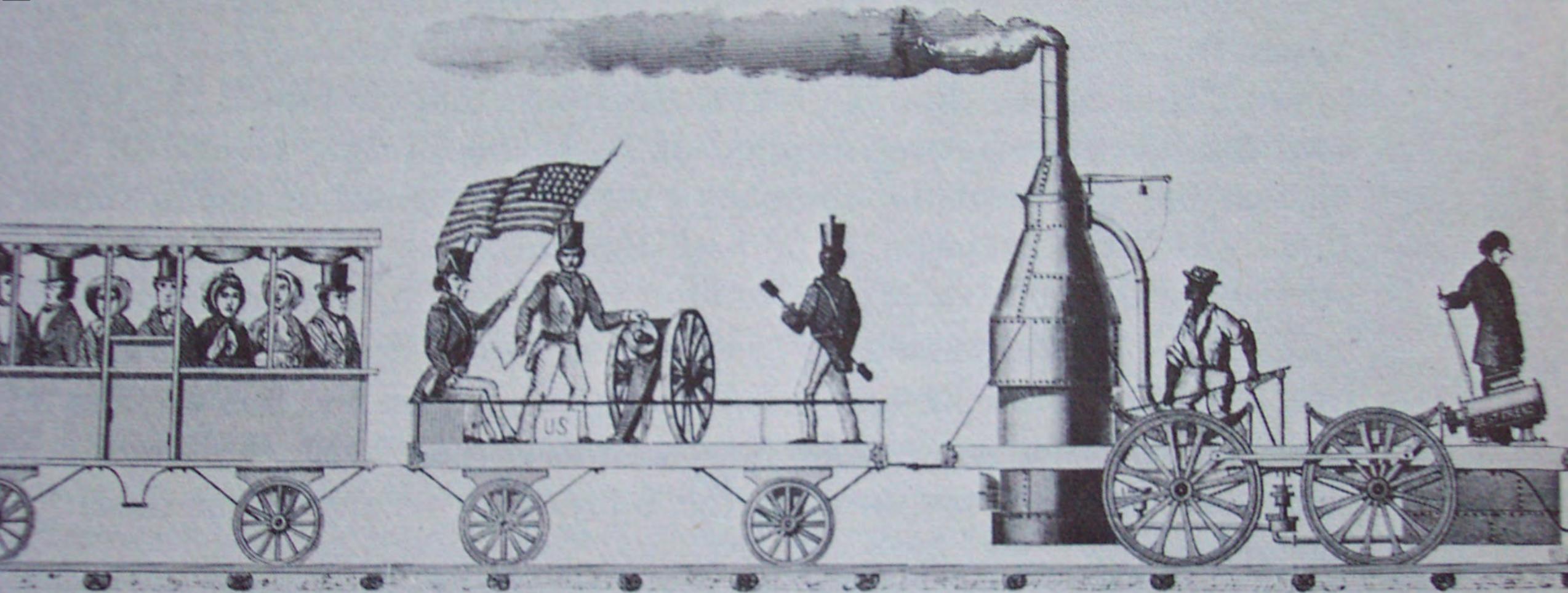
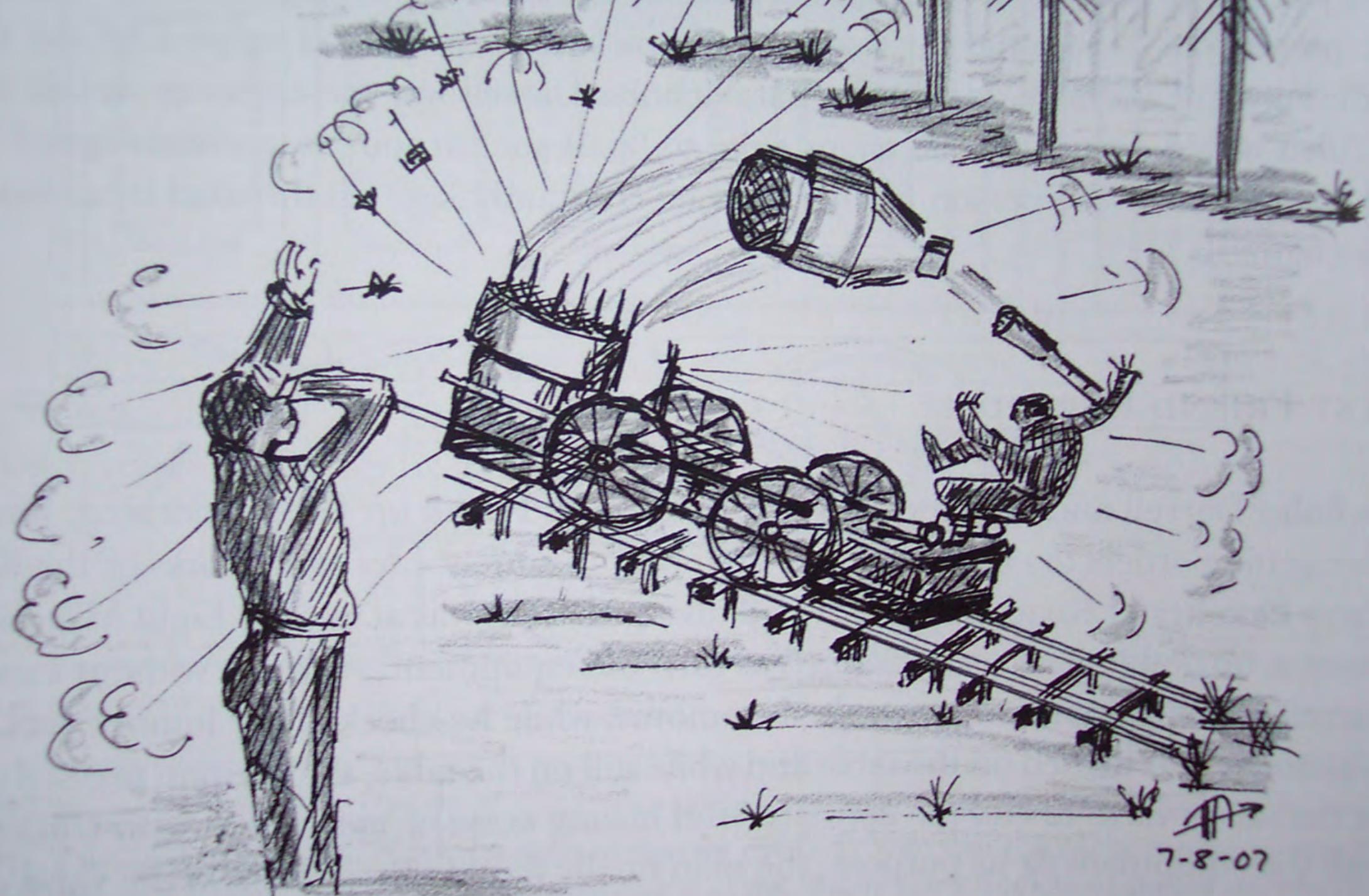


SOUTH CAROLINA'S RAILROAD HERITAGE: WHAT'S GONE, WHAT'S STILL HERE





US



7-8-07

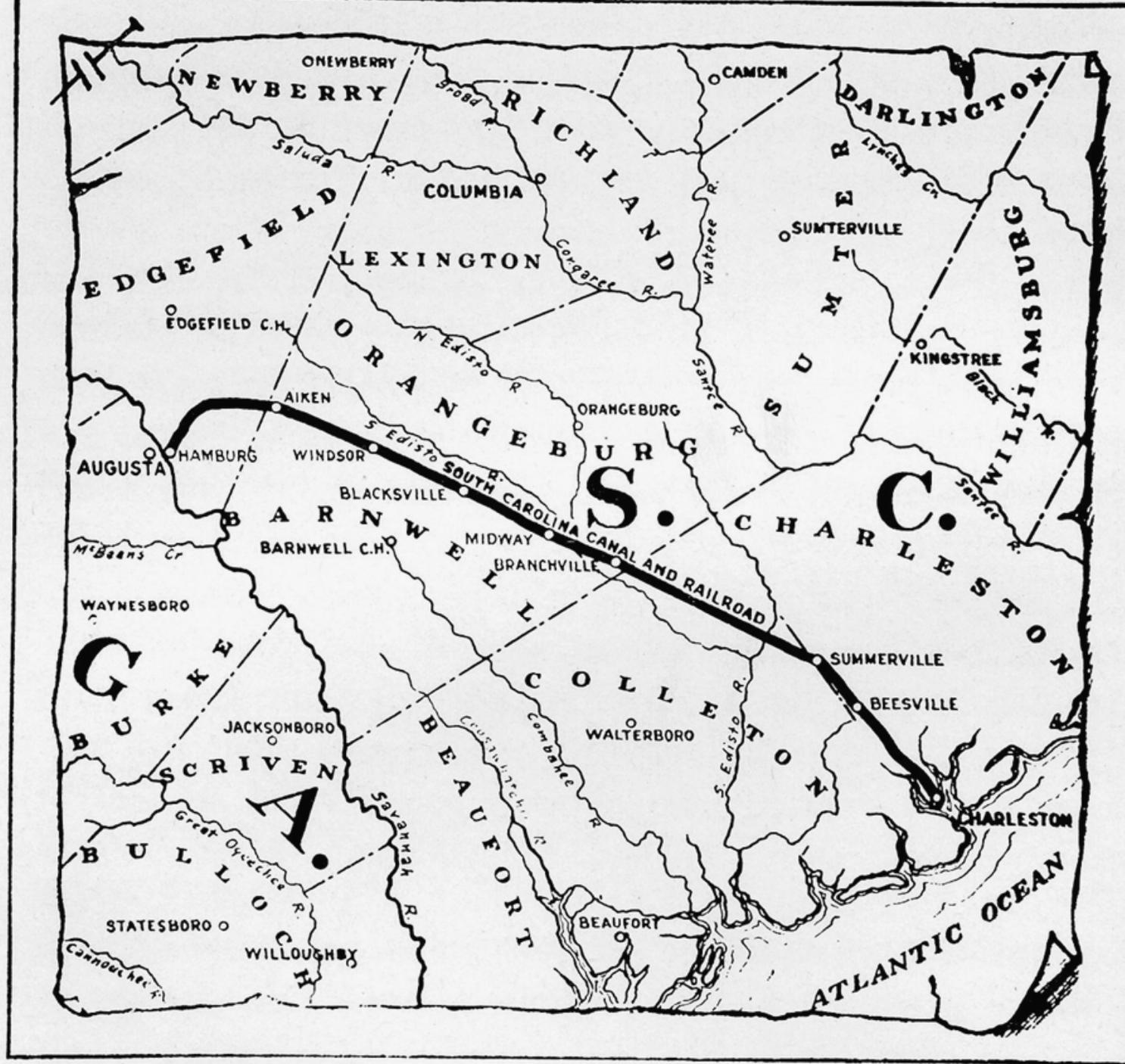


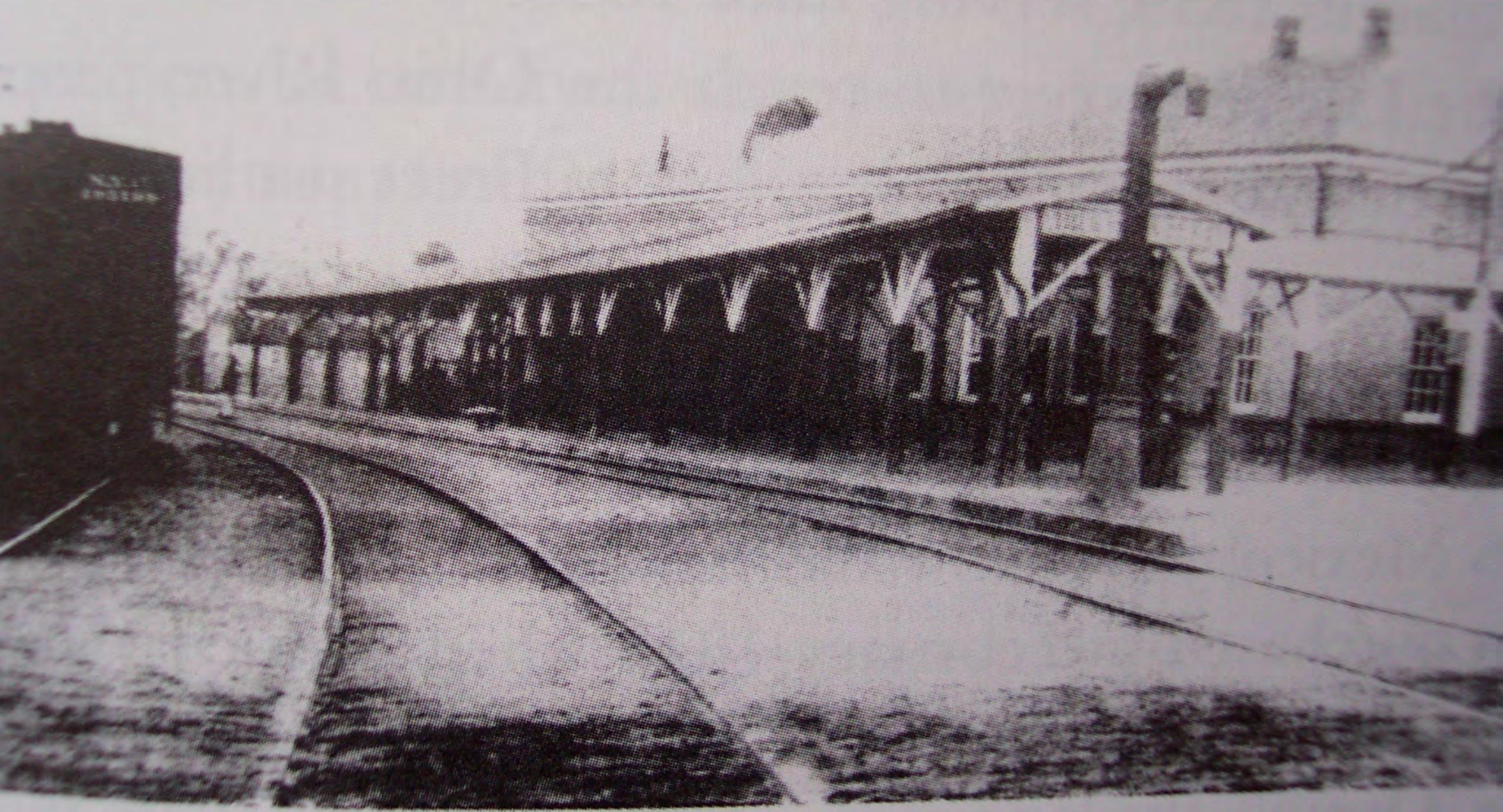


S O U T H E R N

UNITED STATES MAIL
RAILWAY POST OFFICE

27







South Carolina Railroad Mileage

1840	153 miles
1860	985
1880	1,500
1900	3,065
1920	3,950
1940	3,650
1960	3,530
1980	3,075
2007	2,404 (-1,546)

South Carolina Railroads - 1920



Greenville & Northern Railroad (renamed 1920)
 Pickens Railway
 Blue Ridge Railway
 Piedmont & Northern Railway (renamed 1914)

Carolina, Clinchfield & Ohio Railroad
 Carolina & North-Western Railway

Alcolu Railroad (Alcolu-Olanta)
 Augusta Northern Railroad (Ward-Saluda) (comp. 1912)
 Bennettsville & Cheraw Railroad (Kollock-Brownsville) (comp. <1917)
 Berkeley Railroad (Moncks Corner-Chicora)
 Branchville & Bowman Railroad
 Buffalo, Union-Carolina RR (Buffalo-Union)
 Carolina & Western Railroad (Cummings-Tillman) (comp. 1912) (abandoned 1916)
 Carolina Western Railroad (St. Stephen-Halls) (comp. 1920)

Central Railroad of South Carolina (Lane-Sumter)
 Due West Railway (Due West-Donalds) (comp. <1917)
 Edgemoor & Manetta RR (Edgemoor-Wyilies Mill)
 Hampton & Branchville Railroad (Hampton-Canadys)
 Georgetown-Pawleys Island Railroad
 Lancaster & Chester RR
 Northwestern Railroad (Wilson-Summerton-St. Paul)
 Rockton & Rion Railroad

Orangeburg Railway (Orangeburg-North) (comp. 1914)
 Paroda Railroad (Durwood-Lane)
 Columbia, Newberry & Laurens RR

Total Miles of Railroad Track
 3,950

— Atlantic Coast Line
 — Southern Railway
 — Seaboard Air Line Railway

THAT WAS THEN

Dec. 5, 1968

An era ended in Columbia on Dec. 5, 1968, when a Southern Railway engine pulled away from the station for the final “Carolina Special” passenger trip between Columbia and Asheville.

Southern began carrying passengers between Charleston and Cincinnati on the “Carolina Special” in 1911. But the interstate highway system built in the 1950s and 1960s made passenger train travel unprofitable.

According to an article Dec. 12, 1968, in *The State*, Southern already had stopped passenger travel to Charleston. Most of the passengers on the last train from Columbia were railroad employees or nostalgic train buffs. Only one man, who preferred to remain anonymous, truly was looking for transportation to Spartanburg on the “Carolina Special.”

The engine shown in this photo was the kind used on the “Carolina Special” route.

A few years later, passenger train travel returned to Columbia in the form of Amtrak. But it’s not the same when the trains arrive and leave in the middle of the night and don’t stop every 25 or 30 miles to take on or drop off passengers.

In fact, on that final trip, the “Carolina Special” picked up several passengers who paid 44 cents to ride between the two Union County towns of Carlisle and Union.

— *Joey Holleman*























CITY

BYTES
SIGHTS



Stop Sign
Seaboard Airline Railroad

Like street traffic, railroads also use signs to designate when to stop. This sign was used at the Gervais Street station in Columbia.



P

P

THE LUTHER LEE BUILDING
1314

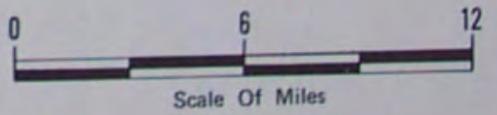
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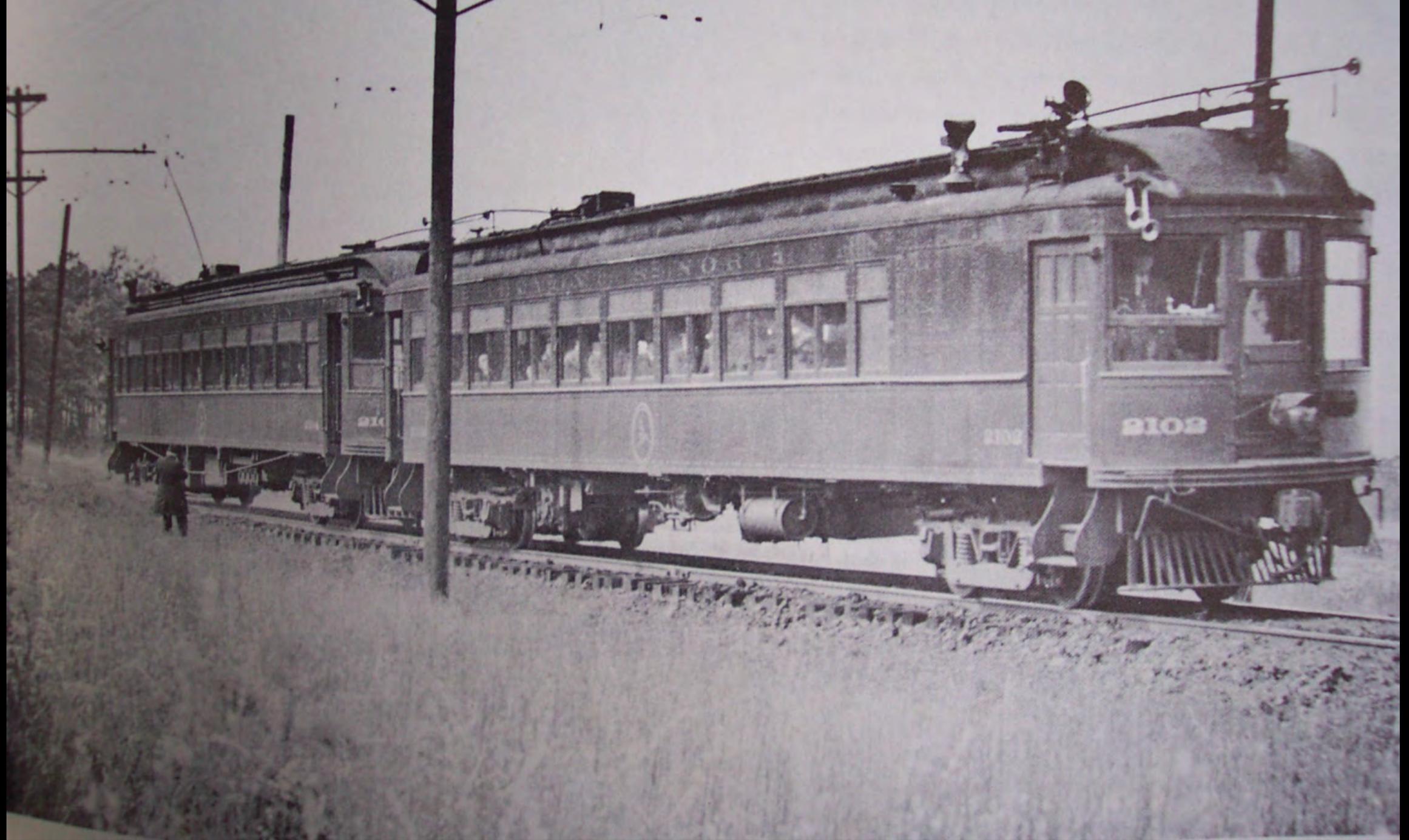
Mazda





**SOUTH CAROLINA
DIVISION**











Entrance on this b



CHARLESTON
MUSIC HALL







Ustanova za razvoj turizma
i kulturne dediščine
Ljubljana, Slovenija







WALKING
SPEEDWAY
←

VISITOR
CENTER
↓

↓



MUSIC FARM





COUNTY BEER & WINE GREEN'S

COUNTY BEER & WINE

GREEN'S







COWPENS



AIKEN

COIN OPERATED
DRY CLEANING
AND PRESSING
WASHING - DRYING







DILTON

the passenger station





ULMERS S.C.

COLORED
INTRASTATE

SEABOARD

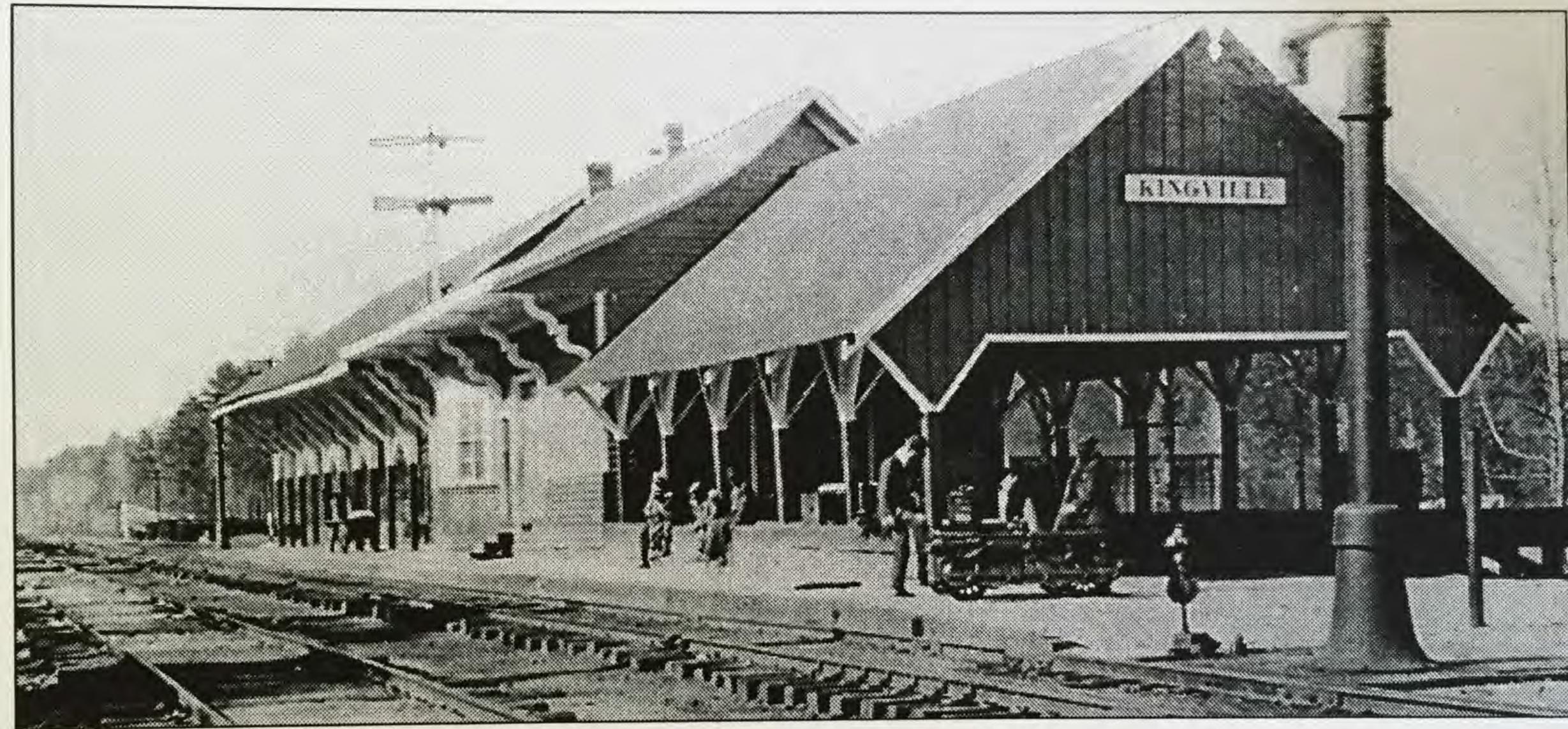




1. A. H. Dwyer

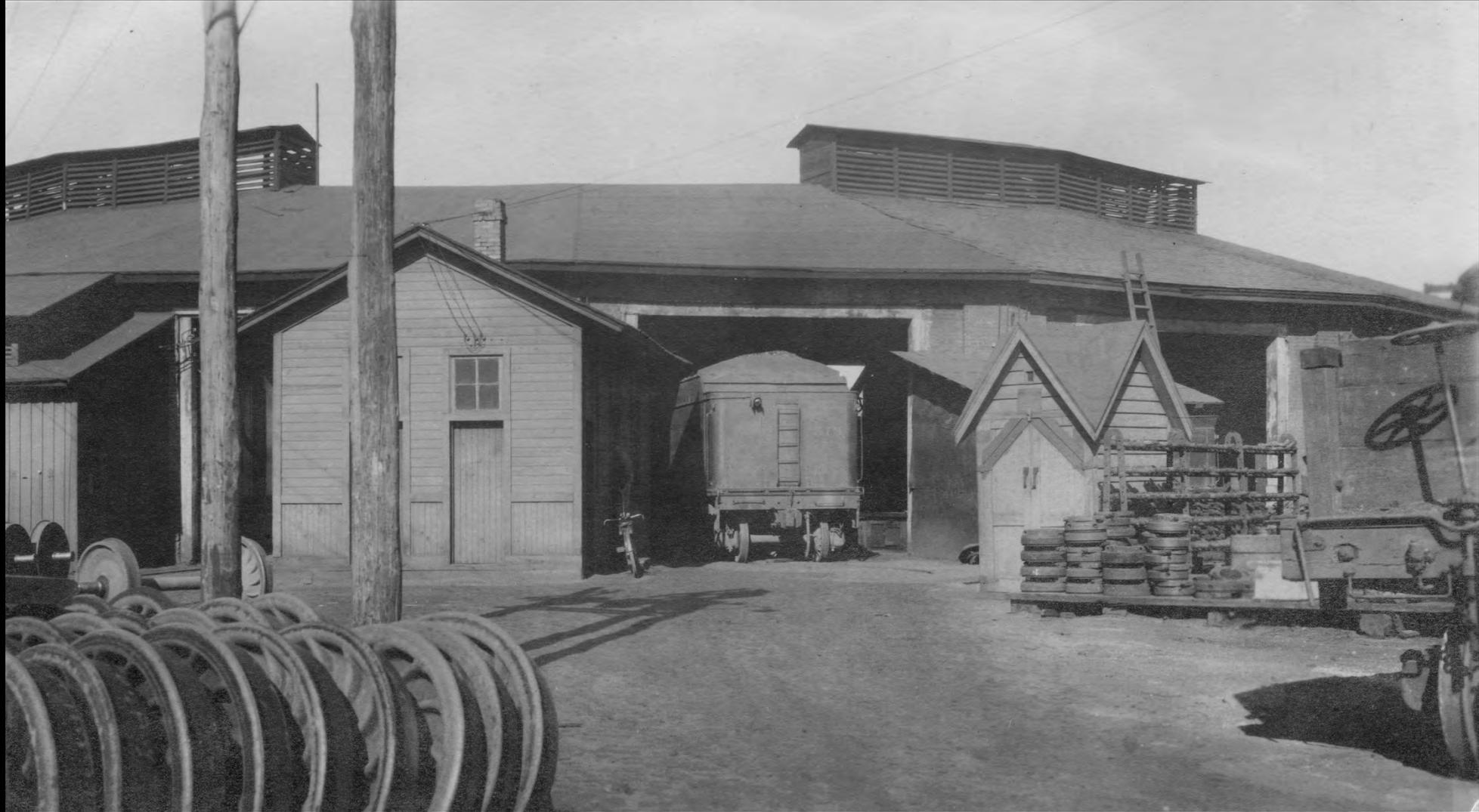












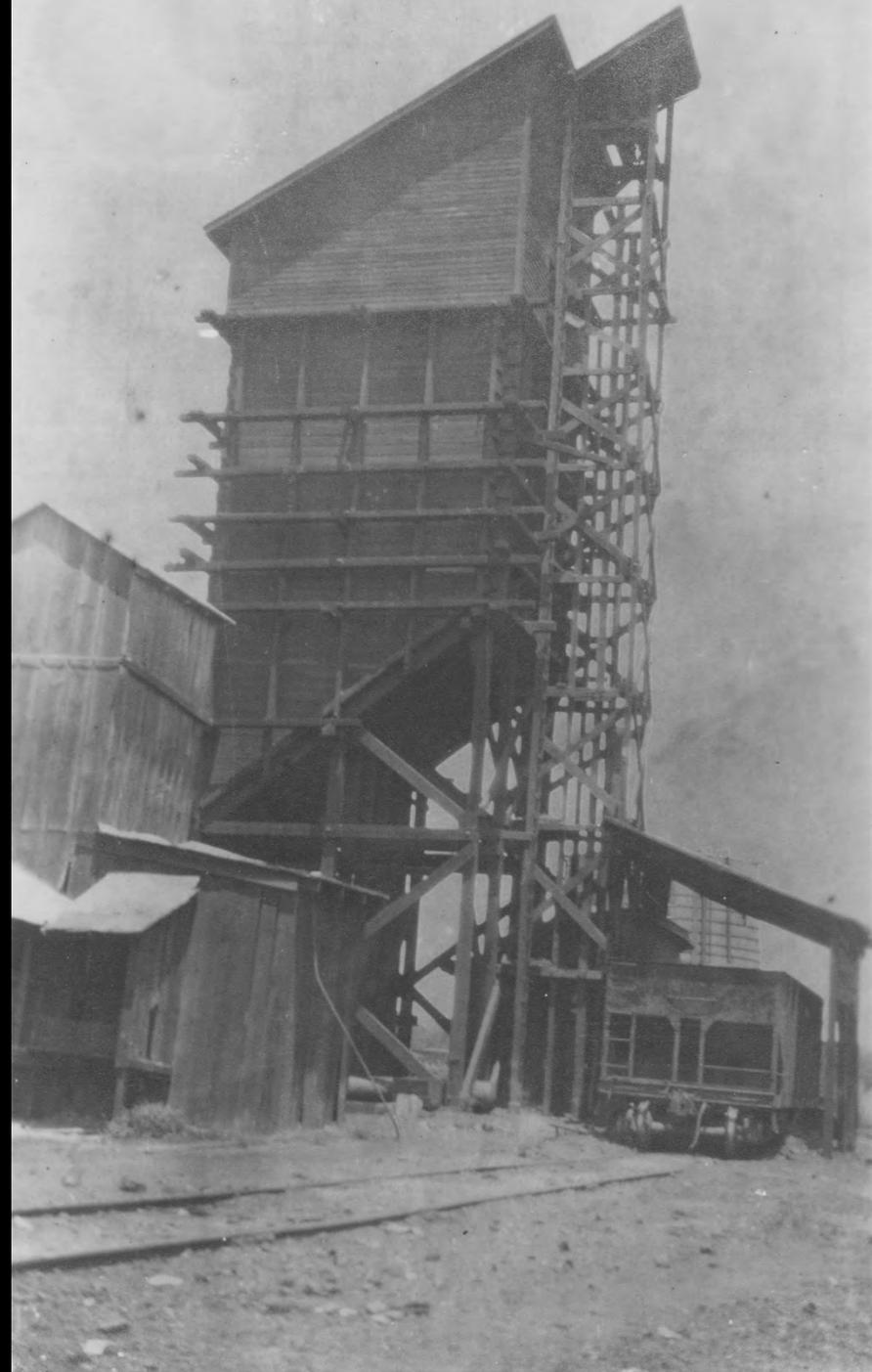


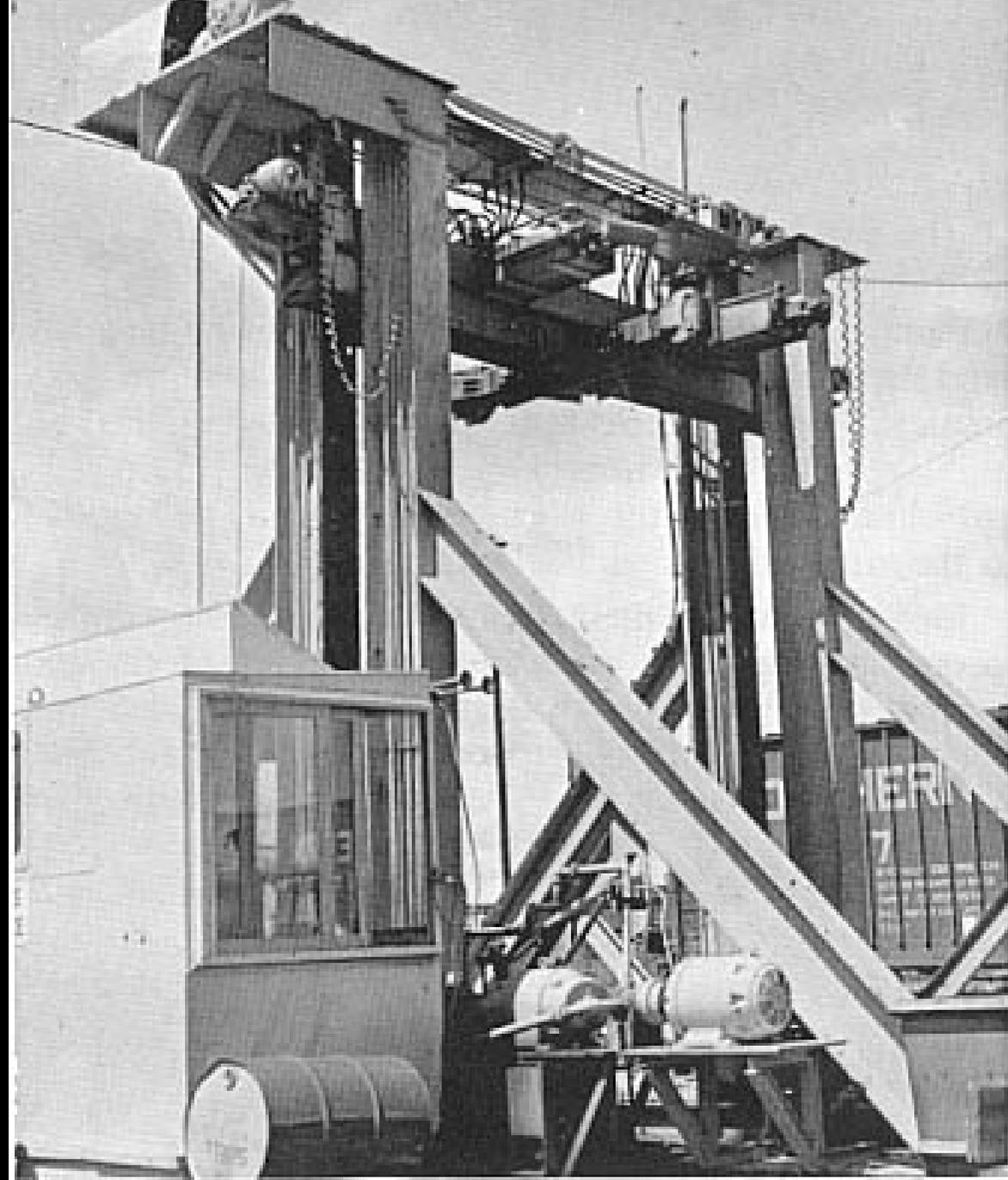








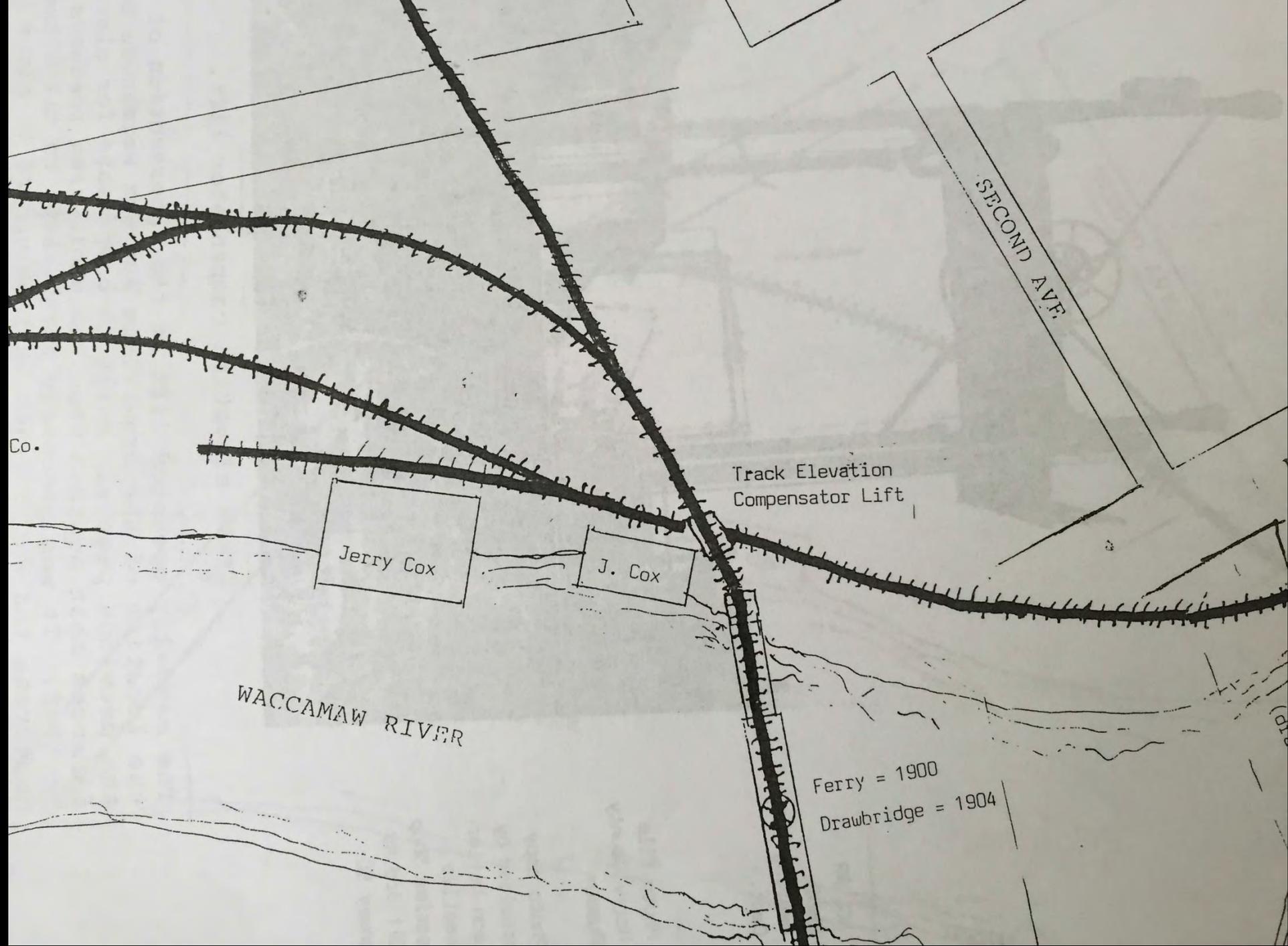




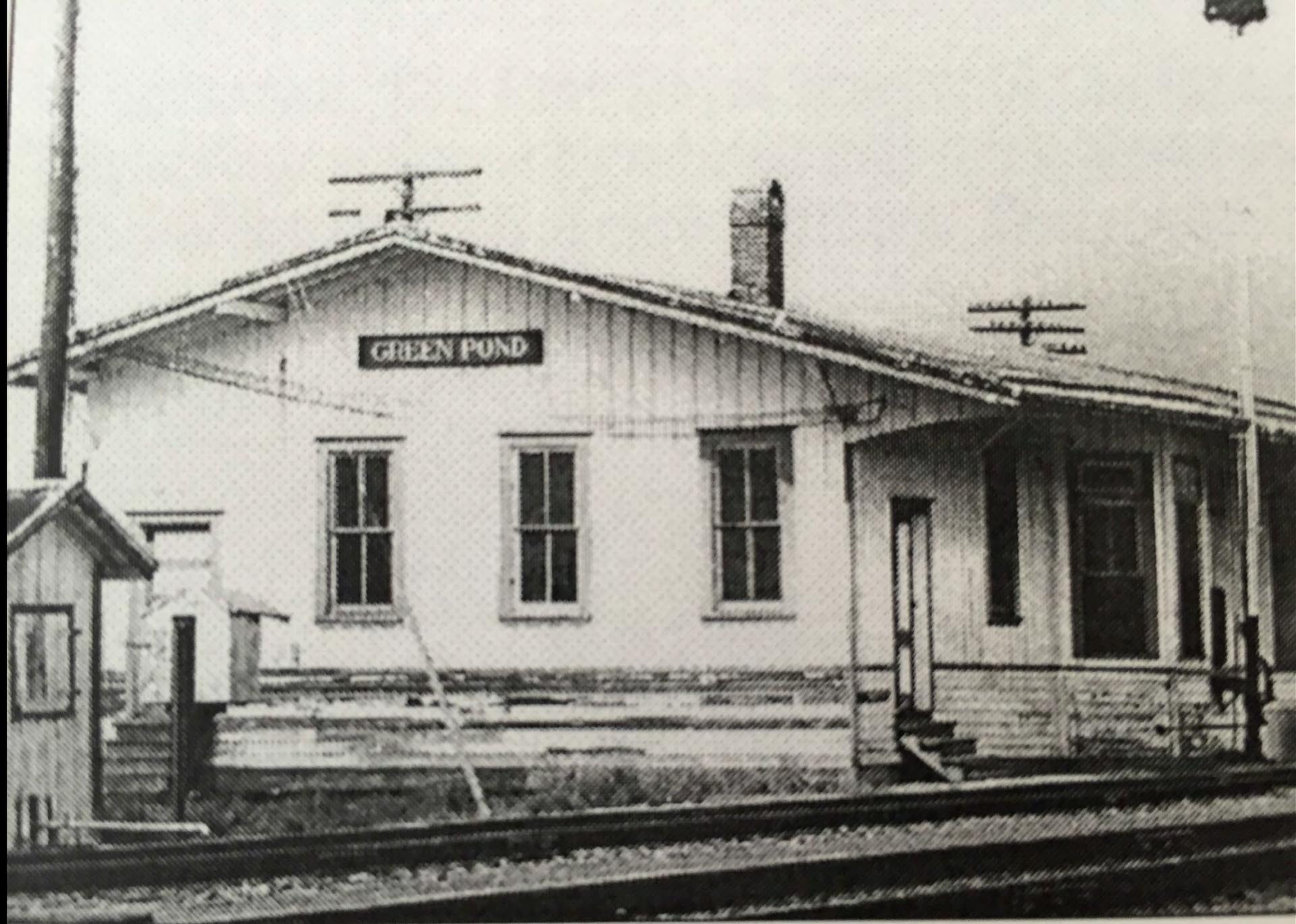


CAMDEN JUNCTION









South Carolina Railroad Achievements

American railroads, South Carolina has always been an early adopter of several "firsts" in the national railroading timeline.

Started with railroads in the early 1800s to help with the city's growth, steam power was still a new idea, so manpower, horsepower, and mules were considered. The Charleston Courier featured an article on March 1831 that amazed spectators by carrying 13 people and three horses on the track at 10 miles per hour. The rail-train went as fast as 12 miles per hour and the mast snapped.

It was not until the Christmas Day in 1830 that the first American steam locomotive, hopelessly named the *Best Friend*, arrived in Charleston, the tiny town also the first train to haul coal in 1831.

The *Best Friend's* boiler exploded in 1831, making it also the first railway fatality. The *Best Friend* went into service in the Civil War.

Other achievements include the first double-ended locomotive, built by Horatio Allen in 1839, and the barrel car. Designed by carpenter G. S. Hacker of Charleston, the barrel car was made for both freight and passengers and ran only on the South Carolina Railroad. Though unpopular elsewhere, barrel cars were durable and cheap to build. They were also supposedly safer than square cars. If a barrel car derailed, it simply rolled off the track without breaking!

South Carolina could also claim the world's longest railroad. In 1833, the South Carolina Railroad ran from Charleston to Hamburg (now Augusta), and was 137 miles long.

United States Patent Office drawing of G. S. Hacker's Barrel Car, January 21, 1841



The Best Friend of Charleston, the first American-built steam locomotive



The Branchville Depot

When the South Carolina Rail Road extended its service to Columbia, the Branchville station became the first railroad junction, a station where two or more routes meet. This photograph is of the Branchville Depot in 1900. Depot is another word for a station building. The room recreated here shows what the depot probably looked like in the 1820s or 1830s. Very little had changed when the 1900 photograph was taken.



Notice the Station Master's desk, under desks for delivering messages, railroad schedules, and shipping documents. What other railroad-related items can you find?











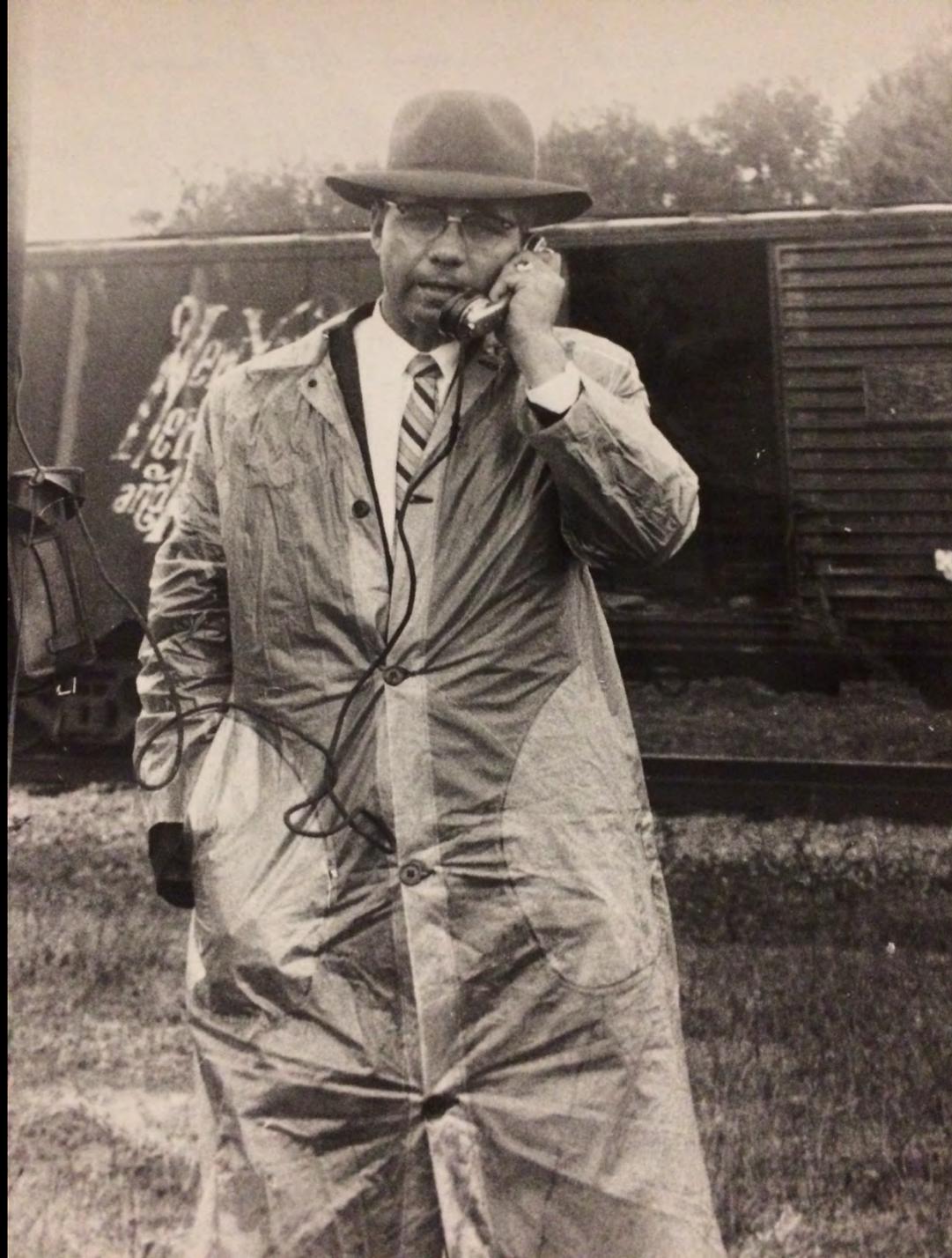


**SOUTH
CAROLINA
RAILROAD MUSEUM**

ESTABLISHED 1973











298
Magnolia Street

HUB CITY RAILROAD MUSEUM



HOURS:

WED. 10:AM UNTIL 2:PM

SAT. 8:AM UNTIL 2:PM



Spartanburg Peaches



ANOTHER LOAD OF PEACHES

















ATLANTIC COAST LINE
Luncheon

Supper and Appertices
 Dinner at 7:00 or earlier
 Dinner at 7:30 or later
 Supper at 8:00

Suggestions
 Dinner at 7:00
 Dinner at 7:30
 Dinner at 8:00
 Dinner at 8:30
 Dinner at 9:00
 Dinner at 9:30
 Dinner at 10:00
 Dinner at 10:30
 Dinner at 11:00
 Dinner at 11:30
 Dinner at 12:00

"A. C. L. Special" Luncheon
 Dinner at 7:00
 Dinner at 7:30
 Dinner at 8:00
 Dinner at 8:30
 Dinner at 9:00
 Dinner at 9:30
 Dinner at 10:00
 Dinner at 10:30
 Dinner at 11:00
 Dinner at 11:30
 Dinner at 12:00

Bread
 Dinner at 7:00
 Dinner at 7:30
 Dinner at 8:00
 Dinner at 8:30
 Dinner at 9:00
 Dinner at 9:30
 Dinner at 10:00
 Dinner at 10:30
 Dinner at 11:00
 Dinner at 11:30
 Dinner at 12:00



SEABOARD AIR LINE
China - Palm Beach pattern - 1920s-1940s
Silver - Cromwell pattern

ATLANTIC COAST LINE
China - Carolina pattern - 1940s-1960s
Silver - Zephyr pattern

ROCKTON
& WESTERN
RAILROAD

THE SOUTH CAROLINA
RAILROAD MUSEUM
WWW.SCRM.ORG

