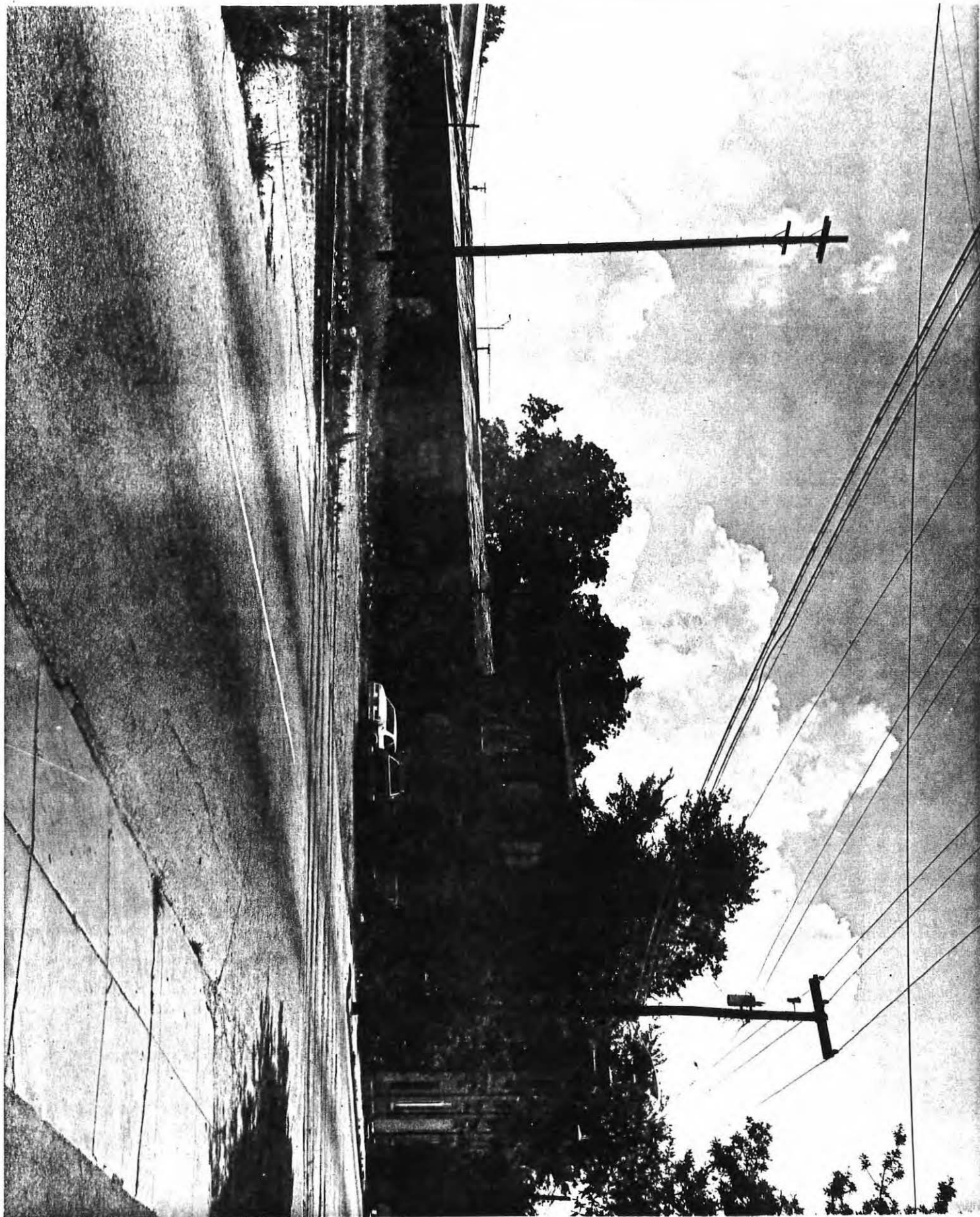
Train Shed

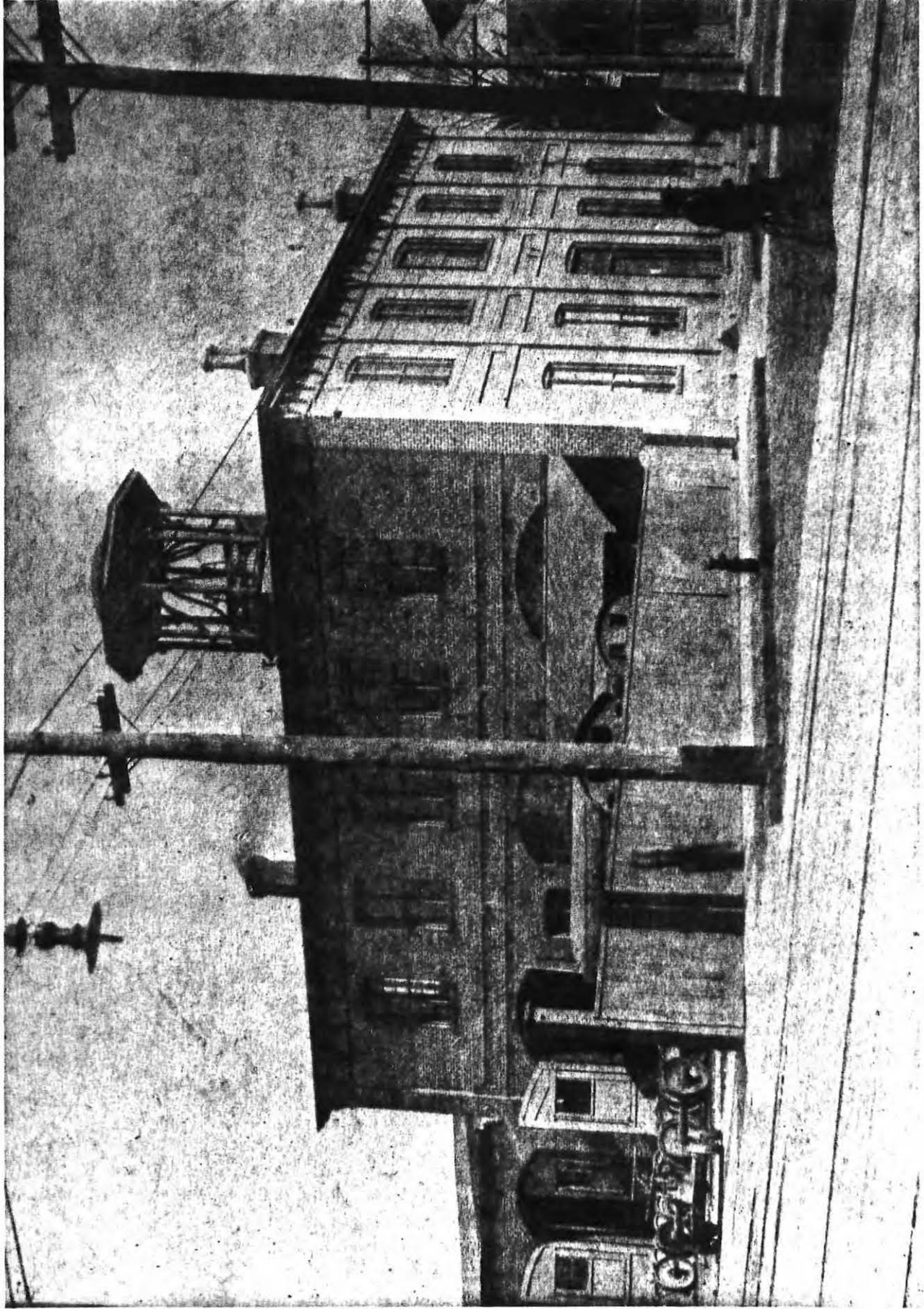
Note New Tin Roof and  
Removal of Cargo Door  
Infill



6)

Detail of Tin Roof





44 Line Street, Charleston, South Carolina





# United States Department of the Interior

## NATIONAL PARK SERVICE SOUTHEAST REGIONAL OFFICE

75 Spring Street, S.W.  
Atlanta, Georgia 30303

IN REPLY REFER TO:

F78(SER-PP)

NOV 11 1985

NOV 06 1985

Mr. John Laurens  
Preservation Consultants  
P.O. Box 1112  
Charleston, South Carolina 29402

Re: Railroad Car Shop, 44 Line Street, Charleston, South Carolina  
Project Number: SC-84-0238

Dear John,

I am writing to request additional information concerning the referenced project in an effort to resolve our remaining concerns and to make a final determination concerning this project. Although we have discussed it by phone, we have not resolved the issue of the mill finish tin roof which has been installed on the structure. Our records show that in our telephone conversation of December 21, 1984, you indicated that the new roofs would be painted (you also promised to send a copy of the owner's easement pledging reinstallation of appropriate windows). The photographs received with the Request for Certification of Completed Work, however, showed that the roof was not painted nor was it a standing seam metal roof as described in the preliminary application. Our letter of May 13, 1985, requested photographs showing all work completed including the painting of the roof. It is important for us to know now whether the owner intends to paint the roof, as this will be pivotal to our decision regarding final certification of this project. We also note that the condition of preliminary certification requiring before and after photographs of the repointing work has not been fulfilled; even if "very little brickwork was undertaken," we still need to see the documentation. It appears from the final certification photos that substantial repointing occurred around the arched openings in the one story shed section.

We are anxious to complete our review of this project and would appreciate your written response at your earliest convenience. If we have not heard from you within days, the project will be denied due to lack of documentation. Should you require additional time, please request an extension in writing before the end of the 30 day period. Thank you for your assistance.

Sincerely,

Kirk A. Cordell  
Architectural Historian  
Preservation Services Division

cc: SC SHPO  
Waldman and Craig



**Preservation Consultants, Inc.**

25 Broad Street  
Charleston, South Carolina 29401  
(803) 723-1746

November 28, 1984

Mr. Kirk Cordell  
National Park Service, Southeast Region  
75 Spring Street, Southwest  
Atlanta, Georgia 30303

RE: Railroad Car Shop  
44 Line Street, Charleston, South Carolina

Dear Kirk:

Attached are copies of the photos requested to show the impact of the wall abutting the Line Street facade of the Railroad Car Shop. Please reference the ca. 1910 photocopy also attached indicating an early fence or wall in the same approximate location.

The wall proposed and constructed as per the Part Two Application is part of the overall effort to protect the still-endangered National Historic Landmark. We cannot emphasize enough the danger of vandalism and the need for an exorbitant amount of security for this structure. We have enclosed an article written by Stuart and Becky in 1979. Prior to placing the plywood infill in the window frames as seen in the 1978 photo taken by Stuart, a \$40,000. matching grant had been expended on simply stabilizing the structure and at the time installing what we thought would be a reasonable and compatible closure system for the building. The building is directly adjacent to that area of the City divided in the 1960's by an elevated crosstown expressway. The ensuing abandonment of the adjacent neighborhood created an atmosphere that resulted in the loss of historic fabric due to vandalism even during the stabilization efforts in 1978. By 1979 a second \$20,000. preservation grant was given to further stabilize the structure. At this time heavy T&G planking was installed at all of the first floor openings. We retained the existing cement block infill on the majority of the openings. A third grant was given in 1980 to help with a grant from the National Trust to finish repointing the building due to the continued vandalism. The brick were taken from the interior of the building in spite of efforts to secure the structure. As the Part Two Application points out, arsonists burned the structure shortly thereafter.

We ask that reviewing our request to retain the existing infill on the Line Street elevation and in weighing the impact of the wall that you take into consideration the history of vandalism presented above.

The present owners have restored the window frames and center mullions to their original condition and have rehabilitated the structure to the best of our ability given the pressures of the surrounding neighborhood. The height of the wall was in response to our request to delete barbed wire from

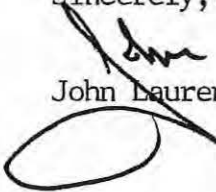
44 Line Street, Charleston, SC

Mr. Kirk Cordell  
November 28, 1984  
page two

the structure. We have carefully weighed the significance of the existing fabric and have asked the owners to bear a great deal of expense in view of the building's extreme deterioration after the fire. No design solutions have been used on the facade that did not exist at some time during the building's rehabilitation under one of the historic preservation grant programs.

Please let us know what your thoughts are concerning the wall and the facade openings. The owners eventually plan to restore the openings with wood and glass sash and an appropriate entry door as per the ca. 1910 photo. It is at this time, however, an impracticable solution for the building's rehabilitation.

Sincerely,

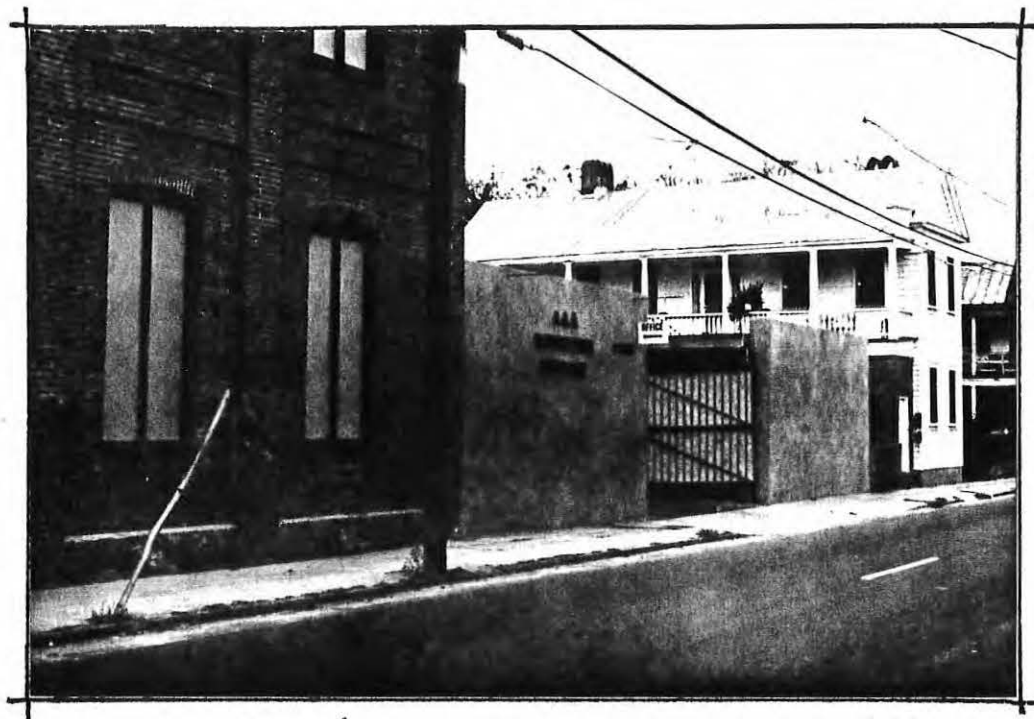


John Laurens, III

enclosures:

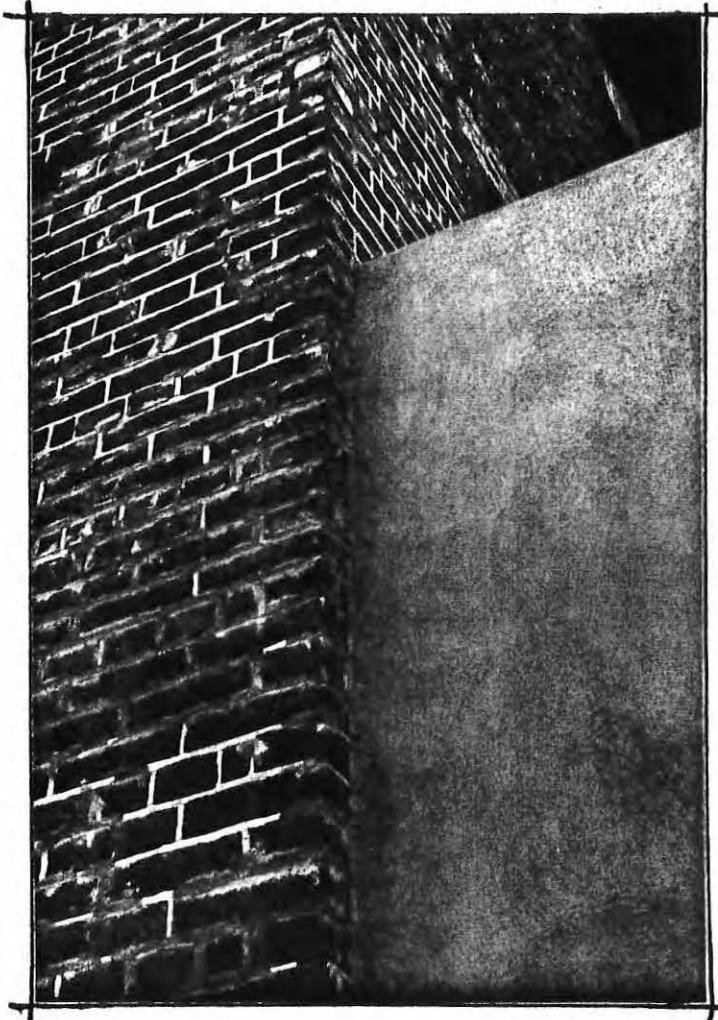
photos (10/84)  
photo (1910)  
article with photo (1979)

cc: Stanley L. Waldman



# 1

Detail of Facade and  
East Wall



# 2

Detail of East Wall:  
Note that Wall was set  
Back from Facade

44 Line Street  
Charleston, South Carolina



# 3

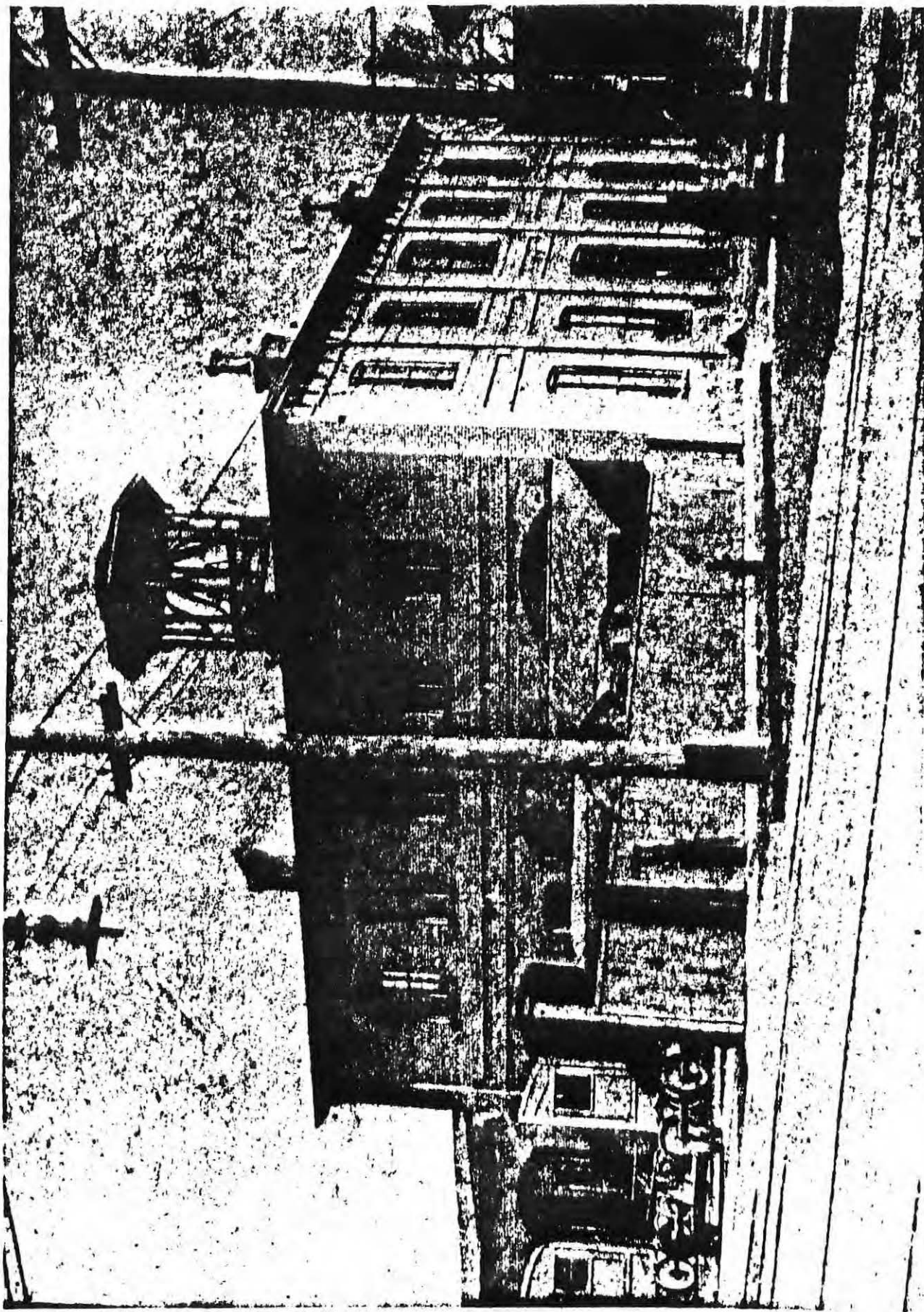
Detail of West Wall:  
Note that Wall was set  
Back from Facade



# 4

Detail of West Wall, Set  
Back from Facade  
Note that the Block has  
Not been Toothed into the  
Original Brick





44 Line Street, Charleston, South Carolina

## SOUTHERN RAILWAY SYSTEM DONATES RAILROAD SHOP TO SOUTH CAROLINA GOODWILL IN- DUSTRIES FOR RENOVATION AS JOB-TRAINING WORKSHOP

By STUART JOHNSON and  
BECKIE DOWNING

CHARLESTON, S.C. — Rehabilitating a building in order to rehabilitate people may sound like strange business. But that's exactly what is happening in Charleston, S.C., where the local chapter of Goodwill Industries is converting an abandoned 19th-century railroad car shop into a workshop to provide jobs and job-training for the handicapped and disadvantaged.

Goodwill Industries of Lower South Carolina, Inc., was chartered in 1975 and immediately began the search for an appropriate facility. That search ended in 1977 when the Southern Railway System donated the Railroad Car Shop at 44 Line Street in Charleston to Goodwill.

Though severely deteriorated, the building has definite advantages. Its more than 22,000 square feet of open space is well-suited for the type of light industry Goodwill intends to establish. Moreover, its location in an

economically depressed area is ideal, since Goodwill's purpose is to provide rehabilitation services in such areas for those who cannot readily be absorbed into the competitive labor market.

Constructed in about 1850 for the South Carolina Railroad, the massive brick structure has two portions. The front or office portion has two stories and is of Italianate design with a low hipped roof leading to an octagonal cupola over the main interior stair. The rear is a long, one-story wing pierced on both sides by alternate large and small openings spanned by segmental arches. This rear wing originally housed a machine shop, black-smith shop, paint shop and woodworking mill.

The Car Shop is part of a complex of other railroad structures which includes the William Aiken House, home of the first president of the South Carolina Railroad, and a number of depots and freight warehouses. This group of buildings has been designated a National Historic Landmark since it is one of the most intact concentrations of 19th century railroad structures remaining in the United States.

Once Goodwill's search for a building ended, the search for sources of funding began. It is estimated that the total project will be in excess of

\$200,000. As a National Historic Landmark, the building was eligible for grant assistance from the Department of Interior as authorized by the National Historic Preservation Act of 1966. While still negotiating for the property, Goodwill Industries applied for a grant from the Department of Archives and History, which is responsible for administering historic preservation funds in South Carolina. Early in 1978, Goodwill was awarded an initial grant of \$40,000 to begin renovation.

Initial planning called for renovation of the two-story portion first. At present, however, limited funding makes this approach unrealistic. An alternate plan to renovate the rear wing has been developed and will be implemented unless further funding is secured in the immediate future.

This plan calls for replacement of the wood truss system, installation of a new, terne metal roof, and preparation of two bays of the wing for immediate occupancy by Goodwill. This approach will allow Goodwill to begin its operation while the search for additional funding continues. Also, it is hoped that occupancy will offer protection from vandalism, which along with neglect have been the most serious threats to the building. □



The Railroad Car Shop in Charleston, S.C. (Photograph by Stuart Johnson)





# United States Department of the Interior

## NATIONAL PARK SERVICE SOUTHEAST REGIONAL OFFICE

75 Spring Street, S.W.

Atlanta, Georgia 30303

IN REPLY REFER TO:  
F78(SER-PP)

DEC 27 1984

COPY TO OWNER  
1/1/88  
JAN 2 1985

Mr. Stanley L. Waldman  
c/o Preservation Consultants, Inc.  
25 Broad Street  
Charleston, South Carolina 29401

Re: Railroad Car Shop, 44 Line Street, Charleston, South Carolina  
Project Number: SC-84-0238

Dear Mr. Waldman:

Thank you for your submission of the "Historic Preservation Certification Application-Part 2" pursuant to Section 2124 of the Tax Reform Act of 1976, Sections 701 (f) and 315 of the Revenue Act of 1978, Sections 212 and 214 of the Economic Recovery Tax Act of 1981, and U. S. Department of the Interior regulations 36 CFR Part 67 (formerly 36 CFR Part 1208). This information was received by the National Register Programs Division from the State Historic Preservation Officer on May 31, 1984. Further information was received on September 12 and December 3, 1984.

The National Register Programs Division has determined that the proposed rehabilitation project described in the submitted documentation meets the Secretary of the Interior's "Standards for Rehabilitation," provided the following condition is met:

The repointing of the masonry shall be done only as needed to repair deteriorated mortar joints and in accordance with the guidance provided in Preservation Briefs 2: "Repointing Mortar Joints in Historic Brick Buildings." The new mortar shall match the original in strength and composition, color, texture, profile, tooling and width of joint. Before and after photographs shall be submitted with your final request for certification once the project is completed.

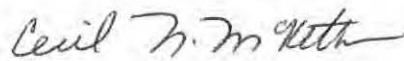
The National Register Programs Division will review any additional material relating to this condition as it is made available. Any substantive change in the work as described in the application should be brought to our attention to ensure continued conformance with the Standards. Failure to comply with this condition will result in denial of certification.

This letter is a preliminary determination, since a formal certification of rehabilitation can be issued only to the owner of a "certified historic structure" after rehabilitation work is completed. To request certification upon completion of the project, the property owner should return the enclosed

form letter, together with photographs of the completed work (both exterior and interior), to the State Historic Preservation Officer. An onsite inspection of the completed work by an authorized representative of the Secretary of the Interior may be undertaken prior to issuance of the final certification of rehabilitation.

Should you have any questions as the rehabilitation work continues, please do not hesitate to call your State Historic Preservation Officer or Kirk Cordell of our staff at 404/221-2633.

Sincerely,



*for* Paul B. Hartwig  
Chief, National Register Programs Division

Enclosure

cc:  
SHPO-South Carolina  
John Laurens



HISTORIC PRESERVATION CERTIFICATION APPLICATION  
REQUEST FOR CERTIFICATION OF COMPLETED WORKAPR 05 1985  
ARCHIVES & HISTORY

Instructions: Upon completion of the rehabilitation, return this form with representative photographs of the completed work (both exterior and interior views) to the appropriate reviewing office. If a Part 2 application has not been submitted in advance of project completion, it must accompany this Request for Certification of Completed Work. A copy of this form will be provided to the Internal Revenue Service. Use typewriter or print clearly in black ink.

1. Name of property: Railroad Car Shop  
Address of property: Street 44 Line Street  
City Charleston County Charleston State SC Zip Code 29403

Is property a certified historic structure? ☒ yes ☐ no If yes, date of certification by NPS: \_\_\_\_\_  
or date of listing in the National Register: NHL 1981

## 2. Data on rehabilitation project:

National Park Service assigned rehabilitation project number: SC-84-0238  
Rehabilitation work on this property was completed and the building placed in service as of 12/31/84 (date)  
Estimated costs attributed solely to the rehabilitation of the historic structure: \$ 522,800.00  
Estimated costs attributed to new construction associated with the rehabilitation, including additions, site work, parking lots, landscaping: \$ 69,000.00

RECEIVED

APR 28 1985

## 3. Owner: (space on reverse for additional owners)

Name STANLEY L. WALDMAN National Register Programs  
Street c/o Preservation Consultants, P.O. Box 1112 City Charleston  
State South Carolina Zip 29402 Telephone Number (during day): (803) 723-1746

I hereby apply for certification of rehabilitation work described above for purposes of the Federal tax incentives. I hereby attest that the information I have provided is, to the best of my knowledge, correct, and that in my opinion the completed rehabilitation meets the Secretary's "Standards for Rehabilitation" and is consistent with the work described in Part 2 of the Historic Preservation Certification Application. I also attest that I am the owner of the property described above.

Stephen Waldman

Signature Stanley L. Waldman Date 4-1-85  
Social Security or Taxpayer Identification Number: [REDACTED]

## NPS Office Use Only

The National Park Service has reviewed the "Historic Preservation Certification Application - Part 2" for the above-listed "certified historic structure" and has determined:

- ☒ that the completed rehabilitation meets the Secretary of the Interior's "Standards for Rehabilitation" and is consistent with the historic character of the property or the district in which it is located. Effective the date indicated below, the rehabilitation of the "certified historic structure" is hereby designated a "certified rehabilitation." A copy of this certification has been provided to the Department of the Treasury in accordance with Federal law. This letter of certification is to be used in conjunction with appropriate Internal Revenue Service regulations. Questions concerning specific tax consequences or interpretations of the Internal Revenue Code of 1954 should be addressed to the appropriate local Internal Revenue Service office.
- ☐ that the rehabilitation is not consistent with the historic character of the property or the district in which it is located and that the project does not meet the Secretary of the Interior's "Standards for Rehabilitation."

APR 10 1986

Date

National Park Service Authorized Signature

National Park Service Office

REQUEST FOR CERTIFICATION OF COMPLETED WORK, *continued*

NPS Project Number \_\_\_\_\_

Additional Owners:

Name Stephen Waldman  
Street 10940 SW 135th Circle  
City Miami FLORIDA State Florida Zip Code 33186  
Social Security or Taxpayer Identification Number: [REDACTED]

Name Herman Myers  
Street 4001 South Ocean Dr Apt 156  
City Holly Wood State Florida Zip Code 33019  
Social Security or Taxpayer Identification Number: [REDACTED]

Name \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_  
Social Security or Taxpayer Identification Number: \_\_\_\_\_

Name \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_  
Social Security or Taxpayer Identification Number: \_\_\_\_\_

Name \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_  
Social Security or Taxpayer Identification Number: \_\_\_\_\_

**For State Office Use Only**

This office \_\_\_\_\_ recommends \_\_\_\_\_ does not recommend the above-listed "certified historic structure" be designated a "certified rehabilitation."

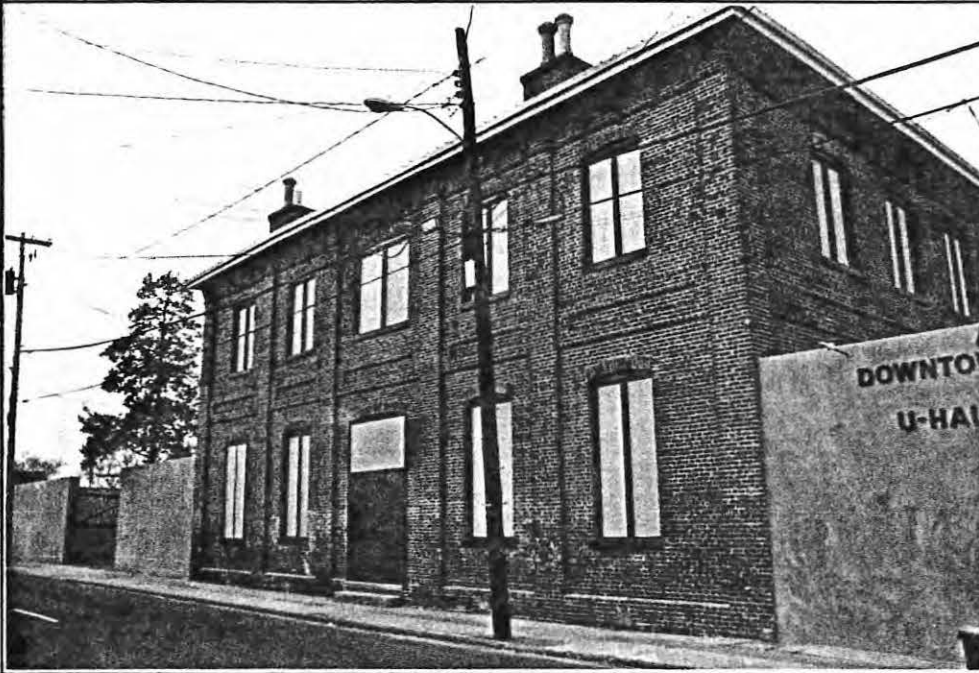
\_\_\_\_\_ Additional comments attached

\_\_\_\_\_  
Date

\_\_\_\_\_  
State Official Signature

**44 LINE STREET**  
**CHARLESTON, SOUTH CAROLINA**

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#1

**SOUTH FACADE FACING  
NORTHWEST**

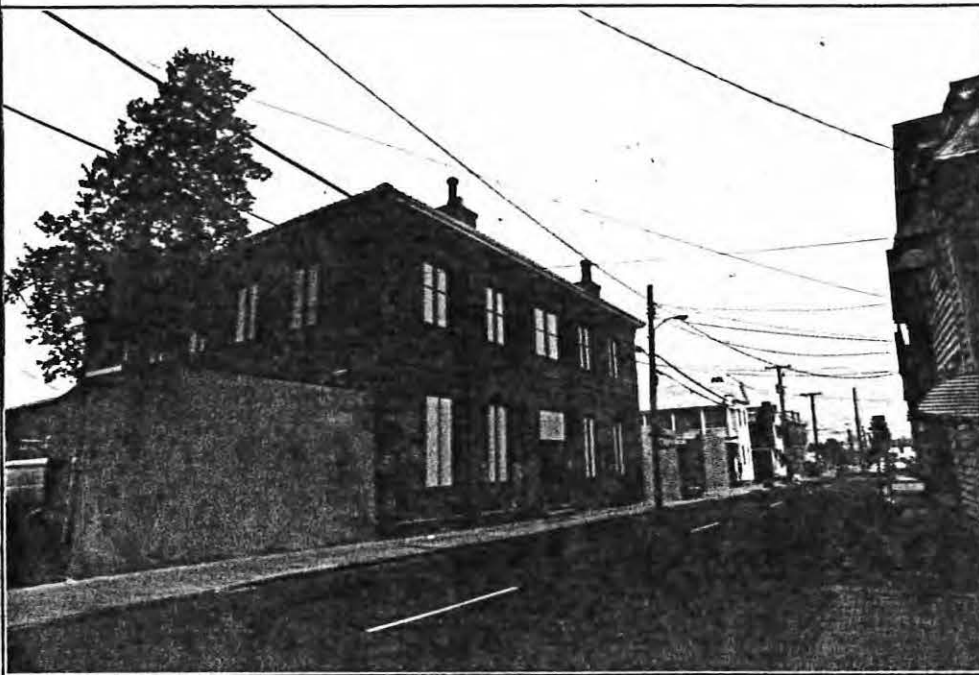
Window sills, jams and mullions were restored; Doorways and existing masonry infilled openings were covered with simple board facias and painted to resemble cargo doors as per the 1979 HCRS Grant.

Very little work was undertaken on the brickwork.

The building had been repointed under the last phase of the HCRS Grant and Emergency Grant from the National Trust.

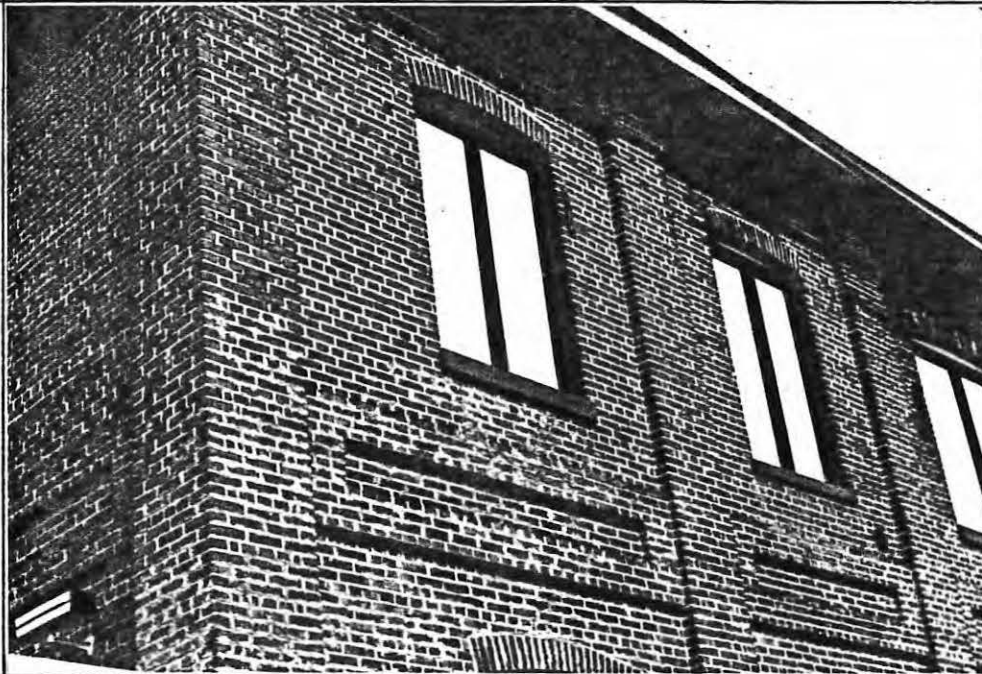
44 LINE STREET  
CHARLESTON, SOUTH CAROLINA

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#2

STREETSCAPE FACING  
NORTHEAST



#3

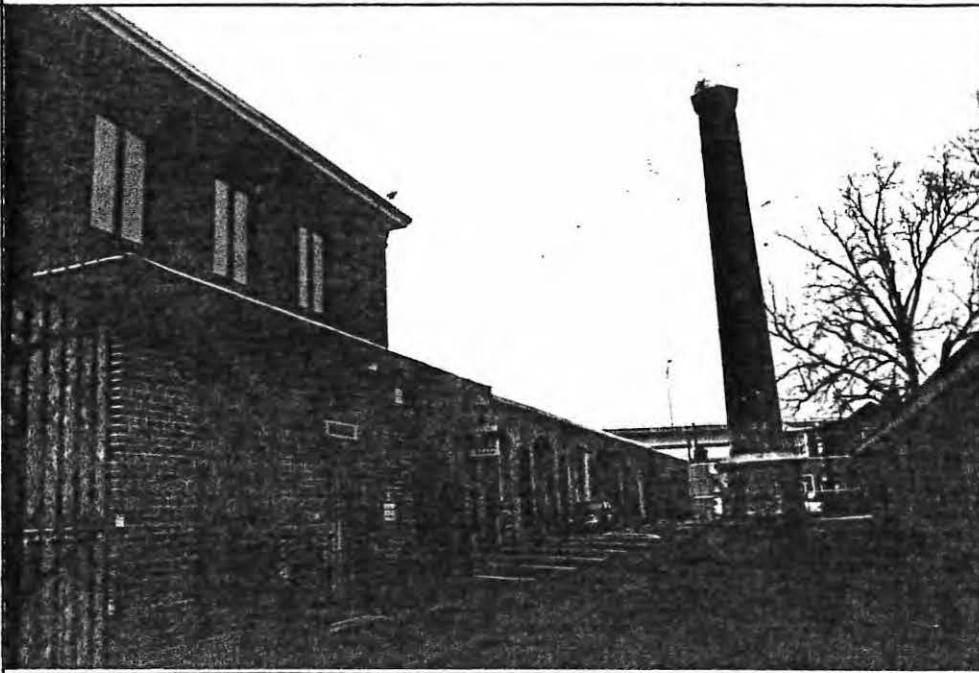
DETAIL OF WINDOW IN  
MAIN SOUTH FACADE

**Note:** Brick details in window  
arches and panels, restored and  
reworked window jambs, sills, and  
mullions



44 LINE STREET  
CHARLESTON, SOUTH CAROLINA

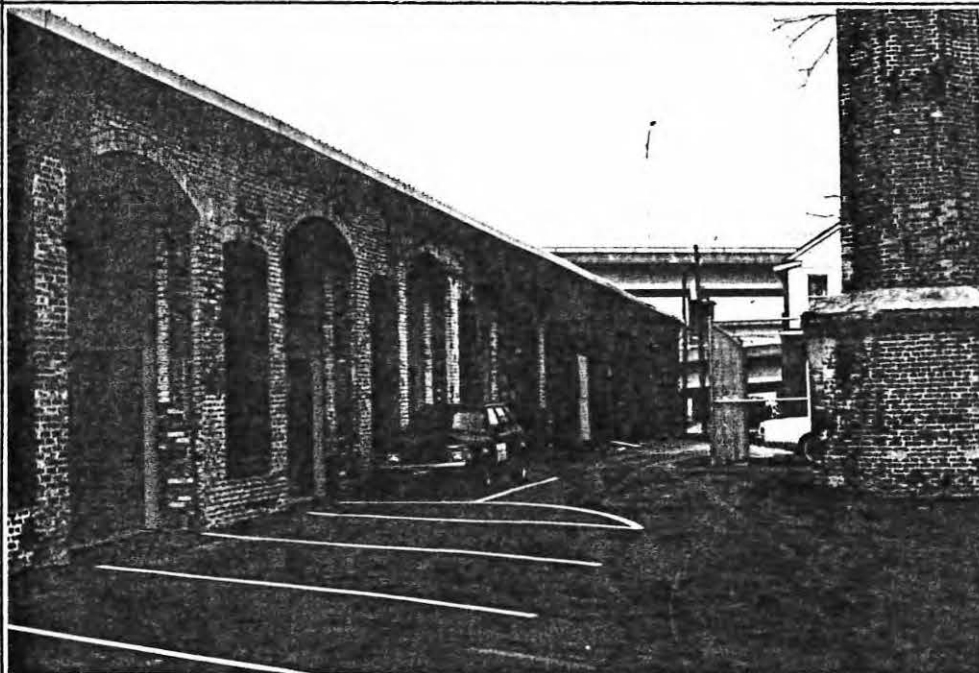
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#4

EAST ELEVATION

**Note:** Retention of smoke stack,  
reopening of original cargo  
openings



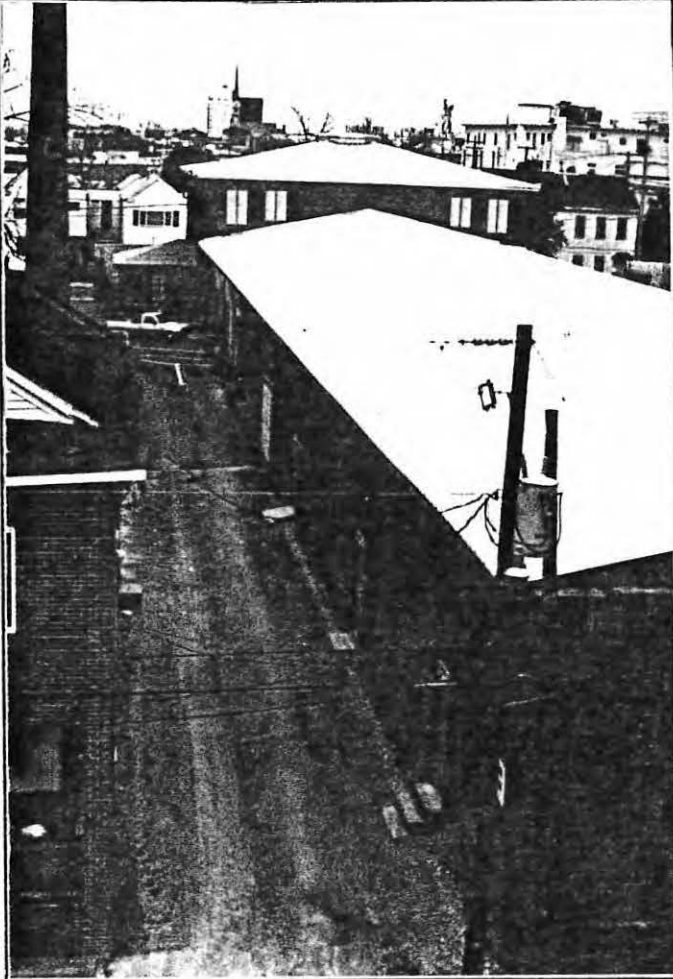
#5

EAST ELEVATION, REAR  
SECTION

Detail of smoke stack and reopened  
cargo doors (Doorways had been  
blocked with cement block infill)

**44 LINE STREET**  
**CHARLESTON, SOUTH CAROLINA**

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**#6**

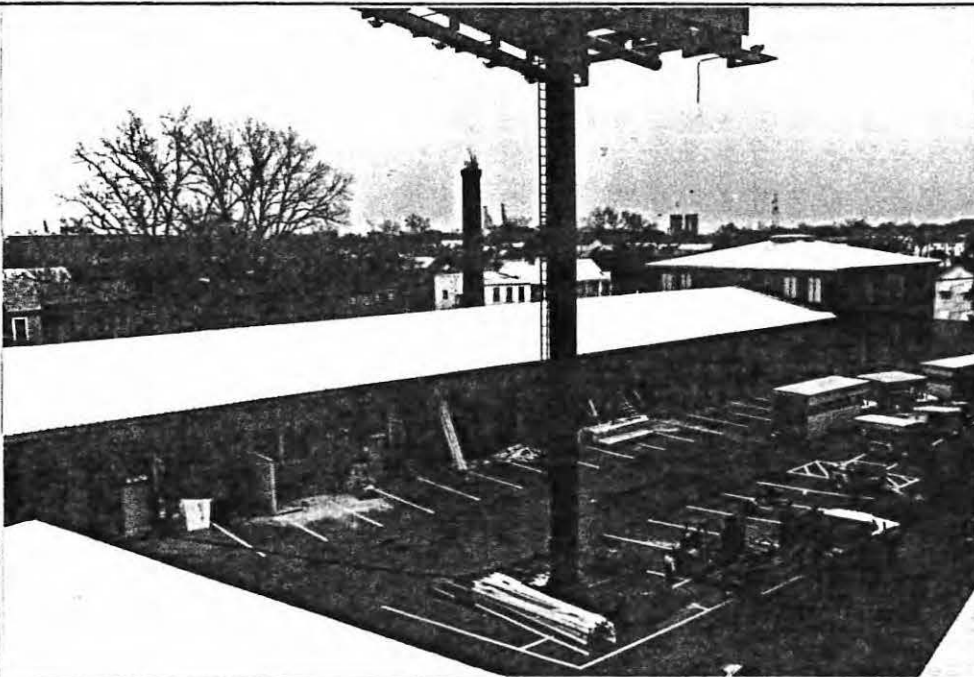
**NORTHEAST ELEVATION  
FACING SOUTH**

**Note:** Retention of brick smoke stack upper left of photo; metal roof system has greatly enhanced the historical character of the structure

**#7**

**WEST ELEVATION**

Reopening of cargo bay, has enhanced the "car shop" character of the structure



**44 LINE STREET**  
**CHARLESTON, SOUTH CAROLINA**

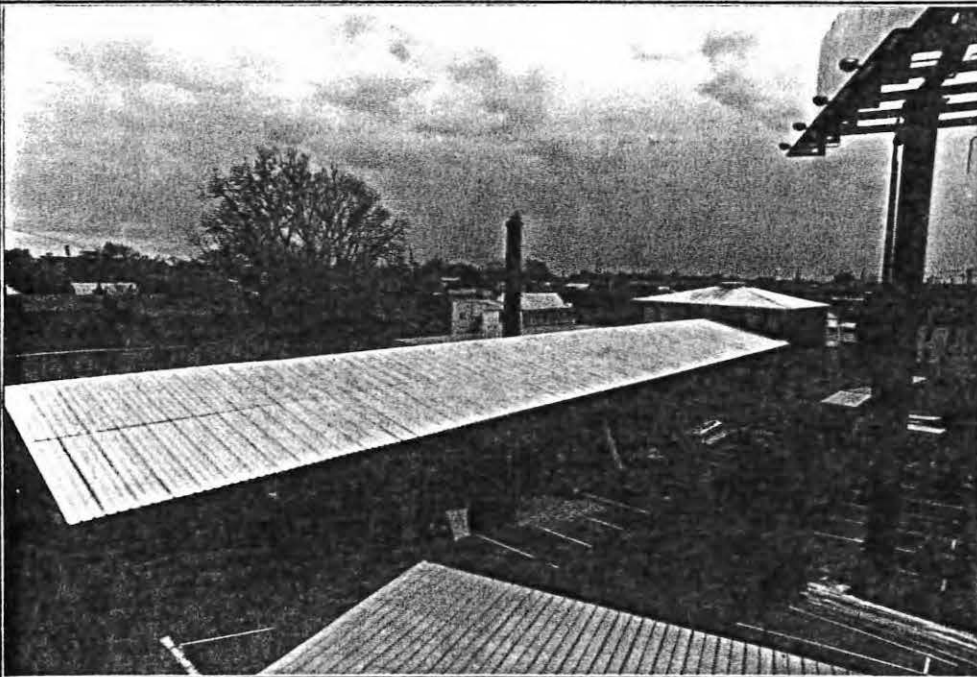
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**#8**

**NORTHWEST ELEVATION  
FACING SOUTHEAST**

**Note:** Original roof design



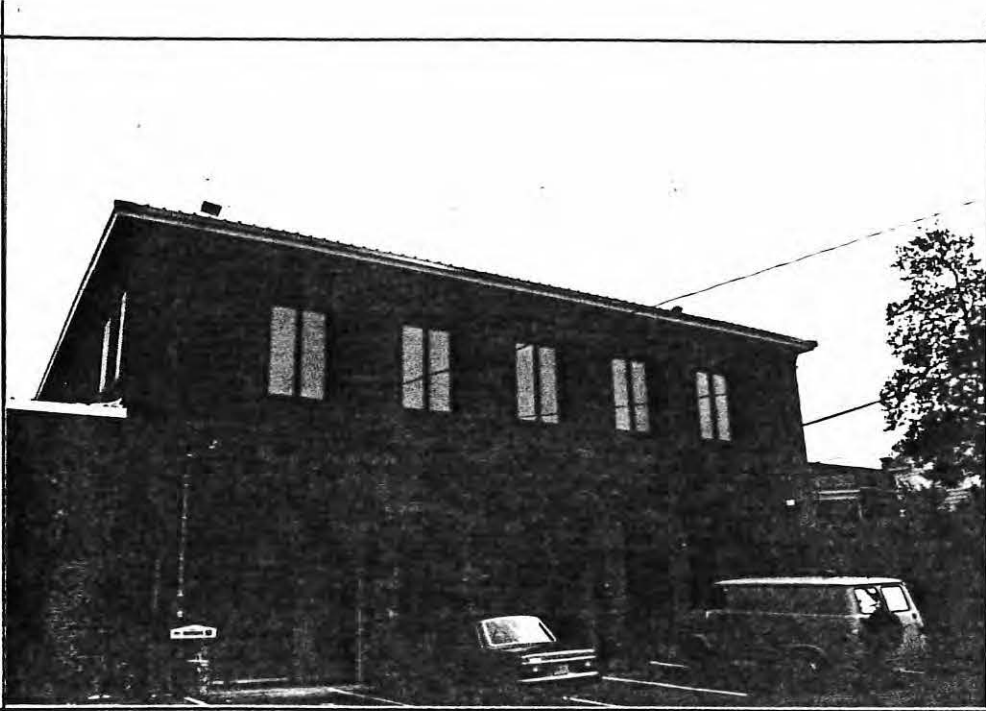
**#9**

**WEST ELEVATION  
FACING SOUTHEAST**

**Note:** Retention of smoke stack in  
center of photo

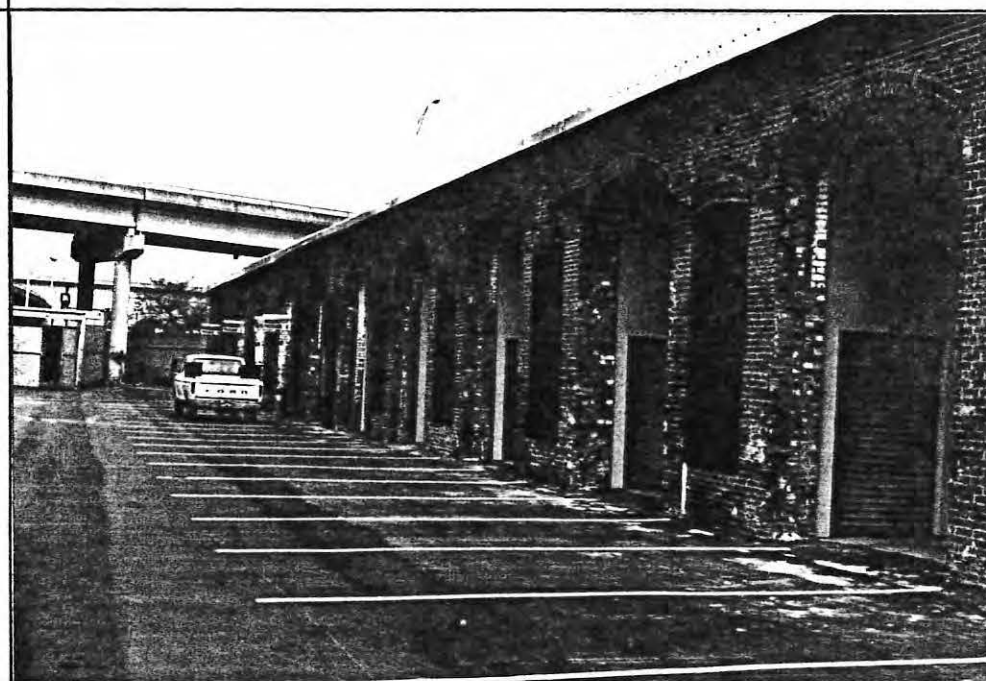
44 LINE STREET  
CHARLESTON, SOUTH CAROLINA

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#10

WEST ELEVATION  
FACING EAST

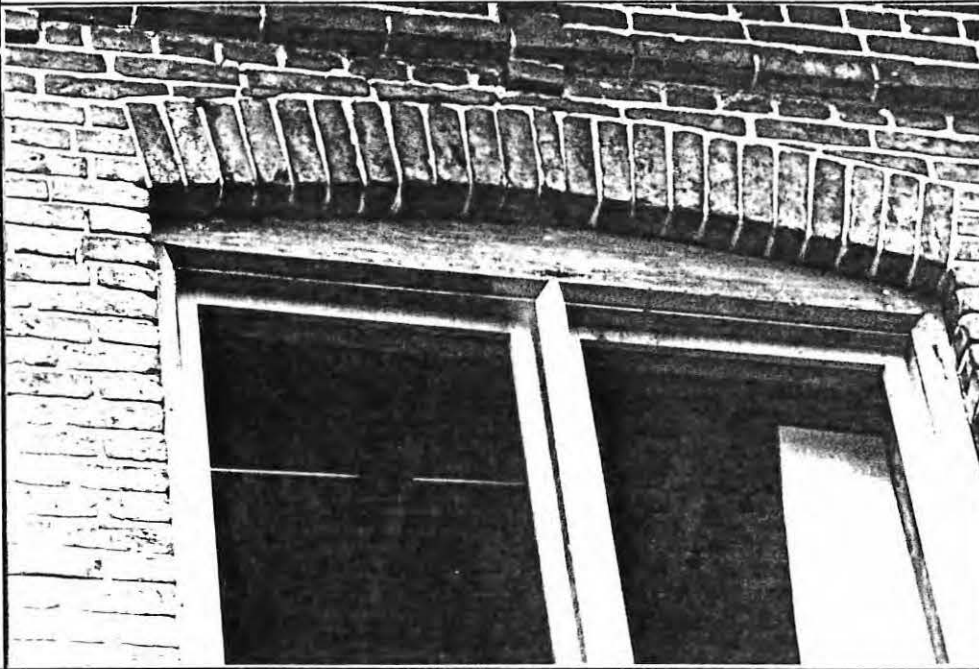


#11

WEST ELEVATION, REAR  
SECTION, FACING  
NORTHEAST

**Note:** New infill has been recessed  
to read as original openings





#12

DETAIL OF WINDOW



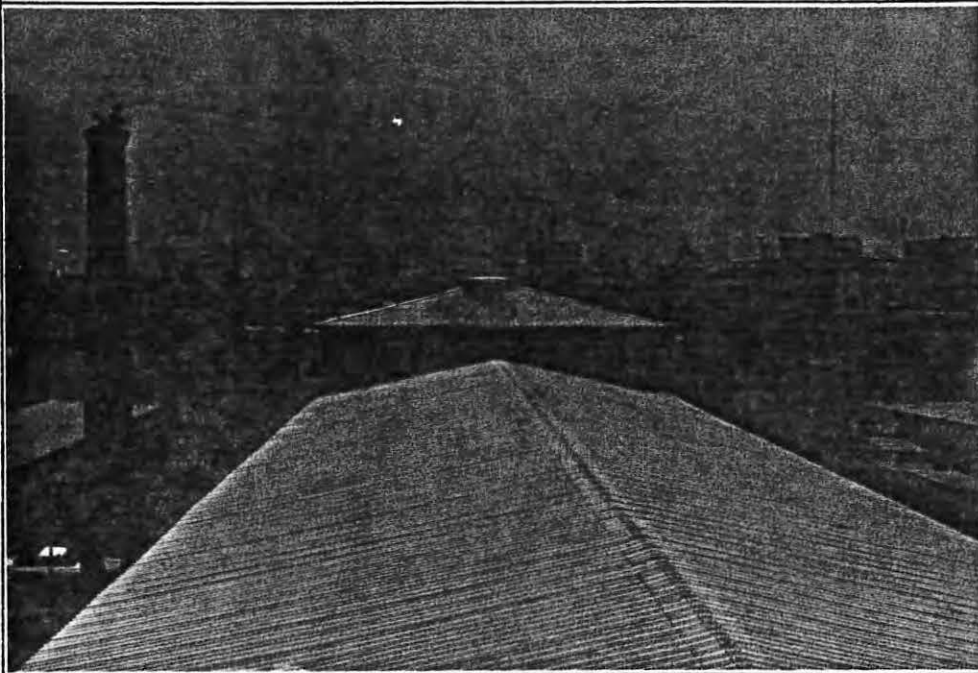
#13

CORNICE DETAIL FACING  
NORTHEAST

Facia and cornice were  
rehabilitated as per the 1979 HCRS  
plans.

**44 LINE STREET**  
**CHARLESTON, SOUTH CAROLINA**

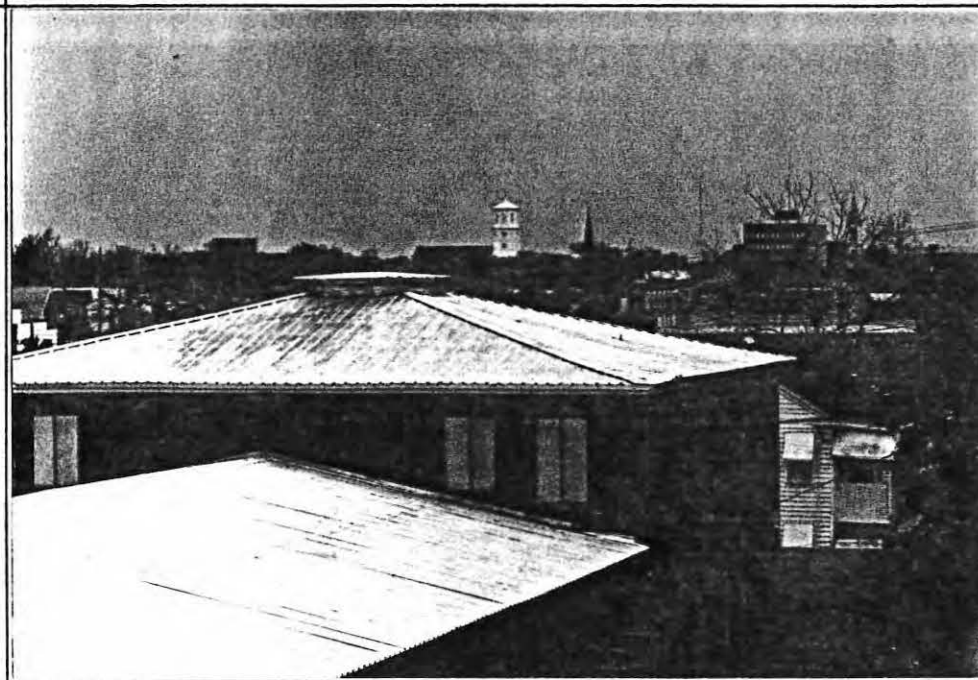
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**#14**

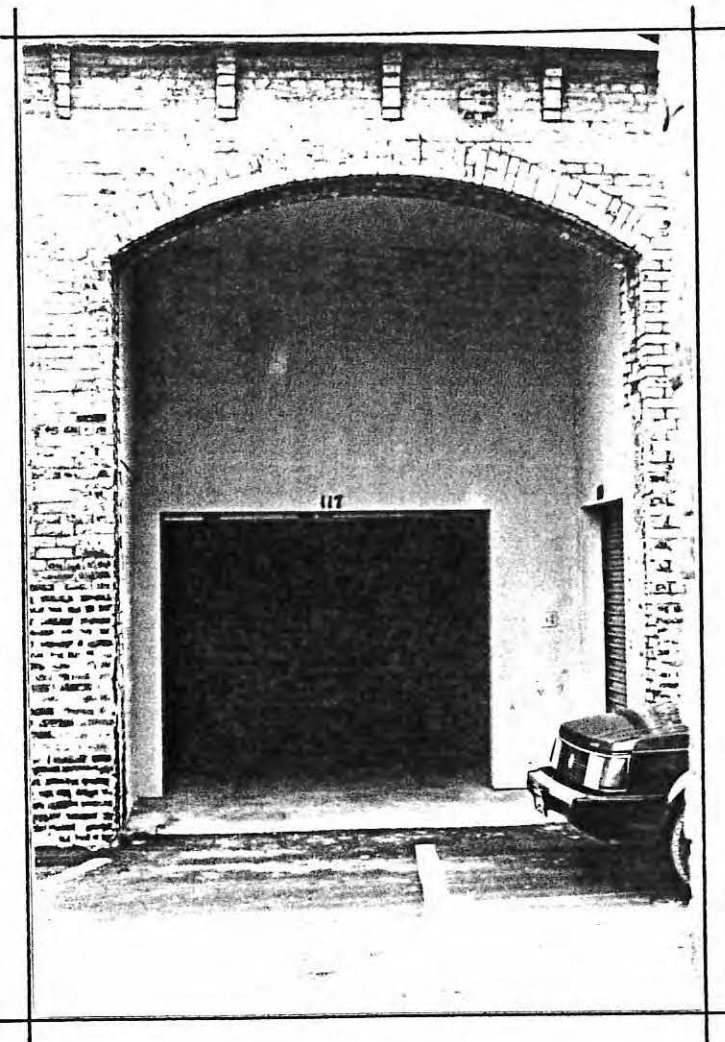
**NORTH ELEVATION  
FACING SOUTH**

**Note:** Roof and cupola platform



**#15**

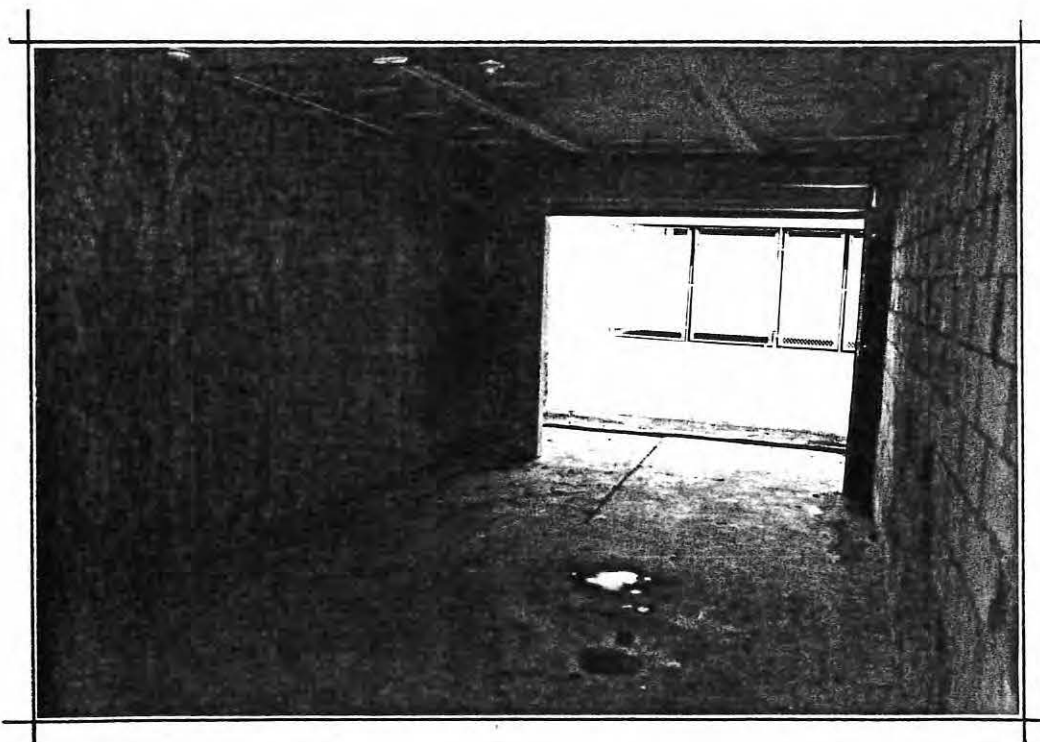
**NORTHWEST ELEVATION  
FACING SOUTHEAST,  
DETAIL OF ROOF**



**44 LINE STREET**  
**CHARLESTON, SOUTH CAROLINA**

**#16**

**WEST ELEVATION,  
 DETAIL OF RECESSED  
 STORAGE AREA**

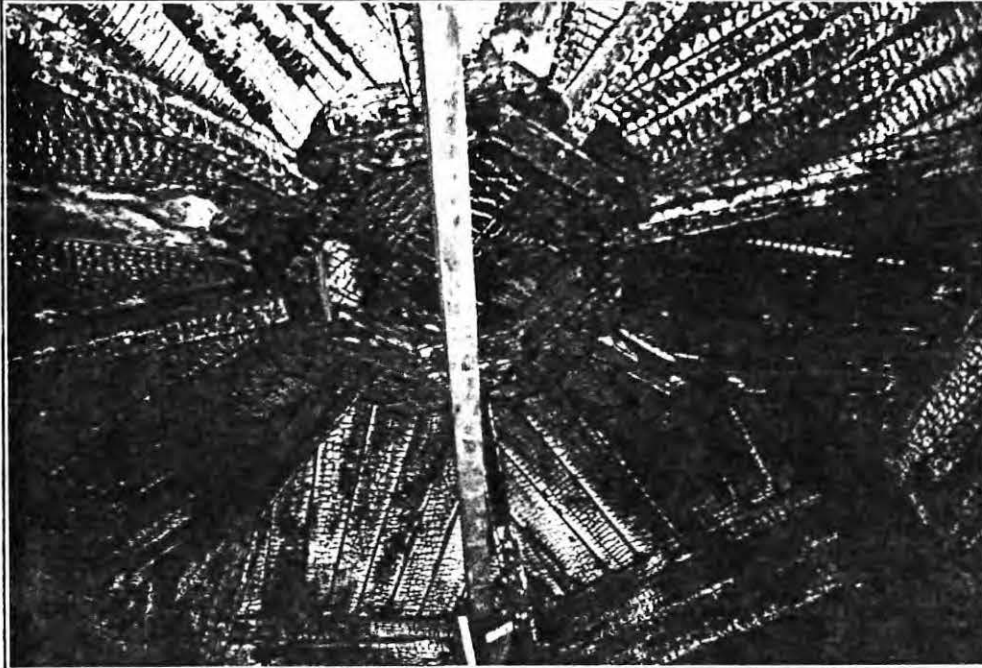


**#17**

**INTERIOR OF STORAGE  
 AREA**

Typical of all interior work

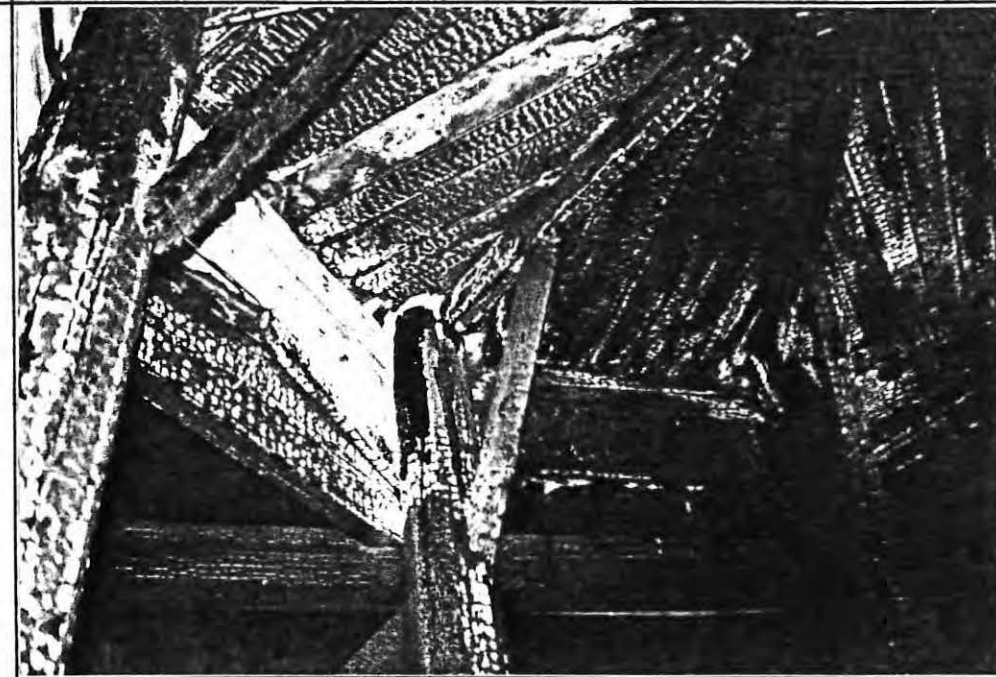
44 LINE STREET  
CHARLESTON, SOUTH CAROLINA



#18

INTERIOR OF MAIN  
BLOCK

**Note:** Retention of original timber,  
facing up, southeast



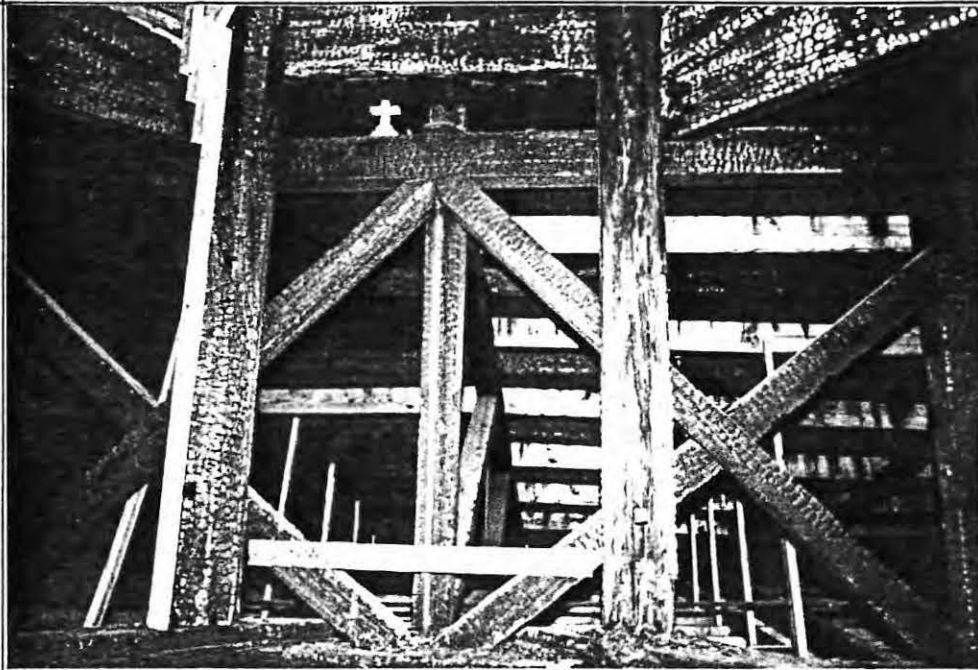
#19

DETAIL SHOWING NEW  
LUMBER USED TO  
REINFORCE COPULA



**44 LINE STREET**  
**CHARLESTON, SOUTH CAROLINA**

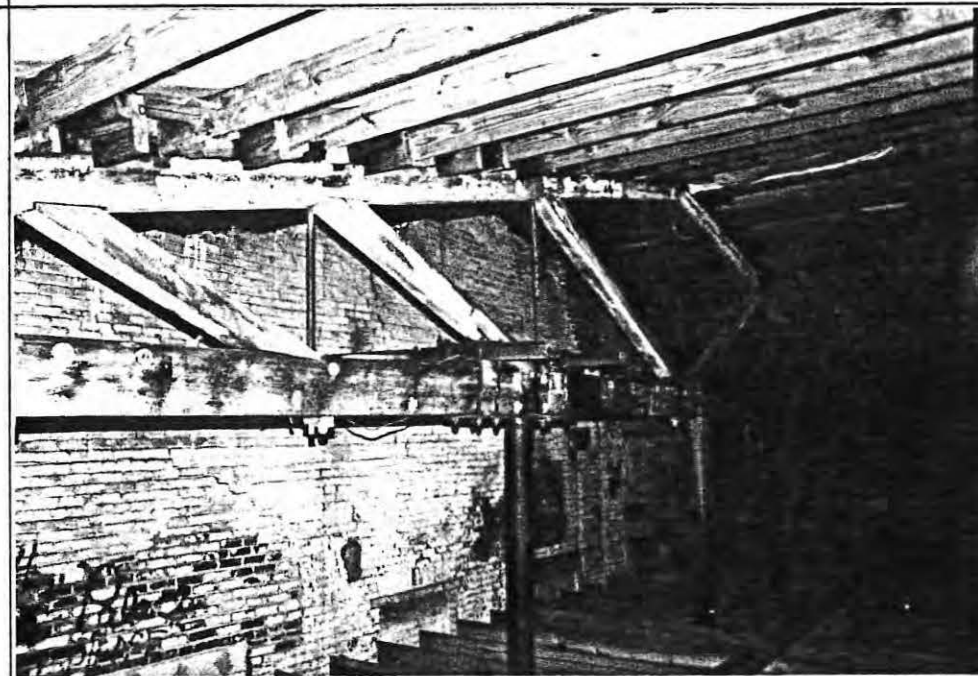
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#20

DETAIL OF ORIGINAL  
HEAVY TIMBER TRUSS  
AND PERLINS WITHIN  
ROOF

Note: Retention of original timber  
system of two story portion



#21

REAR SECTION,  
ORIGINAL CAR SHED  
TRUSS

Truss was stabilized under 1979  
Grant; New pipe columns  
were used to support the heavy  
timber and iron members in place





KODAK SAFETY FILM 5063

KODAK SAFETY FILM 5063

KODAK SAFETY FILM 5063

KODAK SAFETY FILM 5063

KODAK



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SAFETY FILM 5063

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KODAK SAFETY FILM 5063



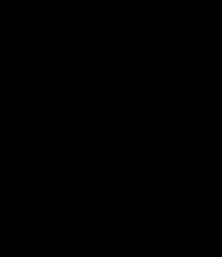
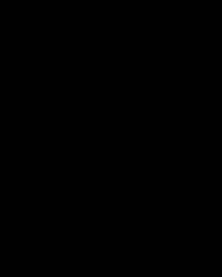
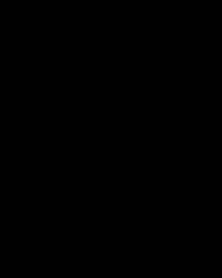
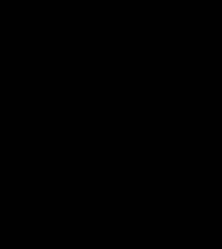
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KODAK SAFETY FILM 5063



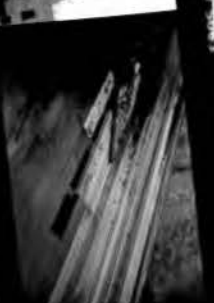
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KODAK SAFETY FILM 5063

KODAK SAFETY FILM 5063