

# 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](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.

# Charleston & Western Carolina

**Locale:** Georgia & South Carolina  
**Dates of Operation:** 1896–1959  
**Track Gauge:** 4' 8 1/2"  
**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 ab-



sorbed it. Much of the original system is still in use by ACL successor CSX Transportation.

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

—The Spartanburg Herald says it is a fact not generally recognized that the Charleston and Western Carolina railroad is the longest line of road now in this State. It not only has more miles, but it is in many ways the most progressive. The management under Mr. Cleveland's presidency is in close touch with the patrons of the road and ready to respond promptly to all reasonable demands. The C. & W. C. has a train starting every hour in the day from some point. The schedules are arranged for the convenience of the public and the train services as well as the road bed is being constantly improved.

Laurens Advertiser 3-9-1897

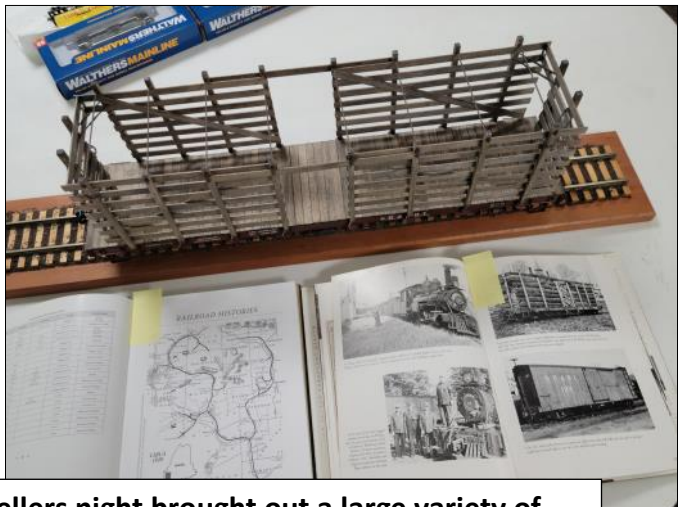
# Museum Happenings



↑ New welcome sign with hours we are open.



↑ New CPKC logo seen on several autorack cars.



Modellers night brought out a large variety of different scale models.



## 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.

al, 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 to funnel traffic through their lines out of Augusta. To accomplish this goal, the Central leased the Augusta and Knoxville Railroad in 1883, which owned a 68 mile 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 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 long 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.

**Cole Point Negro's Narrow Escape.**

William Calhoun, colored, of Cole Point, this county, fell from a passenger coach of a mixed train on the Charleston & Western Carolina railroad late Saturday night in this city as the train was backing over the Spartanburg trestle, and in addition to breaking one of his arms he was otherwise considerably bruised up. The marvel is that he was not more seriously injured or killed outright. He was picked up by the train crew and the road's local physician was called at once to attend the man.

**Laurens Advertiser 5-23-1906**

The C&WC operated passenger train service between Augusta and Port Royal, with a major transfer stop at Yemassee, South Carolina. At the Yemassee

station the 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 System in 1983, and finally CSX Transportation in 1986. Most of the original C&WC system survives under CSX Transportation, while the remains of the former Laurens to Greenville branch survives as the Carolina Piedmont Railroad. ✓

**NEW CHAIR CAR SERVICE.**

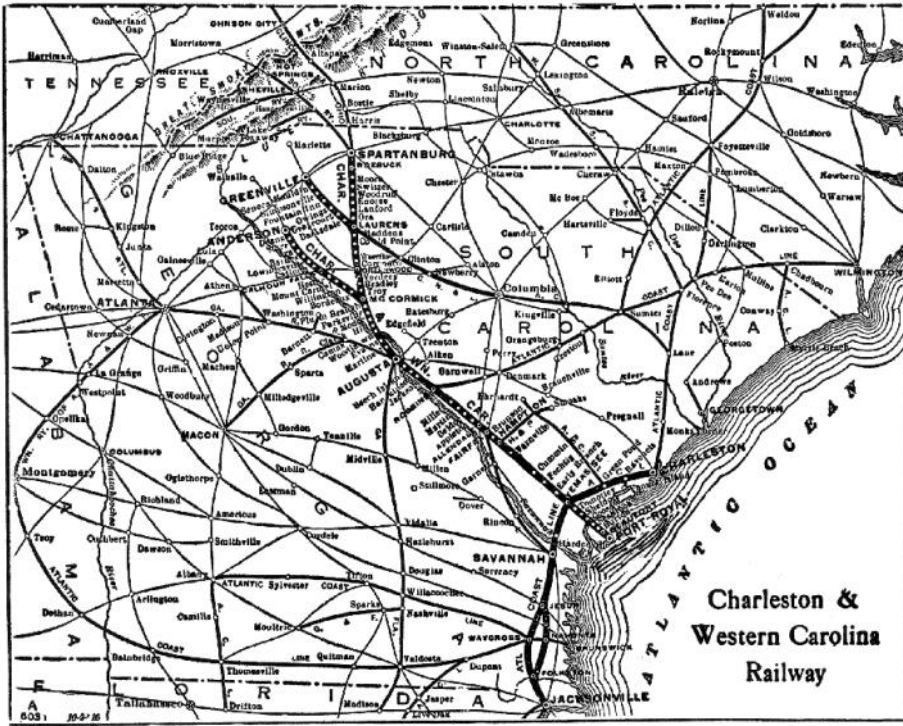
**Provision Made for Summer Travel by the Charleston & Western Carolina Railroad.**

Pullman chair cars were attached to trains No. 1 and 4 of the C. & W. C. railroad Sunday, running between Augusta and Ashville. These cars connect with the Carolina Special at Spartanburg allowing for travel from Augusta, Laurens and intermediate stations to Ashville without change.

The addition of these cars gives the travelling public splendid service on the C. & W. C. Very recently this road equipped its principal passenger trains with new and modern passenger coaches with steel underframes vestibuled from end to end, giving now, with the additional chair cars, well equipped, comfortable and even luxurious service.

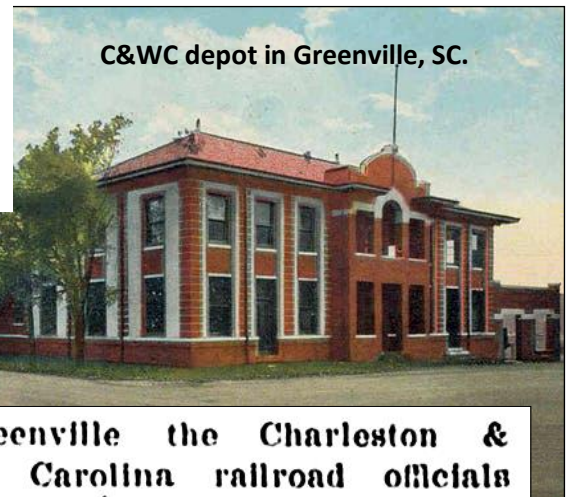
It is understood that further improvements in the service is contemplated at no distant date, improvements which were planned before the absorption of the C. & W. C. by the Atlantic Coast Line. The nature of this service has not yet been made public.

**Laurens Advertiser 3-18-1914**



Only about fourteen miles of the two railways were in Georgia, but Georgia was seeing most of the benefit, according to the South Carolina legislature. After the Central Railroad was forced out, the Charleston & Western Carolina Railroad was organized, in 1896, to operate the lines.

The Atlantic Coast Line of South Carolina gained control of the Charleston & Western Carolina Railroad in the following year. It was not, however, until 1959 that the smaller road was merged into the parent line.



C&WC depot in Greenville, SC.

### Charleston and Western Carolina Railroad Facts

**Acronym:** C&WC RR

**Year Chartered or Incorporated:** 1896

**Year Line Operational:** 1896

**Year Service Ended:** 1897\*\*

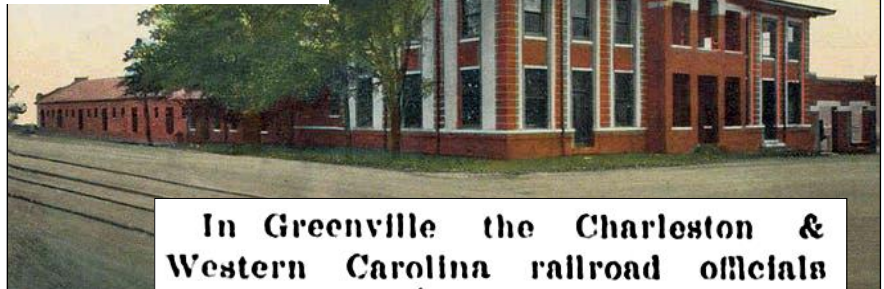
**Original Starting Point:** Augusta, GA, Greenwood, SC, McCormick, SC, Port Royal, SC

**Original Ending Point:** Greenwood, SC, Spartanburg, SC, Anderson, SC, Augusta, GA.

\* **1896** - The re-organization of the Port Royal & Augusta Railroad and the Port Royal & Western Carolina Railroad assets within South Carolina after the State of South Carolina deemed that the PR&WC RR was an illegal corporation within SC.

\*\* **1897** - Acquired by Atlantic Coast Line of South Carolina and operated the railroad as an independent company until formal absorption in 1959.

In 1894, the South Carolina legislature forced the financially ailing Central Railroad of Georgia to give up its railroad properties in South Carolina. These were the Port Royal & Augusta Railway, which ran from the South Carolina coast to Augusta, and the Port Royal & Western Carolina Railway, which linked Augusta with Greenville and several other towns in the South Carolina Piedmont.



**In Greenville the Charleston & Western Carolina railroad officials have awarded a contract for the construction of a \$37,000 depot. But in Greenville the railroad business is divided with the Southern, a pretty strong competitor.**

**Laurens Advertiser 3-16-1910**

### Towns on Route

**Line #1** - Augusta, GA to Greenwood, SC: SC/NC State Line, Wood Lawn, Meriwether, Clarks Hill, MODOC, Parksville, Plum Branch, Cairo, McCormick, Trickum, Troy, Mill Way, Bradley, Verdery, Inka, Greenwood

**Line #2** - Greenwood, SC to Spartanburg, SC: Greenwood, Quarry, Coronaca, Waterloo, Highpoint > Coldpoint (1903), Madden, Laurens, Bryson, Ora, Lanford Station > Lanford (1951), Enoree, Hillsville, Sancho (1900), Woodruff, Switzer, Moore, Roebuck, Ark-

wright (1898), Spartanburg

**Line #3** – McCormick, SC to Anderson, SC: McCormick, Badwell, Bordeaux, Link, Willington, Mount Carmel, Hester, Calhoun Falls, Latimer, Lowndesville, Moseley > Barnes (1912), Iva (aka Cooks Station), Butlersville, Starr, Dean, Orr Station (1900s), Anderson

**Line #4** - Port Royal, SC to Augusta, GA: Port Royal, Beaufort, Burton (1899), Gray Hills (1905), Seabrook, Sheldon, Tomotley, Yemassee, Davidson, Early Branch, McPhersonville, Brailsfordville, Fechtig (1903), Cummings, McNeills, Almeda, Varnville, Hampton, Brunson, Fairfax, Allendale, Sieglingville > Sieglinville (1907), Appleton, Baldock, Martins, Millettville > Millett (1951), Averill, Hattievville, Robbins, Ellenton, Jackson, Bush (1899), Cathwood > Kathwood (1898), Dunbarton, Brown Hill (1907), Beech Island, SC/GA State Line



Early C&WC steam locomotive #304.

**BALDWIN LOCOMOTIVE WORKS**

Class 6 32 D, 812 Road No. 304  
 Built for Charleston & Western Carolina Ry.  
 Railway Co's. Class E-9

Gauge	4' 8 1/2"	<i>Heating Surface</i>	
Cylinders	19" x 24"	Fire box	117 sq. ft.
Valves	Balanced slide	Tubes	1552 sq. ft.
		Firebrick tubes	28 sq. ft.
		Total	1697 sq. ft.
		Grate area	17 sq. ft.
<i>Boiler</i>			
Type	Straight	<i>Driving Wheels</i>	
Material	Steel	Diameter, outside	50"
Diameter	58"	" center	44"
Thickness of sheets	1/4"	Journals	8" x 8 1/2"
Working pressure	180 lbs.	<i>Wheel Base</i>	
Fuel	Soft coal	Driving	10' 6"
Staying	Radial	Rigid	10' 6"
		Total engine	10' 6"
		Total engine & tender	40' 11 1/2"
<i>Fire Box</i>			
Material	Steel	<i>Weight</i>	
Length	71 1/2"	On driving wheels	113,000 lbs.
Width	34 1/2"	Total engine	113,000 lbs.
Depth, front	72 1/2"	Total engine & tender	about 170,000 lbs.
" back	71 1/2"	<i>Tender</i>	
Thickness of sheets, sides	1/4"	Wheels, number	8
" " back	1/4"	" diameter	33"
" " crown	3/4"	Journals	4 1/2" x 8"
" " tube	1/4"	Tank capacity	2500 gals.
<i>Water Space</i>			
Front	4"	Fuel "	6 1/2 tons.
Sides	3"	Service	Switching
Back	3"	<i>Tubes</i>	
		Material	Steel
		Thickness	No. 11 W. G.
		Number	213
		Diameter	2"
		Length	14' 0"



Early C&WC double-header freight train.



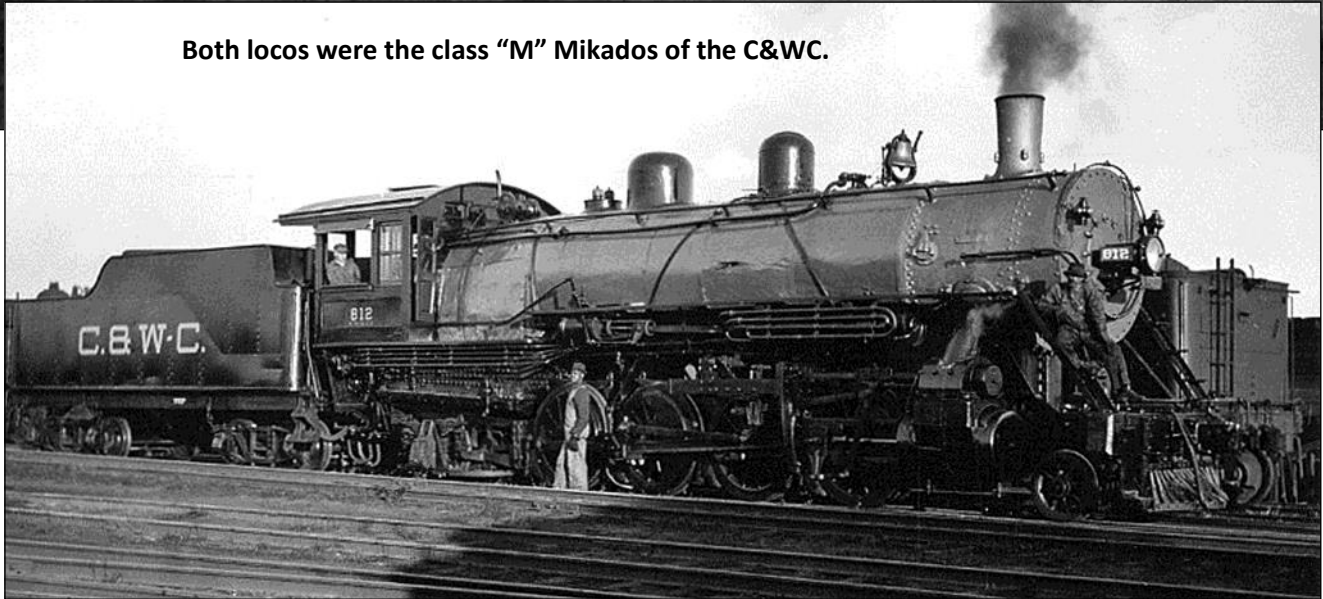
← C&WC ventilated box car for shipping watermelons and produce.

Continued on Page 6 - C&WC

# C&WC Mikados



Both locos were the class "M" Mikados of the C&WC.



Class	Quantity	Road #s	From Other RR	Year Acquired	Year Built	Builder
M	2	812 & 818	ACL	1923	1919	Baldwin
M-1	5	850-854	Clinchfield	1943	1919	Baldwin
M-2	3	855-857	ACL	1949	1923	Baldwin

Continued on Page 7 - C&WC

# ATLANTIC COAST LINE TAKES OVER C. & W. C.

**Bill Introduced in State  
Legislature.**

**CLOSELY ALLIED  
FOR MANY YEARS**

**Superintendent Anderson Speaks on  
the Effect which the Change will  
Have on the C. & W. C. in this Sec-  
tion. He Expects Improvement.**

Several days ago Sen. Carlisle, of Spartanburg, introduced a bill in the state senate authorizing the Atlantic Coast Line railroad to take over the Charleston and Western Carolina railroad. No opposition has developed to the bill so in all probability it will go through. The two roads have been very closely allied for some years. What effect the legal coordination of the two properties will have on that part of the system which touches Laurens can only be derived at from an interview given out by General Manager A. W. Anderson, of the C. & W. C., to a representative of The Augusta Herald, as follows:

"A. W. Anderson, general manager of the Charleston & Western Carolina railroad, was seen today regarding the report from Columbia that a bill had been introduced in the South Carolina legislature permitting the Atlantic Coast Line to purchase the C. & W. C. road. Mr. Anderson was asked how this would affect him and other officers of his road located at Augusta, and how it would affect the C. & W. C. road as a property.

**Laurens Advertiser 2-4-1914**

### Freight Train Derailed.

The engine, tender and two box cars of a South bound extra freight train on the Charleston & Western Carolina railroad, were derailed at the depot Saturday afternoon about 5 o'clock. The wreck was caused by a broken rail on the main line. No one was hurt and in a few hours the tracks were cleared.

**Laurens Advertiser 6-28-1905**



C&WC freight train at Yemassee.

## FIVE MET DEATH IN RAILROAD ACCIDENT

**Collision of Passengers on  
C. & W. C.**

**MANY WERE INJURED**

**Disaster Said to be Due to Non-Deliv-  
ery of Orders to No. 3—Engines  
and Baggage Cars Demolished.**

Augusta, Ga., Oct. 16.—Owing to the operator at McCormick, S. C., failing to deliver "meet order" for train No. 8, leaving Anderson, S. C., for Augusta, at 3:50 p. m., passenger train No. 3, leaving Augusta at 4:45 o'clock this afternoon for Greenwood, S. C., collided with the Anderson train at 6.45 o'clock, at the 40 1-2 mile post, two and a half miles this side of McCormick, S. C. The trains were running at top speed and came together in a head-on collision. As a result of the collision, five trainmen were killed and seven trainmen injured and 10 passengers injured.

Both engines were completely wrecked, the two baggage cars were telescoped and the next two cars, on both trains were badly damaged.

**Laurens Advertiser 10-19-1919**

**Order No. 72.  
March 18th, 1909.  
File No. 1707.**

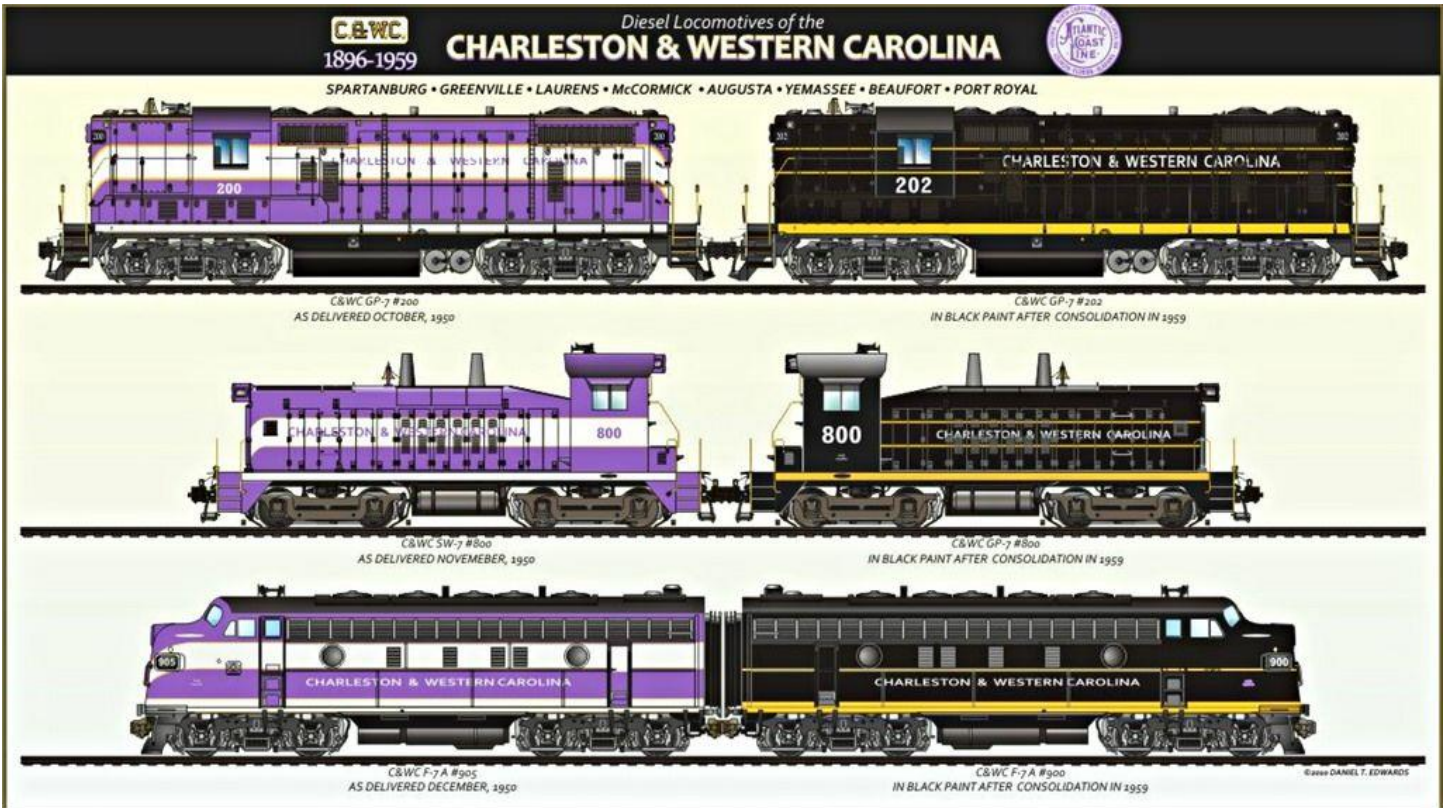
**Petition: Laurens Chamber of Com-  
merce, for separation of freight  
agencies and freight depots, and the  
building of a new Union Passenger  
Station at Laurens, South Carolina,  
by the Columbia, Newberry & Laurens  
Railroad and the Charleston & West-  
ern Carolina Railway Companies.**

**Laurens Advertiser 3-24-1909**



ACL ownership is obvious by the C&WC paint scheme.

# Carolina Conductor



<b>Owner:</b>	Charleston & Western Carolina #901		
<b>Model:</b>	EMD F7A	<b>Built As:</b>	DRGW #564D
<b>Serial Number:</b>	#8358	<b>Order No:</b>	E1157
<b>Frame Number:</b>	E1157-A14	<b>Built:</b>	7/1949
<b>Notes:</b>	Originally built as D&RGW 564D, re: #5644		



CHECK OUT THE CRHA:  
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