

AIKEN RAILROAD HISTORY: A STORY OF STEEL AND STEAM



By Samuel W. Ellis

AIKEN RAILROAD HISTORY: A STORY OF STEEL AND STEAM

“The Americans take to the little contrivance [the railroad] as if it were the cradle in which they were born”

- Ralph Waldo Emerson, The Letters of Ralph Waldo Emerson, 1843

Two -Hundred Year History



AIKR 4202, courtesy of Tracey C.
Green

Two -Hundred Year History

Southern Railway, incorporated in 1894, has roots that reach all the way back to the original charter for the SCC&RR. Following in the footsteps of William Aiken and Southern's first president Samuel Spencer, Southern Railway has always conducted itself in a manner befitting a Southern gentleman.

Southern Railway prided itself on conducting well organized, efficient, forward-thinking business in a genteel manner. Southern performed deftly on two fronts-generating business in a changing industrial climate by staying on the vanguard of (and often creating) new technology, while outwardly projecting a "laid back" demeanor befitting the adage that things move slower down South.



LOOK AHEAD-LOOK SOUTH



Gone with the wind!

WHEN A FREIGHT CAR rolls down the "hump" at our new \$14 million Citico Yard at Chattanooga, Tennessee, even its wind resistance is automatically measured.

While the car is rolling, a radar device instantly picks up and evaluates all the factors that affect its rollability—weight, speed, size, wind, weather and others. Then the magic brain of an electronic computer regulates the retarder brake in the track under the moving car so that it will couple safely and gently to another car standing far down in the yard below.

This is a *new kind* of railroading. You'll see it at work in countless ways on the Southern today—at Citico, and in our other multi-million dollar push-button yards at Knoxville, Tenn. and Birmingham, Ala. And still another ultra-modern electronic yard to cost \$15 million is now under construction at Atlanta, Ga.

Yesteryear railroading is "gone with the wind" on the Southern. Today's *modern* railroading means dependable, ever-improving transportation for the fast-growing area we serve.

Henry A. DeBatta
President



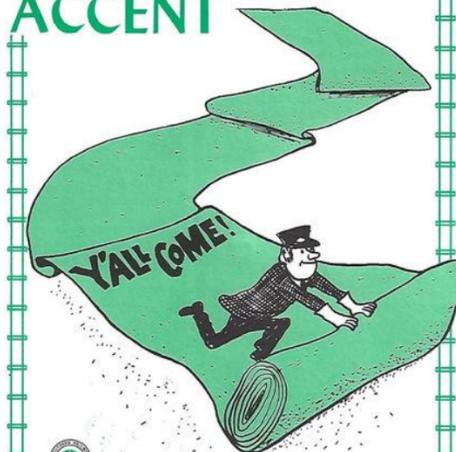
SOUTHERN RAILWAY SYSTEM

WASHINGTON, D. C.

The Southern Serves the South

Mention the National Geographic—It identifies you

HOSPITALITY WITH A SOUTHERN ACCENT



The South is the fastest-growing area in the country.

And Southern Railway is growing right along with it.

Everybody knows the South is the fastest-growing area in the U.S. But what you might not know is it's one of the seven fastest-growing areas in the world. One of the biggest reasons is that industry is flocking to the South.

And each time the South grows, we at the Southern Railway grow too.

After all, who do you think carries the raw materials to these new plants? The finished goods to market? In large measure, we do.

And, as the South's population grows, who do you think brings the things these people need? The cars, the carpets, the appliances, the food? Largely, we do.

But, we're not growing just to keep up with the ever-increasing population. We're growing to be prepared for an even bigger South in the future.

According to the federal government, the railroads will get an increase in freight volume of 43% by 1990.

And the railroads share of market will go up by a big 24%.

Will we get the lion's share of these increases when they come? Maybe. But whatever happens, we're getting ready for them by expanding right now. We're putting in a new \$40 million computerized freight classification yard in North Carolina. We're adding to our microwave communications system, which is already the largest in the South. And we're laying two tracks where one used to be enough to handle all the traffic in the area.

So, even though we're growing right along with you, we're also growing ahead of you.

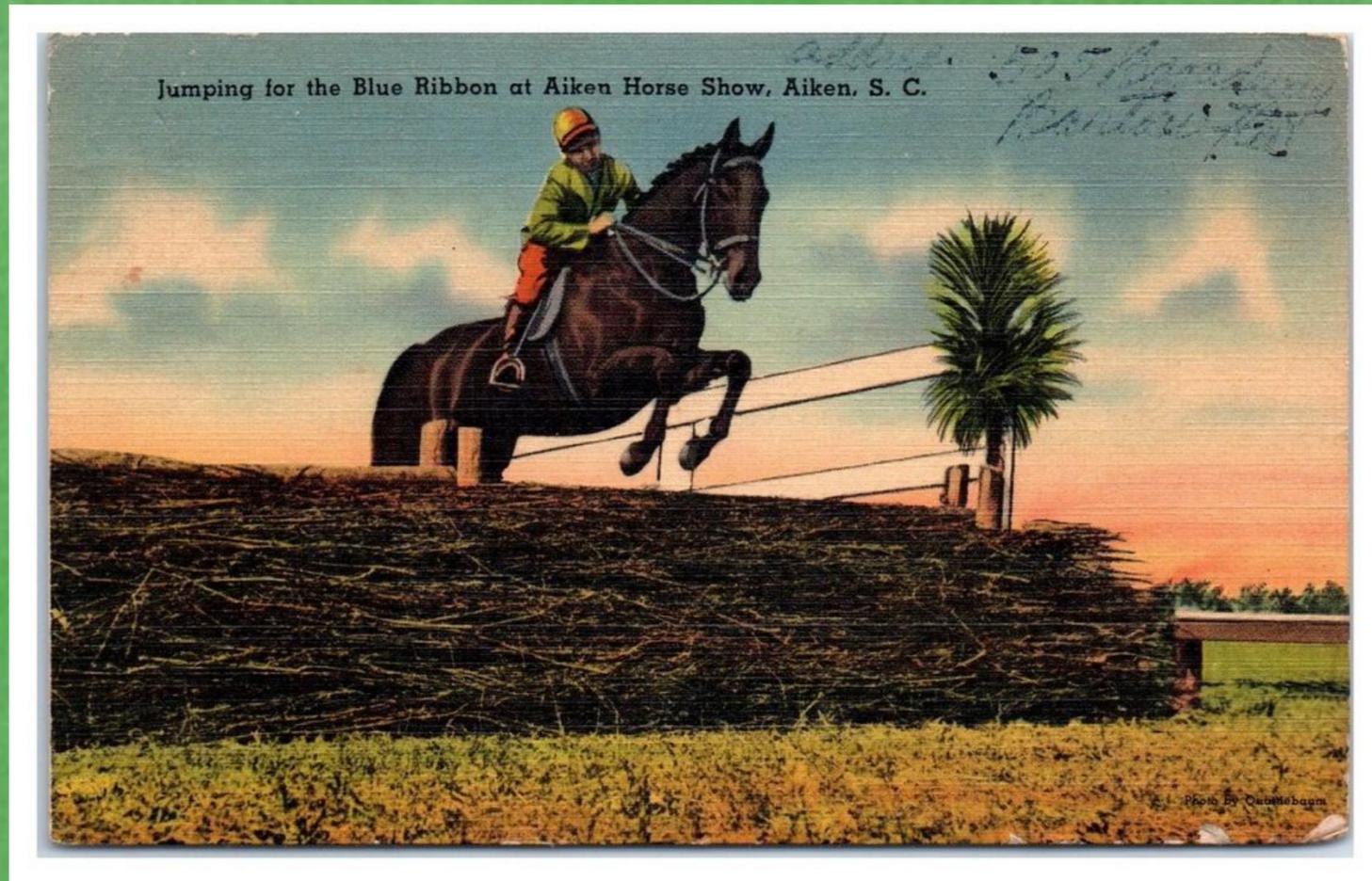
Because when the demand is there, we want to be there, ready to serve.

SOUTHERN
THE SOUTHERN RAILWAY SYSTEM

The Southern Railway is one more good reason for living in the South.

PROLOGUE: A TALE OF TWO HORSES

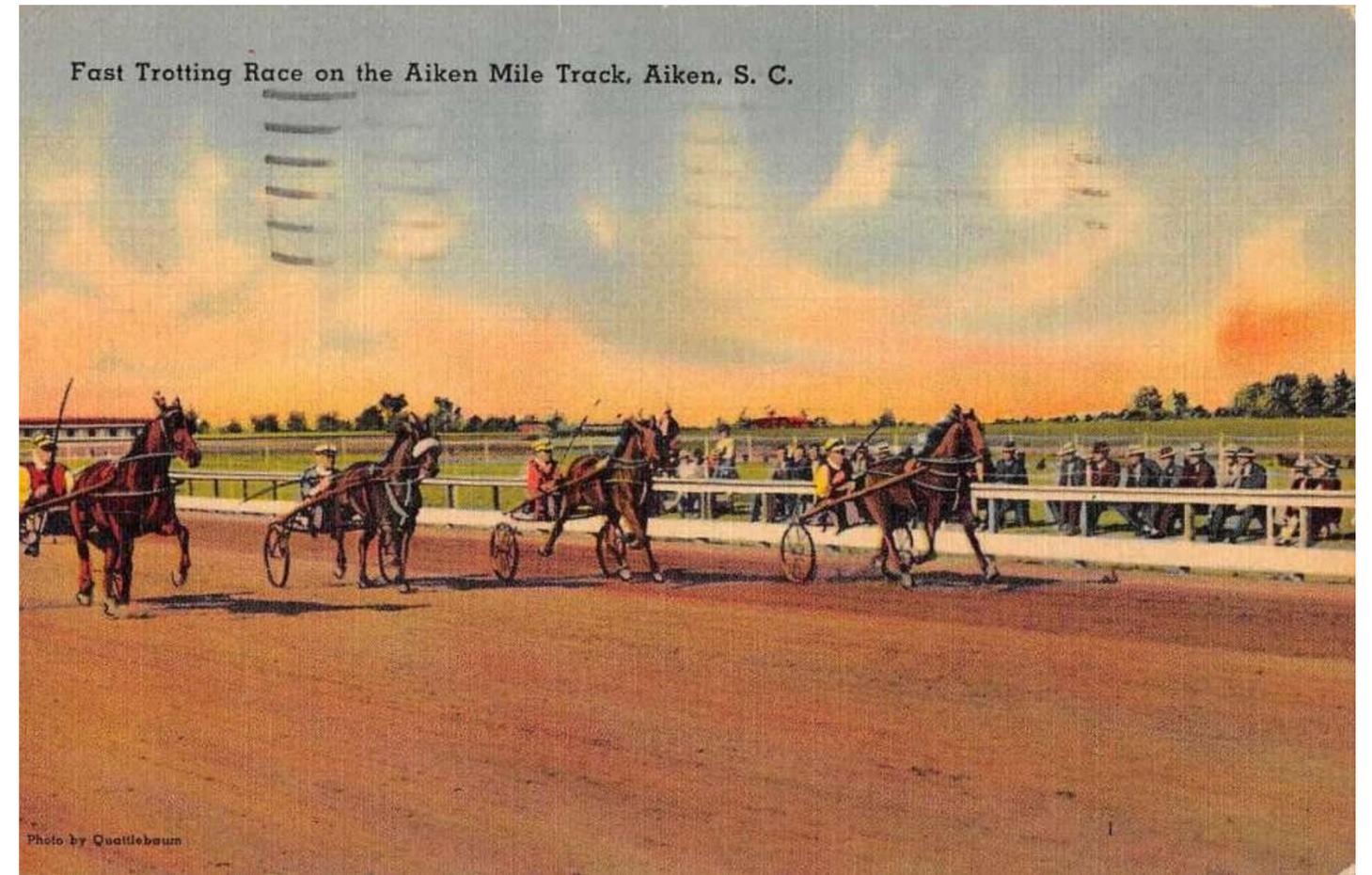
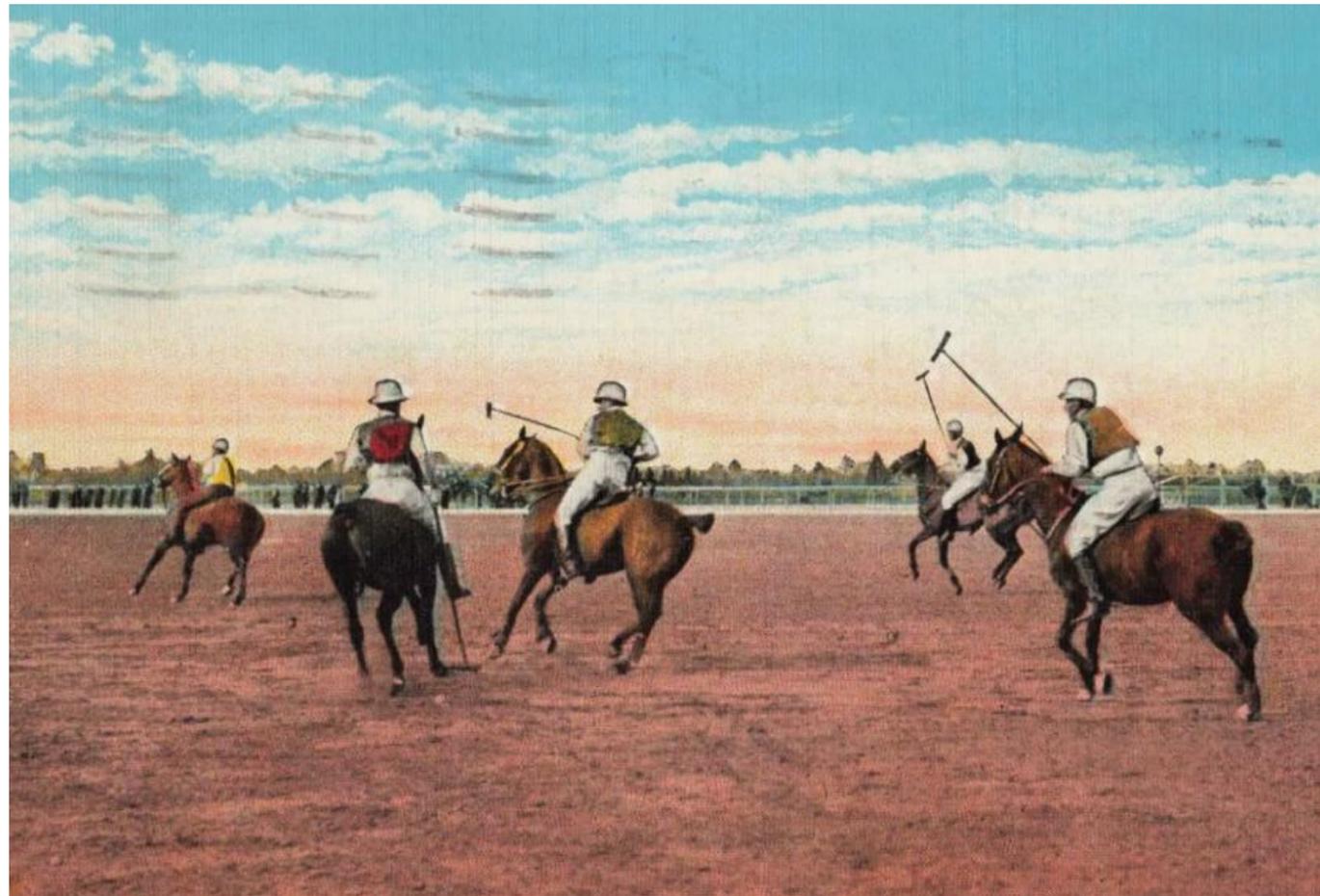
Iron, rivets, soot, and steam... sinew, muscle, and grace. The intersection of these descriptors is the story of Aiken, a town that owes its existence to two types of horse - iron and equine.



These postcards from the 1840s illustrate the full scope of how equine sport dominated and dictated the character of our town.

PROLOGUE: A TALE OF TWO HORSES

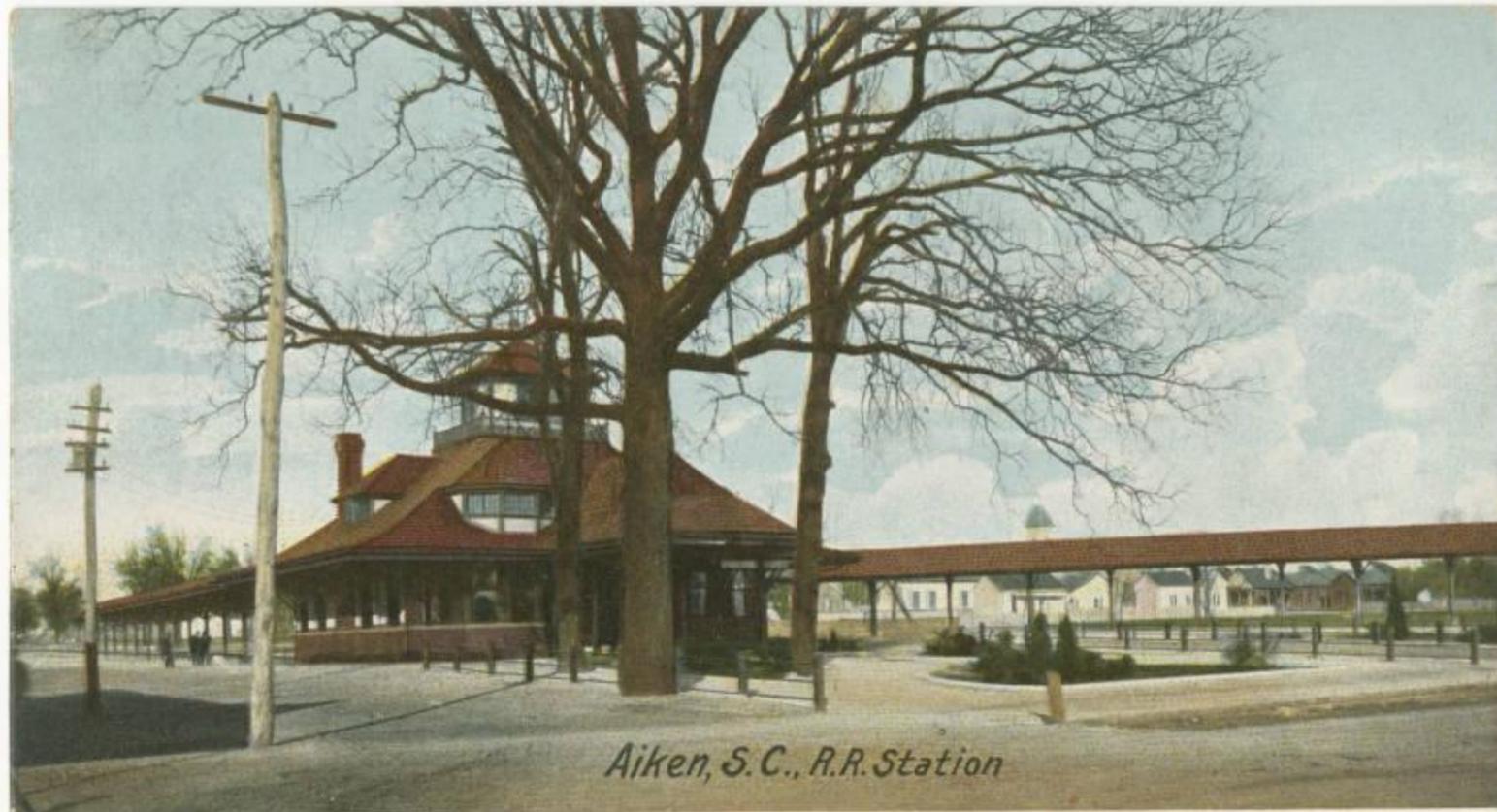
Iron, rivets, soot, and steam... sinew, muscle, and grace. The intersection of these descriptors is the story of Aiken, a town that owes its existence to two types of horse - iron and equine.



Polo, in particular, owed much to William C. Whitney, responsible in part for the building of our opulent third railroad depot.

PROLOGUE: A TALE OF TWO HORSES

Iron, rivets, soot, and steam... sinew, muscle, and grace. The intersection of these descriptors is the story of Aiken, a town that owes its existence to two types of horse - iron and equine.



Aiken Depot, 1899- Architect, Frank Milburn

PROLOGUE: A TALE OF TWO HORSES

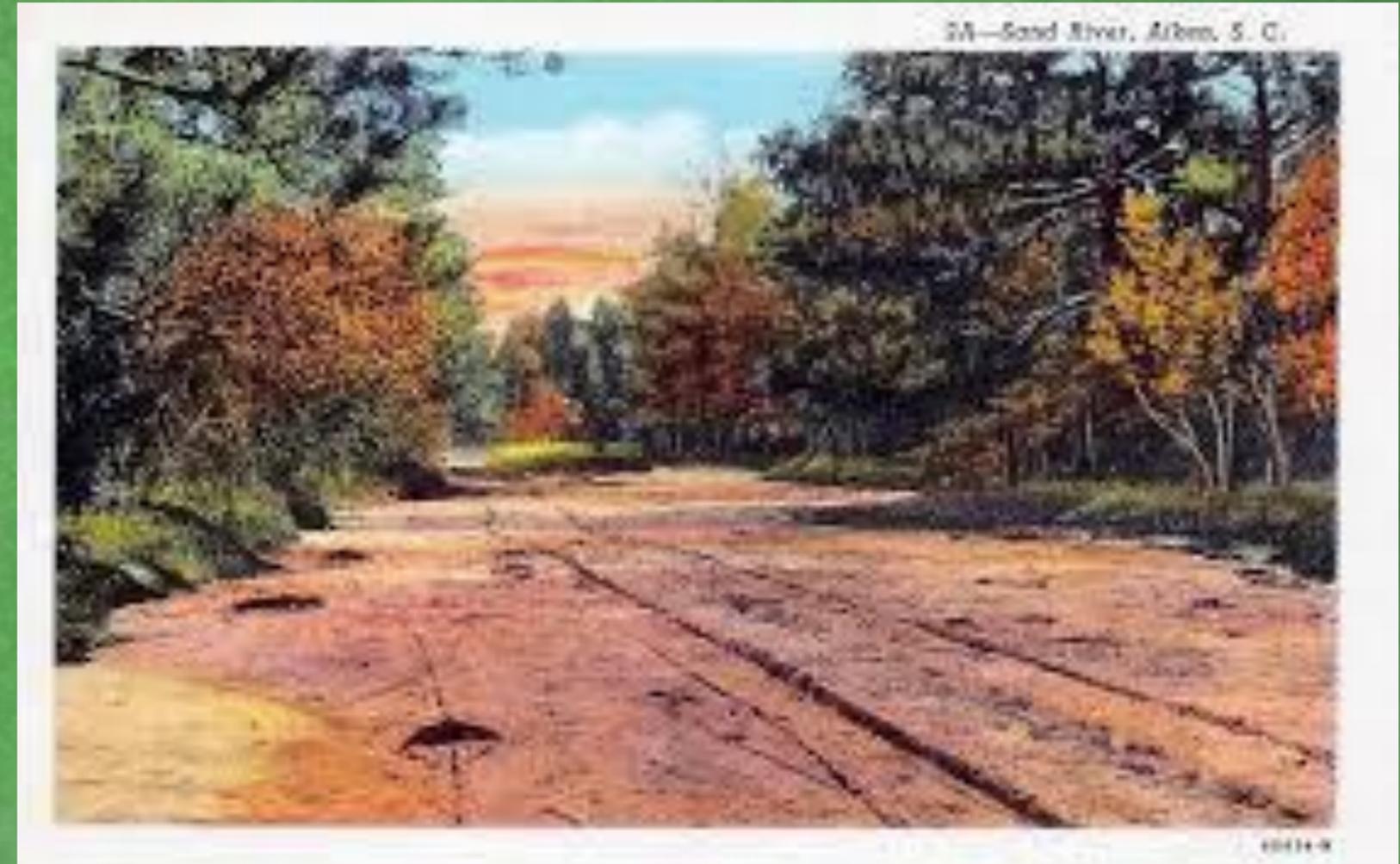
Iron, rivets, soot, and steam... sinew, muscle, and grace. The intersection of these descriptors is the story of Aiken, a town that owes its existence to two types of horse - iron and equine.



**Southern steam at Aiken Depot, Frank Ardrey Jr.
collection**

PROLOGUE: A TALE OF TWO HORSES

Iron, rivets, soot, and steam... sinew, muscle, and grace. The intersection of these descriptors is the story of Aiken, a town that owes its existence to two types of horse - iron and equine.



By the 1890s, the railroad had already left an indelible mark on the land in and around Aiken, and the significance of our railroad history was already being documented.

PART I: NECESSITY IS THE MOTHER OF ALL INVENTION



PHOTOGRAPH BY JIM
WRINN

NECESSITY IS THE MOTHER OF ALL INVENTION

Aiken's equine culture was not the intended goal of the South Carolina Canal & Rail Road project, but rather a natural byproduct. The South Carolina Canal & Rail Road Co.'s primary goal was to divert cotton traffic away from its primary competitor, Savannah on behalf of the Charlestonian merchants who bankrolled the project.



INNOVATION MILESTONES BY THE SOUTH CAROLINA CANAL & RAIL ROAD CO.

- Longest railroad in the world when completed in 1833
- First railroad to use steam power exclusively
- First railroad to provide regularly scheduled passenger service
- Utilized first steam locomotive built in the US exclusively for revenue service
- First railroad junction in the world in Branchville, SC



IRONY OF IRONIES

Following the Panic of 1819, the United States government amended its economic strategies with the Tariff of 1824 and later the Tarriff of 1829 (“the tariff of abominations”). Ostensibly, these protective tariffs were designed to protect American business interests against the importing of goods and other commodities from Great Britain. However, the South’s economy relied heavily on these imports.

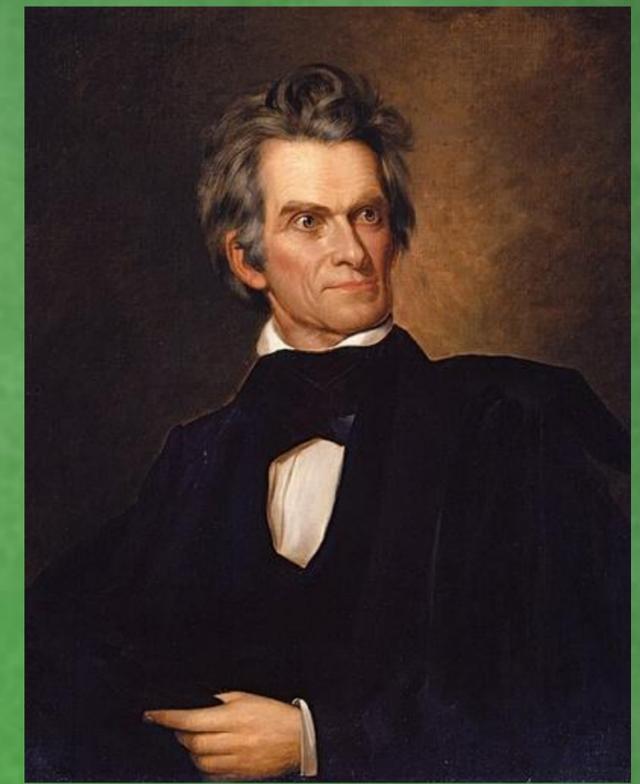
DIRE STRAITS

Regarding Charleston's economic misfortune, Donald A. Grinde Jr., in *The South Carolina Historical Magazine*, notes that between 1815 and 1825, Charleston's export income dropped from nearly \$11 million to \$7.5 million dollars. In addition, import trade had decreased 51.7%.

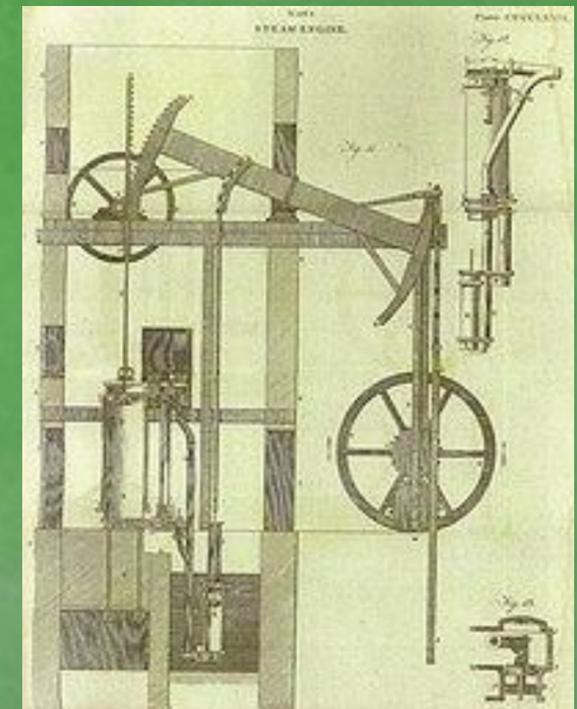


IRONY OF IRONIES

John C. Calhoun, Vice President in the Jackson administration, took umbrage on behalf of the South, feeling that the tariffs implemented during the Adams and Jackson administration favored certain sections of industry in addition to favoring certain regions. Thus, the South was vehemently opposed to these tariffs and the schism within the Jackson administration came dangerously close to generating regional conflict, a precursor to the Civil War. While the tariff issue was resolved peaceably, the South was close to finding a savior for its agrarian interests- a burgeoning technology developed, ironically, in England.

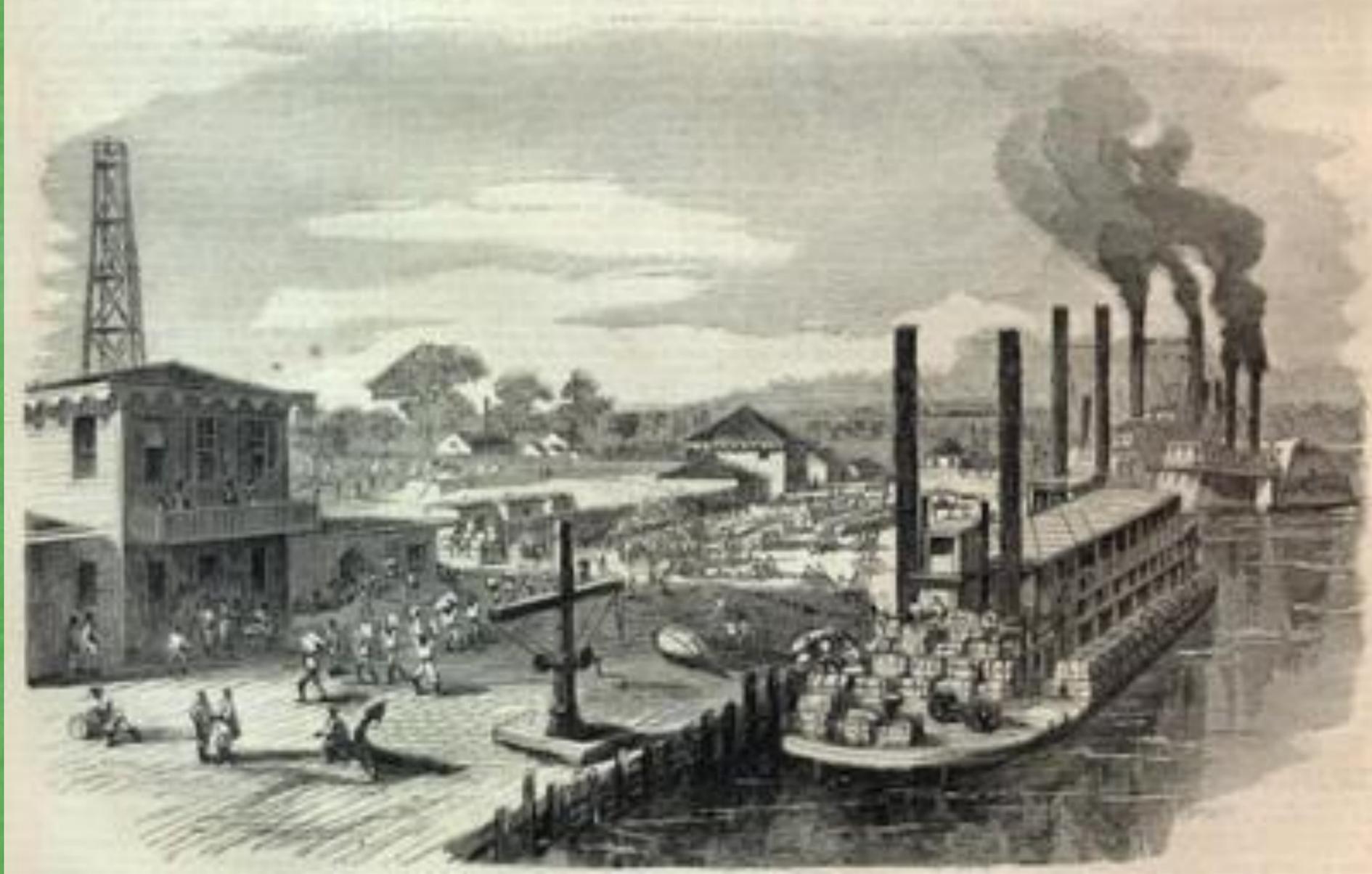


John C. Calhoun



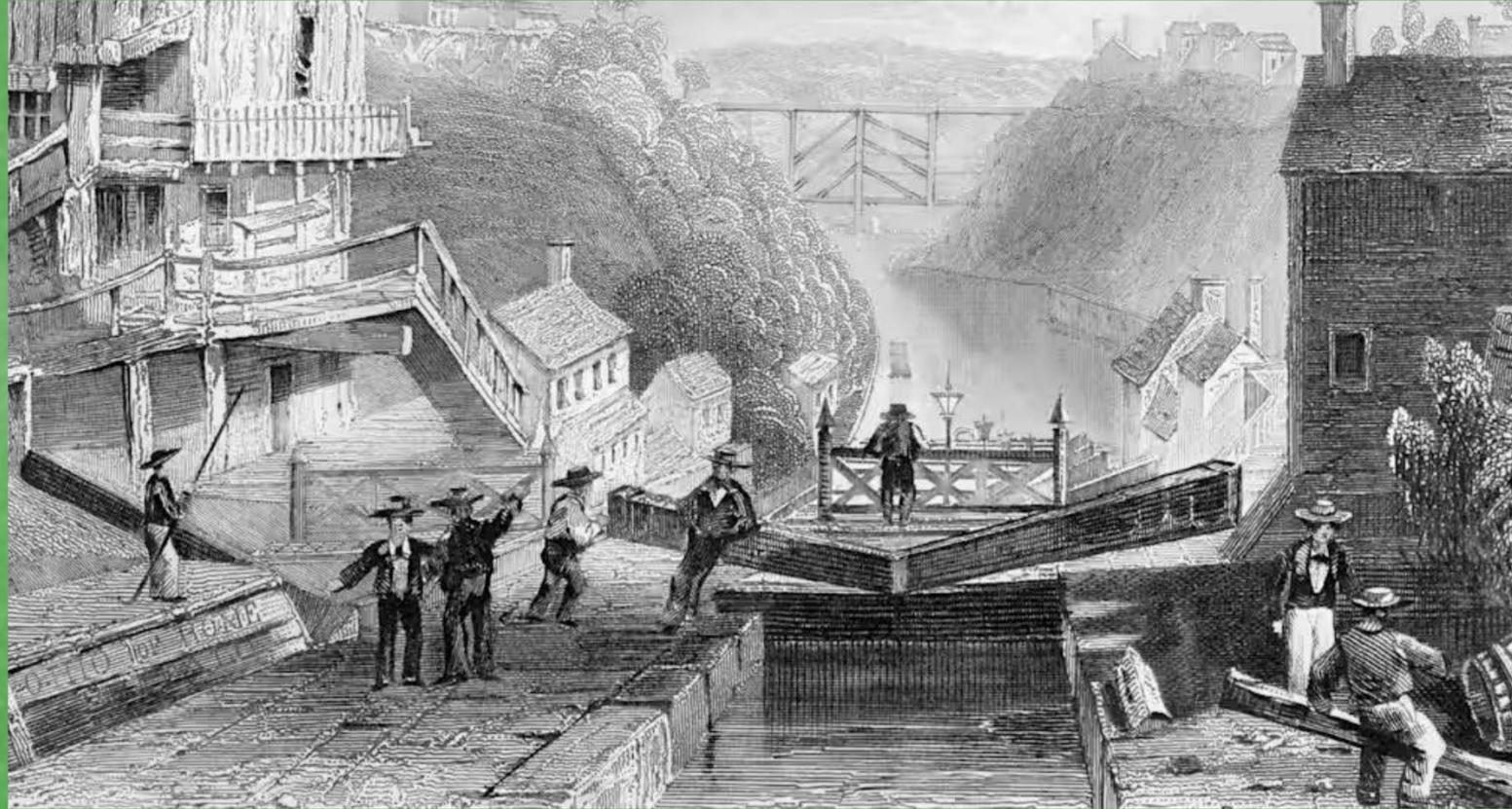
Watts Engine,
1797

Cotton Is King



While transportation of cotton relied on canals and steamships, the actual harvesting and processing of cotton was dependent largely on slave labor.

Early Industrial Transportation



Erie Canal



Delaware & Hudson Canal

Prior to the railroad, industrial and passenger transportation was inefficient and often costly. While animal drawn wagons had been and would continue to be a staple of industry, artificial waterways and channels, or canals, were now being constructed to connect mills and factories with natural waterways, expediting the shipment of materials and goods. Canals, in effect, were the first engineering project intended to revolutionize transportation.

For upstate cotton merchants and their buyers, the Savannah River provided a natural channel by which to transport cotton to port, specifically Savannah. Charleston, which had no direct connection to SC's upstate, found themselves losing considerable business. Building a canal inland seemed to be the only viable option.

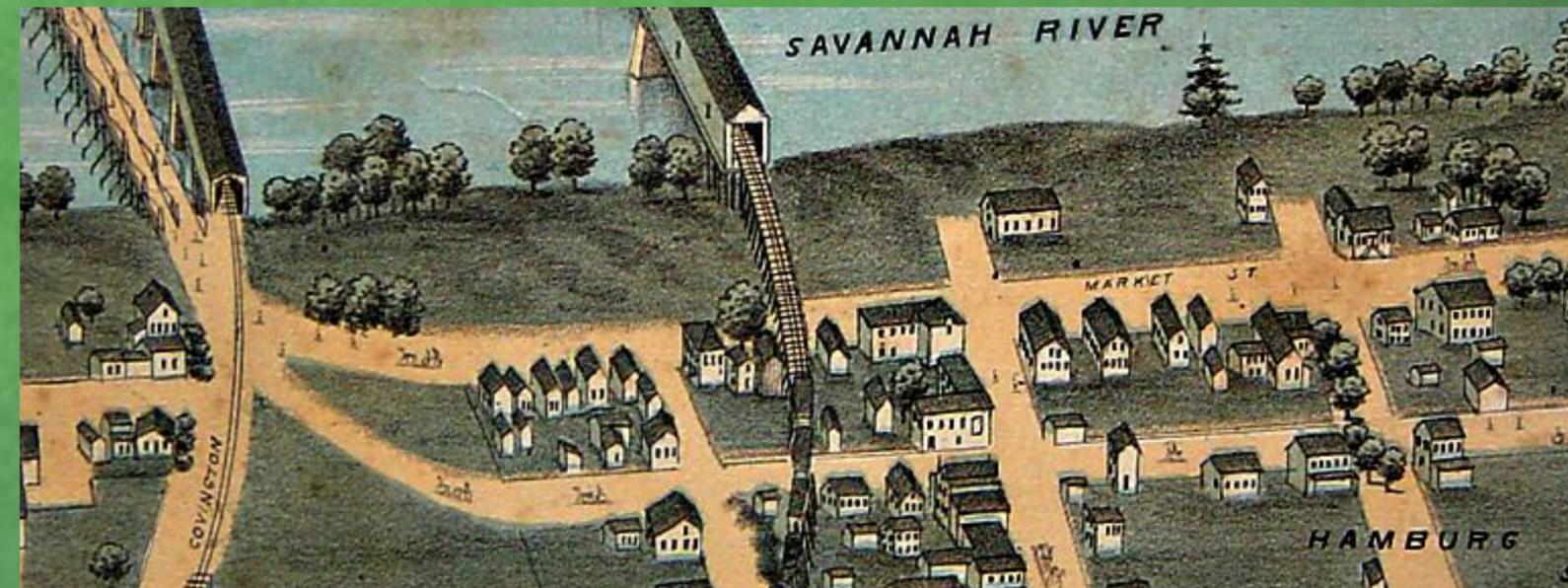
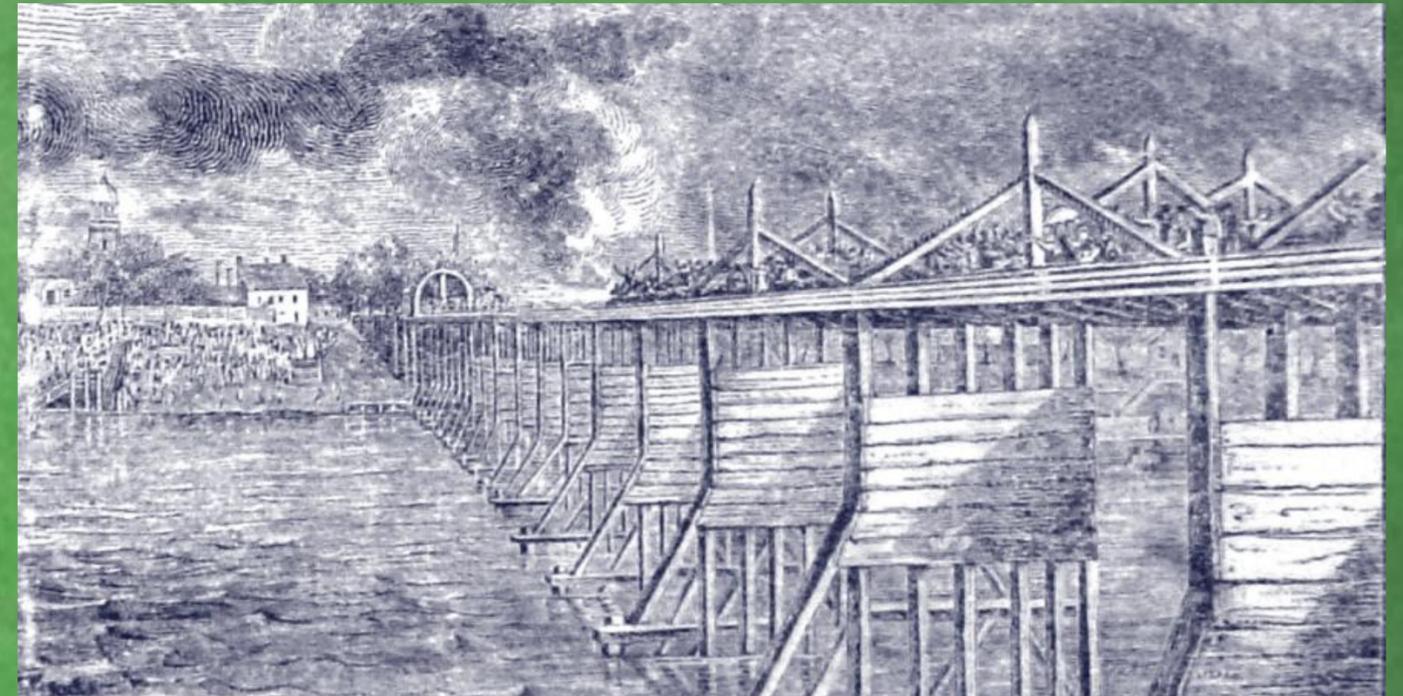
However, railroad technology was rapidly developing in England, and Charlestonian merchants were ready to gamble their money on a wild solution to their economic problems. Shortly after the Panic of 1819, these same merchants convinced the SC General Assembly to charter a new town on the banks of the Savannah River- Hamburg.

Unbeknownst to them, they had taken the first step towards building their railroad.

STRANGE BEDFELLOWS

Politely referred to a “colorful character,” Henry Shultz, a German immigrant, was the proprietor of a toll bridge that crossed the Savannah River near Augusta. When the Panic of 1819 hit, Shultz’s bridge fell into the hands of a creditor. Blaming Augusta for his financial ruin, Shultz “founded” a port town named after Hamburg, Germany (a town he had no ostensible connection to!)

Regardless of which story is true (there is some evidence that Shultz was a friend of William Aiken) the logistics enabled the railroad to be developed and the town to become a competitor with Augusta.

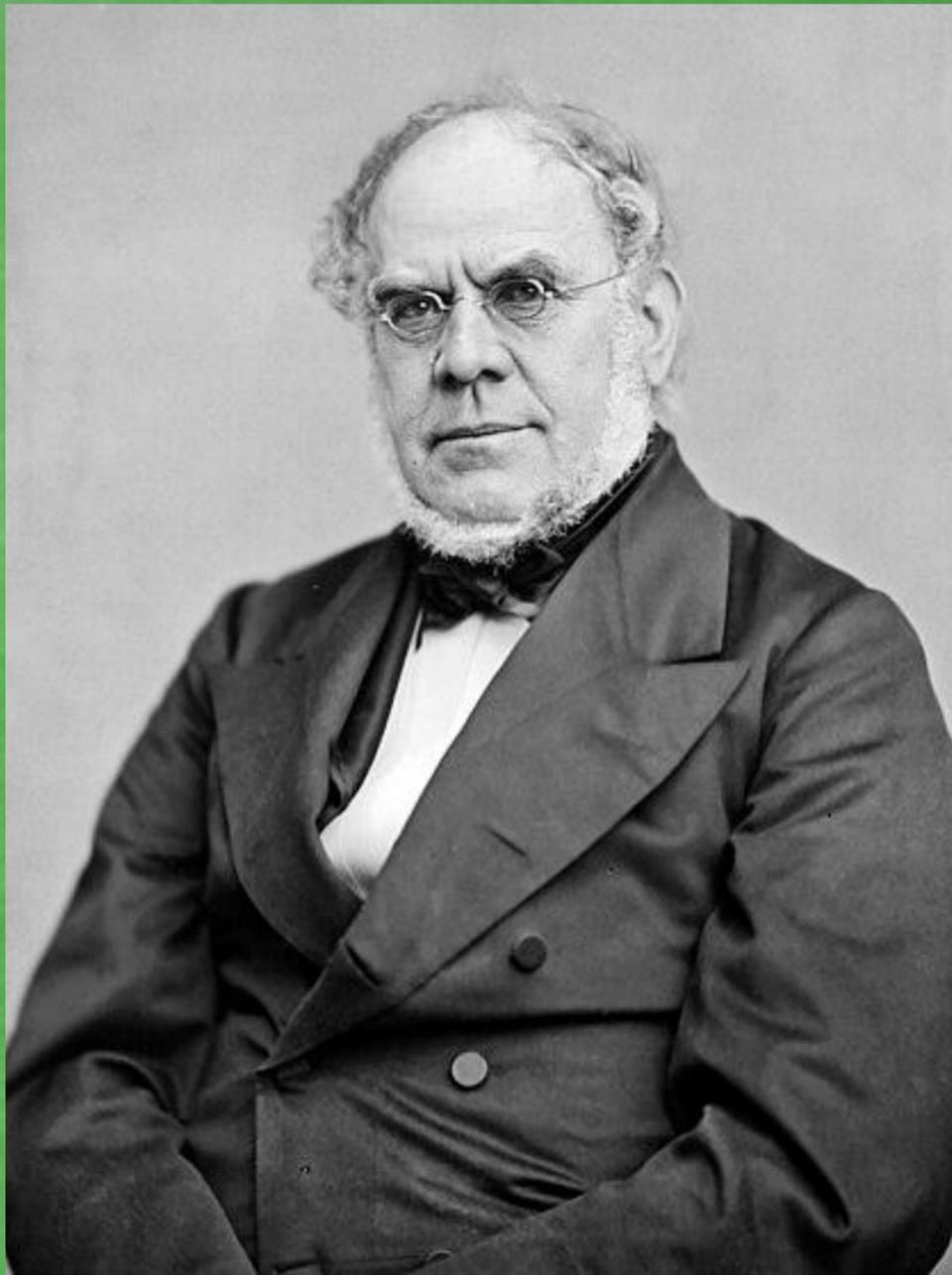


The Man With The Plan

Horatio Allen, was America's first and most stalwart supporters of the steam locomotive. He foresaw an exponential increase in the technology that made rail transport possible, quickly outpacing traditional methods of freight and passenger transport.

The locomotive became faster, more powerful, and more efficient than anything that had come before, including the ships that transported goods downriver from Augusta to Savannah. Charleston saw an opportunity to reverse its fortunes with the advent of the locomotive; until the railroad became available, there was no efficient way of shipping goods across South Carolina.

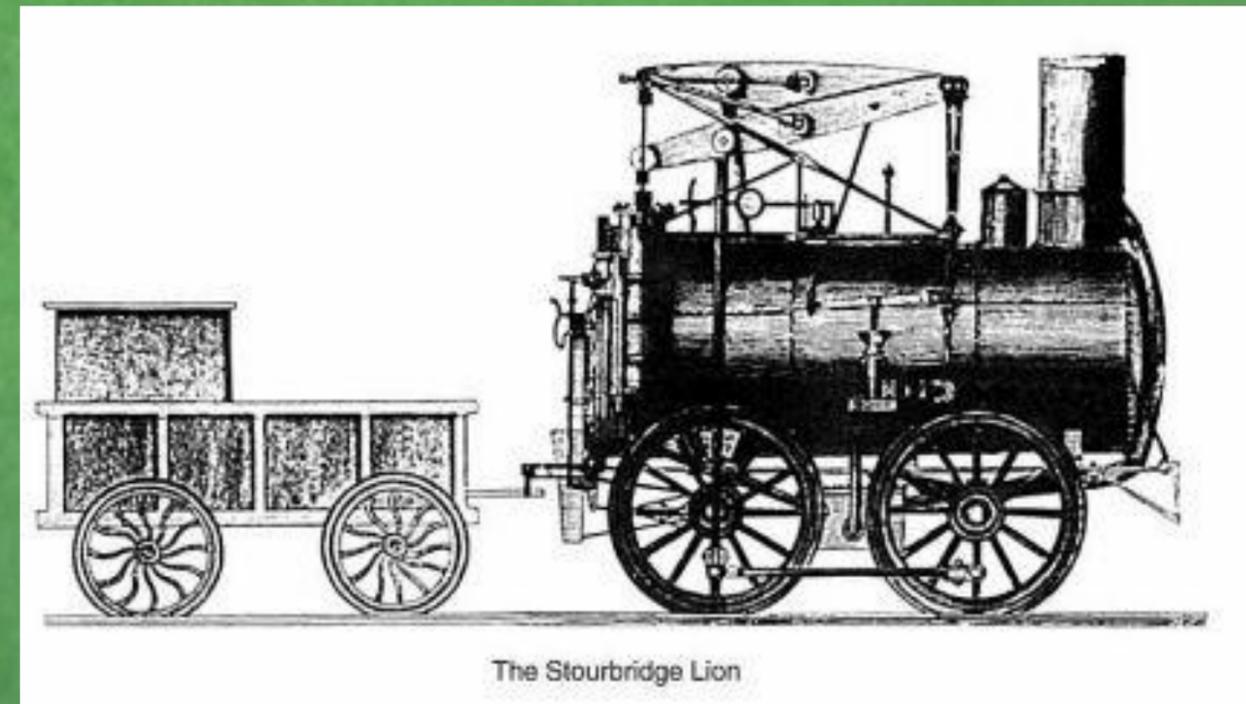
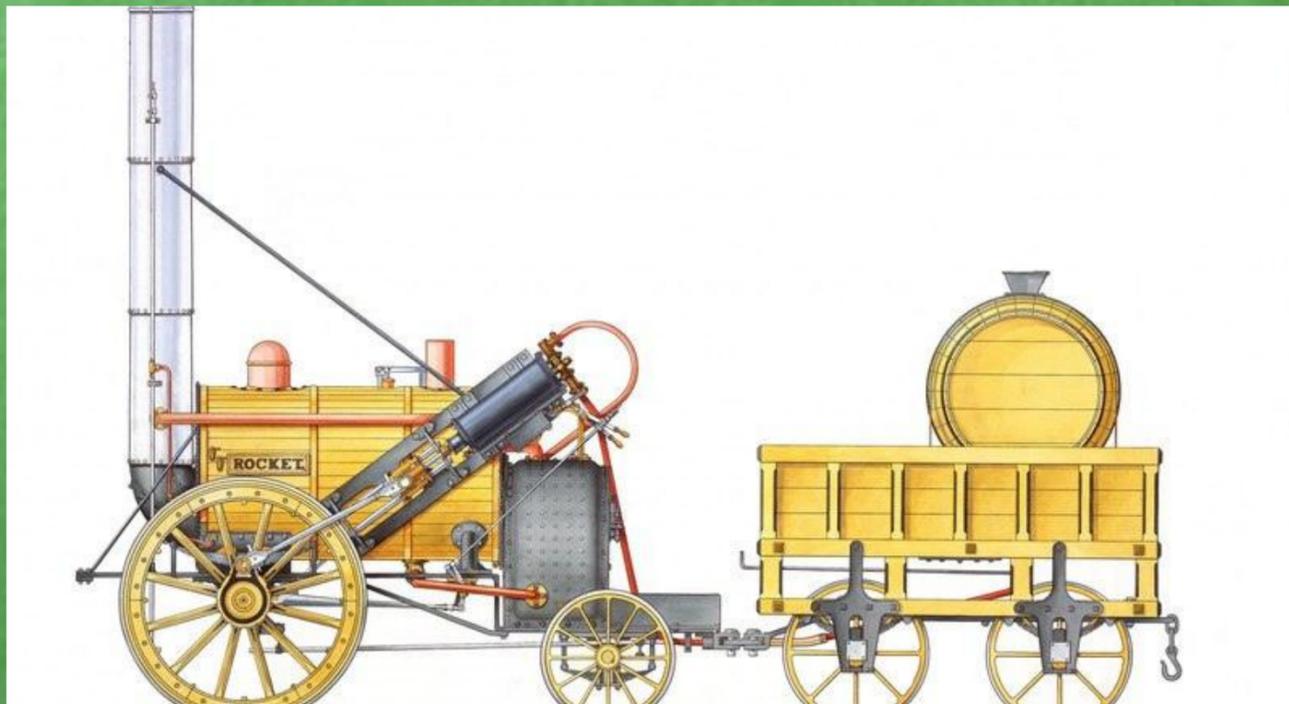
With Allen as chief engineer, the South Carolina Canal and Railroad Company, chartered in 1827, began to prove that railroading was the future. Many small towns developed in places where the train stopped for water and fuel. Aiken was one of these. However, due to a confluence of elements, Aiken did not remain a "whistle stop." It began to grow.



Horatio Allen
SCC&RR Chief
Engineer

THE STOURBRIDGE LION- MODERN RAILROADING COMES TO AMERICA

Prior to his tenure with the SCC&RR, Horatio Allen was assistant engineer on the Delaware & Hudson Canal company. In 1827, the D&H expressed interest in pursuing a railroad endeavor the same year the Baltimore & Ohio and SCC&RR were chartered. In fact, Allen's first research forays across the Atlantic were as an employee of the D&H. It was during these excursions that Allen made the acquaintance of George Stephenson.

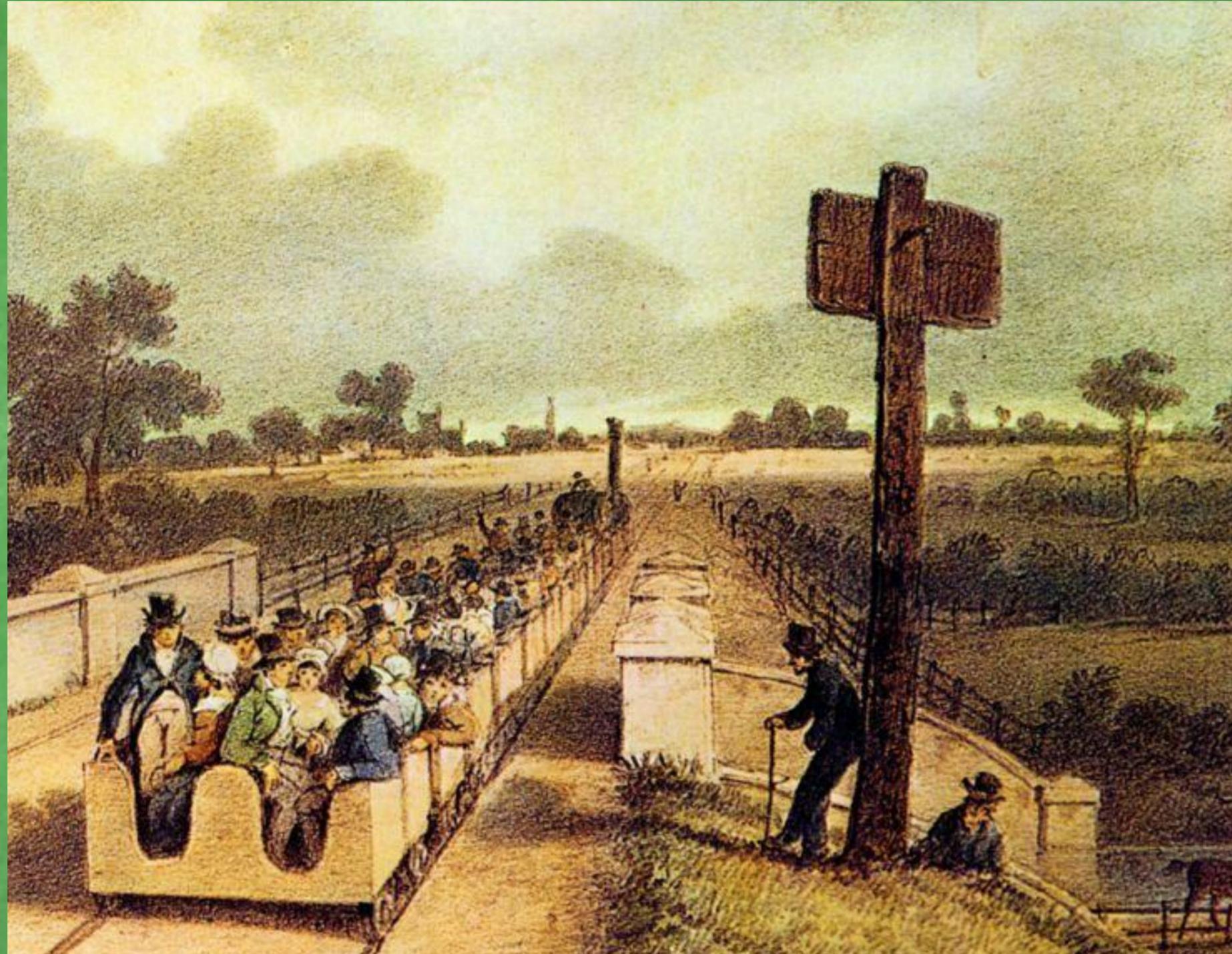


George Stephenson



Hailed as both “the father of the railways” and “the father of the steam locomotive,” George Stephenson’s genius created the template for railroading as we know it. His locomotive, “The Rocket,” built in conjunction with his son, proved in 1829 that steam locomotion was the technology of the future, forever changing both industry and commercial transportation.

**Father of the Steam
Locomotive**



**Opening of the Liverpool and Manchester Railroad,
1830**

Who's On (Is) First?

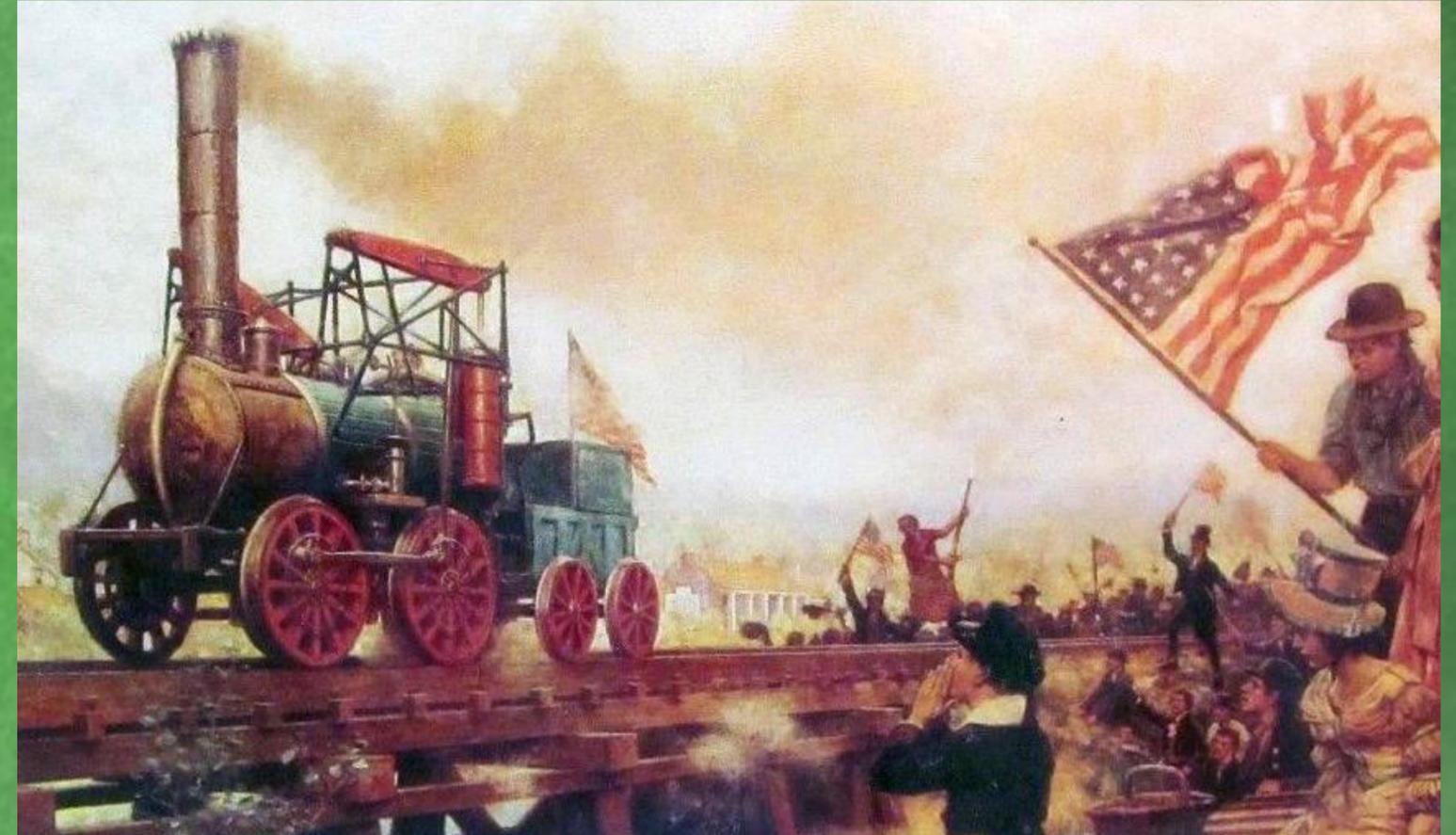
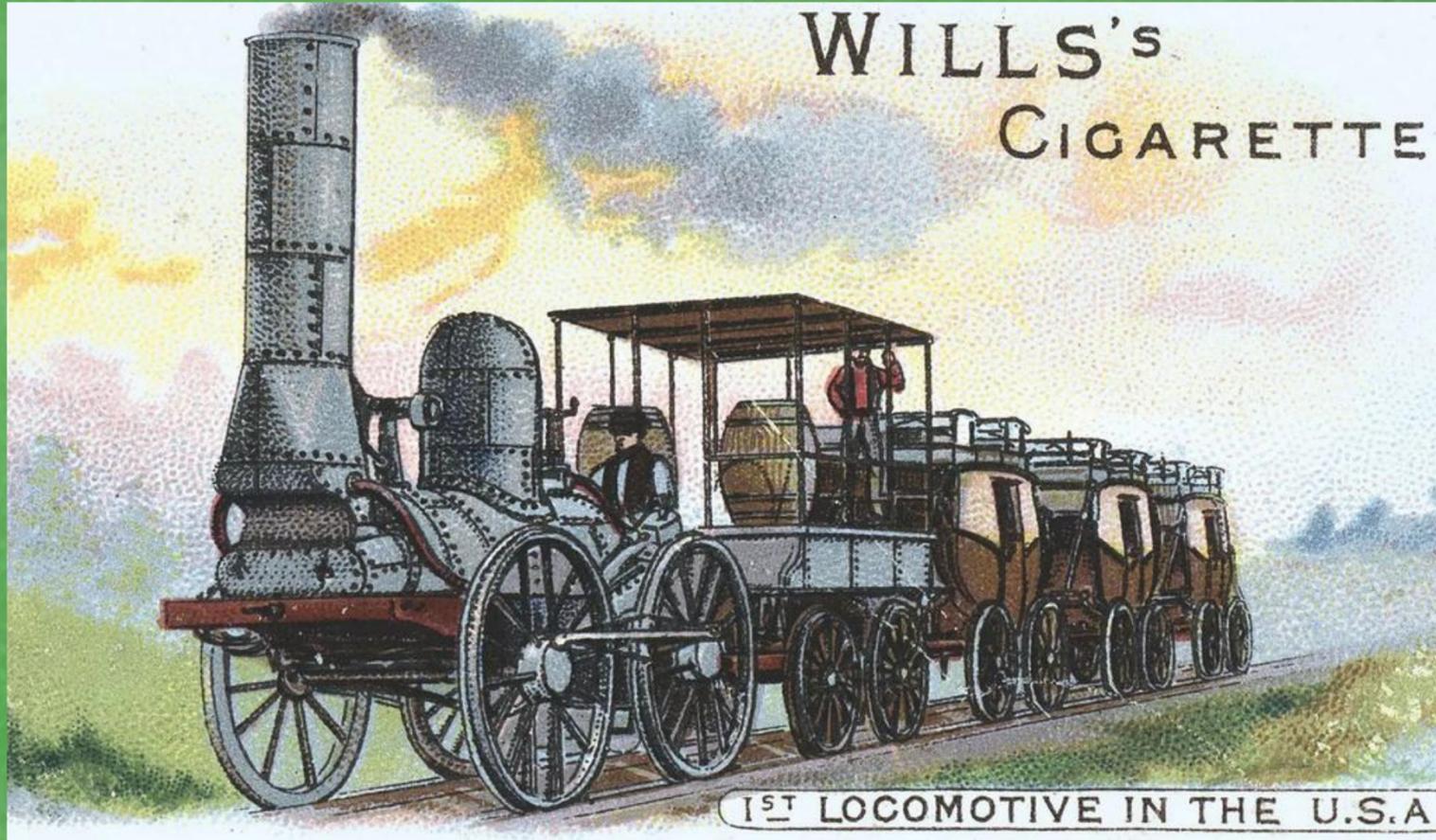
Anticipating contention about the B&O and SCC&RR by historians some 200 years later, the Liverpool and Manchester and Stockton and Darlington Railways both claim certain significant “firsts.”

In 1825, George Stephenson's *Locomotion No. 1* became the first steam locomotive to pull a train with passengers, to much fanfare. However, following this trial on the Stockton and Darlington, steam locomotion was used to haul coal, while the road continued to use horses to pull passengers.

It was not until 1829's Rainhill Trials that Stephenson and his locomotive *Rocket* proved the worth of steam locomotion once and for all, competing to be the motive power for the soon to be opened Liverpool and Manchester Railway. Thus, the L&M used steam exclusively from the outset, much like the South Carolina Canal & Rail Road Co.

Interestingly, the L&M had originally intended to use stationary steam engines in conjunction with winches and cables, technology very similar to Aiken's inclined plane.

Who's On (Is) First?



Shipped to America by the Delaware & Hudson after receiving enthusiastic correspondence from Horatio Allen, the Stourbridge Lion became the first steam locomotive to be tested in the United States. At the throttle was none other than Mr. Allen himself! Certainly, Charleston was taking notes.

Who's On (Is) First?

“We are preparing a counter-report in favour of locomotives, which I believe will ultimately get the day, but from present appearances nothing decisive can be said: rely upon it, locomotives shall not be cowardly given up. I will fight for them until the last. They are worthy of a conflict.”

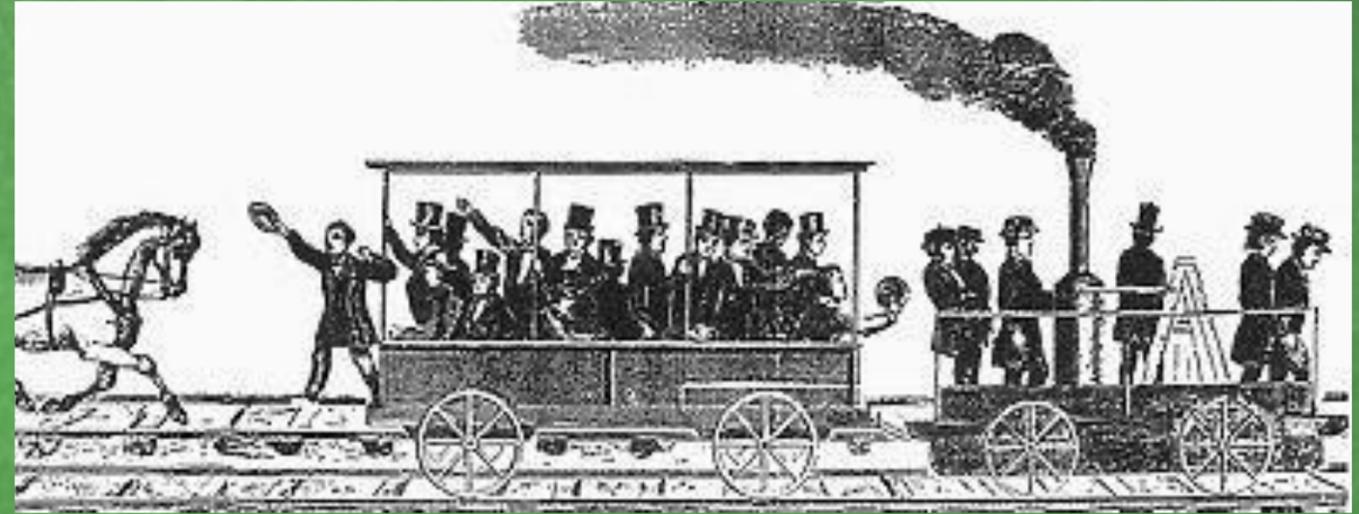
-Robert Stephenson, letter, March 11, 1829

“The Baltimore and Ohio Railroad Company had sixteen miles in operation by horsepower... there was no reason to believe that the breed of horses would be materially improved, but that the present breed of locomotives was to furnish a power of which no one knew the limit, and which would far exceed its present performances.”

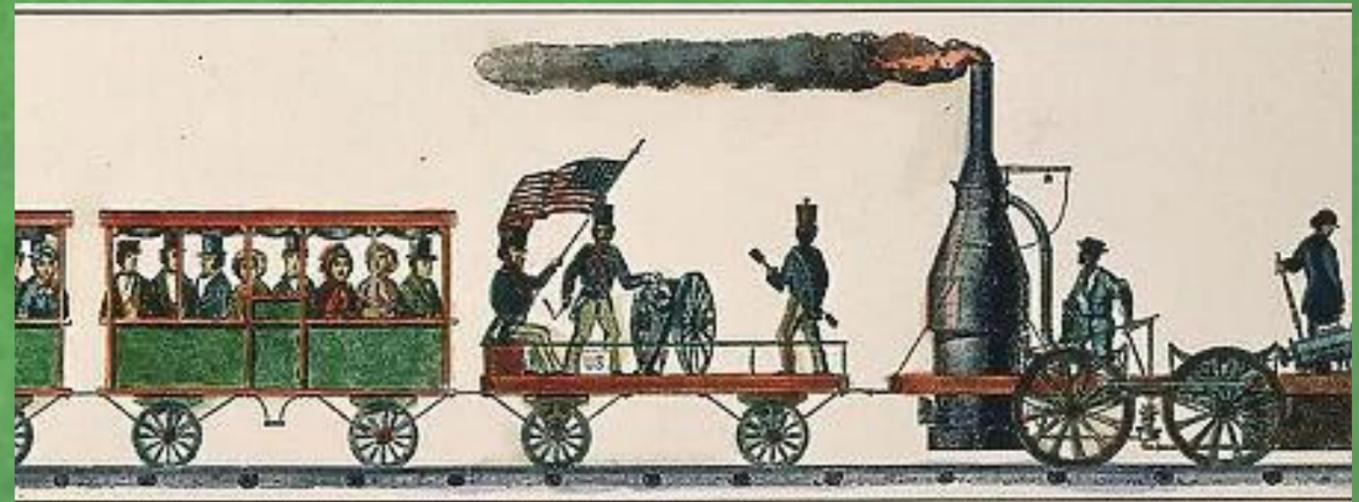
-Horatio Allen, addressing the SCC&RR board of directors, May 17, 1828

RAILROAD FEVER AND AMERICAN COMPETITION

Horatio Allen would take a job with the SCC&RR the same year the Delaware & Hudson funded his sojourn to England. It is important to note that the railroad was not a “trade secret.” Multiple parties were pursuing American utilization of this technology simultaneously. Through engineering genius and circumstance, however, the SCC&RR was the most successful- even though the B&O predated SCC&RR’s accomplishments by a handful of months.



B&O “Tom Thumb” first test, 1829



SCC&RR Best Friend of Charleston, first test, 1830

GIVE CREDIT WHERE IT'S DUE



Best Friend of Charleston

Built in 1830, this was the first American locomotive to actually pull a train.

EL MILLER
ALEXANDER BLACK
WILLIAM AIKEN
ELIAS HORRY
CO PASCALIS
ANDREW A. DEXTER



MORE than a hundred years ago, perky little "Best Friend of Charleston" chugged proudly over the longest stretch of railroad in the world... the 136 miles between Charleston and Hamburg, South Carolina, now a part of the Southern Railway System.

Now, the South... and all America... reaps a rich reward from this historic achievement.

You can see it in the sleek giants that pull war-busy passenger trains out of bustling Southern Railway stations.

You can hear it in the rumble of powerful freight locomotives that speed Southern trains with the vital weapons of war.

Yes... the transportation services started by

1830's "Best Friend" are today the best friend of the farmer... the business man... the worker... the fighting man... the best friend of all who work and pray for Victory.

And when that bright day comes, there will be other important jobs for modern "Best Friends" to do. For a Southland abounding in energy and initiative... unbelievably rich in natural wealth... steadily expanding in agriculture, industry and commerce... will be needing the efficient, dependable transportation service of the 8,000-mile Southern Railway System.

Ernest S. Norris
President



SOUTHERN RAILWAY SYSTEM

EL MILLER

Much like his colleague Horatio Allen, EL Miller had spent time in England studying early rail technology. As a member of the SCC& RR'S Board of Directors, Miller was instrumental in guiding the early days of the project. His biggest contribution, however, was being the guiding force behind the design and commission of the Best Friend of Charleston. Miller was also effectively responsible for the hiring of Horatio Allen by the SCC&RR, writing to D&H chief engineer John Jervis to confirm Allen's credentials.



Charleston's Best Friend (and possibly Aiken's!)

The Best Friend of Charleston was the culmination of years of experiment and endeavor by engineering geniuses ranging from Robert Trevithick to George and Robert Stephenson. Featuring a vertical boiler connected to four drive wheels and a cylinder with a sixteen-inch stroke, the Best Friend was nimble and powerful by the standards of the day. It was built to exacting standards mandated by the SCC&RR's Board of Directors, several of whom, similar to the B&O, still had trepidation about this new technology.



Charleston's Best Friend (and possibly Aiken's!)

The locomotive successfully made its maiden voyage across six completed miles of track on Christmas morning, 1830. Beginning at Line Street in Charleston, the Best Friend pulled 141 passengers into a new future that would be defined by steam and railed roads.

While the Best Friend's tenure was cut short by a boiler explosion on June 17, 1831, the SCC&RR was already busy commissioning the production of more locomotives. In short order, the company would have a locomotive roster totalling 15. These locomotives include the *West Point*, the *South Carolina*, and the *EL Miller*.

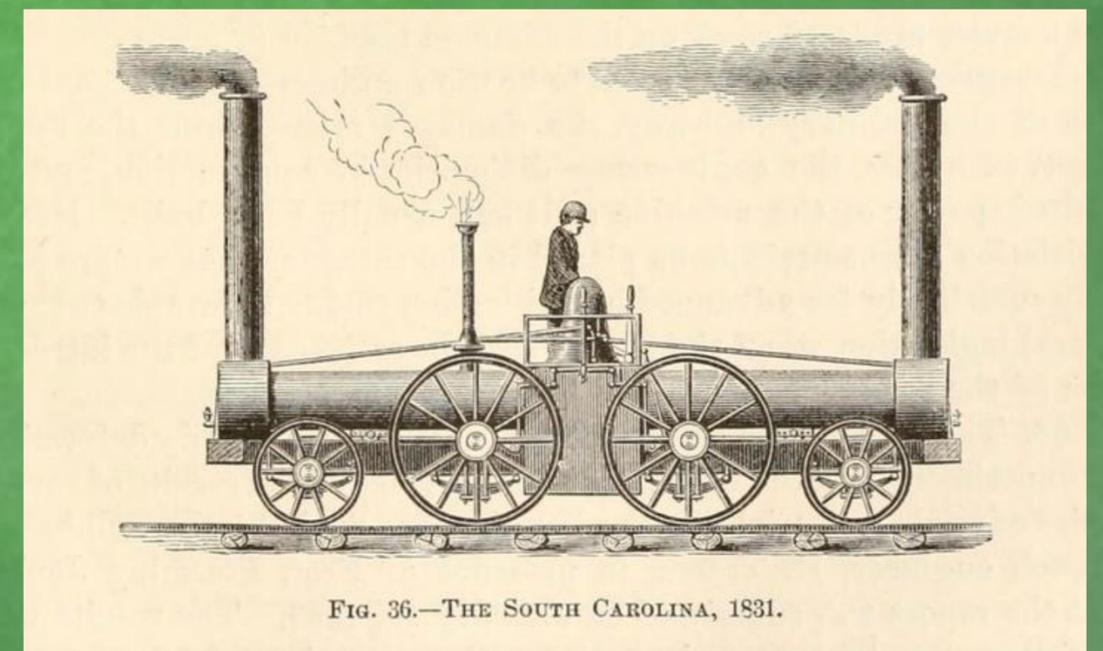


FIG. 36.—THE SOUTH CAROLINA, 1831.

ALEXANDER BLACK

Head of SCC&RR's Board of Inquiry, Alexander Black's primary contribution to the project was determining appropriate locations for the locomotive to take on fuel and water, determining in a large part the route the Charleston to Hamburg line would take across the state.

However, being a member of South Carolina's House of Representatives, he was also instrumental in passing the bill that would charter the line in 1827.



Commerce in Blackville anticipated the growth and development of Aiken

WILLIAM AIKEN

William Aiken was founder, president, and chief financier of the South Carolina Canal & Rail Road Co. A cotton merchant and businessman of some capacity, Aiken's vision was matched by the tenacity and leadership qualities necessary to raise the money to see the project to fruition. Aiken was also responsible for the hiring of Colonel J.B. Petival to survey a potential route for the line. Later, Aiken procured the services of Colonel William Howard via the US Army Corps of Engineers, who verified the work of Petival.

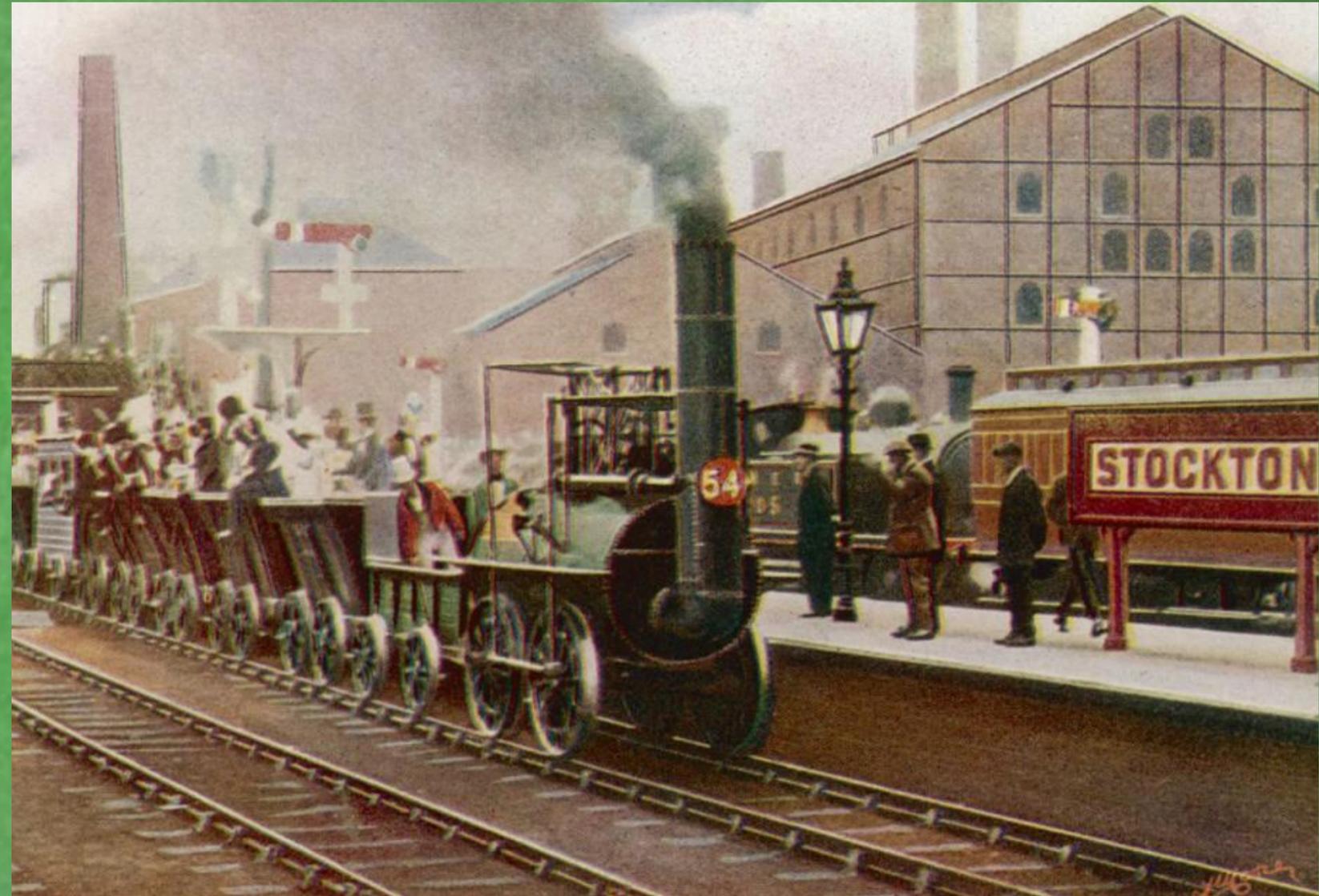


HORSEPOWER: THE LOCOMOTIVE IS AN “IMPERFECT MACHINE”

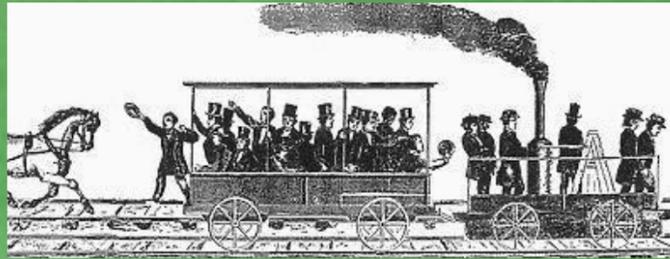
In correspondance with his mentor on the Delaware & Hudson John Jervis, Allen is adamant that Jervis understates the possibilities of locomotion.

Allen, through study and calculation, determines that “ the tractability of these iron horses is really surprising. The engine men will back them, stop them, etc. with as much ease as a horse could be managed.”

Discussing expenditures on the Stockton and Darlington with managing engineer Timothy Hackworth, Allen also concluded that a horse driven road would cost “half as much again” as a line that used locomotives for their motive power.



HORSEPOWER: THE LOCOMOTIVE IS AN “IMPERFECT MACHINE”

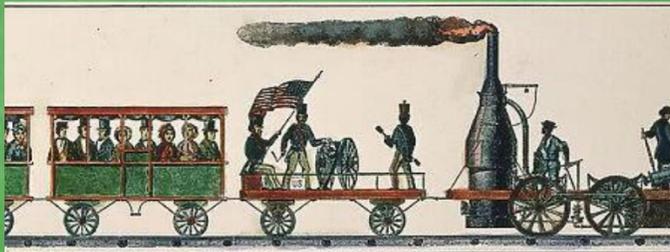


TOM THUMB



1.4 HORSEPOWER

1829



BEST FRIEND OF CHARLESTON

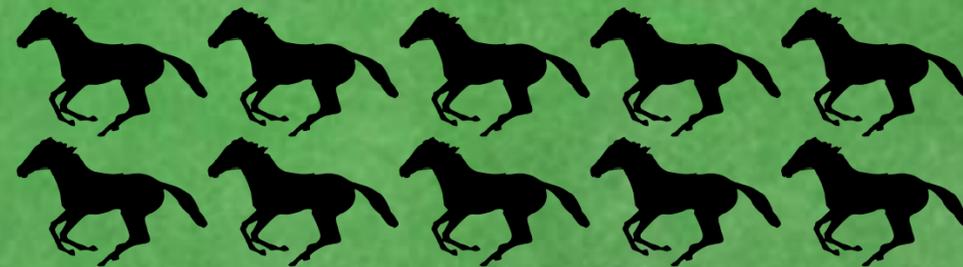


6 HORSEPOWER

1830



ALCO HEAVY PACIFIC



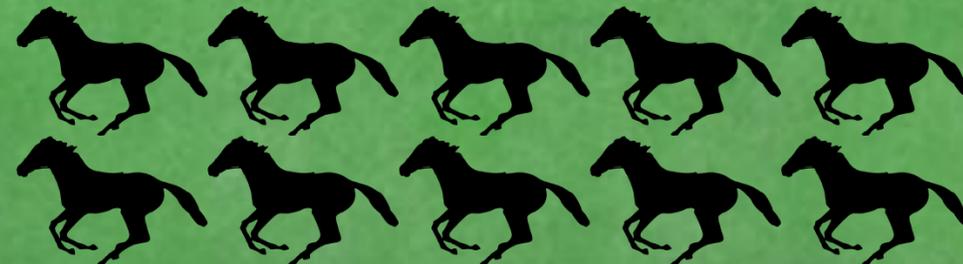
2624 HORSEPOWER

x 262.4

1926



EMD GP38-2



x 200

1972



EMD SD70Ace



x 112.5

2011



SPEND MONEY TO MAKE MONEY

These are only two pages representing the South Carolina Rail Road's locomotive roster, beginning with the Best Friend of Charleston, who made her maiden voyage on Christmas Day, 1830. These documents record the name of the locomotive, the date, the builder, and perhaps most fascinatingly, the price!

By the time the railroad to Hamburg was completed in 1833, the SCC&RR had a locomotive roster totaling fifteen. The total cost of the project, not including the locomotive was well over the original estimate of \$600,000, totaling \$952,148.36 (about \$26.5 million in today's dollars!)



SPEND MONEY TO MAKE MONEY!

S.C. RR					
LOCOMOTIVES IN USE FROM TIME TO TIME 1830 TO 1896					
NAME	BUILDER	REC'D	CYLS.	REMARKS	COST
Best friend of - West Pt. Fdy.		12-1830	6x16	Reb. 1831 Named Phoenix	\$4,000.00
Charleston	"	4-1831	6x16		3,250.00
West Point	"	1-1832		Exploded 12-27-32	5,000.00
So. Carolina	"	1-1832		Reb. 4-1833	
Charleston	"	4-1833			5,750.00
Barnwell	"	6-1833			"
Native	Eason & Dotterer	1833			
Edisto	West Pt. Fdy.	9-1833			5,750.00
Hamburg	"	10-1833			
E.L. Miller	M.W. Baldwin	2-1834	10x16	Reb. 1845 Renamed Edgefield (Sep. 1850)	6,211.08
Augusta	E. Bury Liverpool	1834			
Georgia	E. Bury Liverpool	1834			
Columbia	Fenton & Co.	1834		Reb. 1842 Sep. 1851	6,890.21
Wm. Aiken	R. Stephenson & Co.	1834	10x16	Reb. 1842 Named Camden	6,650.91
E. Horry	"	1834			
Edgefield	"	1834			
Kentucky	Vulcan Fdy.	1835	10x16	Scrap 1844	6,013.10
Cincinnati	"	1835	10x16	Reb. Named Alabama Sep. 1850	6,013.10
Allen	"	1835	10x16	Stored 1842 For several years.	6,013.10
Sumter	R. Stephenson & Co.	1835	16x22	Scrap 1851	6,284.23
Marion	"	1835	16x22	Scrap 1851	6,284.23
Ohio	"	1835	16x22	Scrap 1851	6,284.23
H. Shultz	Rothwell, Newcastle	1835		Scrap 1851	5,389.75
Washington	Eason & Dotterer	1835			5,716.10
Tennessee	Rothwell, Newcastle	1836		Scrap 1843	7,610.90
Lafayette	Eason & Dotterer	1836			5,721.00
Franklin	Thos. Dotterer	1836			6,825.00
Philadelphia	M. W. Baldwin	3-1836		Scrap 1843	6,769.89
E.J. Ravenel	"	2-1836			
Wm. Penn	T. W. Smith & Co.	1837			
Alexander	"	1837			
Edisto	M. W. Baldwin	10-1837		Reb. 1845	6,909.00
Barnwell	"	10-1837		Scrap 1850	6,701.38
Moultrie	Thos. Dotterer	1837			5,525.00
Vulcan	McLish & Smith	1837			5,750.00
Charleston	"	12-1837		Scrap 1849	5,750.00
Branchville	Eason & Dotterer	1838		Reb. 1843	5,750.00
Reading	"	1-1838			
Line Street	"	1-1838		Reb. 1843 Scrap 1848	
Experiment	Robt. Y. Hayne	6-1838			
Robt. Y. Hayne	Bald. Vale & Huffy	8-1839		Scrap 1850	7,083.39
John Ravenel	Bald. Vale & Huffy	5-1839		Scrap 1850	7,083.39
Buena Vista	"	5-1847	14x18-42	Exploded 4-9-1848	8,000.00
Orangeburg	S.C. Canal & RR	7-1841		1st blt. by RR. Co Cond 1851 Sold 1854 for \$1000.	6,000.00
Camel	Bald. & Whitney	8-1843		Scrap 1851	6,810.00
T. Tupper	"	4-1839			6,826.26

S.C. RR					
LOCOMOTIVES IN USE FROM TIME TO TIME 1830 TO 1896					
NAME	BUILDER	REC'D	CYLS.	REMARKS	COST
Georgia	Bald & Whitney	9-1843			6,722.92
Tennessee	"	10-1844		Replaced Old Tennessee	6,812.81
Louisiana	"	5-1844			6,807.23
Arkansas	"	7-1844		Sold 1855	6,894.26
Texas	"	9-1845	14x18	In. Coll. 9-12-1851 With F.H. Elmore Cond. 1864	7,113.26
Antelope	"	12-1845	13 3/4x18	Bald's 1 t. 8 Wh. eng.	7,755.53
Comet	"	"	" 60"		7,847.91
Dolphin	"	2-1846	"		7,841.28
Southerner	So. Car. RR.	1-1846		Scrap 1851	5,750.00
Falcon	M. W. Baldwin	9-1846	14x18-60"		7,577.03
Nashville	So. Car. RR.	4-1847			6,810.00
Atlanta	M. W. Baldwin	5-1847		Scrap 1856	8,406.28
Coosa	"	6-1847	14x18		"
Waterloo	"	7-1847	12x18	Scrap 1856	"
Rough & Ready	Ross Winans	"	14x28	Reb. 1851 For Frt. Cond. 1855	8,142.11
John C. Calhoun	Norris & Bros	8-1847		Reb. 1850 for Frt.	8,633.23
Cerro Gordo	"	"			8,636.72
Chattanooga	M. W. Baldwin	9-1847	14x18	Scrap 1856	7,922.06
Rio Grande	"	4-1847	13x18	"	7,391.53
Memphis	"	11-1840	14x18	Scrap 1854	7,914.17
Mississippi	Norris & Bros.	6-1849	13x22	Reb. to 8 Wh.	8,404.73
Charleston	"	7-1849	"		8,408.34
Cherokee	"	10-1849	"		8,297.03
California	"	11-1849	"		8,302.03
Flying Dutchman	"	10-1849	12x24	Scrap 1859	7,602.08
Robt. Y. Hayne	"	9-1850	10x24	"	7,790.75
F.H. Elmore	"	"	12x26	Exp. 1859	7,743.75
Wm. Lowndes	M. W. Baldwin	10-1850	14x18	Scrap 1856	7,536.37
Langdon Cheeves	Robt. Y. Hayne	11-1850	13x20	"	7,800.38
Wm. Cummings	M. W. Baldwin	"	13x22	Scrap 1859	7,717.34
Geo. McDuffie	Norris & Bros.	3-1851	12x26		7,783.00
D.E. Huger	"	5-1851	"	In Coll. 11-20-51 with F. H. Elmore	8,120.00
V.K. Stephenson	"	7-1851	"		"
Ariel	Norris & Bros.	9-1851	11x24	Reb. 11-1866 Scrap 1872	7,693.00
Sylphide	"	10-1851	"		7,693.00
Jas. L. Patigru	Newcastle Mfg. Co.	5-1851	14x20	Exp. 11-14-51 Scrap 1851	7,763.00
"	"	5-1851	"	Sold. 1851 to D. Riker \$800.00	7,600.00
Pawn	Norris & Bros.	7-1852		Sold to R. Morris & Son 1854	7,500.00
Horatio Allen	New Jersey Loco	7-1852	11x24		8,200.00
Humming Bird	"	7-1852	11x24	Scrap 1859	8,200.00
Jas. Adger	Norris & Bros.	8-1852	12x26		8,100.00
John Prazier	"	9-1852	"		"
Jas. Johnson	"	"	"	Reb. to pass. Drisite 60"	"
Velocity	Robt. Y. Hayne	"	"	Scrap 1880	"
Gazelle	Robt. Y. Hayne	"	"	Sold to Greenville & Colo R.R. \$8,200. (1856)	8,300.00
Thos. Bennett	Norris & Bros.	"	12x26	Scrap 1850	7,500.00
Wm. Aiken	Robt. Y. Hayne	"	"		8,300.00
Edw. Carey	Norris & Bros.	10-1852	"	Scrap 1871	8,100.00
Mayor of Aug. So. Carolina	New Castle Mfg. Co.	11-1852	13x20		8,600.00
Wade Hampton	Anderson & Sou.	1-1853	14x24		8,023.00
J.G. Ramsay	"	"	"		8,017.00
Brian Bonicaba	Norris & Bros.	2-1853	12x26		7,981.00

LOCOMOTIVES AIN'T CHEAP (AND NEITHER IS TRACK)

On January 9, 1830 construction began at Line Street (outskirts of Charleston) by driving piles of light wood, 8" x 8" square, 6'-6" apart along the line, and 6'-0" apart laterally, caps of ties morticed on the piles 6" x 9" by 9'-0" long, and rails the same size, notched on to the ties and wedged on the inner side. This construction continued through nearly the entire line. When the work was over fifteen feet high, three piles abreast were driven and a sill placed on them near the ground, which supported a framed work (an inverted W) on which the ties and rails were secured as before described.

This work cost roughly \$2,000 per mile including all materials except for the iron on level ground, and between \$2,500 and \$4,000 per mile over swamps ten (10) to twenty (20) feet high. The excavation was done at six (6) to ten (10) cents per yard, on average.

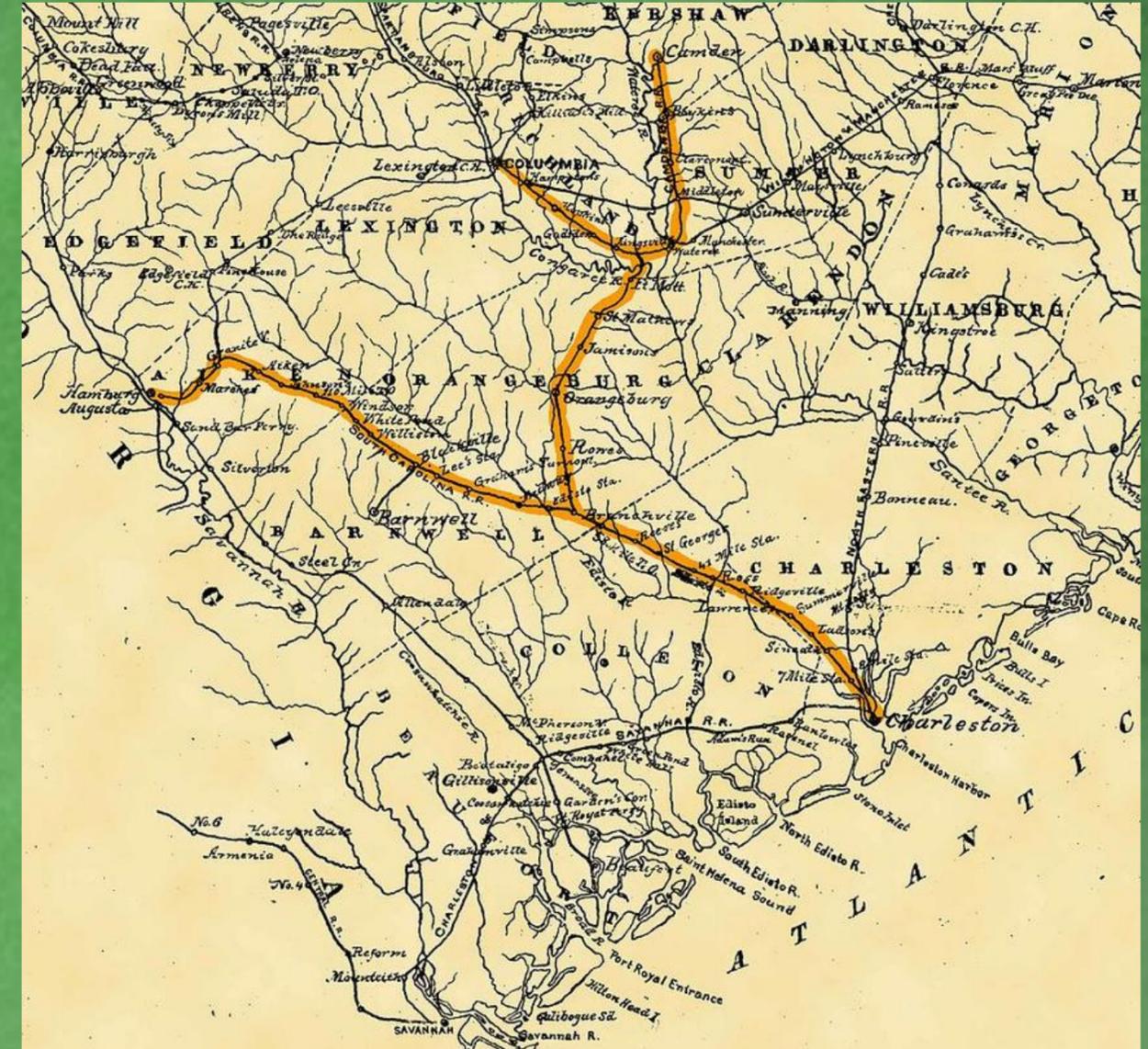
- Samuel Derrick, “A Centennial of the South Carolina Railroad”**

MISTAKES WERE MADE

Elsewhere, South Carolinians of considerable repute including James Gadsden, former governor Robert Hayne, and John C. Calhoun were in the planning stages of a railroad that, by, all accounts, turned out to be a catastrophe.

In 1839, The Louisville, Cincinnati, and Charleston Railroad procured enough money to gain stock control of the Charleston to Hamburg line before their project fell apart unceremoniously.

On December 9, 1843, the South Carolina General Assembly merged both companies into the South Carolina Railroad, setting in motion a series of buyouts, bankruptcy, and mergers that would change the owners of Aiken's rails often over the next sixty years.



South Carolina Railroad map 1880,
courtesy
of Library of Congress

PART 2: ROME WASN'T BUILT IN A DAY (and neither was Aiken!)

Aiken was but one of many SC towns that owes its existence to our railroad. Aiken, however, was unique in that it was *designed* by Dexter and Pascalis to BE a railroad town. Thus, Aiken could be considered the first railroad town in the world (other towns connected by rail predate the advent of the railroad.)

Aiken's plat, with its wide boulevards and green parkways, allowed for a grid system. The railroad, which owned this land, stood to make as much, if not more, on real estate than on shipping of freight and passengers.

SUMMERVILLE- FIRST RAILROAD TOWN IN AMERICA?



Was Summerville in fact the first railroad town, and not Aiken? Yes and no.

SUMMERVILLE- FIRST RAILROAD TOWN IN AMERICA?



circa 1900 map of Summerville, Henry A.M. Smith

While Summerville was not officially incorporated under that name until 1847, the area featured a section of town that predates the coming of the railroad. This section featured winding streets.

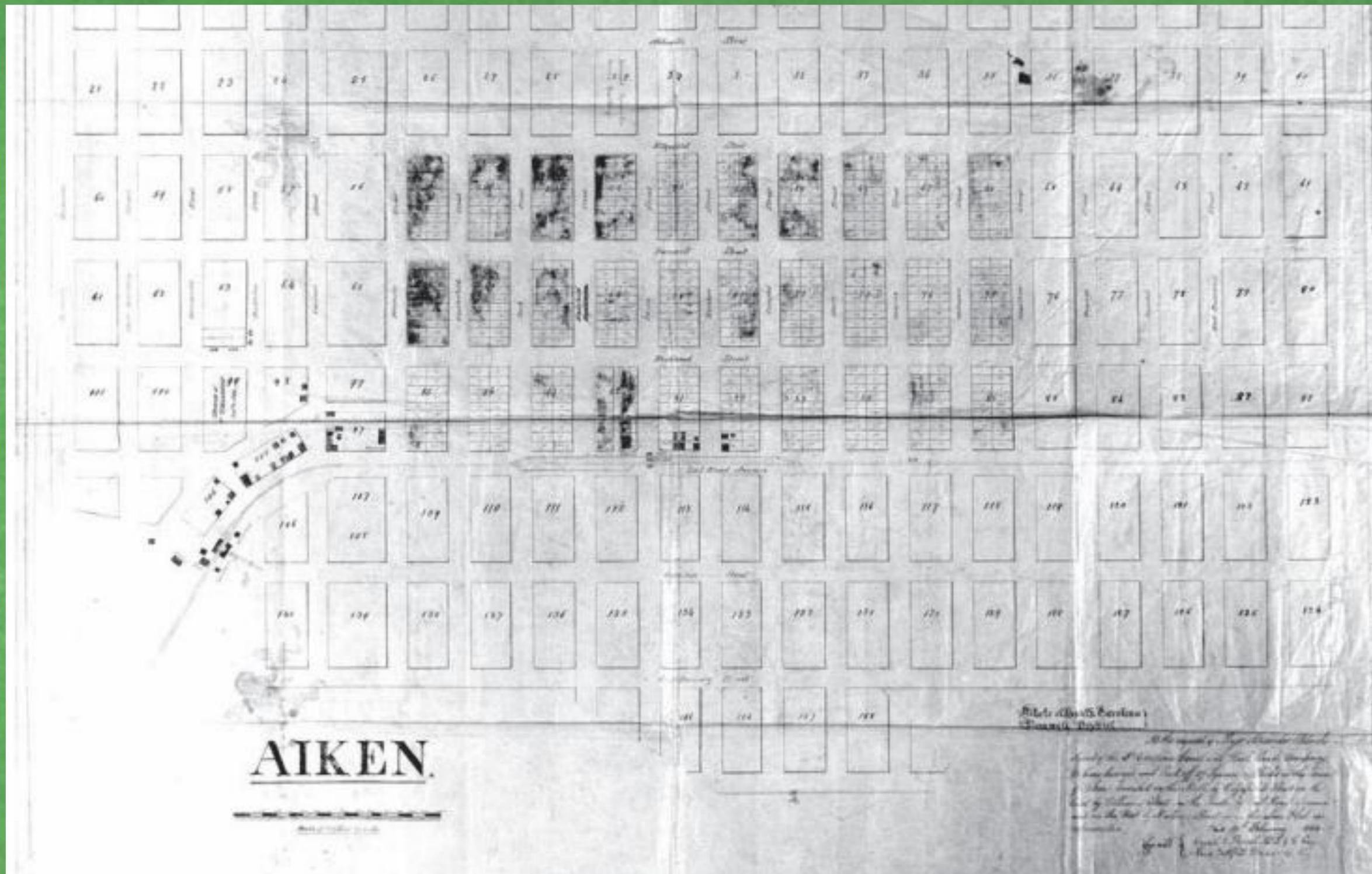
New Summerville, however, was built on a grid system similar to that on which Aiken would be designed. Thus, it is more fair to describe Summerville as America's first "railroad suburb."

However, Summerville was like Aiken in another significant way- it predated our town as a inland resort accessible by railroad.

A GRAND LOVE STORY- OR, A CONFLUENCE OF ELEMENTS BUILDS A TOWN (YOU CHOOSE!)

While the bulk of investment in the Charleston to Hamburg line was via stock purchase, Captain W. W. Williams, owner of a substantial amount of land near what would become Aiken, offered the SCC&RR in 1832-1833 half of his land as part of an agreement to bring the railroad near his cotton plantation. Chinaberry, the oldest home in the City of Aiken, was the Williams residence.

However, Aiken sits on a plateau, the highest point between Charleston and Hamburg. Other routes were surveyed, and by all accounts, were more practical. This is when Williams' daughter Sara entered the picture.



C.O. Pascalis and Alfred A. Dexter map, 1834

A GRAND LOVE STORY- OR, A CONFLUENCE OF ELEMENTS BUILDS A TOWN (YOU CHOOSE!)

Dexter's calculations all but ensured that the railroad would not reach Aiken, but rather, circumvent the plateau entirely. The most logical route surveyed would bring the railroad just north of Aiken, adding an extra six miles to the line.

As the story goes, however, Capt. Williams uttered his immortal words "no railroad for me, young man, no girl for you." Dexter, madly in love with Sara, needed a solution.

Going back to the drawing boards, Dexter concluded that an inclined plane could surmount the obstacle of bringing trains up and down grade at Horse Creek.



Aiken inclined plane replica, near original location

What The Heck Is A Jeffersonian Ideal?



Detail of C.O. Pascalis and Andrew Dexter map, 1834

A CAVEAT

According to Samuel Derrick, author of “A Centennial of the South Carolina Railroad,” the proposed six-mile extension that would have bypassed the grade that necessitated the construction of the inclined plane would have been plagued by other difficulties, namely that this proposed route was not without elevation changes of its own. Frost, ice, or sand would considerably impede an early locomotive’s ability to gain traction on this stretch of rail.

The conclusion? Dexter’s decision may have been more practical than we are aware.

The solution? More powerful locomotives, which Mr. Allen anticipated.

Apologies to fans of both folklore and romance.

While monumental in its impact locally, inclined planes were not new devices. In fact, Horatio Allen himself had encountered an inclined plane at the docks on the Stockton and Darlington Railway, one of many English railroads surveyed during his journeys abroad. Thus, inclined planes, and the technology that made them possible, were already in service.

The Belmont Incline and Allegheny Portage Incline, in Pennsylvania, were both in service around the same time Dexter arrived at his solution. Both devices utilized a stationary steam engine driving a pulley system to assist cars in both ascending and descending a steep grade.



Lith. of J. T. Bowen, Phila.

VIEW from the **INCLINED PLANE**, near Philadelphia.

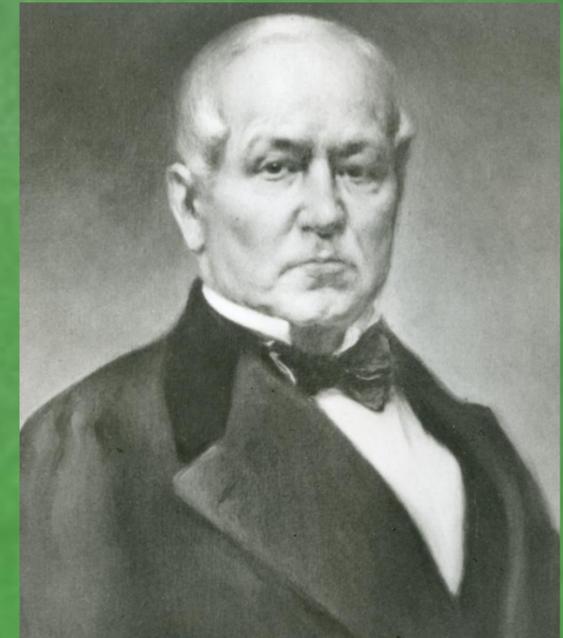
Published by J. T. Bowen at his Lithographic & Print-Colouring Establishment, 24 Walnut St., Phila.

Entered according to Act of Congress in the year 1840 by J. T. Bowen in the Clerk's Office of the D.C. for the E.S.P. of Pennsylvania.

COMMERCIAL DEVELOPMENT IN AIKEN

Ironically, the very obstacle that gave Dexter sleepless nights is responsible for Aiken's commercial development. While the bottleneck at the inclined plane certainly accounted for early development (hotels, restaurants, etc.) it would be Horse Creek itself, a powerful water source, that inspired William Gregg to build his first textile mill in Vaucluse in 1845, and later Graniteville.

Gregg is a visionary in his own right, using rail access to develop a textile empire. Now, cotton could be processed nearby, and goods could be shipped without a middle-man.



William Gregg



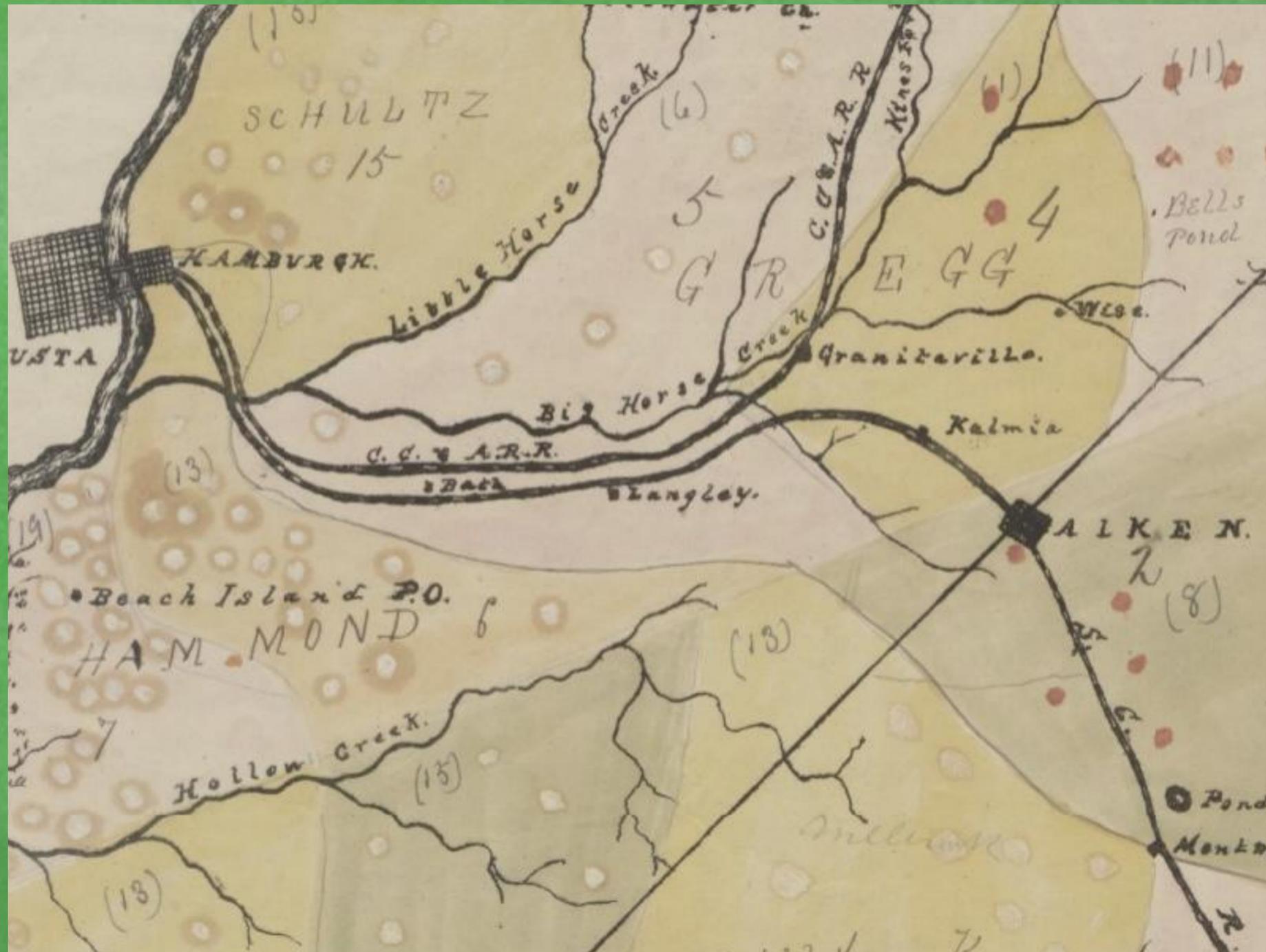
Southern Steam Near Graniteville Mill

Images Courtesy of Gregg-Graniteville Archives, USC Aiken

Williams & Chism Geological and Agricultural Map, 1870



Williams & Chism Geological and Agricultural Map, 1870



Hamburg as a trade hub was only ever moderately successful. What was more significant was that the Charleston to Hamburg line proved beyond a shadow of a doubt the potential of railroading in America.

Founded in 1869, The Charleston, Columbia, and Augusta Railroad was developed to directly compete with the South Carolina Railroad. Running just north of Langley Pond, the CC&A would become equally significant to the economy of our area, providing direct service to William Gregg's many mill towns while also facilitating the arrival of our Winter Colony.

DEVELOPMENT OF AIKEN AS A RESORT TOWN

Aiken's expansive pine forests and elevation made it a prime location for Lowcountry planters looking to spend their summers away from the swampy coast where malaria and respiratory illness were in abundance. The green parkways and ease of access by rail, courtesy of Dexter and Pascalis, sealed the deal. Northerners were also taking notice.

Thus, Aiken's identity as a summer retreat began almost concurrently with the rails reaching the area in 1833 and certainly contributed to its official charter in 1835. By the 1890s, Aiken's Winter Colony would begin in earnest, also fostered by rail access via Augusta, Charleston, and more importantly, Columbia.

DEVELOPMENT OF AIKEN AS A RESORT TOWN

SOUTHERN RAILWAY

To Florida
Cuba
Nassau
Mexico and
California
and the



Pinehurst
Asheville
Hot Springs
(N. C.)
Augusta
and Aiken

Southern Railway Double Track.

RESORTS SOUTH

Five Trains Daily from New York:—includes Pullman Sleeping Cars and Dining Car Service.
The Route of the Southern's Palm Limited
—and—
Washington and Southwestern Limited

Dining Car Service and Cuisine of the SOUTHERN RAILWAY'S Highest Standard.

NEW YORK OFFICES: 271 AND 1185 BROADWAY
ALEX S. THWEATT, Eastern Passenger Agent.
S. H. HARDWICK, Passenger Traffic Manager, Washington, D. C. W. H. TAYLOR, General Passenger Agent.

Southern Railway resort advertisement,
1905

DEVELOPMENT OF AIKEN AS A RESORT TOWN

While Aiken was a feather in Southern Railway's cap, the town had been advertised as a resort long before Southern's rails made it to us. As far back as 1833, the *Charleston Courier* described Aiken as a "fashionable watering place." Aiken ran advertisements in several Charleston newspapers concurrently.

In 1889, Aiken boasted 13 hotels and boarding houses, including the famed Highland Park hotel which overlooked the remnants of the inclined plane, and the Park In The Pines hotel.



Highland Park Hotel, J.A.
Palmer

SOUTHERN SERVES THE SOUTH (AND AIKEN!)

Financed by JP Morgan, Southern Railway, established in 1894, dedicated itself, in the spirit of the original Charleston to Hamburg line, to innovation. Post Civil War, these innovations were desperately needed to reestablish the South as an industrial powerhouse.

In 1898, the South Carolina & Georgia Railroad, the Charlotte, Columbia and Augusta Railroad, and the Edgefield, Trenton & Aiken Railroad would join nearly 150 other lines, latecomers to the merger that created Southern Railway.

As for Aiken, the Southern was responsible for bringing six trains a day to Aiken via various routes. Six trains certainly does not seem like much- however, what Aiken lacked in numbers, it more than made up for in VIP traffic, including shipments of horses for both sport and training.

SOUTHERN SERVES THE SOUTH (AND AIKEN!)



Louise and Thomas Hitchcock

In 1872, Celestine Eustis brought her ailing young niece, Louise, to Aiken to recuperate. In 1891, Louise would return to Aiken with her husband Tommy Hitchcock, establishing the beginnings of the Winter Colony and modern Aiken as we know it. Both were accomplished equestrians.

One year after the Hitchcock's wintered in Aiken, in 1892, the New York Times published a piece commenting favorably on Aiken's climate, accommodations, developing sporting life, and rail service.

DEVELOPMENT OF AIKEN AS A RESORT TOWN

AUGUSTA DIRECTORY.

S. C. C. & R. R. COMPANY.



FARE REDUCED BETWEEN
CHARLESTON AND HAMBURG,
 Eight Dollars through.

The Rail Road Passenger Train between Charleston and Hamburg. will leave as follows :

UPWARD.

Not to leave Charleston before	-	-	7 00	A. M.
" " Summerville,	-	-	8 30	
" " Georges'	-	-	10 00	
" " Branchville,	-	-	11 00	
" " Blackville,	-	-	12 34	P. M.
" " Aiken,	-	-	2 45	
Arrive at Hamburg not before	-	-	4 00	

DOWNWARDS.

Not leave Hamburg, before	-	-	6 00	A. M.
" " Aiken,	-	-	7 30	
" " Blackville,	-	-	9 15	
" " Branchville,	-	-	11 00	
" " Georges'	-	-	11 45	
" " Summerville,	-	-	10 00	
Arrive at Charleston not before	-	-	2 15	P. M.

Speed not over 25 miles an hour. To remain 20 minutes each, for breakfast and dinner, and not longer than 5 minutes for wood and water at any station.

To stop for passengers, when a WHITE FLAG is hoisted, at either of the above stations; and also at Sineaths, Woodstock, Inabinet's, 4 mile T. O., Rives', Grahams, Willerton, Winsor, Johnsons' and Marsh's T. O.

Passengers up will breakfast at Woodstock and dine at Aiken; down, breakfast at Aiken and dine at Charleston.

AUGUSTA DIVISION.

19	37	1	3	Ms.	May 14, 1893.	26	44	2	8	56
A. M.	P. M.	A. M.	A. M.		LEAVE] [ARRIVE	A. M.	P. M.	A. M.	A. M.	P. M.
†9 00	*5 35	*7 00	†6 00	0	+... Charleston ¹ ... ♀	11 40	10 15	6 45	8 45	3 45
9 50	5 55	.. .	6 50	10	..... Ten Mile..... ♀	.. .	9 54	6 23	8 26	k3 17
10 15	6 18	7 38	7 18	22	..... Summerville... ♀	10 58	9 29	†5 50	*8 05	P. M.
A. M.	6 37	7 54	A. M.	31	..... Ridgeville.... ♀	10 40	9 10	A. M.	A. M.	
	6 47	8 03		37	..... Rosses..... ♀	10 30	9 00			
	6 56	8 11		42	..... Pregnalls ² ... ♀	10 22	8 52			
	7 17	8 31		52	..... Reevesville.... ♀	10 00	8 30			
	7 40	8 50		62	arr... Branchville. ♀ lve.	9 40	8 10			
	8 10	9 02		62	lve... Branchville .. arr.	19 25	17 40			
	8 32	9 23		72	..... Midway... ♀	9 02	7 20			
	8 52	9 42		81	..... Denmark..... ♀	8 44	7 02			
	9 13	10 02		90	..... Blackville.... ♀	8 25	6 43			
67	9 33	10 22	65	99	..... Williston.... ♀	8 07	6 22	64	66	
P. M.	9 52	10 36	A. M.	107	..... Windsor..... ♀	7 52	6 07	P. M.	P. M.	
†4 35	10 22	11 02	†7 30	120	+ Aiken..... ♀	7 30	5 40	4 05	7 05	
4 55	10 37	11 15	7 45	126	..... Graniteville... ♀	7 16	5 25	3 45	6 49	
5 35	11 03	11 40	8 15	137	+ Augusta ³ ♀	6 55	5 00	3 10	6 20	
5 45	11 15	11 50	8 25	138	arr... Union Depot.. lve.	*6 45	*4 50	†3 00	†6 10	
P. M.	P. M.	A. M.	A. M.		(Eastern time.)	A. M.	P. M.	P. M.	P. M.	

Additional Sunday Train — Leaves Charleston for Summerville \$10 00 a. m. Returning, leaves Summerville for Charleston \$7 00 p. m.

DEVELOPMENT OF AIKEN AS A RESORT TOWN

“In late Victorian London the horse took revenge on the locomotive.”

Jack Simmons, referring to horse-drawn trams, The Railway in Town and Country, 1830-1914, p. 1986.

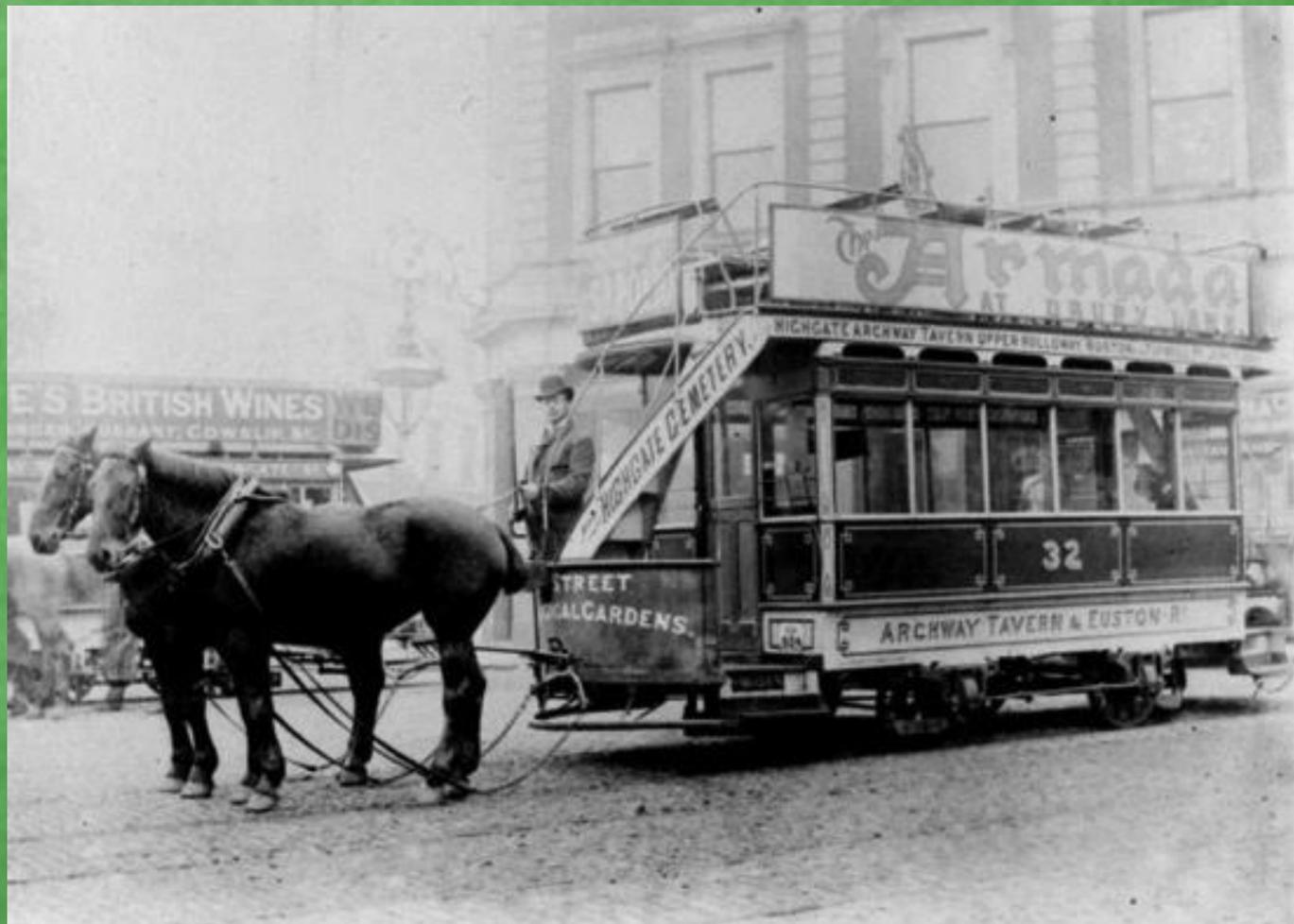
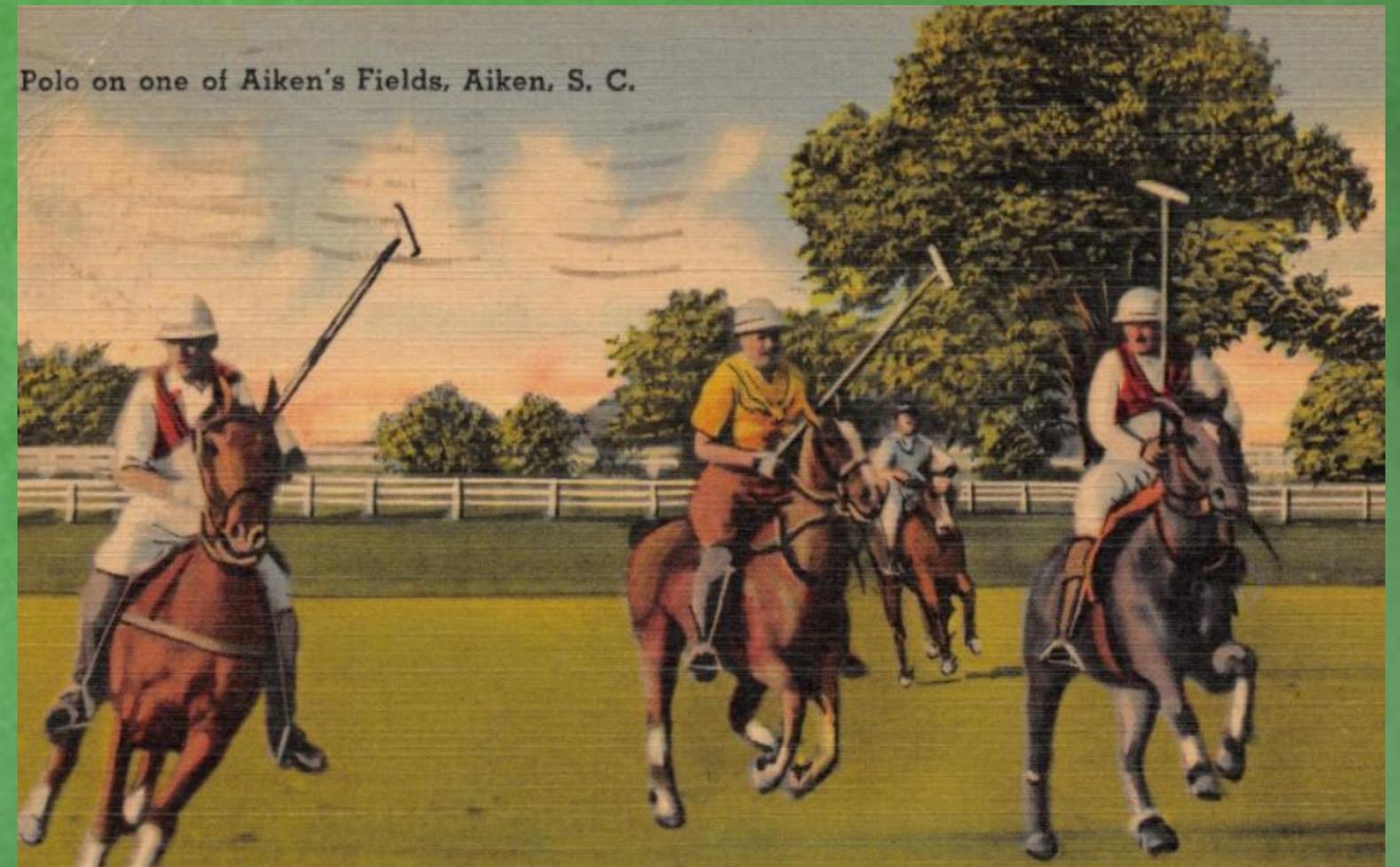


Photo courtesy of David
Voice



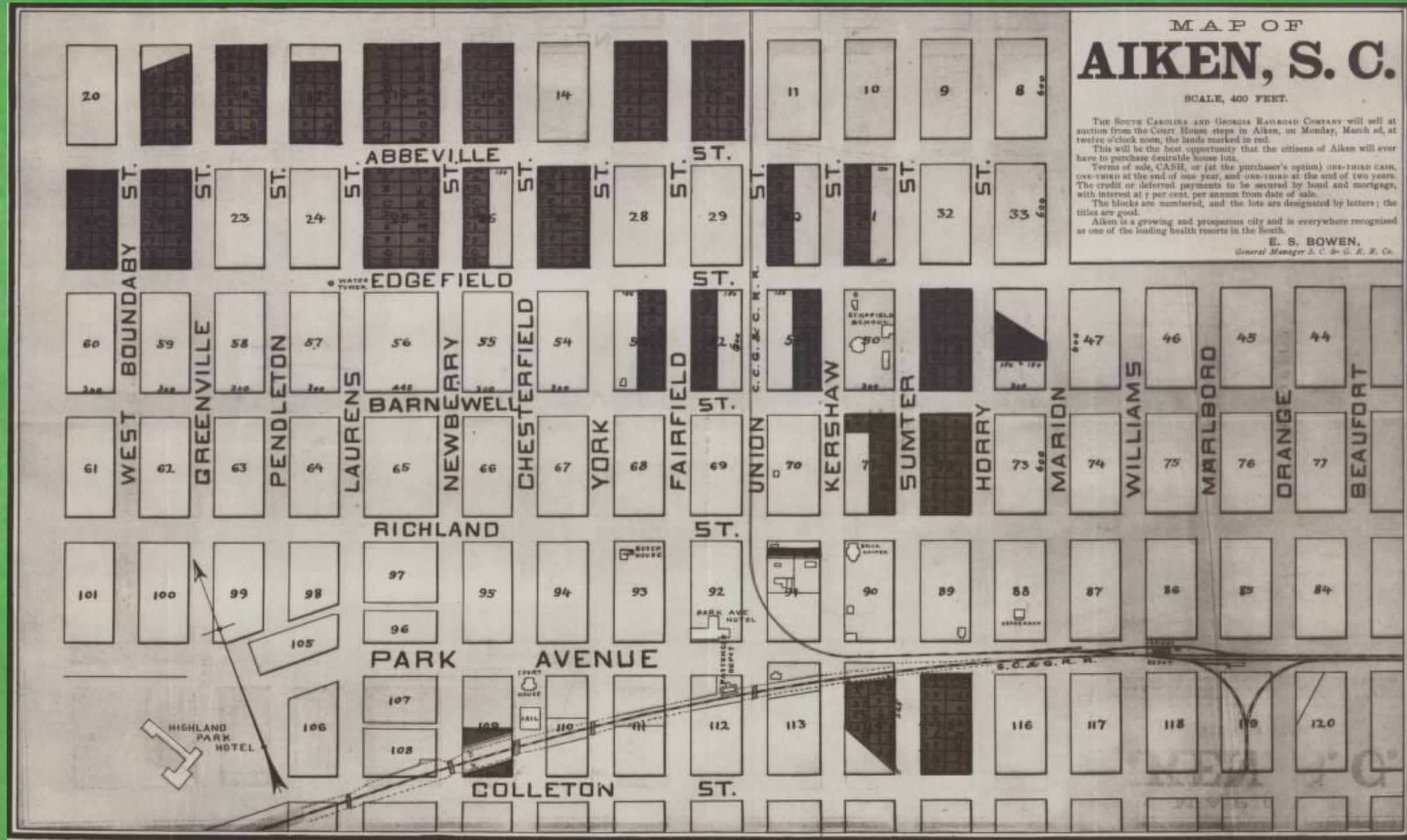
Aiken polo
postcard

DEVELOPMENT OF AIKEN AS A RESORT TOWN

“Just six miles west was the junction at Warrentonville, on Southern’s Augusta-Columbia main line. A century ago, that connection allowed for a regular New York-Aiken train called the *Aiken-Augusta Special*, which lasted until 1941. At the height of service in the 1920s and ’30s, Aiken might have seen as many as 25 private-car and 55 extra Pullman movements each season as the city evolved into one of America’s polo capitals.”

Kevin P. Keefe, editor-in-chief Trains magazine

DEVELOPMENT OF AIKEN AS A RESORT TOWN



South Carolina & Georgia Railroad map, 1898

DEVELOPMENT OF AIKEN AS A RESORT TOWN



Southern Railway map, 1921

THE AIKEN-AUGUSTA SPECIAL

AIKEN-AUGUSTA SPECIAL

Washington--Baltimore--Philadelphia--New York--Boston

SOUTHERN RAILWAY SYSTEM

Lv. Augusta	So. Ry. Sys.....	12:15 PM
Lv. Aiken	"	12:25 PM
Lv. Columbia	"	2:47 PM
Ar. Washington	"	8:50 AM
Ar. Baltimore	P.R.R.....	5:10 AM
Ar. W. Philadelphia..	"	7:08 AM
Ar. New York	"	9:10 AM
Ar. Boston	N.Y.N.H.&H.....	8:80 PM

Local Pullman car to Washington, Parked
for occupancy until 7:30 A.M.

Direct connection Washington arrive
Pittsburgh 6:30 P.M.

Direct connection Washington with Buffalo
Day Express, arrive Buffalo 7:45 P.M.

PULLMAN DRAWING ROOM—COMPARTMENT—SECTION SLEEPING CARS
LOUNGE SMOKING CARS—EXCELLENT DINING CAR SERVICE—ALL MEALS

F. E. ARDREY, Ticket Agent,
Phone 5, Aiken, S. C.

R. S. BROWN, Dist. Pass. Agent
220 Eighth St., Phone 947, Augusta, Ga.

W. E. McGEE, Asst. Gen'l Pass. Agent
1807 Main St., Phone 5681, Columbia, S. C.

A trip from NYC to Augusta or Aiken was nearly 795 miles and required interchange between the Pennsylvania Railroad and Southern Railway. Inaugurated as the *Augusta Special* in 1915, the train became the *Aiken-Augusta Special* in 1928.

THE AIKEN-AUGUSTA SPECIAL



While not a flagship Southern train like the *Tennessean* or the *Southern Crescent*, trains no. 31 and 32, the *Aiken-Augusta Special*, was indeed special. Pulling all heavyweight Pullman equipment, this train was responsible for the majority of our Winter Colony traffic. As alluded to by Kevin P. Keefe, the *Aiken-Augusta Special* was unique in that its consist was often comprised of privately owned coaches and horse cars.

EQUINE SPORT = BIG BUSINESS!



Aiken Horse Show

Gala Day Society Event

Unexcelled Exhibition of

Thoroughbred Horses
MARCH 18, 1916
SPECIAL LOW FARES

Special train will be operated from Augusta to Aiken on the appropriate schedule, leaving Augusta at 10 a.m., arriving in Aiken 10:50 a.m. Returning special train will leave Aiken 6 p.m. arriving Augusta 6:50 p.m. Connection will be made at Warrentonville with Columbia division trains Nos. 19 and 20.

One day only (March 18th)

SOUTHERN RAILWAY

Ask Nearest Agent, or
Fred R. McMillan, D. P. A., Augusta, Ga.

RAILWAY EXPRESS AGENCY
INCORPORATED

(1142)
3-33
Printed in U.S.A.

CAR ORDER

REQUISITION No. 1 Aiken, South Carolina March 11, 1957
OFFICE DATE

MR. Mr. L. L. Waters, Genl. Supt. Trans. CONFIRMING TELEGRAM DATED _____
Southern Railway Company CONFIRMING PHONE CONVERSATION WITH YOUR
Charlotte, N.C. MR. _____

PLEASE FURNISH EQUIPMENT AS FOLLOWS: ROUTING

Date Required	RR TRAIN No.	TO
March 30, 1957	Sou # 55	Warrentonville, S.C.
Shipping Date April 1, 1957	Sou # 32	Washington, D.C.
*Type Car <u>1 Stalled P R R Horse Car</u>	P R R	New York, N. Y.
*Lading <u>12 Race Horses + Equipment</u>	L.I. Spec Eng.	Destination
Shipper <u>E. Barry Ryan (James Radney)</u>		
Origin <u>Aiken, S. C.</u>		
Consignee <u>E. Barry Ryan</u>		
Destination <u>Belmont Park Race Track, Jamaica, N.Y.</u>		

*NOTE: When car is to protect shipments of live stock, specify character of shipment—whether loose, stalled horses, cattle or other live animals—and number of head to be accommodated. See Transportation Dept. Circular No. 1, Par. 28.

REMARKS: This car to have equipment checked to stall 12 horses, all doors and ventilators in good working condition.

Rail Line furnishing equipment to protect shipments of live stock, is urged to see that car is completely equipped and thoroughly inspected. It must be in sanitary condition. Stalling, batteries, lights, heating apparatus, water tanks, doors, windows, ventilators, etc., should be in perfect working order before car is forwarded to loading point.

COPIES TO: Messrs. Slater Messrs. Agent, Jamaica, N.Y.
 Angela Branum, Tr. Master, Sou Ry. Chas. S.C.
 Spore Page
 Brown
 Wilson
 Agnew
 Seale

J. J. Whalley
Agent

As Aiken's Winter Colonists soon discovered, Aiken's mild, temperate climates and firm clay were perfect for training and racing horses. However, the issue remained on how to transport horses to Aiken.

While Mr. Keefe's metrics regarding Winter Colony car moves is accurate, he neglects to mention the horses moved by Southern Railway, Atlantic Coastline, moves often brokered by the Railway Express Agency.

EQUINE SPORT = BIG BUSINESS!

Two of the horses have died at Aiken since arrival there

stay on the cars is very important to me, and it is very desirable that they should not go too fast around the sharp turns as now and then one gets frightened in that way. To save that I wanted them to go along at not over thirty miles an hour special. I paid \$2,180 from Jersey City to Aiken for my cars and men.

I do not complain of anything at all for I know of the disposition of your men to do the best they can for me. It is absolutely important that I find some way of transporting them better. I must break the journey at Washington or some place in doing it again, and now is the time for me to find out what is the matter.

Very truly yours,
W. L. Whitney

P.S. Call the R.R. Do better another time

871 Fifth Avenue.
New York, Nov. 19, 1902.

Mr. Samuel Spencer,
80 Broadway, City.

My dear Mr. Spencer:-

For my own advise-
ment in the future I want to know in what way I made a mistake in sending my horses to Aiken. There were four carloads of horses that I wished to treat as well as I possibly could. I furnished the cars, sent them by express and agreed to pay for a special engine. They were one day and two nights going from Washington to Aiken. I enclose a couple of letters from my trainer with regard to the trip. The length of time they

This correspondance from William Whitney to Southern Railway president Samuel Spencer is an official grievance regarding the death of a racehorse en route to Aiken. Note that Whitney is NOT a railroader by trade and his special requests, by all accounts, were responsible for the death of the horse. However, Mr. Spencer would dilligently work to satisfy Mr. Whitney's complaint.

EQUINE SPORT = BIG BUSINESS!

Two of the horses have died at Aiken since arrival there.

stay on the cars is very important to me, and it is very desirable that they should not go too fast around the sharp turns as now and then one gets frightened in that way. To save that I wanted them to go along at not over thirty miles an hour special. I paid \$2,180 from Jersey City to Aiken for my cars and men.

I do not complain of anything at all for I know of the disposition of your men to do the best they can for me. It is absolutely important that I find some way of transporting them better. I must break the journey at Washington or some place in doing it again, and now is the time for me to find out what is the matter.

Very truly yours,
W.C. Whitney

P.S. C2 the R.R. Do better another time?

871 Fifth Avenue.
New York, Nov. 19, 1902.

Mr. Samuel Spencer,
80 Broadway, City.

My dear Mr. Spencer:-

For my own advise-
ment in the future I want to know in what way I made a mistake in sending my horses to Aiken. There were four carloads of horses that I wished to treat as well as I possibly could. I furnished the cars, sent them by express and agreed to pay for a special engine. They were one day and two nights going from Washington to Aiken. I enclose a couple of letters from my trainer with regard to the trip. The length of time they

Also note- poor treatment of racehorses was NOT the norm, and it is for this reason that we have this correspondance. Safe, efficient transport of prized horses was of paramount importance for Southern and other southeastern railroads like Atlantic Coast Line.

EQUINE SPORT = BIG BUSINESS!

SOUTHERN RAILWAY COMPANY.

C. H. ACKERT,
General Manager.

Washington, D. C., -Apr. 9, 1903.

*Chas please
sum
A.S.*

Mr. Samuel Spencer,
President, New York City.

My dear Sir:-

Referring to enclosed papers in regard to the handling of Mr. Whitney's horses,- delay in answering occasioned by our being unable to secure copies of contracts from the Adams Express Company, under which the horses were shipped.

You will notice there was a delay of 2 hours 40 mins, Trenton to Aiken, account being unable to properly handle the cars over that branch. There are however, some facts in regard to this entire matter, which I think should be explained to you.

When the horses were delivered to us, our Superintendent of Transportation was requested by the Express Company not to run exceeding thirty miles per hour, and the shipment was arranged for on this schedule.

Thirty miles per hour from Washington to Aiken would have consumed about 18-1/2 hours, and the actual time consumed was 20 hours 46 minutes, or an average speed of twenty-seven miles per hour. Had the speed not been limited, there is no question but that we would have made better time to Aiken than we did. I think the only delay open to criticism is the one on the Branch between Trenton and Aiken. The other delays were incident to the movement of any special train. Each car was covered by a contract, there being four cars in all.

I notice Mr. Rogers says he was forty-eight hours on the road. I do not know with what delays he met before reaching our line,

Mr. S. Spencer #2.

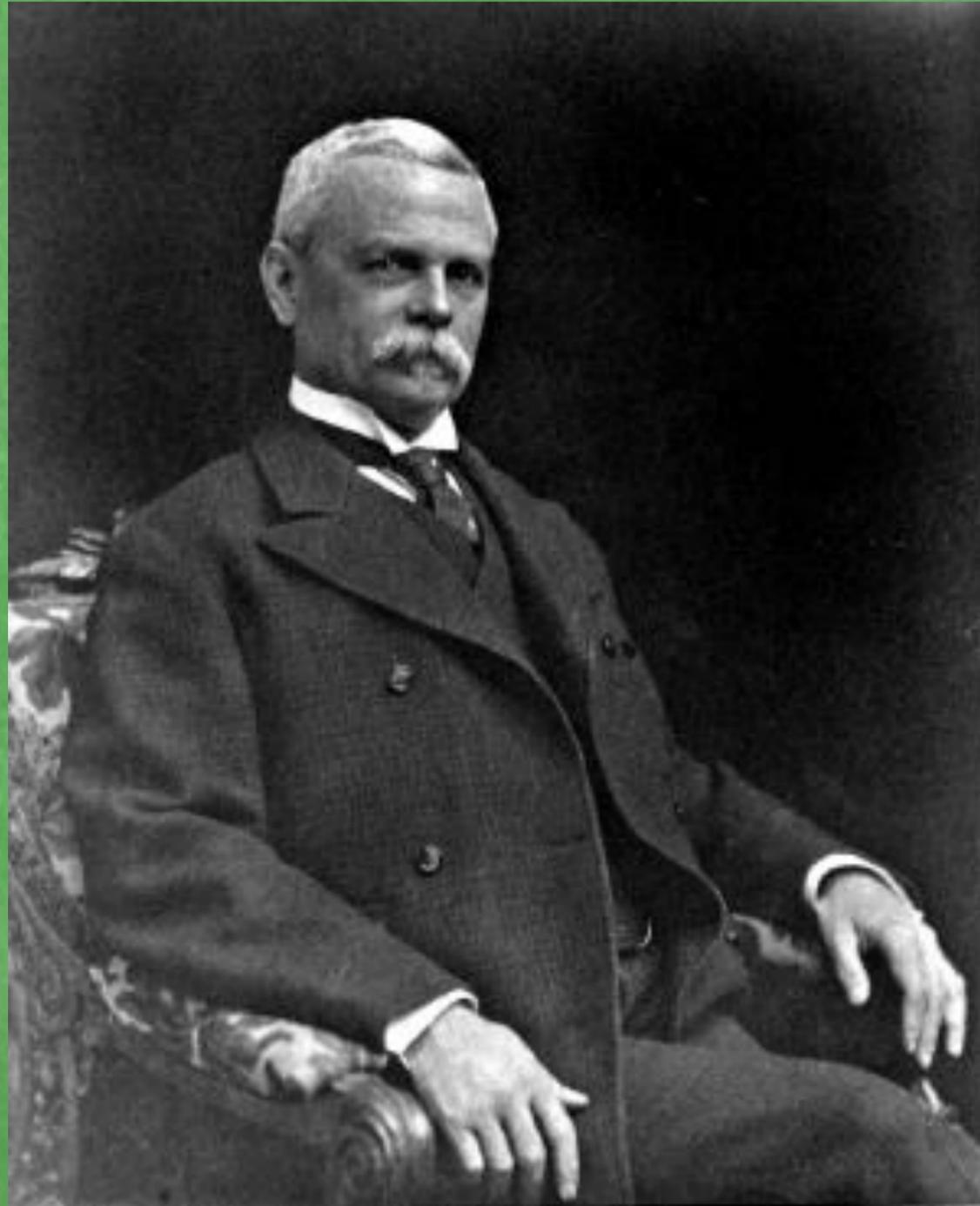
but only a little over half of forty-eight hours was consumed on the Southern Railway.

Very respectfully,



General Manager.

EQUINE SPORT = BIG BUSINESS!

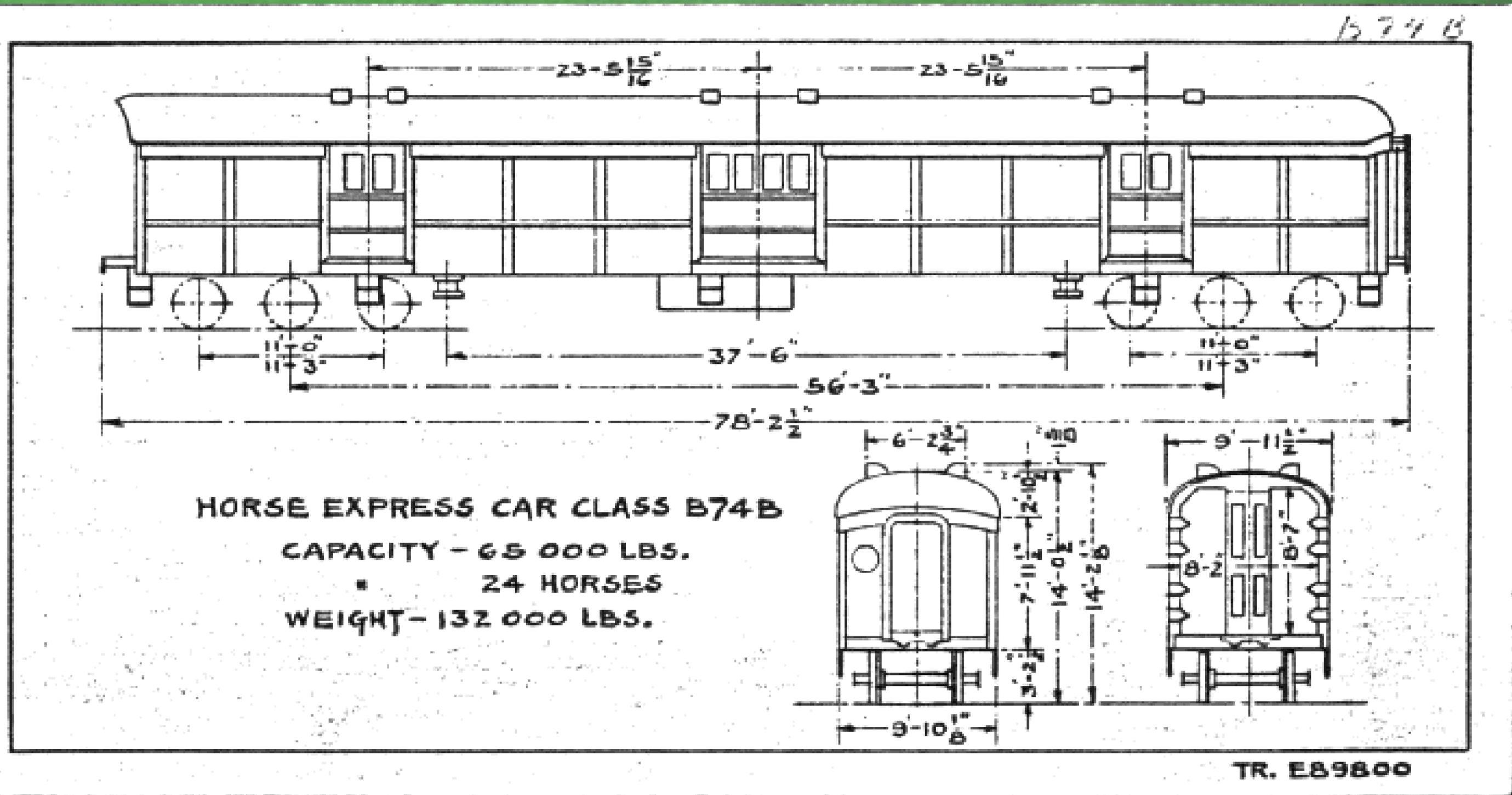


Samuel Spencer

Samuel Spencer's response to William Whitney is illuminating. He takes great pains to audit internal company paperwork regarding the movement of these horses, yet is reticent to take full responsibility considering the horse was boarded ill, and spent a fair amount of time on the Pennsylvania Railroad before being transferred to the Southern in Washington D.C.

The takeaway is that the Whitney name carried enough clout for the company president to address the complaint personally. While the story regarding the horse is unpleasant, it does shine a light on the social status of Aiken's Winter Colonists.

HOW WERE HORSES TRANSPORTED?



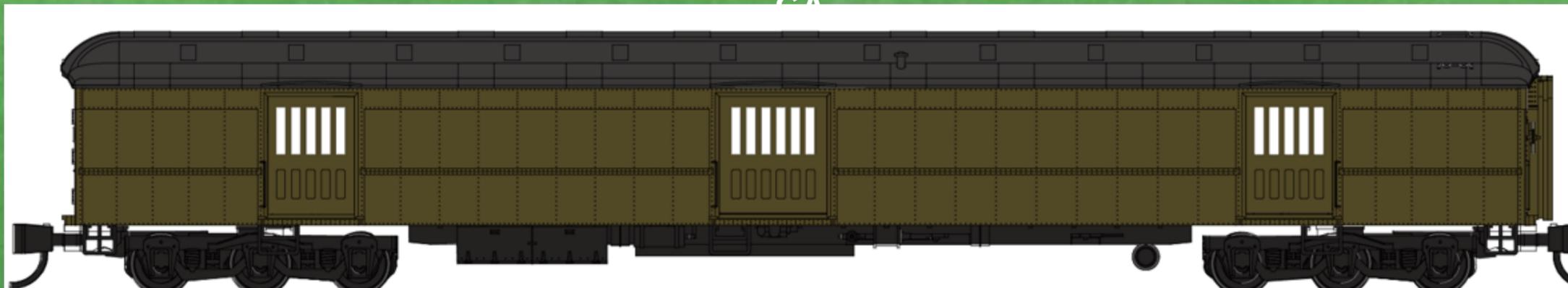
Horse Express Car Schematic

HOW WERE HORSES TRANSPORTED?



image courtesy of the Museum of Civil War and Locomotive History, Kennesaw

GA



Prized horses were not moved like livestock.

Rather, they were transported in “horse express cars,” converted from baggage coaches. These cars accommodated as many as 24 horses. These horses would be tended to by groomers and other attendants practically 24/7. Racehorses enjoyed travel that practically rivaled that of their owners!

HOW WERE HORSES TRANSPORTED?



Currently occupied by a yard office built nearly forty years ago by Norfolk Southern, the original Southern freight depot featured a wooden platform that most believe was used to detrain the many horses shipped to Aiken. Stories abound of crowds greeting the horses to much fanfare.

Southern Station Aiken, Ben Roberts S.C. Railroads Collection, South Caroliniana Library

LUXURY ON RAILS



Interior of Private Pullman Coach Belonging to J.P. Morgan

Images by Paul Crowe, *Uncommon Motors* 2016

LUXURY ON RAILS

CHICAGO CERTIFICATE

No. 4650 — 2 —

PULLMAN'S PALACE CAR COMPANY

INCORPORATED BY SPECIAL ACT OF THE
LEGISLATURE OF THE STATE OF ILLINOIS, A.D. 1867.



Special Station
Headquarters
Pullman Car Works

This is to Certify that Mary L. Wright
is entitled to Two Shares of the Capital Stock
of Pullman's Palace Car Company, transferable only on the books of the Company at its office
in the City of Chicago, in person or by attorney, upon the surrender of this Certificate.

In Witness Whereof, the President and Secretary of said Company have
herewith subscribed their names this Seventeenth day of March, 1884.

Allen Sherman Secretary *Wm. Porter* President

SHARES \$100 EACH

Agnew
188
Discharged to the

LUXURY ON RAILS



"if you have to ask what it costs to own a yacht, you can not afford it." - J.P. Morgan

