

## Excerpts from Bob Edmonds' books

The 4-4-0 type steam locomotive engine served in both freight and passenger service for a number of years. These American type engines, numbers 101 through 112, built for Port Royal and Augusta Railroad 1878-1893, later carried the same numbers as C&WC Railway engines. The very steep hills between Savannah River and Clarks Hill provided a difficult task for the 4-4-0 engine. These hills with ruling grades of from 1.25% to 1.50% were steeper than any other along the Atlantic coast region. Greater power was desperately needed to pull ever-increasing loads. The locomotive finally selected was the ten-wheeler with 18" x 24" cylinders, 56-inch drivers, and an engine weight of approximately 113,300 pounds. Fourteen of these engines, numbered 200 through 213 were built for C&WC Railway Company in 1897-98.

The grades between the Savannah River and Clarks Hill presented a difficult task for Port Royal & Augusta Railroad Engine No. 112.

At this point a brief background study is presented to provide a general overview of how and when the Augusta-centered railroad system transgressed in the Georgia-South Carolina region, pertinent to the scope of this manuscript.

The Port Royal & Augusta Railway was organized in 1878, to take over the Port Royal Railway, which was in default. This road had been completed between Port Royal, South Carolina and Augusta, Georgia, (112 miles), in 1873. The Port Royal Railway had been largely financed by Georgia Railroad and Banking Company capital, in an attempt to connect their road, at Augusta, to the Atlantic. The line entered Augusta from the east by bridging the Savannah River at Sand Bar Ferry.

The Augusta Daily Chronicle and Sentinel for April 1, 1870, offered a report, "Proposals were received today for building a railroad bridge over the Savannah River, 2½ miles below Augusta, for the use of the Port Royal Railway. The span will consist of four Howe Trusses, 148 feet long, one 100 feet pivot draw section, and one 80 feet Howe Truss span."

The new Port Royal & Augusta Railway was known as the "Magnolia Route" and, in 1879-1880, offered through overnight passenger service from Augusta to both Savannah and Charleston in

the luxurious splendor of Woodruff Sleeping Cars. Connections with the Savannah & Charleston Railroad, (Plant System, later Atlantic Coast Line), were made at Yemassee, S. C. for the two port cities. During the same era, Poor's Manual of Railroads noted that the road was "built to five-foot gauge and owned Locomotive Engines."

In 1881, the Central Railroad & Banking Company of Georgia, fearing dissolution of its monopoly via the Port of Savannah, gained control of the Port Royal & Augusta. This was after it gained control of the Georgia Railroad, also in 1881, (which held a 20% interest in the PR&A). The Central Railroad & Banking Company of Georgia was also extremely interested in forming an extension to the Port Royal & Augusta to reach into western South Carolina.

Thus, in 1883, the Port Royal & Augusta Railway now controlled by the Central, leased the Augusta & Knoxville Railroad. The Augusta & Knoxville had been completed from Augusta to McCormick and Greenwood, South Carolina in 1882.

During 1885 and 1886, the Central Railroad & Banking Company of Georgia financed the construction of three additional railroads, all of which connected to the Augusta & Knoxville. These were: the Savannah Valley Railroad (McCormick to Anderson, S. C., 58 miles, the Greenwood, Laurens & Spartanburg Railroad, 66 miles, and the Greenville & Laurens Railroad, 36 miles. Subsequently, these three lines merged with the Augusta & Knoxville Railroad. On October 27, 1886, the Augusta & Knoxville and the Port Royal & Augusta were consolidated to form the Port Royal & Western Carolina Railroad, 228 miles total length.

Thus, the Central Railroad & Banking Company of Georgia (in 1881) began operating these lines as its South Carolina Division with complete interchange of motive power and equipment. The Augusta & Savannah Railroad, between Augusta and Millen, which the Central already controlled under lease, was also operated as part of the South Carolina Division, even though it was entirely located in Georgia.

(From *Building Railroads: The Greenwood to Augusta Railroad and The Savannah Valley Railroad*)

## Kitty's Korner

By Kitty Craig - Jackson

I want to see lots of change in the world. I want to see people get along together better, I want to see more economic opportunities for people with fewer means, I want to see less war and more meaningful diplomacy, I want to see higher levels of education for our young ... there's a whole lot of change that I think would be good.

The question that I have to ask myself, though, is "how can I be that change?" I suppose that the first thing I have to do is ask myself if any of my regular actions run counter to anything that I really want to see. Do I want to see more kindness, yet regularly perform unkind deeds, or simply fail to perform kind ones? Do I want to see more compassion, yet fail to show compassion when situations arise that demand it? Do I want to see less violence and anger on TV, yet then turn around and support the advertisers that sponsor that violence and anger?

There's a huge difference between wanting something and taking

action to bring about that something. It's very frustrating at times because I don't often see direct results of what I do or what I am. I try to encourage others to have stronger self-esteem and to make positive decisions, but those are lessons that often don't come into practice until they're ready to make that change. I try not to support advertisers that support negative entertainment, but I'll literally never know if my small action will have any sort of effect on the advertiser. I know this - and I think that the important part isn't the effect that my action might have on others; rather, the most important thing is the effect that my actions have on me.

When I follow my principles and live my life aligned with those principles, then I'm doing something positive that can't help but have a positive effect on my life, my self-image, and the ways that I affect other people in my life. If I am the change I want to see, then I can legitimately claim the need for that change.

## McCormick Messenger

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-Tom Poland photo

### Across the Savannah

## A natural Motown mystery-miracle

By Tom Poland  
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If you think this story is about Berry Gordy's 1960's record label that gave us "Baby Love," "My Girl," and "Ain't Too Proud To Beg," you're wrong. It's about the wheeled products Motor City has long shipped to the land of kudzu, magnolias, and mint juleps, which by the way I've never had.

"Last night I went to sleep in Detroit City?" Remember that line from Bobby Bare's 1964 country music song about making cars, "I Wanna Go Home?" Well, MoTown's cars and trucks sleep down South, and some will never go home. Wherever I go, I see old trucks and cars discarded, abandoned, forgotten, and in one way or another relegated to a lifetime of immobility, rust, and dry-rotting tires.

A patch of grass beneath a tree? A shed fallen into disuse? Well, those places offer assisted death centers to what was once someone's pride and joy. Those old drivers are gone now, and somewhere they creep along a back road in the sky. So, who's left to speak for their old trucks and cars? I am. I love these once-upon-a-time essential conveyances that rest beneath sheds and barns. They rust in fields and front yards. They rust in weedy parking lots and no one seems to take interest in them. No one restores them, fixes them, as we say down here, or bothers to take them to the junkyard for scrap. They're banished to the Old Vehicle Rust Home.

And so they reign as landmarks and curiosities for those who find them mysteriously beautiful, like a woman with a slight scar on her cheek, a flaw accentuating her beauty. You just don't get a mysterious

feeling when you see a new truck sitting beneath a shed. It still has life. But, and this is pivotal, just how long can an old car or truck sit without someone towing it away? Long enough for a tree to grow through it?

The answer sits before you. I find this old truck and its oak engine miraculous. An acorn ended up beneath the engine compartment. Somehow it germinated, and somehow enough sunlight made it through the metal carnage left from a ripped-out engine to make it grow. Rains fell into the hood-absent opening and water dripped down sheet metal and more so the little oak could drink a bit.

We don't see many miracles in life yet one of life's small miracles sits before you. One day a sapling dared peek over radiator and fenders, sufficient cause for some do-gooder to cut it away. But that didn't happen. Something else did. The tree became a sensation, protected by someone who just wanted to see how long a tree could reach for the sky through Motown metal.

But other mysteries exist. Did someone drive the truck over a fledgling oak and shut her down for good and later sell the engine? Or did a squirrel bury the acorn beneath the truck, sensing a place safe from rival members of the acorn-eating tribe? I'll never know, but I know this much. Today's trucks and cars seem ill suited for life beneath a shed, and, besides, fewer sheds stand as we leave small farms in the dust.

Your truck, your car, your pride and joy? When its days are done, I'll wager it ends up crushed, shredded, and recycled. All that sounds efficient but it sure isn't picturesque, and sure as the rising sun it won't provide space for a one-tree arboretum like you see here.

Mysteries and miracles, some come together in the strangest ways, and we are all the richer for it.

### Messenger Mail

## Impeachment trial ends as expected

Watching the impeachment trial I wondered how anyone can turn away from the images of the riot and still support former President Trump. Clearly he was fearful of losing the election so his game was to delegitimize election results. Trump stoked the fires of insurrection for most of the year leading up to the Nov. 3 election and in the days before Jan. 6. He prepped his followers like a cross between a demented general readying his troops for battle and a manic event planner sending out invitations for a wild party on the Ellipse.

Trump held campaign rallies in states with bands on large gatherings showing little concerns for lives of his supporters during a pandemic. He delivered his propaganda on airport tarmacs in the open air. There was seldom a mask in sight. Trump spun his conspiracy theories of looming voter fraud to groom his supporters for action, "The only way we lose this election is by fraud. The only way we lose is if they steal it from us." He did this at his rallies then re-enforced his words with a relentless drum beat of tweets repeating the lies over and over. "Stop the steal!" "Fight like hell or you won't have a country!" "Mail in Ballots are unfair and can't be trusted." Point of fact - No evidence whatsoever has ever been produced in court to prove any issues of manipulation or fraud with mail in ballots. By the time his supporters arrived on the Ellipse they were foaming at the mouth and smelling blood. It didn't take much more than a soft push to start the insurrection.

I am not unlike others who look at our elected representatives collectively and roll eyes. I have enjoyed the humor in films like MARS ATTACKS when the martians show up for a joint secession of Congress, whip out ray guns, and disintegrate the entire Congressional body. Cut to an elderly grandmother watching this on tv in her nursing home bursting into laughter shouting with glee, "They blew up Congress!" I laughed along with her. However, the real events of Jan. 6 leave me baffled as to how anyone could say we should just move on. Especially after watching the videos along side diagrams showing how close rioters came to getting their hands on our representatives which could have ended in executions of senators and congressmen. People did needlessly die that day. We came extremely close to a larger blood bath. In America should we just ignore this real threat to our democracy?

A great and dangerous offense against the republic accurately describes the events on Jan. 6. Those events fulfilling the definition of High Crimes. The words of a president have great weight. Trump knew this and used them to indoctrinate his supporters for the violence to come. I read a letter to the editor in this paper from a woman who was proud of attending the riot on Jan. 6. She didn't see anything wrong with the

event. The woman said she didn't see violence firsthand and believed the election was stolen. Besides taking orders from Trump was she taking orders from an anonymous person called Q.

Q predicted Biden would never be sworn in because Trump would declare marshal law before the inauguration. Biden and Harris along with other evil doers would be arrested and summarily executed. This provoked supporters to hoard can goods and brace for the revolt. None of which came to pass. Sadly, the failed prediction didn't shake the believers.

I think one characteristic of being a good American is staying in touch with reality and checking on a regular basis that your reality embraces shared basic facts. For example, What day is it? Who is the current president? If a person throws a rock in the air will it fall back to the ground? These are questions asked by medical professionals to determine that a person is in control of their faculties. Simple reality is not debatable. More nuanced matters may require our courts to decide complicated realities like voter fraud. Over 50 voter fraud lawsuits were presented on Trump's behalf in courts before judges many of whom were appointed by Trump. Without exception every case was thrown out for lack of evidence or having no merit. Trump has always had a reputation of being a very sore loser and Jan. 6 reaffirms this. Time to impeach.

The impeachment trial ended as expected. Even though seven republicans voting with the majority, there was no conviction. To add insult to injury, Mitch McConnell stepped up to say he believes Trump did incite the insurrection. He said Trump should be brought to trial in our court system. Mitch didn't believe congress had jurisdiction. Lindsey Graham heralded the GOP as the party of Trump. Graham quickly made reservations for Mar a lago presumably to kiss Trump's ring or something.

The Republican party is no longer the Grand Old Party. More like the Gone Old Party. During Trump's first run for office Lindsey Graham called Trump a bigoted xenophobe unfit for office. Lindsey predicted that should he be elected Trump would destroy the Republican party. The Republicans have since lost the senate, the house and the presidency. Yes, Lindsey got something right. Republican parties in various states have censured anyone who does not tow the Trump party line.

Trump's actions should bar him from ever running for office again. The last four years have shown how fragile our democracy is. We have learned how important it is to consider the truth of words spoken by candidates for high office or any office for that matter. If we do not learn from this nightmarish experience we are doomed to repeat it.

- Roseanne Napier-Riddick

### Messenger Mail

## Are all taxpayers treated fairly?

Should the rights of one taxpayer outweigh the rights of another - especially with those responsible for the management of county affairs and law enforcement?

I have been a responsible taxpayer for McCormick County ever since I've been old enough to work. However, I feel that county government and law enforcement by their actions have unduly harassed me for the past 11 years.

This issue started back in 2009 with the closing of a well known and frequently used county road (McBurney-Chamberlain Road) by a private citizen. Everything the county and law enforcement did after that event was in support of this particular citizen's actions although this road runs through my property. This road had been used by citizens for many years. The county upheld this citizen's action giving no weight to my position as a landowner or to taxpayer history. When I tried to do the same - law enforcement removed my cable and signs; confiscated them threatening me with arrest. *Where is the fairness in this?*

The state also installed a driveway for the same citizen across property that I owned without my consent or input. The county has renovated McBurney-Chamberlain Road this year. However, they didn't adhere to a court ordered ruling to establish said road as a "county" road. They

deviated from what was established as the existing road taking more of my property, demolishing a section of fence and cutting my trees. This was also done without my consent. *Where is the "due process"?*

The county has spent a big amount of taxpayers' money renovating this road which leads to nowhere and to primarily the benefit of a particular citizen - certainly not mine even though they used part of my property. I invite taxpayers to come and see this road for themselves which is located off Upper Mill Road in Plum Branch.

I have tried to discuss this matter and convey to both the County Administrator, Columbus Stephens, and County Council Chairman, Charles Jennings, however, both treated me as though I was stupid and blew me off. *Where is the respect due all taxpayers by officials hired or elected to protect the interests and welfare of all the citizens of McCormick County?*

One adverse incident with the people who are supposed to serve me may be random. However, the cumulative effect of ongoing occurrences paints a totally different picture. Unfortunately, I fear that more taxpaying residents here in McCormick County have had this same experience.

- Rufus Chamberlain

A PICTORIAL REVIEW  
OF  
THE 11TH AIRBORNE  
DIVISION FROM  
FORT CAMPBELL TO  
GERMANY



Theodore C. Mason  
1956

