

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

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

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

For NCRS use only

received OCT 6 1980

date entered NOV 25 1980

## 1. Name

historic Great Falls Depot

and/or common Great Falls Depot

## 2. Location

street & number Republic Street \_\_\_\_\_ not for publication

city, town Great Falls \_\_\_\_\_ vicinity of congressional district Fifth

state South Carolina code 045 county Chester code 023

## 3. Classification

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

## 4. Owner of Property

name Town of Great Falls, Inc.

street & number 400 Dearborn Street

city, town Great Falls \_\_\_\_\_ vicinity of state South Carolina 29055

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Chester County Courthouse

street & number Main Street

city, town Chester state South Carolina 29706

## 6. Representation in Existing Surveys

Inventory of Historic Places  
title in South Carolina has this property been determined eligible?  yes  no

date 1980 (update)  federal  state  county  local

depository for survey records South Carolina Department of Archives and History

city, town Columbia state South Carolina 29211

# 7. Description

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

## Describe the present and original (if known) physical appearance

The Great Falls Depot, constructed in 1911-1912, was designed in 1911 by A. H. Williamson with the Office of Chief Engineer, Seaboard Air Line Railway. Located on the banks of Great Falls Pond in Great Falls, South Carolina, the building is an example of the prevailing turn-of-the-century genre for depot design.

Exterior: Rectangular in plan (approximately 118½' x 37'), the one story building features a prominent, asphalt shingled hip roof which covers the original metal shingled roof. The eaves extend six feet beyond the building and are supported by thirty-six massive, decorative wooden brackets. Wall material consists of oriental red brick laid in stretcher bond. Two interior brick chimneys pierce the crest of the roof.

The facade (southeast elevation) features a polygonal bay which continues through the roof line forming a polygonal, hip roofed dormer. This dormer has three rectangular windows with diamond-shaped panes. Another hip roofed dormer pierces the southeast slope of the roof. The facade also has two double leaf doors and two single doors with recessed transoms and segmental brick arches. There are also two large sliding doors for loading. The window sills and water table are made of quarry faced brown sandstone. The door sills and steps are rubbed finish brown sandstone. The northeast elevation has two one-over-one windows which have been boarded up. The southwest elevation, which was plain originally, now has a large opening into the wareroom. The northwest elevation repeats the door placement of the facade and has a one-over-one window and eight two-over-two windows.

Interior: The Great Falls Depot was designed for a combination of passenger, freight, warehouse, and office uses. Two independent waiting rooms with restrooms, baggage room, express room, and a ticket office comprise the northern section of the building. These rooms retain the original high, beaded wainscoting and several of the original Westinghouse wire type tungsten lamps. The ticket office contains two ticket windows (28" x 30" each) with mazed glass. The ticket office retains the original telegraph machine. The large wareroom, which comprises the southern section of the building, features brick walls laid in common bond and exposed rafters. There is a dirt floor in this section.

The depot appears to be virtually unaltered except for the removal of the balcony storage area in the wareroom and the large doorway opening into it. The original galvanized metal shingles have been covered with asphalt shingles.

Surroundings: The depot is located in a mixed residential, industrial, and scenic setting. Flanking the building to the front is a dirt road where the railroad tracks were originally situated, and the Great Falls Pond and dam (the tracks were taken up in 1968). On the southwest corner of the pond is the Dearborn Power Plant. Republic Street and undeveloped land flank the depot to the southwest and northwest. Situated near the northeast side of the building is a section of Great Falls' mill village.

During the late 1970's, the town of Great Falls recognized the need to preserve this important historic site. In 1978, the town council established the Great Falls Historic Preservation Committee and made preparation of a National Register nomination for the depot as one of the committee's objectives. In addition, the town has formulated long range plans for the renovation of the nominated property for use as a local museum and mini park. The original plans are available for use in restoration. Much local interest has been forthcoming for the project and several local organizations have expressed support for reuse of the depot.

## 8. Significance

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

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**Specific dates**    1911-1912                      **Builder/Architect**    A. H. Williamson

### Statement of Significance (in one paragraph)

The Great Falls Depot, located on the banks of the Great Falls Pond in Great Falls, South Carolina, is significant for its historical association with the railroad's role in the development of Great Falls. Constructed in 1911-1912 by the Seaboard Air Line Railway, the depot is an important local landmark.

The railroad played a principle role in the development of the town of Great Falls. In September, 1905, the Southern Power Company built a ten mile railroad from Fort Lawn to Great Falls in order to transport rocks to construct a dam on the Great Falls Pond. The dam, which was under construction in 1906, provided hydroelectric power to the surrounding area. This newly harnessed source of power attracted the Republic Cotton Mills and they built their first of three Great Falls plants in 1910. With the addition of this industry, Great Falls grew.

In December, 1906, Southern Power Company sold the spur from Fort Lawn to Great Falls to the Catawba Valley Railway. From 1906-1909, although owned by the Catawba Valley Railway, the railroad was operated by Seaboard Air Line Railway. In September, 1909, Catawba Valley Railway sold this line to Seaboard Air Line Railway. From 1909-1911, an old freight car on wooden blocks served as the depot for Great Falls. However, because the town was growing and the cotton mill required more transportation of goods, plans for a new depot were made. A. H. Williamson of Seaboard Air Lines Railway, Office of Chief Engineer, designed the "Proposed Passenger and Freight Station for Great Falls, S.C." Built on the site of the old depot, the new depot made a significant social statement. The design of the waiting room area exemplifies the prevailing early twentieth century practice of separate accomodations for blacks and whites. The depot has two separate entrances and restroom facilities. They are divided by a wall and the ticket booth which has ticket windows opening into each of the waiting rooms.

Rail service declined with the aftermath of World War II. In the late 1960's passenger service and less-than-carload freight shipments were discontinued in Great Falls. With the eventual abandonment of the depot, the town of Great Falls acquired the property from the Seaboard Coast Line Railroad Company in 1968. The depot was a gift to the city and is now used for storage of supplies and equipment.

# 9. Major Bibliographical References

See Continuation Sheet

ACREAGE NOT VERIFIED

# 10. Geographical Data

UTM NOT VERIFIED

Acreage of nominated property approximately 1.9

Quadrangle name Great Falls, S.C.

Quadrangle scale 1:24000

### UMT References

A 

1	7	5	0	9	7	9	7	3	8	2	4	2	8	1	0
Zone		Easting				Northing									

B 

Zone		Easting				Northing									

C 

Zone		Easting				Northing									

D 

Zone		Easting				Northing									

E 

Zone		Easting				Northing									

F 

Zone		Easting				Northing									

G 

Zone		Easting				Northing									

H 

Zone		Easting				Northing									

**Verbal boundary description and justification** The boundary of the Great Falls Depot nomination is shown as the orange line on the accompanying Chester County tax map entitled "Map No. 202-13" and drawn at a scale of 200 feet to the inch. The nominated property includes all significant buildings and structures.

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

state code county code

state code county code

# 11. Form Prepared By

name/title Great Falls Historic Preservation Committee and  
Pamela L. Zagaroli, Associate Planner Martha Walker, Architectural  
Historian, S.C. Dept. of  
Archives and History

organization Catawba Regional Planning Council date August 28, 1980

street & number Post Office Box 862 telephone (803) 327-9041

city or town Rock Hill state South Carolina 29730

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

Charles E. Lee  
title State Historic Preservation Officer

date 9/25/80

### For HCRS use only

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

Keeper of the National Register

date 11/25/80

Attest:

date 11/25/80

Chief of Registration

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

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Inventory—Nomination Form**



Continuation sheet

Item number 9

Page 1

Chester, S.C. Chester County Courthouse. Deed Books 112, pp. 1-7; 440, p. 545.

Columbia, S.C. South Carolina Department of Archives and History. Blueprint. A. H. Williamson. "Seaboard Air Line Railway Plan/Proposed Passenger and Freight Station for Great Falls, S.C."

Columbia, S.C. South Carolina Department of Archives and History. Letter from The Honorable Glenn Bennett to Mr. William J. James, Executive Director of Catawba Regional Planning Council. 12 July 1978.

"Great Falls Has Grown Over the Years." The Great Falls Reporter, 31 January 1979.

Great Falls, S.C. Letter from Raymond L. Bullard, Family Lines System, Jacksonville, Fla. to Mrs. Hazel Pittman. In possession of Mrs. Hazel Pittman. 20 June 1978.

Great Falls, S.C. Personal papers of L. W. Pittman.

"Historical Society Seeks Listing for Theater Depot." The Great Falls Reporter, p. 1-C.

Pittman, Mrs. Hazel. Great Falls Preservation Committee. Interview, 31 July 1980.

Pittman, L. W. Great Falls, S.C. Interview, 19 April 1979.

SAL Corporate History. n.p. n.d., p. 126.