

BLYTHEWOOD DEPOT 1870---1968 PHOTO DECEMBER 1958.

The Blythewood Depot opened for service in 1870 when the town was named "DOKO". After 98 years in service, and having outlived its time, it was discontinued on June 30, 1968. Removed from the right of way three months later.

For many years it served the people and the local economy of the area in many important ways. Such as:

All inbound and outbound freight shipments, both carload and less carload.

Ticket sales and baggage checking for passengers boarding passenger trains.

Handling U. S. Mail in Railway Postal Cars.

Express shipments in and outbound.

Western Union telegrams.

Before telephone service in the area, the Western Union Telegraph was an important factor in the lives of the local residents. Other than U. S. mail, there was no other communication facilities.

There were times when the local agent would go to the depot on Sundays or at night to send telegrams for someone who had serious sickness or death in family, etc. I am sure no agent refused anyone.

Lets be thankful for what the old depot did for us over the years..

It was sad to see an old landmark go away.

July 2, 1992.

DOKO---BLYTHEWOOD---& RAILROAD---MISC.

The railroad from Charlotte, N. C. to Columbia, S. C. was built in the 1850's. It was first known as the Charlotte and South Carolina Railroad, later changed to CC&A (Charlotte, Columbia and Augusta Railroad). In 1888 or thereabouts, it became to be the Richmond and Danville Railroad Company. It was purchased and operated by the Southern Railway Company around the year 1900.

The depot which was first known as DOKO, later changed to Blythewood, was opened in 1870. This depot continued in use until June 30, 1968. It was sold and torn down a short time later. We have no information on station facilities prior to 1870.

The railroad through Blythewood was destroyed by General Blairs Corps of the Northern Army on February 20, 1865. He was at Killian on February 18, at Doko February 20, at Simpson February 21, and at Winnsboro February 22.

On February 20, General Blair issued his orders from Level Post Office, wchich was somewhere in the vicinity of Blythewood. (Said to be about 3 miles south of Blythewood)

Doko and Blythewood was in Fairfield County until 1913, when the lower 4 miles voted to unite with Richland County. The old Fairfield County line was 2 miles south of Blythewood.

The first paved road in the area was in 1921 when Highway 21 was paved.

On December 24, 1879 the town was incorporated by an Act of the S.C. General Assembly as the City or Town of Blythewood. Town limits to comprise the area of one-quarter mile each direction from the railroad depot.

later
Some years, the Town Charter was dissolved, but was reestablished on February 15, 1974 by Governor John C. West. The present Mayor (1983) is Mr. R. U. Smith.

In the early years of Doko and Blythewood, the principal commerce shipped from the area was Lumber, Cord Wood, Shingles, Pitch, Tar, Turpentine and Mineral Spirits and Cotton.

There was an abundance of long leaf original pine timber surrounding the area.

DOKO, S.C. is the birth-place of the nationally known and recognized Poet, J. Gordon Coogler (Dec. 3, 1865-Sept. 9, 1901). He is also known as the Bard of the Congaree.

I believe the above information secured from varied sources is is essentially factual.

H.B. McLean, Sr.
Nov. 28, 1983.

THE END OF THE ERA OF THE STEAM LOCOMOTIVE ON THE SOUTHERN RAILWAY.

The last steam engine to operate on the Southern Railway came to an end on June 17, 1953.

On that date heavy Mikado Engine 6330, Engineer C. F. Case, pulled into the Chattanooga, Tenn Freight Yard with its string of cars, ending its last road trip.

The 6330 came to a halt on a track with the tiny Best Friend of Charleston on one side, and a four unit diesel-electric locomotive No. 4157 on other side.

After a photographic session recorded the event, the 6330 was pulled to the ashpits where its fires were drawn for the last time.

A sentimental railroad man who watched, wrote of its last moments, "The whine of the headlight generator faded to a whisper, the feather of steam faded from her pops, the sobbing choke of her cylinder cocks stopped." There was nothing more for the 6330 to do.

The locomotive was later cut up for scrap. The bell was given to a church, the steam whistle to a factory.

The above information from Burke Davis's book, The Southern Railway, Road of the Innovators.

H. B. McLean, Sr.
November 19, 1990.

FUNERAL TRAIN--PRESIDENT FRANKLIN DELANO ROOSEVELT.

President Franklin Delano Roosevelt died suddenly April 12, 1945, at his retreat in Warm Springs, Ga. He was in the fourth term of his presidency.

The Southern Railway put together a 11 car funeral train to move the president's body and funeral party to Washington, D.C. This was the first and only such train the railroad ever ran.

The rear car in the train was a compartment lounge car with an observation end with unusually large windows. Next ahead was the president's special armor-plated car, "The Ferdinand Magellan".

The railway employees were told that it was a very special train, and the run had to be perfect. There will be no whistle blowing, no bell ringing, no black smoke. We want to prevent anything unnecessary from happening.

The president's body with its escort of honor was transported in the rear car. When night came it was brilliantly lighted so people could see from the outside.

The train departed from Warm Springs Eleven A. M. on April 13th, 1945 with steam engines 1262 and 1337 up front. From Atlanta to Greenville engines 1394 and 1409, Greenville to Salisbury engines 1401 and 1385, Salisbury to Monroe engines 1367 and 1400, Monroe to Washington, D. C. engines 1366 and 1406.

All along the route 2 soldiers, one on each side of the track guarded the highway crossings. The speed of the train was restricted to a speed of 25 miles per hour. All along the route and in towns and villages people gathered to bid a sad farewell to their President. Many wept.

The funeral train arrived in Washington, D. C. ten A.M. April 14th, having moved slowly, taking 23 hours for the 731 mile journey.

After funeral services in Washington, the body was taken to New York over the Pennsylvania Railroad and to its final resting place at Hyde Park, N. Y. by the New York Central Railroad.

None of the locomotives used enroute was decorated, except for the 1401, which carried the American flag from Greenville S.C. to Spencer, N.C. The flag was removed at Spencer and returned to Greenville, where it flew over the shop for several years.

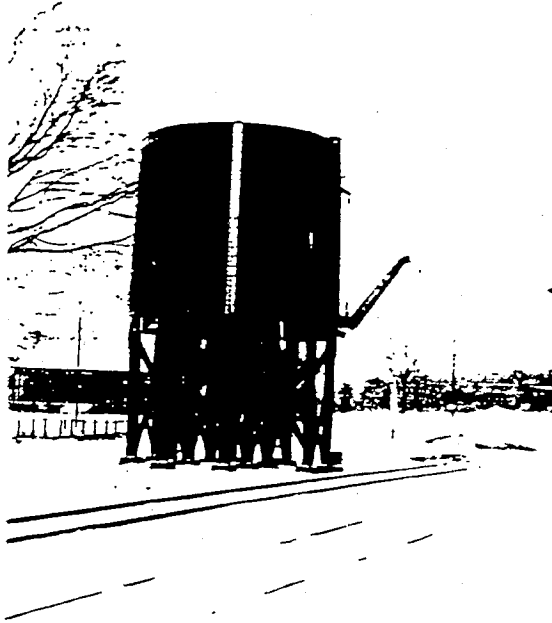
The 1401 after having run nearly two million miles in fast passenger service was retired in 1951. The engine was donated by the Southern Railway to the Smithsonian Institute, but delivery had to wait until suitable quarters at the Institution could be built. Southern Railway put the engine in storage in Alexandria, Va. for about 9 years. It was completely refurbished in 1961 before delivery. It's a beautiful and powerful engine and is in place where it is preserved for generations of Americans who had never seen a steam Locomotive at work.

The above transcript compiled from information material sent to employees by the Norfolk Southern Railway.

H. B. McLean, Sr.

November 20, 1990.

THE BLYTHEWOOD RAILROAD WATER TANK.



The Blythewood railroad water tank was located East side of track just south of the Blythewood depot.

This water tank and any that may have preceded it, supplied water to the Steam Locomotives for about 90 years.

Its water supply was a well about 12 by 15 feet, 6 or 8 feet deep. It was cased with heavy timbers to about 2 feet above ground level. The top had a wooden cover and a small opening on one end.

Between it and the water tank was a pump house and a coal storage bin. In the pump house was an upright steam boiler, water pumps and other miscellaneous equipment.

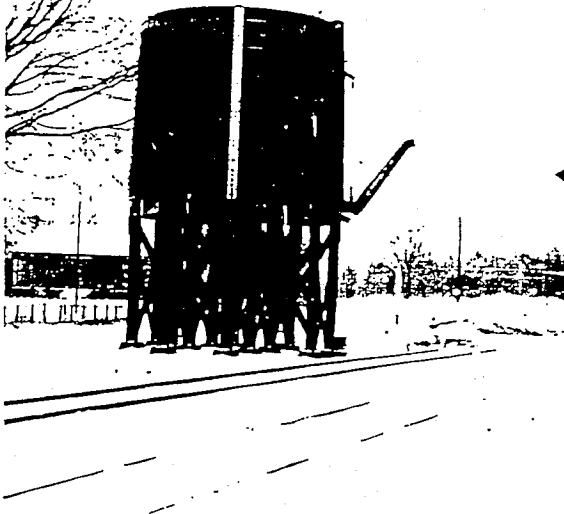
When the automatic block signals were installed on the track, the water well, pump house and the coal storage bin were removed. The steam pump employee no longer needed, was retired.

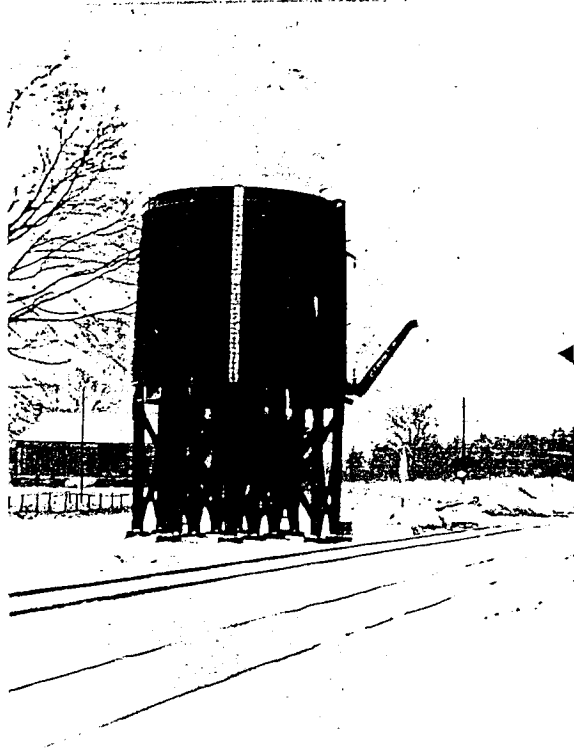
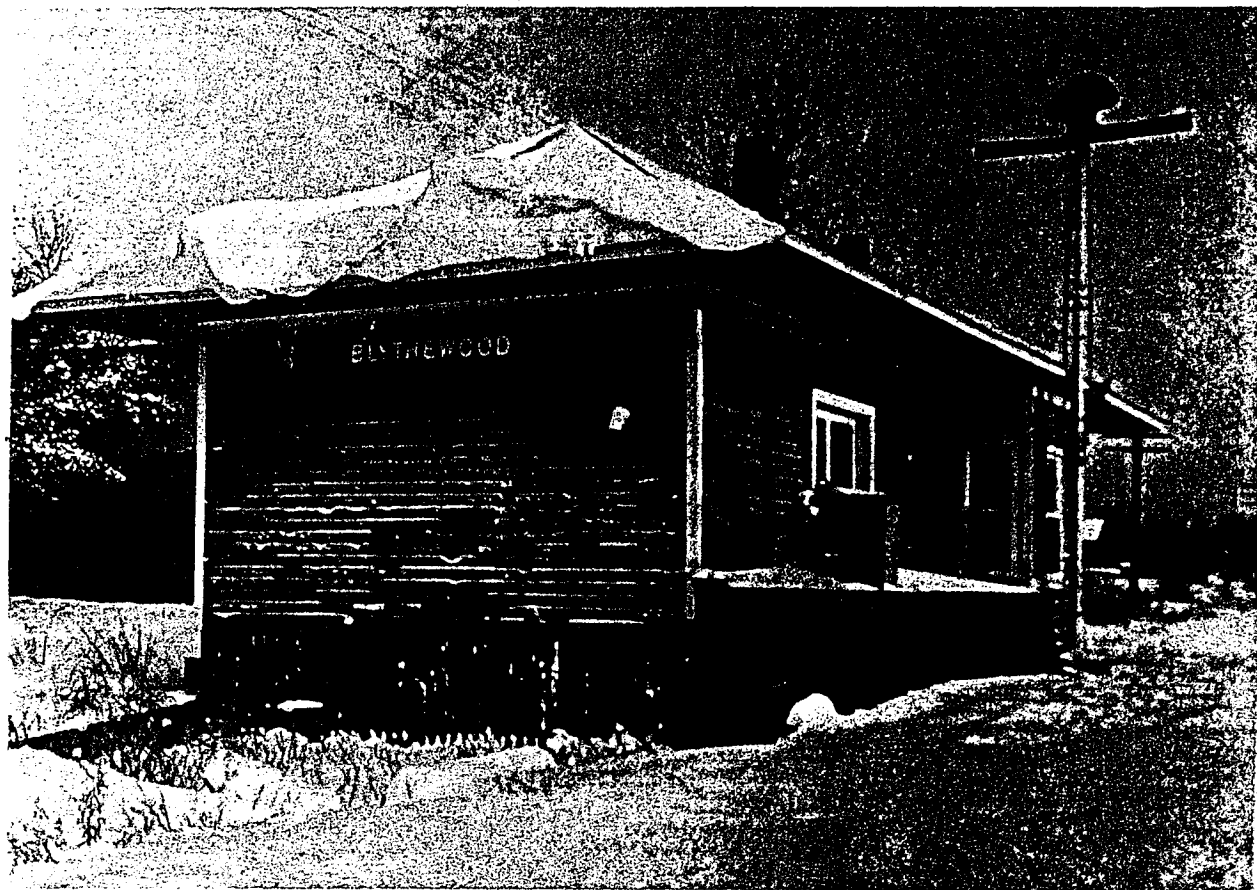
To replace the steam system, an automatic electric pump was installed in a new water supply about one-quarter mile south of tank across from the St. Marks Lutheran Church. It was serviced by railway signal employees.

Some years later when the Diesel Electric locomotives replaced the steam locomotives, the water tank was no longer needed and was removed. (Circa 1955).



Dec
1958





THE OLD DEPOT

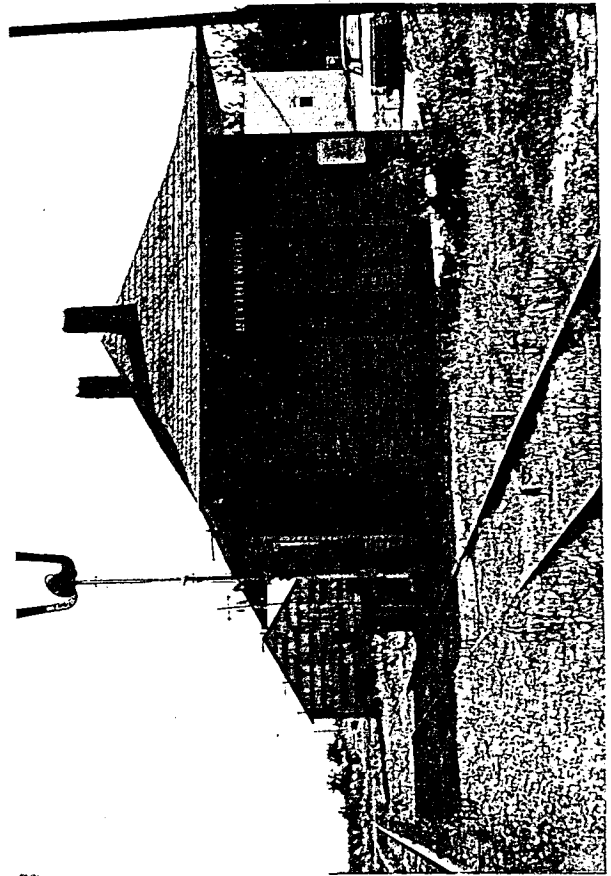
BY E. H. TOSTENSON

The old depot stands all alone,
Down by the railroad tracks.
There's not a bit of life around,
Not even some old mail sacks.
It once made life for the little
town,
When people rode the trains,
The telegraph instruments now
are gone,
And its loss to me brings pains.
The march of time has bowed it
out,
And leaves me in distress
Because all the trains go whizzing
by
The old depot that's now a mess.
The wreckers will be coming soon,
To tear down this old landmark.
No vestige of it will then be seen,
Only a spot that's smooth and
dark.

(Tostenson wrote this poem for his friend, Henry Loudon, of 906 Third Ave., N., Northwood, Ia., a veteran railroad agent-operator. The poem is somewhat condensed from a longer version.)



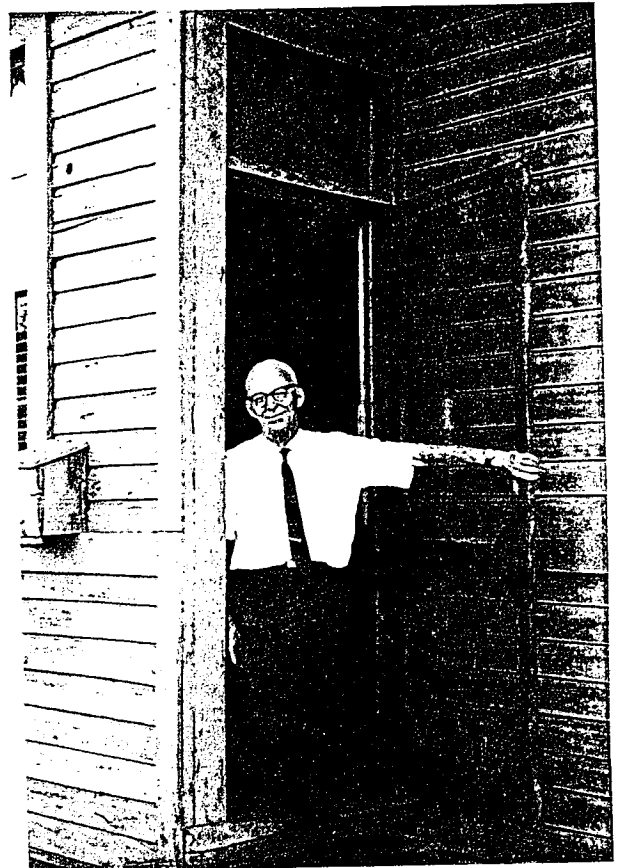
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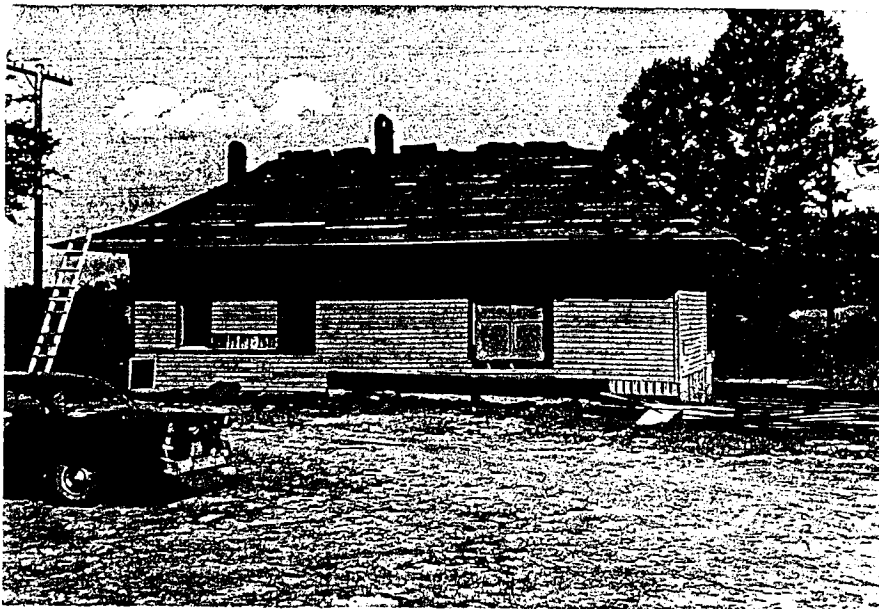
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October 1968



NEWSPAPER INTERVIEW

DANIEL J. MCLEAN

(1926.

It is to the late Daniel McLean, of Blythewood, S.C., that the writer is indebted for much of this information contained in this story--the story of railroad life during the early history of what is now the Columbia Division of the Southern Railway System. Sitting contentedly in his little home just off the right-of-way of the tracks, Mr. McLean, a man who had loved the railroad for almost a lifetime, related the narrative which he alone lived to tell. Several weeks thereafter the old man passed away carrying to his grave his love for the rails.

The Edward G. Palmer--named for the first president of the old Charlotte and South Carolina railroad--came around the bend and despite the carefulness of the engineer at the helm, turned over on its side and spat out a mouthful of steam.

The locomotive, like others of its day, was quite different from the modern, polished and high powered engines of today. it was somewhat crude, and yet there was something about it that was attractive and commanding. It made history by furnishing to an experimenting railroad age a model from which to pattern the locomotive of today. And yet the Edward G. Palmer was unable to remain on the track, it was so high that its balance could not be maintained. Therefore it contracted the habit of falling off the rails.

LOVED THEIR ENGINES

The Edward G. Palmer and other locomotives of the eighties were to their pilots something very similar to human friends. They were the pride of the rails, and to them were given the names of the best the railroad had--presidents, superintendents, engineers, etc. Today they would be laughed at, but during the Civil War times they were something for which to be proud. There was the York, which pulled the train that rebuilt the road after it was destroyed by Sherman's army. This old fellow had a reverse lever, the front gear, the center gear and the back gear. Then there was the B. F. Taylor, the Columbia, Caleb Bouknight, James S. Godson, the Charlotte. These few and many more were the giants of power for the old Charlotte and South Carolina, then the Columbia and Charlotte, afterwards the Columbia, Charlotte and Augusta, and then the Richmond and Danville.

During old railroad days there were tragedies and fun and hard work. Great pride was taken by those who had felt the call to the rails. They loved their work, and they stuck to their guns through thick and thin. When the Civil War broke out the experienced engineers, conductors and section masters were left behind to take care of the roads. Day and night they worked, with never a sign of dissatisfaction.

When Sherman's army invaded Columbia and set fire to the Capital City of the Palmetto State, the train crews in the vicinity of the burning town pushed on the steam and succeeded in getting their trains up Charlotte way to safety. The Northern Army destroying rail as they marched toward North Carolina. On and on they came until they reached a point within one and one-half miles north of Blackstock. There they stopped, for there were a number of Northerners in Chester at the time and the officers were instructed not to tear up the tracks further.

SOLDIERS RUINED ROAD.

In taking up the rails troops put the bars of iron on bridles, held them over a burning fire made from the pine trees along the railway tracks, melted them and wrapped them around trees.

During the pioneer days of the railroads the train crews were taught every means of precaution. There was no way, however, in which to remedy the dangerousness of such engines of its height and clumsiness. But there were ways to prevent accidents even before the engines were perfected to the point where they would remain on the tracks. Among these were the construction of gates on each side of the crossings. This was evident at Union Stations. The gates were opened by the firemen, and were put up as a precaution to trains entering the depot.

The rails during those days were two inches thick, with a flange on one side. There were spike holes every two feet, and reverse spikes were put in to keep from splitting the stringers. The section masters were kept busy from morning until night keeping the rails in shape. Because of their thinness the section bosses constantly had to insert new rails, since the iron wore quickly and easily.

FREQUENT DERAILMENTS.

Despite these precautions, however, there were frequent derailments. The methods of getting the engines and cars back on the tracks were somewhat crude and laborious. When a train left the track, it was gotten back on the rails by being picked up with a pry pole. The same system was applied to freight cars.

Flags were never put up during construction. When repairs were needed on a piece of track, the section crew had to work with all its might in order to get the track clear and in shape by the time the other train arrived on the scene.

There were short side tracks during those days. The passenger coaches on each train were few, and the freight trains carried from four to six box cars. The passenger trains carried from two to three coaches, and these were usually well filled. This was the only means of fast transportation during those days.

After the war and until the Jim Crow law was passed, the negro and white passengers rode in the same coach. One train was run from Charlotte to Columbia each day.

For a long time the engines were run with wood altogether. The firemen were good wood tossers, and they received from \$10.00 to \$12.00 per month. There was nothing on the passenger engines but the hand brakes during the early history of the locomotives.

The engineers never had to touch anything but the lever. They boarded their engines with their best clothes on their backs, with nothing to worry them but steering the locomotives on their course. Their engines were polished up in the round house, and all the "dirty work" on the road was accomplished by the firemen. The cylinders of their engines were cased over with brass, and each engineer had his own locomotive. The conductors also wore their citizen clothes, and as today were the commanders of their trains.

HAND-PAINTED COACHES.

While the engineers and conductors were piloting the short trains--with hand painted coaches of various colors--the section masters and their crews were struggling manfully to keep the tracks in order. They had no electric section cars in those days, but had to be content with hand cars known as "dumps". The dumps did not even have the hand levers that later came to the section masters for the purpose of transporting their crews.

PUMPING WATER INTO WATER TANK. (first portion missing)

The contraption resembled _____ gin-wheel style, with a belt hitched to the kin-head. This was first manipulated by oxen, and later on by an old mule named "Dixie". From morning until night the oxen walked around and around in a circle and as they walked the water tank began to fill.

WATER PUMP SYSTEM

When this system of pumping was inaugurated, Legrande Wooten, one of the old railroad men of this section, was given the contract, and today the pump contract remains in the Wooten family. From the custom of using oxen on the lever sprang the name of "Bull Power", and even today some of the settlers around Blythewood refer to the little hamlet as Bull Power.

The railway stations during those days looked very much like the little stations of the present day, except they did not have the hip roofs that are prevalent during this twentieth century.

Some of the railroad men to today are descendants of the old timers who helped to make history on what is now one of the important cogs in the Southern System of railroads. Somehow railroading runs in families. It is instilled in the minds and hearts from childhood when daddy comes home after his day with face and clothes dirty and sooty from the road. There is a certain fascination about running an engine or commanding a train. There is something red blooded in practically every walk of railroad life.

Among the old engineers of the Columbia and Charlotte division were, John Spence and Archie Fetner. Then there was engineer McAlridge, the only engineer who was not afraid to ride the Edward G. Palmer--the clumsy engine that would not remain on the track. McAlridge had several wrecks with the big locomotive but he always went back to the helm. Cliff Cooper, another well known engineer of that day, was the first man to run an engine over the Augusta Division. He drove the B. F. Taylor, which was later smashed in the wreck that killed Williamson and Orchard.

Old time section men included Peter Locklin, Jim Mackin, Lem Wooten, John McCabe, Sam Thomas who had the Simpson section when Sherman made his march through South Carolina, and Mose Wooten, who was in charge of the entire section during the Civil War.

The above is a transcript of an old newspaper clipping found in family files. Unfortunately some one cropped original article too closely, Portion of article missing, as well as the name and date of newspaper and writer.

Daniel J. McLean died June 30, 1926.

H. B. McLean, Sr.

December 14, 1979.

July 1, 1926

DANIEL McLEAN DIED YESTERDAY

Funeral Services to Be Held This Morning
for Veteran Railroad Man

Daniel J. McLean, age 74, died at his home in Blythewood yesterday morning at 9 o'clock after an illness of some months. Funeral services will be held this morning at 11 o'clock at Sandy Level Baptist church, near Blythewood. Mr. McLean, who was a member of the Ridgeway lodge of Masons, will be buried with Masonic honors.

Mr. McLean was born and reared in the Blythewood section, formerly Fairfield county, and had spent the greater part of his life there. For a number of years, however, he lived at Prosperity and Georgetown. He was formerly a railroad man and is well remembered by the older railroad men of this community. Mr. McLean was for some 30 years in the service of the old C.C. & A., Richmond & Danville and Southern railways. About 15 years ago Mr. McLean retired from active railroad business and since that time had lived on his farm near Blythewood.

Mr. McLean was married twice. He is survived by his widow and six children: J. H. McLean of Columbia, W. A. McLean of Blythewood, S. H. McLean of Pittsburgh, Mrs. E. B. Prince and Mrs. Clifford Hood, both of Hartsville, and Mrs. Charles D. Wilson of Blythewood.

July 18, 1904

MELON TRAIN WRECKED AND FLAGMAN KILLED

Bad Sunday Accident on the Southern Railway

A YOUNG MAN IS KILLED INSTANTLY

J. A. McLean, Whose Home is at Blythewood, Was
Hurled to His Death

The third section of the Southern's through fruit train from Florida to New York jumped the track yesterday morning at 7:30 o'clock near Edmunds on the Columbia-Savannah line, telescoping ten cars containing watermelons, canteloupes, peaches and pears, and killing Flagman J. A. McLean.

The flagman was instantly killed but the rest of the crew were uninjured except Henry Purcell, extra fireman, who sustained bruises on the leg.

The wreck occurred on the Sandy mountain grade in Lexington county, one mile from Edmunds, and 12 miles from Columbia. The Sandy mountain grade is six miles long and the grade is said to average about a foot to every 100 feet. Three sections of the fruit train are scheduled to run from Savannah north every night and the third section was running several hours late and making between 45 and 60 miles an hour.

At Edmunds, the top of the mountain, Flagman McLean, who was running brakeman on this trip, came to the tender box and was helping the fireman shovel coal to the front of the box. He had just finished work and was at the front of the tender when the

accident happened. The tender first jumped the track at the opening of a 100-yard cut and at the lower end of the cut the rear end broke from the coupling and nearly stood on end while the first car struck the tender and plunged into the right side of the cut, the front end of the second car leaving the track to the left, forming a wedge for the third. The fourth car shattered against the embankment and six cars then telescoped each other, crushing the wedged-in cars and massing the telescoped cars into a solid heap of rubbish. Three more cars were derailed behind these, leaving five cars and the cab on the track. The engine did not leave the track.

Others Uninjured

Engineer Austin and Fireman Rawls did not jump and were uninjured. The second fireman, Henry Purcell, was fastened in the tender by the coal covering his body and when the water tanks bursted, the water washed him and the coal out of the tender. He was yesterday taken to Dr. F. D. Kendall's sanitarium for treatment. It could not be stated last night whether an amputation would be necessary from the bruises on his leg.

No one saw Mr. McLean when he left the tender car. His body was found on the sand partly covered beneath two telescoped cars 50 yards above where the engine stopped. No timbers rested on the body but his head was lying close to an upturned rail. It is believed that he was thrown from the tender when it jumped the track, hurling his body against the right embankment and rebounding underneath the telescoped cars, striking his head against the torn up rail. Although the accident occurred at 7:30 o'clock in the morning it was 10:30 before it was known at Columbia, as Flagman Hutto had to go to Pelion, the nearest telegraph station, nine miles below the wreck. In half an hour Supt. H. A. Williams and Resident Engineer Fort were

on the scene of the wreck. A few minutes later Trainmaster King and a wrecking train with a crew of 50 men were on their way to the scene, where were strewn box cars, trucks, melons and other fruit. The cut where the wreck occurred is 50 feet wide and without attempting to move the wreckage a siding was begun around the debris. Late yesterday afternoon the main line was open. Nos. 34 and 32 passenger trains went around by Batesburg and came into the main line at Perrys over the Southern's branch line between Batesburg and Perry's, a distance of 26 miles, causing only 45 minutes' delay on the regular schedule.

The wrecked cars will be moved today and whatever can be handled of the fruit will be brought to Columbia. Claim agent Adams came down from Charlotte last night and will dispose of the goods at once. Of the 12 cars two are from the same shipper and all are for different northern cities. The melons are from south Georgia, the pears from central Georgia and the peaches from South Carolina.

His Home Is Blythewood

The body of J. A. McLean was brought to Columbia yesterday at 1 o'clock and was taken to the Van Meter morgue to be embalmed. In the absence of Dr. F. D. Kendall, surgeon for the Southern, Dr. J. E. Heise acted for him and examined the body before it was embalmed. Coroner Green called in Dr. L. B. Owens to assist in the examination.

The deceased was 22 years old and unmarried. He had been in the railway service only nine months but was a telegrapher for three years, working in the dispatcher's office at Columbia and Rock Hill. His employers say he was a bright and capable young man and was ambitious, that he gave up telegraphy that he might go into the railway service at the bottom and work his way up. He has many friends in the service and in Columbia who mourn the sudden ending of what appeared to be a successful career.

Mr. McLean's home is Blythewood. His father is superintendent of contruction on the Georgetown and Western road, an older brother, J. H. McLean, is a locomotive engineer who has been with the Southern for 15 years; his second brother is in the service of the S.A.L.; the third is freight agent at Newberry. Three sisters also survive. Mrs. E. B. Price of Blythewood, Miss ~~Rosa~~ ^{Kate} McLean and Miss Nora McLean of Blythewood.

The deceased was a Mason and a member of the Woodmen of the World.

The three brothers of Mr. McLean arrived in Columbia yesterday and will take the remains to Blythewood this morning for burial.

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