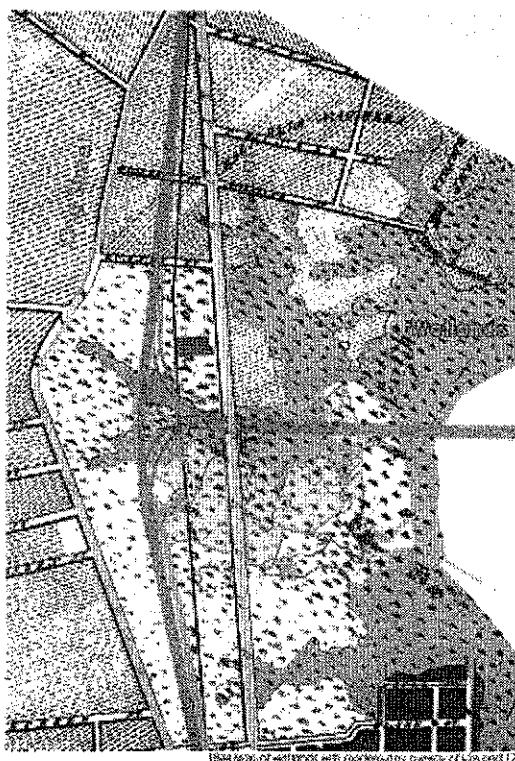
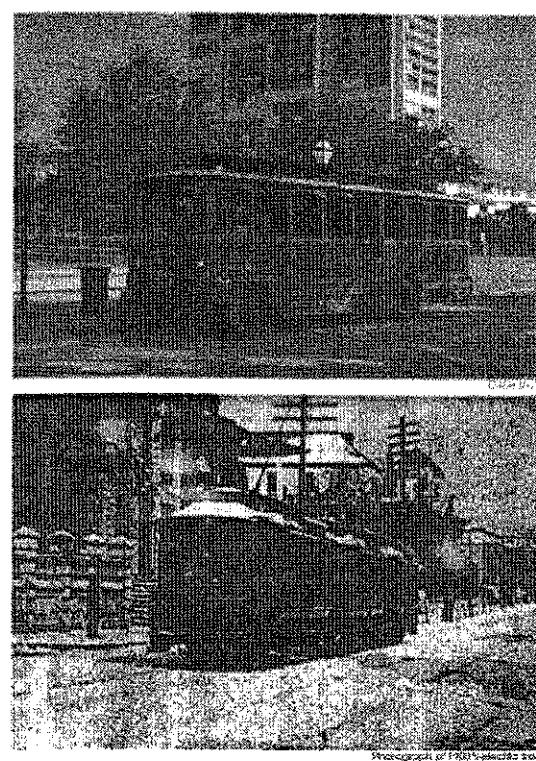


Map of trolley routes, King and Meeting Streets



Exterior of trolley barn, Meeting and King Streets

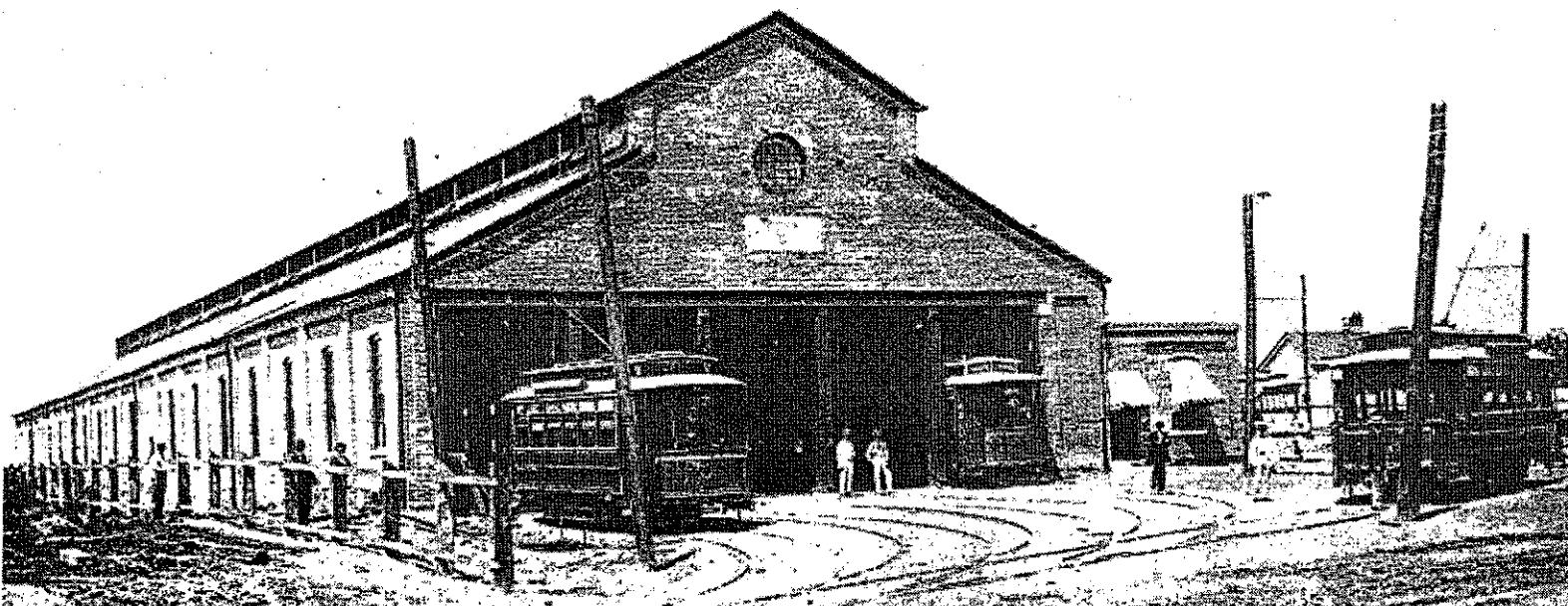


Interior of trolley barn

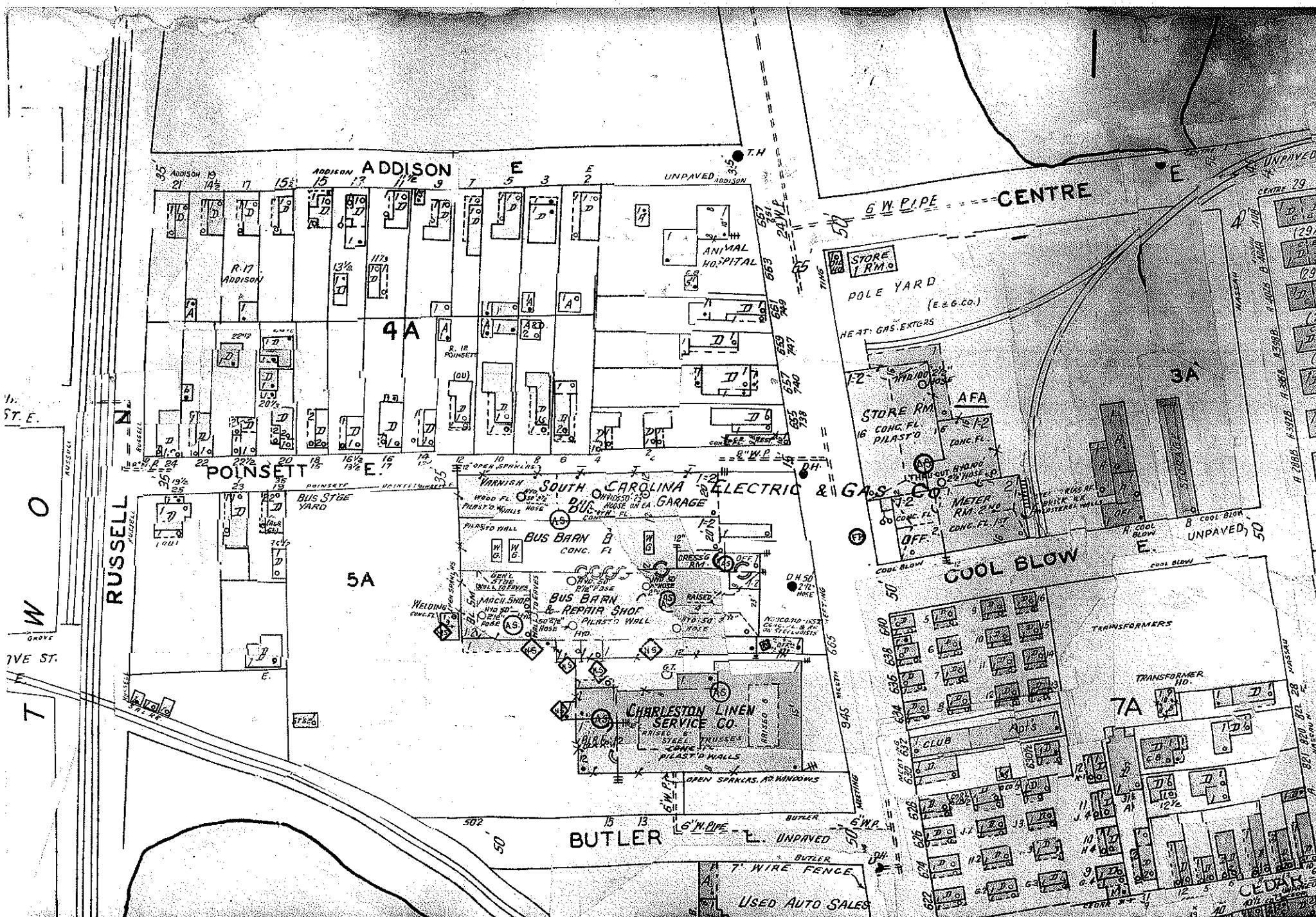
Historical Research:

The Trolley Barn's historical significance should be considered, and included, in any redevelopment of the building

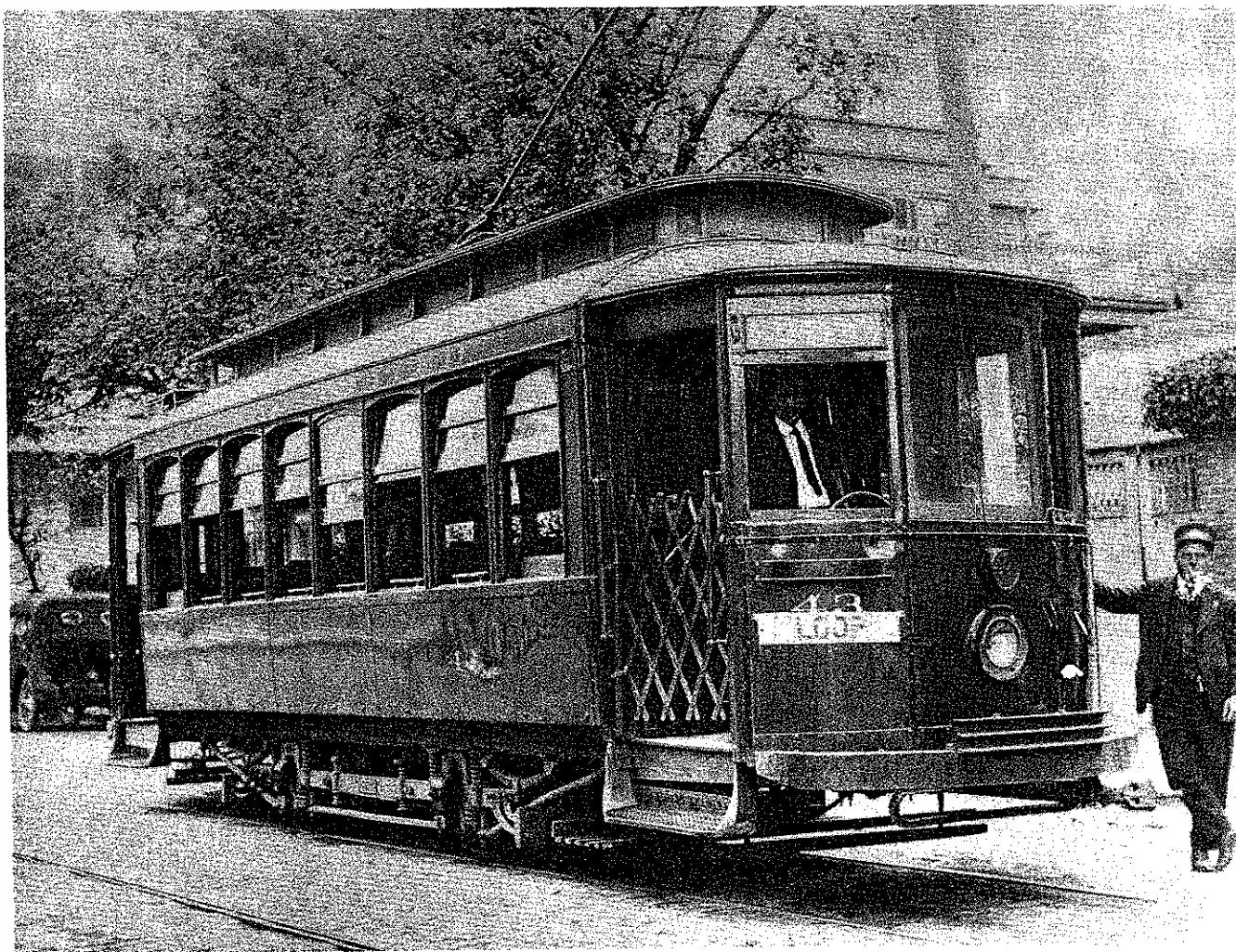
- King and Meeting Streets, as well as the rail right-of-way, were the dominant routes in and out of the city of Charleston.
- The Trolley System, which originated in the 1880's, followed the established transportation routes.
- The site was historically positioned in a low-lying area. The introduction of the rail line aided in the upward development of this area by providing passage.
- The Trolley Barn was constructed in 1897, when the horse drawn system was converted to electricity.
- The Trolley Barn is exemplary of nineteenth century buildings across the country with the same purpose.
- By 1912 there were several trolley lines which ran throughout the peninsula.
- As demand for public transportation grew so did the Trolley Barn complex, which expanded until the site was filled around 1928.
- On 10 February 1938, electric trolley service was re-lifted and the system (including the barn) converted to buses.
- In the late 1960's, I-26 was superimposed over the inactive rail right-of-way, following but once again revising the historic entrance into the city.
- Charleston Area Transit Authority (CARTA) and the Downtown Area Transit (DASH) assumed the role of public transportation and the Trolley Barn went over to private use and ownership.
- Today, DASH shuttles mimic the historic trolley cars.



Exterior of trolley barn, Meeting and King Streets



Santos, 1902 w/ updates



THE CREW OF CAR 43 PAUSE FOR A PHOTO ON MEETING ST. NORTH OF WHITE POINT GARDENS AT THE BATTERY. THE "LOOP" SIGN INDICATES THE CAR WILL TRAVEL OVER THE BELT LINE. THIS WAS A BRILL SEMICONVERTIBLE BUILT IN 1904 AND HAS ITS WINDOWS PARTIALLY WITHDRAWN INTO THE ROOF STORAGE AREAS. BRILL 21-E TRUCK. S. C. E. & G. CO.

Charleston & West Indian Exposition, as it was known when it opened in 1902, saw another massive surge of visitors to the city. The cars ran direct from the two railroad stations to the fairgrounds (known today as Hampton Park) while maintaining nearly normal service on the other lines.

The Consolidated built a new power plant near Washington Race Track to light "The Ivory City" which was the popular name for the all-white exposition buildings which were illuminated by both electric arc and incandescent bulbs. The nightly spectacle of the brilliantly lit buildings in an era when dim gas lights and candles were still common was impressive to the 674,000 visitors who came to the

16

exposition grounds between December 1, 1901 and May 31, 1902 including the President of the United States, Theodore Roosevelt.

When the Charleston Union Station was built in 1907, streetcar tracks were built along East Bay to the new terminal and existing tracks on Line Street at the old Southern Railway station were removed.

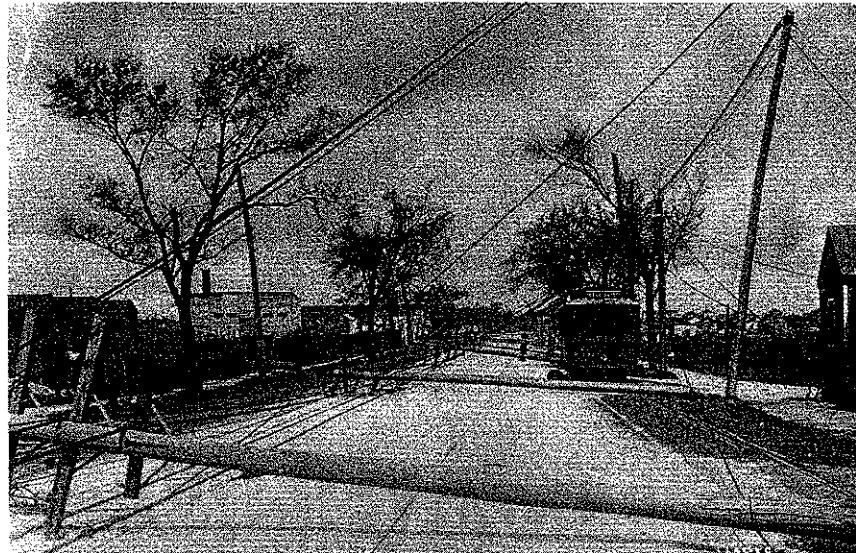
Normal patronage was boosted to unusual peaks on non-business days and during off-hours by special events like Gala Week, baseball games, the arrival of the circus, Memorial Day and other holidays when people rode up the peninsula to Chicora Park, the location of the present day Navy Yard. Here the company built a dance pavilion, a modest zoo, and a band shelter which offered weekly concerts supported by the Consolidated. This advertisement from an August, 1902 issue of the Charleston Evening Post solicited attention to the healthful benefits of an excursion to the park: "Saturday fares to Chicora Park will be reduced. Such an outing will be beneficial to little children. The bracing ride through the country with the breeze generated by the running of the car has saved many a life. Sickly children are always more cheerful and chirpy after the ride than they were before it was taken."

THIS MAGNIFICENT VIEW SHOWS THE CHARLESTON STREET RAILWAY'S MEETING STREET BARN ABOUT 1898. CLOSED CAR 23, IDENTICAL WITH THE "CHICORA", AND A TWIN CAR WHOSE NUMBER IS OBSCURED BRACKET EIGHT-BENCH OPEN CAR 51. PECKHAM TRUCKS. **Fred Bennett.**



CAR 36 ON THE CONTINUATION OF
MEETING STREET WAS ISOLATED BY
THE DOWNING OF THE TROLLEY
OVERHEAD IN THE 1911 STORM.

S. C. Power Co.



The Charleston Navy Yard purchased several parcels of land including part of the Chicora Park on 12 August 1901 as the first step in establishing the new facility. By 1910 when the first ship was drydocked, some 300 employees served the yard. This grew to 800 in 1915 and swelled during the World War to a maximum force of 6500 in November of 1918.

Minor league baseball was played at a field owned by the street railway at Shepard and Meeting streets, near the car barns, and at Hampton Park, near the Citadel. Both locations were served by special cars at these times.

The first president of the CCRG&E was Dr. J. S. Lawrence, who died in office in 1899. He was followed by Francis K. Carey in 1900, and by P. H. Gadsden in 1902. Mr. Gadsden served the CCRG&E, and its successor the Charleston Consolidated Railway and Lighting Co. as president until 1926.

CHARLESTON CONSOLIDATED RAILWAY AND LIGHTING COMPANY

The Charleston Consolidated Railway & Lighting Company was chartered on 20 May 1910. The company proposed to operate street railways in Charleston, Mount Pleasant, and Moultrieville (Sullivan's Island), and an electric railway through Mount Pleasant to Moultrieville over Sullivan's Island to, through, and over the Isle of Palms. Lines were also to be operated from Charleston to the U.S. Navy Yard in North Charleston. In addition a steamboat ferry was to connect Charleston with Mount Pleasant.

The company leased the properties of the Charleston Consolidated Railway Gas & Electric Company on 21 June 1910 and assumed operations over the streets of Charleston, including the Mount Pleasant to Isle of Palms line. In an article prepared for the *Electric Railway Journal*, the company described Charleston of 1911 as a city

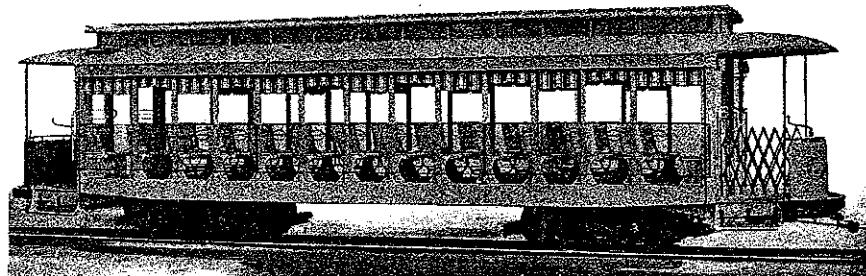
of 65,000 people located on a peninsula one and a half miles wide by three miles long. Here the company operated 41 miles of trackage distributed over six lines: five of these were city lines operating within the city limits, and the sixth was a suburban line running north to the Charleston Navy Yard. A seventh line known as the Seashore Division was operated semi-independently as it was isolated from Charleston by the Cooper River. Connection to the Seashore Division was made using two ferryboats which crossed from a Charleston wharf to the Seashore's pier on Hog Island near Mount Pleasant, near the base of the present day Cooper River Memorial Bridges.

Thirty-one cars were used on the six city lines: #1 East Belt; #2 West Belt; #3 Meeting; #4 King and Broad; #5 Rutledge Avenue North; and #6 Suburban and Navy Yard line. A seven-minute schedule was provided on lines 1 and 2, which circled the city in opposite directions on the same long trackage, while ten-minute service prevailed on the other city lines. Small 25-foot single truck cars were used for this service on the city lines, while the Belt lines used 32-seat Brill semi-convertible 28-foot cars. The latest extension of city service was over a new four mile line to the northwest suburbs which terminated at Schuetzenplatz park after passing Hampton City Park.

Although the state segregation laws called for separation of the races only on the suburban lines over five miles long, the company by agreement with the city did not allow white and colored passengers to sit together. However the CCR&L did not employ the use of movable partitions which were in use in other southern cities, but instead relied on an honor system enforced by the conductor.

The Suburban & Navy Yard line had different operations to accommodate rush hour service to and from the large Government facility while segregating the two races. Rush hour on this line was between 6 and 7 AM and 4:30 and 6:30 PM. Separate cars were used to control segregation with groups of six cars regularly dispatched in rush

TWO WIRESIDE OPEN CARS WERE BOUGHT FROM J. G. BRILL IN 1909 AND NUMBERED 101 AND 102. WHILE TWO SIMILAR FULL CONVERTIBLE CARS WERE LATER PURCHASED, THESE REMAINED IN THE TWO-OF-A-KIND CATEGORY. **Brill Magazine.**



hours on 15-minute headways protected by electric signals provided by U.S. Electric Signal Block Company. Three of the six cars in a section were assigned to each race. Later in the day, four-car sections were dispatched with two cars for each race and single cars were run at half-hour intervals through the remainder of the day. In this service white and colored passengers sat on either side of the center aisle.

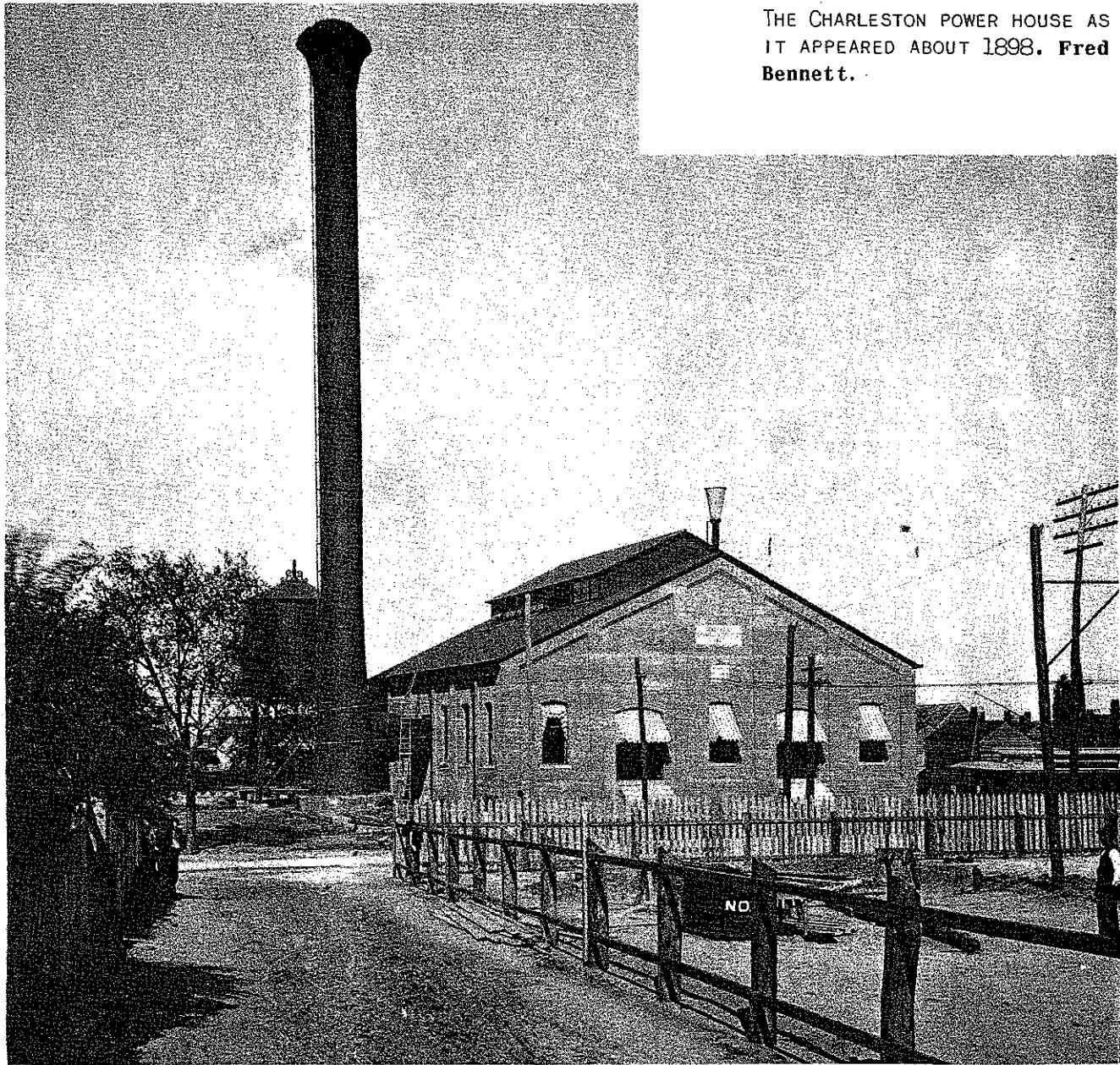
Fifteen Brill semi-convertible 37-foot double truck cars were used on the Suburban line operating from the Battery at the foot of Meeting Street, eight miles to the Navy Yard in a mere 45 minutes. The latest cars assigned to this service in 1911 were six Brill 46-foot convertible cars with slat seats for 56 patrons.

The Seashore Division was another line with unique operating conditions. The ferries "Lawrence", which could hold 1500, and "Sappho", which could only carry 750 passengers, departed the opposite terminals at fifteen minute intervals. The mild winter at Charleston was sufficiently chill enough to discourage a beach trade and only the Sappho crossed the Cooper River from October to April. But summer traffic between May 15 and September 15 was heavy and taxed the capacity of the two ferries. A round trip to the end of the trolley line plus the two ferry

crossings was a mere 30 cents for the 22 mile ride which took forty minutes from Charleston to the Isle of Palms terminal, passing through the town of Mount Pleasant, crossing the Inter-Coastal Waterway on a swing bridge, and traversing the length of Sullivans Island and a third of the Isle of Palms to the beach pavilion and amusement park. Sunday and holiday service in the summer varied from 3500 to 5000 passengers a day.

This line too had the car movements protected by U.S. Electric Signal Block equipment. Nineteen 40-passenger double truck cars plus another nineteen 40-passenger double truck trailers were used on the Seashore line. In addition, there were two box cab freight motors with GE-57 motors and two flat trailers used to haul freight cars and LCL packages to Sullivans Island and the park on the Isle of Palms. Southern Express Company operated over the line and U.S. Mail was carried at 3 cents per pouch-mile.

The park at the Isle of Palms had a 1000 by 140 foot dance pavilion for 1500 couples to "do the Charleston". Some 2000 seats surrounded the dance floor. Nearby were a hurdy gurdy and a ferris wheel. The Metz Military Band gave regular concerts on the weekend to entertain the bathers, while Hotel Seashore accommodated 300 guests, including those who had come from beyond Charleston.



THE CHARLESTON POWER HOUSE AS IT APPEARED ABOUT 1898. **Fred Bennett.**

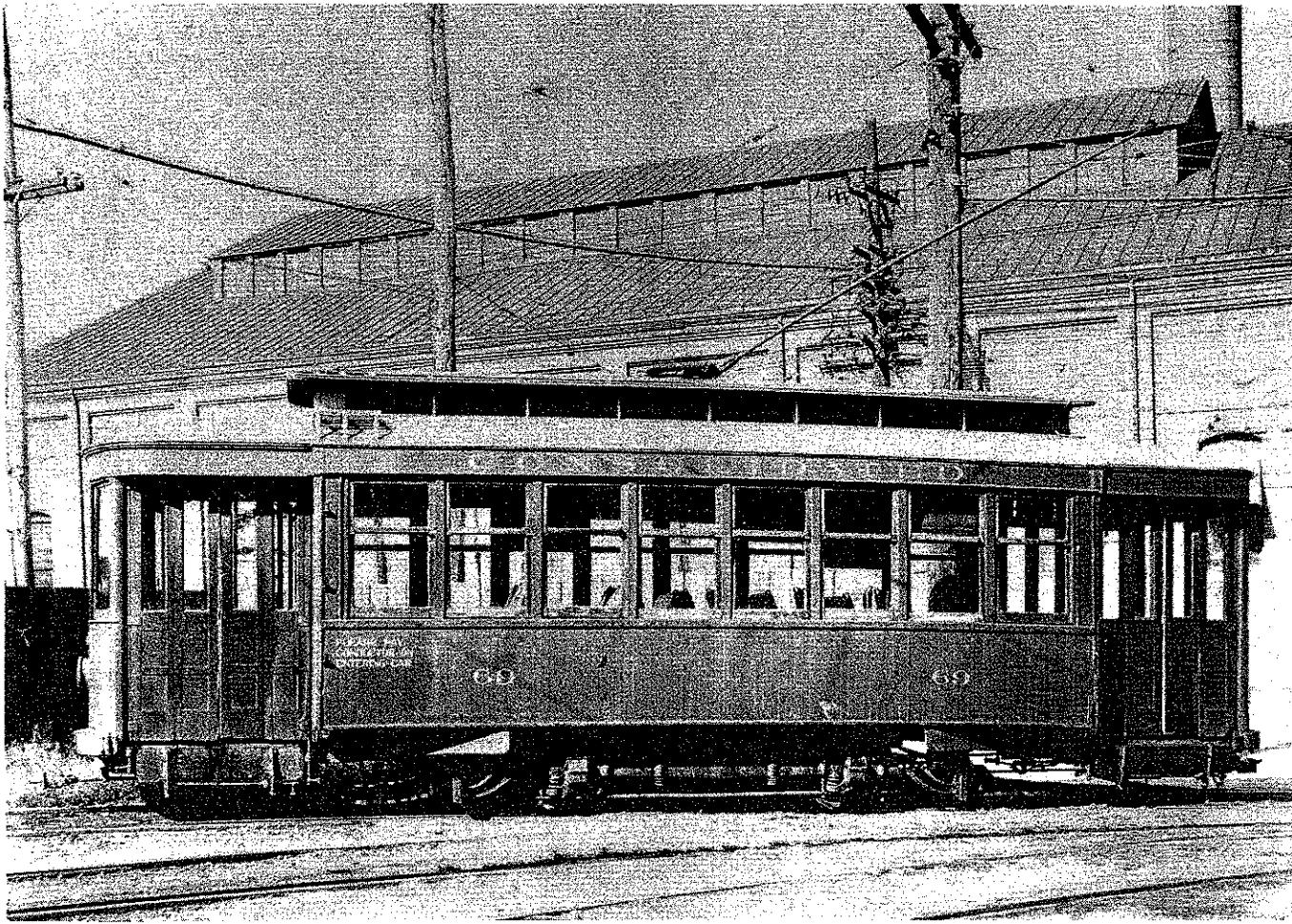
by train to spend more than a day at the beach. Mrs. Hilda Murphy of Orangeburg recalled that as a teenager, she and her parents often travelled from Orangeburg over the Southern Railway for a weekend at the shore.

A new extension of the company's lines was completed in October 1911. It ran from Magnolia Cemetery on the Meeting Street Extension near Mount Pleasant Street to the Charleston Country Club on the Cooper River at Belvedere Plantation.

In 1910 the line had operated 43 miles of track using 84 motorized cars, eight trailers, three freight cars, one work car and four flat cars. Four years later, the line operated 35 miles of track with 63 motors, six trailers, one freight car, and one work car. By 1922, the company was operating 39 miles of track with 69 motorized streetcars. A year later they were operating cars of five different series. The

company was able to provide a special car for charter service using one of the cars which had been retired. Decorated with colored lights, the seats of this extravagant vehicle were covered with an emerald velour upholstery. In addition, a trailer could be attached behind the charter car to provide refreshments and to carry a string quartet for musical entertainment. *La Dolce Vita.*

Act 2 signed on 12 February 1913 authorized the CCRG&E, which was still under lease to the CCR&L, to sell the former Seashore Division (Charleston & Seashore Railroad) including the wharf at the foot of Gaillard Street, east of Concord, in Charleston. The sale was made to the newly organized Charleston-Isle of Palms Traction Company. This organization operated the line for many more years as an independent venture.



The CCR&L Co. began work on a new two mile extension from the end of the Navy Yard line into North Charleston in January of 1915 and opened the line for service in late April. This line became the longest on the system and served to open the North Charleston area for development.

The hurricane which struck Charleston on 15, 16 and 17 July 1916 forced the company to suspend service in the city when the winds (reported to be 60 mph) tore down the trolley wire in several places. Such storms were annual problems, but few had the severity of this one.

World War I was threatening in the latter part of 1916 when the company decided to double track the Navy Yard line from Five Mile House to the Navy Yard, a distance of one and a half miles, to handle the increased civilian work forces at the government facility. The new trackage was completed in March 1917, as was the double tracking of the Clements Ferry Road line constructed at the same time. A new substation began operations in December on Clements Ferry Road between Five Mile House and Oaks Curve.

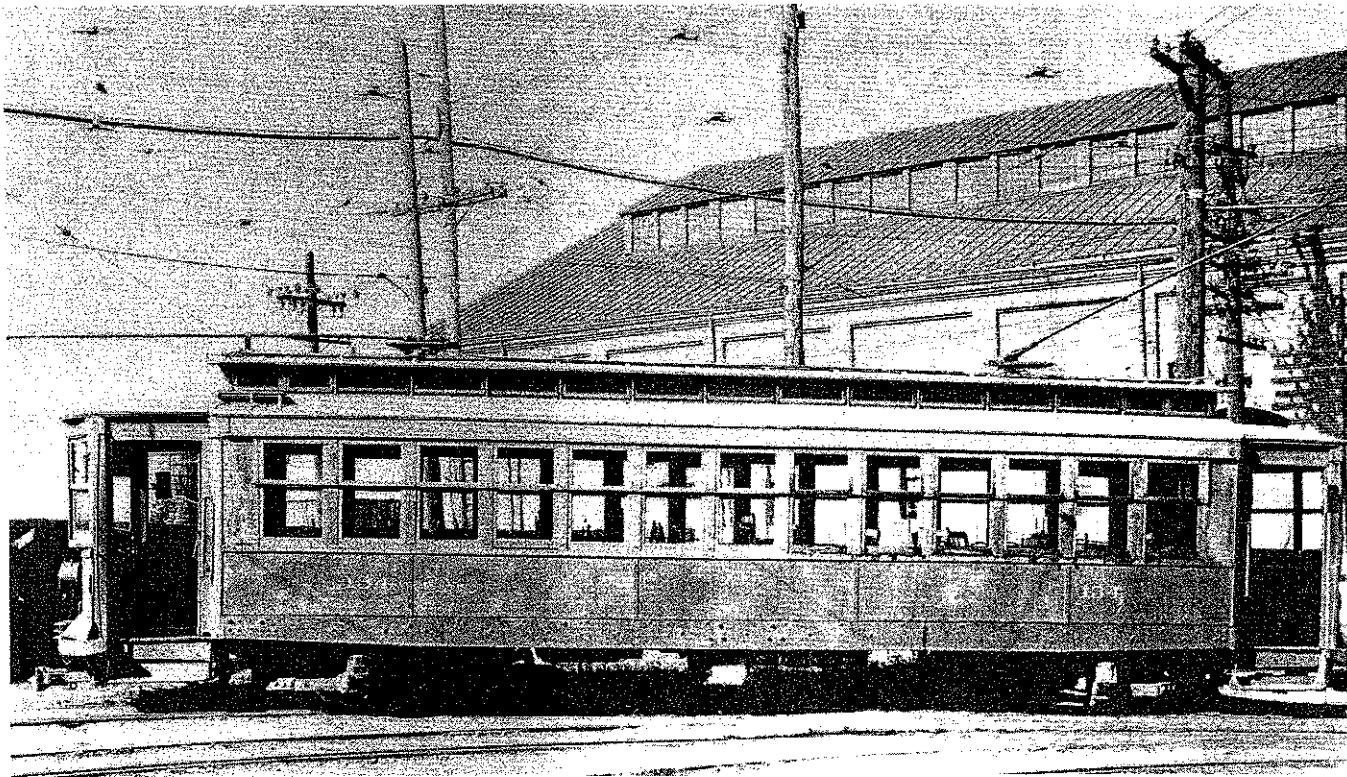
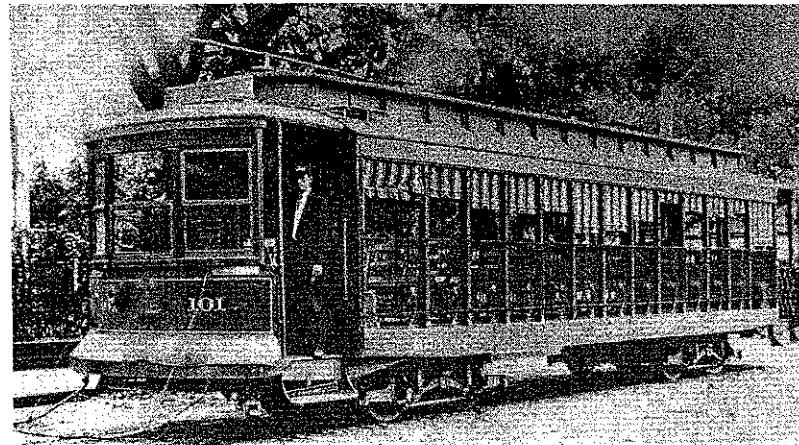
The CCR&L issued tokens of white metal 16mm in diameter as a convenience during the war years to increase the speed of loading which had delayed the cars overly long at the Navy Yard during shift changes.

CAR 69, BUILT BY CINCINNATI IN 1911 AND MOUNTED ON A BRILL 21-E TRUCK, WAS ONE OF THE FIRST FULL-VESTIBULED CARS ON THE SYSTEM. IT WAS OPERATED BY TWO MEN AND ENTERED FROM THE REAR. S. C. Power Co.

The company found that the Navy Yard line required more and more cars to handle the shift changes of war production workers. In 1917, the CCR&L purchased six second-hand cars to supplement the equipment, but even this was not enough. In November 1917, the company leased one motorized car and five trailers from the Charleston-Isle of Palms Traction Co for the winter. (The C-I OPT patronage dropped dramatically every winter as only local residents rode the cars.) In May 1918 the leased equipment was returned. In August 1918, the company received 16 center entrance steel cars from the Cincinnati Car Co. Equipped with multiple unit features, six of the cars were motorized and the other ten were trailers. The 41-foot cars were purchased for the long Meeting Street-Navy Yard line which had steadily increasing loads. The same car order included ten small 28-foot Birney cars which were to be used on the Broad Street Crosstown line and the King Street Line.

Right: CAR 101 ORIGINALLY HAD OPEN VESTIBULES BUT WAS REBUILT. IT IS SHOWN HERE ON LOWER MEETING STREET NEAR THE BATTERY, HEADING FOR THE NAVY YARD. S. D. Maguire.

Below: CAR 134 WAS BUILT BY BRILL IN LATE 1909 AND WAS ORIGINALLY A FULL CONVERTIBLE WITH OPEN PLATFORMS. BY THE TIME THIS VIEW WAS MADE AT THE MEETING ST. BARN, BOTH THE VESTIBULES AND BODY HAD BEEN INCLOSED. S. C. Power Co.

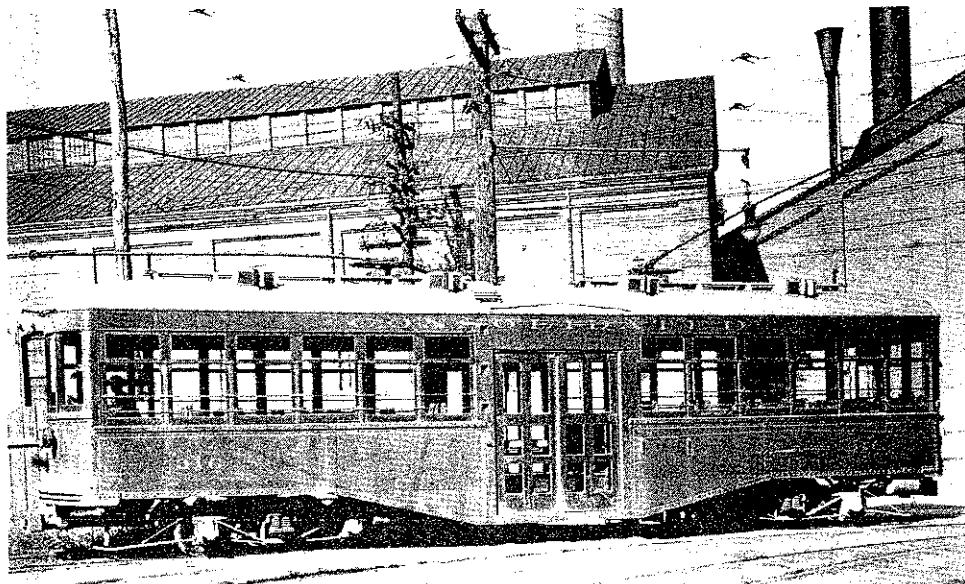


The Navy Yard Line was subsidized in 1918 so that the fare from the Battery at the foot of Meeting Street to the Navy Yard in North Charleston was only 5¢ during the rush hours. This served as an inducement for workers in the city to travel to the distant navy facility.

Streetcar revenues reached a peak on the Charleston lines in 1921, and declined thereafter as private automobiles came into popular use. In 1922 the fare schedule was complex to cover several contingencies. Regular adult fare was 7¢ with children under 11 paying 3¢. Tickets, however, were sold for adult rides at four for 25¢ (a three cent savings). Employees of the company could also get tickets at a discount, but different values for office workers and car-

barn employees. A special form ticket was used on the two-zone North Charleston line. Round trip forms were sold for 20¢ instead of the 28¢ if paid individually for each zone, but the special tickets were only acceptable between 5:40 and 8:30 am and 4:20 and 6 pm. In addition, they were available only in ticket books of six round trips for \$1.20 which covered one work week.

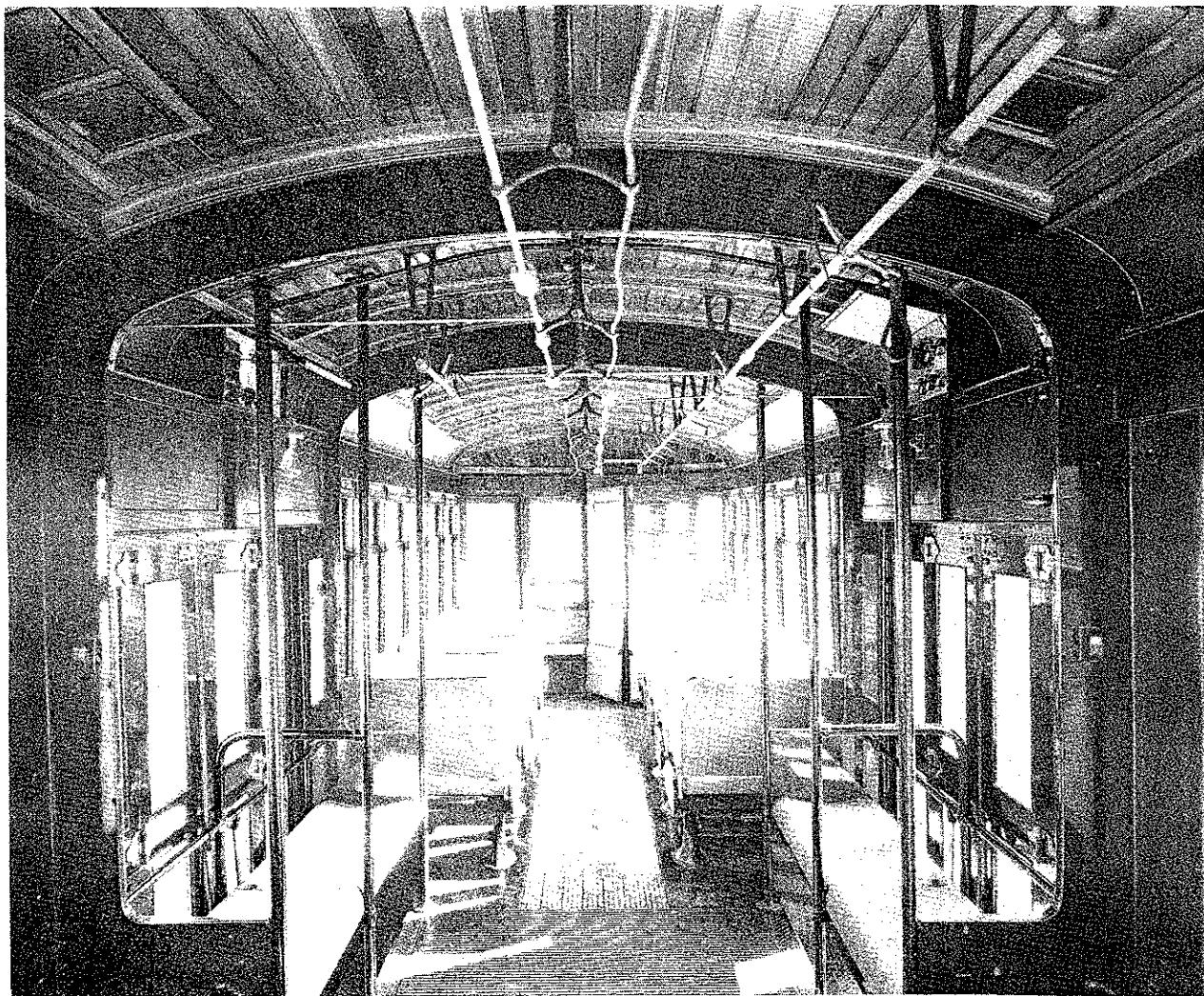
In the mid-1920s the company had 33 one man cars in operation. King Street continued to be a problem since this main shopping street was only 35 feet wide curb to curb from Calhoun south to Broad and even narrower from Broad to Battery.

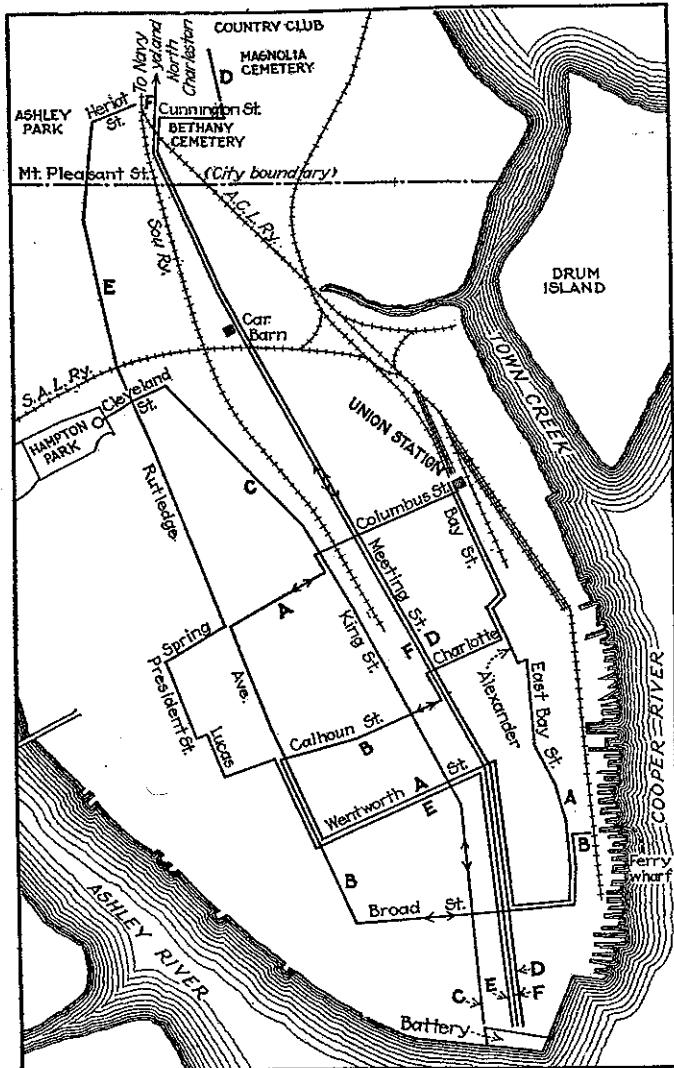


THE 300 SERIES CARS WERE
MOTOR AND TRAIL CARS
BUILT BY CINCINNATI IN
1918 FOR NAVY YARD SER-
VICE IN MULTIPLE UNIT
TRAINS. CAR 316 IS SHOWN
AT MEETING ST. BARN.

S. C. Power Co.

THE INTERIOR OF CAR 315
SHOWS THE FUNCTIONAL
CHARACTER OF THESE CARS.
NOTE THE MOTORMAN'S CAB.
H. E. Cox



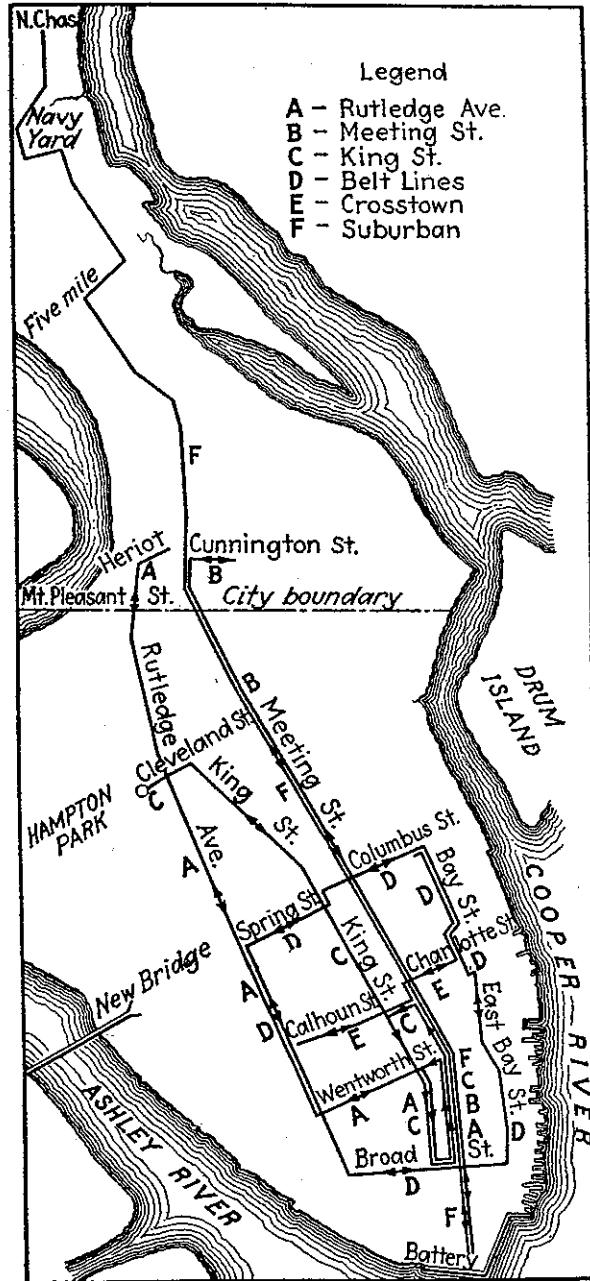


THE STREET CAR ROUTES IN CHARLESTON UNDERWENT A MAJOR REVISION IN 1923 AS A RESULT OF A STUDY AIMED AT IMPROVING SERVICE, REDUCING CONGESTION, AND LOWERING OPERATING COSTS. THE MAP ON THE LEFT SHOWS SERVICE AS IT EXISTED BEFORE THE CHANGE, THE ONE ON THE RIGHT SHOWS SERVICES PROVIDED IN 1927. **Electric Railway Journal.**

SOUTH CAROLINA POWER COMPANY

The South Carolina Power Company took over the operations of the Charleston Consolidated Railway and Lighting Company in 1927. The new company was incorporated in December 1926, headed by B. A. Hagood and Stuart Cooper.

The SCP found five different types of streetcars in service when it took over the Charleston property. The company remodeled several of the old cars to one-man operation, purchased new improved Birney safety cars, added some double truck cars in good condition and retired the older cars to reduce operating and maintenance costs. The standard car color was changed by the SCP to a bright orange and the first car to pass through the

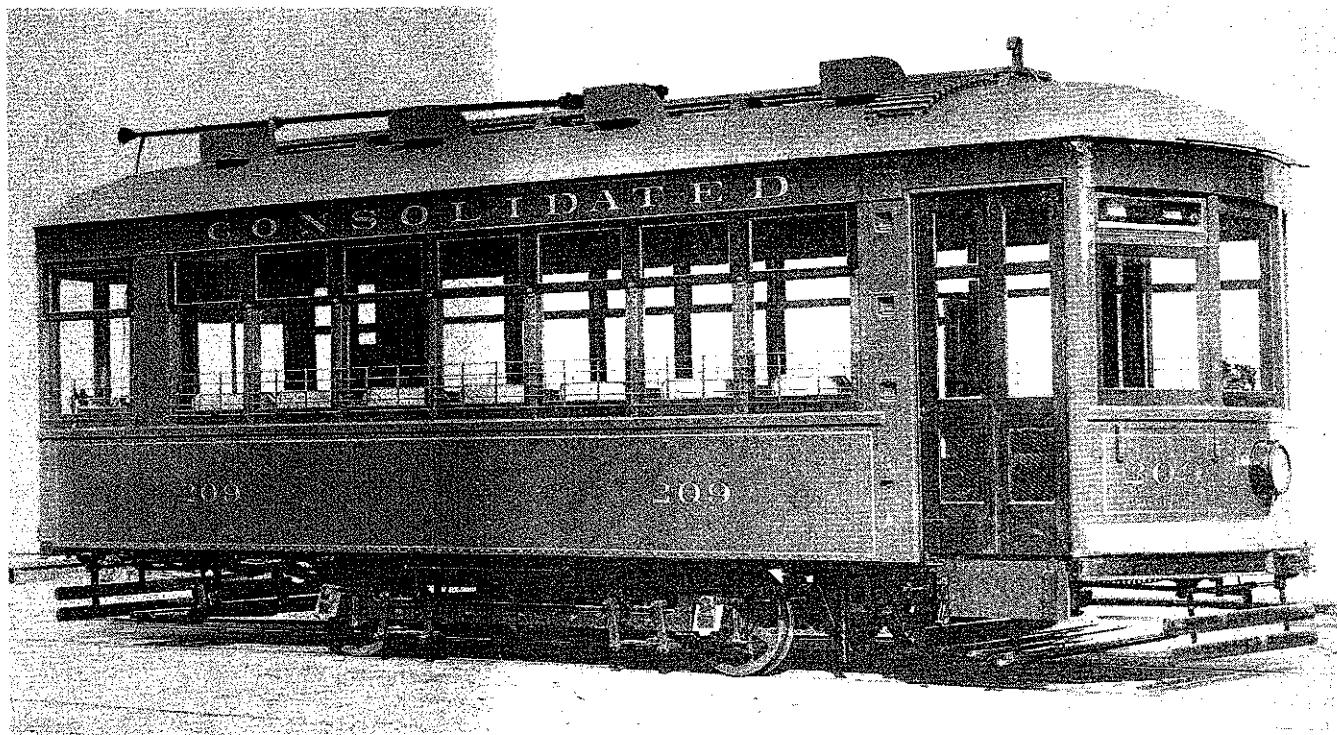


paint shop was run for three days in regular service on each of the five city lines to promote the new image.

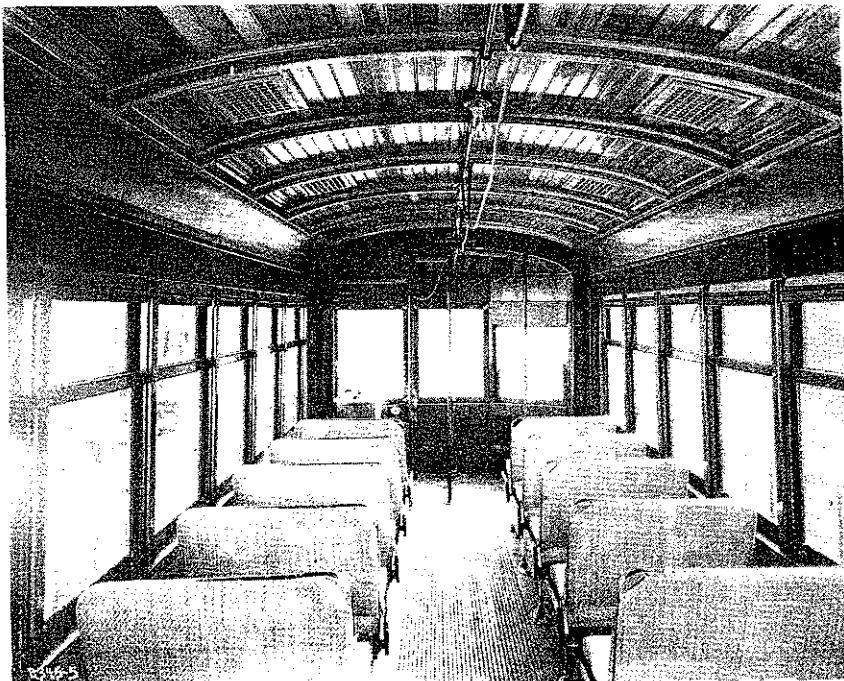
Track was reconstructed as the City of Charleston began a four-year paving program, and single track was substituted on several former double track lines where patronage no longer supported heavier service.

The shop force was reduced from more than 60 men in 1923 to about 28 men in 1927 to reduce the overhead. The company was able to boast of one shop employee for every 47,000 passenger car-miles operated versus the one man per 22,000 that had held jobs four years earlier.

But all of these measures: new cars, new track, new image, and reduced working force merely delayed the inevitable conversion to buses which had no need for the fixed plant of rails and overhead wire.



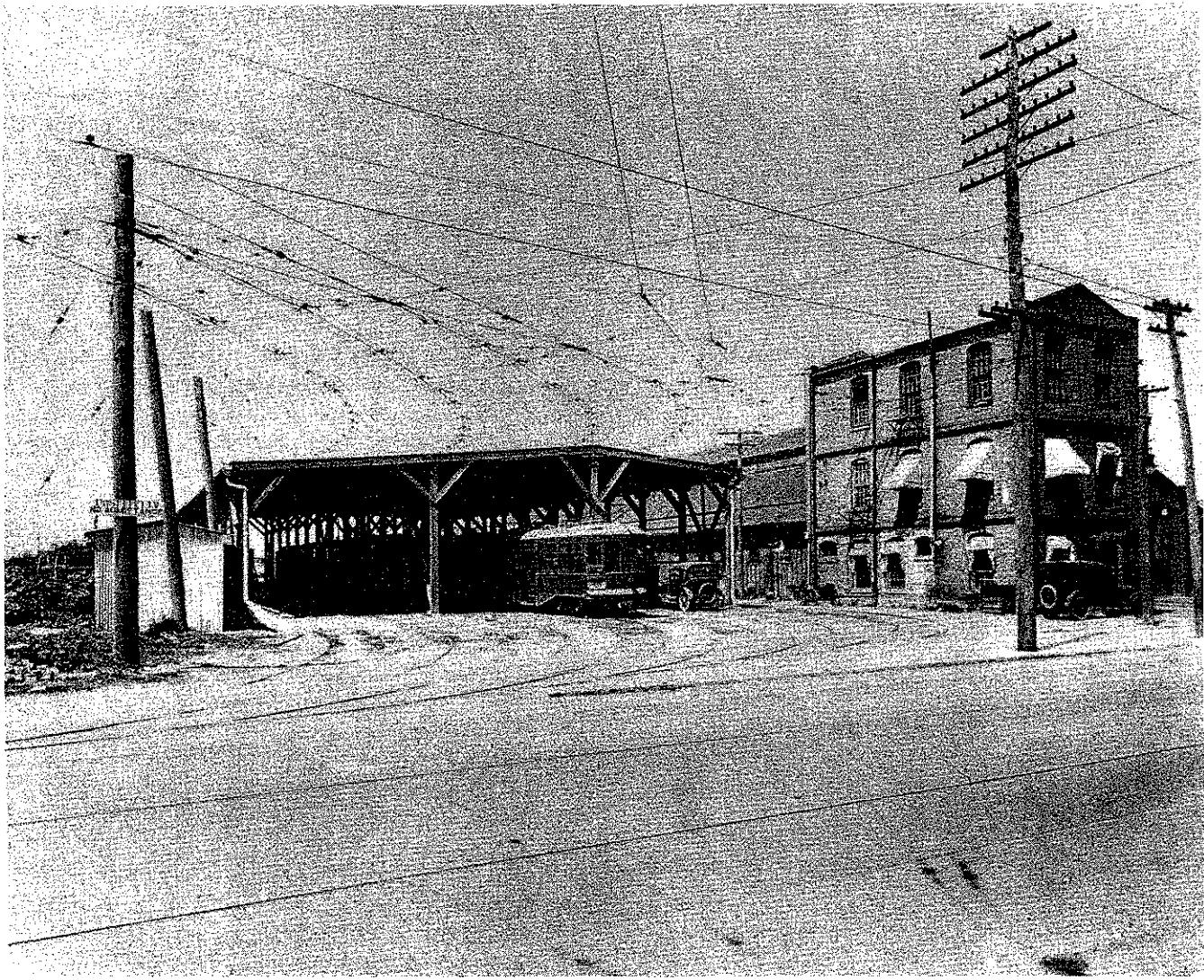
ALMOST, BUT NOT QUITE A BIRNEY, CAR 209, SHOWN HERE IN BOTH INTERIOR AND EXTERIOR VIEWS WAS BUILT BY CINCINNATI IN 1918 AND REPRESENTS ONE OF THE EARLIER SINGLE-TRUCK LIGHTWEIGHT DESIGNS WHICH WOULD GAIN POPULARITY WITH SMALL-TOWN SYSTEMS AFTER WORLD WAR I. H. E. COX.



In 1928, Commonwealth and Southern Corporation, a holding company controlling street and interurban railways in Michigan, Illinois, Indiana, Georgia, Mississippi and Ohio, purchased control of South Carolina Power, SCP was then merged with other C&S-controlled properties in South Carolina, including Augusta-Aiken Railway and Electric Corp., Georgia-Carolina Power Company and Edisto Public Service Corp. under the SCP name.

Compared with other small Southern properties, Charleston retained its commitment to street cars longer than

most. No bus service was provided to supplement or supplant the cars until 20 January 1934 when the long Suburban line to the Navy Yard and the Meeting Street line, which followed the same route for virtually its entire length, were abandoned and bus service substituted. The congested streets of downtown Charleston led to increased pressure to get rid of the remaining cars and a new 25-year franchise granted by the city in August 1937 was aimed at getting rid of the cars as soon as possible. The remaining lines were abandoned on 10 February



1938, the last car running into the car barn at Meeting and Romney Streets at 5 PM. The occasion was celebrated by a parade and brass band earlier in the week.

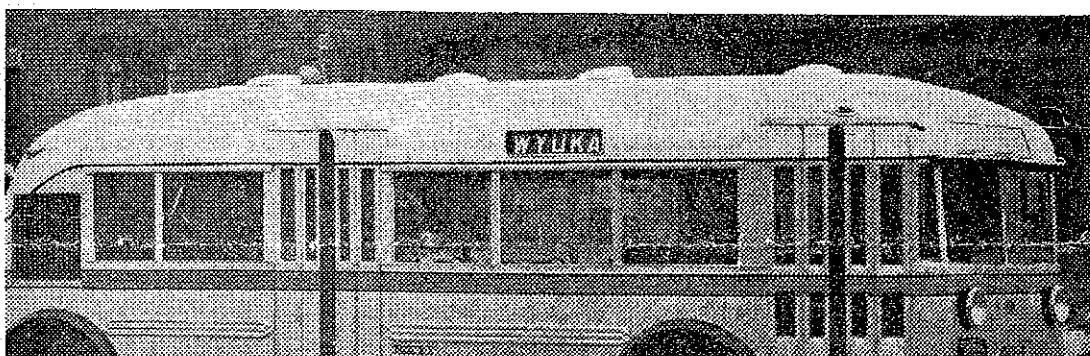
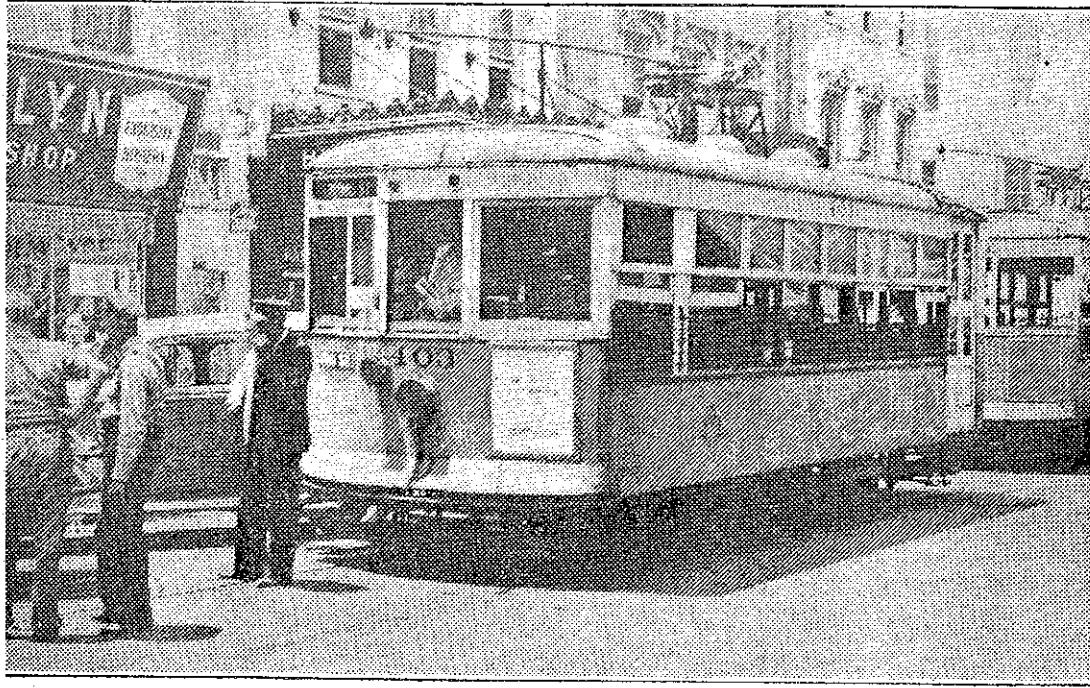
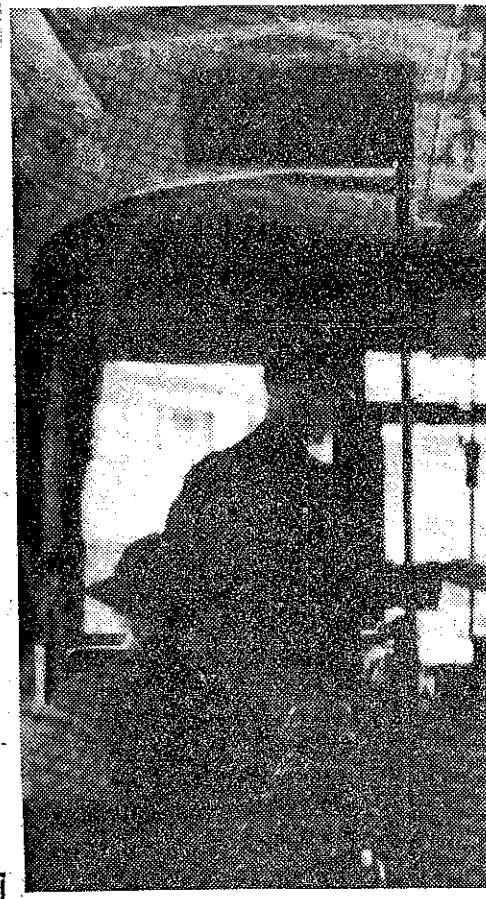
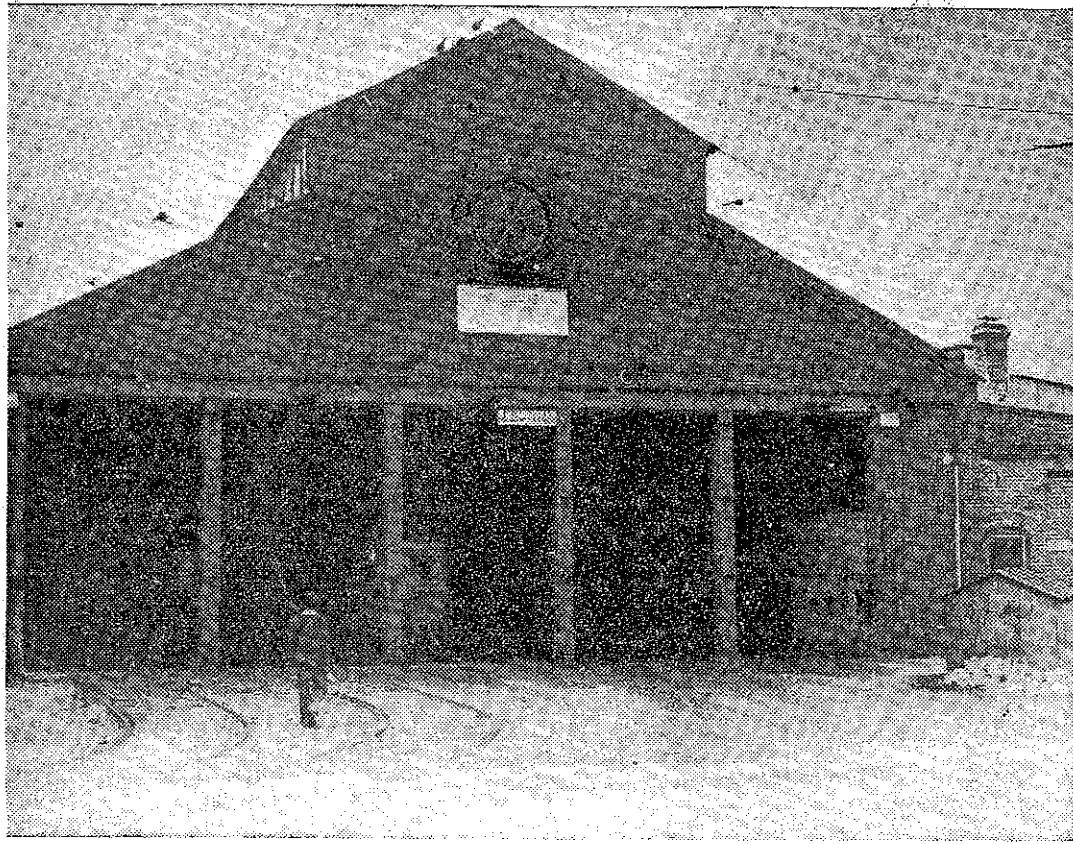
The *News & Courier* printed a poem the next day:
Perhaps I'm just old fashioned
but my heart is sore within.
I'm grieving for the streetcars
in spite of clamor and din.
I'm thinking of that welcome sound
when a restless night is o'er,
the comfort of that early car
as it passes by my door.
I'm thinking of the men who drive
their patience and their cheer.
How they must have grown to love it
and—I find I shed a tear.
'tis hard to see the old things go
to make a way for new.
the buses may be very grand
here's, old streetcars, to you

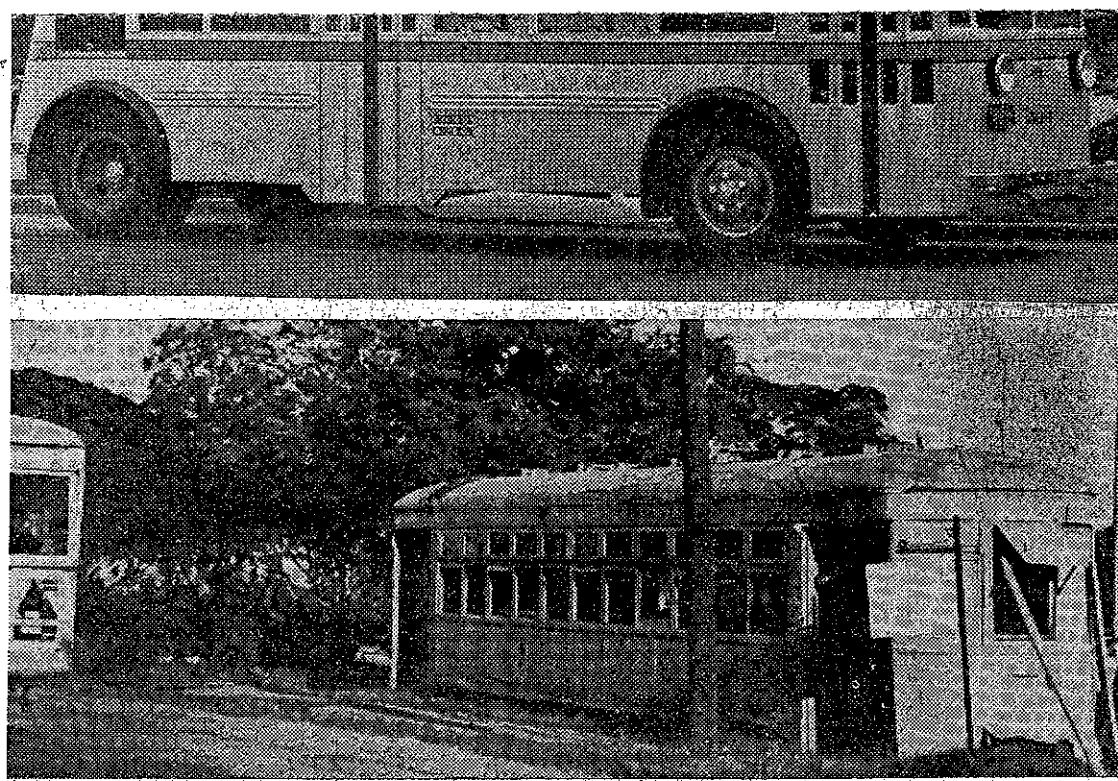
CAR 313 "WHITE EXPRESS" TO THE NAVY YARD
WAITS FOR ITS CREW AT THE MEETING STREET
BARN AND SHOPS. **SCER&G Files.**

The McClure Murder Case was perhaps unique in the annals of the electric streetcar in America. Although fiction authors had used the device of murder on a trolley (Ellery Queen solved one such murder which occurred on the 42nd Street Crosstown Line in New York City in one of his earliest books), few murders actually occurred in this type of public vehicle. However, in Charleston one dark December night in 1936, the experienced motorman, Grover P. McClure neared the end of the line as three shots echoed through the car and McClure fell dead as the car ground to a stop. His estranged wife fled the scene and at home a few hours later, fatally wounded herself. Before dying she confessed the crime and said she preferred to die with her husband than to live apart.

— DO YOU KNOW YOUR CHARL

Electric Street Cars





TOP PICTURE at the left shows the car is being remodeled to service gasoline blocked in King street by automobile protests.) UNDERNEATH: A bus of the type here to replace the trolley cars, and an vegetable booth at Heriot street. This is street car, the end of which shows in the picture. TOP RIGHT: Lady pays fare to the man, prepayment car. BELOW, folding passenger. (Three latter photos by Paul:

rolleys Which Displaced Horse Cars Now to Give Way to Gasoline Buses After Forty Years of Service Here

The old street car barn is being cleared for use as a bus barn. A part of it is being torn down. The rusty rails on which yellow and green electric cars have been running for four decades soon will be taken up, and the automobile driver will heave a sigh of relief. After a few years, a few sad mementos of the electric street car will survive in the form of hambuger joints and fruit stands, and then they will rust and be sold as junk. Once the acme of progress, the street car has become an anachronism and the public clamors with some noise with which it sought a street car forty years ago for replacement by gasoline buses. If the bus never will have the art in the life of the city that the street car has had.

Before 1861, a man who didn't own a carriage walked, and the majority of Charleston citizens, like those of most other communities, did considerable walking. On January 28, 1861, an act was passed by the General Assembly, then meeting in Charleston for the incorporation of the Charleston City Railway Company of South Carolina, with Joshua Lazarus, John S. Riggs, David Riker, Thomas J. Wharton and Henry Buist as incorporators. The capitalization was to be \$200,000, the charter was to be for twenty-one years and horse cars were to be operated.

Operating in 1866
The War Between the States broke out and the railway project became dormant, but in 1866 the railway had been constructed and

was in operation. The charter was renewed December 17, 1881, and on December 22, 1888, the stock was reduced to \$100,000.

It was January 4, 1894, that the company obtained authority to electrify its system and to issue bonds not exceeding \$1,000,000. At that time the charter was renewed for thirty years, and the company was given the right to generate and supply light, power and heat, and to consolidate with other lines and operate them.

The reason for the latter provision was that there was in operation at that time in the city another street railway company, known as the Enterprise. This company obtained a charter March 1, 1870, for construction of the navy yard line, in addition to the ones it operated in the city.

The Charleston and Seashore Railroad company was chartered February 10, 1898, with Dr. J. S. Lawrence, Philip H. Gadsden and W. W. Lawton as incorporators. They operated a horse car line to the Isle of Palms, by way of Sullivan's Island and Mount Pleasant.

The City railway company and the Charleston and Seashore Railroad company were consolidated February 21, 1899, as the Charleston Consolidated Railway, Gas and Electric company, and for many years the company was known as the Consolidated. In addition to its railways, the company operated ferries to Mount Pleasant and to Magnolia Gardens.

Electrified in 1897
In 1897, the company announced

to city council it was ready to change its horse car system to electric cars. It was given one year to effect this change and to consolidate with the Enterprise.

The first street cars were small affairs. The seats ran the whole way across the car, and a narrow platform ran the length of the car on the outside. The conductor walked along this platform in the manner of a conductor on a European compartment train and reached along each seat to collect fares.

A motorman operated the car and the conductor signaled him by means of a rope which rang a bell over his head, when to start and to stop. There were no glass windows in the car and the crew were subject to the full fury of the elements. There was but one trolley pole, and the conductor had to pull it off the wire at the end of the line, walk around with it to the rear of the car and reverse it.

City council on March 27, 1901, authorized construction of a line to the grounds of the South Carolina

Interstate and West Indian Exposition, then under construction. The Exposition Traction company was organized for this construction. Tracks from a line which formerly ran down Church street to the Battery were taken up to construct this line, the Church street line being a financial loss.

Closed Cars of Wood

The first closed cars were made by the J. C. Brill company and, though made of wood, were in use until after the World war. They had seats for twenty-eight passengers and were equipped with hand brakes, with large brass handles, worn shiny by the weight of the motormen as they pressed down to stop the little cars.

Later, a slightly narrower and longer car, with a rounded front, was put into use on the Belt Line, which then was a very popular line, particularly in the afternoons, when

children were given a ride around the "belt" as a special treat. The great improvement in these cars was the polished wood elbow rests on the windows.

Charlestonians regarded as an "infernal nuisance" the inauguration of the first pre-payment cars on the Belt line and said it would never work. Prior to that, the conductor used to wait until the passenger was seated, then come in and collect the fare.

Just before the World war, the King street line grew in use and a large double-trucked steel car was put into use on that line. Several years ago, these were put on the suburban line, and were sold as junk a few years later when they were replaced by buses.

One-Man Cars Came In

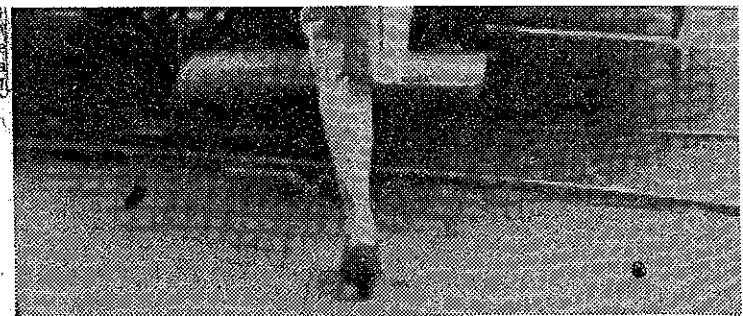
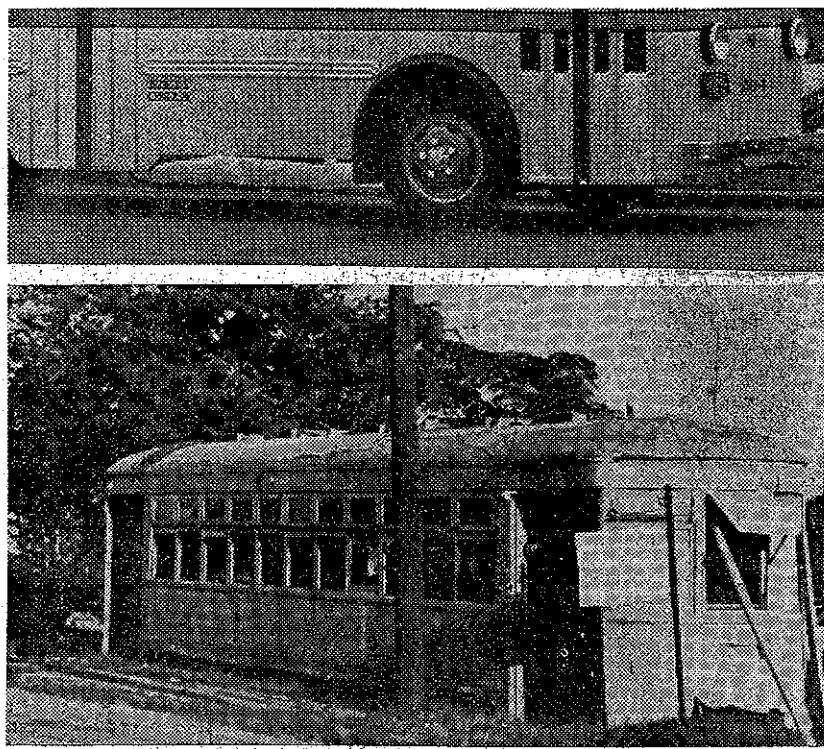
On the navy yard line, which later was extended to North Charleston, large double-trucked cars always were used after the horse-cars were replaced. When labor became scarce during the World war, the company ordered the present steel one-man cars, which now operate on the Belt line, and some large double-trucked center-entrance steel cars for the suburban line.

Labor protested against the one-man cars, but help was so scarce that the protest blew over. The cars were not delivered until so late that by the time they arrived the necessity for their use was almost over.

The center-entrance cars were to operate in trains of four, with one motorman in the first car and a conductor in each. Each car had a motor, however. They never were operated in trains of more than three, and it was not long before most of them were in the barn in storage and some of them were being shipped to other cities.

These were the last new cars purchased. As the old wooden cars wore out, second-hand steel cars were purchased from Boston, where lines were being taken up.

On the Isle of Palms line, a lighter car was used. Many of the cars were built as trailers and had no motors. The custom was to use an uneven number of cars, all but the last car traveling in pairs. As all cars ran only when the boat arrived or sailed, they lined up at one end or the other of the line. The car which arrived singly picked



TOP PICTURE at the left shows the car barn in Meeting street which is being remodeled to service gasoline buses. BELOW: Street car blocked in King street by automobile projecting over tracks. (Staff Photos.) UNDERNEATH: A bus of the type that probably will be used here to replace the trolley cars, and an old street car converted into a vegetable booth at Heriot street. This is the end of the line for a "live" street car, the end of which shows in the left corner of the bottom picture. TOP RIGHT: Lady pays fare to the motorman-conductor in a one-man, prepayment car. BELOW, folding doors open to admit a female passenger. (Three latter photos by Paul.)

replaced Horse Cars Now to Gasoline Buses After Years of Service Here

being in operation. The charter was renewed December 17, 1881, and on December 22, 1888, the stock was reduced to \$100,000.

It was January 4, 1894, that the company obtained authority to electrify its system and to issue bonds not exceeding \$1,000,000. At that time the charter was renewed for thirty years, and the company was given the right to generate and supply light, power and heat, and to consolidate with other lines and operate them.

The reason for the latter provision was that there was in operation at that time in the city another street railway company, known as the Enterprise. This company obtained a charter March 1, 1870, for construction of the navy yard line, in addition to the ones it operated in the city.

The Charleston and Seashore Railroad company was chartered February 10, 1898, with Dr. J. S. Lawrence, Philip H. Gadsden and W. W. Lawton as incorporators. They operated a horse car line to the Isle of Palms, by way of Sullivan's Island and Mount Pleasant.

The City railway company and the Charleston and Seashore Railroad company were consolidated February 21, 1899, as the Charleston Consolidated Railway, Gas and Electric company, and for many years the company was known as the Consolidated. In addition to its railways, the company operated ferryboats to Mount Pleasant and to Magnolia Gardens.

Electrified in 1897

In 1897, the company announced

to city council it was ready to change its horse car system to electric cars. It was given one year to effect this change and to consolidate with the Enterprise.

The first street cars were small affairs. The seats ran the whole way across the car, and a narrow platform ran the length of the car on the outside. The conductor walked along this platform in the manner of a conductor on a European compartment train and reached along each seat to collect fares.

A motorman operated the car and the conductor signaled him by means of a rope which rang a bell over his head, when to start and to stop. There were no glass windows in the car and the crew were subject to the full fury of the elements. There was but one trolley pole, and the conductor had to pull it off the wire at the end of the line, walk around with it to the rear of the car and reverse it.

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up the last trailer, and the car at the other end of the line ran single. Islanders used to call the last "Boat tail".

Mount Pleasant Claimed Cars

During the first days of the seashore railroad, the old horse cars were used as trailers. Later, trailers were used as stations.

Once, in 1901, the town of Mount Pleasant sought to collect taxes from the street railway company, claiming it had been granted exemption, refused to pay. One of the cars was chained to a track and the company had to under protest to secure its release.

Air brakes first were tried on seashore cars in 1901, on Car 1, but though declared highly successful, were not used generally on city system until about the time the World war.

In 1866, when horse cars were put into operation, only white passengers were carried. The fare ten cents, with a reduction if tickets were purchased. No car on Christmas day, employees being given a full holiday with full pay. In 1901, the present arrangement of seating white passengers from front to rear and negroes from rear to front was inaugurated.

In the horse car days, the lines were designated by the color of the cars, and for more than two decades after horse cars ceased operating, the old Broad street line was known as the "Blue line".

The colors of electric cars been changed several times, the yellow, orange or green always been used.

The car barn, in Meeting street opposite Cool Blow street, was in 1897, the north and south wings being added several years later to accommodate increased road stock. Portions of the wings being torn down and the remainder of the structure converted into a barn for buses.

J. V. N.

THE ANTRIM'S SOCIETY
Meeting Notice
The monthly meeting of the
Antrim's Society will be held in
the South Carolina Hall, at 7:30 P.M.
Secretary, R. C. BLACK.

1927

Meeting Notice

MENTS