

# Carolina Conductor



Volume 8 Number 4

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](http://hubcityrrmuseum.org)

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

### Meeting Site:

**Woodmen of the World Building**  
721 East Poinsett Street  
Greer, SC 29651-6404  
Third Friday of the Month at 7:00 p.m.

### 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

### Officers:

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Articles can be submitted anytime.

# Norfolk Southern Railway

*The NS heritage locos only included one loco from a railway that ran in SC.*

*The following list, in descending order, from current to earliest, shows a historical picture of how many railroads were actually merged eventually with the NS. Ed.*



## Norfolk Southern

**Acronym NS, Year Chartered or Incorporated 1982, Year Line Operational 1982, Year Service Ended Still Operational, Original Starting Point Too Many, Original Ending Point Too Many.**

1982 - Merger of Southern Railway and Norfolk & Western Railroad.

1990 - Sold assets to the Pickens Railway.

2001 - Sold assets to the Lancaster & Chester Railroad.

## Southern Railway

**Acronym SR, Year Chartered or Incorporated 1894, Year Line Operational 1894, Year Service Ended 1982, Original Starting Point Too Many, Original Ending Point Too Many.**

Southern Railway acquired/leased these railroads within South Carolina.

## Atlanta Charlotte and Air Line Railway

**Acronym A&C RR, Year Chartered or Incorporated 1877, Year Line Operational 1877, Year Service Ended 1894, Original Starting Point Charlotte, NC, Original Ending Point Atlanta, GA.**

1894 - Leased to Southern Railway

1881 - Leased the Atlantic, Tennessee & Ohio Railroad (a North Carolina company), which ran from Statesville to Charlotte.

1881 - leased to and managed by the Richmond & Danville Railroad until 1894.

1877 - Organized on April 4, 1877 under laws of Georgia, South Carolina, and North Carolina. Was the Atlanta & Richmond Air Line Railway.

**Towns on Route in SC:** NC/SC State Line, Whitaker, Blacks Station > Blacks (1887) > Blacksburg (1889), Cherokee Falls (1900), Gaffney City

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# Museum Happenings



Electrical panel box being installed by Pat O'Shields.



Bruce Gathman is awarded the Red Caboose Award for meritorious service to the CRHA for 2020 by Marv Havens.



↑ NS #1801 AC to DC conversion loco with special paint scheme passe the viewing deck.

← Wi-Fi antenna lead is run through the ceiling rafters, new member Ted Button helps Pat O'Shields.



## 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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(1879) > Gaffney (1892), Clarksville, Thickety (1879), Hurricane Shoals > Cowpens (1880), Clifton (1881), Converse (1891), Drayton (1904), Spartanburg C.H. > Spartanburg (1887), Saxon Mills Station (1900s), Arcadia (1904), Fair Forest (1884) > Fairforest (1894), Wellford > Wellford ( 1 8 8 3 ) , Vernonsville > Duncans (1881) > Duncan (1907), Greer's Depot (1873) > Greer (1901), Chicks Springs > Taylors (1904), Greenville

**GREAT THROUGH ROUTE NORTH!**



VIA RICHMOND AND DANVILLE RAILROAD, FROM GREENSBORO, N. C., VIA DANVILLE AND RICHMOND, VA., TO WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

The traveling public are informed that this line is now fully open, by the completion of the Charlotte and South Carolina Railroad between Columbia and Charlotte. Through tickets can be purchased at the ticket office of the Charlotte and South Carolina Railroad, at Columbia.

**THOMAS DODAMEAD,**  
Sup't Richmond and Danville Railroad.

Advertisement from the August 22, 1866 Newberry Weekly Herald.

C.H. > Greenville (1888), Saluda (1880s). Spencer (1898), Easley, Beverly (1896), Liberty, Norris (1899), Centre > Central (1879), Fort Hill, (1890) > Calhoun (1902), Keowee, Seneca, Richland (1883), Westminster, Harbins (1880s), Fort Madison > Cleveland (1887) > Fort Madison (1892) > Madison (1904), SC/GA State Line.

**Blue Ridge Railway**

Acronym BRR, Year Chartered or Incorporated 1894, Year Line Operational 1894, Year Service Ended Still Operational, Original Starting Point Walhalla, SC, Original Ending Point Anderson, SC. Towns on Route: Walhalla, West Union, Bounty Land, Seneca, Cherry, Pendleton, Steeles, Autun > La



Blue Ridge Railway end of track at Walhalla, SC.



Stumphouse Tunnel and the BRR historical details will be discussed in a later issue of the Carolina Conductor.

France (1930), Sandy Springs (1907), Denver, Mills Station (1900s), Anderson C.H. > Anderson (1895).

**Charlotte Columbia and Augusta Railroad**  
Acronym CC&A RR, Year Chartered or Incorporated 1869, Year Line Operational 1869, Year Service Ended 1878, Original Starting Point Charlotte, NC, Original Ending Point Augusta, GA.

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 - Officially merged into the Richmond & Danville Railroad. Retained its line name.

1882 - Leased the Chester & Lenoir Narrow Gauge Railroad.

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



Charlotte Columbia & Augusta Railroad 1873 bank note.

1894 - Merged into the Southern Railway. Gave up its line name.

Towns on Route in SC: SC/NC State Line, Ft. Mill,

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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), Vaocluse (1878), Graniteville, Langley (1871), Aiken Junction (1890s), Bath, Clearwater (1901), Hamburgh, North Augusta (1900), SC/GA State Line.

### Columbia and Greenville Railroad

**Acronym C&G (G&C) RR, Year Chartered or Incorporated 1880, Year Line Operational 1880, Year Service Ended 1894, Original Starting Point Greenville, SC, Spartanburg, SC, Original Ending Point Columbia, SC Alston, SC.**

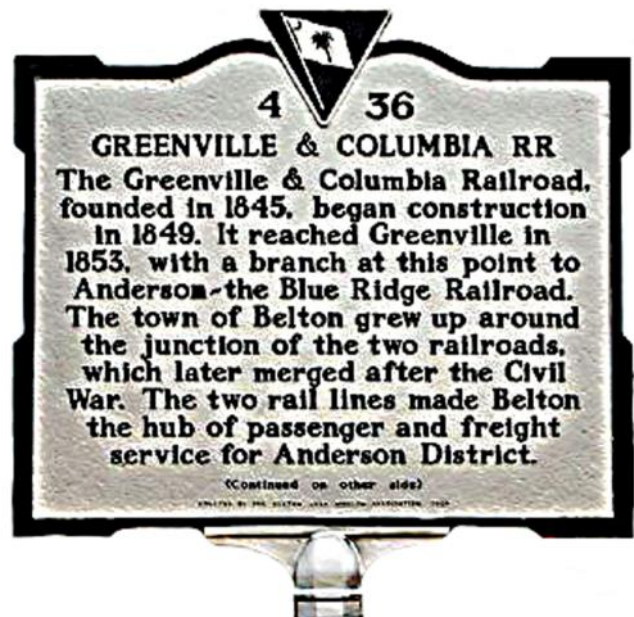
1880 - Re-established the previous lease of the Blue Ridge Railroad.

Was the Greenville & Columbia Railroad.

1890 - Leased by Richmond & Danville Railroad.

1894 - Acquired by the Southern Railway.

**Towns on Route: Line #1** - Greenville to Columbia: Greenville C.H. > Greenville (1888), Gantt (1897), Golden Grove > Grove (1883), Piedmont, Pelzer (1881), Williamston, Cheddar (1909), Belton. Honea Path, Donaldsville > Donalds (1890), Shoals Junction (1910), Barmore (1900), Hodges, Cokesbury, Greenwood, South Greenwood (1916), New Market > Newmarket (1895), Ninety-Six, Dyson's Mill > Dyson (1881), Chappells Bridge > Chappells (1881), Saluda Turnout > Saluda Oldtown (1881) > Oldtown (1896), Silver Street > Silverstreet (1895), Helena, Newberry



C.H. > Newberry (1892), Prosperity, Pomaria, Hope Station, Peak (1880), Alston, Wallaceville (1881), Littleton, Bookman (1880), Frosts Mill, Columbia

**Line #2** - Cokesbury to Abbeville: Cokesbury, Abbeville C.H. > Abbeville (1895)

**Line #3** - Belton to Anderson: Belton (1851), Anderson C.H. > Anderson (1895)

**Line #4** - The leased Blue Ridge Railroad - Walhalla to Anderson: Walhalla, West Union (1888), Bounty Land, Seneca (1873), Cherry (1892), Pendleton, Steeles, Pendleton Factory (1871) > Autun (1881) > La France (1930), Sandy Springs (1907), Denver (1883), Mills Station (1900s), Anderson C.H. > Anderson (1895).

### Spartanburg Union and Columbia Railroad

**Acronym --, Year Chartered or Incorporated 1878, Year Line Operational 1878, Year Service Ended 1894, Original Starting Point Spartanburg, SC, Original Ending Point Alston, SC.**

1881 to 1894 - Part of the Richmond & Danville Railroad system. Was the Spartanburg & Union Railroad.

1894 - Acquired by Southern Railway.

**Towns on Route:** Spartanburg, Cedar Spring, Batesville > Rich Hill (1882) > Rich (1894) > White Stone (1908), Pacolet Depot > Pacolet (1882), McBridesville, Jonesville, Unionville > Union (1873), Green Pond, Santuc > Santuck (1878), Fishdam > Carlisle (1891), Simsville, Sheldon, Lylesford, Strother, Hampton > Tradesville (1880), Alston.

### Ashville and Spartanburg Railroad

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**Acronym** A&S RR, **Year Chartered or Incorporated** 1881, **Year Line Operational** 1881, **Year Service Ended** 1895, **Original Starting Point** Spartanburg, SC, **Original Ending Point** Asheville, NC.



**Asheville & Spartanburg line included the Saluda grade.**

Managed by the Richmond & Danville Railroad system during its existence from 1881 to 1895.

Was the Spartanburg & Asheville Railroad.

1895 - Leased by Southern Railway on 11, 11, 1895.

1902 - Acquired by Southern Railway and folded into its Carolina Division.

**Towns on Route in SC:** SC/NC State Line, Landrum, Campobello, Grambling (1892), Inman, Campton, Montrose (1898), Saxon Mills Station (1900s), Spartanburg C.H. > Spartanburg (1887).

### **Carolina Cumberland Gap and Chicago**

**Acronym** CCG&C RR, **Year Chartered or Incorporated** 1882, **Year Line Operational** 1889, **Year Service Ended** 1895\*, **Original Starting Point** Aiken, SC, **Original Ending Point** Edgefield, SC.

1882, the merger of the French Broad & Atlantic Railway, the Atlantic & French Broad Valley Rail Road with the Morristown, Cumberland Gap & Carolina Rail Road, and the Cumberland Railway.

1891 - In receivership.

1895 - Re-organized as the Carolina & Cumberland Gap Railroad.

**Towns on Route:** Aiken, Crofts (1892), Eureka (1890), Trenton, Edgefield.

### **South Carolina & Georgia Railroad**

**Acronym** SC&GA RR, **Year Chartered or Incorporated** 1894, **Year Line Operational** 1894, **Year Service Ended** 1898\*, **Original Starting Point** Charles-

ton, SC, **Original Ending Point** Branchville, SC Branchville, SC Hamburg, SC Columbia, SC Camden, SC.

1898 - Controlled by Southern Railway. 1902, leased by Southern Railway - Carolina Division, for 999 years. Lease still in effect.

Was the South Carolina Railroad/Railway.

**Towns on Route: Line #1** - Charleston to Hamburg: Hamburg, North Augusta (1900), Clearwater (1901), Bath, Langley, Warrenton (1898), Graniteville, Aiken, Roseland, Mont Morenci, Oakwood, Windsor, White Pond, Williston, Elko, Blackville, Lees, Denmark, Bamberg, Midway, Edisto, Embree (1913), Branchville, Badham (1901), Reevesville, St. George, Pregnalls, Ross Station > Dorchester (1903), Ridgeville, Jedburg, Summerville, Lincolnville, Anneville > Ladsons (1900), Ashley Phosphate > Midland Park (1909), Sineaths, Tenmile > The Farms (1913), Horse Pond (1916), Myers (1894), Charleston

**Line #2** - Branchville to Columbia: Columbia, Hopkins Turnout, Weston, Gadsden, Kingsville, Fort Mott, St. Matthews, Jamison, Stilton (1898), Orangeburg, Rowesville, Branchville

**Line #3** - Camden to Branchville: Camden, Boykin, Sanders, Hagood, Horatio (1900), Claremont, Sumter Junction (1900s), Wateree, Kingsville

**Line #4** - Edgefield to Aiken (acquired 1898): Edgefield, Trenton, Eureka, Lake View (1900s), Crofts, Aiken

**Line #5** - Camden, SC to Marion, NC (acquired 1898) (Towns in SC): SC/NC State Line, Blacksburg, Kings Creek, Smyrna, Hickory Grove > Hickory (1895) > Hickory Grove (1907), Sharon, Yorkville > York (1915), Tirzah, Belmont, Newport, Old Point > Oldpoint (1894), Rock Hill, Lesslie, Roddeys > Roddey (1896), Catawba, Lindsay > Riverside (1907), Lancaster, Elgin (1895), Pleasant Hill, Heath Spring > Heath Springs (1916), Oakhurst, Kershaw, Westville, Kalb (aka DeKalb Station), Camden

**Line #6** - Middleton to Sumter (acquired 1899): Middleton, Rembert, Borden (1902), Providence, Scarborough > Dalzell (1904), Sumter.

### **Lockhart Railroad**

**Acronym** LRR, **Year Chartered or Incorporated** 1899, **Year Line Operational** 1900, **Year Service Ended** 1900, **Original Starting Point** Olney, SC,

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**Original Ending Point** Lockhart, SC.

1900 - Considered part of Southern Railway.

**Towns on Route:** Olney (1901), Elzie (1903), Adamsburg, Mount Tabor, Lockhart.

### **Union and Glenn Springs Railroad**

**Acronym --, Year Chartered or Incorporated** 1899, **Year Line Operational** 1900, **Year Service Ended** 1922, **Original Starting Point** Union, SC, **Original Ending Point** Glenn Springs, SC.

1903 - Acquired by Southern Railway.

1905 - In receivership.

1922 - Re-organized as the Buffalo Union-Carolina Railroad.

**Towns on Route:** Pride, Neal Shoals, Meadows, Gregory, Crawford, Monarch, Union, Buffalo.

### **Ware Shoals Railroad**

**Acronym** WSRR, **Year Chartered or Incorporated** 1908, **Year Line Operational** 1908, **Year Service Ended** 1985, **Original Starting Point** Shoals Junction, SC, **Original Ending Point** Ware Shoals, SC.



Ware Shoals Railroad was shown still operating in 1982.

Built and owned by Southern Railway.

**Towns on Route:** Shoals Junction (1910), Ware Shoals.

### **Carolina and Northwestern Railroad**

**Acronym** C&NW RR, **Year Chartered or Incorporated** 1895, **Year Line Operational** 1897, **Year Service Ended** 1938, **Original Starting Point** Chester, SC, **Original Ending Point** Lenoir, NC.

1895, chartered in North Carolina.

1910 - Acquired the Caldwell & Northern Railway in North Carolina.

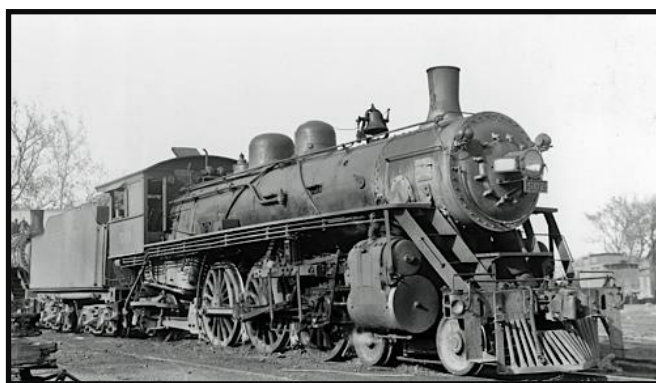
1938 - Bankrupt. ~1940 acquired by Southern Rail-

way.

**Towns on Route in SC:** NC/SC State Line, Bowling Green, Clover, Filbert, Yorkville > York (1915), Delphos, Philadelphia, Guthriesville, McConnellsville, Brattonsville, Lowryville, Chester.

### **Georgia and Florida Railroad**

**Acronym** G&F RR, **Year Chartered or Incorporated** 1906, **Year Line Operational** 1929 in SC, **Year Service Ended** 1963, **Original Starting Point** North Au-



Georgia & Florida Railroad #501 at Augusta.

gusta, SC, **Original Ending Point** Greenwood, SC.

1894 - Merger of Richmond & Danville Railroad and East Tennessee, Virginia and Georgia Railroad to create Southern Railway.

1963 - Acquired by Southern Railway.

1982 - Merged with Norfolk & Western Railway to form Norfolk Southern Railway.

**Towns on Route in SC:** Greenwood, South Greenwood, Phoenix, Gains, Pleasant Lane, Edgefield, North Augusta, SC/GA State Line.

### **Edgefield Branch Railroad**

**Acronym --, Year Chartered or Incorporated** 1874/1878, **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.

### **Belton Williamston and Easley Railroad**

**Acronym --, Year Chartered or Incorporated** 1878, **Year Line Operational** Never, **Year Service Ended** 1879, **Original Starting Point** Belton, SC, **Original**

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**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 and French Broad Railroad**

**Acronym --, 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.

Was the unfinished Belton, Williamston, and Easley Railroad.

**Edgefield Trenton and Aiken Railroad**

**Acronym --, Year Chartered or Incorporated** 1879, **Year Line Operational** Never, **Year Service Ended** 1882, **Original Starting Point** Edgefield, SC, **Original Ending Point** Aiken, SC.

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

Was the Edgefield Branch Railroad.

**Anderson and Easley Railroad**

**Acronym --, 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 and Atlantic Railroad**

**Acronym --, 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.

**Carolina and Cumberland Gap Railway**

**Acronym --, Year Chartered or Incorporated** 1895, **Year Line Operational** 1895, **Year Service Ended**

1898, **Original Starting Point** Aiken, SC, **Original Ending Point** Edgefield, SC.

1898 - Acquired by Southern Railway.

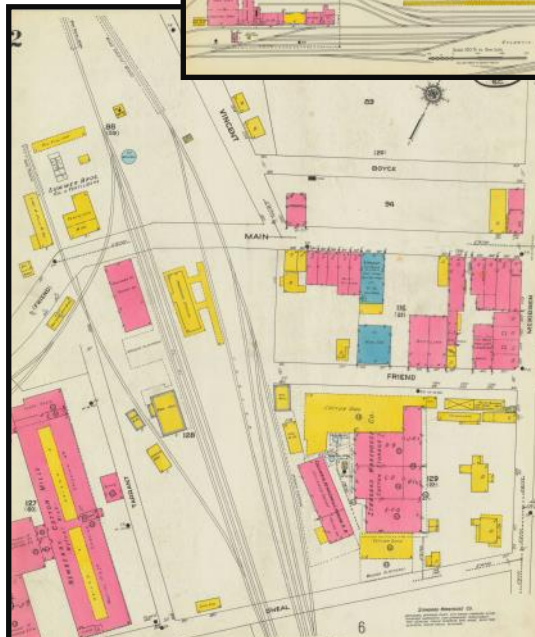
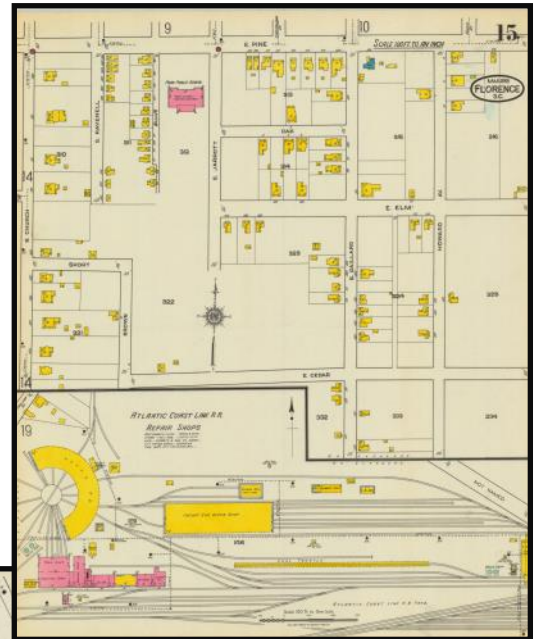
Was the Carolina, Cumberland Gap & Chicago Railroad.

**Towns on Route:** Aiken, Crofts (1892), Eureka (1890), Trenton, Edgefield

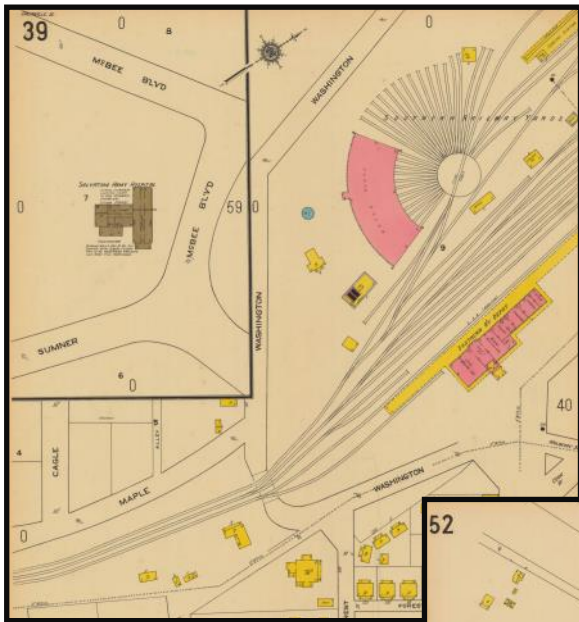
# Sanborn Maps

Sanborn Fire Insurance maps circa 1920's showing some of the towns discussed in the railroad history of South Carolina. Each depicts the infrastructure of the railroads at their peak around the 1920s.

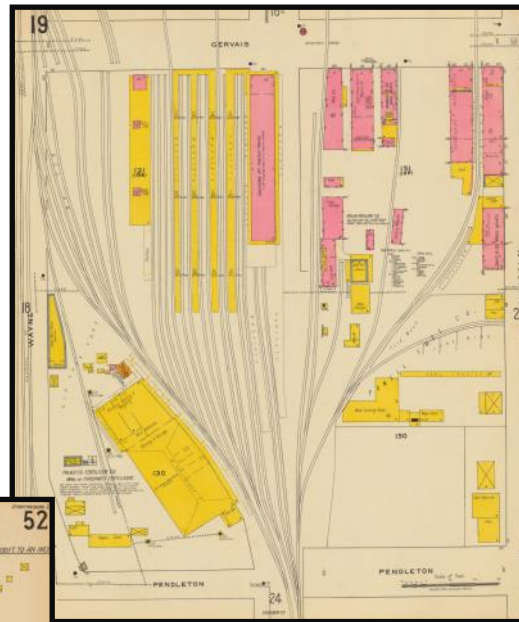
Florence, SC  
Atlantic Coast Line shops and yard area in 1918.



Newberry, SC depot area in 1923.



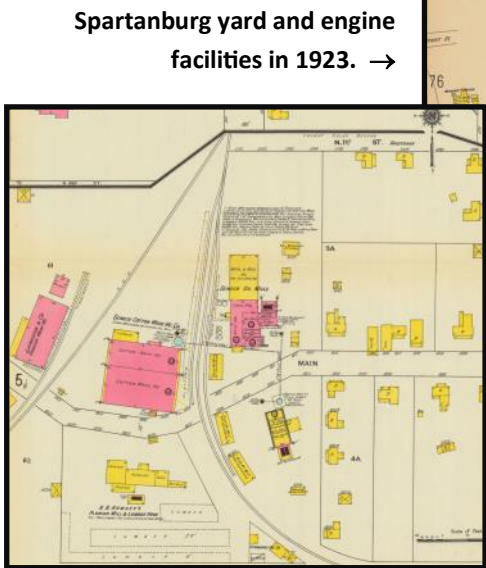
← Greenville depot and engine facilities in 1920.



Columbia passenger terminal in 1919. →



← Seneca with Blue Ridge Railroad diverging in 1911.



Spartanburg yard and engine facilities in 1923. →



Charleston waterfront trackage in 1921. ←



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