

Carolina Conductor



Volume 11 Number 10

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

© October 2024

Preserving the Past Active in the Present Planning for the Future

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Spartanburg Amtrak Station

298 Magnolia Street

Spartanburg, SC 29301-2330

Wednesday 10-2 & Saturday 10-2

Meeting Site:

Fountain Inn Presbyterian Church

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Fountain Inn, SC 29644

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

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Articles can be submitted anytime.

Charlotte, Columbia & Augusta Railroad

Acronym: CC&A RR

Year Chartered: 1869

Year Line Operational: 1869

Year Service Ended: 1878

Original Starting Point: Charlotte

Original Ending Point: Augusta

1869 - Merger of the Charlotte & South Carolina Railroad and

the Columbia & Augusta Railroad.

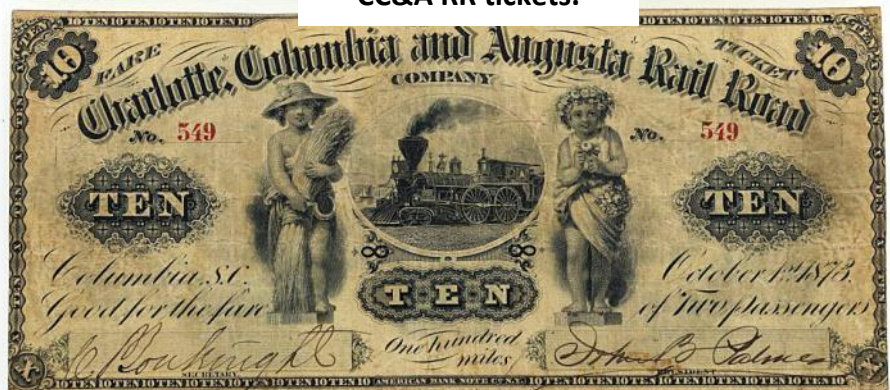
1878 - Acquired by Richmond & Danville Railroad. Retained its line name.

1881 - Leased the Atlantic, Tennessee & Ohio Railroad, extending service from Charlotte to Statesville.

1882 - Leased the Cheraw & Chester Railroad for 99 years.



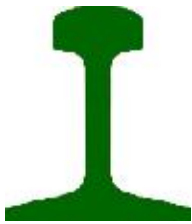
CC&A RR tickets.



Continued on Page 3 - CC&A RR

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Museum Happenings



↑ The yard sale was a big success again this year! Photos show some of the railroadiana and models that were for sale.

← Storm damage caused by winds from Hurricane Helene. We were lucky as this was the only damage on the property other than losing electric for three days at the museum. The caboose was on a different line and had power.

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.

1870 Timetable

290 CHARLOTTE, COLUMBIA AND AUGUSTA RAILWAY.

W. JOHNSTON, President,
Charlotte, N. C. | C. H. MANSON, Sec. and Treas.
E. R. DORSEY,
Gen. Freight and Ticket Ag't,
Columbia, S. C.
CALEB BOUKNIGHT,
Superintendent.

| Trains Leave. | | | | Trains Arrive. | | | |
|---------------|-------|-------|------|------------------------|-------|-------|-------|
| April, 1870. | | | | April, 1870. | | | |
| Acc. | Acc. | Pas. | Mis. | STATIONS. | Frs. | Pas. | Acc. |
| | | | | | P. M. | P. M. | |
| | A. M. | A. M. | | Charlotte ¹ | | | |
| | 10 30 | 10 15 | 0 | Morrow's | 4 10 | | 5 10 |
| | 17 15 | 10 55 | 11 | Fort Mills | 3 40 | | 4 30 |
| | 11 55 | 11 19 | 18 | Rock Hill | 3 15 | | 3 55 |
| | 12 50 | 11 49 | 26 | Smith's | 2 44 | | 3 10 |
| | 1 40 | 12 20 | 35 | Lewis | 2 12 | | 2 15 |
| | 2 00 | 12 31 | 38 | Chester ² | 2 09 | | 1 55 |
| | 3 00 | 1 15 | 45 | Cornwall's | 1 35 | | 12 55 |
| | 3 45 | 1 40 | 53 | Black Stock | 12 48 | | 11 30 |
| | 4 15 | 1 52 | 57 | Yonguesville | 12 33 | | 11 05 |
| | 4 40 | 2 05 | 60 | White Oak | 12 19 | | 10 35 |
| | 5 00 | 2 18 | 64 | Adger's | 12 06 | | 10 10 |
| | 5 15 | 2 28 | 67 | Winnsboro | 11 56 | | 9 55 |
| | 6 05 | 2 46 | 72 | Simpson's | 11 39 | | 9 30 |
| | 6 35 | 3 08 | 78 | Ridgeway | 11 14 | | 8 35 |
| | 7 15 | 3 32 | 84 | Doko | 10 54 | | 8 00 |
| | 7 55 | 3 56 | 91 | Killian's | 10 29 | | 7 12 |
| P. M. | 8 25 | 4 15 | 97 | Columbia ³ | 10 05 | A. M. | 6 30 |
| | 10 00 | 4 50 | 107 | Lexington | 9 40 | 4 20 | 5 40 |
| | 11 20 | 5 40 | 124 | Gilbert Hollow | 8 35 | 2 55 | A. M. |
| | 12 10 | 6 11 | 134 | Leesville | 8 02 | 1 50 | |
| | 12 50 | 6 33 | 141 | Batesville | 7 38 | 12 55 | |
| | 1 15 | 6 41 | 143 | Ridge Spring | 7 31 | 12 30 | |
| | 2 10 | 7 15 | 153 | Johnston | 6 56 | 11 00 | |
| | 3 10 | 7 43 | 162 | Mile's Mill | 6 26 | 9 35 | |
| | 4 20 | 8 25 | 173 | Graniteville | 5 47 | 7 10 | |
| | 5 20 | 8 56 | 183 | Augusta ⁴ | 5 17 | 6 05 | |
| | 6 30 | 9 40 | 195 | | 4 30 | 4 15 | |
| | A. M. | P. M. | | ARRIVE | | A. M. | P. M. |

Standard of Time—Clock in Supt.'s office at Columbia.

CONNECTIONS.

- ¹ At Charlotte, with North Carolina, and Wilmington, Charlotte and Rutherford Railways.
- ² At Chester, with King's Mountain Railway.
- ³ At Columbia, with Greenville and Columbia Railway, and Columbia Branch of South Carolina Railway.
- ⁴ At Augusta with Georgia and Savannah Railways.

ta Railroad expanded westward from Columbia, SC to Augusta, GA. Dr. Edward Jones Mims persuaded William Johnson, president of the railroad, to run the line through the 1200-acre Mims plantation. In return, Dr. Mims agreed to name the new town for Mr. Johnson - so, the Johnson Station was created in 1868, later to be shortened just to Johnson.

Construction of the Chester & Lenoir Narrow Gauge Railroad slowed down, and the line did not reach Lincolnton until July 1881. Funds were then exhausted, so the owners appealed for help from the Charlotte, Columbia & Augusta Railroad. An agreement was reached to lease the railroad to the Charlotte, Columbia & Augusta Railroad in exchange for completion of the railroad into Lenoir, NC, a distance of nearly thirty-seven miles.

Before the lease could take effect, on September 22, 1882, the Charlotte, Columbia & Augusta Railroad was merged into the Richmond & Danville Railroad. Their owners decided to honor the previous commitment and construction to Lenoir began soon thereafter.

From an October 3, 1882 article in the *New York Times*: COLUMBIA, S.C., Oct. 2. - **The Charlotte, Columbia and Augusta Railroad Company has effected the lease**

of the Cheraw & Chester Narrow-gauge Railroad for a period of 99 years. The lessors agree to pay an annual dividend of 1-1/2 per cent, on the capital stock of the road and the interest on the bonds. They also assume all the floating indebtedness and other liabilities, and agree to complete the road from Chester to Lancaster within 12 months from the date of the lease by building a bridge across the Catawba River. The

- 1882 - Leased the Chester & Lenoir Narrow Gauge Railroad.
- 1882 - Officially merged into the Richmond & Danville Railroad. Retained its line name.
- 1894 - Merged into the Southern Railway. Gave up its line name.

In the late 1860s, the Charlotte, Columbia & Augus-

bonded indebtedness of the road amounts to \$100,000 and its capital stock to about the same sum. With the lease of this road the Charlotte, Columbia and Augusta Railroad Company now owns the entire narrow-gauge

Carolina and the Western District of North Carolina. This action makes a legal distinction between the road named and the Richmond and Danville system, although Samuel Spencer, F.W. Hudekoper, and Reuben Foster, the Richmond and Danville receivers, have been appointed also the receivers for the Charlotte, Columbia and Augusta Road.

The following is "Circular 7" referred to above, issued by the Railroad Commissioners on the 2nd instant :

1. Freight Rule 3 shall apply to all freight passing from one point to another on the Charlotte, Columbia and Augusta Railroad, and the Cheraw and Chester Railroad and the Chester and Lenoir Railroad.

2. Section 7 of Circular 2 is repealed, and the relations of the Cheraw and Chester Railroad and the Chester and Lenoir Railroad to the Standard Freight Tariff are hereby made the same as that of the Charlotte, Columbia and Augusta Railroad, as fixed by Circular 2, Section 2.

3. A charge of one-half cent per 100 pounds may be made for transfer of freight at Chester to and from the Cheraw and Chester Railroad to the Charlotte, Columbia and Augusta Railroad, and to and from the Chester and Lenoir Railroad to the Charlotte, Columbia and Augusta Railroad.

4. The passenger class of the Cheraw and Chester Railroad and the Chester and Lenoir Railroad is hereby changed from Class C to Class A.

This Circular will be published as required by law, and will go into effect October 25, 1883.

1883-10-11 Yorkville Enquirer

system of the State, with all the valuable franchises secured to these roads by the acts of the Legislature under which they were constructed. It is charged that the lease of the Cheraw and Chester Railroad was effected without consulting the tax-payers of the Counties of Chester and Lancaster, which issued bonds to build the road, and although the vote of the stockholders was nearly unanimous in favor of the lessee, it is not improbable that an effort will be made to take the matter to court.

From a December 2, 1893 article in the *New York Times*: **Headline: A NEW RECEIVERSHIP - Charlotte, Columbia and Augusta Road in Separate Hands.** A separate receivership for the Charlotte, Columbia and Augusta Railroad and its dependencies has been established in compliance with orders from the United States Circuit Courts for the District of South

The newly-appointed receivers took possession of the property yesterday, and issued a general order, making the following appointments: General Manager - W.H. Green; General Agent - A.B. Andrews; General Counsel - H.L. Bond, Jr.; Traffic Manager - Sol Haas; Controller - A.S. Dunham; Treasurer - John W. Hall; Assistant Treasurer - W.H. Marbury.

The Charlotte, Columbia and Augusta Road has heretofore been known as the South Carolina Division of the Richmond and Danville, and yesterday General Manager Green reappointed all the officers, agents, and employees of the department, and appointed the following additional officers: Joseph P. Minetree, General Purchasing Agent; R.D. Wade, Superintendent of Motive Power; C.A. Darlton, Superintendent of Telegraph.

President A.B. Andrews of the Charlotte, Columbia and Augusta Road issued the following order yesterday date at Columbia, S.C.: "By decree of the Circuit Court of the United States for the Eastern District of Virginia, the receivers of the Richmond and Danville Company have turned over all of the railroad, and property of the Cheraw and Chester Railroad Company and the Chester and Lenoir Narrow Gauge Railroad Company, to the Charlotte, Columbia and Augusta Railroad Company, and the undersigned, as President, has this day taken possession and assumed the operation of the Cheraw and Chester and the Chester and Lenoir Narrow Gauge Railroads. Mr. L.T. Nichols is hereby appointed Superintendent, with office at Chester, S.C.

The decrees for a separate receivership were made in cases brought against the various roads by the Central Trust Company of New York.

In 1894, this railroad was merged into Southern Railway.

From the Fourth Annual Report of the South Carolina Railroad Commissioners issued in 1882, the following stations were named for the Charlotte, Columbia & Augusta Railroad.

Station and Distance Between Stations: NC/SC State Line 0 miles, Fort Mill 2.5 miles, Catawba River Turnout 3.5 miles, Rock Hill 4.5 miles, Warren's 5.8

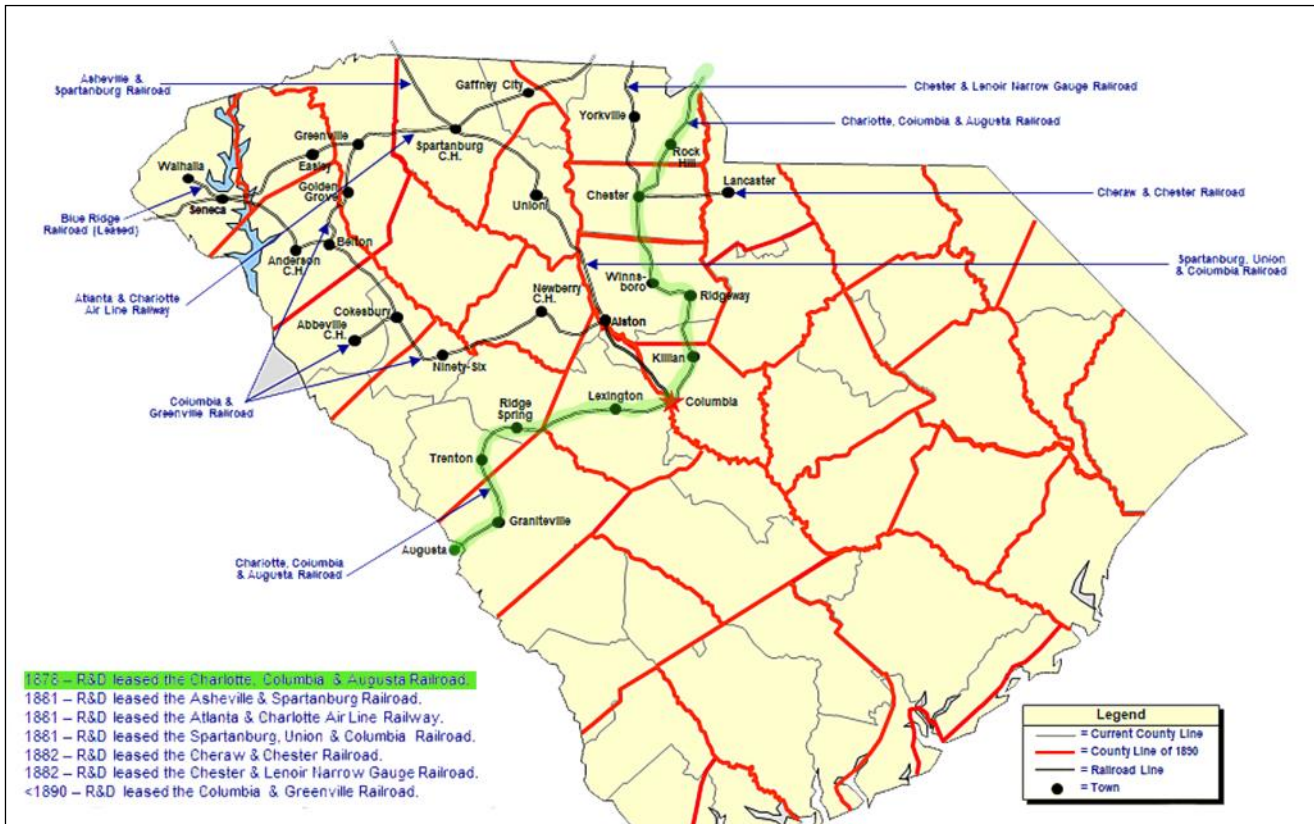
miles, Smith's 3.2 miles , Lewis's 3.3 miles, Chester C.H. 6.9 miles, Cornwall's 7.8 miles, Blackstock's 3.8 miles, Woodward's 2.6 miles, White Oak 5.1 miles, Adger's 2.9 miles, Winnsboro 4.8 miles, Robinson's 3.1 miles, Simpson's 3.0 miles, Ridgeway 5.5 miles, Blythewood 7.1 miles, Sharp's 3.3 miles, Killian's 2.9 miles, Columbia 10.3 miles, Wilmington, Columbia &

Towns on Route (in SC): SC/NC State Line, Ft. Mill, Catawba River, Ebenezerville, Rock Hill, Warrens Turnout (1889) > Warren (1895) > Ogden, Smiths Turnout > Smiths (1951), Chestnut Grove (aka Lewis Station) > Lewis Turnout (1887), Chester C.H. > Chester (1886), Cornwell Turnout > Cornwell (1881), Black Stocks > Blackstock (1892), Younguesville > Woodward (1879), White Oak, Adgers Station, Albion, Winnsboro, Rockton (1886), Simpsons, Nelson (1883), Ridgeway, Smallwood (1901), Campbells, Doko > Blythewood (1877), Sharps (1896), Killians (1873), Dents (1890s) > Dentsville (1901), Columbia, New Brookland (1887) > West Columbia (1938), Cayce (1901), Arthurs (1889), Lexington C.H. > Lexington (1895), Barr's Landing (1873) > Barr (1903), Gilbert Hollow > Summit Point (1872) > Gilbert Hollow (1876) > Lewisdale (1886) > Gilbert (1904), Fredonia (1891), Leesville, Batesburg, Hibernia (1895), Monetta (1889), Ridge > Ridge Spring (1884), Ward's Turnout > Clintonward (1881) > Wards (1893), Lotts > Johnston Depot (1870) > Johnston (1881), Pine House Depot > Trenton (1878), Miles Mill (1870s), Vacluse (1878), Graniteville, Langley (1871), Aiken Junction (1890s), Bath, Clearwater (1901), Hamburgh, North Augusta (1900), SC/GA State Line.

— "Ministers' Passes," have been discontinued on the Charlotte, Columbia & Augusta Railroad by a special order from the General Superintendent's office. So says the Charlotte Observer.

1873-09-18 Yorkville Enquirer

Augusta Junction 1.9 miles, Lexington 12.5 miles, Barr's 4.8 miles, Gilbert Hollow 4.0 miles, Summit 1.8 miles, Leesville 5.5 miles, Batesburg 2.2 miles, Ridge Spring 8.6 miles, Ward's Turnout 4.2 miles, Johnston's 4.3 miles, Trenton 6.9 miles, Miles's Mill 5.5 miles, Vacluse 4.5 miles, Graniteville 3.4 miles, Aiken Junction 1.1 miles, Langley 2.9 miles, Dead Fall 7.2 miles, SC/GA State Line 1.0 mile



Continued on Page 6 - R&D

Columbia & Augusta Railroad

Long before the war, railroad men had seen the advantages to be had from a single line of connected roads from Richmond to New Orleans/Vicksburg. The common route was to be as straight as possible, while hitting all the main population and railroad centers on the way. The dream route was as follows: Richmond, Danville, Charlotte, Columbia, Augusta, Macon, Montgomery, Jackson and then south to New Orleans or continue west to Vicksburg – and then to Shreveport and on to the Southern Pacific Railroad. Gaps existing in this route when the war began were some of those that received attention for immediate construction – the Piedmont Railroad, the Columbia & Augusta Railroad, the Milledgeville Railroad, the Montgomery & Columbus Railroad, and the Selma & Meridian Railroad. The Piedmont Railroad and the Selma & Meridian Railroad were crucial to the support of Richmond and major armies and got first attention. Lack of labor and iron caused the remaining roads to flounder and languish until late in the war, when additional and alternative routes became most important. Labor and iron was still lacking, but interest had picked up.

The Columbia and Augusta Railroad was begun in 1854 by Col. James Guignard Gibbes, 1829–1903, but was not completed until after the American Civil War of 1861–1865. The company was originally chartered in South Carolina as the Columbia and Hamburg Railroad. But its name was changed to Columbia and Augusta Railroad in December 1863 before any track was laid on the route, as the importance of Hamburg, South Carolina, as an economic center was already on the decline. In 1869, it was merged with the Charlotte and South Carolina Railroad to form the Charlotte, Columbia and Augusta Railroad.

The Columbia & Augusta Railroad was probably the most important railroad that the Confederacy did not complete. The existing route required a sixty-four mile run south to Branchville, then reverse direction and head seventy-five miles northwest to Augusta. This strange route was the result of the South Carolina Railroad being built to suck inland freight to Charleston, not to connect with neighboring states. The proposed straight line connection would be about seventy miles

long, saving seventy miles in freight charges and about eight hours in time. The obvious secondary benefit was the continuation of travel from Augusta to Charlotte if Branchville or Charleston should be lost to the railroad network by Union capture or destruction. This internal line, remote from enemy interference, was the same argument that had been used, successfully and correctly, for the Piedmont Railroad project.

The Columbia & Augusta project benefitted from three factors: the new road required no significant bridges, the route would mostly be on a ridge top and therefore required less filling and embankments, and the last eleven miles could be run on existing South Carolina Railroad track. Additional, unspoken, benefits of this route would be that slaves that had been sent inland for safety could be used on the work, and the country had not been damaged by enemy raids. The project's drawbacks were the usual – lack of labor and lack of iron.

William Johnston was a highly respected railroad president. He set high standards for his railroads and achieved them. He was an efficient manager, able to take the debt-saddled Charlotte & South Carolina Railroad and bring it back to full solvency, then built the Atlantic, Tennessee & Ohio Railroad – without state aid or debt. He was the obvious man to extend his two roads south from Columbia to Augusta. Johnston had been involved with this project before the war and in his January 1, 1863, annual report to the Charlotte & South Carolina stockholders he noted their readiness to resume the project whenever the people of Augusta, Columbia, and the planters between the two were ready to step up to the task.

It is unfortunate for our story that there were few central government documents generated by the construction project and the state ones were apparently lost with the destruction of Columbia. Regardless, the bare outline of the project can be determined. Newspapers in the area mentioned the need to restart the construction in March and June 1863. Without any additional documents, it is clear from newspapers that books for subscriptions for stocks opened in various cities and towns in early July; the response was quick and com-

plete. By August 10th, enough stock had been subscribed to allow the company to organize and call its first meeting. By the 13th, the meeting had been held and Johnston elected President; James G. Gibbs (or Gibbes) was selected as Chief Engineer.

On October 9th, Engineer Gibbs advertised for bids for the grading and masonry work on the first twenty miles, starting at Columbia. Bids would close on November 10th, with the profiles and specifications available in the company office, in Columbia, after October 25. He optimistically noted that the company would probably be able to furnish most of the tools necessary.

December 18th saw the company call for the rest of the subscription payments, with 35% due January 1, 1864, and the balance, 25% on February 1. It appears that the company had a name change on January 1, from Columbia & Hamburg to Columbia & Augusta Railroad. Hamburg was the first destination of the South Carolina Railroad when it was constructed, but it had not become the center of commerce that Augusta had, so the name change recognized the greater importance of Augusta.

On January 18, 1864, President Johnston wrote Secretary of War Seddon regarding the status of the project and to ask for assistance. He stated that the entire route would be located by the end of the month and offered it to contractors. He noted that the confusion regarding the currency was causing the road to delay letting contracts and hoped the government would settle the currency issue. He then asked that Major Melton, Chief of Construction of the State of South Carolina, be allowed to grant exemptions from military duty for up to forty contractors who would obligate themselves to each work not less than twenty slaves on grading the road, getting crossties, and constructing bridges. He asked, further, that rations and clothing for the slaves be provided through Government's agents so that the government and the railroad would not be bidding against each other. If the Secretary would not agree to the Government providing such through its agents, he asked that the company be given transportation priority equal with the government from wherever the railroad had to go to purchase the supplies. The road expected to employ 1,000 to 1,500 hands and would need the supplies for that number. The Company expected to have the road graded, and some rail laid

by August. However, the Company could not provide the rails and asked the Government to do so.

Colonel Sims, in replying to a request for comment on another matter to the Quartermaster General, stated on April 1, said he could not urge too strongly the need to provide the iron so that this road could be completed. This comment was in the midst of several letters, reports, and orders in the Richmond area regarding providing the iron. Unfortunately, none of the documents has survived.

On May 1st, the President and Directors held a meeting in which they authorized the President to go to Richmond to attempt to speed up the support the road had requested. The Chief Engineer also made an extensive report, which the *Columbia South Carolinian* published, but it too extensive to quote here. The conclusion was that the route selected was one that rose to the ridge line just west of Columbia and stayed on it almost to Hamburg. The route was selected to reduce the grade the locomotives would have to climb and to reduce the number of bridges required. The route would be a good one for taping future business after the war. Most of the road would be about 500 feet above the level where it starts in Columbia. Only thirteen miles of heavy grading was identified. He estimated 1.1 million cubic yards of excavation and 1.6 million cubic yards of embankment, 2,000 feet of bridging, 8,000 yards of masonry and 200,000 cross ties.

Engineer Gibbes projected eight months for a force of 1,000 hands for the grading, with an additional 100 hands on the bridging and a final 100 getting out the superstructure (mostly the cross ties). Wooden piers would be used to speed the construction of the Congaree River bridge of such a type that would allow permanent masonry construction later without interrupting traffic.

During the week after the meeting, advertisements are found for hands and supplies in several newspapers. The numbers are not large and indicate that each contractor was advertising for the hands he needed for his own contract. Then came the big call, with a July 16th ad for 1,000 hands, to start work promptly. Tools would be furnished by the Company and the contractors would be detailed by the Secretary of War and all their supplies would be exempt from impressment.

Providing engineering supervision may have been a

problem. Prior to starting the work, Johnston had requested a particular Captain from the Engineer Department, but he was refused. In mid-May, the principal assistant engineer to Engineer Gibbes was appointed an Engineer Bureau Captain and ordered to report to General Lee in Virginia.

The Editor of the Augusta *Constitutionalist* noted on September 29th that he had met with Johnston and learned that 400 hands were at work on the two ends of the new road and the planters in the center section were completing the middle portion. He reported again on December 24th that the road had 560 hand employed, with the whole line under contract and twenty-five miles graded. More hands were wanted immediately. The Editor then dove into the question of sourcing the iron rails. In his opinion (sharpened, not doubt by Sherman's army), the Charleston & Savannah Railroad and much of the Central (of Georgia) Railroad should be taken up immediately to supply the company. He had been assured that the road could be completed by March 1st if the South Carolina Legislature provided the necessary assistance and if they did not, the Georgia Legislature should provide it. In a separate article, he pressed the completion of the Milledgeville Railroad, another segment of that great railroad from Richmond to the West.

On October 8, 1864, General Order #77 was issued in Richmond. It revoked all details that had been granted under authority of the War Department to men ages 18 to 45 and all such detailed men were required to assemble at the camps of instruction for service in the armies. This cost the project many of its contractors and many of their slaves.

On December 27th, Johnston wrote Secretary Sedon that by October he had about 600 hands, with the

required contractors. But despite the General Order, he had still managed to have 400 hands at work. Then the military authorities at Augusta took 300 of them to fortify the city. He was still adding hands and had between 500 and 600 hands at work. The great difficulty was in getting the contractors, eight or nine of whom he had managed to get detailed again, and a few older men. If the War Department would detail or exempt sixty contractors, he thought he could get 1,500 to 2,000 slaves on the work and could have both ends of the road ready for rails by April and the rest of the road could take iron as soon as it could be had. The road would be seventy-nine miles long, but ten miles of South Carolina Railroad track would be used near Augusta, leaving sixty-nine miles of iron needed from the Government. He proposed taking the iron of the Charleston & Savannah Railroad or a portion of the South Carolina Railroad south of Branchville or, if necessary, the entire seventy-five miles of the Spartanburg & Union Railroad.

Engineer Bureau Chief Gilmer endorsed the letter of January 2, 1865, that the exposure of the South Carolina Railroad south of Branchville made it essential that the road should be pushed and the sixty men details and transportation assistance for materials should be provided. The South Carolina Legislature passed a resolution asking the Secretary of War to make construction of the road a priority.

Then the record goes silent. Sherman headed north from Savannah in early January and took Columbia on February 16th. It seems likely that, as long as the hands could be fed, the work continued. But laying iron waited until a year after the war ended. The road accepted traffic in 1867.



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