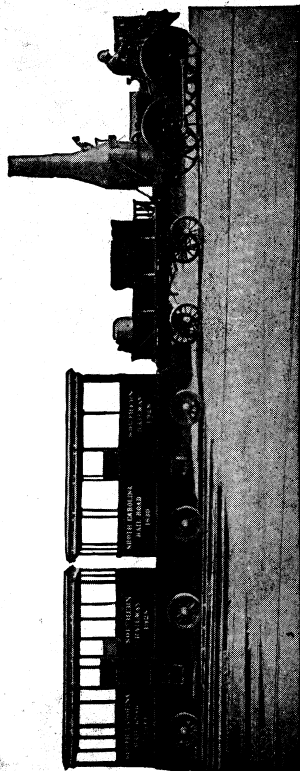


105 YEARS OF PROGRESS

FIRST LOCOMOTIVE
Built in America For Service

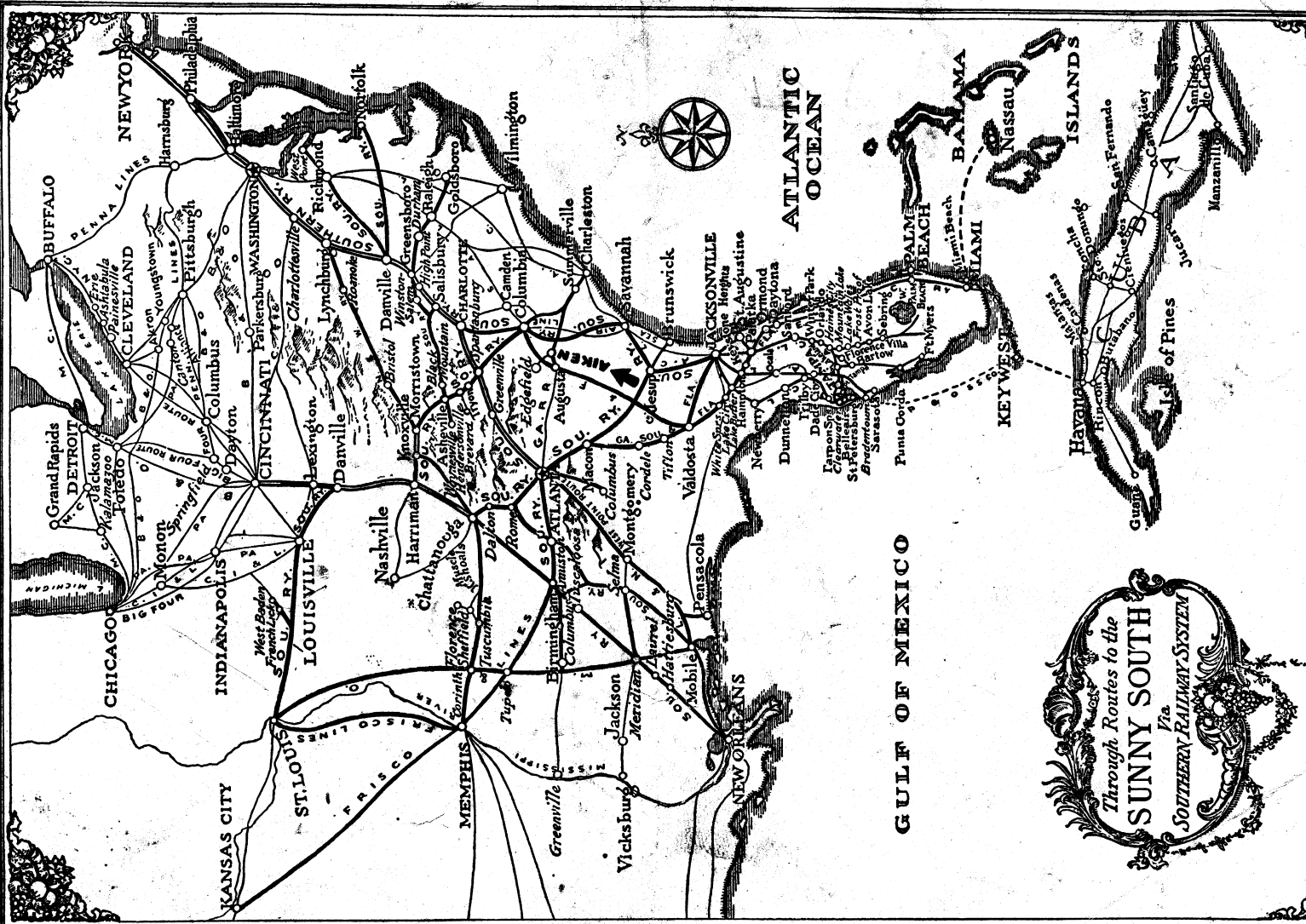


The "Best Friend of Charleston" and its train reproduced by the Southern Railway System. First operated in 1830.

1835 } Visit
AIKEN'S CENTENNIAL CELEBRATION
April Fourth-Fifth-Sixth } 1935

THE "BEST FRIEND" WILL BE THERE

SOUTHERN RAILWAY SYSTEM



Through Routes to the
SUNNY SOUTH
Via
SOUTHERN RAILWAY SYSTEM

GULF OF MEXICO

ATLANTIC OCEAN

History of the "Best Friend of Charleston"

Recalling the days of over a century ago when the enterprising business men of Charleston, S. C., were among the earliest and most active and effective advocates of the construction of railroads, the Southern Railway System has built a reproduction of the "Best Friend of Charleston," first locomotive built in the United States to be operated in actual transportation service, and of the tiny train which was pulled by this pioneer locomotive on its maiden trip.

Built in the Charleston shops of the Southern, the "Best Friend" of 1935 follows the lines of the original which was built at the West Point Foundry in New York for the South Carolina Canal and Rail Road Company and brought to Charleston by ship on October 23, 1830. After several trial trips, the engine was put in regular service on December 25, 1830.

Like its prototype, the "Best Friend" weighs only approximately four tons and has an upright boiler, resembling a bottle. It has four driving wheels, fifty-six inches in diameter. Two inclined cylinders with six-inch bore and sixteen-inch stroke work down on a double crank inside the frame with driving rods connecting with the axle carrying the rear pair of driving wheels. The wheels themselves are outside the frame with connecting rods working outside their hubs. The cylinders are at the forward end of the engine and the boiler at the rear end.

The train consists of a service car, forerunner of the modern engine tender, and two coaches which look like omnibuses on flanged wheels. The service car and coaches were built in the Southern's shop at Hayne, S. C., and are also faithful reproductions of the train which was drawn by the original "Best Friend" on its first run.

The career of the original "Best Friend" was brief as well as historic. On June 17, 1831, its boiler was destroyed by an explosion, a negro helper having tied down the safety valve in the absence of the engineer as he was annoyed by the sound of escaping steam. Three men were injured in the accident. Subsequently the running parts of the "Best Friend" were used in the construction of the "Phoenix," which remained in service for many years.

The "Best Friend" was designed by C. E. Detmold. Horatio Allen was chief engineer and one of the earliest advocates of steam power for locomotion. Nicholas W. Darrell, whom South Carolinians acclaim as the first American railroad engineer, helped set up the "Best Friend" after its arrival in Charleston and was the first man to open its throttle. He ran an engine for many years and was then promoted to master machinist, in which position he served until his death in 1869.

The South Carolina Canal and Railroad Company was chartered December 19, 1827. Construction work began in Charleston on January 9, 1830, six miles of track, built on trestle work and laid with strap rail, were completed that year. The road was opened to Branchville, S. C., 62 miles, in November, 1832, and to Hamburg, S. C., on the Savannah River, opposite Augusta, Ga., October 1, 1833. It was then 136 miles in length and the longest continuous railroad in the world; also the first railway to carry the United States mail. The original line and the branches are now included in the Southern Railway System.

The reproduction of this pioneer locomotive and its train serves to call attention to the extraordinary part which Charleston played in the development of early railroads in the South. The construction of the line to Hamburg fired other communities with the ambition to build railroads, many of which were constructed largely with the help of capital furnished by Charleston.

1835—AIKEN—1935 and the "Best Friend"



From the earliest colonial times a trail had led overland from Charleston to the Savannah River, at Fort Moore (later known as Hamburg), opposite the present city of Augusta, and over this pack-mules had carried much of the commerce of the principal city of South Carolina.

As this means of communication could have been anything but satisfactory, it was natural that Charleston, in her rivalry with Savannah, should early learn the lesson of the Erie Canal, and accordingly on December 19, 1827, nine months after the Baltimore and Ohio Railroad Company had been chartered as the first railroad enterprise in the United States, a charter was obtained for the "South Carolina Canal and Railroad Company" to open a canal or railroad from Charleston to Hamburg.

The motive power to be used was at first debated, and, Charleston being a seafaring community, an attempt was made to operate trains *by sails*. But the success of the Stephenson locomotive at the Rainhill trials in England soon convinced the directors that steam was the most practicable motive power, and in 1830 an English-built steam locomotive was put in service. This was the historical "Best Friend of Charleston."

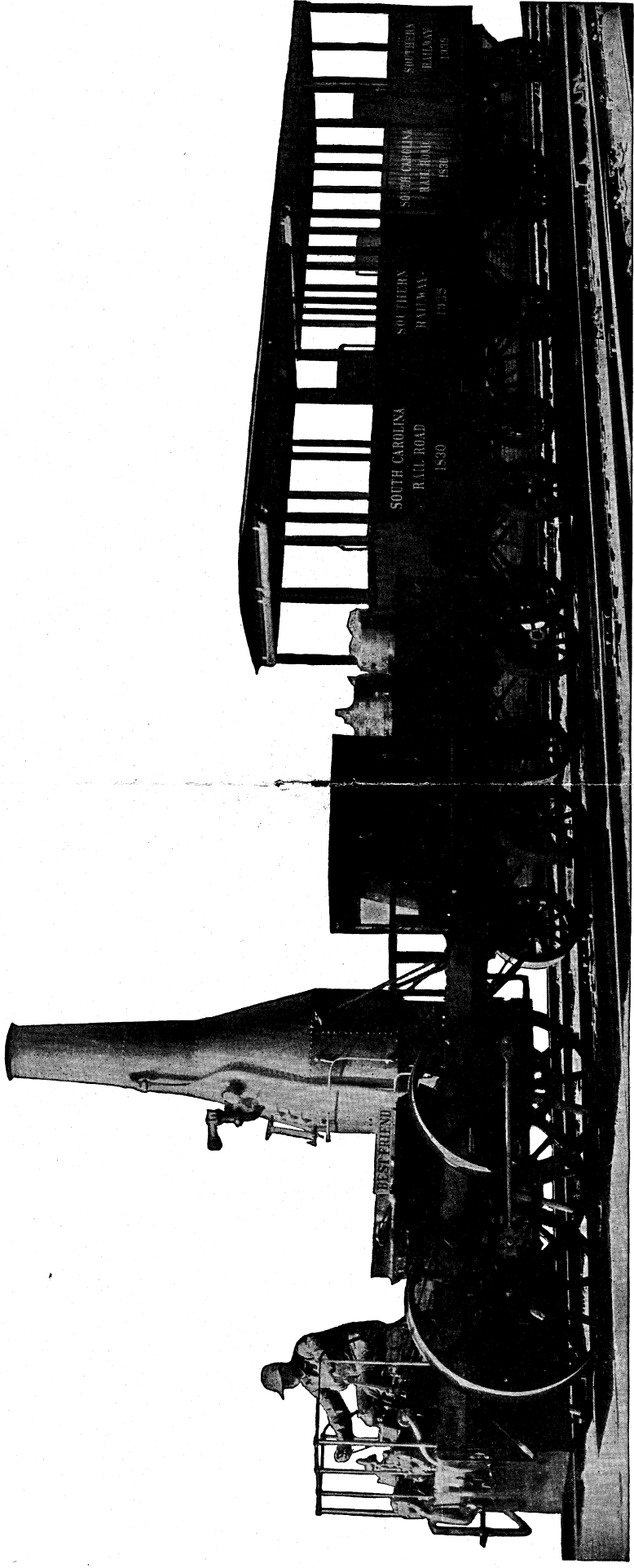
Meanwhile the company was prosecuting the construction of its line in the direction of Hamburg, and on October 1, 1833, it was opened to that point, an inclined plane, which was the subject of much debate, being used at first to overcome the ridge at Aiken.

During this period which was vitally important to the success of the enterprise, the railroad maintained a construction camp at Aiken which made Aiken the scene of exceptional activity and brought that community into especial prominence in the construction work of this pioneer railroad.

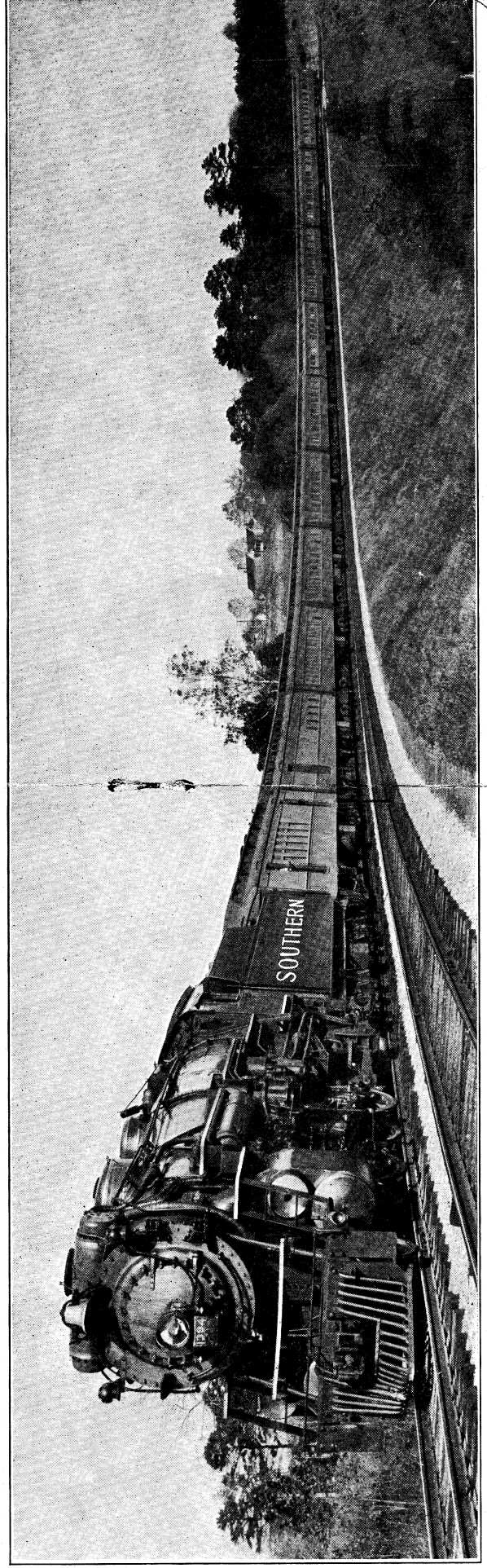
The inclined plane at Aiken was subsequently substituted by a deep cut through the town over which, many years later, the South Carolina Railway Company and the South Carolina and Georgia were required to erect and maintain bridges.

Thus Aiken played a prominent role in the development of the South Carolina Canal and Railroad Company, and by reason of material and financial assistance as the years passed, enabled this railroad and its successors to substantially serve the communities through which it operated.

Aiken between 1835 and 1935 has truly experienced ONE HUNDRED YEARS OF PROGRESS.

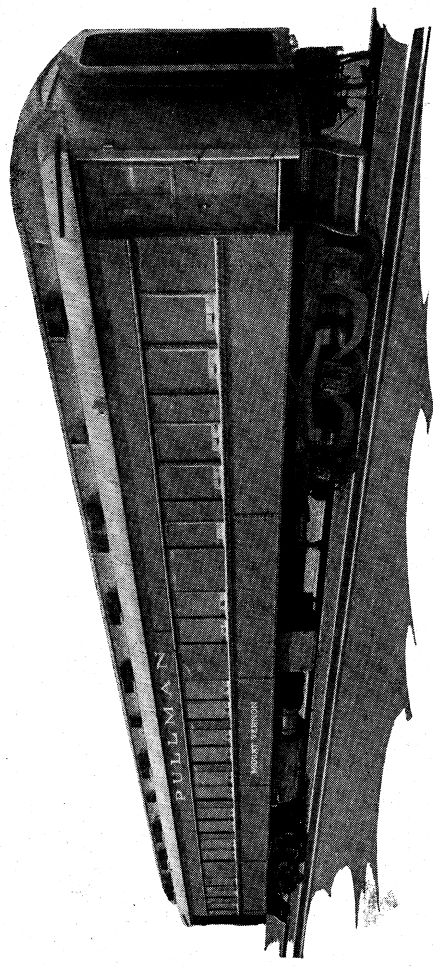


The "Best Friend," the First Locomotive built in the United States for actual service on a Railroad.

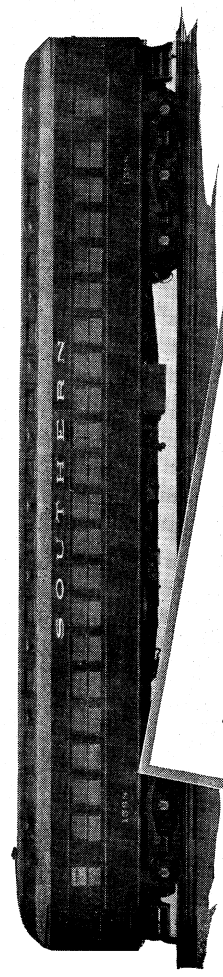


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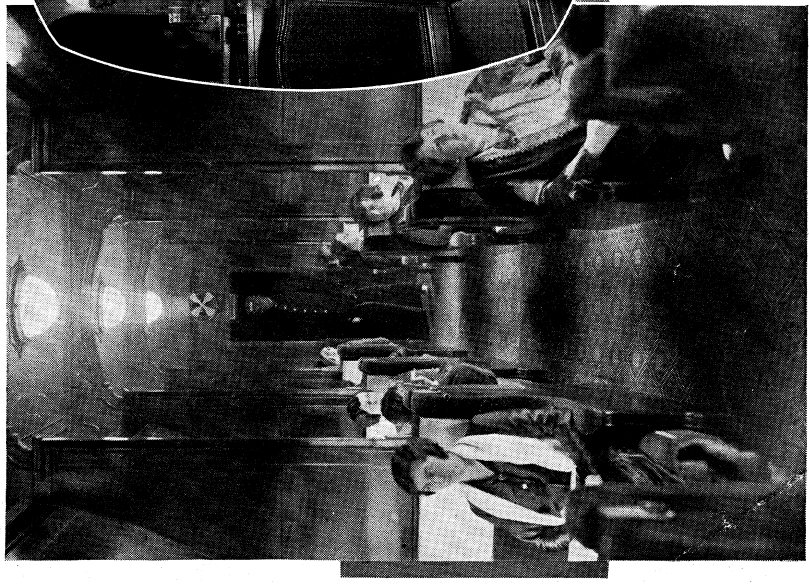
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