

UNITED STATES DEPARTMENT OF THE INTERIOR

NATIONAL 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	General Conditions	Describe work and impact on existing features
1	Approximate date of feature		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.
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 1-37 Drawing no A-E		(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.

Plot 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 a hipped roof 2-story masonry structure with aola and a rear 1-story roofless train shed 16'X294'0".

Plot 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, arched brick surfaces and corbelled cornices with cast iron soffit and masonry brackets.

Plot 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.

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.

Plot no. 11-17 Drawing no. D
19-20

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 XXXXXXXXXXXX

Owner's Signature Stanley L. Waldman

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, Drawing no B, D
15, 22, 24, 29

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

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.

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.

Photo no 25-37 Drawing no C, E

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

Describe existing feature

The existing masonry train shed (63'6x23') is composed of alternating cargo doors and window openings. The roof of all but the rear or northernmost four bays was removed under the HCRA grant in 1979. Window and door openings are infilled with either CMU or recent plank

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

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-Roof

Approximate 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 NCFS grant. The northern photo no 2,7 Drawing no B-E four bays were reroofed 8,21 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 Platform

Approximate 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

NUMBER
12

Architectural feature Arched Openings

Approximate 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 Windows

Approximate 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 Eave

Approximate 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	Architectural feature <u>Chimneys</u>	Describe work and impact on existing features
15	Approximate date of feature <u>1852</u>	Chimneys will be repaired as necessary. Terra cotta caps and exterior appearance will be retained.
Describe existing feature Brick interior offset chimneys with corbelled caps and clay flue stacks are in good condition.		
Photo no <u>1,4</u> , Drawing no <u>B-E</u> <u>5,20</u>		

NUMBER	Architectural feature <u>General Interior</u>	Describe work and impact on existing features
16	Approximate date of feature <u>1848-1980</u>	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.
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)		[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)
Photo no <u>2,3</u> , Drawing no <u>B-E</u> office and shop space <u>24-37</u> and that the (CONT)		

NUMBER	Architectural feature <u>Interior Partitions</u>	Describe work and impact on existing features
17	Approximate date of feature <u>1852-1980</u>	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.
Describe existing feature All interior partitions were completely damaged by fire in 12/81. Partitions currently remaining are structurally unsafe and cannot be retained.		
Photo no <u>21-37</u> , Drawing no <u>B-E</u>		

NUMBER	Architectural feature <u>Interior Masonry</u>	Describe work and impact on existing features
18	Approximate date of feature <u>1852</u>	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.
Describe existing feature All interior masonry walls appear to have been originally, and are currently, exposed brick. Walls are generally in good condition.		
Photo no <u>21-33</u> , Drawing no <u>B-E</u>		

NUMBER

19

Architectural feature Interior Trusses

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 25, Drawing no B-E
26, 34, 35, 36

NUMBER

20

Architectural feature Plumbing

Approximate date of feature N/A

Describe existing feature

No plumbing currently exists in building.

Photo no —, Drawing no B-E

NUMBER

21

Architectural feature Electrical

Approximate date of feature ca. 1930

Describe existing feature

Existing electrical system was for industrial use. All existing electrical system was destroyed by 1981 fire.

Photo no —, Drawing no B-E

NUMBER

22

Architectural feature HVAC

Approximate date of feature N/A

Describe existing feature

No HVAC system in building.

Photo no —, Drawing no B-E

NUMBER

Architectural feature _____

Approximate date of feature _____

Describe existing feature

Photo no —, Drawing no —

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.

Describe work and impact on existing features

Install new plumbing as required by plans. No significant effect on building.

Describe work and impact on existing features

Install new electrical service and wiring as shown in plans.

Describe work and impact on existing features

Install HVAC system as indicated on plans. No significant impact on historic building fabric.

Describe work and impact on existing features

HISTORIC PRESERVATION CERTIFICATION

APPLICATION -- PART TWO

Railroad Car Shop
44 Line Street
Charleston, South Carolina

Describe existing feature

Describe work and impact

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.

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

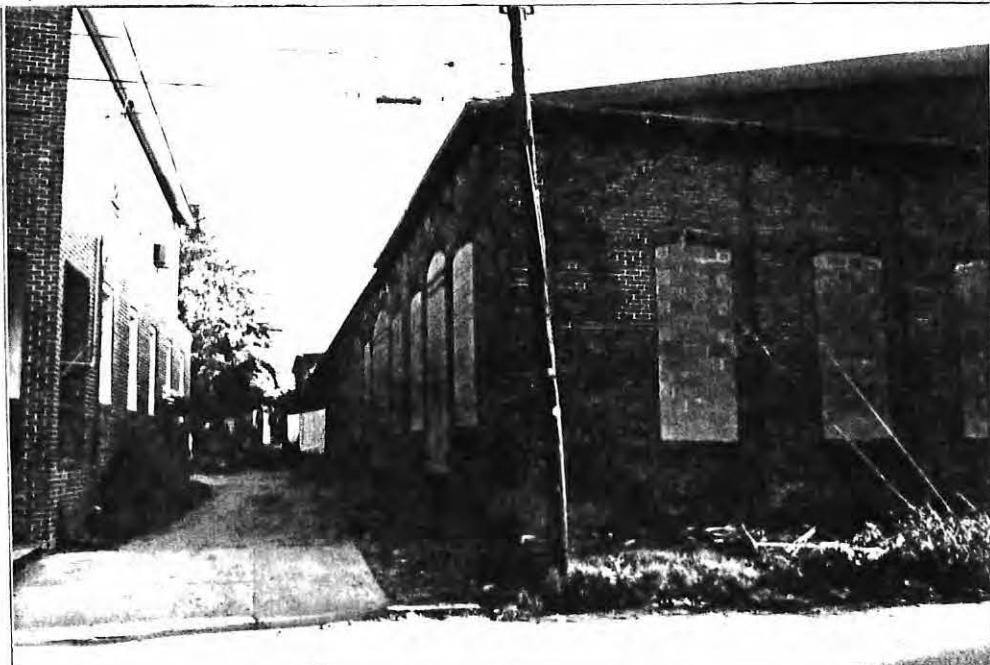
Two-story Section
viewed from the southeast



#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

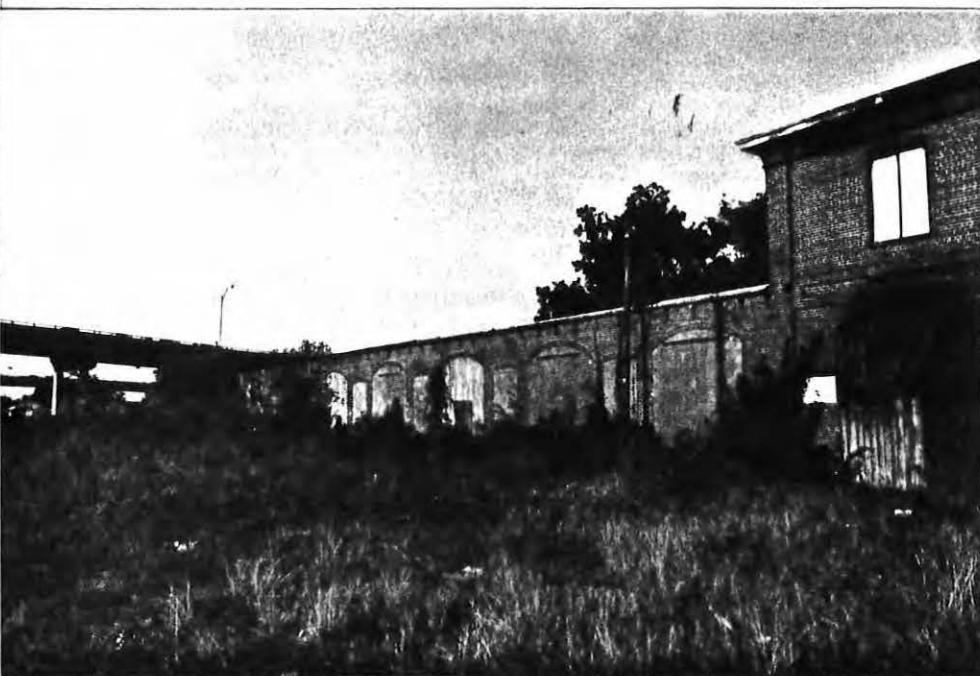
44 Line Street
Charleston, South Carolina



#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

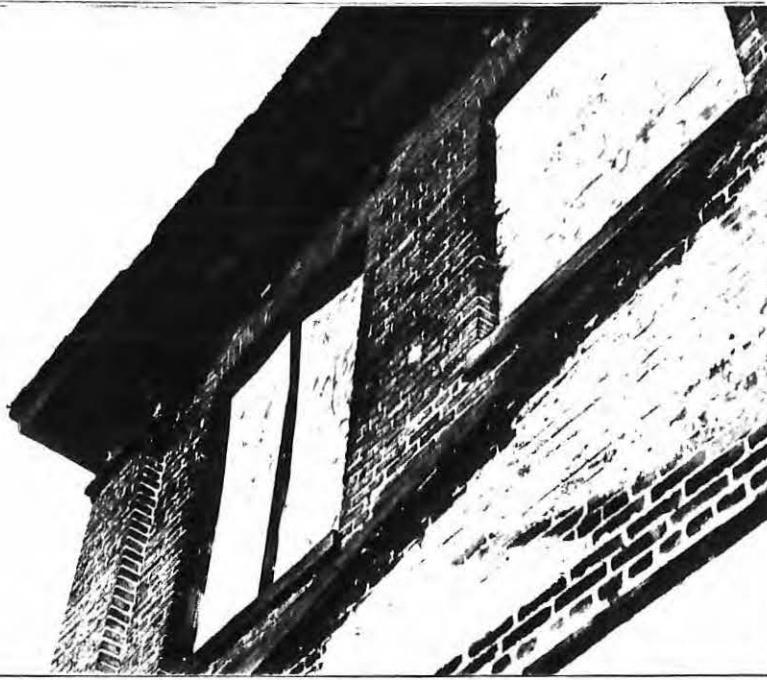
2-story section: second
floor window openings

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 flo

44 Line Street
Charleston, South Carolina

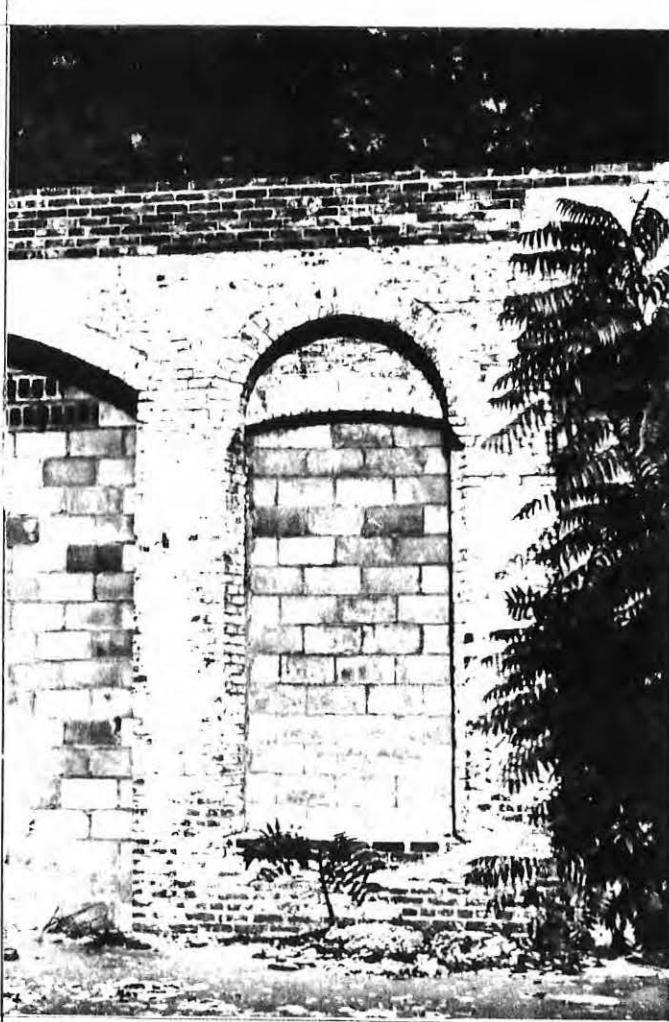


#23

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

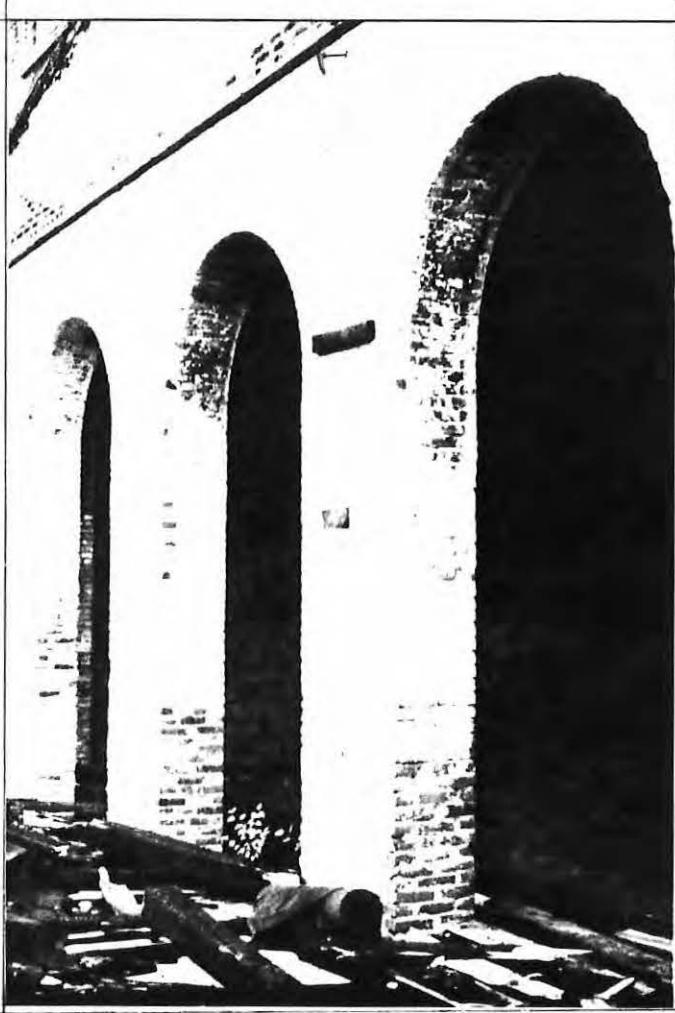
Note purlins



#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



#30

Interior detail of window and chimney

Window trim and sill are charred beyond repair

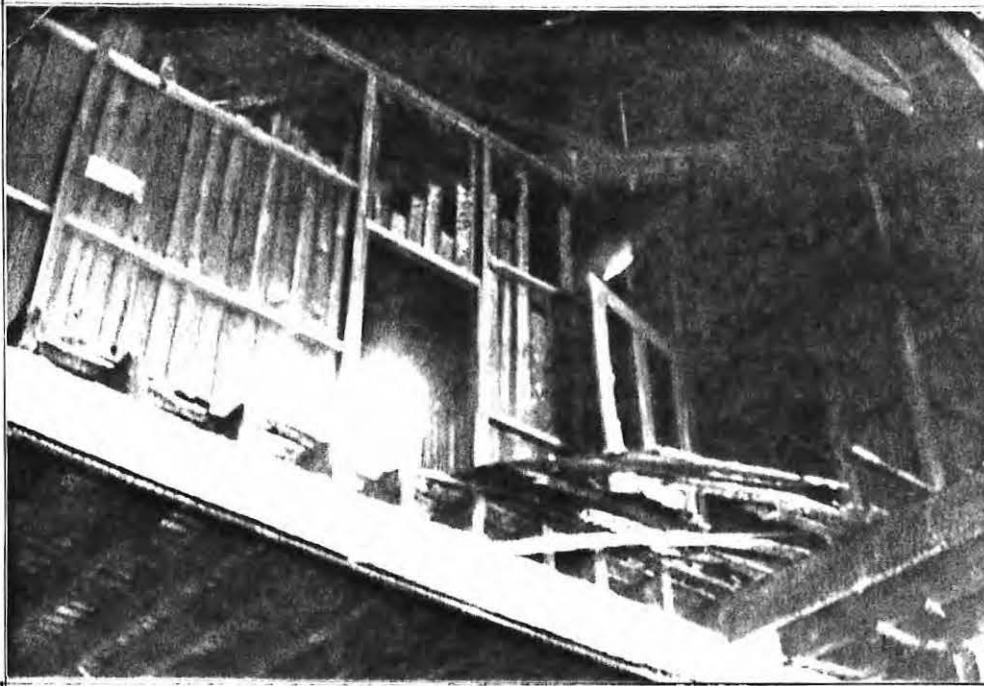
Masonry at chimney will be repaired



#31

Detail of original staircase

Wood partitions and stair are charred beyond repair



#32

View of second story
wood partitions

Second story floor system
will be removed



#33

General view of second
floor interior

Note exposed masonry wall:

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

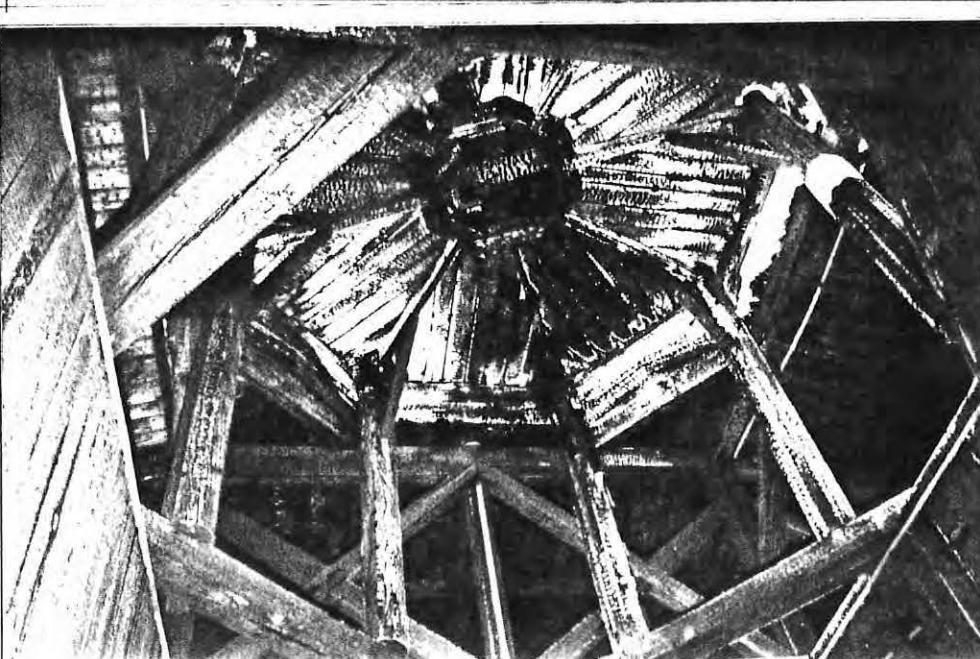
Truss system will be shored and left in place



#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:

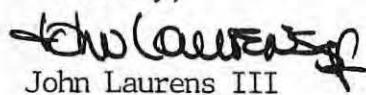
Enclosed are additional photographs for your review of 44 Line Street. The photograph on which the owner has based his rehabilitation is the 1982 photo, showing the building after the A&D grant was completed. Note the second floor windows of the two-story portion. Due to the intense crime and vandalism 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)

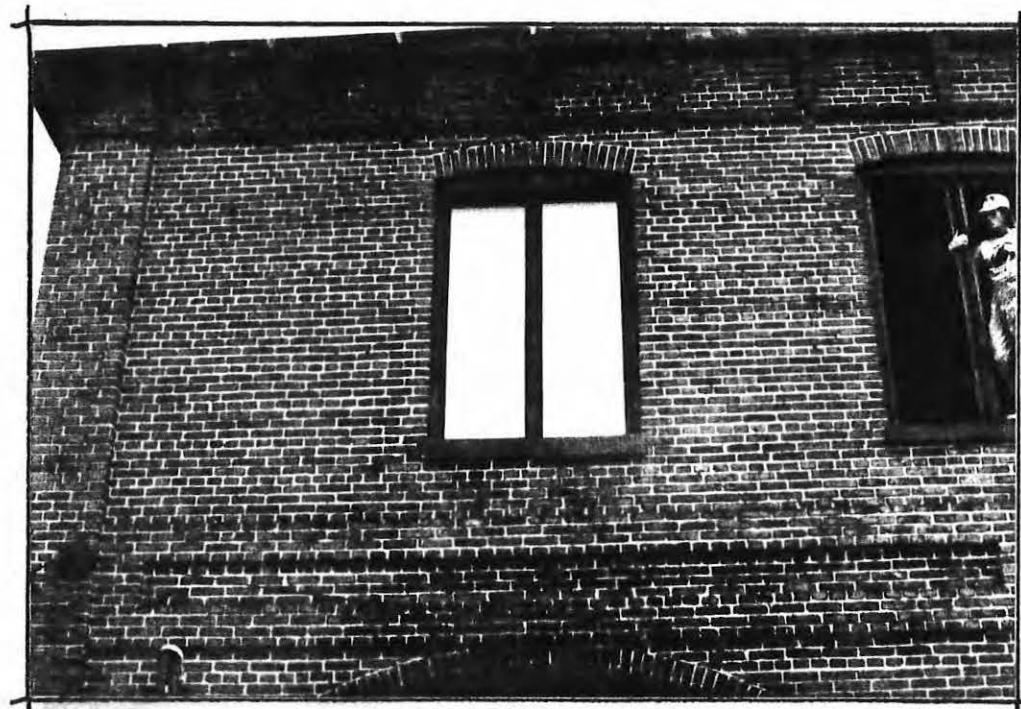
Restoring of Window Jamb

44 Line Street
Charleston, South Carolina



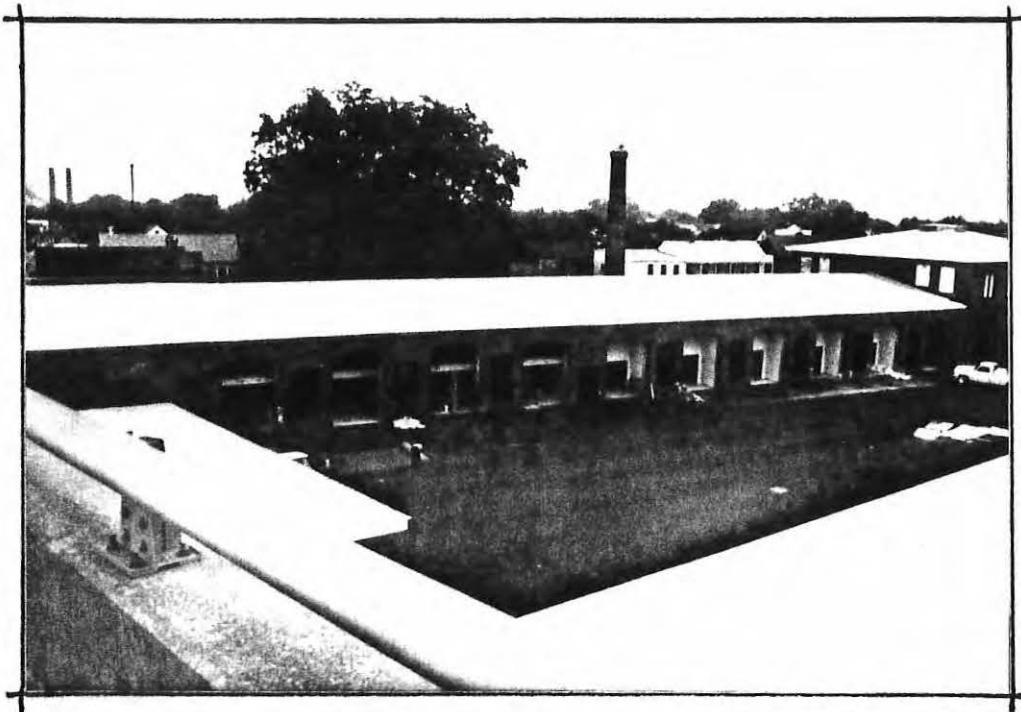
3)

Detail: Restoring of
Window Jamb



4)

Window with Fixed Panel -
After Painting



5)

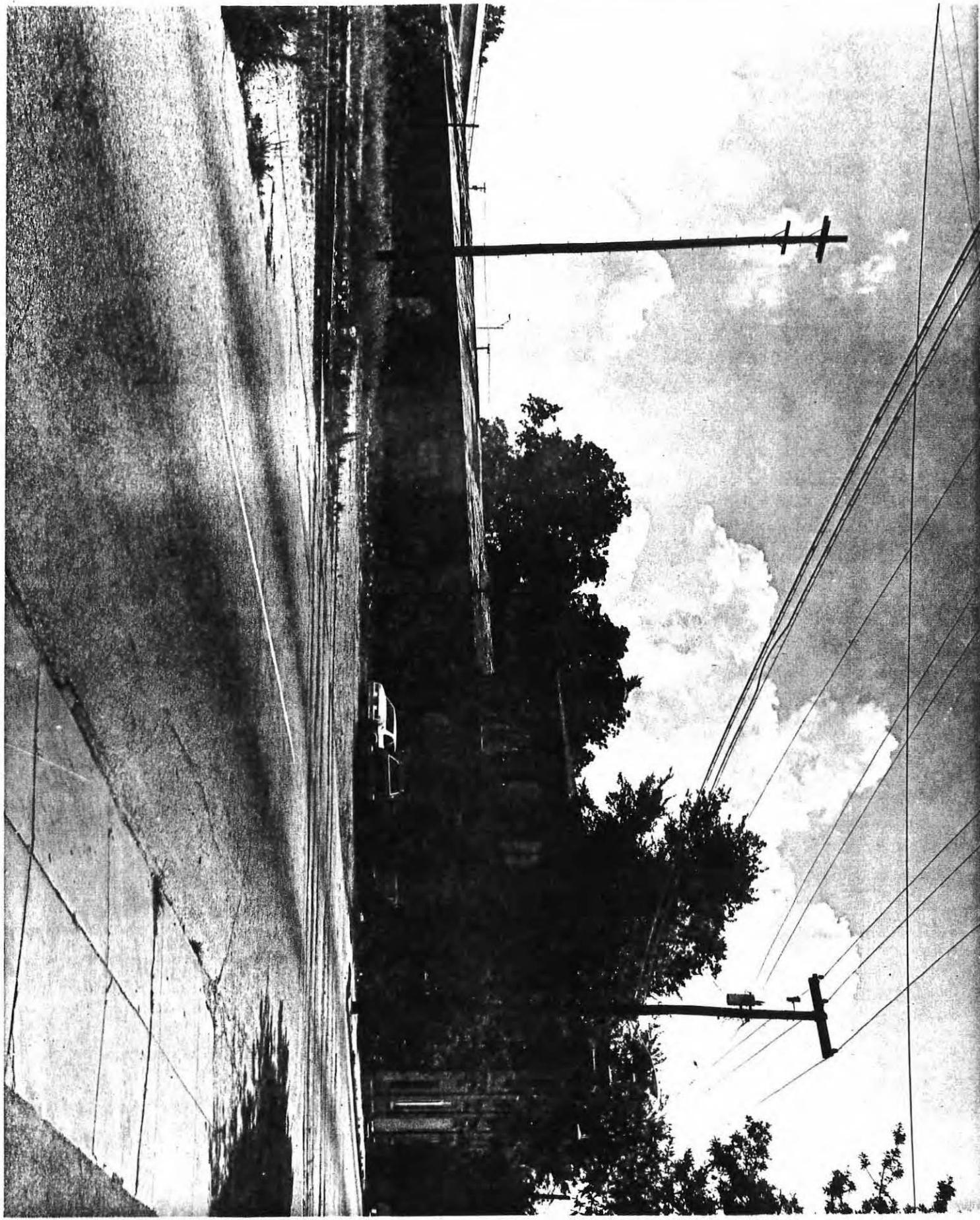
Train Shed

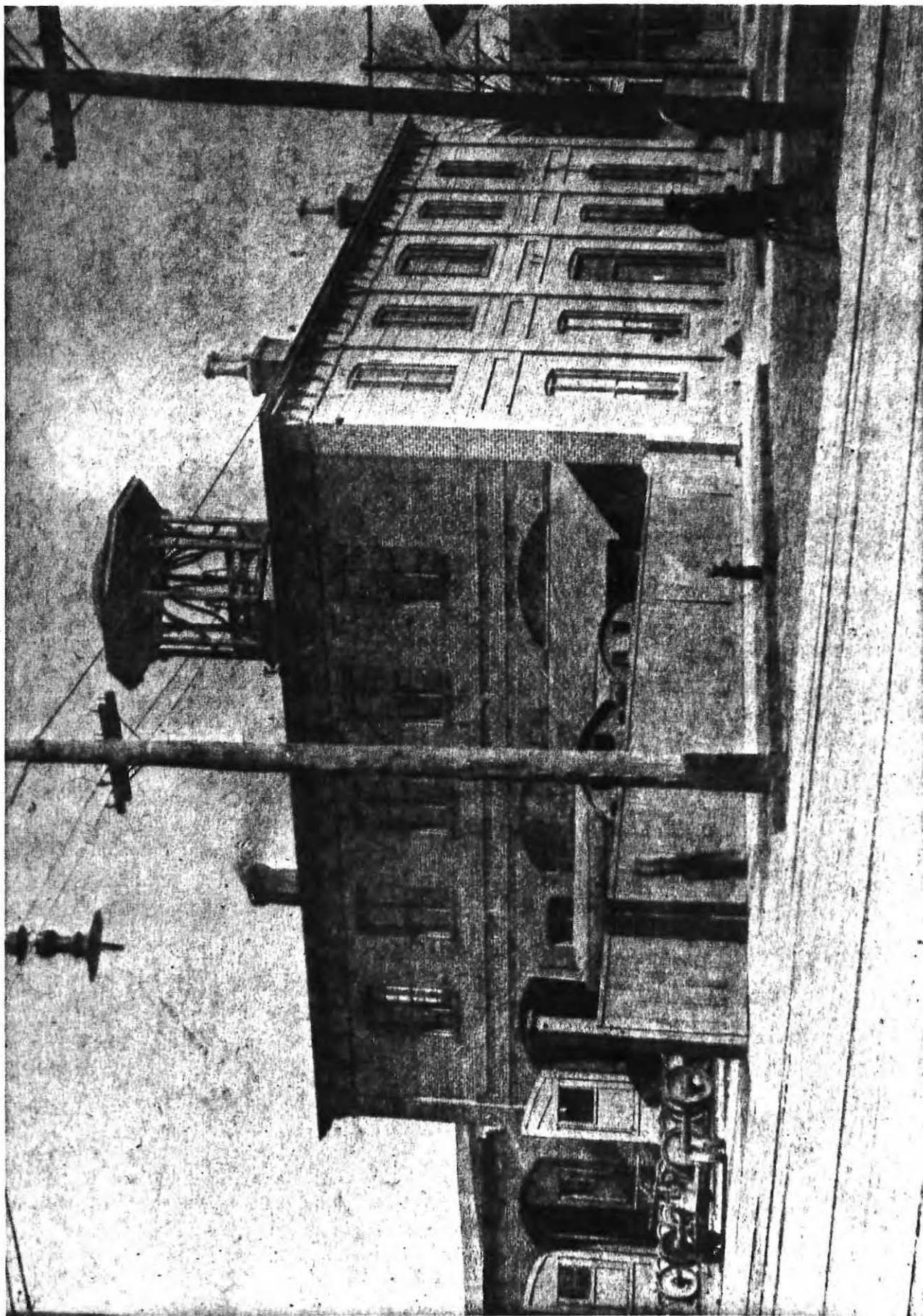
Note New Tin Roof and
Removal of Cargo Door
Infill



6)

Detail of Tin Roof





44 Line Street, Charleston, South Carolina



United States Department of the Interior

NATIONAL PARK SERVICE SOUTHEAST REGIONAL OFFICE

IN REPLY REFER TO:

F78(SER-PP)

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

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

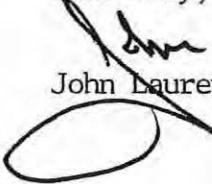
44 Line Street, Charleston, SC

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,

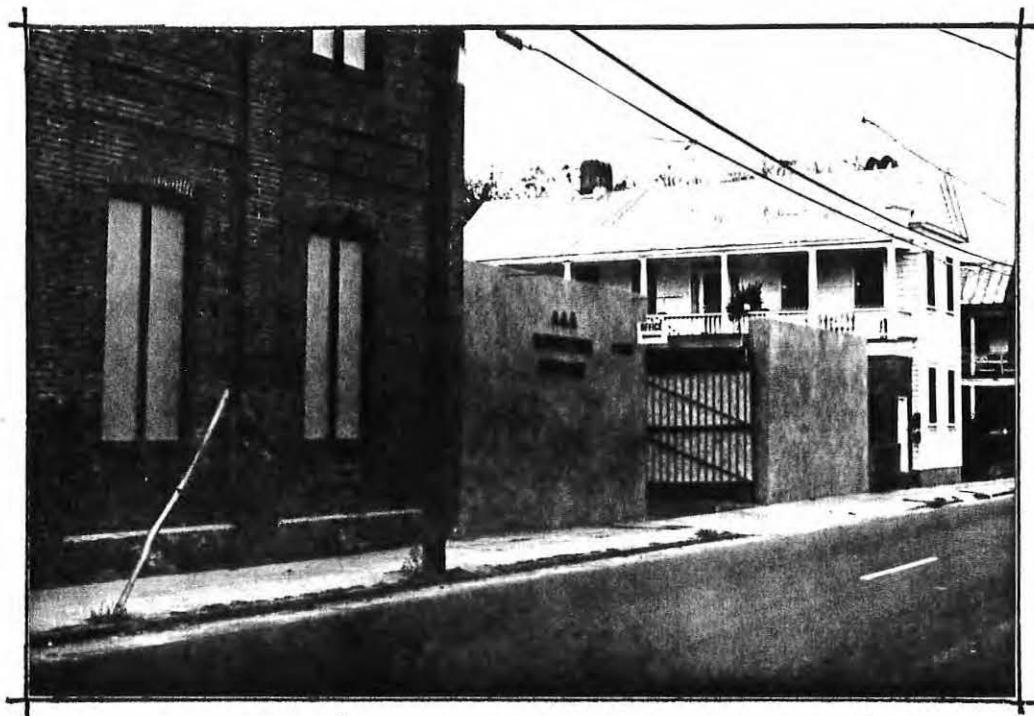


John Laurens, III

enclosures:

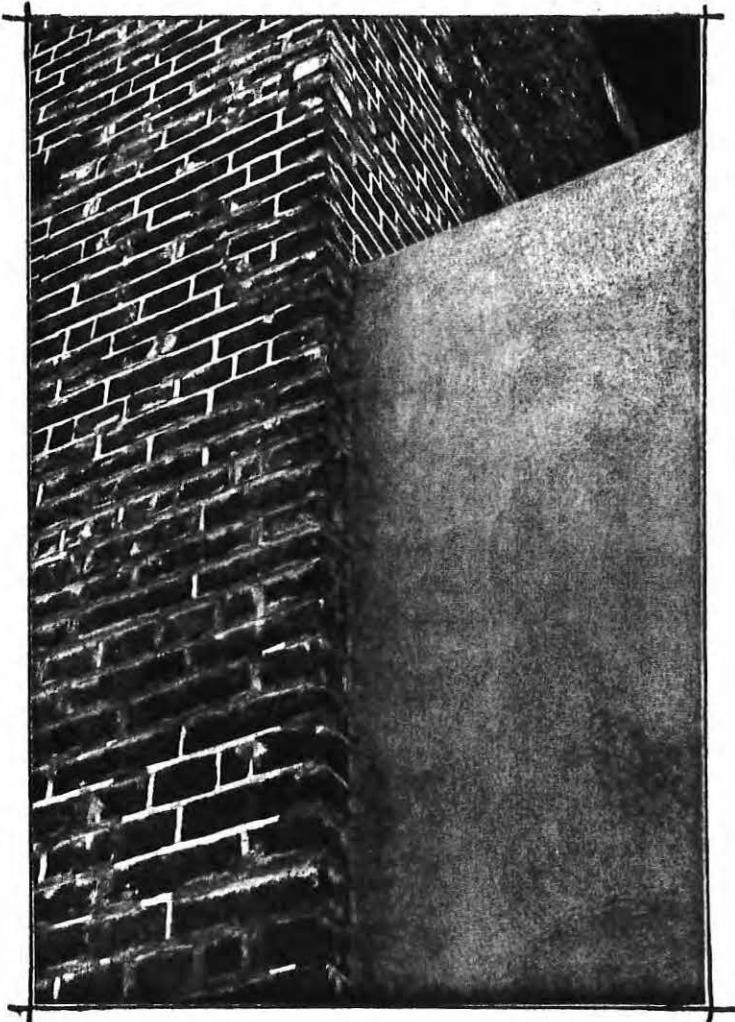
photos (10/84)
photo (1910)
article with photo (1979)

cc: Stanley L. Waldman



1

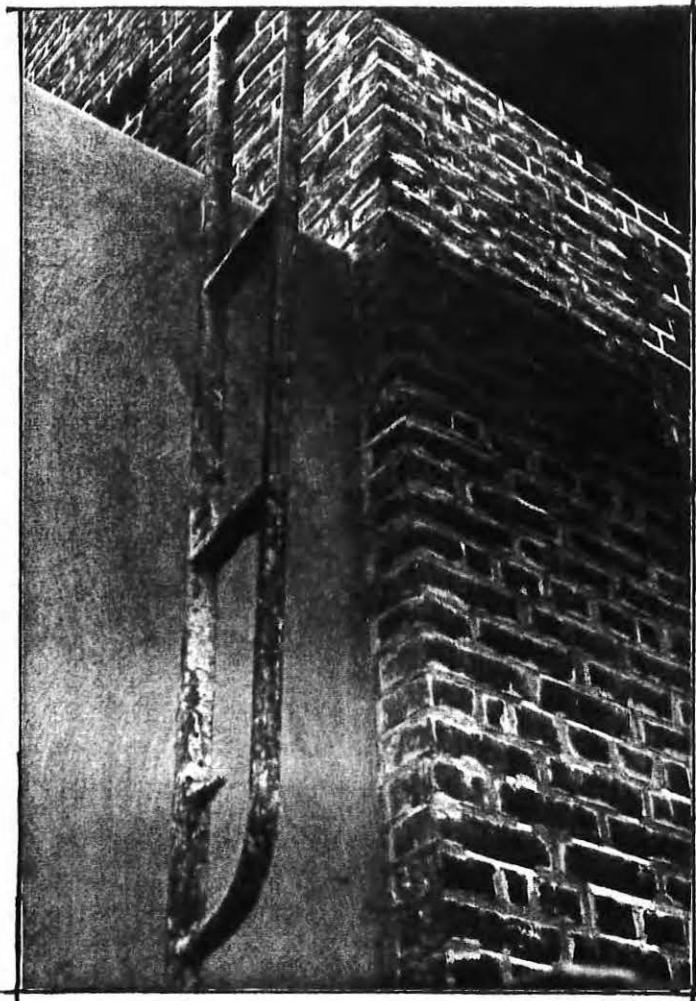
Detail of Facade and
East Wall



2

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

44 Line Street
Charleston, South Carolina



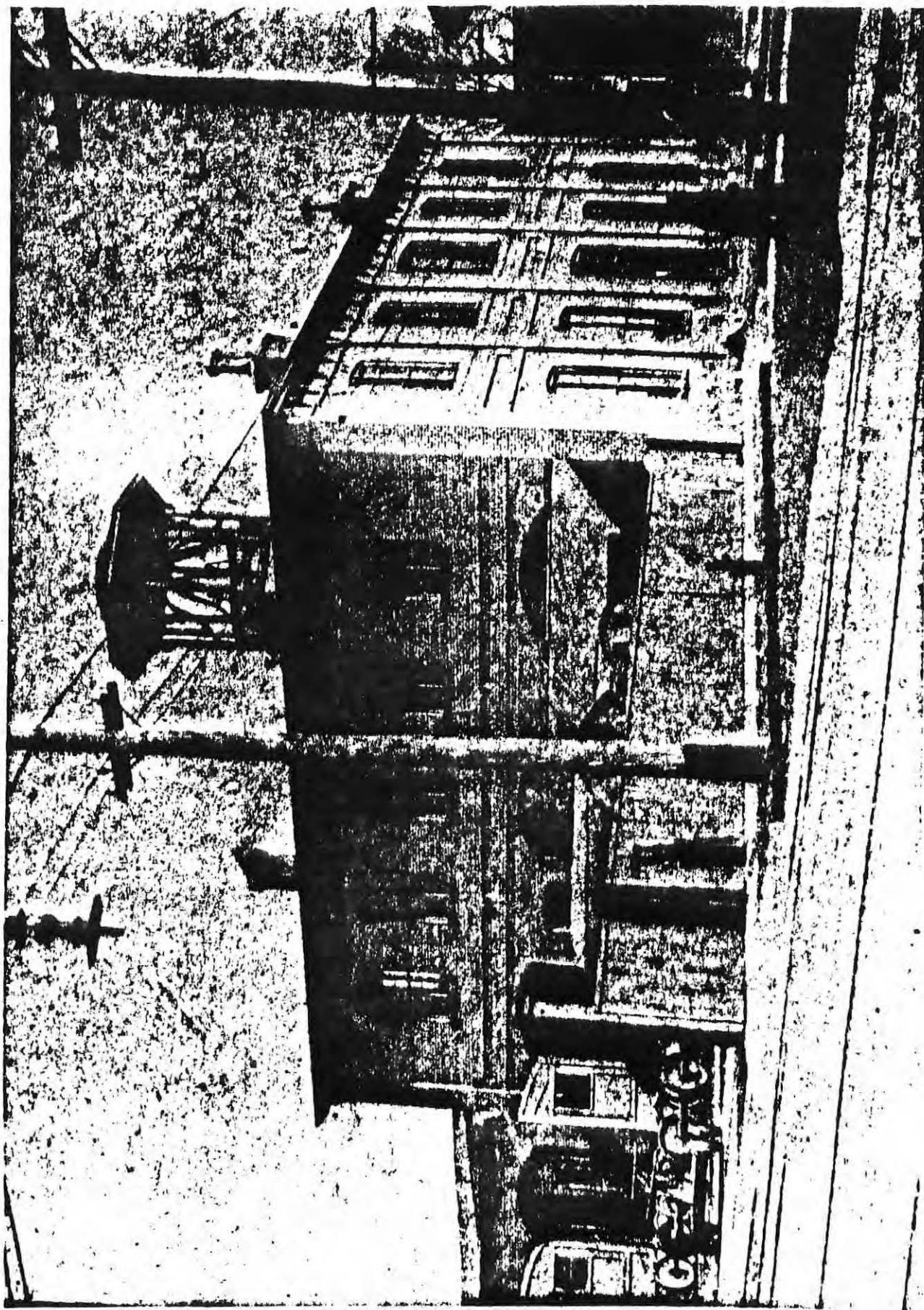
3

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 Toothinged 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

IN REPLY REFER TO:
F78(SER-PP)

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

DEC 27 1984

copy to owner
12/18/88
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.

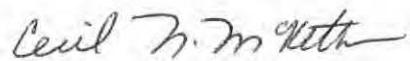
The National Register Programs Division will review any additional material relating to this condition as it is made available. Any substantive change in the work as described in the application should be brought to our attention to ensure continued conformance with the Standards. Failure to comply with 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 APR 05 1985
REQUEST FOR CERTIFICATION OF COMPLETED WORK

RECEIVED & FILED

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: \$ 522,000.00

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, Mayor 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

Paula

Date

National Park Service Authorized Signature

1150

National Park Service Office

REQUEST FOR CERTIFICATION OF COMPLETED WORK, *continued*

NPS Project Number

Additional Owners:

Name Herman Myers
Street 4001 South Ocean Dr Apt 156
City Hollywood State Florida Zip Code 33019
Social Security or Taxpayer Identification Number: 550-70-4441

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

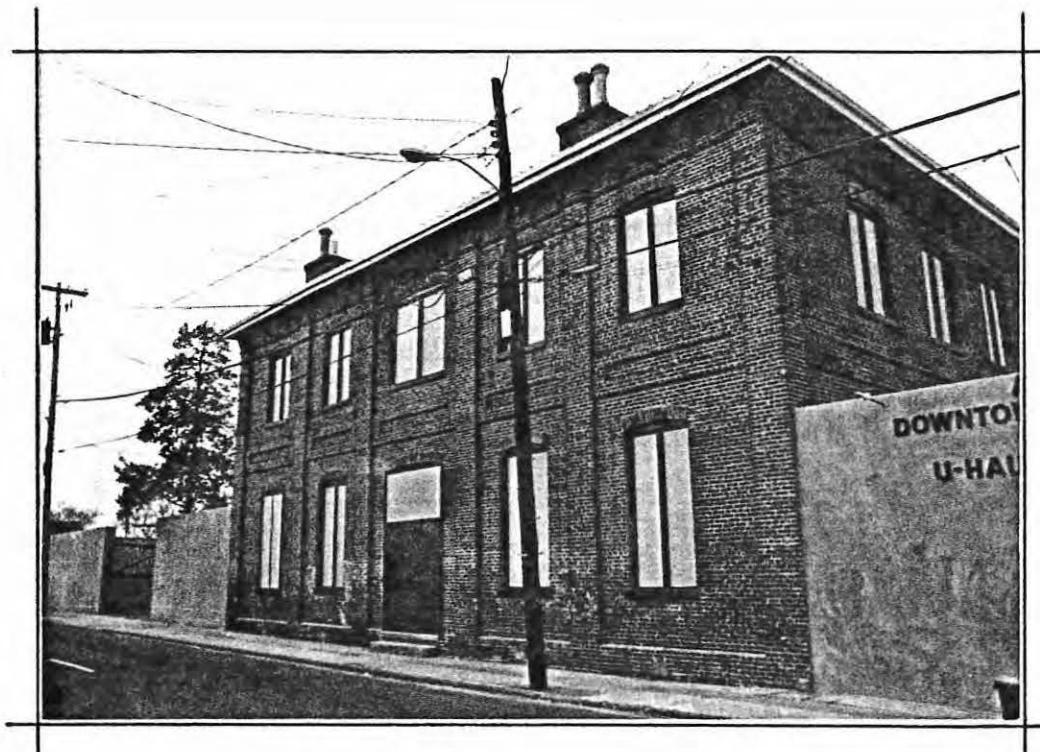
This office _____ recommends _____ does not recommend the above-listed "certified historic structure" be designated a "certified rehabilitation."

Additional comments attached

Date

State Official Signature

44 LINE STREET
CHARLESTON, SOUTH CAROLINA



#1

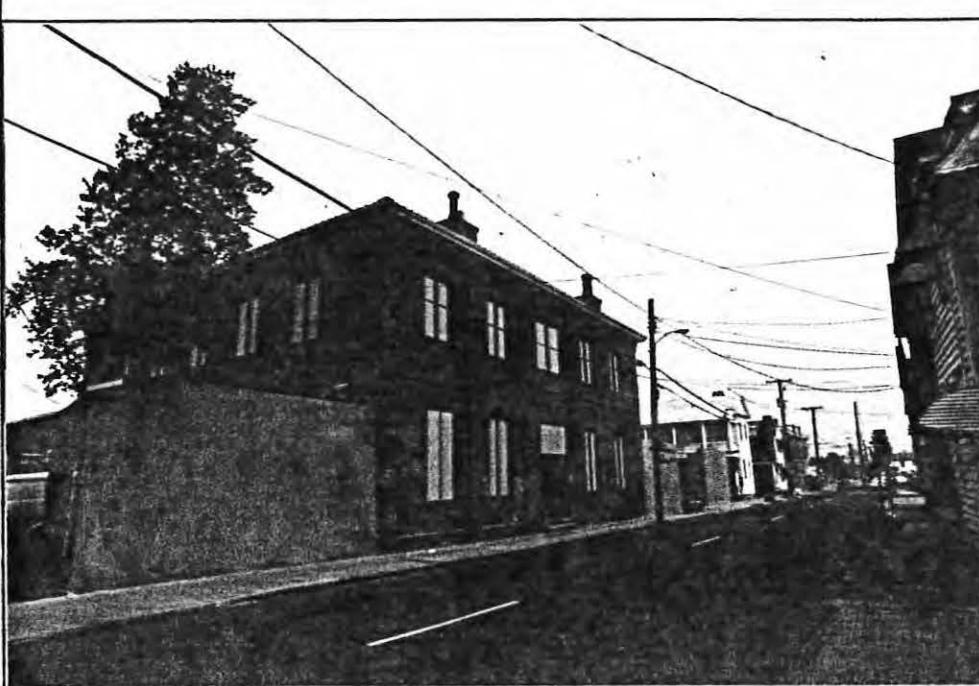
**SOUTH FAÇADE FACING
NORTHWEST**

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 HCFS Grant.

Very little work was undertaken on the brickwork.

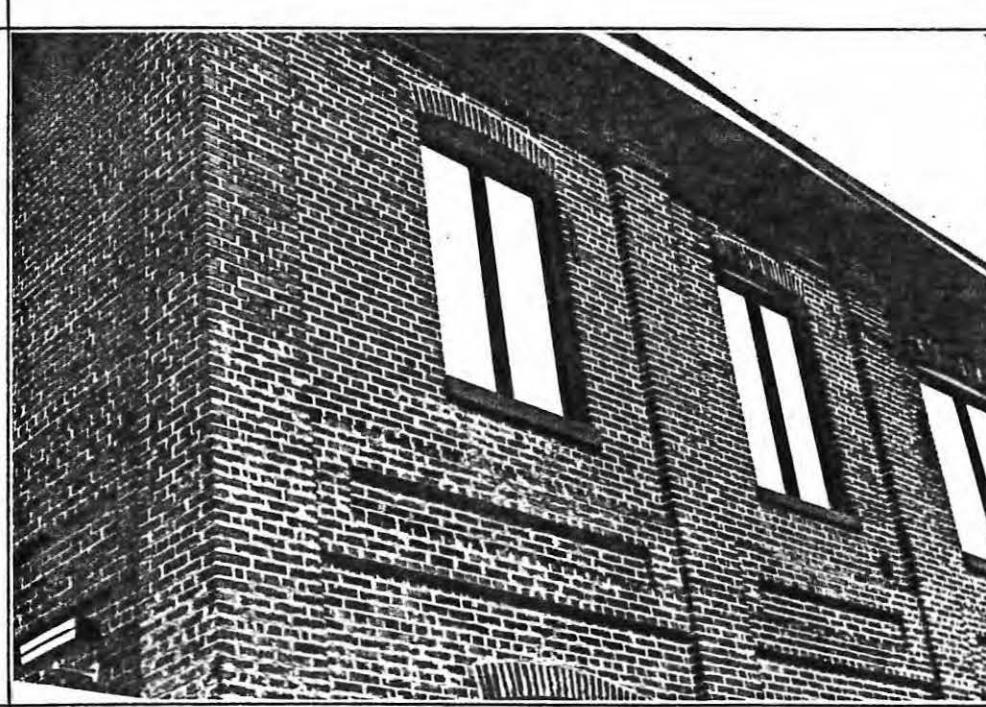
The building had been repointed under the last phase of the HCFS Grant and Emergency Grant from the National Trust.

44 LINE STREET
CHARLESTON, SOUTH CAROLINA



*2

STREETSCAPE FACING
NORTHEAST

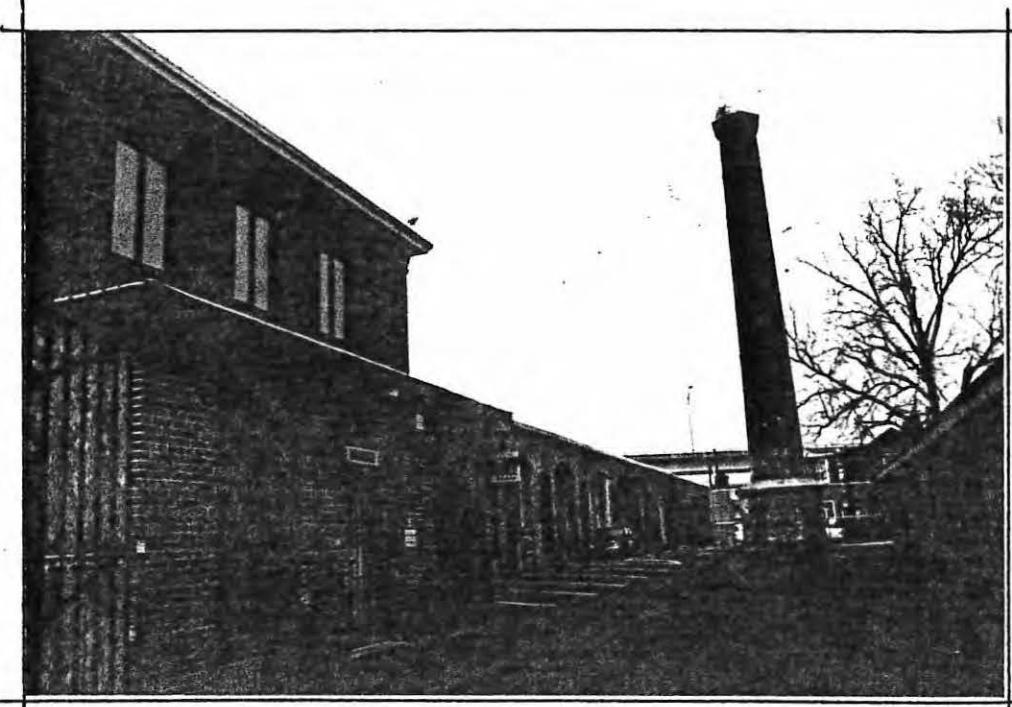


*3

DETAIL OF WINDOW IN
MAIN SOUTH FAÇADE

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

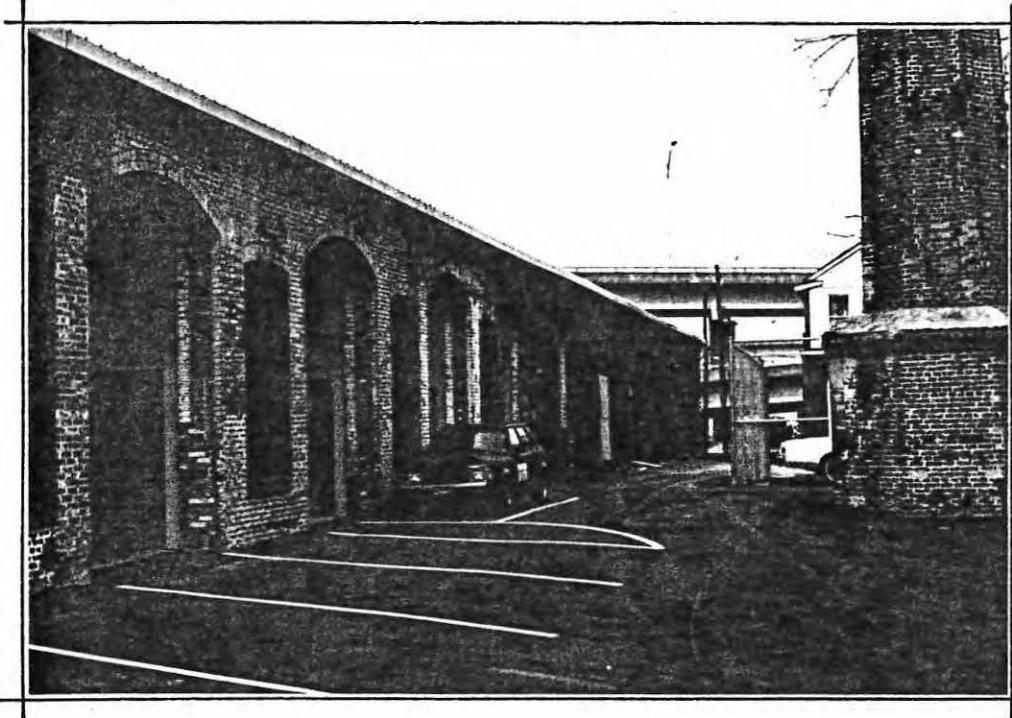
44 LINE STREET
CHARLESTON, SOUTH CAROLINA



#4

EAST ELEVATION

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

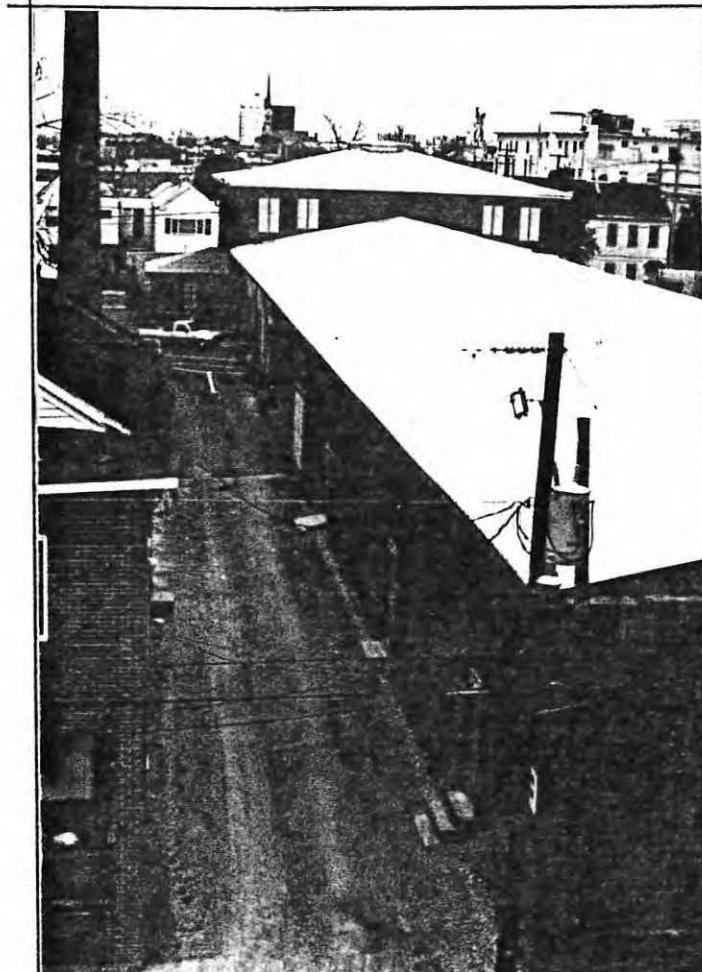


#5

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



#6

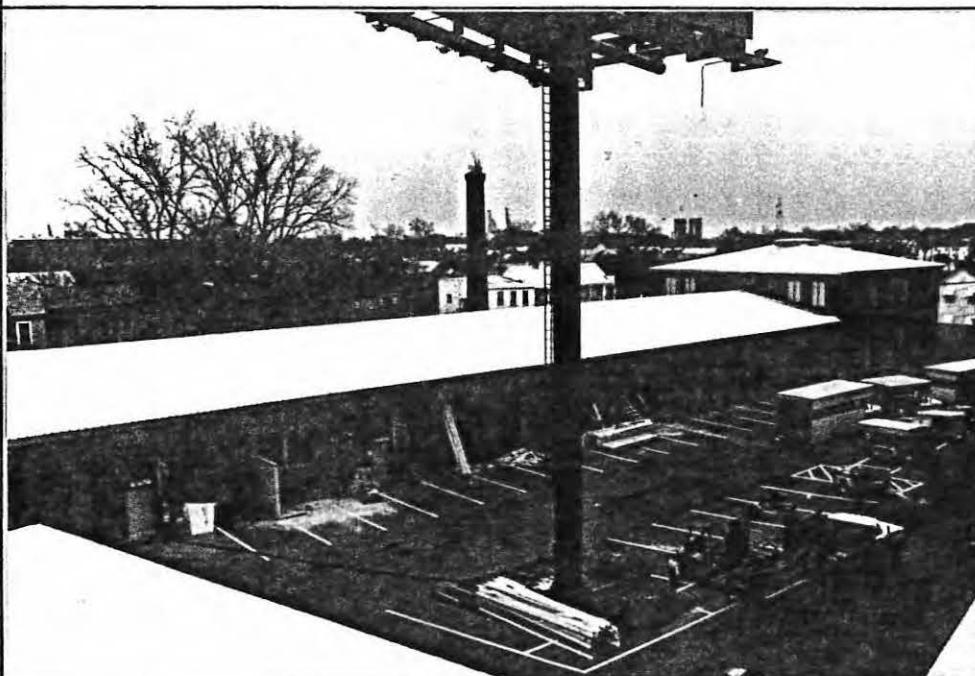
**NORTHEAST ELEVATION
FACING SOUTH**

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

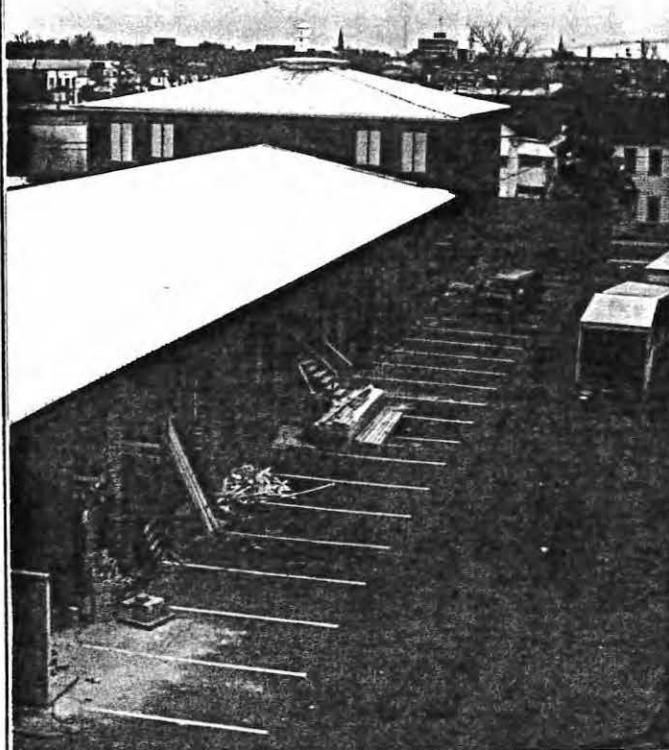
#7

WEST ELEVATION

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



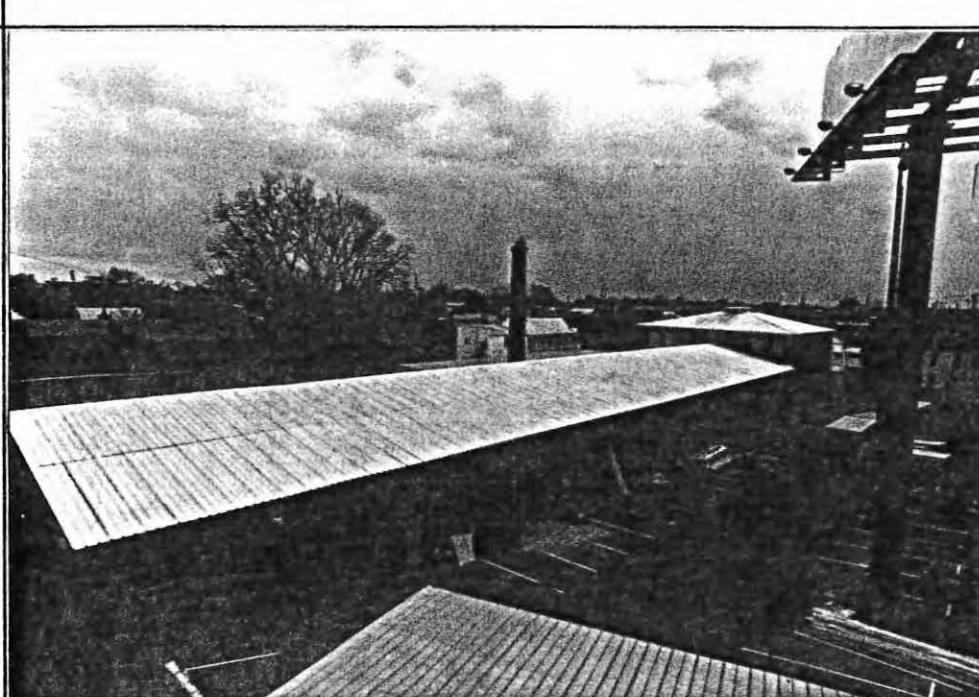
44 LINE STREET
CHARLESTON, SOUTH CAROLINA



#8

**NORTHWEST ELEVATION
FACING SOUTHEAST**

Note: Original roof design

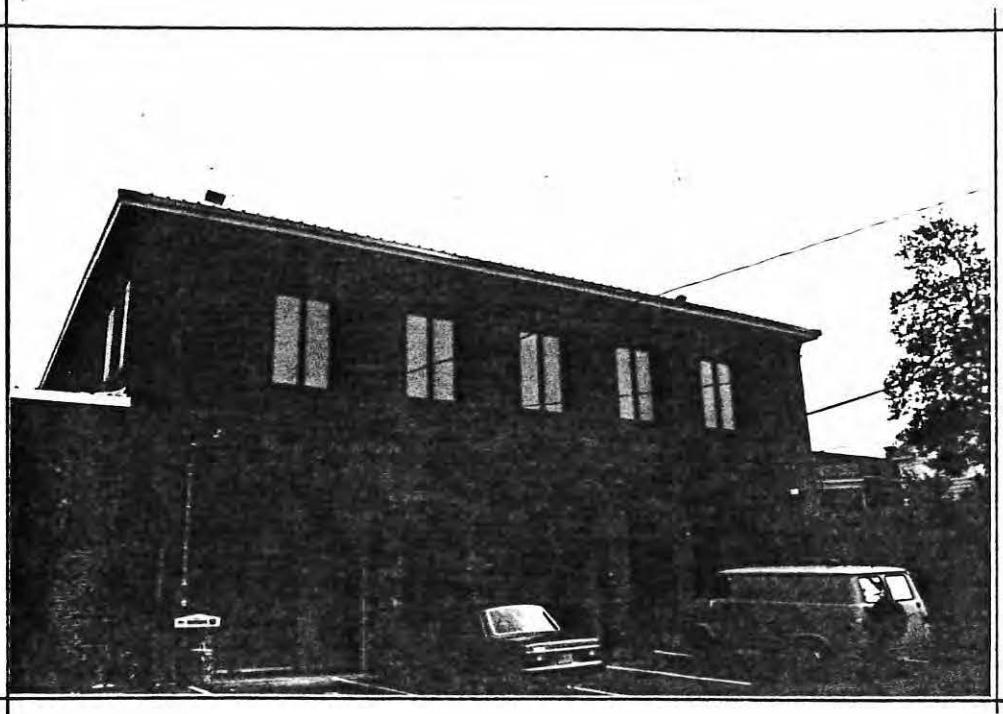


#9

**WEST ELEVATION
FACING SOUTHEAST**

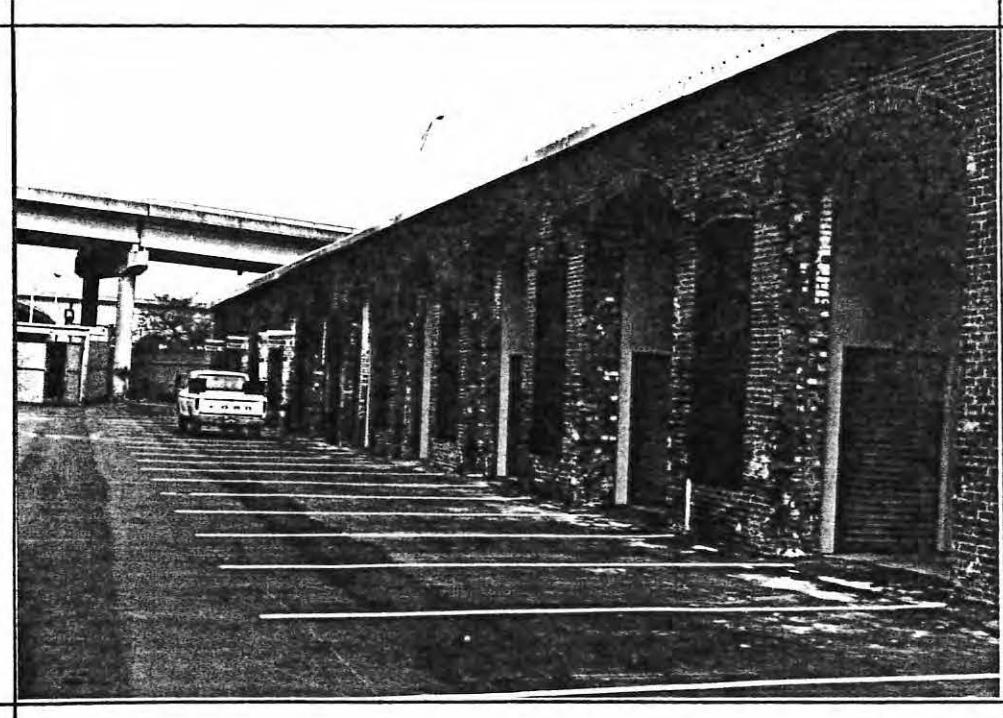
Note: Retention of smoke stack in center of photo

44 LINE STREET
CHARLESTON, SOUTH CAROLINA



#10

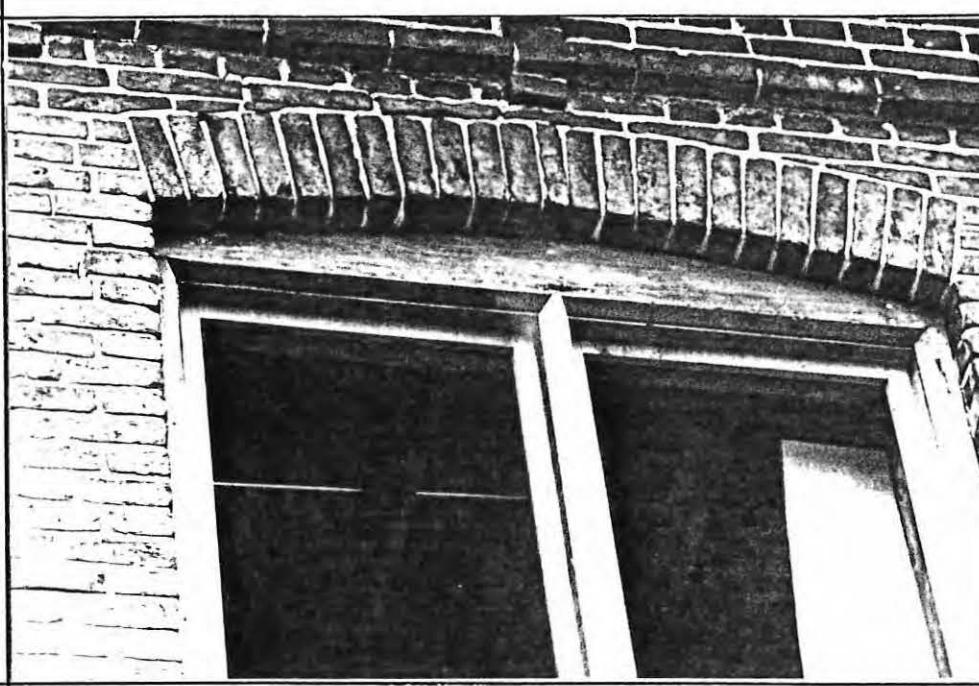
WEST ELEVATION
FACING EAST



#11

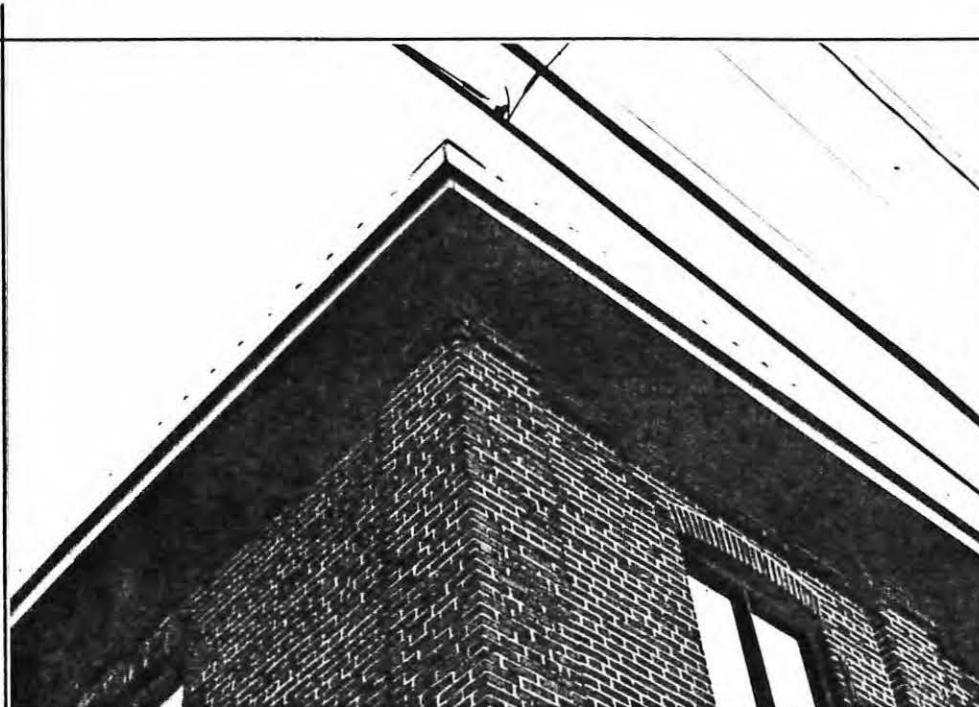
WEST ELEVATION, REAR
SECTION, FACING
NORTHEAST

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



*12

DETAIL OF WINDOW

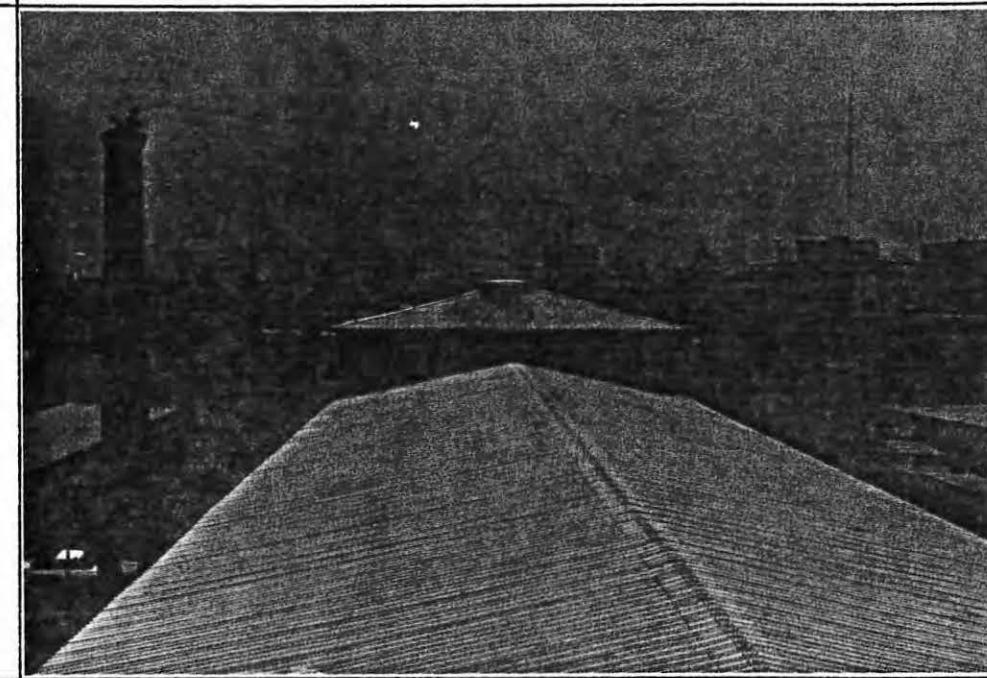


*13

CORNICE DETAIL FACING
NORTHEAST

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

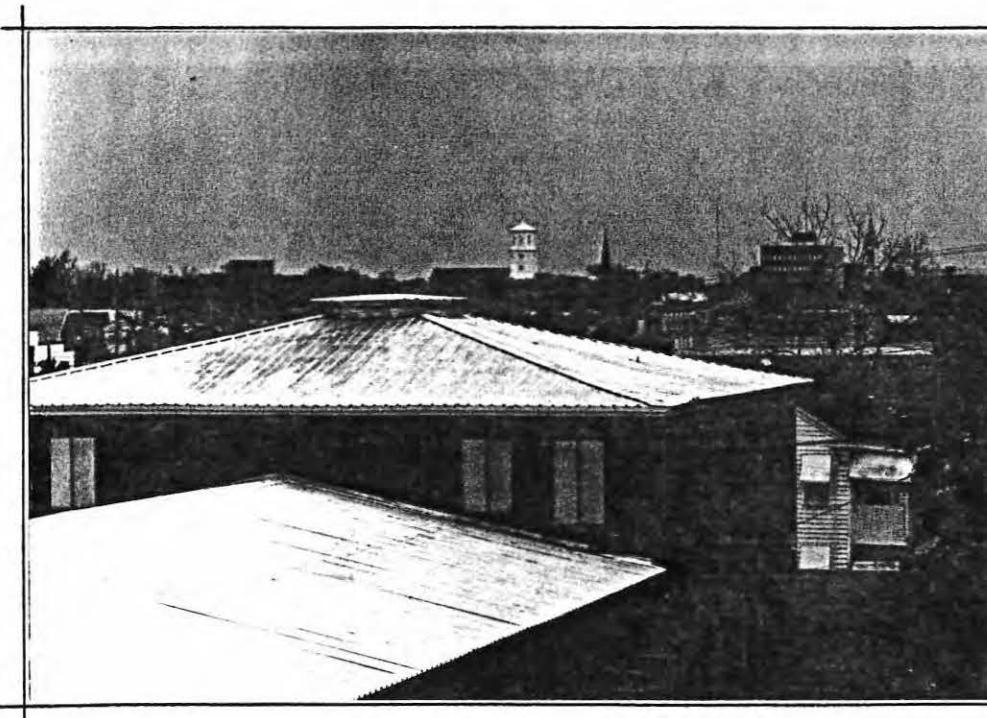
44 LINE STREET
CHARLESTON, SOUTH CAROLINA



*14

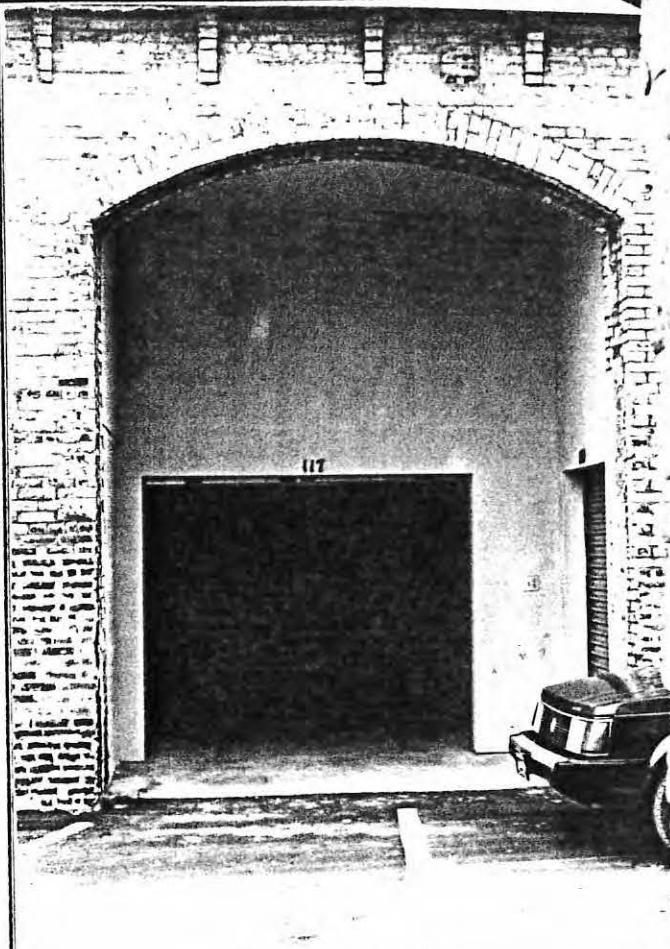
NORTH ELEVATION
FACING SOUTH

Note: Roof and cupola platform



*15

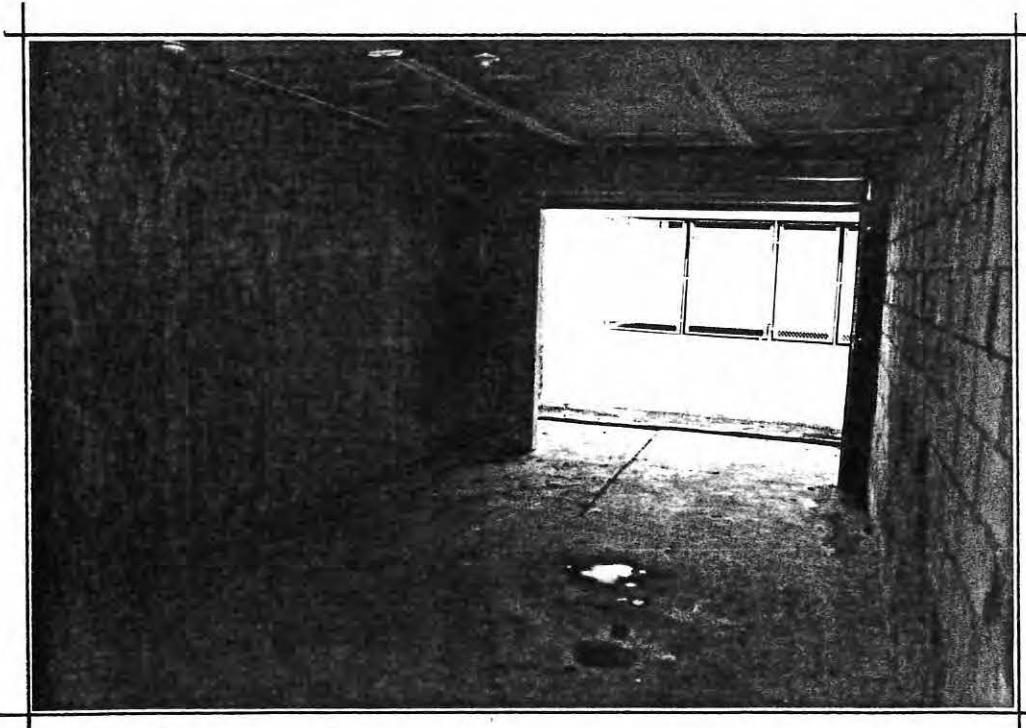
NORTHWEST ELEVATION
FACING SOUTHEAST,
DETAIL OF ROOF



44 LINE STREET
CHARLESTON, SOUTH CAROLINA

*16

WEST ELEVATION,
DETAIL OF RECESSED
STORAGE AREA



*17

INTERIOR OF STORAGE
AREA

Typical of all interior work

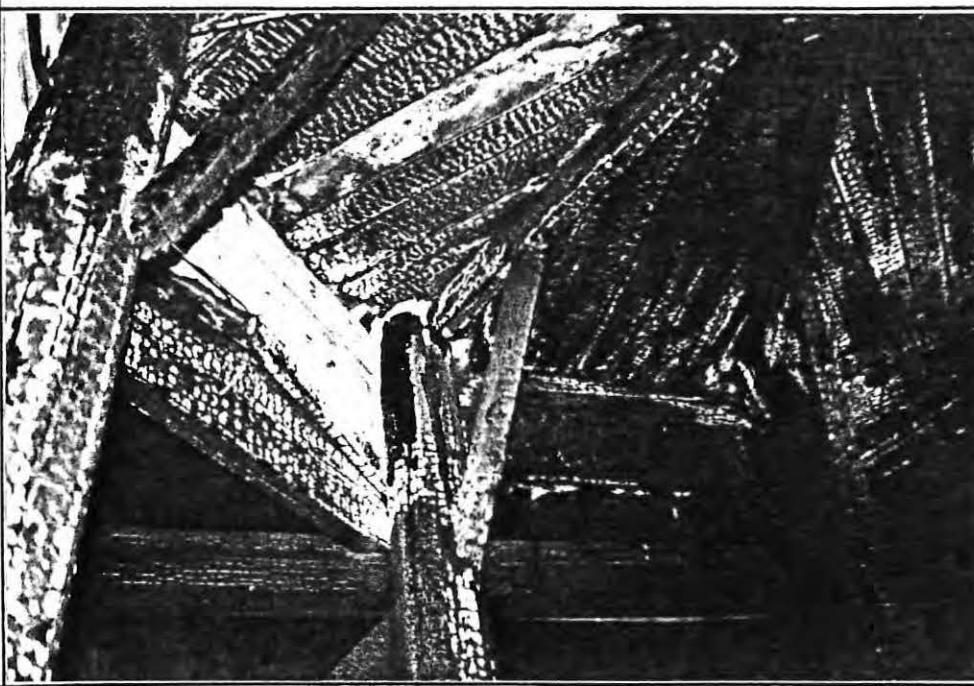
44 LINE STREET
CHARLESTON, SOUTH CAROLINA



*18

INTERIOR OF MAIN
BLOCK

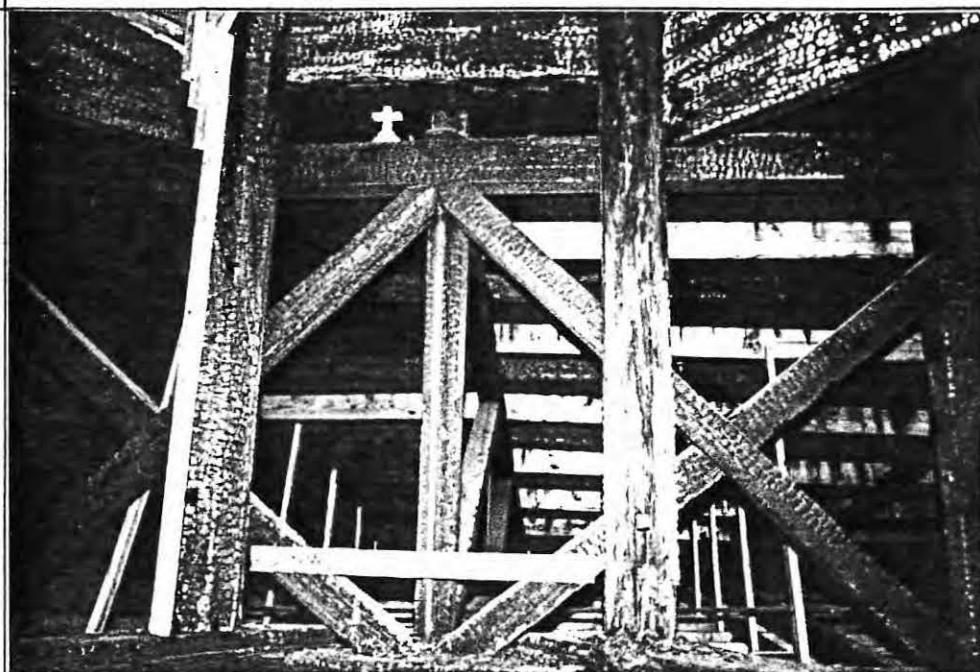
Note: Retention of original timber,
facing up, southeast



*19

DETAIL SHOWING NEW
LUMBER USED TO
REINFORCE COPULA

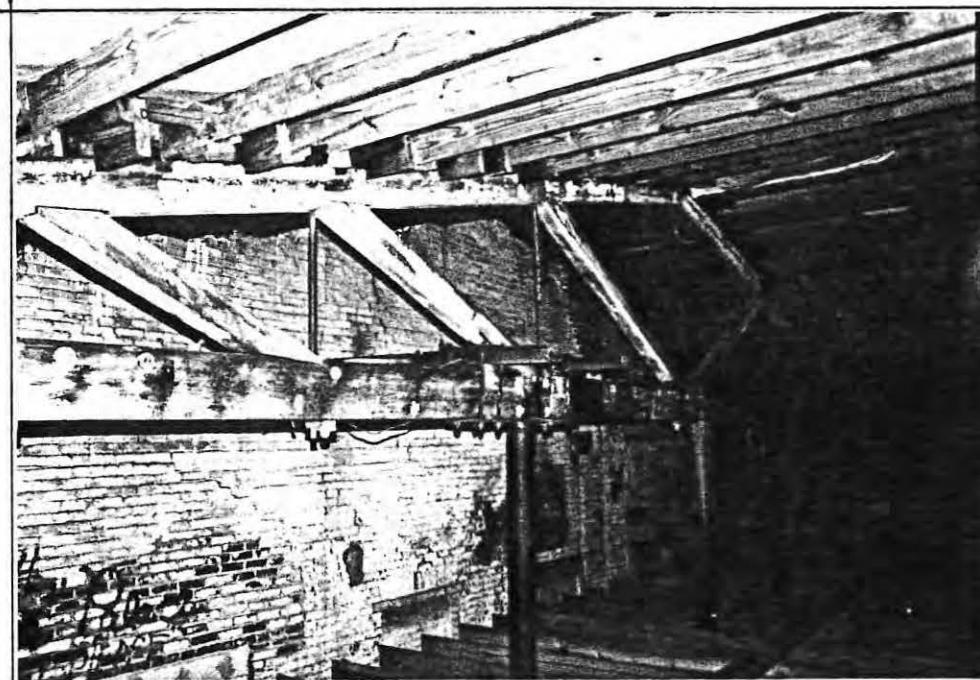
44 LINE STREET
CHARLESTON, SOUTH CAROLINA



#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

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SAFETY FILM 5063

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KODAK SAFETY FILM 5063

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KODAK SAFETY FILM 5063



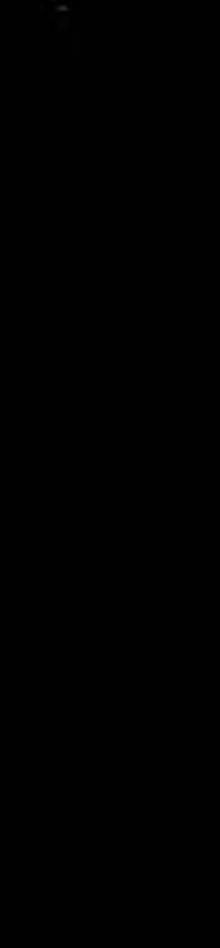
ANALOG FILM 5063

KODAK SAFETY FILM 5063

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