

# Carolina Conductor



Volume 8 Number 7

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

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Articles can be submitted anytime.

# The Pulpit

Links to  
the Past  
*or*  
It's a  
Small,  
Small  
World

By Pat  
O'Shields



areas other than our main sanctuary. It is a beautiful piece of art, constructed by a true craftsman from some incredibly unique material. While

As a bit of background so the context in this story is not totally lost, I am a member of Fountain Inn Presbyterian Church and a member of the Hub City Railroad Museum Board of Directors. On the surface, how those two facts could be related is certainly not obvious. Here is the explanation.

A couple of months ago our church was offered a gift of a hand-crafted wooden pulpit to use in meeting

learning more about the pulpit and determining how we would put this gift to use, it came to light that there was a railroad connection. The material used was derived from some very old heart pine timbers that



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# Museum Happenings

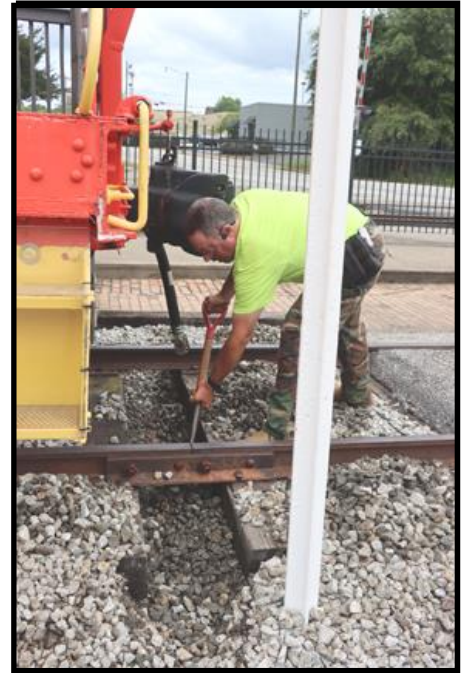
↓ Jim Hopkins drives final hinge bolt home in the new metal caboose end doors.



↑ Drywall installation begins in the caboose.



↑ Thermite welding new rail in the Magnolia Street crossing.



↑ Ted Button clears gravel for new outdoor lighting wires.

New low → voltage outdoor night lights. ↓



## 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.

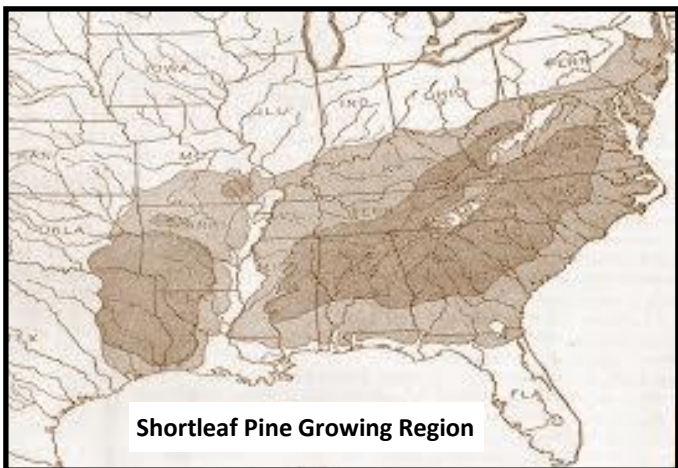
Continued from Page 1 - *Pulpit*

were used by a railroad. That connection prompted me to dig a little deeper.

In talking to Cal Cannon, the craftsman who created the artwork, I was told that the timbers were about 3½” thick by 11” deep and over 20’ long and were part of the roof structure of the Spartanburg Depot built by Southern Railway.



**Original Spartanburg depot timbers.**

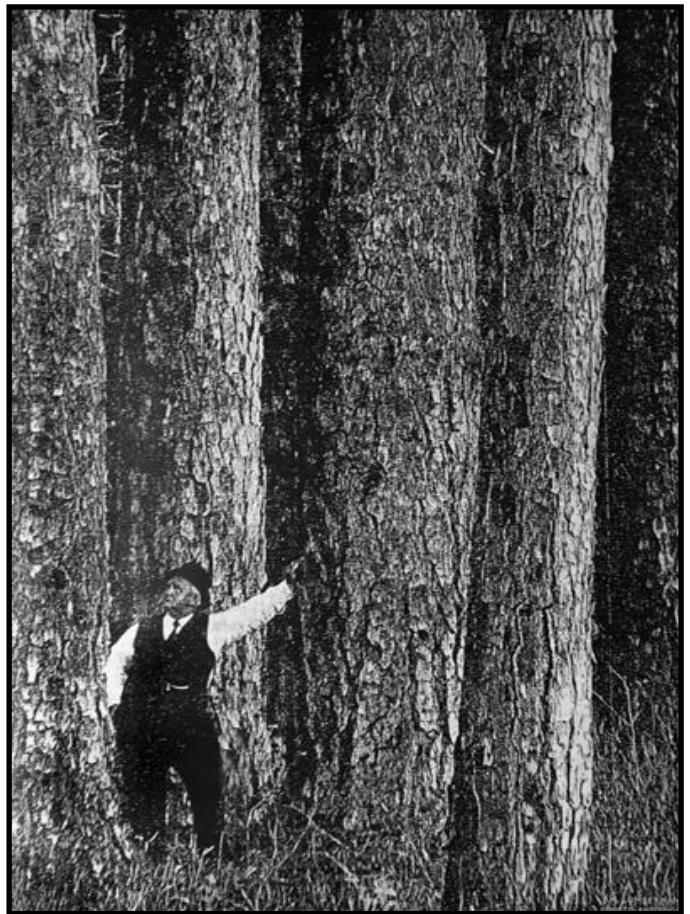


**Shortleaf Pine Growing Region**

It seems that when the depot was being demolished in about 1967, Mr. Sam Houston, Sr. who had worked for Southern for some 40 years, was told that if there were items in the demolition that he wanted he could take them home. Sam hauled quite a number of these timbers to his shed with good intention to make use of them in the future. Evidently, he was unable to accomplish whatever he may have had in mind, because about 50 years later they were still in the shed. The storage had been done well and the timbers remained in good condition. At this time Sam determined he

was not going to make proper use of the material and they were offered to Cal Cannon. Cal purchased the timbers and has been able to use this beautiful southern heart pine to create numerous projects.

In addition to the pulpit that Fountain Inn Presbyterian is proud to be the custodian of, Landrum Presbyterian has a Communion Table and family members are delighted to have beautiful quilt chests made from this remarkable wood.



**Original old growth Shortleaf pine trees.**

Cal has done some research and has determined that the trees from which these timbers were milled were about 500 years old when they were felled and grew in the vast forests that graced what became the Carolina coastal plane. That means they were seedlings sometime around the 1600s.

These old growth pines grew slowly and survived many perils to live that long. Examples show 75 growth rings per inch which confirms the slow maturity of this resource. Most likely the logs were hauled to

**Continued on Page 4 - *Diner***

Continued from Page 3 - Pulpit

the mill via some sort of logging railroad. The prized timber was used for ships, housing, mills, and railroad depots, and crosses.

The relationship of our church and the Spartanburg depot is one of many examples proving what a small world we live in.

Cal has written a letter in the person of one of the trees that might be the source of the boards that the depot, and now our pulpit is made from, I am attaching it for your enjoyment.

### The Story of the Cross by Heart Pine Tree



My name is Heart Pine Tree. I was born or germinated around 500 years ago in the low country of what is now South Carolina. I do not know the exact date I was formed because when you are 400+ years old, you tend to forget.

I grew and grew. I survived forest fires, hurricanes, and droughts. After the American Civil War, it was discovered that my fellow trees made great ships and houses. And the slaughter began. All along the eastern coast

my fellow trees were cut.

Around 1910, two men showed up with a cross-cut saw and axes. I had withstood all that nature could throw at me, but I did not stand a chance against these lumberjacks. I was so tall and large that they had to cut me into 3 long pieces. I filled an entire railcar with only 3 logs!

I was taken to a sawmill and cut into beams measuring 3 1/2"x11"x20". Many of my parts were shipped to Spartanburg, South Carolina to become part of the railroad depot. There I remained until 1967 when the building was torn down. Railroad employees were allowed to take some parts of me home with them. 18 of my beams were taken to a home and there I gathered dust in a shed for 50 years. I was so board! Ha! Ha!

I was finally sold to a man named Cal Cannon and life became much better. Mr. Cannon lovingly made parts of me into a communion table for Landrum Presbyterian Church and a classroom pulpit for Fountain Inn Presbyterian Church. Now, I am excited that parts of me have been made into crosses that are going home with Pete and Margaret Peery!

I challenge you to count my growth rings. I hope you will think of First Presbyterian Church, Greer, when you look at the crosses made from me.

Sincerely,  
Heart Pine Tree ✓



# Atlanta & Charlotte Airline 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. Retained its identity until?

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

March 26, 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.

From the 1st Annual Report of the North Carolina Railroad Commission, dated December 31, 1891: The Atlanta & Charlotte Air-Line Railway Company is successor to the Atlanta & Richmond Air-Line Railway Company, which was formed by the consolidation, in 1870, of companies of the same name, chartered in the States of Georgia, South Carolina and North Carolina. The whole line was opened September 28, 1873.

The present Company was organized February 27, 1877 and came into possession of the property April 16, 1877. On the 26th of March 1881, the road was leased to the Richmond & Danville Railroad Company for 99 years from April 1, 1881, at a rental of \$462,500 annually.

Towns on Route (in SC): NC/SC State Line, Whitaker, Blacks Station > Blacks (1887) > Blackburg (1889), Cherokee Falls (1900), Gaffney City (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), Welford > Wellford (1883), Vernonsville >, Duncans (1881) > Duncan (1907), Greer's Depot (1873) > Greer (1901), Chicks Springs > Taylors (1904), Greenville C.H. > Greenville (1888), Saluda (1880s), Spencer (1898), Easley, Beverly (1896), Liberty, Norris (1899), Centre > Central (1879), Fort Hill (1890) > Calhoun

**ATLANTA & CHARLOTTE**  
**Air-Line Railway.**

**THE SHORTEST LINE**

To **DANVILLE,** **WASHINGTON,**  
**LYNCHBURG,** **BALTIMORE,**  
**RICHMOND,** **PHILADELPHIA,**  
**NEW YORK,** **BOSTON,**

**AND ALL EASTERN CITIES.**

**SLEEPING CAR FACILITIES.**

Atlanta to Danville and Richmond, and from Richmond to Washington, Baltimore, Philadelphia and New York without change. Also, PULLMAN SLEEPING CARS from Danville to Boston without change.

Equipment thorough and new, with all modern appliances for safety, and improvements for the comfort and accommodation of Passengers.

**BAGGAGE CHECKED TO DESTINATION.**

Through Tickets on sale at the Union Passenger Depot, by **FORRAN & JOHNSON,** Ticket Agents, and at No. 4 Kimball House, by **R. D. MANN,** Ticket Agent.

**W. J. HOUSTON,** **G. J. FOREACRE,**  
Gen'l Pass. & Ticket Ag't., General Manager,

**ATLANTA, GEORGIA.**

(1902), Keowee, Seneca, Richland (1883), Westminster, Harbins (1880s), Fort Madison > Cleveland (1887) > Fort Madison (1892) > Madison (1904), SC/GA State Line

From the Fourth Annual Report of the South Carolina Railroad Commissioners issued in 1882, the following stations were named for the Atlanta & Charlotte Air Line Railway in South Carolina:

Station.....	Distance between Stations
NC/SC State Line.....	0 miles
Whitaker's .....	5 miles
Black's .....	8.5 miles
Gaffney's .....	10.5 miles
Cowpens .....	11.25 miles
Spartanburg .....	10.50 miles
Welford .....	3.25 miles
Duncan's .....	4.75 miles
Greer's .....	4.75 miles
Taylor's .....	8.25 miles
Greenville .....	12.00 miles

Continued on Page 6 - A&CAL RR

Continued from Page 5 - Southern

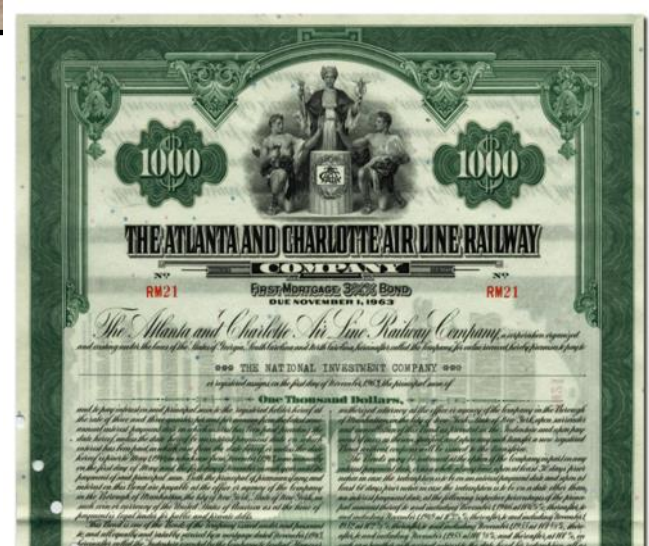
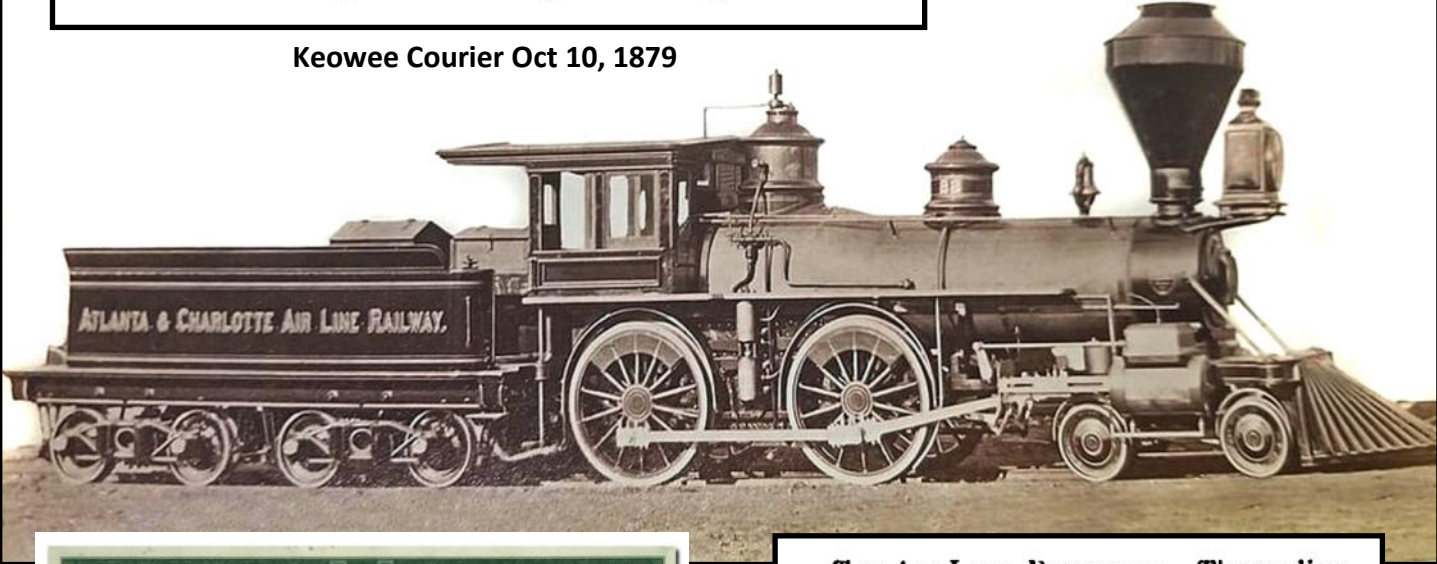
Easley .....	6.75 miles
Liberty .....	7.50 miles
Central .....	13.25 miles
Seneca .....	9.25 miles
Westminster .....	5.25 miles
Harbin's .....	4.00 miles
Fort Madison .....	3.75 miles
Tugaloo .....	5.25 miles
SC/GA State Line .....	? Miles

We learn from our exchanges that there is a gang of tramps coming down the Atlanta and Charlotte Air Line Railroad, making their way for Atlanta. The people along that road would do well to keep on the look-out, for the don't hesitate to pick up anything they can lay their hands on.

Keowee Courier December 12, 1878

The Air Line Railroad has ordered three new freight engines, and even with these it will be difficult to keep all the freight moving.

Keowee Courier Oct 10, 1879



THE AIR-LINE RAILROAD,—The grading for the first twenty miles of the Air-Line railroad is nearly ready for the rails. The locomotive, cars and iron for this road is expected the coming week. As soon as it arrives the rails will be laid to Peachtree creek. The timbers for the bridge at this creek are now nearly ready for putting up. It is estimated that in four day's time the bridge can be so nearly completed as to allow the train to cross. When this is done the work of laying the rails will be continued until the whole twenty miles is laid down. In a few days the contract for grading the road to Gainesville will be given out. —Atlanta Constitution.

Keowee Courier October 10, 1869

# High Speed Rail



The **Southeast Corridor** (SEC) is a proposed passenger rail transportation project in the Mid-Atlantic and Southeastern United States to extend high-speed passenger rail services from Washington, D.C. south through Richmond, Petersburg with a spur to Norfolk in Virginia through Raleigh, Durham, Greensboro and south to Charlotte in North Carolina and connect with the existing high-speed rail corridor from D.C. to Boston, Massachusetts known as the Northeast Corridor. Since first established in 1992, the U.S. Department of Transportation (USDOT) has extended the corridor to Atlanta, Georgia and Macon, Georgia; Greenville, South Carolina; Columbia, South Carolina; Jacksonville, Florida; and Birmingham, Alabama.

## History

Funding for the SEHSR in the early 2000s was by the USDOT and the states of North Carolina and Virginia. Both states already funded some non-high-speed rail service operated for them by Amtrak, and own locomotives and passenger cars.

On January 28, 2010, the White House announced that Southeast Corridor would receive \$620 Million of its request. This money is primarily for capacity upgrades along the Raleigh–Charlotte portion of the corridor (aka the Piedmont Improvement Program), along with some money for the Richmond–D.C. portion, as the Tier II Environmental Impact Statement for the important Raleigh–Richmond portion is not expected to be complete until 2015. The first large section of the SEHSR, from Washington, D.C., through Virginia and North Carolina south to Charlotte, was projected in 2010 to begin service sometime between 2018 and 2022, based on funding availability.

Later in 2020, the State of North Carolina received federal funding allowing for the purchase of the active segment of the CSX S-line between Ridgeway and Raleigh.

As of 2019, Tier II planning is complete for the Washington to Raleigh section, and for portions of the Raleigh to Charlotte section. Tier I planning, in cooperation with North Carolina, South Carolina and Georgia, is complete for the Charlotte to Atlanta section, with some routing to be determined.

## Charlotte to Atlanta

Added to the SEHSR Corridor in 1998, a feasibility study was completed in August 2008 on the further extension from Charlotte

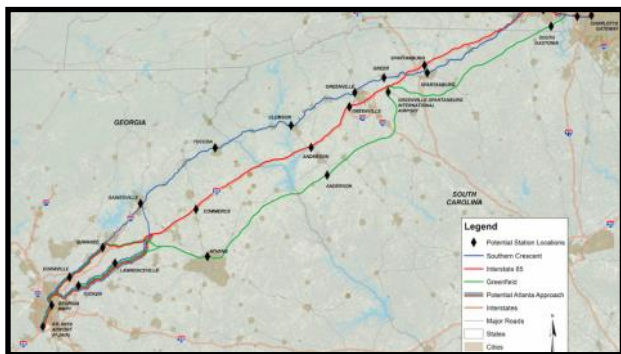
through Spartanburg and Greenville, South Carolina to Atlanta and then Macon, Georgia. Further extensions to Savannah, Georgia, along with an extension from Raleigh through Columbia, South Carolina to Savannah and on to Jacksonville, Florida are also part of the federally designated SEHSR corridor, but those extensions have not yet been studied. All feasibility studies have suggested that synergy between parts of SEHSR and the neighboring Northeast Corridor is important. The Charlotte to Raleigh portion is predicted to be much more profitable with the corridor connected to D.C. and the Northeast Corridor. Similarly, the feasibility study found it much easier to justify the Charlotte to Atlanta and Macon route if the Charlotte to D.C. portion was completed. Atlanta is also the connecting point between SEHSR and federally designated Gulf Coast Corridor.

In May 2013, the Federal Railroad Administration (FRA), in cooperation with the Georgia Department of Transportation (GDOT), initiated a Tier I Environmental Impact Statement (EIS) for passenger rail service between Charlotte and Atlanta. During the scoping phase, the six possible routes from the feasibility study were reduced to the following three:

### Alternative 1: Southern Crescent

Using the existing Norfolk Southern right-of-way, coextensive with the middle leg of Amtrak's *Crescent*. The estimated 237-mile route would have an estimated travel time of 4:35~5:34 hours, train speed between 79 mph to 110 mph, with four round trips per day. The route has the lowest capital expenditure cost at

Continued from Page 6 - High Speed Rail



**Alternative 3: Greenfield**

The Greenfield alternative is a dedicated-use alternative primarily on new right-of-way. The estimated 267-mile route would have an estimated travel time of 2:06~2:44 hours, train speed between 125 mph to 220 mph, with 16-22 round trips per day. The route would have a capital expenditure cost at \$6.2 billion to \$8.4 billion but would be competitive against both auto and air travel, when access and security clearance times are included.

Potential stations would at: Charlotte Gateway → Charlotte Airport → South Gastonia → Greenville–Spartanburg Airport → Anderson → Athens → Suwanee → Doraville → Atlanta MMPT → Atlanta Airport.

All three options would be able to substitute the Suwanee and Doraville stations with ones in Lawrenceville and Tucker in Georgia, should CSX right of way be used for the final approach into Atlanta rather than the Norfolk Southern right of way that the former two cities are located on.

In September 2019, the Tier I EIS was completed. Final selection of a preferred route and approach into Atlanta will be deferred to the Tier II EIS, currently unfunded.

On September 30th, 2020, the FRA and GDOT chose the Greenfield Corridor as the preferred alternative. However, it did not specify a final approach into Atlanta.

\$2 billion to \$2.3 billion but is also the least competitive compared to auto and air travel.

Potential stations would be at: Charlotte Gateway → Charlotte Airport → Gastonia → Spartanburg → Greenville → Clemson → Toccoa → Gainesville → Suwanee → Doraville → Atlanta MMPT → Atlanta Airport.

**Alternative 2: Interstate 85**

Using the existing Interstate 85 right-of-way. The estimated 244-mile route would have an estimated travel time of 2:42~2:50 hours, train speed between 125 mph to 180 mph, with 14 round trips per day. The route has the highest capital expenditure cost at \$13.3 billion to \$15.4 billion but would be competitive against auto travel.

Potential stations would at: Charlotte Gateway → Charlotte Airport → Gastonia → Spartanburg → Greenville → Anderson → Commerce → Suwanee → Doraville → Atlanta MMPT → Atlanta Airport.



CHECK OUT THE CRHA:  
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