

PALMETTO TRACTION

Electric Railways

South Carolina

THOMAS FETTERS



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June 1, 1978

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Printed and Sold by: Harold E. Cox
80 Virginia Terrace
Forty Fort, Pa. 18704

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SPARTANBURG

Spartanburg's roots lay in the colonial days when the first settlers established the village. The first rail service was provided by the Spartanburg & Union Railway in 1859 out of Columbia over what was in effect an extension of the South Carolina Rail Road which ran from Charleston to Columbia. The Atlanta & Charlotte Air Line mainline, built in 1873, offered service east and west over what was to become the Southern Railway's mainline. A railroad northwest over Saluda Grade to Asheville and Knoxville, the Spartanburg & Asheville Railroad, completed to Hendersonville in 1879, later became a Southern line as did the earlier S&URy—SCRR combination to Charleston.

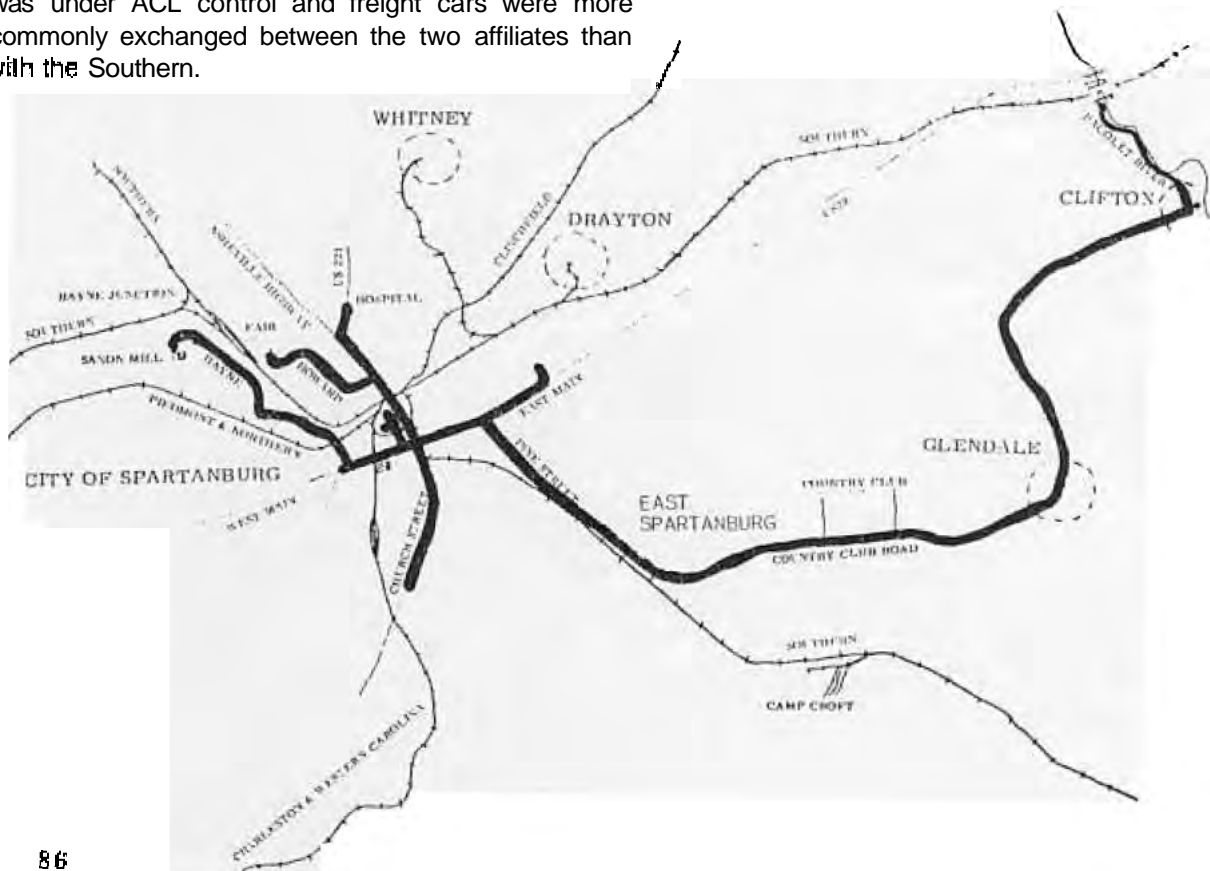
Spartanburg thus straddled two SR mainlines and was perhaps unique in that trains bound for all four compass points mutually converged at the same time at the Southern Railway station. Here a scramble exchange of passengers between the trains, which sat parallel to one another on four tracks, was somewhat unsettling to the unseasoned traveller who had to be on the proper car at departure time.

The Charleston & Western Carolina (which was built as the Greenwood, Laurens & Spartanburg Railroad in 1885 by the Central of Georgia system) and the Clinchfield (built by the South & Western Railroad in 1909) also served Spartanburg with the former an ACL affiliate and the latter an independent. By 1924 the Clinchfield was under ACL control and freight cars were more commonly exchanged between the two affiliates than with the Southern.

Spartanburg was the home of a number of large textile mills and the street railway system which developed was built as an adjunct to this industry. The earliest transportation was provided by a "solemn looking mule" which trod from the Daniel Morgan Monument at Main Street and Church Street on Main six blocks to South Pine Street hauling the lone horsecar of the operation. No record survives of a formal corporate structure, nor of when the operation first commenced.

Electrification did not come until the turn of the century, the imminent appearance of modern transportation in the city being marked by the chartering of the Spartanburg Railway, Gas & Electric Company on 11 January 1900. The company proposed building from Spartanburg, by then a city of 11,000, to the Glendale and Clifton mills and to any other point in Spartanburg County along any highway or road.

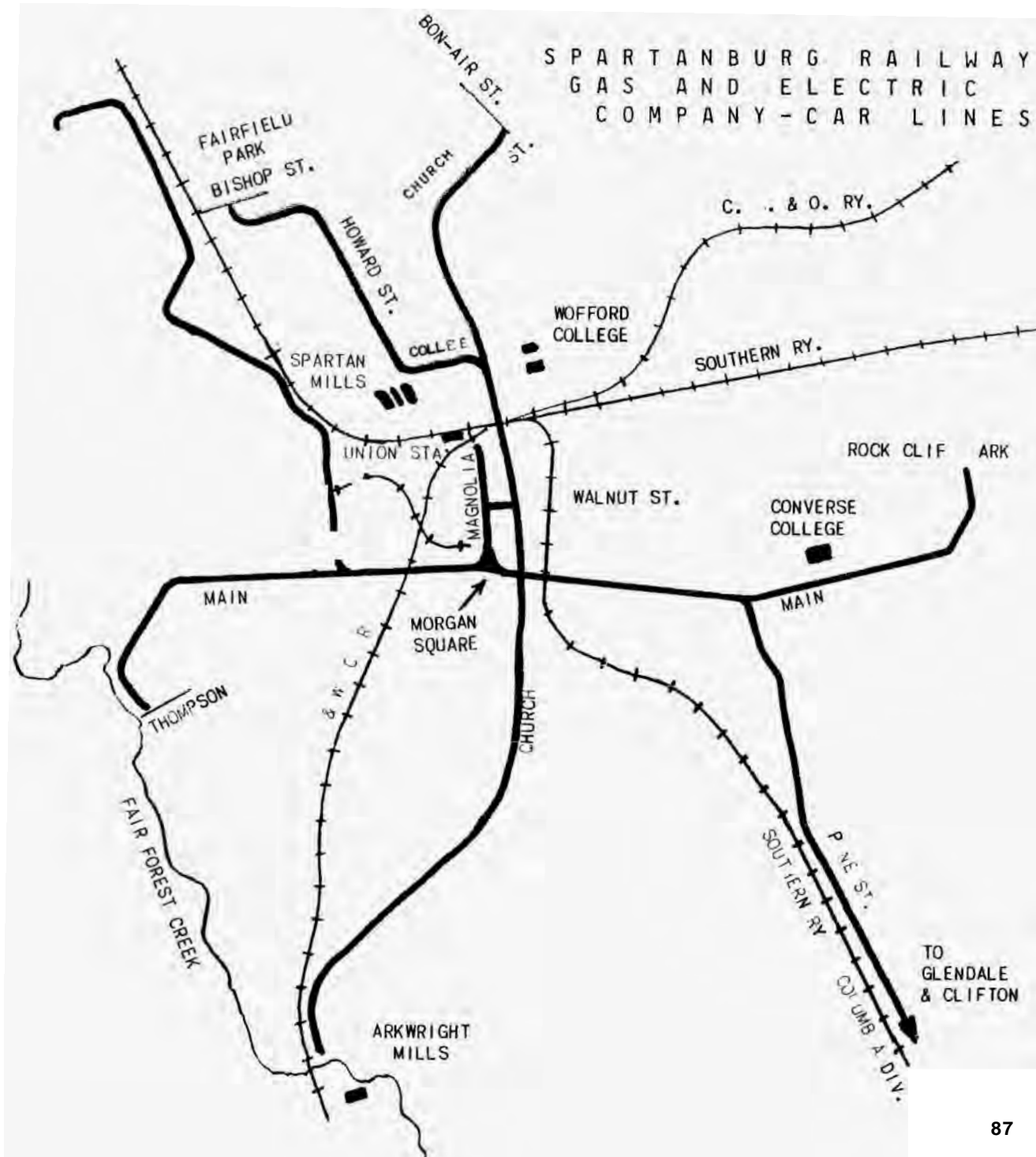
The SRG&E built several lines in town including Main Street from Ruskclaw Street on the east to Forest Street on the west; Church Street from Arkwright Mill on the South to the Spartanburg Hospital on the north; Magnolia Street from Main to the Southern Railroad Station running parallel to the Church Street line; and along St John Street between Magnolia and Church, forming a loop in the central business area. The company then turned its interest to constructing a suburban line to Glendale, Clifton Mills, and Converse to the southeast of town. These villages had all been stimulated through the economic wizardry of one Dexter Converse.

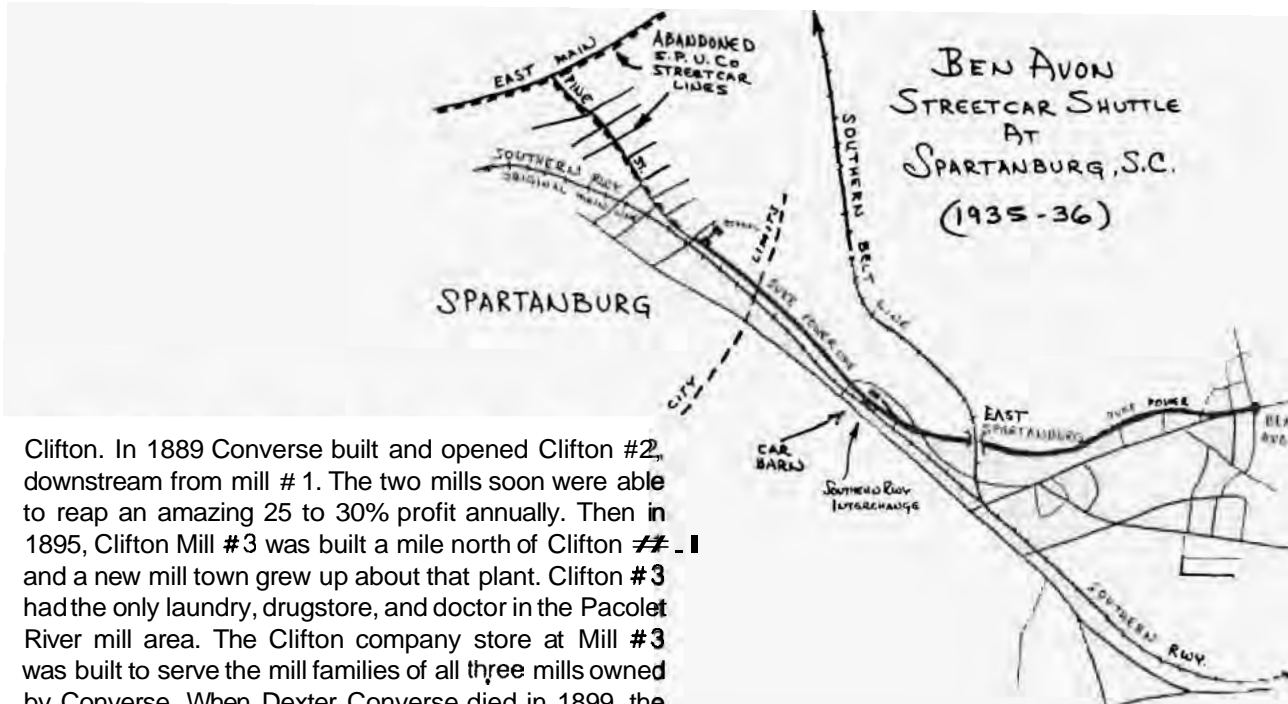


The Bivingsville Cotton Manufactory was built in 1832 by D. James Bivings of North Carolina who erected the first cotton mill in what was known as the Piedmont Iron District after the iron industry which was flourishing in the Spartanburg and York County area. The mill held 1,200 spindles and 24 looms when built, and was operated by water power from Lawson Fork Creek using a huge 26-foot overshot waterwheel. The mill was purchased in 1856 by John Bomar & Company which assigned Dexter E. Converse to manage the mill. During the War Between the States, the mill not only produced Confederate uniforms,

but swords, knives, and war tools as well for the Confederacy. By 1875 the plant operated 5000 spindles and 120 looms.

Converse purchased the Bivingsville Cotton Mill at Bivingsville from the Bomar Co. in 1878 and rebuilt the existing structure while enlarging the mill with additions. He renamed the site Glendale at his wife's suggestion. Two years later, Converse purchased the South Carolina Iron Manufacturing Company at Hurricane Shoals on the nearby Pacolet River. Once more he renovated his new property, converting it into another cotton mill, renamed





Clifton. In 1889 Converse built and opened Clifton #2, downstream from mill # 1. The two mills soon were able to reap an amazing 25 to 30% profit annually. Then in 1895, Clifton Mill #3 was built a mile north of Clifton #2 and a new mill town grew up about that plant. Clifton #3 had the only laundry, drugstore, and doctor in the Pacolet River mill area. The Clifton company store at Mill #3 was built to serve the mill families of all three mills owned by Converse. When Dexter Converse died in 1899, the town at Mill #3 became "Converse" in his honor.



GLENDALE - CLIFTON LINE
Spartanburg Railway, Gas & Electric Company

The SR&E built the proposed suburban line from Spartanburg to Glendale and Clifton during 1900 and began service to Clifton in November of that year. The line left East Main at Pine and followed Pine parallel to the Southern Railway's Charleston line to County Club Road. Here it turned east towards Glendale. The suburban line built a spur into the Glendale Mill property and through the years provided the only rail connection the mill ever had.



Leaving Glendale, the line followed beside Sloan's Grove Road to Clifton. Here the Clifton Manufacturing Company had built their mill #1 and mill #2 on the east side of the Pacolet River near dams at each mill site which provided the power for the looms. The suburban line swung north at the top of the hill across the river from mill #2 and ran north along the west bank of the river dropping to the east end of the dam at mill #1. The tracks continued along the west bank to the Southern Railway bridge (of the Spartanburg-Charlotte mainline) where the rails ended beneath the structure near the Clifton Manufacturing Converse plant, mill #3.

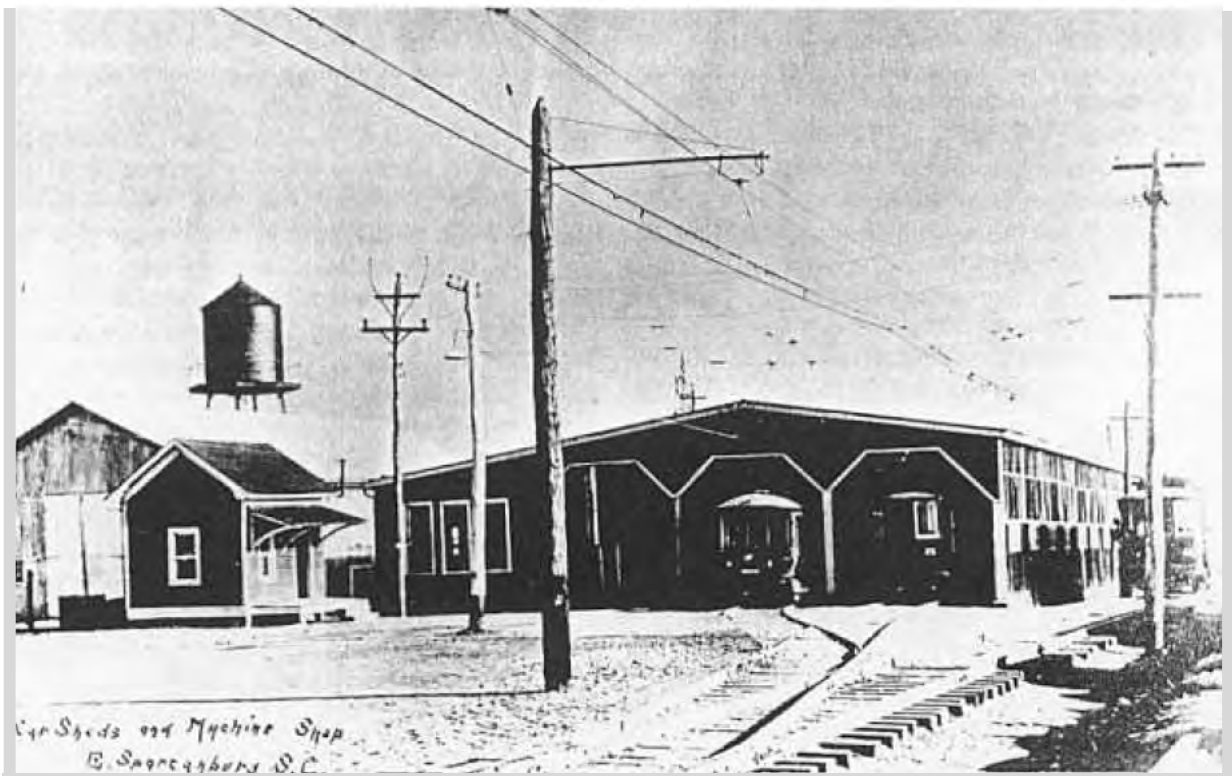
The tracks to mill #3 were but a part of the plan which intended to extend the line along the Pacolet River to Cherokee Springs and then turn west to Whitney (Whitney Mill) by following Lawson's Fork, [sic] eventually connecting with the North Church Street line which terminated down the hill below Spartanburg General Hospital. Part of the grade prepared for this line is still visible near Chinquapin Creek in the 1970s.

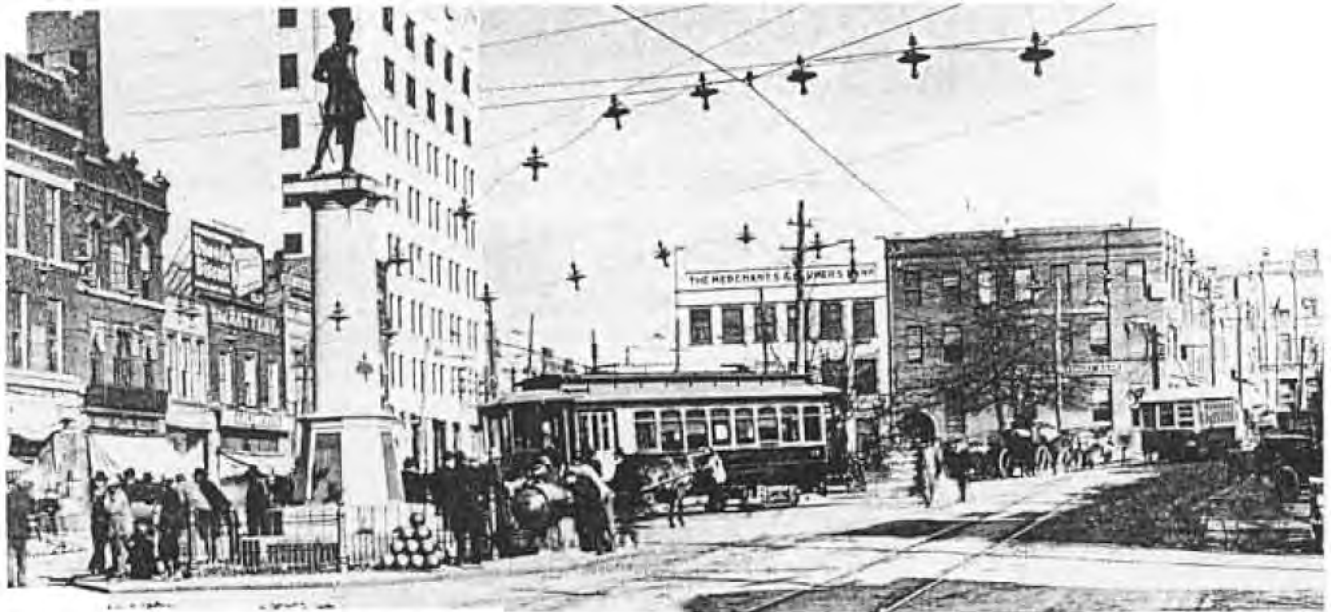
In 1903, a series of persistent rain storms, preceded by a violent cyclone which destroyed a number of mill houses along the Pacolet River, continued to drench the area for five consecutive days. On June 6th, the water of the Pacolet rose in a mighty flood, washed out two of the three mills along the banks together with the machinery, and swept away a number of mill houses. Some fifty people were drowned before they could reach safety from the swift currents. The tracks of the SRG&E Clifton

line along the Pacolet River were completely washed out from Converse at the end of the line to Clifton Mill #1 where the line had been laid along the west bank of the Pacolet. The Line was never replaced since Converse had Southern Railway service and there was no freight interchange with the Southern at that point. Regular service continued from Spartanburg to Glendale and Clifton for many more years until the line was totally abandoned in 1935. As late as August of 1916, A. T. Thomas, a citizen of Spartanburg, sued the SCLP&R to force the company to extend the Hospital line to Whitney Mills and to reconstruct the former suburban line between Clifton Mill #1 and Clifton Mill #3 which had been washed out in the great flood of 1903. After much litigation, the case was denied and the extensions were not added.

The SRG&E developed a thriving freight business by moving both boxcars and cars of coal to the industries along the Clifton line. A small freight motor pulled this freight late at night when passenger service was ended, although it is reasonably certain that at times the regular suburban cars also pulled freight cars in special service designed to meet the mills' schedules. Freight was regularly handled to and from Glendale and coal was delivered from hopper cars at Sloan's store just west of Clifton #2.

A VIEW OF THE CAR SHEDS AND MACHINE SHOP AT EAST SPARTANBURG. THE ENDS OF OPEN CAR 8 AND CAR 25 CAN BE SEEN AT THE DOORS WHILE CAR 28 STANDS ON THE TRACK TO THE RIGHT OF THE BARN. W. S. Glenn, Jr. Collection.





An amusement park was built at Glendale to attract the people of Spartanburg and to generate business for the Clifton line. The park was small yet afforded the simple pleasures of a Sunday afternoon excursion with the fresh air of the country especially welcome to the textile mill workers.

In 1908 the company built a new line to the Fairgrounds by branching from the North Church line to Howard and following Howard to the race track and fair facilities.

An extension of the street railway was bargained for in a strange manner in 1909. The City of Spartanburg wanted to receive bids for street lighting from the Southern Power Company to force the SRG&E to lower its bid. The SPC refused to bid unless it was assured that the lowest bid would get the job. The mayor and the city council assured the SPC that this would be their policy. When the bids were opened with representatives of both SPC and SRG&E present, the city council found that SPC's bid was much lower than the SRG&E bid. The mayor had the council reject both bids, and said the SRG&E would do the job at \$50 per light as opposed to SPC's bid of \$56. A council member then moved to allow the contract to SRG&E for \$56. This seemed unfair to Alderman Liles of the third ward who had persuaded the SPC to bid. After due consultation with the SRG&E, the city council awarded the contract of \$55 per light with \$5 to go toward an extension of the street railway. Since this figure was per year for ten years, the city paid an additional \$10,000 over the original offer of \$50 per light per year. In effect, as the *Spartanburg Journal* pointed out on 11 March 1909, "the City of Spartanburg (paid) for the cost of the extension, not the electric company."

The extension was proposed to Saxon Mills and on to Whitney, Drayton and Cowpens "as soon as they can". The Saxon Mills line was quickly built by branching from

VIEW LOOKING EAST ON MAIN STREET AT MAGNOLIA. CAR 26 SWINGS PAST THE DANIEL MORGAN MONUMENT COMING FROM THE SOUTHERN DEPOT. TO THE RIGHT IS AN AMERICAN SINGLE TRUCK CAR OF THE 30 SERIES. NOTE THE ARC LIGHTS STRUNG AROUND THE SQUARE. W. S. Glenn, Jr. collection.

the West Main line at Forest and following Farley and Hayne streets to the Saxon Mill property. The extensions to Whitney and Cowpens were never built.

Margaret Law may have done her part, too, in getting the Saxon line built. Her father, John Law, had opened the new textile mill at Saxon northwest of town in 1903 and was president of the firm. He strongly supported the proposals to extend the West Main Street line to Saxon as his labor force needed the transportation as did the residents of the neighborhood. His three small daughters were equally impressed with the possible thrill of being able to ride to school, to the fairgrounds, and to Rock Cliff Recreation Park on the far east side of town. But when the grown-ups continued to talk, and no work was done, Margaret, the youngest, wrote a Christmas letter to Santa:

Dear Santa;
Please bring me an orange an apple and a doll.
Please bring me a streetcar, too.

Margaret Law

Her wish was soon granted and the Saxon Line was probably the only street railway line in the world in which Santa helped just a little.

When the line was in operation, the three Law girls found that if they waved to the regular motorman, Mr. Frye, while he changed poles at the end of the line, he would wait for them to run down the hill to the car before leaving

once more for town. This made the line even more popular with the girls as well as with the whole neighborhood. At the eastern terminal of the Main Street line, an amusement park known as Rock Cliff Park opened on 4 July 1910. Referred to in the newspaper ads as "The White City of Spartanburg" after the well known contemporary amusement area of the Chicago Columbian Exposition, Rock Cliff Park featured a number of amusements. Several rides were built which included a Ferris wheel, Merry-go-round, and Ocean Wave. The "Ocean Wave" was a rotary ride in which the riders were also raised and lowered in a simulation of a wave motion. Built by Herschell, Spillman & Co. of North Tonawanda, N.Y., the ride was a popular novelty. There was a bowling alley, a dance pavilion, boating, swimming, an automatic shooting gallery, an electrical theatre, and a laughing gallery. "Nothing but clean wholesome attractions" were featured in the theatre. The first week starred "The Blount Brothers, the Emperors of Fun, singing and talking comedians; The Great Moore, One of the Worlds Greatest Magicians; Theresa Miller, up to date minute monolog and catchy songs; Dawson & Dawson, clever comedy act; and Ernest & Linwood, blackface comedians". Admission was 15 cents.

The South Carolina Light Power & Railway Company, a subsidiary of the Southern Power Company, was incorporated on 12 June 1912 to take over the former Spartanburg Railway Gas & Electric Company. The new SCLP&R operated the street railways and the integral suburban electric line which together totalled twenty miles of route. Spartanburg was by this time a community of about 20,000 and the third largest city in South Carolina after Charleston and Columbia.

The new SCLP&R provided all of the electric light, power, and gas business for the city, as well as the entire electric light and power business at nearby Gaffney, Cowpens, Woodruff, and Blacksburg. A hydro-electric plant twenty-eight miles northeast of Spartanburg at Gaston Shoals in Cherokee County provided much of the electric supply. This had been built by The Electric Manufacturing & Power Company which was created in 1908 and merged by Southern Power with the SRG&E Co to form the SCLP&R Co. The hydro-plant included a Power House 577 feet long and forty-six feet high, a main dam 709 feet long and thirty feet high and was capable of producing 12,000 horsepower from the 32-foot long Power 2nd Transmission Building. Some sixty-three miles of transmission lines suspended from steel towers linked the plant to the five cities it served. The original power plant at Spartanburg had a limited capacity. The SCLP&R enlarged the facility in 1913 and tripled the former output to 4,500 hp continuous.

The street car and suburban service was centered at a carhouse, paint shop, and workshop built on three acres of land at East Spartanburg on the South Pine Street line, just below the city limits.

The hilly terrain of the Spartanburg area was the cause of more than one accident. Earl Jones was motorman the day the brakes failed on a car as it neared the end of the Clifton line. Jones was able to slow the car, but since no barricade had been installed at track's end, the trolley left the end of the rails, crossed to the bank of the Pacolet River and plunged into the water. Fortunately there was no loss of life from the mishap. The company quickly installed a power line pole between the rails at the end of the line to prevent a recurrence of the near tragedy.

The South Church Street Line, too, had trouble with car brakes. The end of the line near Arkwright Mills had a descent of Church Street hill combined with a 25-degree curve. Daniel Crawley, Jr., who was a motorman on this line in 1921, found that this assigned car had become temperamental. As he descended the hill, the brakes would become difficult to operate on some trips, yet on others they worked fine. He reported this to the shop, but the mechanics there were unable to discover a reason for the problem.

A few days later, Crawley, in the same car, was descending the South Church Street hill when he found the regular car brakes had failed. Only a few passengers were on board, so Crawley used all the strength at his command to engage the mechanical brakes. He managed to slow the car to make the sharp curve, lost his pole from the wire, and then found he could see a work car standing at the end of the line just ahead. He reversed the motors, which were no longer powered, and with spark encrusted wheels slid into the work car with no more than a gentle bump and no injury to his passengers. The "Temperamental Trolley" was returned to the East Spartanburg barn for a complete overhaul and the trouble was found and corrected.

The financial problems which plagued many street railways during the World War I period were felt strongly in Spartanburg. Beginning in 1916, the railway showed losses every year except 1918. By February 1921, it was unable to meet its bills and when it failed to pay \$13,358 owed to General Electric, that company forced the railway into receivership. The receiver, George Tripp found that it was in the best interests of the bondholder to sell the property at public auction and this was done on 31 July 1922. The street railway, electric plants, and gas facilities were purchased for \$1,000,000 by the South Carolina Gas and Electric Company. Transfer of the property to its new owner was supposed to take place on 1 September 1922 but the actual changeover did not take place until 1 October 1922, Tripp being appointed president of the new company.

The reorganization did not resolve the problems for the city since the new management almost immediately proposed substitution of buses for street cars on non-profitable rail lines. The city was less than enthusiastic about the proposal and refused the request. On the night of 30 December 1922 the company forced the issue by withdrawing all street car service leaving the city without public transportation. The city began court proceedings to force a restoration of service and the South Carolina Railroad



Commission entered the picture with an order restoring limited service on 13 January 1923 under the Commission's control.

Very little was accomplished by this maneuver. The Commission provided only limited service with one car being assigned to run from Union Station to Clifton and a second from Union Station to Saxon Mills. Two additional cars were assigned to the North and South Church Street line. Less service and higher fares provided a bonanza for jitney coaches in the city and generated complaints within the community. The commission responded by restoring full service and reducing the fare for individual rides from ten to five cents.

Ultimately the Commission tired of trying to make the rail line pay. The fact that the line was still operated by the old management which had a vested interest in making sure that it did not pay may have contributed to the financial difficulties of the operation. Whatever the cause, the Commission finally threw up its hands and issued an order to abandon car service in the city of Spartanburg on 21 July 1923. Substitute service was to be provided by buses and the Clifton and Saxon car lines were to be continued as rail lines, connecting with buses at the city limits. The company needed little encouragement. Not only did it withdraw the cars on the appointed day, it also removed all of the trolley wire in town before dawn on 23 July, this move apparently being aimed at heading off any efforts to restore service. The city then went to the South Carolina Supreme Court, arguing that the Railroad Commission did not have

CAR 41 TURNS WEST FROM MAGNOLIA ONTO THE WEST MAIN STREET PORTION OF THE SAXON LINE. THIS INTERESTING SECOND-HAND CAR WAS ACQUIRED FROM AN UNKNOWN MIDDLE-WESTERN PROPERTY AND APPARENTLY USED LONGITUDINAL SEATING. Willis collection Copyright. Used with permission.

the right to authorize substitution of buses for cars. While the city won that round (in January 1924), the company postponed any renewed car service by appealing to the United States Supreme Court.

The dispute took a new turn in July 1924 when Tripp and his associates gave up the fight and sold out to General Gas and Electric Corporation and management passed into the hands of W. S. Barstow Management Associates of New York. The new owners dropped the appeal to the Supreme Court and attempted to make their peace with the city. In early 1925, the Clifton line was extended back into Spartanburg over Pine and East Main streets to Morgan Square and the company proposed to supplement this surviving car line with a fleet of sixteen new buses, four times the service given by the old management. The city agreed in April 1925 and proposed an amended ordinance which would allow bus service as long as it was adequate to the needs of the city.

Even this reconciliation did not end what had now become the longest running and most spectacular franchise dispute in the United States. The franchise was submitted to the voters on 12 May and was defeated by a margin of nearly two to one—the reasons being unclear



FOUR OF THE SECOND-HAND CARS PURCHASED FOR WAR SERVICE DWARF THE LITTLE KUHLMAN-BUILT CAR AT MAGNOLIA AND WEST MAIN. FROM LEFT TO RIGHT ARE CARS 42, UNIDENTIFIED, 37, 7 AND 40. Willis Collection. Copyright. Used by permission.

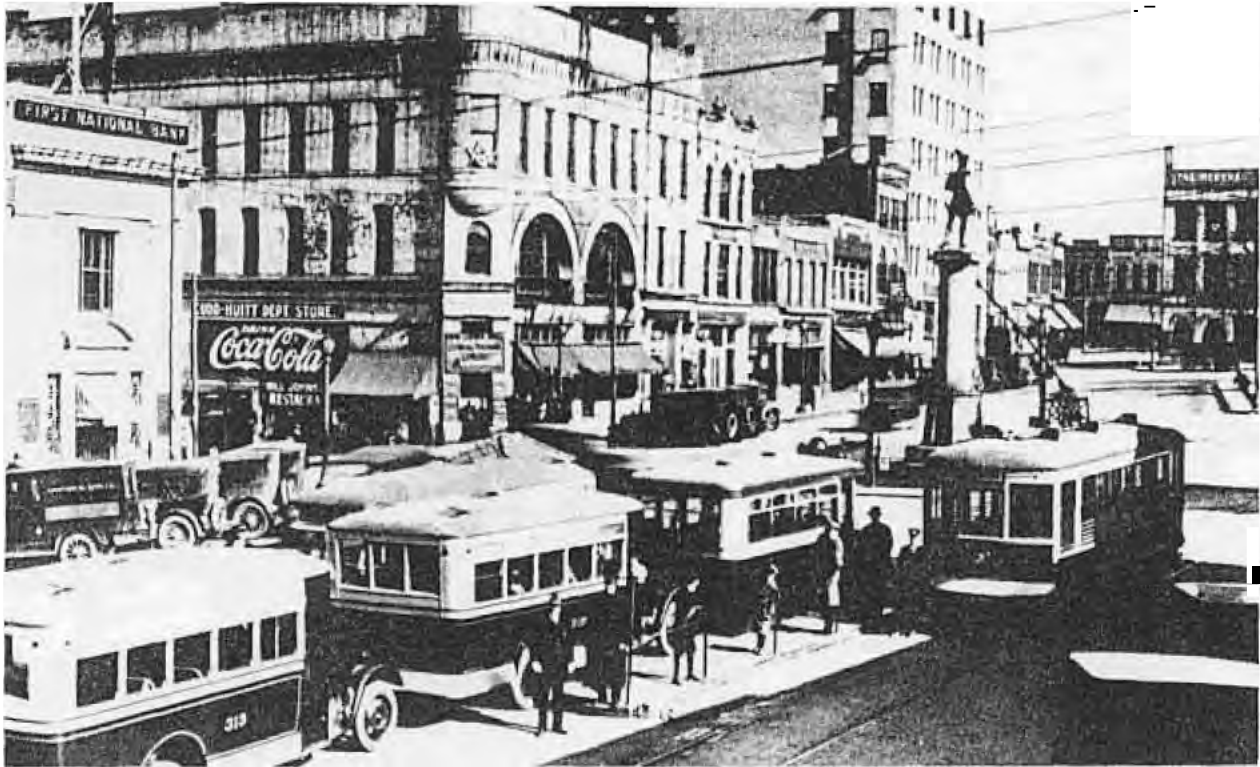
to all concerned. Since records indicate that there were no more than three useable cars remaining on the property, the restoration which was proposed was out of the question and the dispute was finally settled on essentially the terms originally proposed by the Barstow interests.

The property was purchased at a foreclosure sale on 31 December 1928 by the Southern Public Utilities Company, later absorbed by the Duke Power Company. Under SPU management the Clifton line was operated with a small single-truck city car. At times, the car would be used to haul a railroad boxcar behind it to the mill and Glendale, but when heavier loads were to be moved, a small box motor was used. This car would haul as many as four box cars at a time from the Southern Railway interchange at East Spartanburg to Glendale.

Shortly before the abandonment of the Spartanburg lines, the track of the Clifton line had deteriorated alarmingly. Mrs. Wm. S. Cannon, Jr., recalls that she boarded a streetcar at Clifton in the early thirties and had "quite a trip". The car derailed and went on the ground three times between Clifton and the Spartanburg Country Club. In each case the crew had to use a re-railing frog casting to get the car back on the track under its own power.

The city portion of the Clifton line was abandoned for the second time by Duke Power on 27 April 1935. However service was retained on a segment which ran from the end of Pine Street, just inside the city, to Clifton Mills. As in the 1920s service was provided by a single car, now running on a two-hour headway. Connections into town were made at the Pine Street end of the new Duke Power bus line. Occasionally, coal hoppers were still hauled to Sloan's Store from the Southern Railway interchange track near Ben Avon using an old street car as the motive power as late as 1935.

Early in 1936 the service was cut back to the village of Ben Avon approximately a mile to the east of the Spartanburg city limits. Ben Avon at this time had only a small general store and a number of residences in the immediate



THIS VIEW OF THE INEVITABLE MORGAN MONUMENT SHOWS FOUR BUSES AND ONE STREET CAR - A BIRNEY OF UNKNOWN ORIGIN - IN 1935. W. S. Glenn Collection.

neighborhood with a total population of less than 100. The community, of course, was unable to support the operation of even the one car for long. It was no surprise then when this last Duke Power streetcar service in South Carolina was eliminated by the end of 1936.

As late as 1975, the right-of-way was still visible from East Spartanburg under the Southern mainline and along Country Club road to Glendale Mill. The tracks themselves were visible where they crossed Glendale-Clifton Road further along the route. The Spartanburg cars had been kept and serviced at a car barn which still stands in 1975 near East Spartanburg on Pine Street. Portions of the Saxon Mill line are also visible, as is the location where the East Main Street line ended in the park.

PROPOSED SPARTANBURG SUBURBAN LINES

The Spartanburg City Street Railway Company was incorporated in Act 408 of 1889. The company proposed to build from Spartanburg to the mills at Whitney, Clifton, and Glendale, but failed to interest enough investors to begin construction.

The Spartanburg, Clifton and Glendale Railroad was chartered on 23 December 1890 to build a railroad from the City of Spartanburg to Glendale Factory and Clifton Factory # 1 and # 2, with a branch line from Glendale to Trough Shoals Factory and a second branch from Spartanburg to Whitney Factory. Although rails were finally laid ten years later by the Spartanburg Railway, Gas & Electric

Company following this general route with the exception of the branches to Trough Shoals Factory and to Whitney Factory, there was no connection between the two company's managements.

The Spartanburg Belt Electric Railway & Transportation Company was chartered in Act 973 on 24 December 1891. This company was to build, equip and operate a railway from Spartanburg to the North Carolina state line in the direction of Forest City with a branch to Columbus, North Carolina. Additional branches were to be built to Clifton and Glendale near Spartanburg in the Pacolet River area. An extension of the Spartanburg Belt was to run from Spartanburg in the direction of Cedar Springs to the Pacolet Mills, while a second extension was allowed which would connect with the Lockhart Shoals Railway (a steam line built for the Lockhart Mills by the Southern Railway). A third extension was to run to Glenn Springs and extend on south to the mainline of the Georgia, Carolina & Northern Railway (the original name of the Seaboard Air Line's Hamlet, N.C. to Atlanta, Georgia mainline, which passed through Greenwood).

The company was organized by Dexter E. Converse, who owned the Glendale and Clifton cotton mills; T. C. Duncan, who owned the Union Cotton Mill; John H. Montgomery, who was president of the Spartan Mills in Spartanburg; and Joseph Walker, who had helped organize the Pacolet Manufacturing Co. at Trough Shoals.

All in all, the Spartanburg Belt was a proposal for a county wide electric railway which would absorb a number of shortlines in the area and provide service to all the prominent mills. Although an electric line was eventually built to the towns of Clifton and Glendale, the Spartanburg Belt Electric Railway and Transportation Company had no part in the construction or operation.

The Spartanburg & Glenn Springs Railroad was commissioned on 17 February 1912 at the time the Greenville Spartanburg & Anderson was being built. Organized by J. B. Lee, T. B. Caldwell, and J. T. Harris, the proposed fourteen-mile interurban line was to run from Spartanburg via Cedar Springs, east of Spartanburg on the Southern's Charleston line, Stone Station, and White Stone to the village of Glenn Springs. The S&GS was designed to provide service to the mineral springs and resort hotel at Glenn Springs, although the existing Glenn Springs Railroad, built in 1894, had offered this service via the Charleston & Western Carolina mainline into Spartanburg for many years. No track was laid on this route to what was no more than a hamlet.

The Carolina Rapid Transit Company was formed in 1916 as a proposed feeder to the Piedmont and Northern Railway. The Chief Engineer, Reid Tull, wrote to the *Electric Railway Journal* in November 1916 that the line was to run from Spartanburg to Clinton using 80-pound rail. Three carhouses were proposed: at Spartanburg, Union, and either Clinton or Newberry. Two substations were to be built at Glenn Springs and at Cross Anchor. Three 60-ton locomotives were to be used for freight service and six three-compartment passenger cars were to handle the passenger service. In addition, the line was to have two cabooses, six flats, and six "lever cars for use in freight service."

Tull reported that the initial survey work had been completed. However, the line was never built.

ROLLING STOCK

Information concerning the Spartanburg car fleet is elusive, chiefly because of the apparent use of considerable amounts of second-hand equipment in later years. The initial fleet of electric cars consisted of five 20-foot closed deck roof cars built by the Laclede Car Company on order 491 in 1900. These were numbered 1 through 5. Two additional cars of identical design were acquired on

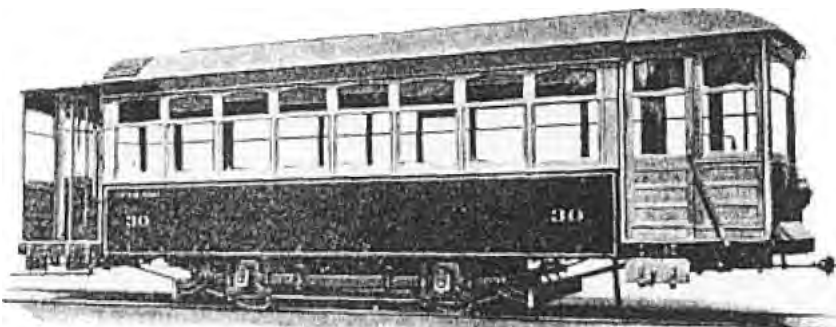
Laclede order 574 (1903) and were numbered 7 and 10. The early operation also used two open cars, numbered 8 and either 6 or 9, and one utility car.

Positive evidence exists of the purchase of eight additional new cars. In 1908, three interurban cars were acquired from Jewett. These included one straight coach and one passenger and baggage combine each 40 feet long and one combine two feet longer. In 1913, five 20 foot 8 inch closed arch roof cars were purchased from American Car Company, mounted on 21E trucks, and numbered 30 to 34.

In addition to these cars, the company owned a fleet of heavy double truck deck roof cars numbered 35 to 42 which were acquired second hand through the equipment brokerage house of Wendell and MacDuffie. These bear strong similarities of the standard cars of the Chicago City Railway Company, but are one window shorter. Probably of Brill or American Car Company manufacture, their origin has not been ascertained. Despite the fact that the Army camp (Camp Wadsworth) which these were purchased to serve never came into existence, the cars continued to provide much of the service in Spartanburg as can be seen from the picture showing four of the cars huddled at the Daniel Morgan Monument completely dwarfing the little Kuhlman single trucker trapped in their midst.

The fragmentary roster information is supplemented by photographs which raise more questions than they answer. The photo of combine 26 may show one of the Jewetts. The most intriguing view is one taken at the end of service with a mysterious Birney car surrounded by buses. There is no information as to whether this was a lone car or where it originated. It seems probable that it was transferred from some other property of the Southern Public Utility Company to operate the Clifton line after SPU gained control of the remnants of the Spartanburg system.

A report that the company was going to purchase five new cars in 1917 seems to have come to naught. Perhaps the most interesting circumstance is the fact that the little 30 series Americans saw no service in later years, the company apparently preferring to use older, heavier second-hand cars of the 35 series for reasons best known to itself. No picture has been found of the 30 series cars in service.



A BUILDER'S PHOTO OF AMERICAN BUILT CAR 30. BRILL 21E TRUCK. Brill Magazine.