

2002

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Horry County Historical Society

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Vol. 36

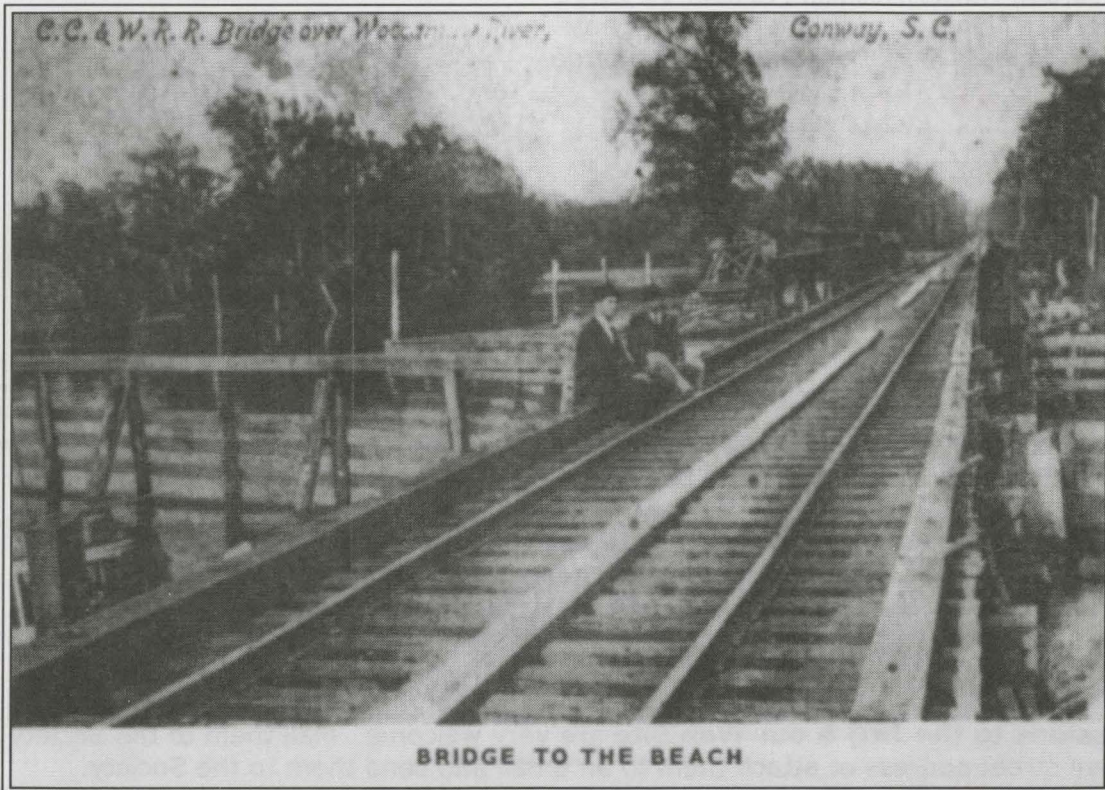
2002

No. 2

The Independent Republic Quarterly

ISSN 0046-8843

A journal devoted to encouraging the study of the history of Horry County, S.C., to preserving information and to publishing research, documents, and pictures related to it.



C. C. & W. R. R. Bridge over Waccamaw River, Conway



Published By:

Horry County Historical Society

606 Main Street

Conway, SC 29526-4340

Horry County Historical Society
606 Main St.
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Telephone # 843-488-1966

www.hchsonline.org

Email - history@sccoast.net

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HORRY COUNTY HISTORICAL SOCIETY
606 Main Street
Conway SC 29526

HISTORY OF HORRY COUNTY RAILROADS

PART I

Conway, Coast & Western Railroad Company

By C. Don Copeland

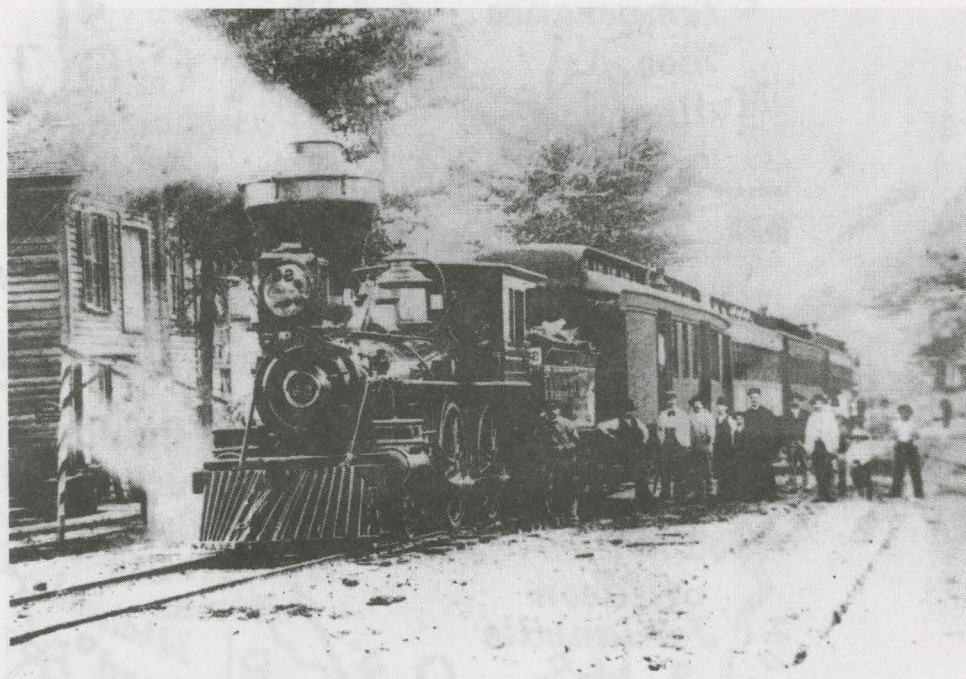
INTRODUCTION

The railroad industry that served Horry County so well prior to and after the beginning of the 20th century began with the entrepreneurship of the Chadbourn Family of Brunswick and Columbus Counties of North Carolina. They were the owners and operators of the Chadbourn Lumber Company of Wilmington and Chadbourn. It became a goal of this company to extend its interests into Horry County, South Carolina, with the charter of the **Wilmington, Chadbourn & Conwayboro Railroad Company**.

1887

Photo Courtesy
Horry County
Museum

IRQ Tri-
centennial
1870-1970



Wilmington, Chadbourn & Conwayboro Railroad Engine No. 62, the Shoo-Fly, with trainmen and bystanders on Main Street, Conway.

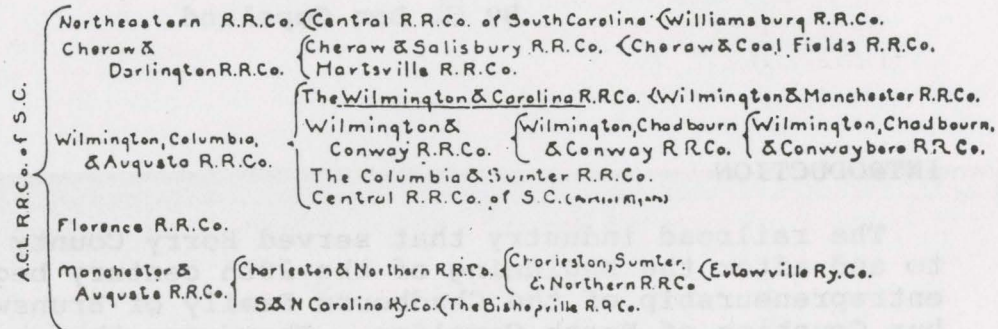
The first train was powered by a locomotive known as American-type locally dubbed the **Shoo-Fly**. It ran from Chadbourn, NC, to Conway, SC, a distance of 49.13 miles, beginning December 15, 1887. The company office was initially located within a building at the southeast corner of Main Street and Second Avenue. The trackage entered Main Street at a point between Fifth and Sixth Avenues. A turntable used for locomotive turnaround was placed near the Fifth and Main Streets intersection, and rails were laid in a spur extended to Conway Lumber Company on the Waccamaw River.

From 1887 thru 1898, a series of name changes occurred, and the **Wilmington, Columbia & Augusta Railroad Company** became the parent organization as shown on the map and list that follows:

07 Mar 1887
thru
18 Jul 1898

WC&C to WC&A
to ACL of SC
in 1898.

Courtesy of
<Blackie@
montevue.
co.nz>



Family of the Atlantic Coast Line Railroad of South Carolina.



Branch of Wilmington, Columbia & Augusta Railroad, Horry County.

Courtesy of
<www.
livgeni.
com>

A GALLERY OF PRINCIPALS

The Chadbourns

Columbus Co.
NC Library,
Whiteville

From **Alice L. Lowe** in her booklet, **Chadbourn**: "Chadbourn was served by a railroad prior to the Civil War. The station was known as Timberville. The railroad company obtained right-of-way by offering stock to landowners. In lieu of cash dividends, a round trip to Wilmington was given to each of the shareholders who wished to ride a flatcar.

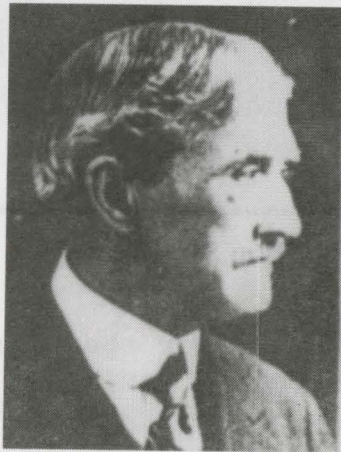
"In the late 1870s, **James H., George, and W. H. Chadbourn** came to Timberville and purchased 10,000 acres of virgin timber south of the railroad. The three brothers erected the largest sawmill in the county (Columbus, NC). In order to get logs to the mill, the Chadbourn Mill and the railroad company (**Chadbourn Mill & Ry Company**) built a logging railroad south to the (N.C.) state line

"In 1883 Timberville was incorporated as a town and renamed Chadbourn. James H. Chadbourn was mayor.

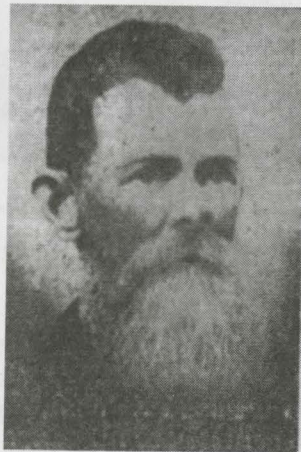
"In 1895 the **Wilmington, Chadbourn & Conway Railroad** was converted to standard gauge (4'8-1/2") and completed to Conway."

JHC Photo
Chadbourn by
Alice Lowe.

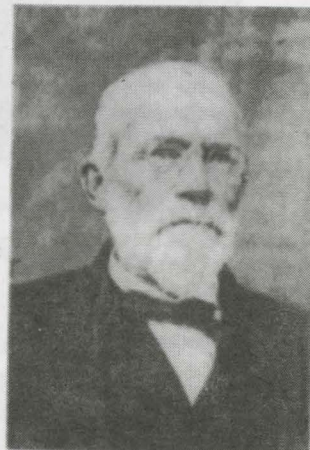
FGB and BGC
photos from
Horry County
Museum.



JAMES H. CHADBOURN



F. G. BURROUGHS



B. G. COLLINS

The Burroughs and Collins Company

From **The FIELD** Newspaper of June 17, 1954, a **Progress Edition**; "The firm of Burroughs and Collins as it exists today is but one of the many companies which sprouted from the original business which opened some time in 1865.

"**F. G. Burroughs**, the first Burroughs of the company, came to Horry County as a young man in 1857, but didn't start the company until after the Civil War. **B. G. Collins**, the first Collins in the business, joined the firm some time around 1870.

"From its beginning, the company expanded and had at one time or another stores at Port Harrelson, Bayboro, Socastee, Grahamville, Pine Island, Myrtle Beach and Galivants Ferry. The firm was principally a naval stores business, originally.

"About 1880 the company started a boat line which ran from Conwayboro, as Conway was known at that time, to Georgetown. The line was operated about 40 years, service being discontinued shortly after the First World War.

"After having been a naval stores business for some time, the company branched out into dry goods. Further branching out has put the company into several different business firms.

"The Myrtle Beach Farm Company, the Jerry Cox Company and Chapin Company are all independent companies which have their route in the old **Gulley Store** in which Burroughs and Collins started their business.



Photo
Catherine H.
Lewis' Horry
County, SC
1730-1993

Gully Store, circa 1870; 805 Elm St., Conway

"Other companies which have sprung from the original company are the Burroughs Farm Supply and Credit Company, Burroughs and Collins Real Estate, Burroughs Timber Company and the Burroughs Fertilizer Company."

Note: These principal entrepreneurs and their family members gave rise to the building of the **Conway & Seashore Railroad** and its expansion to become the **Conway, Coast & Western Railroad**. For further study see **A Brief History of Burroughs & Chapin Company** <<http://burroughsachapin.com/history1.htm>>.

CONWAY & SEASHORE RAILROAD COMPANY

1899

The **Conway & Seashore Railroad Company** was first chartered by the State of South Carolina in Act 147, February 28, 1899, in the name **Conway Seashore Railroad Company**. At the time this charter was given, it was necessary to seek special legislation prior to construction. Under this Act the Burroughs and Collins Company were allowed to build the railroad to the seashore and on into Georgetown County, Pawley's Island if desired, using steam or electric power. The extension privilege to Pawley's Island was never activated. Almost immediately, the name Conway Seashore Railroad was changed to Conway & Seashore Railroad Company.

We learn from **C. B. Berry's** article of **Area History, Sun Times News-Myrtle Beach**, October 13, 1990, how the Conway train helped beach area prosper: "When **Franklin G. Burroughs** and **B. G. Collins** started planning a railroad in the **1890s** to go to the seacoast from Conway, they had visions of a great future for the area that is Myrtle Beach. Burroughs once told his daughter, **Mrs. James L. Egerton**, 'Effie, I won't live to see it, and you may not, but someday this whole strand will be a resort.'

1896

1897

"The first survey for the railroad (C&S) was made about 1896. Burroughs died in 1897 before the plans were completed, but his sons **Franklin, Arthur** and **Don** carried them through. Construction of the line gave scores of people employment clearing and grading the right-of-way, hewing cross ties and, later, cutting and stacking wood for use by the locomotive. The train ran a straight line from its terminus on the east side of the Waccamaw River at **Conway to Pine Island**, a road junction and former railroad station about a half-mile east of U. S. 501 and about a mile north of the Waccamaw Pottery area. Once at **Pine Island** (it) turned and continued to what is the pavilion area of Myrtle Beach.

1900

"The new railroad was called the (Conway & Seashore Railroad), and the first locomotive was named the **Black Maria**. The locomotive had been used on the logging tram roads around **Pireway, NC**. It was carried from Pireway to Whiteville with an oxen team where it was brought down the railroad to Conway and ferried across the Waccamaw River. The locomotive made its first trip to Myrtle Beach in 1900.

"The same year, **Arthur Burroughs** had gone to New York for the Burroughs and Collins Co. to purchase steam engines and cars for the railroad.

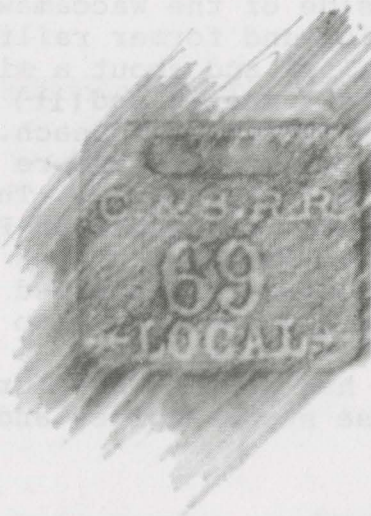


New York Elevated Railroad 6th Avenue line, 1886.

"A letter from Col. C. P. Quattlebaum to his three sons described these cars: 'The passenger cars from the **Conway & Seashore Railroad** came last P.M. They are what are called observation cars, being open at the sides like open street cars with seats running all the way across. (One obs. car and one std. car was purchased.-cdc) They are not perfectly new, but look very nicely. I only walked down to see them about dark this evening, and could not see well enough to tell if they were much worn. They will be nice for summer, but cold for winter. The two will seat comfortably about 150 persons, and on a special occasion could probably carry as many as 200...' This letter was dated Sept. 9, 1900, and one of the sons receiving it was Paul Quattlebaum, father of Laura Quattlebaum Jordan of Conway.

Photo Horry
Co. Museum
Bldg = 1890
Tkt Ofc=1900
IRQ=Spq 1988

Tag rubbing
by Susan
McMillan



Metal baggage tag
#69, C&S RR Co.



Near end of A. J. Cox warehouse on the Waccamaw
River housed ticket office for the railroad.

"Much produce, in addition to turpentine and timber, was shipped on the railroad. One farm of nearly 300 acres shipped 10,000 bushels of Irish potatoes in one season. So much produce was shipped that a spur line was built from about where 10th Avenue North in Myrtle Beach is today to a depot in the great fields of the Myrtle Beach Farms Co.

"On weekends during the hot summer months, large numbers of Conway people showed up to ride the train to Myrtle Beach. The smoke and sparks from the locomotive were sometimes a hazard for the passengers riding in the open cars. The woods were often set on fire by embers blown out from the smokestack. Another hazard was the cows that sometimes like to lie on the tracks at the crossings. The train would often stop and conductors would shoo the cows off rather than hit them with the 'cow catcher' on the front of the train. If a cow was killed, the railroad would have to pay for the animal, about \$6.00 per head back then.

"When the people went to the beach to stay for a lengthy period, they sometimes carried their cows along to provide fresh milk. **Mrs. A. J. Baker** one said that **Mrs. F. A. Burroughs**, nee Iola Buck, told her that she was going for a weekend at the beach to have guests, got there and found she had forgotten her meat, so she sent the train back to Conway for it."

* * * * *

In **A Brief History of Commercial Railroads in Horry County** by **Hoyt McMillan**, Brig. Gen., USMC (Ret), we are told: "Burroughs & Collins Company of Conway planned to extend rail service to **Pine Island** and **New Town** on the coast. However, **Mr. F. G. Burroughs** died in February 1897, and his plan for the railroad had not been finished. His oldest son, **F. A. Burroughs**, as an officer of Burroughs & Collins Company, continued the work on the railroad project, and it was completed from the eastern bank of the Waccamaw River to **New Town** on the seashore in 1900 and named the **Conway & Seashore Railroad**. Announcement was made on November 1, 1900, that the name of the seashore terminus was changed from **New Town** to **Myrtle Beach**."

"Passengers and freight carried by the railroad had to be ferried across the Waccamaw River to and from Conway until 1904 when a drawbridge was built by Burroughs & Collins Company and the tracks were laid to make connections with the rails of the **Wilmington, Chadbourn & Conway Railroad** at the foot of Main St."

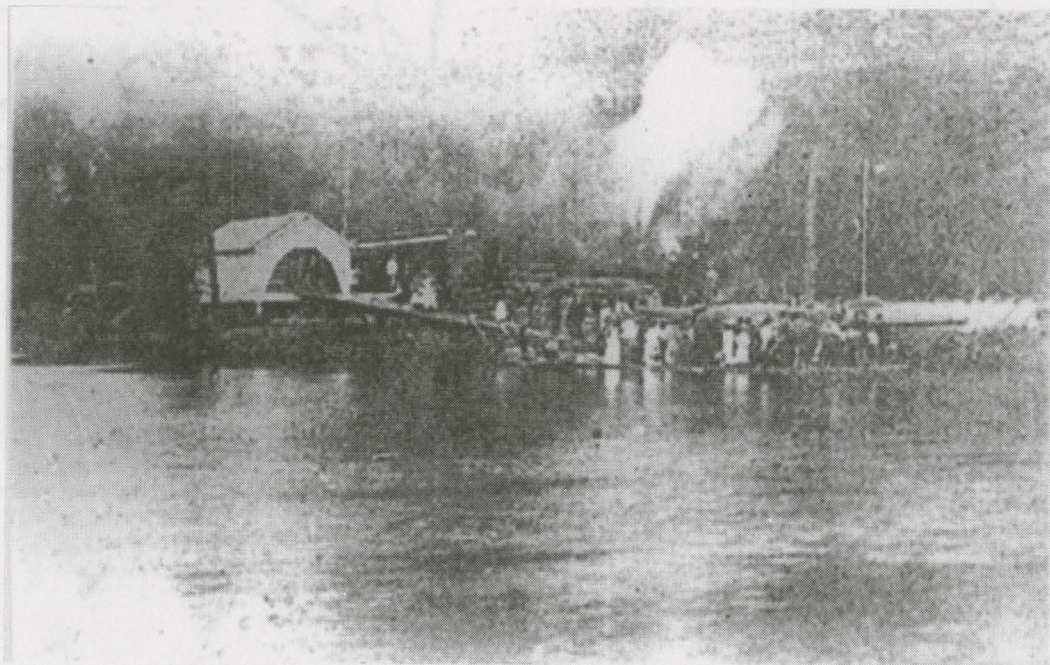
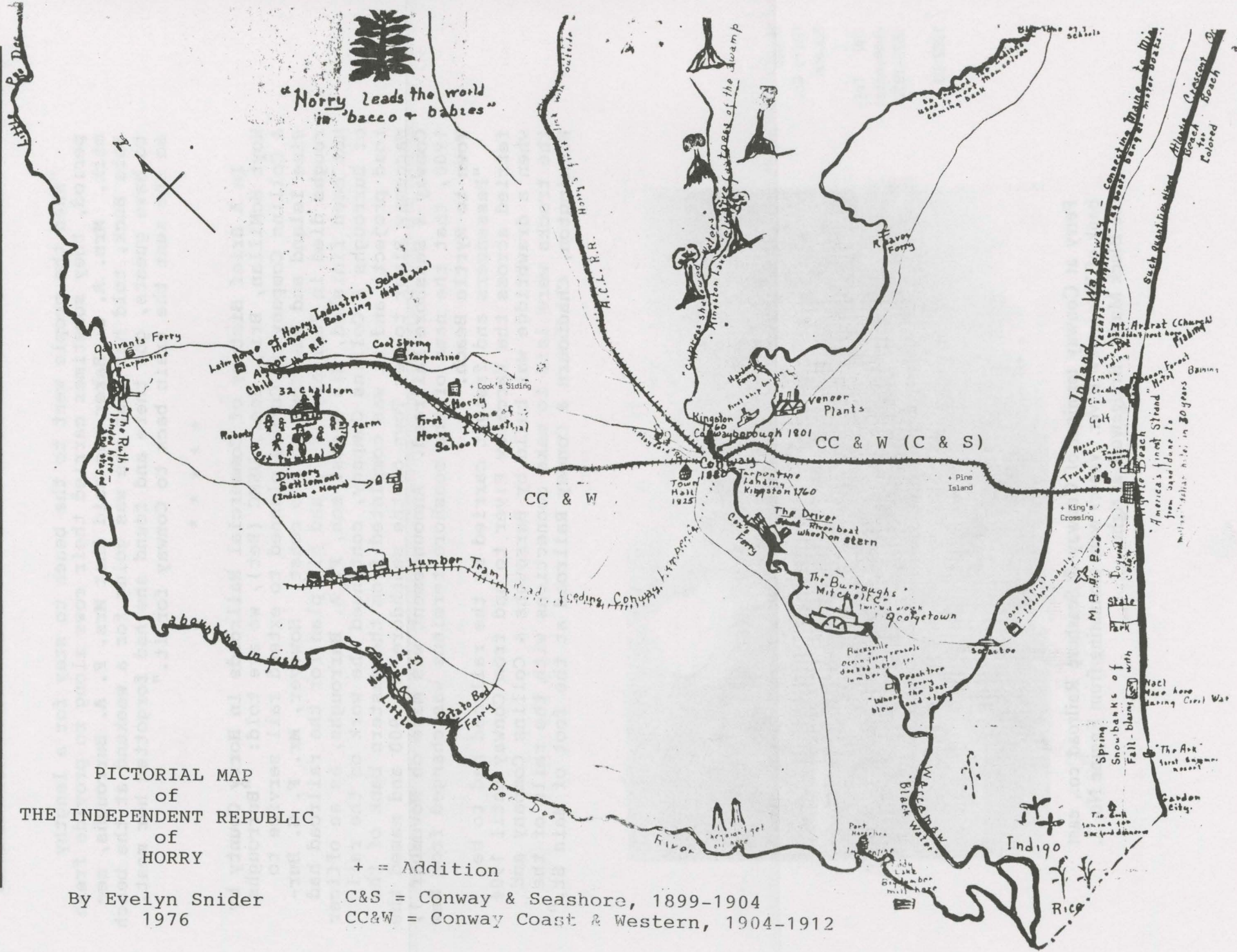


Photo
Horry Co.
Museum

IRQ Tri-
centennial
1670-1970

1902-03

Ferry at Conway terminal of Conway & Seashore Railroad co., east bank of Waccamaw River. Vapors were emanating from Engine No. 2, the Black Maria. Bridgework at right.



PICTORIAL MAP
of
THE INDEPENDENT REPUBLIC
of
HORRY

By Evelyn Snider
1976

+ = Addition
C&S = Conway & Seashore, 1899-1904
CC&W = Conway Coast & Western, 1904-1912

Travelin' to New Town

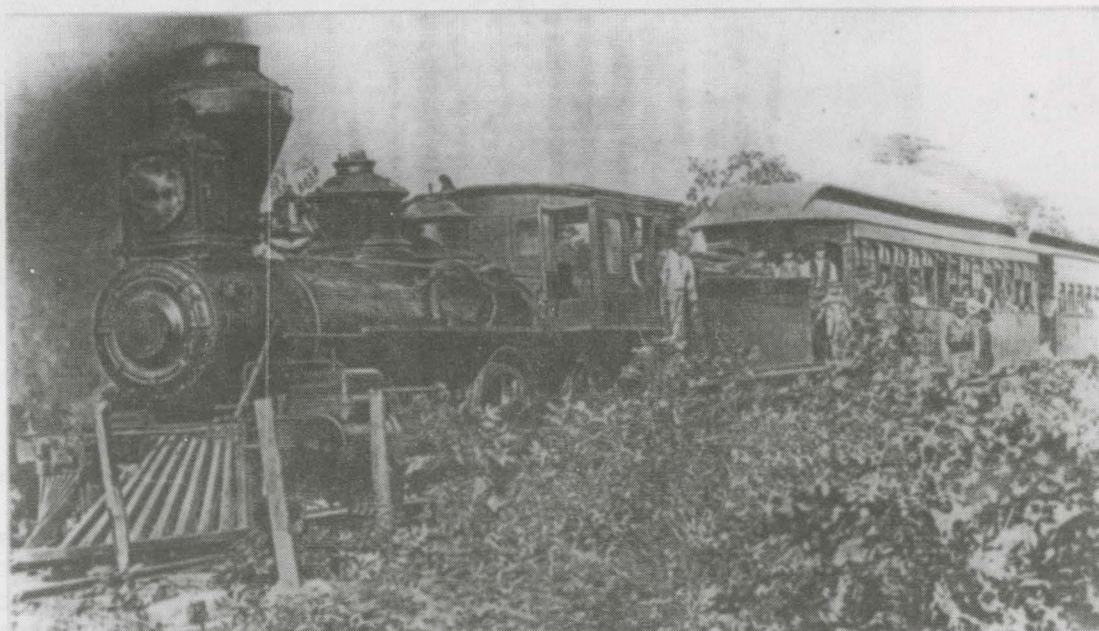
Black Maria; First Train Between Conway and Myrtle Beach, 1900, by Edna Earle Abrams Parker: "The Black Maria was owned by Burroughs & Collins Company. It ran from a point across the Waccamaw River, opposite the present site of **Mr. Perry Quattlebaum's** house, to Myrtle Beach. It carried flat cars, box cars and a passenger car. The engine was called the **Black Maria**.

"Wood was the fuel. Notice the tender filled with wood immediately behind the engine. Notice also the huge cow catcher in front.

"Passengers were ferried across the river at Conway.

"**Mr. Ed Baldwin**, a native of Hallsboro, NC, came to Conway from Georgetown, SC, to take the job as engineer for Burroughs and Collins Co. At the time Mr. Baldwin was engineer, **Arthur Burroughs** was conductor. **Alec McNeill** was switchman, and for a short time, **Jesse Ricks** was fireman.

"Burroughs and Collins Co. sold the railroad (CC&W) to the Atlantic Coast Line Railroad Co. (1912). Mr. Baldwin resigned to go to Florence, SC, to work for ACL RR Co. there. His brother, **Henry Baldwin** of Hallsboro, NC, succeeded him as engineer."



The Black Maria poses along the C & S right-of-way. The hose wrapped about the handrail is used to pump water into engine tender from local streams and rivers.

Lucille Burroughs Godfrey writes about **Pine Island**: "The railroad had not quite reached Myrtle Beach our first summer there. Don and I would take old Molly and the buggy and drive to Pine Island to shop. Mostly it was for feed for the horse and cow, but often we were able to get fresh eggs. This, I think, was in 1900. -- **Thad Elliot** ran the store (Burroughs, also Pine Island Post Office).

"There was a big lumber mill there run by **Mr. Jim Saunders**. The lumber was used to build the old **Seaside Inn** and houses for the force.

IRQ
Vol 5, No 3
July 1971

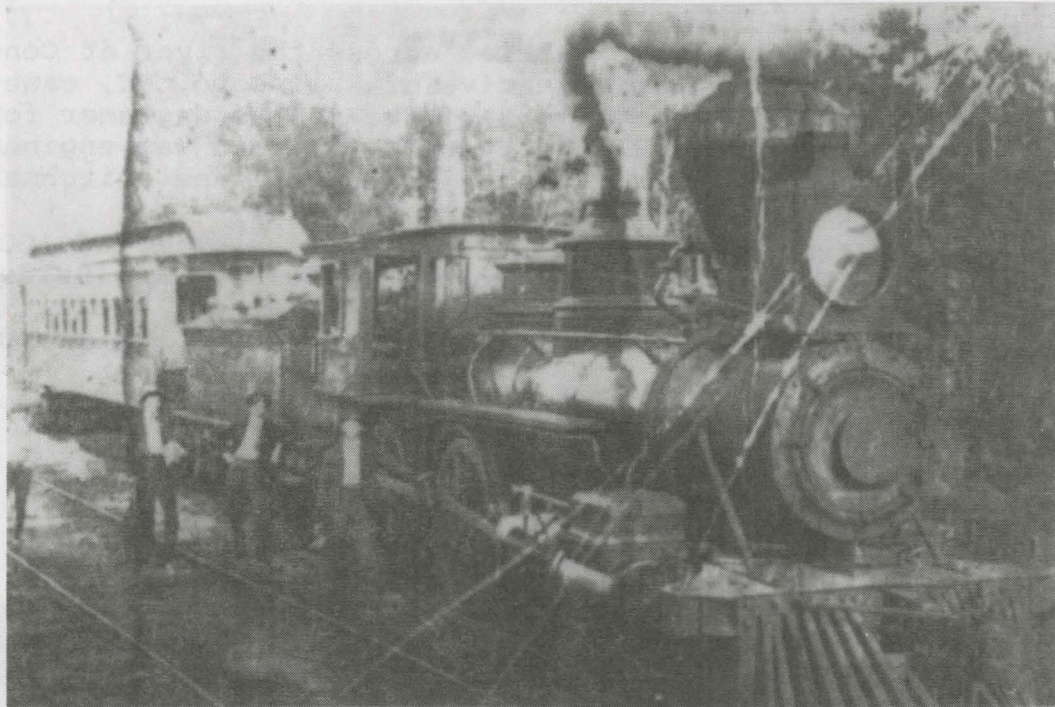
1900

Photo
Horry Co.
Museum

IRQ
Vol 4, No 3
July 1970

"At one time a **Mr. Paletto**, an awfully nice man, tried farming and using Italian labor. Dasheens, or elephant ears, were probably started under his supervision, but they were not a success in the northern markets.

"**Mr. Gant** bought Pine Island as an experimental farm. He was an efficiency expert and felt that a farm should be run like a factory. He laid it off in small tracts and kept records, etc. It did not last long. **Mr. George Dorman** was manager."



The Black Maria. First train to the Beach. Pictured dated 1902.
L to R: Obie Lewis, a spectator, Arthur Burroughs, Conductor,
Alex McNeill, Switchman, Ed Baldwin, Engineer.

HOTEL AT MYRTLE BEACH - Its Construction Will Begin as Soon as the Material is Ready -- The saw mill at Pine Island is now cutting the lumber to build a large hotel at the terminus of the Conway & Seashore Railroad for Myrtle Beach. We are not informed as to its exact dimensions but it is sufficient to say that it will be a large structure, two stories high, with wide piazzas and verandas, just the thing to catch the gentle summer sea breezes, and will have twenty-three large rooms. The contract for building it has been let to **Mr. J. A. Garron** of Hendersonville, N. C., and he will begin work just as soon as the material is ready and placed upon the ground. It is needless to say that the contractor is an artist in his line and promises to put up a building which will be both pleasing to the eye and convenient to all its arrangements.

The hundreds of visitors who come each year to spend some time on our pleasant beach have long felt the need of such an enterprise as this. Before another summer arrives the hotel will be finished and visitors as the beach will have the advantage of modern accommodations. The new railroad will give them quick transit from point to point, and when they arrive they will not be compelled to sleep in a wagon or a tent.

1902

IRQ
Vol 5, No 3
July 1971

Horry
Herald
Oct 11,
1900.

Adeline
Merrill
Collection



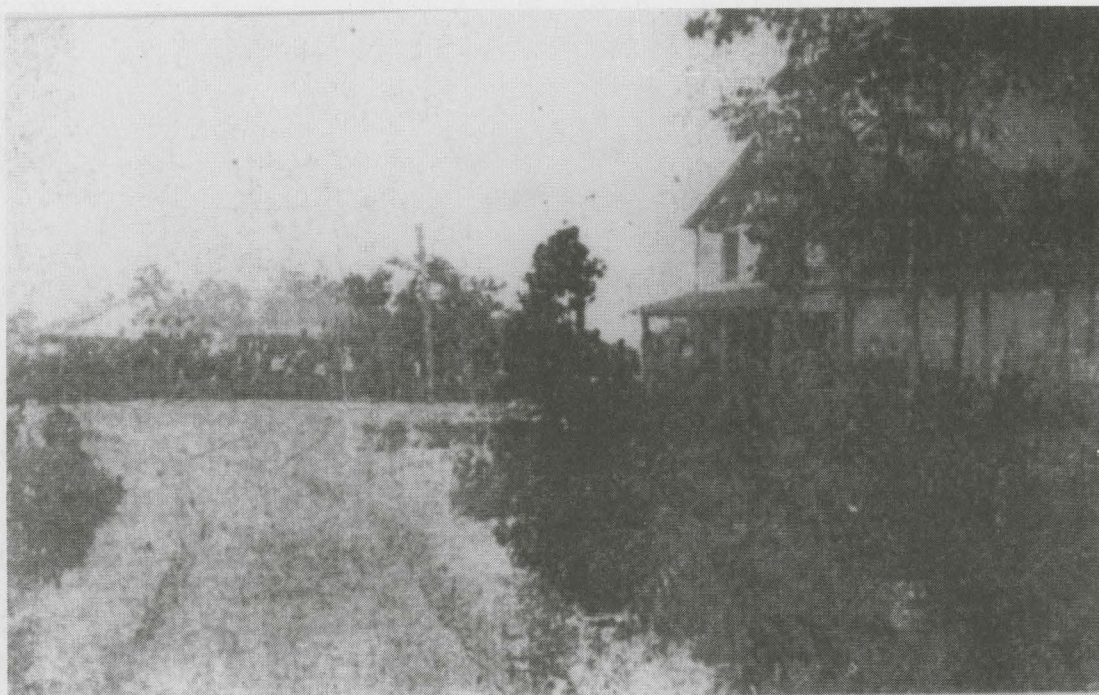
A railroad track lies behind this carpenter vernacular home, ca. 1790.
The exact site within Horry County is not known.

Adeline
Merrill
Collection



Drive near Myrtle Beach, Horry County, SC
(Burroughs & Collins Company)

Field news-
paper, June
17, 1954.
Progress
Edition



YES, IT WAS ONCE LIKE THIS — The building in the picture was the only store in Myrtle Beach when the picture was taken and the log train in the background was making its first run into the resort city. The deep-rutted road in the foreground was the Conway-Myrtle Beach "highway." Progress? Just take a look today at the South's finest resort area.

Photo
Horry Co.
Museum



Forney engine at work. The Conway & Seashore Railway logo appears on C & S boxcar number 27.

Field news-
paper, June
17, 1954.
Progress
Edition

The **Field Newspaper**: "**Franklin A. Burroughs** built the **Conway & Seashore Railroad** to the beach. Its main purpose was to run logs back to Conway, but on weekends the trainmen would put railroad ties on flatcars and run excursions out of Conway to the beach. So **New Town**, in distinction to 'old town' which is Conway, began. (Two) engines (the Forneys) and some passenger cars were bought from a New York (Elevated Railroad) that had replaced them with electric cars. Regular trips to the beach were established.

"The railroad built the Seaside Inn to take care of its guests at the end of the road. In 1900 they had a contest to name the town. One just could not go on calling it **New Town**. '**Myrtle Beach**', suggested by **Mrs. F. G. Gurroughs**, was chosen. The name honors the native shrub that grows abundantly on the coast.

"In 1903 Myrtle Beach was a company resort for Conway people. **Myrtle Beach Farms** was established to raise vegetables and crops for the lumber camps. It was semiexperimental, trying to apply industrial techniques to crop-raising. A small community was developing at the end of the railroad.

Horry
Herald
Apr 18,
1901.

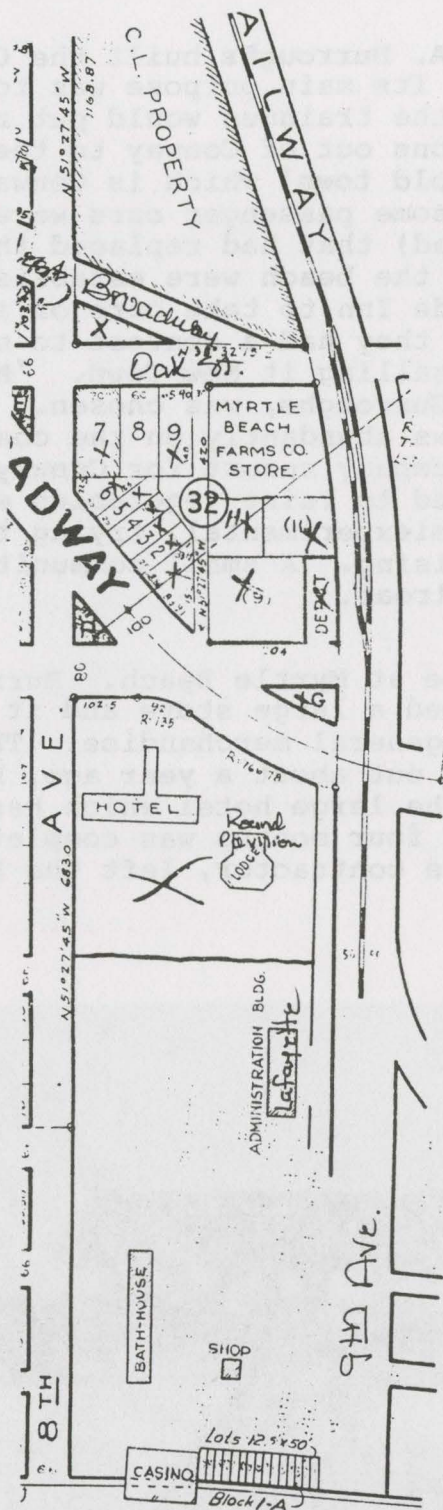
"Things are getting into shape at Myrtle Beach. Burroughs & Collins Company recently completed a large store and it is now filled with a complete stock of general merchandise. The streets for the new town which were laid out about a year ago, have been cleared of bushes and timber. The large hotel which has been in process of erection for the past four months was completed last Tuesday and **Mr. J. A. Garron**, the contractor, left the beach for town the same day."

Photo
Horry Co.
Museum



Seaside Inn, first Myrtle Beach hotel.

Maps
Courtesy
Susan H.
McMillan



1926 Survey
Stanley H Wright

The hotel was moved using mules with sets of long poles placed beneath. It was then rolled to a point juxtaposition the bath-house, or annex.

A spur track was placed along 8th Av as service to hotel after its move and adjointment to bath-house.

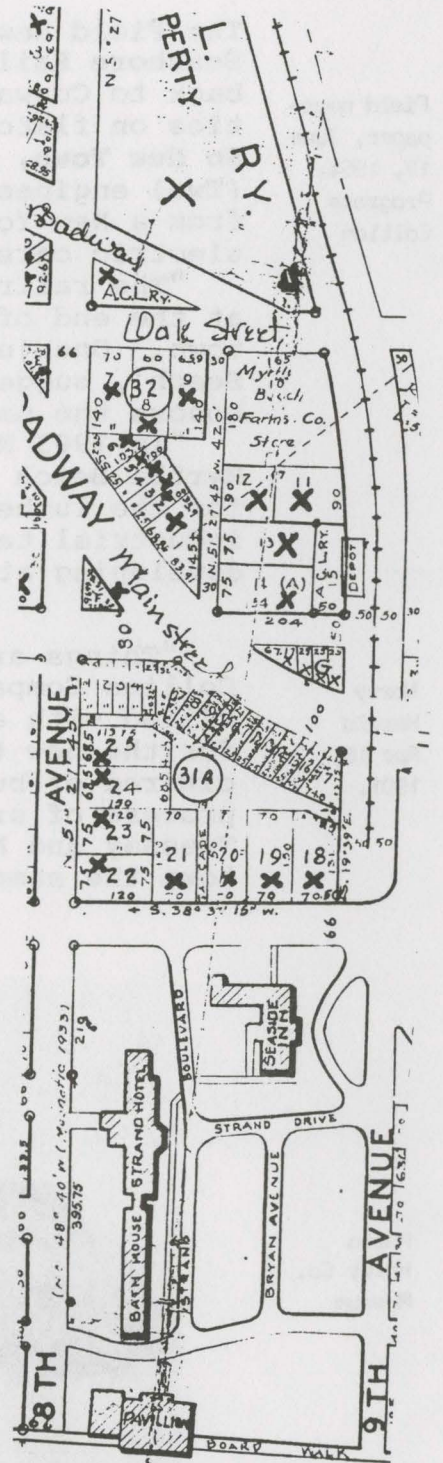
The depot site was moved to the Oak St locale in 1937.

The original Sea Side Inn was renamed the Admin Bldg and the Admin Bldg was renamed the Seaside that later became Lafayette Manor.

The octagonally-shaped structure, or "round" pavillion burned.

A locomotive turntable was located at end-of-track and its remnants are now buried about ten feet below part of the amusement park.

See Adeline Merrill's A Personal History of The F. G. Burroughs Family, Chapter VI, Early Days at Myrtle Beach.



1933 Survey
N. C. Hughes

[ocean frontage]

Notes from the HORRY HERALD:

23 Au 1900 - While entering town on Tuesday the Conway & Seashore Railroad train tore down the framework of the depot now being erected by **Mr. Z. R. Johnson** and injured two of his sons. It seems that two of the cars were loaded crosswise with timber which became entangled with the framework and the strength of the locomotive did the rest.

13 De 1900 - A new telephone line is being erected and is about complete from Conway to Myrtle Beach. It is put up by the Conway & Seashore Railway for the use of the new road.

28 Mr 1901 - Our photographer **Mr. Gasque** went over to Myrtle Beach yesterday and we expect to see some fine pictures of the beautiful Hotel there.

14 Ap 1901 - It is expected that the large hotel at Myrtle Beach will be complete in every particular by the first day of May.

18 Ap 1901 - Excursion to beach on Friday April 19th. Leaves Conway at 9 A.M. and 2 P.M. Return from beach at 1 P.M. and 7 P.M. Round trip 35¢. Spend half or all day on the beach, as you like. -- A new passenger car for the C & S Railway arrived last Tuesday.

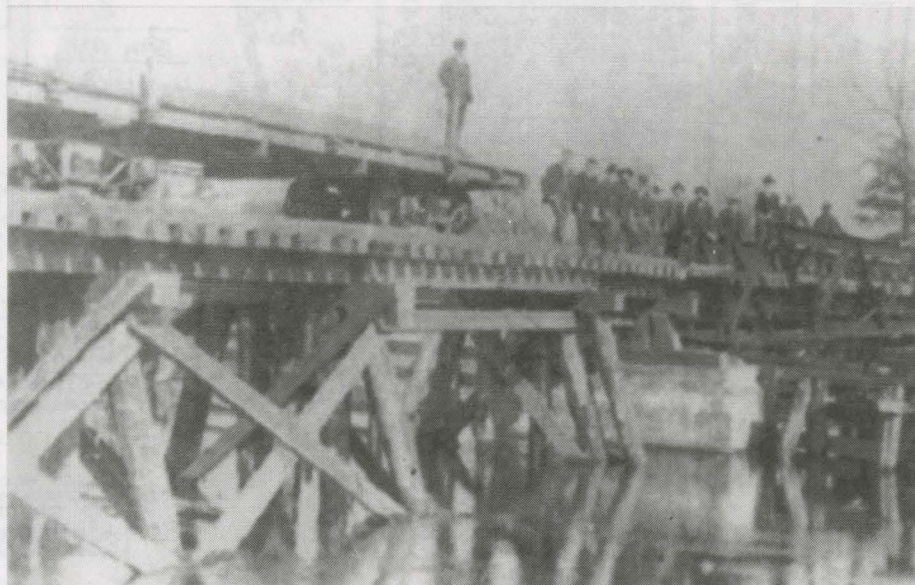
23 My 1901 - The season at Myrtle Beach will be open in a short time now and the "**Sea Side Inn**" will be open to the public with **Mr. F. A. Burroughs** as proprietor and **Mr. C. H. Snider**, Manager.

CONWAY COAST & WESTERN RAILROAD COMPANY

On July 4, 1904 the Conway & Seashore Railroad charter was amended to change the company name to **Conway, Coast & Western Railroad Co.**

1904

www.horrycounty.org/photo_gallery/history/bridge.jpg



Waccamaw River Bridge, CC&W Railroad Co.

The Field
Newspaper,
Progress
Edition,
6.17.1954

In 1903 Myrtle Beach was a company resort for Conway people. Myrtle Beach Farms was established to raise vegetables and crops for the lumber camps. It was semiexperimental, trying to apply industrial techniques to crop raising. A small community was developing at the end of the railroad.

Horry Herald
8.11.1904

A lever car and a railway velocipede collided at Kings Crossing near Myrtle Beach last Tuesday night but no one was hurt. **Oscar Burroughs** was thrown from the velocipede and considerably shaken up. -- The extension of the railroad will be finished this week, we are told, so that trains may be run to the **Gully Store**.

Adeline
Merrill
2003

Within **A Personal History of the F. G. Burroughs Family, 2003**, Edited by **Adeline Godfrey Pringle Merrill**, we extract from the entry Early History of Burroughs Company by **Henry Buck Burroughs, Jr.**, "On April 15, 1905, at a special meeting of the shareholders of the Conway Coast and Western, **Mr. F. A. Burroughs**, President, reported that he had received an offer from **Mr. James H. Chadburn** of Wilmington, N.C. to purchase the railroad company. After consulting with the stockholders, Mr. Burroughs made Mr. Chadburn a price on the property and gave him a few days to consider it. On **July 6, 1905**, an agreement was signed between **Mr. James H. Chadburn** and **Burroughs and Collins Company** for the purchase of all of the stock of the **Conway Coast & Western Railroad Company** for the sum of **\$88,300.00**. As a part of the agreement Mr. Chadburn agreed to extend the line from Conway to the Town of Aynor, S.C. -- The inventory of equipment and supplies of the Conway, Coast & Western Railroad Company consisted of the following: Two locomotives; two passenger cars; one box car; eight flat cars, two being out of order; three lever, or work cars; 5,272 forty-five pound rails; 440 kegs of spikes; 10,710 fish plates; 80 kegs of rail bolts; and 30,715 crossties."

The Field
Newspaper,
Progress
Edition,
6.17.1954

In 1905 Burroughs and Collins sold the Conway, Coast and Western Railroad line to James H. Chadbourn with the understanding that Chadbourn would extend the railroad as far as the **Aynor Tract** of Burroughs and Collins lands. The original plan to build the railroad from Conway through Galivants Ferry to Marion County where it would connect with the old **Manchester & Wilmington** would have been of immense economic value to the area. Construction was halted suddenly at the point that later became Aynor when a black construction worker was murdered by whites who objected to his crossing the so-called "dead line." [It was common practice in early days of life within the South to prohibit African-American persons from entering certain areas after darkness.]

Hoyt
McMillan

"As early as July 27, 1905, **The Horry Herald** printed an editorial suggesting the removal of the railroad tracks from the center of Main Street in downtown Conway."

Horry
Herald
Oct 3, 1905

SALE OF RAILROAD (Carolina Field) - Mr. F. A. Burroughs, head of the great house of Burroughs & Collins, at Conway, was a visitor to Georgetown last week. While here Mr. Burroughs talked frankly to **The Carolina Field** about the recent sale of the **Conway, Coast & Western** railroad of which his firm was principal owner. What Mr. Burroughs says is always reliable; when he makes a promise he fulfills it; when he announces a plan, the plan is sure to go; he makes good.

After discussing the situation frankly Mr. Burroughs said that the sale was a good one and that he was thoroughly satisfied with it: that he had contracted with Mr. Chadbourn to build fifteen miles of road according to the original specifications (Conway to Anor) and this would be done. He did not require Mr. Chadbourn to build the road on to Marion as he felt that this would hamper Mr. Chadbourn in his future plans, as in that case he might be forced to perform a task directly contrary to his interests.

Accordingly Mr. Chadbourn is free to build the road on to Marion or to any other point that he may select. This gives him a free hand and it is necessary for him to have a free hand in dealing with so large a question.

Mr. Burroughs expressed the unqualified opinion that the people of Marion will get the road if they go about in the right way. It is certainly up to them to say whether they want it.

Should any other town outbid Marion, then of course Marion could not expect to get the road. Mr. Burroughs himself is more largely interested in the development of Horry County than any one else could possibly be, as his holdings embrace about one-fifth the entire area of the county, and he has every reason to avoid being bottled.

Mr. Burroughs was gratified at the continued advance of Horry County. Progress is still rapid and there is no abatement of the strides Conway has been making in the past few years. Everything is on the upgrade.

One of the most pleasing effects of that progress is on Conway on the main line of the **Western Union Telegraph Company** with the connections with Richmond (VA), Augusta (GA) and other central points. Mr. Burroughs does not hesitate to attribute this in the work of **Mr. James Henry Rice, Jr.** on the Field last year, and says the business men of Conway duly appreciate it.

Horry
Herald
Oct 19, 1905

RAILROAD SOLD.

JAMES H. CHADBOURN SELLS

RAILROAD TO

ATLANTIC COAST LINE.

The Atlantic Coast Line Will
Complete Extension to

near Cool Spring if
not further.

Mr. James H. Chadbourn has sold the Conway, Coast & Western Railroad to the Atlantic Coast Line Railroad Company, the last named purchasing with the agreement that it will complete the extension to a point near Cool Spring.

Parties interested cannot say what effect this sale will have as to the completion of the road to Marion.

IRQ
Vol 13, No. 3
Summer 1979

From **Cool Springs** by Mary Kate Jones (Mrs. Ludy) Benjamin, we learn, "In March of 1897 Burroughs and Collins Company began preparation for a telephone line from Conwayboro to Cool Springs. On January 25, 1906, the Herald newspaper carried an article stating that the railroad station at Cool Springs had been named **Iola** after one of Conway's charming and popular society leaders, Mrs. F. G. Burroughs (sic, i.e. Mrs. F. A), formerly Miss Iola Buck. -- Before the automobile came into use, Dr. Burroughs rode a three-wheeled bicycle (sic) on the railroad tracks. Someone would meet him at a spot near the patient's home. The bicycle had a high large front wheel and two small rear wheels joined together by an axle that fit the railroad tracks. Dr. Burroughs would complete the last leg of this house call on horseback or horsedrawn vehicle. It was in this way that Cool Springs had medical care."

Photo
Courtesy
Gregg Hardwick
Family

1900 to
1940s

File
Horry County
Museum

B & C
Mercantile



Cool Springs (Iola) Depot, A Burroughs & Collins Company store. [l-r] John Gerald, Harley Rabon, Sam Rabon, Minic Johnson, John James, Oliver James, Bob Sessions and unknown sales person.

Town of Aynor

IRQ
Vol 23, No 2
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In this excerpt from **Carlisle Dawsey's The Aynor Mystery**, he relates, "...Lolomon L. Moore had sold a tract of 5,905 acres to the Burroughs and Collins Co. by his deed dated January 8, 1873 recorded in Deed Book R-1 at page 521. This tract was comprised of fifteer parcels, the eleven previous and four more, and all had some type of derivation on all ot them. Two of the tracts had originally come from **Jacob Eykner**; his name was spelled two different ways. On the first tract it was spelled **Eynner** and on the second it was spelled correctly (as) **Eykner**."

"...W. J. Graham had purchased 634 acres, Dec. 6, 1853. Part of it was **Jacob Ikner** lands. Different name, again. Nothing further than two grants to **Jacob Eykner**. ...A 1905 plat (shows) 383 acres of **Anyor Tract**, after resurvey."

Map
Town of Aynor



Town of Aynor; Conway, Coast & Western track layout.



Conway Depot, Main Street and Waccamaw River.

SUMMARY

The Conway Depot photo originated by Atlantic Coast Line Railroad Company and may have been taken as an "Inventory For Record" during transition from Conway, Coast & Western railroad operations. Locomotives appear to be No. 62, the **Shoo-Fly** and a Forney-type beside it at rear. [<http://tsalmon.topcities.com/conw.htm>]

The trackage for interconnection of logging and lumber companies to the Conway, Coast and Western Railroad are not shown. Readers are invited to consult **Thomas Feters' Logging Railroads of South Carolina**, Chapter 5, Loggers of Conway And The Independent Republic.

Within the succeeding Part II, the Atlantic Coast Line Railroad Company ownership of the CC&W Railroad, the trackage, structures and the right-of-way is presented. A Part III, other ACL Railroad operations in Horry County is contemplated.

The contributions of others to this compilation is acknowledged: Members of the Horry County Historical Society and The All-Aboard Committee of the ACL Depot Restoration Project, Myrtle Beach are appreciated. Others are presented in the marginal notations.

ON DOWN THE LINE - INSPIRATION

Burroughs
Family
Collection

IRQ
Vol 20, No 1
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Franklin G. Burroughs enjoys the model steam engine built especially for him by his father, Arthur M. Burroughs.

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