

# Carolina Conductor



Volume 11 Number 12

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

© December 2024

## Preserving the Past Active in the Present Planning for the Future

**Web Site:** [hubcityrrmuseum.org](http://hubcityrrmuseum.org)

**Facebook:** Carolina Railroad Heritage Association & Hub City RR Museum

### 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.

# C&WC Rwy

*The C&WC was covered before but there is much new info presented here. ED.*

## Overview

Locale: Georgia and South Carolina

Dates of Operation: 1896–1959

Successor: Atlantic Coast Line RR

Technical: Track gauge 4 ft 8½ in

**Length:** 341 miles

The Charleston and Western Carolina Railway (C&WC) was formed in 1896 to operate the lines of the former Port Royal and Augusta Railway (PR&A) and the Port Royal and Western Carolina Railway (PR&WC). The PR&A and PR&WC had originally been part of the Central of Georgia Railroad but the South Carolina Legislature had forced the railroad to give up the subsidiary lines. The Atlantic Coast Line Railroad (ACL) took over the C&WC in 1897 but operated it as a subsidiary until 1959 when the ACL fully absorbed it. Much of the original system is still in use by ACL successor CSX Transportation.

## Origins

When the Charleston & Western Carolina Railway was created in 1896, it combined two existing railroads, the Port Royal and Augusta Rail-



way and the Port Royal and Western Carolina Railway into a single entity. The oldest portion of the line, the PR&A, ran from Port Royal to Augusta, a distance of 112 miles following its completion in 1873. It was financed by the Georgia Railroad of Augusta, which sought to extend its own network and gain access to a port on the east coast. Fearing its port at Savannah would be compromised by any expansion of the facilities at Port Royal, the Central of Georgia Railway took control of the Port Royal & Augusta in 1881.

The Central of Georgia sought to expand into the western portion of South Carolina in order to funnel traffic through their lines out of Au-

**Continued on Page 3 - C&WC**

# Museum Happenings



↑ Some of our visitors come from far away as Moldavia.

← Volunteering at the museum does not always mean talking to people. Here LTC Ted "Big" Button shows us his vacuuming skills.



↑ In the last couple of months we have started to see Amazon containers on some trains. Do any of these have Christmas presents for you?

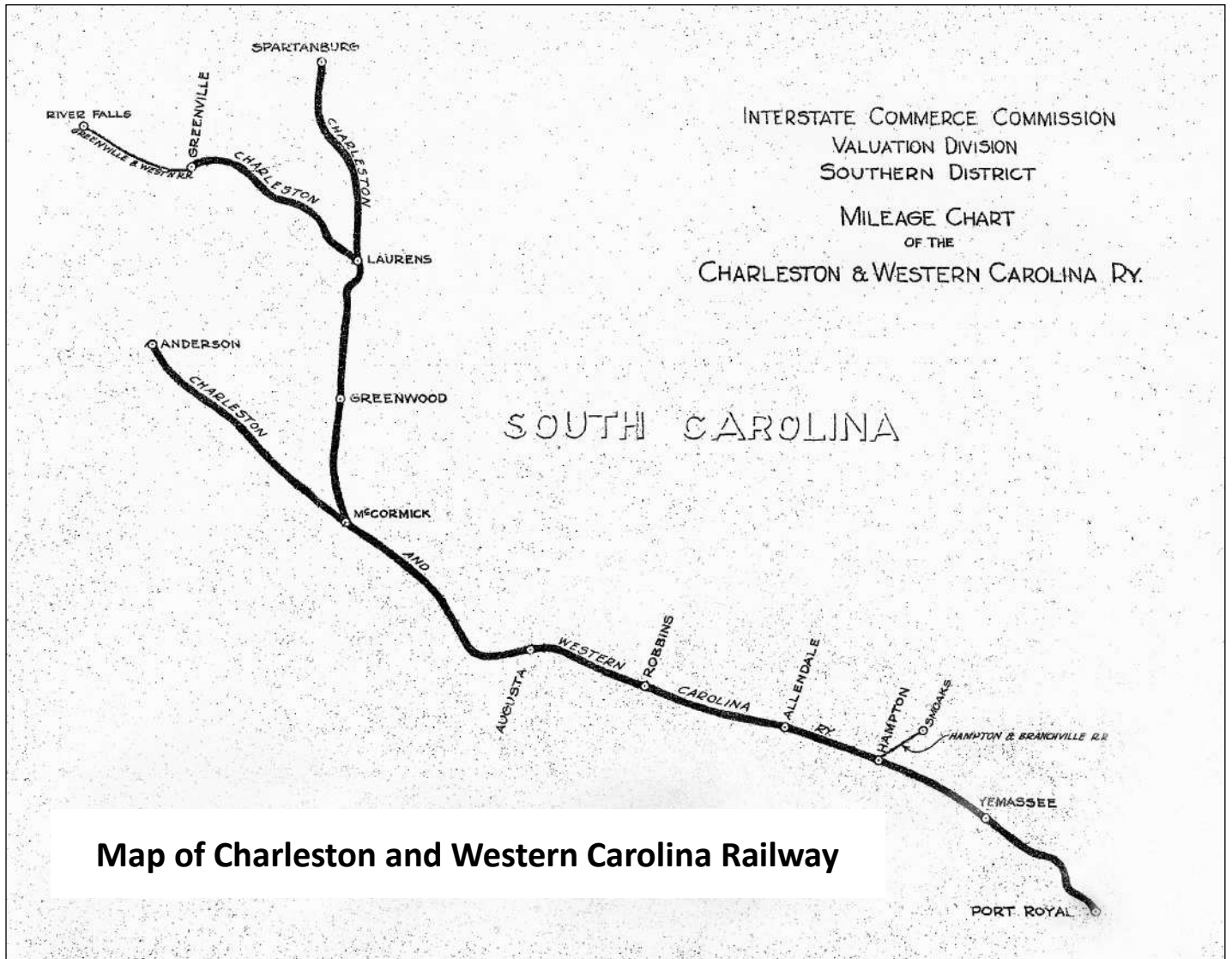
← Does anyone know who this is? Maybe they are related! →



## 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.





gusta. In order to accomplish this goal, the Central leased the Augusta and Knoxville Railroad in 1883, which owned a 68 miles line from Augusta to Greenwood. Shortly thereafter, the Central financed construction of three new lines; the first was an extension from Greenwood to Spartanburg, 66 miles completed in 1885, the second a branch from McCormick to Anderson, 58 miles, and a final branch from Laurens to Greenville, 36 miles. In 1886, all of these branches including the Augusta & Knoxville were merged to create the Port Royal and Western Carolina Railway. Financial trouble in 1894 caused the Central of Georgia to lose control of both companies.

Finally, in 1896, the Charleston & Western Carolina Railway was organized to consolidate both railroads

into a single entity. The result was a 341 miles railroad network covering most of western South Carolina. In 1897, the Atlantic Coast Line took control of the C&WC and operated the railroad as an independent company.

The C&WC operated passenger train service between Augusta and Port Royal, with a major transfer stop at Yemassee, South Carolina. At the Yemassee passengers could transfer to ACL trains to Savannah and to Charleston. Passenger service ended between 1954 and 1957.

The ACL formally absorbed the C&WC in 1959. From there, the trackage of the former C&WC moved through the merger tree, first to the Seaboard Coast Line in 1967, followed by the Seaboard

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System in 1983, and finally CSX Transportation in 1986. Most of the original C&WC system survives under CSX Transportation, which includes the Augusta Subdivision, McCormick Subdivision, and the Spartanburg Subdivision. The remains of the former Laurens to Greenville branch survives as the Carolina Piedmont Railroad. 🚂

## Historic Stations

### Main Line

Milepost	Location	Station
AMJ 468.1	Port Royal	Port Royal
AMJ 463.8	Beaufort	Beaufort
AMJ 462.1	Burton	
AMJ 455.2	Seabrook	
AMJ 453.9	Coosaw	
AMJ 450.0	Sheldon	
AMJ 443.3	Yemassee	Yemassee
AMH 453.4	Cummings	
AMH 459.9	Varnville	Varnville
AMH 461.9	Hampton	Hampton
AMH 462.6	Mauldins Mill	
AMH 468.4	Brunson	Brunson
AMH 471.9	Fairfax	Fairfax
AMH 477.3	Allendale	Allendale
AMH 485.6	Beldoc	
AMH 489.2	Martin	
AMH 492.7	Millett	
AMH 501.2		
AK 431.2	Robbins	
AK 438.6	Ellenton	
AK 445.2	Jackson	Jackson
AK 448.4	Kathwood	
AK 454.3	Beech Island	
AK 459.5	Augusta	Augusta Union Station
AK 461.5	Broad Street	
AK 468.2	Martinez	
AK 472.0	Evans	
AK 472.6	Griffin	
AK 476.8	Woodlawn	
AK 483.5	Clark Hill	
AK 488.4	Modoc	
AK 492.3	Parksville	Parksville
AK 497.7	Plum Branch	Plum Branch
AK 502.9	McCormick	McCormick
AK 509.5	Troy	Troy
AK 513.8	Bradley	
AK 523.3	Salak	
AK 524.8	Maxwell	

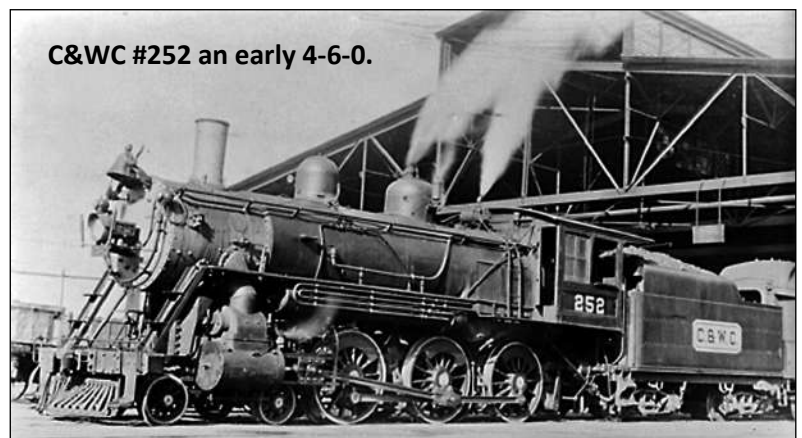
AK 527.8	Greenwood	Greenwood
AK 534.3	Coronaca	
AK 542.1	Waterloo	
AK 553.8	Irby	
AK 554.7	Laurens	Laurens
AK 561.6	Ora	
AK 566.7	Enoree	
AK 570.1	Kilgore	
AK 574.4	Woodruff	Woodruff
AK 580.2	Switzer	
AK 582.8	Moore	
AK 586.7	Roebuck	
AK 592.7	Spartanburg	Spartanburg

### Anderson Branch

AKH 502.9	McCormick	McCormick
AKH 510.8	Bordeaux	
AKH 515.1	Willington	
AKH 519.2	Mount Carmel	
AKH 527.6	Calhoun Falls	Calhoun Falls
AKH 537.8	Lowndesville	Lowndesville
AKH 545.5	Iva	Iva
AKH 551.2	Starr	Starr
AKH 553.1	Deans	
AKH 561.4	Anderson	Anderson

### Greenville Branch

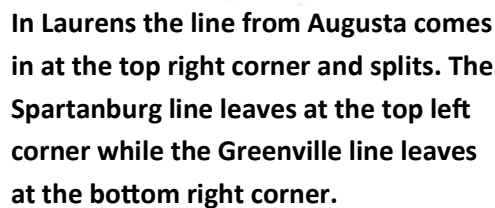
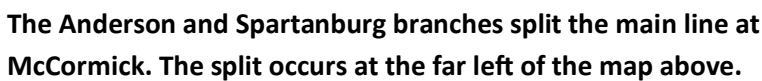
AKJ 554.7	Laurens	Laurens
AKJ 558.9	Doubling	
AKJ 561.8	Barksdale	
AKJ 565.1	Gray Court	Gray Court
AKJ 566.8	Owings	
AKJ 572.6	Fountain Inn	Fountain Inn
AKJ 577.3	Simpsonville	Simpsonville
AKJ 582.9	Mauldin	Mauldin
AKJ 590.7	Greenville	Greenville



**C&WC #252 an early 4-6-0.**

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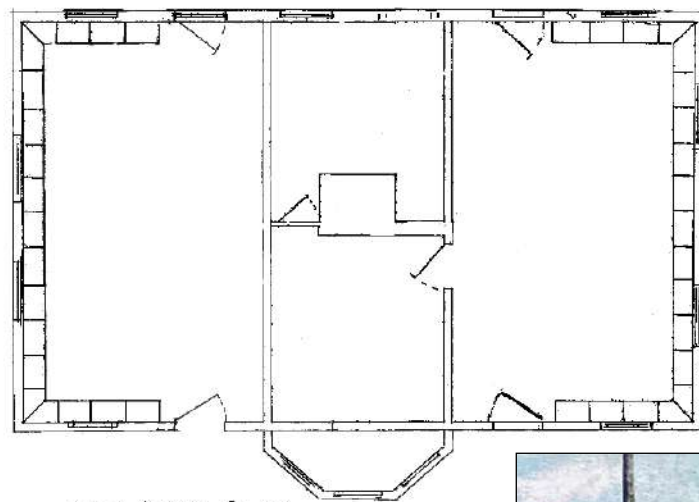
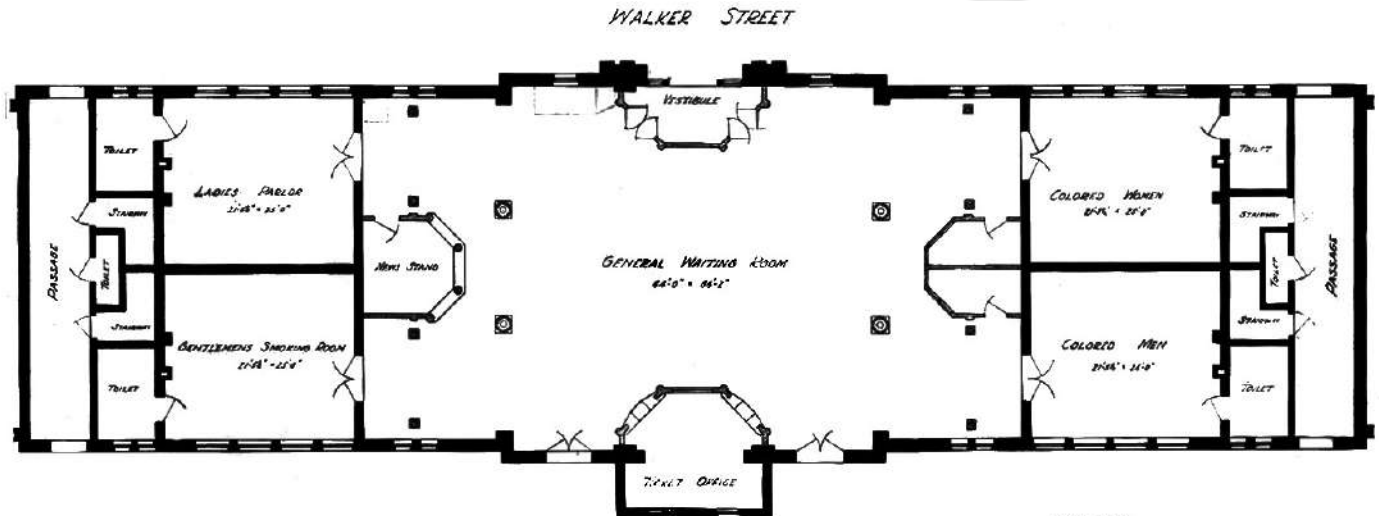
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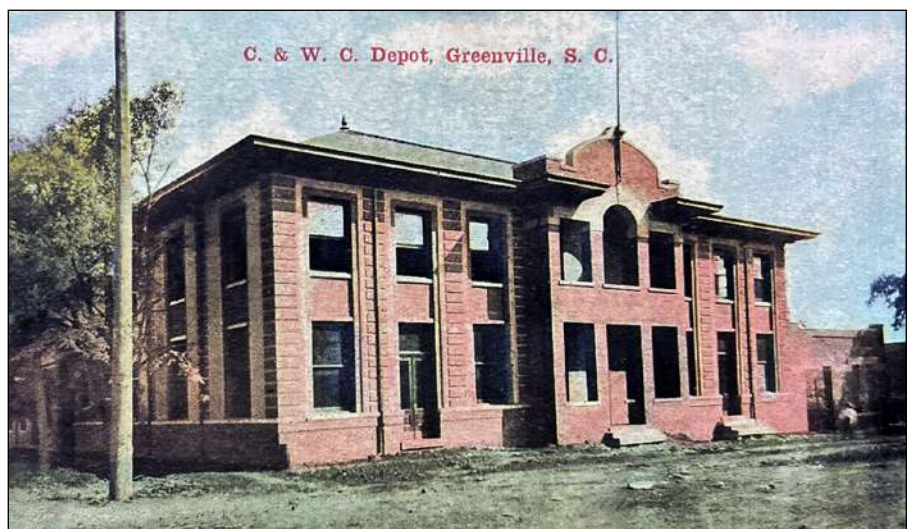
# C&WC Depots



C. & W. C. F. R.  
Beaufort Depot  
Scale 1/4"=1' Jan 7th 1911

PART PLAN  
OF  
UNION STATION  
AUGUSTA, GA.  
Scale 6"-1'  
Office of District Engineer  
Augusta Ga

- ↑ The Augusta, GA Union Station.
  - ← The Beaufort, SC depot was simple.
  - ↓ The Greenville, SC depot.
- The size of the depot depended on the size of the town it was to serve!

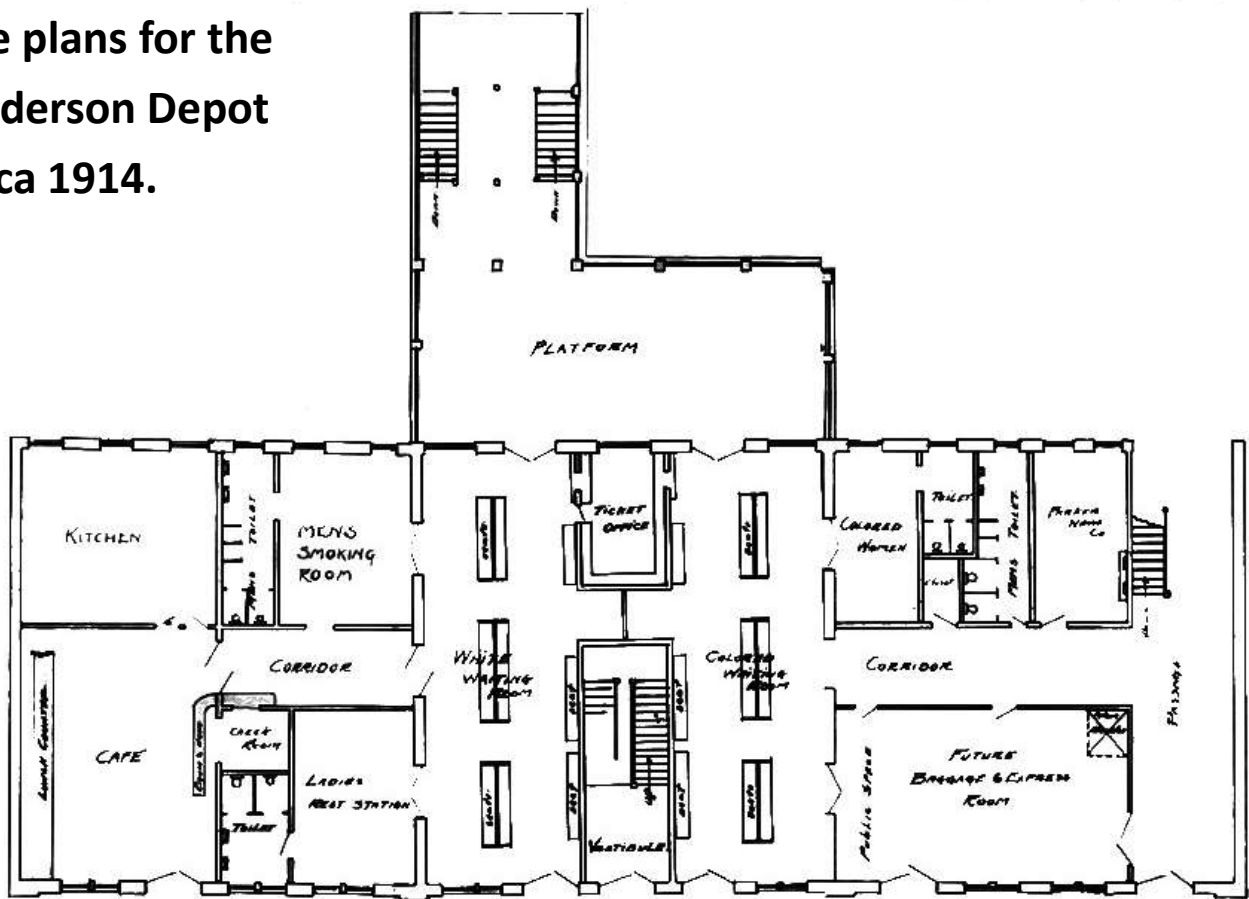




- FRONT ELEVATION -  
SCALE 1/8" = 1 FOOT

This page shows  
the plans for the  
Anderson Depot  
circa 1914.

G. LLOYD PREACHER.  
ARCHITECT & ENGINEER  
AUGUSTA GEORGIA



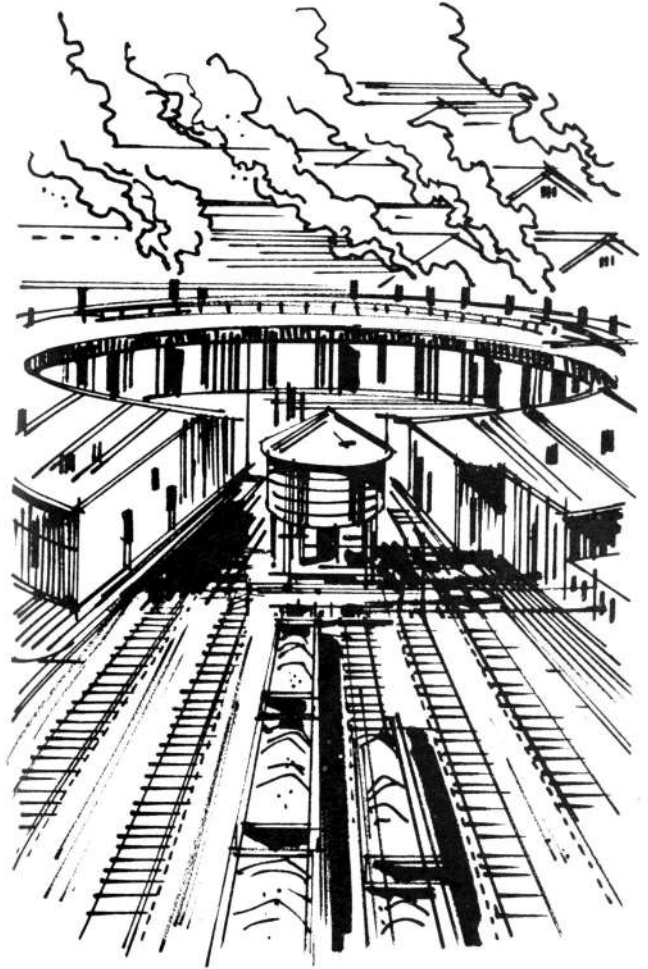
FIRST FLOOR PLAN  
SCALE 1/8" = 1 FOOT



## BARN

*When iron horses rode the rails  
They had no manes, they had no tails.  
But when they needed rest from work  
Their barn was round and full of murk.*

*Locomotive roundhouses dotted the American landscape wherever one travelled. Steam escaping from the locomotives gave the impression of snorting steeds and it was only fitting to refer to roundhouses as barns.*



CHECK OUT THE CRHA:  
[WWW.HUBCITYRRMUSEUM.ORG/CAROLINA-RAILROAD-HERITAGE-ASSOCIATION](http://WWW.HUBCITYRRMUSEUM.ORG/CAROLINA-RAILROAD-HERITAGE-ASSOCIATION)  
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