

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

Web Site: hubcityrrmuseum.org

Facebook: Carolina Railroad Heritage Association & Hub City RR Museum

Meeting Site:

Woodmen of the World Bldg.

721 East Poinsett Street

Greer, SC 29651-6404

Third Friday of the Month at 7:00 pm

Hub City Railroad Museum and SOU Rwy Caboose #X3115:

Spartanburg Amtrak Station

298 Magnolia Street

Spartanburg, SC 29301-2330

Wednesday 10-2 and Saturday 10-2

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Articles can be submitted anytime.

Early SC Railroads

The Early Beginnings

The Cincinnati and Charleston Railroad was incorporated by the South Carolina General Assembly to build a railroad line between Charleston, South Carolina, and Cincinnati, Ohio. The following year, the company changed its name to the Louisville, Cincinnati and Charleston Railroad (LC&C), and later became the South Carolina Railroad (SCRR).

The LC&C was an antebellum railroad that served the State of South Carolina and Augusta, Georgia. It was a 5 ft gauge railroad line.

The LC&C was chartered in the States of South Carolina, North Carolina, Tennessee and Kentucky in 1835 and 1836 as The Cincinnati and Charleston Rail Road Company, to construct a railroad from an intersection with the South Carolina Canal and Railroad Company, which operated a railroad line between Charleston, South Carolina and Hamburg, South Carolina, to a point on the Ohio River near Cincinnati, Ohio. In 1836 and 1837, the name of the company was changed in the charter states to The Louisville, Cincinnati and Charleston Rail Road Company. Partly because the company was unable to obtain a charter through all states on the planned line the original plan was

abandoned.

Former South Carolina Governor Robert Y. Hayne was named the first president of the LC&C, and other board members included John C. Calhoun and Robert Mills. In 1840, James Gadsden became president, a position he held for 10 years. Gadsden was a proponent of a Southern transcontinental railroad and was convinced it would be necessary to purchase a strip of territory along the Gila River from Mexico to make that project a reality.

In late 1839, after the company obtained financing in 1838, they acquired control through a stock interest in the South Carolina Canal and Railroad Company of the 136-mile railroad line between Charleston and Hamburg, South Carolina.

In 1840, the company constructed a 66.3-mile railroad line between Branchville, South Carolina and Columbia, South Carolina.

In 1844, the LC&C Railroad purchased the stock, road, and corporate privileges of the South Carolina Canal and Rail Road Company for \$2.4 million. In 1844, the two companies were merged under an act of the South Carolina General Assembly on December 19, 1843 as the South Carolina Rail Road Company.

In 1848, the South Carolina Rail
Continued on Page 3 - SC RR Company

President's Message

March / Lion / Lamb - we're all familiar with that saying. Here's another: March / Indoors / Outdoors. think of March as when we can transition from mostly staying



Record those historic scenes as they may soon disappear. The P&N Pelzer depot no longer exists.

inside to being able to get outside if we want. The indoor model railroad work slows to a crawl, and we can stand in our favorite railfanning location if we want, waiting for the next train. And, while waiting, we can watch spring explode all around, listen to the songbirds, and enjoy the sunshine.

March also means the Annual Jim Sheppard Photo Contest is coming up rapidly. Time to work on new photos, by finding new locations or even the same location at a different time of day. Do railroad tracks always have to have a train on them to be an interesting photo?

Mark your calendar, local photographer Tom Taylor will present

"Lost Railroad Towns of SC" at the Taylors Library, March 26 from 7 to 8 PM. Reservations are required, so call the Taylors Library to get on the list.

Tourist railroads are a great place to get interesting photos. Experiment with your digital camera's black and white setting, to get different effects, helping to capture images appropriate for those classic locomotives and rolling stock. It costs nothing but time to try out new perspectives, or foregrounds and backgrounds. Spend an hour at the closest Barnes and Noble magazine rack. Check out the various prototype and model railroad magazine photos for interesting vantage points and perspectives to take photos and try them out yourself. Head north of Spartanburg on Route 29, following the NS tracks, for some interesting shots combining trains and towns.

Remember to NEVER trespass on railroad property. Watch out for trains, they're quieter than you think. Be safe, because it's time to take our train activities outside.

The March meeting has been cancelled. The COVID-19 pandemic affects us all. One way to mitigate the spread of the virus is through social distancing. Due to the age of our membership, and their family members, I have cancelled the 20 March meeting. Please review and follow CDC recommendations to protect

yourself, family and friends. The CDC link is here: <https://www.cdc.gov/coronavirus/2019-ncov/infection-control/index.html> . Thank you for understanding.

Red Caboose Award



Marv Havens was presented with the 2019 Red Caboose Award, by president Steve Baker, for his many years of service to both the NRHS and CRHA as voted on by the membership.

Santa & Mrs. C Recognized



Jim Hopkins accepted a framed photo of he and Donna waving at a NS train as it passed in the snow by the depot when they were seeing children for their Christmas lists.

Peace,
Steve Baker, President.

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 local railway history and news.

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Road Company constructed a 37.1-mile railroad line between Kingsville, South Carolina and Camden, South Carolina. In 1853, the company constructed a 1.8-mile line, mainly a bridge over the Savannah River, from Hamburg, South Carolina to Augusta, Georgia.

The South Carolina Rail Road Company, in turn, was sold at foreclosure on November 1, 1881 to the organizers of The South Carolina Railway Company, incorporated under the general laws of South Carolina, October 17, 1881, and amended by act of December 24, 1885.

South Carolina Rail Road Company was a railroad company, that operated in South Carolina from 1843 to 1894, when it was succeeded by the Southern Railway. It was formed in 1844 by the merger of the South Carolina Canal and Rail Road Company (SCC&RR) into The Louisville, Cincinnati and Charleston Railroad Company (LC&C). It was built with a track gauge of 5 ft.

Southern Railway (now Norfolk Southern Railway) gained control of the line in 1899 and consolidated it into the Southern Railway – Carolina Division on July 1, 1902 under special act of South Carolina, approved February 19, 1902.

Merger, Rename and 1840s Railroad Construction

The South Carolina Canal and Rail Road Company was chartered under act of the South Carolina General Assembly of December 19, 1827. The company operated its first 6 miles line west from Charleston, South Carolina in 1830.

The Louisville, Cincinnati and Charleston Railroad, which had built no track of its own, gained stock control of The South Carolina Canal

and Rail Road Company in 1839. The merged companies changed its name to South Carolina Rail Road Company under an act of the South Carolina General Assembly on December 19, 1843. The South Carolina Canal and Rail Road Company had built its first 6-mile line west from Charleston, South Carolina in 1830. The railroad ran scheduled steam service over its 136-mile line from Charleston, South Carolina, to Hamburg, South Carolina, beginning in 1833.

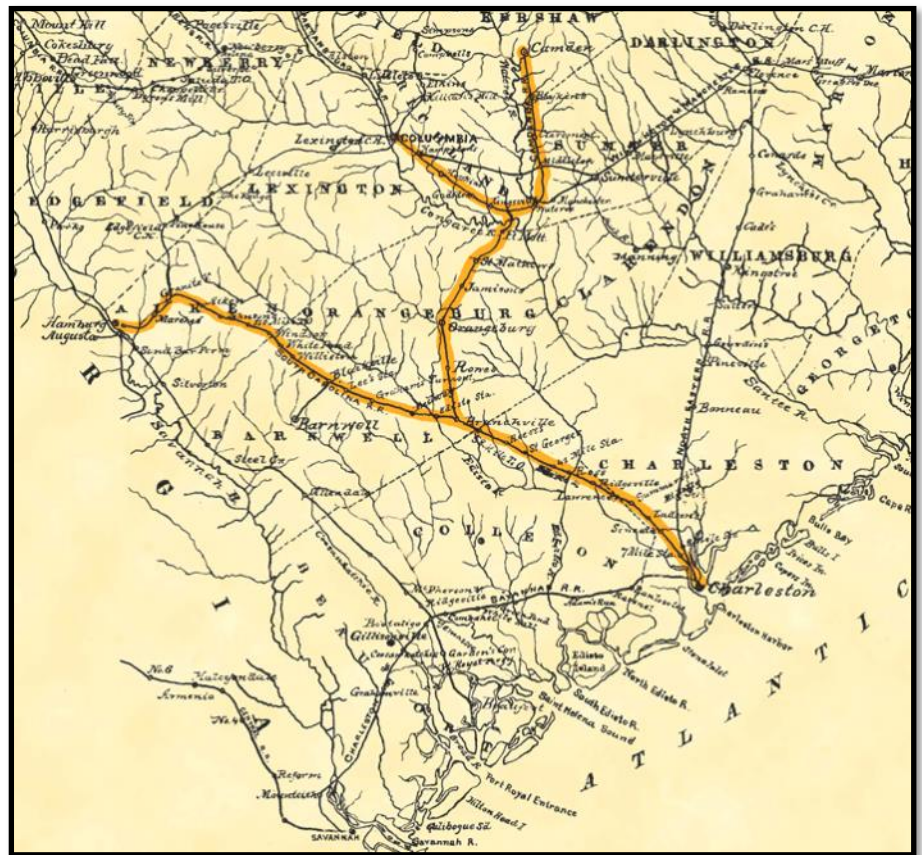
In 1840, the company constructed a 66.3-mile railroad line between Branchville, South Carolina and Columbia, South Carolina. In 1848, the South Carolina Rail Road Company constructed a 37.1-mile railroad line between Kingsville, South Carolina and Camden, South Carolina. In

1853, the company constructed a 1.8-mile railroad, mainly a bridge over the Savannah River, from Hamburg, South Carolina to Augusta, Georgia.

After 10 years of full operation, and the breakaway and reconsolidation of the LC&CRR, the South Carolina Railroad was still obliged by its original charter to connect with Camden. Despite hard economic times, and heavy debt inherited from the failed LC&CRR project, the 37.1-mile branch between Kingsville, South Carolina and Camden, South Carolina was completed in 1848, fixing the route map for the next 50 years.

1850s to 1880s

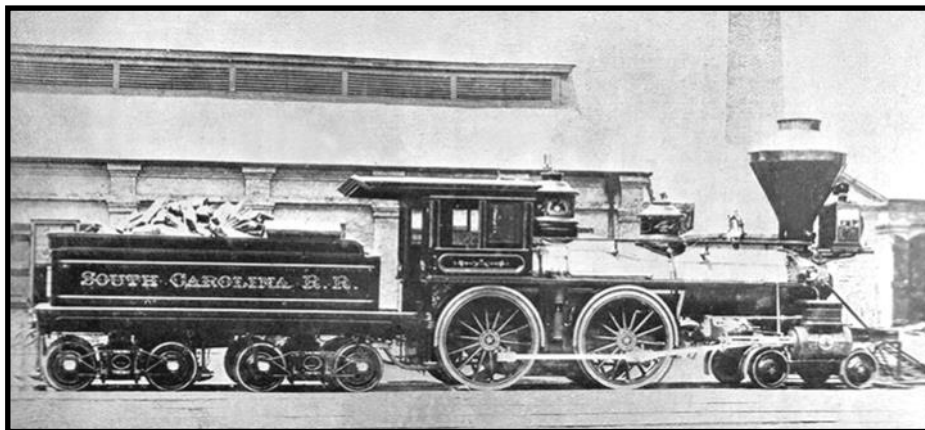
During the great prosperity and statewide railroad expansion of the 1850s, the SCRR enjoyed a doubling



South Carolina Railroad route map circa 1850s.

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South Carolina Railroad locomotive #44 circa 1881.

of its receipts but was obliged to focus on paying off debt, upgrading its physical plant and resolving inefficiencies in its route. After the Civil War, financial losses due to operations of Federal military forces were estimated at \$1,438,142. Losses due to the downfall of the Confederacy were \$3,803,917, including defaulted CSA bonds, uncollected transport charges and 111 emancipated slaves.

Competition crept in thanks to previous failure to expand. In 1867 the SCRR fought an unsuccessful frog war (*In American railroading, a frog war occurs when one private railroad company attempts to cross the tracks of another, and this results in hostilities between the two railroads. It is named after the frog, the piece of track that allows the two tracks to join or cross and is usually part of a level junction or railroad switch.*) during construction of the compet-



SC RR ticket circ 1864.

ing Charlotte, Columbia and Augusta Railroad by interfering in the courts, claiming an exclusive charter for any railroad connecting Charleston, Columbia, Camden or Augusta. A grade crossing in Columbia was protested in court, then blocked by a parked train, then torn up physically and finally threatened by a steamed-up locomotive ready to move forward to block at any moment. All these obstructions were quickly dismissed or prohibited.

With debt over \$6 million in 1873 (approximately \$129,000,000 in 2020 dollars), the line was unable to expand beyond investments in some collateral lines,

including the Greenville and Columbia Railroad. In a pinch, "fare tickets" were found to be helpful. Widely accepted as currency, each unit was good for a 25-mile passage along the line.

Despite these and all other efforts, the road went bankrupt in 1878 and was knocked down to New York interests for \$1,275,000. On November 1, 1881, South Carolina Rail Road Company was sold in foreclosure to the organizers of The South Carolina Railway Company, which was incorporated under the general laws of South Carolina on October 17, 1881, as amended December 24, 1885. After entering receivership in 1889 which lasted for five years under the aggressive management of Daniel H. Chamberlain, former Reconstruction governor of the state, The South Carolina Railway Company was reorganized as South Carolina and Georgia Railroad Company, under the general laws of South Carolina, May 12, 1894, amended by act of December 24, 1894.

Continuing Improvements

The inclined plane at Aiken, South Carolina, was finally replaced by a modest rerouting and long cut in 1852. The terminus at Hamburg had never lived up to its promise, and the lack of an extension across the Savannah River to Augusta, Georgia, was an increasing embarrassment. After an attempt to gain control of the road bridge at Augusta, the SCRR finally overcame the resistance of local interests, built its own bridge in 1853 and made a direct connection with the Georgia Railroad in 1859. Piers of the 1853 Savannah River bridge at Augusta



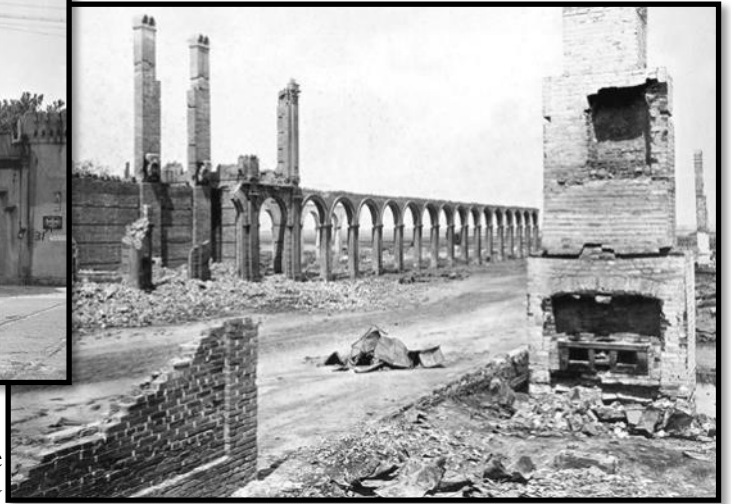
South Carolina Railroad "Fare Ticket"

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The Camden, SC depot in more modern times.



Destruction of the Charleston depot from the Civil War.

are still visible. Local interests had also stopped the line at the city limits of the city of Charleston, greatly hampering connection to seaport terminals, and were not overcome until 1885.

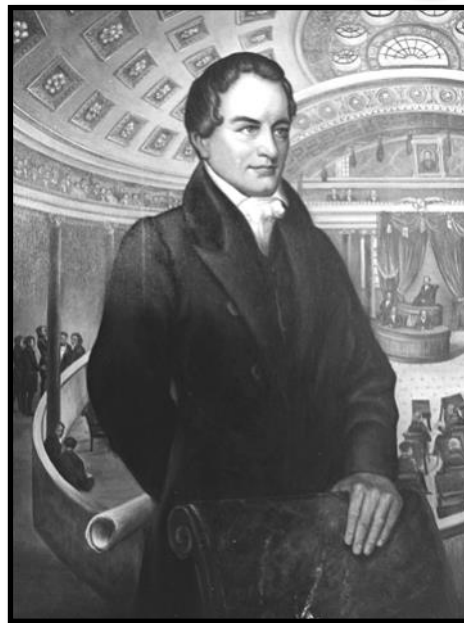
Robert Young Hayne

When railroad enthusiasts of the 1850s undertook to build a rail line from Charleston, across the mountains to Cincinnati, they had as a leader one of the ablest and most respected men in the South.

Robert Y. Hayne of Charleston, first president of the Louisville, Cincinnati and Charleston Railroad Company, had served brilliantly as a United States Senator and as Governor of South Carolina. Yet the evidence is strong that he considered the attempt to build this railroad as his major public service.

For him the railroad to the West promised more than a means of enriching the economy of Charleston and South Carolina. He saw in it the chance to unite with bounds of commerce and communication the sectional interests that were even the beginning to divide the young nation into hostile camps.

To this dream he gave his time, his energy and his great persuasive powers. To it he lent his reputation as one of the foremost statesmen of his day.



Robert Y. Hayne as US Senator.

Whether this would have been enough to carry the railroad to completion will never be known. After two strenuous years as president of the LC&C, Hayne died in September 1839, of a fever contracted on the way to a stockholders meeting in Asheville. The railroads immediate chances died with him.

Two things are certain. Trains run today on a route much the same as that contemplated by Hayne, over lines now part of the Norfolk Southern system. And if Hayne had lived, the LC&C would have had at a critical time the leadership of a man of national reputation with an impressive record of accomplishment.

Born on his family's plantation in Colleton District, near Charleston, on November 10, 1791, Robert Young Hayne was the fifth child and fourth son of a family of fourteen. His boyhood in the fields and inlets of the low country near Charleston helped shape a ruggedness of body and independence of mind that served him well.

From the age of ten until he was 17, he attended schools

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in Charleston. Since the family at that time had not the means to send him to college, the ambitious youngster entered the office of Langdon Cheves, a leading Charleston attorney and later US Congressman, to work and study law. "Reading law" in the office of an established attorney was then the customary way of preparing for a legal career. At 20 he was admitted to the bar. Before his 21st birthday, circumstances placed him on his own with responsibilities of a full-scale law practice.

Cheves, who had gone into partnership with another attorney, won re-election to the US Congress in the fall of 1812. His law partner died about the same time. It is a measure of his confidence in Hayne that turned over to the young attorney not only the entire business of the firm but his own personal law practice.

Hayne's career of public service began with his election to the state House of Representatives in October 1814. Hardly had the legislature convened in Columbia when the Governor appointed Hayne (whose military experience was limited to a captaincy in the Charleston Cadet Riflemen) as quartermaster general of the state with the rank of colonel. This appointment added to his work in the legislature another demanding task.

Hayne, at 23, had the responsibility for all military transportation, the safety of arms and ammunition, quartering troops, opening roads, building and repairing bridges. Importantly, his duties gave him firsthand acquaintance with the inadequacy of transportation facilities of that time.

His ability continued to be recognized. In 1816 and again in 1815 he won re-election to the state legislature at the opening of the latter session he was named Speaker of the House and

within a few months was unanimously elected Attorney general of the state. In 1823 he became the youngest man who had ever been elected to represent South Carolina in the US Senate.

Hayne had been in the Senate no more than a few months when the proposed protective tariff of 1824 brought him to his feet in spirited warning of the potential danger to the Union in a protective tariff that placed some interests of various states in direct opposition to each other.

In this speech may be seen the beginning of the underlying theme repeat-



A steam switcher sorting cars at the Hayne yards.

ed again and again during his ten years in the Senate, most notably in his great debate with Daniel Webster. Hayne's theme was this: *The federal government originated in a compact among the states for their mutual benefit and protection. When one section or group of states uses the federal government to oppress another, the very basis of the Union is attacked.* This was Hayne's basis for nullification. He defended it forcefully against Webster in January 1830, shortly after re-election to a second term in the Senate.

This contest of minds and wills began mildly enough in a discussion of divergent views on the sale of public lands. In two weeks of debate, Hayne and Webster ranged widely in dealing with important political philosophies, while talking about the tariff, the Con-

stitution, slavery, and the rights and wrongs of nullification.

The famous orator, scholar and statesman from Massachusetts found Hayne an opponent worthy of his best. Hayne, more than held his own in the flashing exchange of words and ideas. Often, he had Webster on the defensive and in the end his flinty reasoning struck from Webster the fire that made him immortal, the great oration on the nature of the Union.

As his contemporaries saw and described him, Senator Hayne was a man above middle height, square shouldered and erect. His face, strong featured and somewhat heavy in repose, lighted with intelligence and interest in conversation and debate.

His keen mind, his apparently inexhaustible appetite for work and preparation, and his enthusiasm and eloquence in the debate made him a leader in Congress still remembered for the caliber of its men.

Hayne continued his strong stand for free trade when he opposed the protective features of the tariff bill of 1832. After the bill passed, the South Carolina state legislature passed an ordinance of nullification (refusing to enforce the tariff in that state) and elected Hayne governor. He resigned from the US Senate.

As governor, he continued to oppose the protective features of the tariff and, in a sense, he won. Congress in 1833 passed a compromise tariff bill acceptable to the state and postponed any possible federal action.

But Hayne understood that it was a postponement not a solution. The sectional differences were still there, and still growing. Without good transportation and communication, without mutual commercial interests this would promote, the rift between the sections

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could only widen. It was this understanding that helped make Robert Y. Hayne uniquely equipped to lead the fight for a railroad to the West and eager to make it the great work of his life.

A quartermaster general of his state in 1814 he had a chance to observe in detail the deficiencies of road and river transport at the time. It has been speculated that he made in 1821 the first suggestion of a railroad as a remedy for Charleston's declining trade.

When Charleston's interest in a railroad to the West began to take practical shape. Hayne – who was then mayor of Charleston – led at every stage. He headed a committee which late in 1835 investigated and made a report on a proposal by a Cincinnati group for a railroad linking the two cities. As a result, the city council appropriated \$5,000 for a survey of possible routes and named Hayne to head a committee of correspondence to advance the project in other states involved.

When the state legislature charted the Cincinnati and Charleston Railroad in December 1835 (and appropriated \$10,000 for a route survey) he was one of five commissioners named to supervise the project.

North Carolina chartered the road in the same month and in January 1836, Tennessee did the same. Kentucky followed in February, but insisted on a line to Louisville, with branches to Cincinnati and to Maysville, Ky. There was a further provision that the name be changed to the Louisville, Cincinnati and Charleston Railroad.

Hayne led an 81-man South Carolina delegation to the Knoxville Convention, called in July 1836, to consider the route, the cost and the further progress of the railroad to the West. The 380 delegates from nine states unanimously chose Hayne president of the conven-

tion.

The delegates heard reports on the need for the railroad and the substantial revenues it would be likely to produce. A preliminary survey report indicated a practical route – from Columbia, S.C., up the Broad River valley and across the Blue Ridge to a point near what is now Asheville; from there along the French Broad and then through the Cumberland Gap to Cincinnati. The distance was estimated at 621 miles, the cost at almost \$11 million, including the branch to Maysville.

As spokesman for the convention, Hayne afterward urged people in the various states involved to subscribe to



Southern Railway train #34 passing Hayne yard on the mainline.

as much stock as they could to help swell the subscriptions to the \$4 million by January 1, 1837, as required to save the charters. (The subscriptions were obtained in time – principally in South Carolina.)

Late in 1836 and early in 1837 the charters for railroad construction were amended in North and South Carolina to show the new name and to grant the holders the right to organize a banking company as well. Stock in the Southwestern Rail Road Bank would be sold only to owners of railroad shares.

At the first meeting of stockholders of the Louisville, Cincinnati and Charleston (in Knoxville on January 9, 1837) Hayne and John C. Calhoun were among the directors elected from South

Carolina. Hayne was the unanimous choice of the directors to head the company. "Indeed," remarked the correspondent of the *Charleston Courier*, "no other gentleman appears to have been thought of – all eyes turned to him an identified with the road and giving the greatest confidence to the stockholders."

In the succeeding ten months, Hayne advanced the company's affairs with vigor and purpose. At the second meeting – in Flat Rock, N.C., on October 16, 1837 – he reported that a chief engineer and assistant engineer had been selected and with ten surveying parties, had examined various routes.

The stockholders approved the recommended route and endorsed Hayne's proposal that the South Carolina Canal and Rail Road company be purchased if it could be done on terms that the company seemed likely to be able to meet. Though total stock subscriptions had passed the \$5 million mark, only first installments – totaling little more than a quarter of a million dollars – had been actually paid.

The president reported the progress of the bank charter in the various legislatures (it was hoped that the bank would attract more capital to the railroad project). Stockholders appointed him commissioner to the Kentucky and Tennessee legislatures to try to obtain these banking privileges. Hayne Tennessee legislature of Nashville, where he obtained the charter privileges and a state subscription of went almost directly from the meeting to petition the Tennessee legislature at Nashville, where he obtained the charter privileges and a state subscription of \$650,000 in railroad stock.

Terms of the purchase of the SCC&RR Co. (completed in December

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1837) provided the necessary additional railroad stock subscriptions to permit the organization of the railroad bank. Hayne worked hard to get more financial backing for the company. From a banking house in England the company obtained a \$2 million loan (secured by the credit of South Carolina). Hayne also tried to interest northern capital in the venture.

Using the charter rights of the South Carolina company, the LC&C surveyed and started construction during 1838 on the line from Branchville to Columbia. The Southwestern Rail Road Bank was established. It was put in operation near the close of 1838 with a half-million dollars in cash brought from England. Thus

Hayne's report to the stockholders at Asheville on September 17, 1838 struck a note of optimism.

But hopes were dashed in 1839. Economic conditions made it virtually impossible to get added capital, or even to get payments on the stock already subscribed. Without these payments the railroad could not be built even to Columbia. The English loan had not even covered the full purchase price of the SCC&RR Co., and funds for needed repairs to that road were not available.

Hayne had literally worn himself out with his efforts. More than bone-tired and discouraged, he was a sick man when he reported the precarious outlook for the project to the stockholders in Asheville in September 1839. A fever contracted on the way

to Asheville took his life within four days after the meeting adjourned. His death cost the company its chief asset and its moving spirit. It was the final blow, although the LC&C lasted three years longer and did manage to complete the line from Branchville to Columbia. The hope of breaking down the mountain barriers and uniting a nation, ended for more than a generation.

The failure of the Louisville, Cincinnati and Charleston has been attributed to many causes – the magnitude and difficulty of the project, the financial panic of 1837 that tightened money markets and made it impossible for stockholders to pay in full for the shares they had subscribed in good faith, the opposition of a prominent and powerful director – John C. Calhoun – who resigned after a dispute over the route chosen by his fellow directors and stockholders. It has never been attributed to any lack of hard work and devotion on the part of the LC&C's first president.

Southern Railway has not forgotten Robert Y. Hayne. Years ago, the railway gave his name to its shop near Spartanburg and the name "Hayne Junction" to the point where the Washington -Atlanta main line in

intersected by the line to Asheville – the road that finally helped realize Hayne's dream.



Modern day Hayne yard.

Historic railroad photos from the Craig Myers collection.



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