

# GRAHAM COUNTY HISTORICAL ASSOCIATION



## HONORING THOSE WHO PIONEERED THE RUGGED MOUNTAINS OF GRAHAM COUNTY



One Act of Kindness  
may be all it takes to  
make the Greatest  
Difference in  
Someone's Life...  
Give Thanks  
and Give Back!

[www.HISTORYGC.org](http://www.HISTORYGC.org)

828.479.5008

[grahamcountymuseum@gmail.com](mailto:grahamcountymuseum@gmail.com)

Volume 6, No. 4

October 2022

Tere Moore, Editor



Graham County Fall Scenery

### NEWSLETTER

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*Happy Holidays*

GCHA meets the 1st &  
3rd Mondays of each  
month (except holidays)  
at 5 pm at United  
Community Bank, 132  
Rodney Orr Bypass,  
Robbinsville.  
We also have a  
teleconference option.

Contact us for  
← call-in information

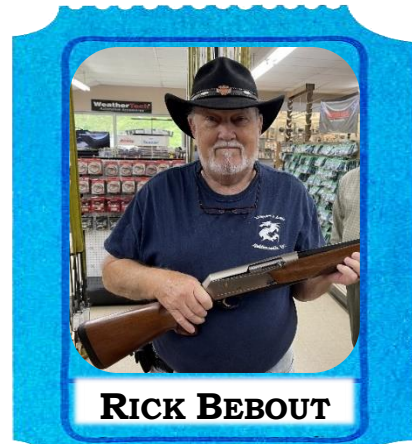
## GCHA VISION STATEMENT

To maintain a heritage center located on Main Street, by focusing on education, history, and community activities, to assure that Graham County's place in history will be secured for future generations. Participate in the revitalization of downtown Robbinsville, NC, and promote cultural tourism and economic development in our area.

### GCHA BOARD OF DIRECTORS

**EDD SATTERFIELD – PRES**  
**CAROLYN STEWART – VP**  
**LAVINA WEST – SEC'Y**  
**TERRI PHILLIPS – TREAS**  
**DOYLE BROCK**  
**MAX BUCHANAN**  
**JAMES CALHOUN**  
**TERESA GARLAND**  
**JACK B. WIGGINS**

## GCHA GUN RAFFLE WINNER



**RICK BEBOUT**

*Congratulations, Rick!*

The GCHA Browning Gun Raffle raised \$3,100. The proceeds go toward completion of GCHA's goals and mission. Thanks to each and every one of you who participated in making our fundraising efforts successful once again.

# Raffle

## WIN a YETI Soft Cooler and Lunch Bag



**Purchase your Tickets at:**

**Hometown Tax     Graham Co. Library**  
**Southern Gals     Farmers Market**

Or Email: [grahamcountymuseum@gmail.com](mailto:grahamcountymuseum@gmail.com)

**TICKETS: \$5.00 EACH OR 5/\$20.00**

**Drawing to be held at the  
Stecoah Harvest Festival**

**October 15, 2022**

Proceeds go to:

**GRAHAM COUNTY HISTORICAL ASSOCIATION**



## WONDER WHO WRITES THE GCHA NEWSLETTER?

Tere Moore, a native of Cincinnati, Ohio who made her home in Graham County in 2016 upon retirement from a 42-year career in court reporting.

"It was friends who introduced me to what I call "my little piece of paradise" over 10 years ago and a fine Stecoah matriarch who inspired me to settle here," she says.



Tere worked at The Graham Star from 2016 to 2019 and then fully retired to assist people working on their books and enjoy all that Graham County has to offer.

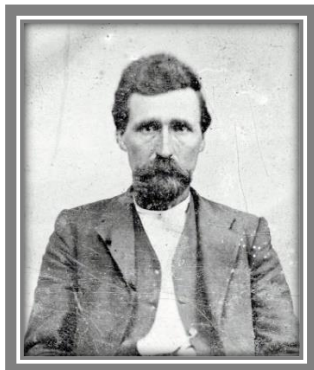
She joined Graham County Historical Association in 2017 and works tirelessly as the Editor of the GCHA Newsletter, Chairman of the Membership & Outreach Committee and member of various other committees.

## GCHA MISSION STATEMENT

To preserve, interpret, and convey Graham County, regional, and Appalachian history through exhibitions and educational programs to showcase our history, making Graham County a desired historical destination.

## Genealogy Corner

### JOHN GREEN “PIRD” TATHAM (Tā-tham)



Born on March 11, 1844, in Cherokee County, NC [Graham County pre-1872] and died on June 8, 1932 in Blue Ridge, GA at the age of 88, and buried in Andrews, NC.

John G. “Pird” Tatham (CSA) was the son of Thomas Clinton Tatham, Jr., who married Mary “Polly” Phillips on Aug 19, 1830 in Macon County. They had 12 children in 20 years.

John G. “Pird” Tatham was the brother of (Capt. CSA) Leander “Lee” Burton Tatham, William Clinton “Clint” Tatham, Pinkney Benton “Bent” Tatham, Lavy C. Tatham; Sarah C. Tatham, Julius M. “Jules” Tatham, (Sgt. CSA) Jasper N. Tatham, Anna Hasselton Tatham, Laura Elanor “Ellen” Tatham, James G. Tatham, and Lucia M. Tatham.

John G. Tatham married Mary Temperance Josephine Sherrill on Apr 27, 1870 in Cherokee County, and they had five children together. Mary died December 18, 1883. Mary was the daughter of Samuel Park Sherrill and Demarius Angeline Thomas.

John G. “Pird” Tatham had a relationship with Martha Ann Phillips. They had six children together.

#### Children of John G. and Mary Sherrill Tatham:

Jessie Ellaree	Mary E.	Fanny E
Earl Parks	Lucy L.	

#### Children of John G. Tatham and Martha Ann Phillips:

Robert Lee	Victor Hugo
Infant Phillips (twin)	Beulah Massey (twin)
Bent Coleman	Rose F. Siler

John G. “Pird” Tatham then married Mary Joe McCombe on Sep 8, 1893 in Cherokee County.

In North Carolina, reporting of marriages began in 1868. Reporting of births and deaths began in 1913. Unlike today, most children weren’t born in hospitals and unfortunately many didn’t survive infancy. This meant that some records for people born at the time simply weren’t kept at all.

As noted in the **1860 US Federal Census**, John G. Tatham was living in his father’s household. His birth is estimated to be 1846 and his age to be 14.

Remembering that census information in the early years relied upon the census taker writing down the names and birth dates as they were given by the family, discrepancies in name spellings and birth years are common unless written in, for example, a family bible.

In the **U.S. Civil War Soldier Records and Profiles**, 1861-1865, John Green Tatham is shown to have enlisted in the Confederate Army on 1 June 1861 at the age of 17, showing a birth date of 1844.

*The following 1932 newspaper article was provided by Carolyn Stewart, GCHA’s Vice President and an exceptionally knowledgeable local historian.*

#### rites held for John G. Tatham

##### was personal escort for famous leader of Confederacy

“Mr. Tatham was a native of Cherokee county. During his long and colorful life he had many unusual experiences. He served as a soldier in the Confederate armies under the commands of General Matt Ransom and General Robert E. Lee. He was a member of the personal escort of President Jefferson Davis when he left Richmond, Virginia with his cabinet, and was present at or nearby at the capture of President Davis by Federal troops. He was also present at the last meeting between Davis and his cabinet.

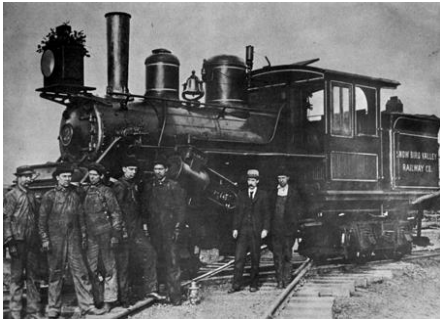
“After the war, Mr. Tatham was active in the work of quelling carpetbaggers in Western North Carolina and later aided in the organization of a Ku Klux Klan group in Shreveport, LA. For his activities in connection with the Klan, Mr. Tatham was pardoned by President Grant.

“Mr. Tatham was the first elected clerk of the superior Court of Graham county and held that office for 22 years. He served one term in the General Assembly from Graham county and was at one time a U.S. deputy collector of Internal Revenue at Robbinsville, being appointed to that position by President Cleveland.”

**RAILROADS OF GRAHAM COUNTY**

“River driving gave way to railroad transportation in the 1920's. Lumber that was produced on small circle mills was hauled on wagons either to the Southern Railroad which ran along the Little Tennessee to Calderwood or Graham County Railroad Company for transportation on to Andrews or Canton. The Buffalo Snowbird Railroad Company constructed tracks for transporting lumber in western Graham County to Robbinsville.”<sup>1</sup>

“The first railroad, a narrow-gauge, was built by the Kanawah Hardwood Lumber Company from Andrews to Little Snowbird about 1906 but did not start operating until 1907 because of a serious damaging flood. They built a small band mill on the flats just below the present Little Snowbird Bridge. The railroad ran for a number of miles up Little Snowbird, and the present road above the Forrest Denton place is on the old railroad grade. The railroad was in operation for only a few years.



**Kanawah Hardwood's Narrow Gauge No. 2 Climax**

“Beginning about 1916 the Kitchen Lumber Company, and then the Babcock Lumber Company in the 1920's, operated a standard gauge logging railroad from the Southern Railroad at Calderwood, Tennessee, into the Slickrock Creek drainage area, as well as into Bear Creek and Deep Creek... this railroad that had to be abandoned about 1929, when the construction of the Calderwood Dam was started.

“In 1923 and 1924, substantial timberlands were purchased by the Champion Paper and Fiber Company, Bemis Lumber Company, and Gennett Lumber Company, comprising the watersheds of Little Snowbird, Big Snowbird, West Buffalo, and Santeetlah. H.C. Bemis purchased the outstanding stock of the Graham County Railroad Company, renewed the charter, and started construction of the

<sup>1</sup> <https://grahamchamber.com/history/>

railroad over the original route from Topton to Robbinsville. The arrival of the first locomotive and cars in Robbinsville in late 1925 was cause for a big celebration by the citizens of the county.

“The company continued to haul freight until late 1970, when service was discontinued until a larger tonnage of freight could be developed and assured. The original steam Shay locomotive was still in operation and the Graham County Railroad became famous all over the United States as the last steam freight line in the country. Ed Collins was the locomotive engineer and C.C. Bateman the conductor for most of the time the railroad was in operation. The distance from the junction with the Southern near Topton to Robbinsville is 12-1/2 miles, with a total trackage of just over 15 miles.”<sup>2</sup>

**GRAHAM COUNTY RAILROAD COMPANY**

“The Graham County Railroad Company was one of dozens of logging railways built in North Carolina in the late 1800s and early 1900s. Constructed over steep grades through the Nantahala Mountains between Topton and Robbinsville in 1925, this 12.6-mile line was one of the nation's last railways to use steam locomotives before it shut down in 1970. The last run of the “Sidewinder”, a specially designed geared steam locomotive prized for its strength and agility, was covered by TV newsman Charles Kuralt. The railroad's original locomotive, No. 1925, is preserved at the North Carolina Transportation Museum in Spencer.

“Chartered by the NC State Legislature on February 27, 1905, the Graham County Railroad was to connect Robbinsville to the Southern Railway at Topton, NC. Construction did not start by 1910, when the Whiting Company of Philadelphia, PA bought the entire town of Robbinsville. The Whiting Company planned to bring in over 1,500 loggers and to build a power plant for the town, but it was not until 1916 that the railroad construction actually started.

“Soon after tracks started to be laid misfortune struck. The company had purchased a used locomotive that needed repair, and it was sent to Asheville to the Southern Railway mechanics. In June of that year, a horrible flood hit the area, wiping out many miles of existing track of all carriers, but also washing the Graham County Railroad locomotive downstream – never to be found. Track construction was immediately halted.

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<sup>2</sup> <https://www.grahamcounty.net/gchistory/12-railroads/railroads.htm>

## HISTORY OF GRAHAM COUNTY - PART IX (cont'd)

"This railroad finally became operational in 1924, with brand new equipment. Its first business was with the Bemis Company, which had built the Buffalo & Snowbird Railroad to connect to the new Graham County Railroad from Robbinsville to the Southern Railway connection at Topton.

"This railroad peaked in the late 1920s and early 1930s, taking sawed lumber out of the mountains and bringing fresh vegetables, general merchandise, hardware, and household goods into Robbinsville. The line held on until the 1960s, when the day-to-day existence of the railroad was "iffy" at best. The timber had already been largely removed and freight hauling was the only business left keeping the line alive.

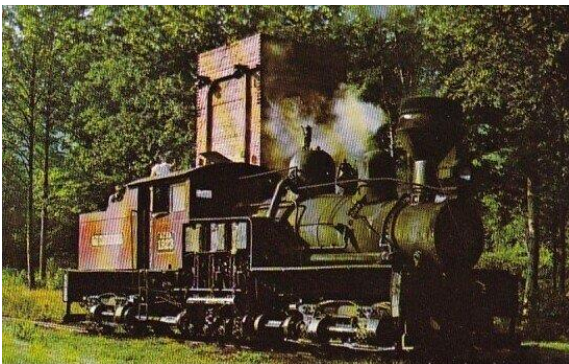
"In 1978, floods destroyed portions of the line and two bridges, and the railroad was doomed. The line was abandoned and all track was pulled up by 1987."<sup>3</sup>

### ENGINES USED IN GRAHAM COUNTY

No./Name: 2 "Junaluska"  
Wheel Arrangement: 2-6-2 Prairie  
Builder: Baldwin Locomotive Works  
Serial No. 36045  
Built: Feb 1911 ~ Retired: 1924

Disposition unknown. Off the roster by 1925.

No./Name: 1923 "Old Cliffhanger"  
Wheel Arrangement: 2-Truck-Shay  
Builder: Lima Locomotive Works  
Serial No. 3241  
Built: Oct 17, 1923 ~ Retired: 1970



GC RR Locomotive #1923 at Bear Creek Junction

The Conasauga River Lumber Company sold the engine to the **Bear Creek Scenic Railroad** in 1966 as their #1923 "Old Cliffhanger". Operated as #1926's replacement in 1969. Now at the Galveston Railroad Museum.

No./Name: 1925 "Old Sidewinder"  
Wheel Arrangement: 3-Truck-Shay  
Builder: Lima Locomotive Works  
Serial No. 3256  
Built: Feb 12, 1925 ~ Retired: May 1975



1925 Shay with Ed Collins as Engineer

Purchased new. Last ran in revenue service in May 1975. Donated to the North Carolina Transportation Museum in 1998, and was later restored to operation. Taken out of service in 2008 and currently on display.

No./Name: 1926  
Wheel Arrangement: 3-Truck-Shay  
Builder: Lima Locomotive Works  
Serial No. 3299  
Built: Feb 27, 1926 ~ Retired: 1968



1926 Shay at Main and Depot Street, Robbinsville

On September 16, 1940, Knoxville Power Company sold the 1926 Shay to the Graham County Railroad as their #1926. Sometime around the 1960s the engine lost its original number plate and ended up taking the number plate of a scrapped narrow gauge Shay (Serial No. 3229). In 1966, it powered the Bear Creek Scenic Railroad excursion trains, painted up in a red livery and named "Ole Sidewinder". In 1968, its cab and the engine was

Cont'd Pg. 7

<sup>3</sup>

[https://www.carolana.com/NC/Transportation/railroads/nc\\_rrs\\_graham\\_county.html](https://www.carolana.com/NC/Transportation/railroads/nc_rrs_graham_county.html)

## EXCITING NEWS



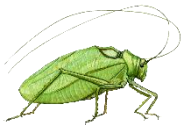
GCHA has now completed the first phase of its Museum Goal. The final payment for the building was made on September 16th, 2022 and GCHA now holds the Deed of Trust.

We could not have succeeded without the generosity of our devoted members and donors.



Now the true work begins as we prepare for the meticulous work of securing grants and funding for completion of our Graham County Museum Project!

## The Singing of the Katydid



Here in the Southern mountains, the old-timers still predict the weather by “the signs,” that is, the signs found in nature. One of those signs is the annual singing of the katydids.

Weather lore is somewhat contradictory. Some folks say that when you hear the first katydids of the summer in July you should note the exact date because the first frost will come on that same date in September. Other folks say that the first frost will arrive three months after the first singing of the katydids. Regardless, the earlier the katydids begin singing in July, the earlier the first frost. If the signs are accurate, we will see an early frost this year. Here is some other fall/winter weather lore.

- \* When leaves fall early, autumn and winter will be mild; when leaves fall later, winter will be severe.
- \* Flowers blooming in late autumn are a sign of a bad winter.
- \* The darker the woolly caterpillar’s coat, the more severe the winter will be. If there is a dark stripe at the head and one at the end, the winter will be severe at the beginning, become mild, and then get worse just before spring.
- \* A warm November is the sign of a bad winter.
- \* Chimney smoke descends, our nice weather ends.
- \* If the first snow falls on unfrozen ground expect a mild winter.
- \* A ring around the sun or moon means rain or snow coming soon.

## GRAHAM COUNTY EVENTS

Oct 14, 15 & 16



**Stecoah Valley Harvest Festival**

Campfire – Oct 14 @ 6 - 8 pm

Festival – Oct 15 @ 11 am thru

Oct 16 @ 5 pm

Stecoah Valley Cultural Arts Center  
121 Schoolhouse Road, Robbinsville

Oct 30 ~ 12 - 2 pm



**Robbinsville Trunk or Treat**

GC Travel and Tourism

474 Rodney Orr Bypass

Robbinsville

Nov 25 & 26 ~ 10 am - 5 pm



**Stecoah Valley Center Arts &**

**Crafts Drive-About Tour**

Tapoco Lodge

14981 Tapoco Rd, Robbinsville

Dec 10 ~ 1 - 2 pm



**Robbinsville Christmas Parade**

Robbinsville Middle School,

301 Sweetwater Rd, Robbinsville

## HISTORY OF GRAHAM COUNTY - PART IX (cont'd)

sold to a railfan by the name of Michael J. Miller. It was then sold to the Cass Scenic Railroad in 2010 as a source of spare parts. It is currently awaiting restoration.

No./Name: 2147  
Wheel Arrangement: 3-Truck-Shay  
Builder: Lima Locomotive Works  
Serial No. 2147  
Built: Apr 14, 1909 ~ Retired: 1966



The designation "Dorothy" was given by Little River RR Museum honoring Dorothy Fisher, whose generous contributions made the museum possible, when #2147 was moved from Robbinsville, NC Thanksgiving weekend 1982.

In 1966, the locomotive was sold by Conasauga Lumber Company to the Graham County Railroad to be put on display at the Bear Creek Scenic Railroad as their #214. In 1982, the locomotive was sold to the Little River Railroad and Lumber Company museum.



Bear Creek Station



The Graham County Railroad had two diesel locomotives in its corporate history. The GE 70-tonner shown above is an ex-Savannah State Docks locomotive. Photo by Tom L. Sink, 10/72



Graham County Railroad #17, a SW-8, photographed at Bear Creek Junction, midpoint between Topton and Robbinsville, NC. Photo by Kent S. Roberts <sup>4</sup>

### THE BUFFALO-SNOWBIRD RAILROAD COMPANY

“This railroad was owned and operated by the Bemis Lumber Company and Champion Paper and Fiber. It was built for the purpose of transporting logs, pulpwood, and hemlock bark from the Big Snowbird watershed and West Buffalo watershed to the Bemis sawmill, where it joined the Graham County Railroad approximately where Fontana Mills (Stanley Furniture) is located today. Pulpwood and Hemlock logs destined for the pulp mill at Canton were then transferred to the Graham County Railroad.

“Construction of this railroad started in 1926 up Atoah Creek and then across the gap and down to Big Snowbird Creek. This mainline standard gauge track continued up the creek to the mouth of Owl Camp Branch where a big log yard was developed. The track from this point on was narrow-gauge and logs had to be dumped and reloaded on standard gauge log cars here.

“About 1940 a bridge was built across Big Snowbird at the mouth of Dick's Branch and a standard gauge railroad constructed up Dick's Branch to the gap and then down to West Buffalo at the mouth of Squally Creek. A big logging operation was carried on here all during the war, but log trucks finally won out and in 1948 the Buffalo-Snowbird Railroad became a thing of the past, the rails pulled up and the road abandoned. It is estimated that during its time Buffalo-Snowbird built and operated over 40 miles of standard and narrow-gauge railroad.” <sup>5</sup>

**Look for “History of Graham County - Part X” in the next GCHA Newsletter**

<sup>4</sup> A History of Railroading in Western North Carolina by Cary Franklin Poole

<sup>5</sup> <https://www.grahamcounty.net/gchistory/12-railroads/railroads.htm>

## Remembering the Railroad

Excerpts from an interview with Shirley Crisp

Although a different company started the railroad, Bemis Lumber Company came in and finished the railroad to the junction at Topton, where Graham County Railroad intersected with Southern Railroad. Mr. Veach [John Bemis Veach] said he came in 1927, but Bemis Lumber Company started long before that time. The reason he came was because his cousin, Lawrence C. Bemis, had a massive heart attack and died and he had to come to take over and run the operation.

At that time what is now Ford Street was Depot Street. Arthur Ford was the station master and ran the depot, so that's where they came up with the name "Ford Street". The depot sat about straight across from where the tire shop [Blevins Tire] is now and between Depot Street and the railroad tracks.

Depot Street started out right where the Church Mouse is now. Just a little way out Depot Street was a huge trestle, where the train would back up there and dump coal, I guess. The trestle was a big high thing the train backed up on. Right next to the trestle was the big sand box where the train would get its sand. They had to keep sand on the train so that if the rails got slippery they could put sand on them.

If you're going toward Topton, the railroad track was over to your left. It crossed Sweetwater Highway right near where the oil company was [Sweeten Creek]. Then, if you go on out toward the Health Department and Airport Road, if you'll look to your right, there's a driveway that goes to the right up to a house, and that driveway is on the old railroad grade. If you get up to Sweetgum Church, the railroad was just before you go into the church parking lot.

Lawrence C. Bemis had already built the school gymnasium – that's the old school gymnasium which is still in use up on the hill – because Lawrence C. Bemis' name was inside the gymnasium.

Then Bemis built the library, which I think now that's a gun shop. Where you turn in to go up to First Baptist Church, it will be over to your left.

Up on the hill where Lynn's Restaurant sits, there was a parking lot with double steps that went up to the Joyce Kilmer Inn. Up the hill above the inn were the cottages. Each cottage had two bedrooms and two baths and were paneled with a different wood. The type of wood was the name of the cottage.

Where the Willow Tree Restaurant is there on Ford Street now, that's one of the original four or five

houses that Lawrence C. Bemis built. Before Station Master Ford passed away, he lived in one of the houses.

On what's called Circle Street or Atoah Street, when you go down the hill there by Snider's Store and start on around toward where Stanley Furniture used to be, there were several of the Bemis houses there, some of which are still there.

After Bemis Lumber Company shut down, there was a movement going on to make a scenic railroad. The scenic railroad would have been run from Robbinsville to Bear Creek to the intersection with Southern at Topton. Whoever set that up moved an old depot from Alabama and set it up at Bear Creek.

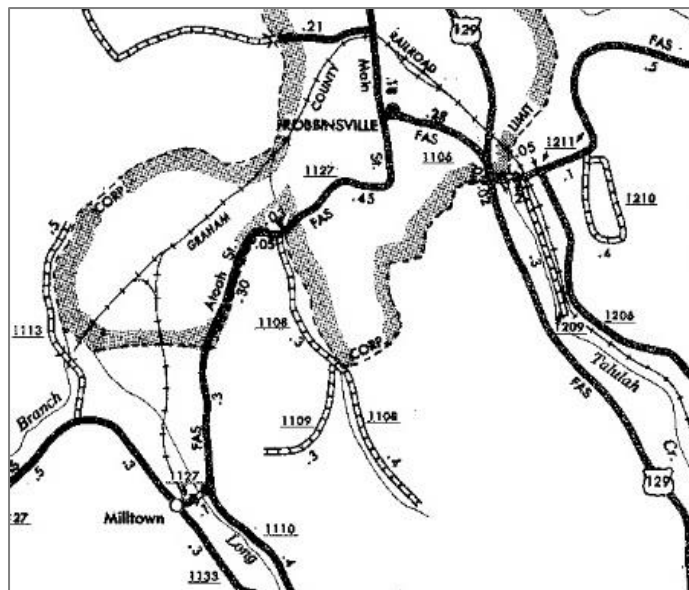
I guess Bemis then let the rest of the railroad go back to the property owners' land the railroad went through.

Somehow or another grant money was received to support the scenic railroad, but the money got gone and the scenic railroad didn't go.

Can you imagine what Robbinsville would be if that railroad was running out of Robbinsville to Topton?

The Graham County train, of course, had a caboose, and the man that stayed on the caboose was Mr. Bateman [C.C. Bateman]. Mr. Bateman's home was where Dr. Johnson had the rehab center down below town.

Mr. Bateman would let we children *hobo* and ride in the caboose. Sometimes we'd go to Milltown – he never did take us to Topton – where they'd move about taking on coal and freight, and we'd ride in the caboose.



1962 DOT Map showing RR with the ++++++ line

# History Makes Great News

An Article in The Graham Star. date unknown

## Railroad fan keeps a piece of Graham County's history alive

### Bear Creek Scenic Railroad Depot now a private home

By James Budd  
 editor@grahamstar.com

A Tennessee couple has made a summer home from one of the last remnants of Graham County's illustrious railroad history, the old depot of the Bear Creek Scenic Railroad.

Art Poole, a retired educator, and his wife, Kay, who is a banking consultant, bought the 3,200-square-foot depot and three acres in 1997 in what is now the Bear Creek subdivision.

Art, a longtime train enthusiast, loved the idea of living in the old depot once the property was put on the market. The depot, for the most part, had already been converted into a home by the previous owners, a couple from Atlanta.

"It was a perfect fit for me being a train guy," Poole

said. But, the couple also wanted a home between Nashville, Tenn. where their kids lived, and Charlotte, where the Pooles lived at the time. Graham County was perfect.

"Kay wanted something between Nashville and Charlotte and this location is 250 miles from Nashville and 210 miles from Charlotte," Poole said. "It was halfway between so we could visit the kids."

The two-story depot, which sports 10-foot ceilings, four bedrooms and three-and-a-half bathrooms, offers spacious living quarters with plenty of room for Kay to operate her consulting business and for Art to operate his model train set.

The couple now lives most of the time in Nashville, but they love coming

to Graham County.

"It's a great respite from the hectic city," Poole said.

Many of the items sold as souvenirs at the depot — plates, postcards, ashtrays, train replicas — are displayed around the home. Large, mounted historic sepia-tone photos of train operations around the region are displayed on the tongue-and-groove walls.

The modern kitchen is located in the old operator's bay which juts out from the building and provides a glimpse of what used to be the old railroad tracks, which were removed after the railroad ceased operation in 1975. The kitchen area has an old sign which tells passengers about departure times.

"They took the track up in 1987 and sold it for scrap," Poole said.

The depot wasn't constructed until 1966 and was modeled after a Southern Railway depot in Scottsboro, Ala., Poole said.

"The train took tourists up through the Nantahala Gorge and back," Poole said.

At the time, a freight operation also went to Robbinsville and linked back to the Southern Railroad lines at Topton.

According to information provided by Jackson McQuigg for the North Carolina Transportation Museum, Bemis Lumber Co. and Government Service, Inc. leased the depot site from the U.S. Forest



Photos by James Budd

Art Poole, train history buff, and his wife, Kay, bought the old Bear Creek Scenic Railroad Depot, for a summer home more than 10 years ago. The couple lives in Nashville, Tenn. but enjoy visiting the county. The 3,200-square-foot building has 10-foot high ceilings, four bedrooms and three-and-a-half bathrooms.

Service, which owned the land inside the Nantahala Forest at the time.

Bemis formed Bear Creek Junction, Inc. as a holding company for the Graham County Railroad and the Bear Creek Scenic Railroad. The corporate structure enabled the company to remain registered with the Interstate Commerce Commission as a freight common carrier without also having to be registered as a common carrier of passengers — a designation which would have required stringent record keeping, according to McQuigg's research.

Riders from all over the Southeast could even catch their own lunch in a pond outside the depot.



The home's modern kitchen is in the old operator's bay which juts out from the main building. The bay would allow the operator to peer out at the tracks. The steel rails for the scenic railroad were removed from the grounds in 1987 and sold for scrap. The railroad ceased operating in 1975.



The old depot home has plenty of room for Art and Kay Poole, who is a banking consultant.

THE PHOTO AND TICKET BELOW ARE PART OF THE GCHA BEAR CREEK JUNCTION COLLECTION

