

Carolina Conductor



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Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

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Preserving the Past Active in the Present Planning for the Future

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Hub City Railroad Museum and SOU Rwy Caboose #X3115:

Spartanburg Amtrak Station

298 Magnolia Street

Spartanburg, SC 29301-2330

Wednesday 10-2 & Saturday 10-2

Meeting Site:

Fountain Inn Presbyterian Church

307 North Main Street

Fountain Inn, SC 29644

Third Friday of the Month at 7:00 p.m.

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Articles can be submitted anytime.

Charleston, Cincinnati & Chicago Railroad

This article is an example of how in the early days railroads were consolidating to grow continuously. Sometimes it gets confusing who is on first. Railroads are listed by the year they were chartered. We will never get to the end! UP may be last! Ed.

Edgefield Branch Railroad

Acronym: None, **Year Chartered or Incorporated:** 1874, **Year Line Operational:** Never, **Year Service Ended:** 1879, **Original Starting Point:** Edgefield, SC, **Original Ending Point:** Trenton, SC.

1874 - First charter, apparently nothing done. 1878, second charter with new incorporators named.

1879 - Assets assigned to the newly chartered Edgefield, Trenton & Aiken Railroad.

Savannah Valley Railroad

Acronym: SV RR, **Year Chartered or Incorporated:** 1854 or 1878, **Year Line Operational:** 1885, **Year Service Ended:** 1886, **Original Starting Point:** McCormick, SC, **Original Ending Point:** Anderson, SC

1852 - Chartered as the Savannah River Valley Railroad, nothing happened.

1854 - First charter, apparently

nothing done.

1878, a totally new charter with new incorporators named. 1885-

1886 - Operated as the Greenville, Laurens & Spartanburg Railroad. Owned by the Augusta & Knoxville Railroad.

1886 - Merged into the Port Royal & Western Carolina Railroad.

Twiggs was the original name of a small town ten miles south of Anderson until the Savannah Valley Railroad was completed in 1884. That was when the name changed to Starr Station in honor of the first popular railway engineer by that name.

In the 1880s, when the Savannah Valley Railroad was under construction, an unusual event took place in Parksville. The Parks family cemetery was located where the station was to be built and had to be moved. When the grave of Richard Parks was opened, his casket was removed and put on two sawhorses at the gravesite. The metal door of the sealed glass window over the upper body slid open and showed him in a perfect state of preservation. Neighbors, relatives and school children viewed the body before he was reinterred in the Parksville Cemetery.

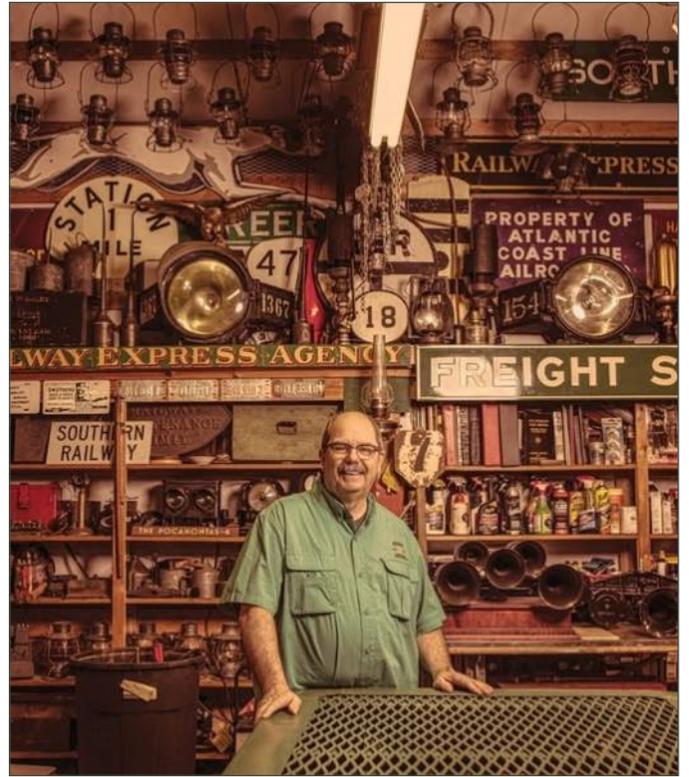
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Museum Happenings



↑ Bob and Bruce help Santa Claus to determine the best route back to the North Pole after seeing about 1200 people in the GRLW Santa Train caboose!



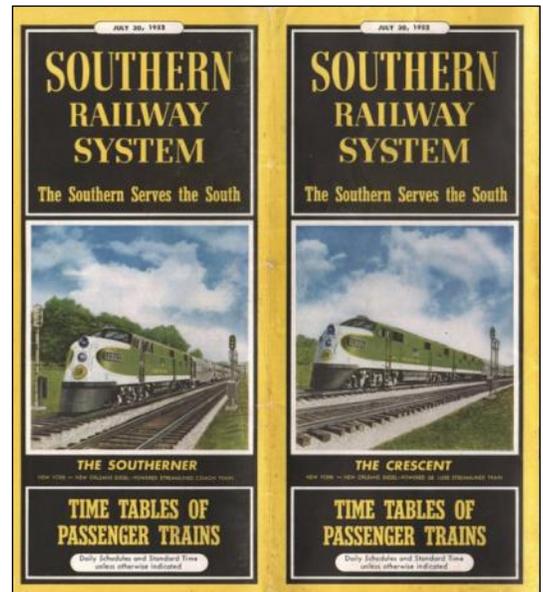
↑ “Bo” Brown our president and resident collector of everything Southern Railway has retired so he can spend more time with his collection.



Friday, March 20th Steve Paris will be presenting “What Time is No.37 Due”. A short study of Southern Railway Timetables. So, be sure to join us on the 20th at 7 PM at Fountain Inn Presbyterian Church.

← Southern Railway Queen and Crescent train route map.

1952 Southern Railway timetable for the Crescent and the Southerner trains. →



Wanted—Articles for the Carolina Conductor

Submit an article of 200 words or more with some photos and captions and see them in print. Every one of us has some unique railroad experience that would make interesting reading for our membership. Your editor always needs more contributions of railway history and news.

He had died 20 years earlier on April 12, 1861, the day of the first shots on Fort Sumter in Charleston Harbor.

Towns on Route: McCormick Petigru (1886) → Badwell (1892), Bordeaux Link (1888), Willington, Mount Carmel Hester (1887) Calhoun Falls (1892) Dry Grove → Latimer (1892), Lowndesville Moseley (1888) → Barnes (1912), Iva (1886) (aka Cooks Station), Butlersville, Twiggs (1887) → Starr (1892), Dean (1883) Orr Station (1900s), Anderson C.H. → Anderson (1895).

Union Gaffney City & Rutherfordton Railroad

The Union, Gaffney City and Rutherfordton Railroad was chartered by the South Carolina General Assembly in 1878. The line changed its name to the Atlantic and Northwestern Railroad in 1885.

In 1887, the Atlantic and Northwestern Railroad merged with the Augusta, Edgefield and Newberry Railroad to create the Georgia and Carolina Midland Railroad.

Edgefield Trenton & Aiken Railroad

The Edgefield, Trenton and Aiken Railroad was a railroad that served South Carolina immediately after the end of the Reconstruction Era of the United States.

In 1879, the charter of the Edgefield Branch Railroad was amended to change the line's name to the Edgefield, Trenton and Aiken Railroad Company. The Edgefield Branch Railroad was incorporated to build a railroad line between Edgefield Court House, South Carolina, to Trenton, South Carolina, where it could connect with the Charlotte, Columbia and Augusta Railroad.

Georgetown & North Carolina Narrow Gauge Railroad

Acronym: None, **Year Chartered or Incorporated:** 1878, **Year Line Operational:** Never, **Year Service Ended:** 1885, **Original Starting Point:** Georgetown, SC, **Original Ending Point:** NC/SC Line.

The Georgetown and North Carolina Narrow Gauge Railroad was a Southeastern railroad company chartered immediately after Reconstruction.

The Georgetown and North Carolina Narrow

Gauge Railroad was chartered in 1878 by the South Carolina General Assembly.

The original intent was to build a line from Georgetown, South Carolina, through Georgetown, Williamsburg, Clarendon, Sumter and Kershaw counties, to the North Carolina border.

Its charter was amended in 1882 to strike "Narrow Gauge" from its name, and the line was renamed the Georgetown and North Carolina Railroad.

In 1885, the South Carolina General Assembly approved changing the name of the Georgetown and North Carolina to the Charleston, Cincinnati and Chicago Railroad Company.

The Georgetown and North Carolina Railroad was a Southeastern railroad company that operated after Reconstruction. The company was originally chartered as the Georgetown and North Carolina Narrow Gauge Railroad by the South Carolina General Assembly in 1878.

The charter was amended in 1882 to strike "Narrow Gauge" from its name, and the line was renamed the Georgetown and North Carolina Railroad. The original intent was to build a line from Georgetown, South Carolina, through Georgetown, Williamsburg, Clarendon, Sumter and Kershaw counties, to the North Carolina border.

In 1883, the line was to be rerouted so that it would be able to access Charleston Harbor. In 1885, the South Carolina General Assembly approved changing the name of the Georgetown and North Carolina to the Charleston, Cincinnati and Chicago Railroad Company.

Atlantic and Northwestern Railroad

The Atlantic and Northwestern Railroad was a railroad that served the Upstate region in the period after Reconstruction.

The Atlantic and Northwestern was formed when the Union, Gaffney City and Rutherfordton Railroad, chartered by the South Carolina General Assembly in 1878, changed its name to the Atlantic and Northwestern in 1885.

In 1887, the Atlantic and Northwestern Railroad merged with the Augusta, Edgefield and Newberry Railroad to create the Georgia and Carolina Midland Railroad.

Belton, Williamston & Easley Railroad

Acronym: None, **Year Chartered or Incorporated:** 1878, **Year Line Operational:** Never, **Year**

Service Ended: 1879, **Original Starting Point:** Belton, SC, **Original Ending Point:** Easley, SC

1879 - Renamed to the Atlantic & French Broad Railroad. 1882 - Merged with two other SC railroads into the French Broad & Atlantic Railroad in February 1882.

Atlantic & French Broad Railroad

Acronym: None, **Year Chartered or Incorporated:** 1879, **Year Line Operational:** Never, **Year Service Ended:** 1882, **Original Starting Point:** Belton, SC, **Original Ending Point:** Easley, SC.

1882 - Merged with two other SC railroads into the French Broad & Atlantic Railroad and the unfinished Belton, Williamston & Easley Railroad.

Anderson & Easley Railroad

Acronym: None, **Year Chartered or Incorporated:** 1880, **Year Line Operational:** Never, **Year Service Ended:** 1882, **Original Starting Point:** Anderson, SC, **Original Ending Point:** Easley, SC

1882 - Merged with two other SC railroads into the French Broad & Atlantic Railroad.

French Broad & Atlantic Railroad

Acronym: None, **Year Chartered or Incorporated:** 1882, **Year Line Operational:** Never, **Year Service Ended:** 1882, **Original Starting Point:** Aiken, SC, **Original Ending Point:** Edgefield, SC.

1882 - February of 1882, chartered as the merger of three South Carolina Railroads: Anderson & Easley Railroad, Atlantic & French Broad Railroad, Edgefield, Trenton & Aiken Railroad.

1882 - Renamed to the Carolina, Cumberland Gap & Chicago Railroad in October of 1882.

One source asserts that the Savannah Valley Railroad was also pulled into this line, but most sources agree that the Savannah Valley Railroad was pulled into the Port Royal & Western Carolina Railroad in 1886. It is very possible that both happened.

Carolina Cumberland Gap & Chicago Railway

The Carolina, Cumberland Gap and Chicago Railway was created in October 1882 when the French Broad and Atlantic Railway was consolidated with the Atlantic and French Broad Valley Railroad Company of North Carolina, the Morristown, Cumberland Gap and Ohio Railroad, the Morristown and Carolina Railroad, and the Cumberland Railway.

As of 1889, the line was still far from matching its ambitious name, stretching from Aiken, South Caro-

lina, to Edgefield, South Carolina, a distance of about 25 miles.

In November 1891, a receiver was appointed for the Carolina, Cumberland Gap and Chicago Railway. The line was sold at foreclosure in October 1895, and the name changed to the Carolina and Cumberland Gap Railway. In 1898, the Carolina and Cumberland Gap was purchased by the Southern Railway.

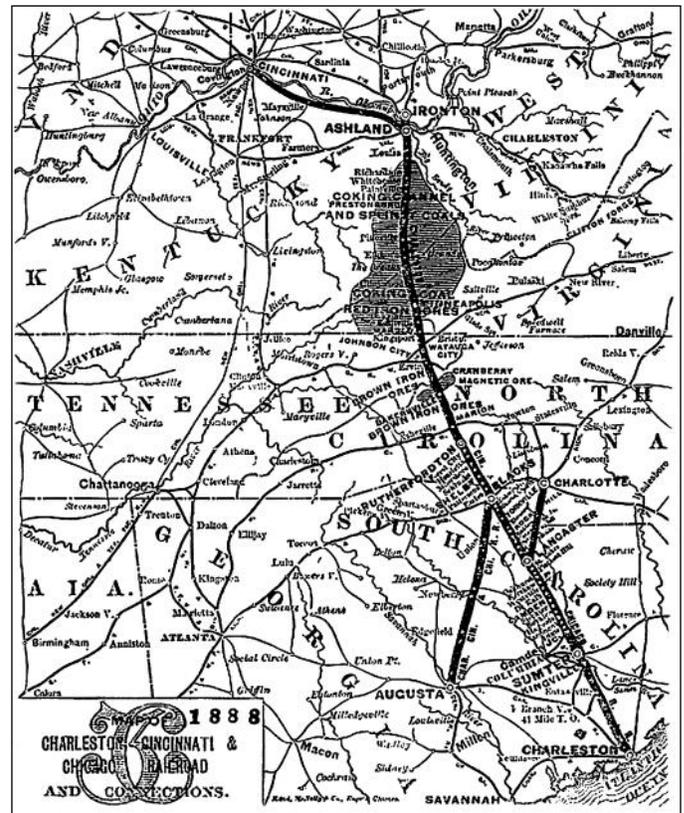
Augusta Edgefield & Newberry Railroad

Acronym: AEN RR, **Year Chartered or Incorporated:** 1885, **Year Line Operational:** 1887, **Year Service Ended:** 1887, **Original Starting Point:** Augusta, GA, **Original Ending Point:** Newberry, SC.

1887 - Merged into the Georgia & Carolina Midland Railroad.

Charleston, Cincinnati & Chicago Railroad

Acronym: CCC RR, **Year Chartered or Incorporated:** 1885, **Year Line Operational:** 1887, **Year Service Ended:** 1896, **Original Starting Point:** Shel-

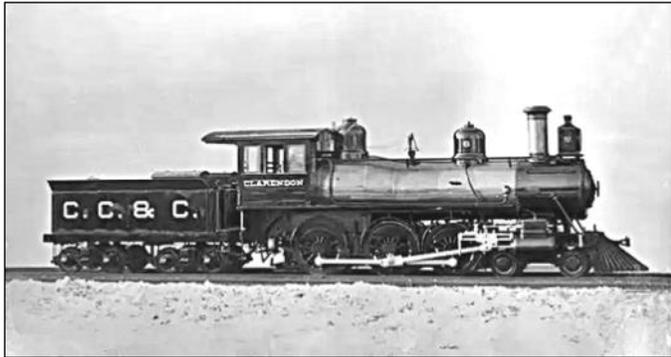


by, NC, **Original Ending Point:** Camden, SC.

Was the incomplete Georgetown & North Carolina Narrow Gauge Railroad.

1887 - Acquired the

Continued on Page 4 - CC&C RR

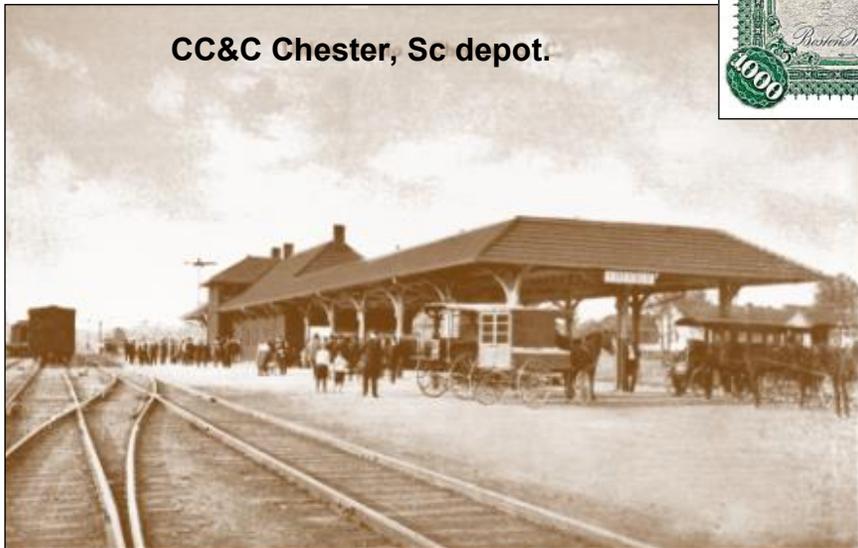


CC&C #8 the Clarendon.

Georgia & Carolina Midland Railroad in August of 1887. 1890 - In receivership. 1896 - Re-organized as the Ohio River & Charleston Railway.

Discussions of an Ohio River route to the East Coast started in the 1830s, when representatives from North Carolina, Tennessee, Virginia, and Kentucky met at Gate City, VA. This meeting originated a plan which would allow for the construction of a railroad that closely resembled what was actually constructed over the next seventy years. However, prior to the U.S. Civil War, little more than talk and

CC&C Chester, Sc depot.



plans were made.

In 1886, a group of financiers organized the Charleston, Cincinnati & Chicago Railroad - also well known as the 3-Cs or Triple Cs line. Their objective was to extend a rail line from Charleston, SC to Ashland, KY - with the intent of tapping the rich veins of coal in southwestern Virginia and eastern Kentucky, as well as the iron ore recently found

near Cranberry, NC.

Construction began at Rutherfordton, NC and quickly proceeded south to Camden, SC by 1888. In 1889, the line was extended northward twenty-five miles to Marion, NC. Simultaneously, construction was proceeding southward from Ashton to Richardson, KY.

In 1890, financial disaster struck the Triple C railroad. A major investor, Baker Brothers & Company, failed in the financial panic of the time, and the courts ordered that the railroad go into receivership. In May of 1893, the railroad was sold to its bondholders, and a new corporation was established in 1896 - the Ohio River & Charleston Railroad.



Towns on Route (in SC): SC/NC State Line, Blacksburg, Kings Creek (1889), Smyrna (1892), Hickory Grove → Hickory (1895) → Hickory Grove (1907), Sharon (1889), Yorkville → York (1915), Tirzah, Belmont (1886), Newport (1889), Old Point (1890) → Oldpoint (1894), Rock Hill, Lesslie (1889), Roddeys (1890) → Roddey (1896), Catawba, Lindsay (1890) → Riverside (1907), Lancaster, Pleasant Hill, Heath Spring (1889) → Heath Springs (1916), Oakhurst (1888), Kershaw (1890), West (1888) → Westville (1890), Kalb (aka DeKalb Station) (1891), Camden.

Port Royal & Western Carolina Railway
Acronym: PR&WC RR, Year Chartered or

Incorporated: 1886, **Year Line Operational:** 1886, **Year Service Ended:** 1896, **Original Starting Points:** Augusta, GA, Greenwood, SC, McCormick, SC, Greenville, SC, **Original Ending Point:** Greenwood, SC, Spartanburg, SC, Anderson, SC, Laurens, GA.



PR&WC mileage report ticket from 1886.

1886 - Merger of the Augusta & Knoxville Railroad, the Greenville & Laurens Railroad, the Greenwood, Laurens & Spartanburg Railroad, and the Savannah Valley Railroad.

1896 - Acquired by the Charleston & Western Carolina Railroad. Owned by the Georgia Railroad & Bank Company.

In 1896, the State of South Carolina deemed this

was an illegal corporation, so it took over all assets and created the Charleston & Western Railroad.

Towns on Route (in SC):

Line #1: - Augusta, GA to Greenwood, SC (from the Augusta & Knoxville Railroad): SC/NC State Line, Wood Lawn, Meriwether, Clarks Hill, Modoc, Parksville, Plum Branch, Cairo, McCormick, Trickum, Troy, Mill Way, Bradley, Verdrey > Verdery (1892), Inka (1895), Greenwood.

Line #2 - Greenwood to Spartanburg (from the Greenwood, Laurens & Spartanburg RR): Greenwood, Quarry (1888), Coronaca, Waterloo, High Point → Highpoint (1889) → Coldpoint (1903), Madden, Laurensville → Laurens (1893), Scuffletown → Bryson (1896), Ora, Lanford Station → Lanford (1951), Enoree, Hillsville (1891), Sancho (1900), Woodruffs → Woodruff (1892), Switzer, Moore, Becca → Roebuck (1896), Arkwright (1898), Spartanburg C.H. → Spartanburg (1887).

Line #3 - Greenville to Laurens (from the Greenville & Laurens Railroad): Greenville C.H. → Greenville (1888), Mauldin (1887), Simpsonville, Fountain Inn, Powers Shop → Power (1883), Dorroh (1883 → Gray Court (1894), Highland Home → Barksdale (1892), Nannie (1892) → Narnhill (1892), Laurens C.H.

Line #4 - McCormick to Anderson (from the Savannah Valley Railroad): McCormick, Petigru (1886) → Badwell (1892), Bordeaux, Link (1888), Willington, Mount Carmel, Hester (1887), Calhoun Falls (1892), Dry Grove → Latimer (1892), Lowndesville, Moseley (1888) → Barnes (1912), Iva (1886) (aka Cooks Station), Butlersville, Twiggs (1887) → Starr (1892), Dean, Orr Station (1900s), Anderson C.H. → Anderson (1895).

Georgia & Carolina Midland Railroad

Acronym: GCM RR, **Year Chartered or Incorporated:** 1887, **Year Line Operational:** 1887, **Year Service Ended:** 1887, **Original Starting Point:** Shelby, NC, **Original Ending Point:** Camden, SC.

The Georgia and Carolina Midland Railroad was a Southeastern railroad company created in the late 19th century by the merger of two existing southern carriers.

The Georgia and Carolina Midland Railroad was created in 1887 when the Augusta, Edgefield and Newberry Rail-

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road was consolidated with the Atlantic and North-western Railroad.

The Georgia and Carolina Midland merged with the Charleston, Cincinnati and Chicago Railroad in August 1887, a move approved by the South Carolina General Assembly in December of that same.

Ohio River & Charleston Railway

Acronym: OR&C RR, **Year Chartered or Incorporated:** 1896, **Year Line Operational:** 1896, **Year Service Ended:** 1899, **Original Starting Point:** Shelby, NC, **Original Ending Point:** Camden, SC

1896 - Chartered in both South Carolina and North Carolina. 1898 - In foreclosure. 1899 - Re-organized as the South Carolina & Georgia Extension Railroad.

In 1890, financial disaster struck the Charleston, Cincinnati & Chicago Railroad. A major investor, Baker Brothers & Company, failed in the financial panic of the time, and the courts ordered that the railroad go into receivership. In May of 1893, the railroad was sold to its bondholders and a new corporation was established - the Ohio River & Charleston Railway, in 1896.

The new company was disjointed, with management going in too many different directions with varying sets of priorities. Many investors wondered if the decades-old dream of joining the Ohio River and the Atlantic Ocean via rail would ever happen in their lifetimes.

Sometime between 1896 and 1898, the Ohio River & Charleston Railway acquired the recently reorganized Carolina & Cumberland Gap Railway, which was the Carolina, Cumberland Gap & Chicago Railroad until an 1896 reorganization.

In August of 1898, the line from Marion, NC to Camden, SC and the line from Edgefield to Aiken was sold to the South Carolina & Georgia Railroad Company, which operated it as the South Carolina & Georgia Extension Railroad Company for a short time.

South Carolina & Georgia Extension Railroad

Acronym: None, **Year Chartered or Incorporated:** 1899, **Year Line Operational:** 1899, **Year Service Ended:** 1902, **Original Starting Point:** Shelby, NC, **Original Ending Point:** Camden, SC,

In 1900, the northern line (in KY) was sold to the Chesapeake & Ohio Railroad. This left the Ohio River & Charleston Railway with only the middle sec-

tion, which ran from Johnson City, TN, into the mountains of North Carolina.

In 1902, with new financing available, the railroad changed its name to the South & Western Railroad. It was the Ohio River & Charleston Railway. In 1902 it was acquired by Southern Railway and added to its Carolina Division.

South & Western Railroad

Acronym: S&W RR, **Year Chartered or Incorporated:** 1902, **Year Line Operational:** 1902, **Year Service Ended:** 1908, **Original Starting Point:** TN/NC Line, **Original Ending Point:** Marion, NC.

1905 - Charter granted by the state of Virginia on January 26, 1905. 1906 - Acquired the assets of the South & Western Railway. 1908 - Renamed to the Carolina, Clinchfield & Ohio Railroad.

Chartered in 1902 by the SC State Legislature.

The remaining line in eastern Tennessee and western North Carolina was extended south to Altapass in 1905, and by 1908 to Marion. South & Western leased another line from the Lick Creek & Lake Erie Railroad and extended its operations into Virginia. Financially secure, the company acquired a new name - the Carolina, Clinchfield & Ohio Railroad - in 1908.

Towns on Route (in NC): NC/TN State Line, Poplar, Relief, Hunt Dale Webb (1915), Green Mountain, Red Hill Forbes (1904), Toecane Lunday (1907), Kona (1916), Wing, Penland, Spruce Pine, Altapass (1906), Mount Mitchell (1908), Ashford Pitts (1904), Sevier (1912), Woodlawn Hankins (1909), and Marion.

Carolina, Atlantic & Western Railway

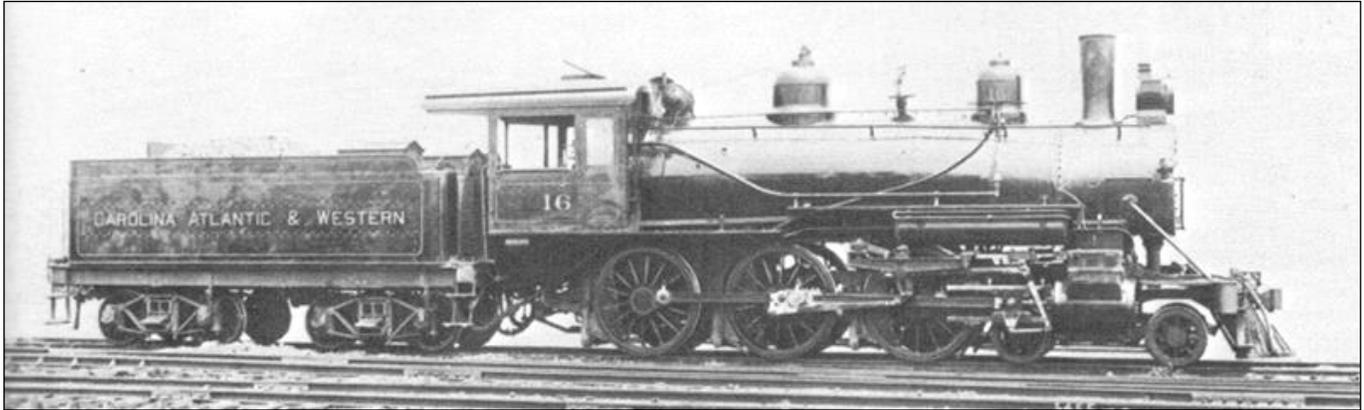
Acronym: CA&W RR, **Year Chartered or Incorporated:** 1914, **Year Line Operational:** 1914, **Year Service Ended:** 1915, **Original Starting Point:** McBee, SC Georgetown, SC Gibson, NC Poston, SC Andrews, SC, **Original Ending Point:** Jefferson, SC Lane, SC Poston, SC Andrews, SC Charleston, SC

1914 - Originated as the merger of Charleston Northern Railway (incomplete), South Carolina Western Extension Railway (incomplete), South Carolina Western Railway, North & South Carolina Railway

1915 - Built new line from Andrews to Charleston

1915 - Took control of the Charlotte, Monroe & Columbia Railroad

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1915 - Merged with the re-organized original Seaboard Air Line Railway on November 16, 1915.

1915 - Acquired the Georgetown & Western Railroad

1915 - Acquired the Charleston & Southern Railway

1915 - Via South Carolina Secretary of State, charter amended to change name from the Carolina, Atlantic & Western Railway to the Seaboard Air Line Railway Company on November 8, 1915.

1915 - As the Carolina, Atlantic & Western Railway, signed an agreement to consolidate with the Seaboard Air Lines on October 11, 1915, recorded in SC Secretary of State's office

The Carolina, Atlantic & Western Railroad was chartered in 1914 as a consolidation of the North & South Carolina Railway, the South Carolina Western Railway, the incomplete South Carolina Western Extension Railway, and the incomplete Charleston Northern Railway.

In 1915, the Carolina, Atlantic & Western Railroad acquired the Charleston & Southern Railway and the Georgetown & Western Railroad, took control of the Charlotte, Monroe & Columbia Railroad, and completed an extension from Andrews to

Charleston, SC. Thus, at the end of 1915, the railroad owned 328 miles of track from Hamlet, NC to Charleston, SC.

In November of 1915, this road was absorbed into the Seaboard Air Line Railway.

Towns on Route (in SC)

Line #1 - McBee to Jefferson: McBee, Catarrh, Angelus, Jefferson

Line #2 - Georgetown to Lane: Georgetown, Sampit Station, Andrews, Bethel, Harper, Earl, Trio, Bryan (1914), Carris, Lane

Line #3 - Gibson, NC to Poston, SC: SC/NC State Line, McColl, Clio, Minturn (1915), Little Rock, Dillon, Floyd Dale, Mullins, Burleson (1916) → Rains (1916), Centenary, Eulonia, Oakton → Gresham (1916), Poston

Line #4 - Poston to Andrews: Poston, Johnsonville, Venters → Excelton (1916), Hemingway, Nesmith, Morrisville Station (1910s). Andrews

Line #5 - Andrews to Charleston: Andrews, Jamestown, Bethera, Melgrove, Charleston Navy Yard



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