

1864 railroad book lists rules, schedules

Train left Columbia at 6 a.m., didn't reach Chester till 12:45 p.m.

In 1864 Chester was served by three railroads. One of the three was the Charlotte and S.C. Railroad (C&SC), an offshoot of the original Charlotte, Columbia and Augusta (CC&A) that created the towns of Rock Hill and Fort Mill and turned the village of Charlotte into a town.

The C&SC line published "Time Book Eleven," an eight-page combination daily schedule and rule book.

The daily timetable gave the times at which a train would stop at points between Columbia and Charlotte. The "up" daily train left Columbia at 6 a.m. It would have made nine stops before reaching Chester at 12:45 p.m. and two more before rolling into Rock Hill at 2:55 p.m. The table shows the train leaving Rock Hill three minutes later headed for Fort Mill. The train was scheduled to reach Fort Mill at 3:48 and leave at 3:53 p.m.

Next, the train was scheduled to stop at Morrow's (now Pineville) at 4:27 and leave at 4:27 p.m. (maybe they threw out a nail bag, although the table said that the train stopped at every nail station). The train would stop in Charlotte at 5:25 p.m., then turn around and leave Charlotte at 5:30 p.m., reaching Columbia at 4:15 a.m. Meantime, his "down" train would meet the "up" train at Cornwell's be-

NEARBY HISTORY

Louise Pettus



low Chester and would go to the turnout to allow the "up" train to proceed on to Charlotte. There were other turnouts at Killian's, Doko, Adger's and Lewis' (now Lewisville) in Chester County.

There were 38 rules, with the first two carrying heavy fines for violation.

The first rule: "In all cases where Engineers cannot see from the foot-board that Switch rails and Switch toes are in their proper position, they will stop their engines, and send the Fireman ahead to examine them before passing over them." If the engineer did not follow the rule, he would be fined \$100, half of which would go to the informer.

The second rule was that any employee of the railroad who lost a freight car key or who broke freight car locks would also be fined \$100.

There were rules governing the carrying of red, blue or green flags, which flew as warnings to other trains and served to identify what status the train had. If the two trains flew the same color, then the down train had the right of way. Three lengthy rules dealt with the various colors when in special circumstances.

Passenger trains took precedence over "Freight, Material and Irregular Trains." It should be remembered that the year was 1864, making it likely that

many of the passengers were Confederate soldiers.

A rail employee was assigned to be on the top of the last car of the train where he could pull a "Bell cord" in case of an emergency of any sort. No passenger car could be hitched to the engine (sparks and soot were to be expected from locomotives fueled by wood). On a freight train, any cars carrying cotton bales were to be at least six cars back from the locomotive.

Rule No. 18: "If two trains meet between stations, the one nearest to a turnout shall run back, unless otherwise agreed by the Engineers or Conductors of the two trains."

At every stop the conductor or engineer was to telegraph his arrival time to the Columbia depot.

Rule No. 24: "Never back a train faster than six miles per hour, and always have a man on the lookout that the engineer can see..."

Rule No. 29: "Signals: Whistle, One blow, Go ahead; Two blows, Stop; Three blows, back..."

Trains following each other were to stay at least one-half mile apart. "Brakemen must not be allowed to leave the brakes, while the train is in motion."

And, "Do not arrive at any station ahead of time."

So in 1864 there were eight pages of rules and regulations governing railroad travel. Wonder how many pages cover this topic today?

Louise Pettus is a retired Winthrop University history professor. Her column appears Sundays.

Yachtsman



iPIX

14001 Queens Harbor
Beautiful end unit townhome by Lake Wylie overlooking pond & fountain.

\$149,900

River Hills



iPIX

23 Woodvine
This has it! A lovely, nearly new ranch set on a quiet cul-de-sac lot. A must see!!

\$189,900

Arrowood



1325 Craig Avenue
Hwds, ceramic tile in dr. French doors in den. Fenced yard, double deck w/jacuzzi.

\$183,000

River Hills



42 Honeysuckle Court
3Br, 2.5Ba, loft, fireplace, deck, 2 car garage. Home with real character.

\$216,950

Legacy Park



2306 Grey Mist Court
Custom Home! Bonus room, formal Lr/parlor & dr, \$3000 in closings cost for buyer!

\$283,900

Whitegrove



102 Knob Hill
4br, 2 1/2ba, formal living and dining, partially fenced yard, Sparkling like new.

\$199,900

Lake Wylie



2 Blue Bird
Beautiful lake front lot overlooking Lake Wylie. Over 200' of water frontage. Half acre.

\$299,900

Back On Market



3243 Kingsfield
4 bedroom, 2.5 bath, large wooded .73 acre lot, formal living room, huge family room.

\$139,000

Fort Mill



1886 Harris Road
5+ acres, brick 3Br, 2Ba, huge dbl garage. Horses allowed, workshop.

\$249,900

Kershaw

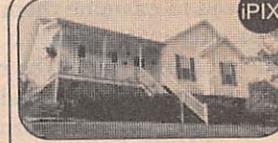


iPIX

534 Jones Road
Southern Plantation, turkey farm, 4 barns, 3 ponds, hay field, 310 acres.

\$1,100,000

Taylor Oaks



iPIX

1816 Bloomsbury
Beautifully decorated, sparkling 3BR, 2BA. Meticulously groomed landscaping.

\$106,900

Waterstone



iPIX

4908 Missi Lane
Lovely columns grace the formal living & room. Family room w/fp & gas logs.

\$186,000

Tega Cay



3106 Point Clear
Updated - Kitchen with newer appliances. Tiled upper deck, large screen porch.

\$139,900

The Moorings



704 Catchpoint
Beautiful Charleston Style. Huge front porch. The best of Everything.

\$669,900

Regent Park



iPIX

523 Cuxhaven Court
Positively stunning former model home set on 1st tee of Regent Park Golf Course.

\$329,900

Incaster



4043 Red Doc Road

Free same-day loan decision..