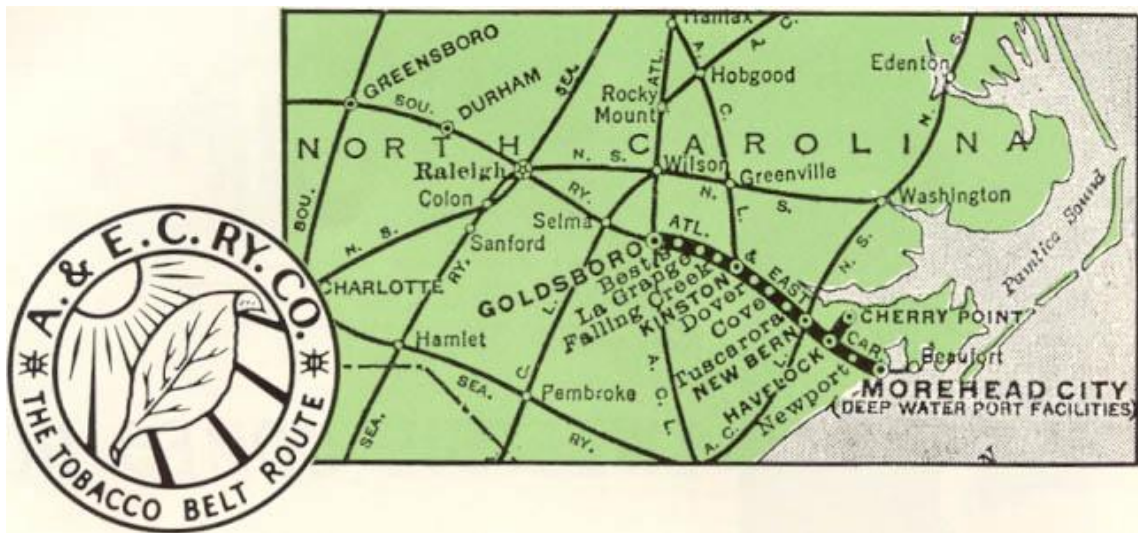


Havelock Station

Atlantic & East Carolina



Edward Ellis
Havelock City Historian
January 22, 2008



Atlantic & East Carolina Railway Freight Depot, Havelock, N.C., circa 1998, view facing south.

A Little History

New Bern was founded as a city. It was settled by city people intending to create an urban environment. Beaufort was founded as a seaport. Immediate access to the Atlantic Ocean made it ideal for sea-going commerce and a maritime culture. Havelock, in contrast, was a railroad town. The very name of the place came with the completion of the Atlantic & North Carolina Railroad in 1858 and the whistle-stop was a water and wood station for trains for nearly 100 years.

The impact of the railroad and its essential importance to Havelock simply cannot be overstated. In the study of local history, the researcher returns time and again to connections with the rails.

A few examples:

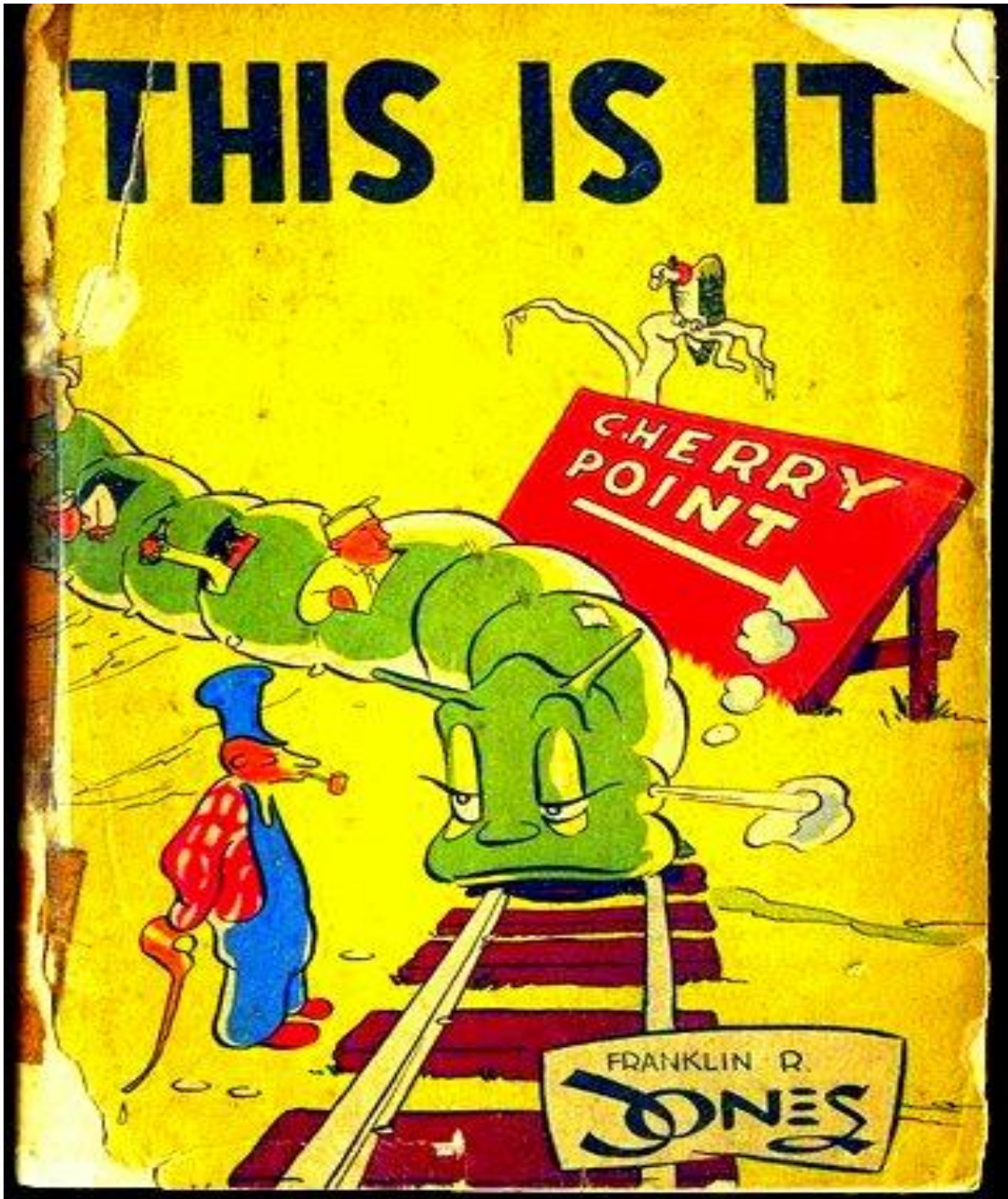
- When completed from Beaufort to Goldsboro, the 95-mile-long Atlantic and North Carolina Railroad—later called the Atlantic and East Carolina Railroad—connected Havelock with the outside world for the first time, opening a vital transportation link for farmers, lumbermen, business interests, and travelers. Previously, the trip to New Bern would have taken all day by horse, buggy or on foot. By train, even with stops along the way, the trip was less than an hour.
- Mail and supplies came in, and timber, naval stores, and agricultural products went out of Havelock by steam train. Passengers moved both ways. This rail commerce helped foster a local economic boom in the mid-1800s.

- Within days of the beginning of the Civil War, a trainload of Confederate soldiers, the "Goldsboro Rifles," rolled through Havelock on their way to seize Fort Macon on Bogue Banks. The railroad tracks and trestle here were protected and fought over during the Civil War. Federal troops built a log fort on the banks of Slocum Creek in early 1862, primarily to guard the rail line. Raiding Confederates burned the fort in 1864, burned the trestle and tore up the tracks.
- Travelers, both rich and famous, came from as far away as Philadelphia and New York City to hunt, fish and relax at Havelock. Passenger trains passed through at least twice daily from 1858 until 1950. Baseball legend Babe Ruth is probably the most well-known of the people who routinely visited via the trains in the late 1800s and early 1900s. The trip from New York City was just 24 hours.
- A lot of high-quality, desirable moonshine was shipped from the area during Prohibition, smuggled aboard the train sometimes hidden in potato barrels or shipments of fish. "Craven County Corn," also known as "CCC" was famous up and down the Atlantic seaboard.
- The existence of the railroad was a critical element in the selection of Havelock as the home of the Cherry Point Marine Corps Air Station in the early 1940s. The current freight depot was moved to town at that time from Riverdale. Without the railroad, the base would have been built elsewhere with dire consequences for this community. During Cherry Point's construction nearly everything, including Marines and sailors, was delivered by the trains of the Atlantic & East Carolina Railroad.



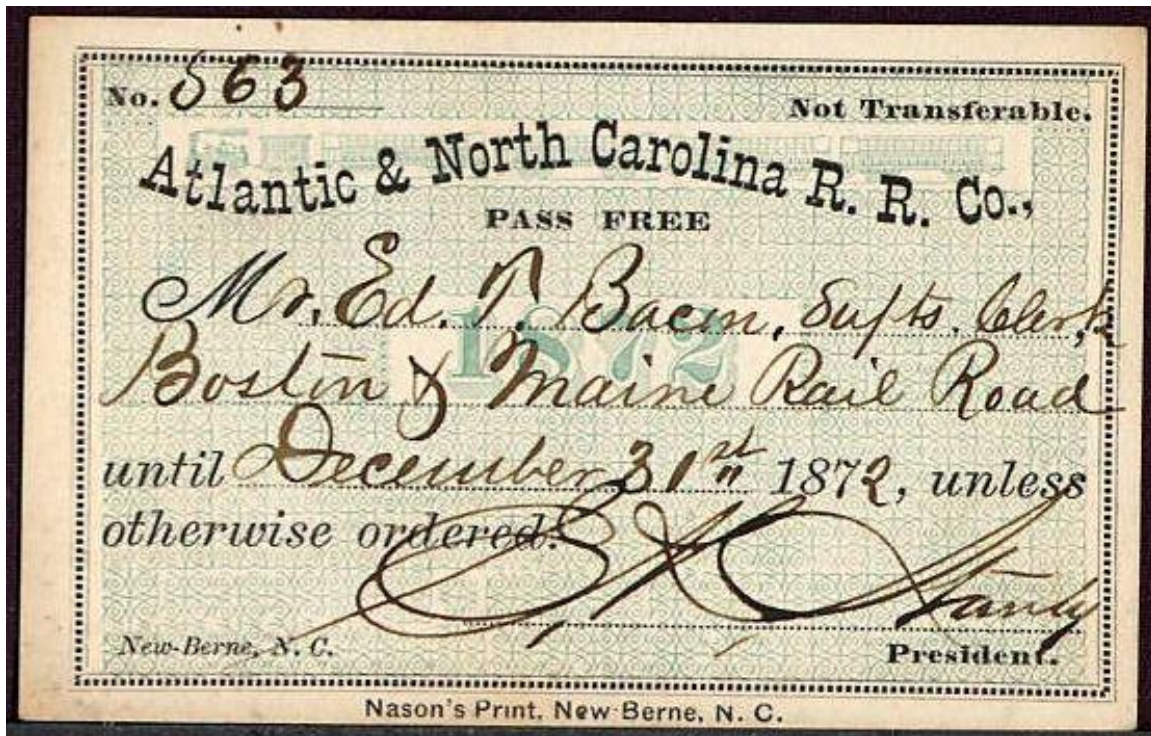
Havelock, 1916. Railroad depot at right above. View facing east.

From *In This Small Place* by Edward Ellis



"THIS IS IT" is both a question and a statement of despair on the cover of a rare World War II comic book by Franklin R. Jones showing servicemen arriving at Cherry Point. Two Marines in the first windows are accompanied by a sailor in back as they ride the sluggish "caterpillar" train to the humorously desolate location marked by a crude sign and watched over by a turkey vulture on a dead tree. A pipe-smoking railroad man smokes a pipe as he idly waits to service the train with an oil can.

From Historic Images of Havelock & Cherry Point by Edward Ellis



COLLECTOR'S ITEM—The A & NC railroad pass reproduced above recently sold to a collector for nearly \$200. The pass allowed the bearer, a railroad executive from New England, to ride the local rail line at no charge. It dates from 1872. The price of the document illustrates the popularity of railroad history and the collectability of artifacts related to it.



MODEL RAILROAD—Boxcar Number 1038, above, bears the “Tobacco Belt Route” logo of the Atlantic & East Carolina Railway. This HO scale model, built from a kit, can be held in the palm of your hand. The boxcar is representative of the color, style and designs of similar cars that passed daily through Havelock from 1939-1958. So much fish was hauled in these cars that the railroad was affectionately nicknamed the “Mullet Line.”

Atlantic and East Carolina Railway Chronology

1826: Following the lead of England, railroad construction begins in the U.S.

1828: Joseph Caldwell, president of UNC, publishes an article urging the state to finance a railroad to run horizontally across the entire state.

1840: Two railroads open in the state—the Wilmington and Weldon and the Raleigh and Gaston.

1848: NC legislature authorizes a railroad that will connect the eastern part of the state with the piedmont.

1854: The Atlantic and North Carolina Railroad is chartered, with the state providing two-thirds of the capital. John Motley Morehead, first president of the NCRR, gives a famous speech calling the railroad the state's "Tree of Life."

1856: The first train passes from Goldsboro to Charlotte.

1858: The Atlantic and North Carolina Railroad is completed, opening 95 miles of rail between Goldsboro to New Bern through Havelock to Beaufort Harbor.

1862-1865: Union forces occupy a site beside the railroad at Havelock to protect the rails and trestle from Confederate forces. They are not successful.

1865-1870: Rebuilding and reconstruction after damage to tracks and neglect of rail corridor during the Civil War.

1866: Efforts to consolidate the Atlantic and North Carolina with the NCRR are initiated, although it takes until 1889 to complete the merger.

1896: North Carolina leases the entire railroad to Southern Railway (later Norfolk Southern) for a period of 99 years. .

1939: The Atlantic & North Carolina Railroad leases its railroad to the Atlantic and East Carolina Railway Company.

1941: Riverdale freight depot building moved by rail to Havelock on August 21. Material and equipment begin to flow on the A&EC "Mullet Line" for construction of the new Marine Corps base at Cherry Point; 32,000 carloads of sand and gravel in a 1942 alone.

1950: Rail passenger service ends at Havelock and other Atlantic and East Carolina stops.

1989: Atlantic & East Carolina merges into NCRR, resulting in a consolidated corridor from Morehead City to Charlotte.

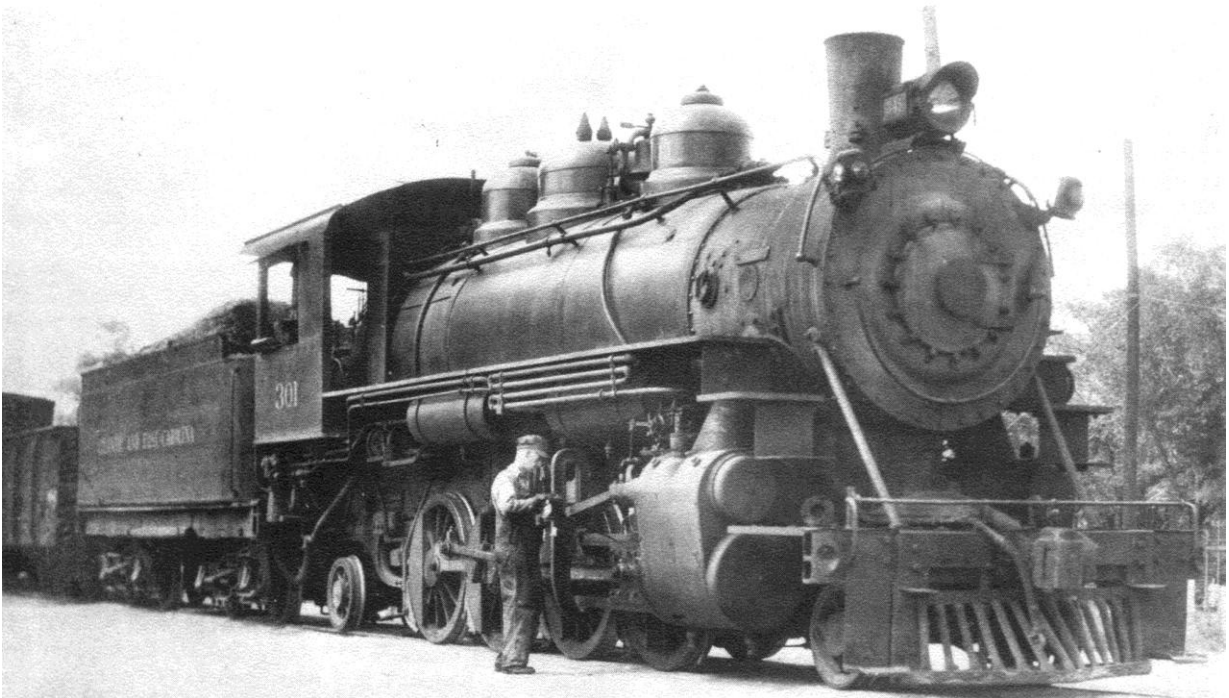
(Adapted from the History of North Carolina Railroad with additions by the author)

HAVELOCK STATION

Atlantic & East Carolina

Atlantic & East Carolina Rolling Stock

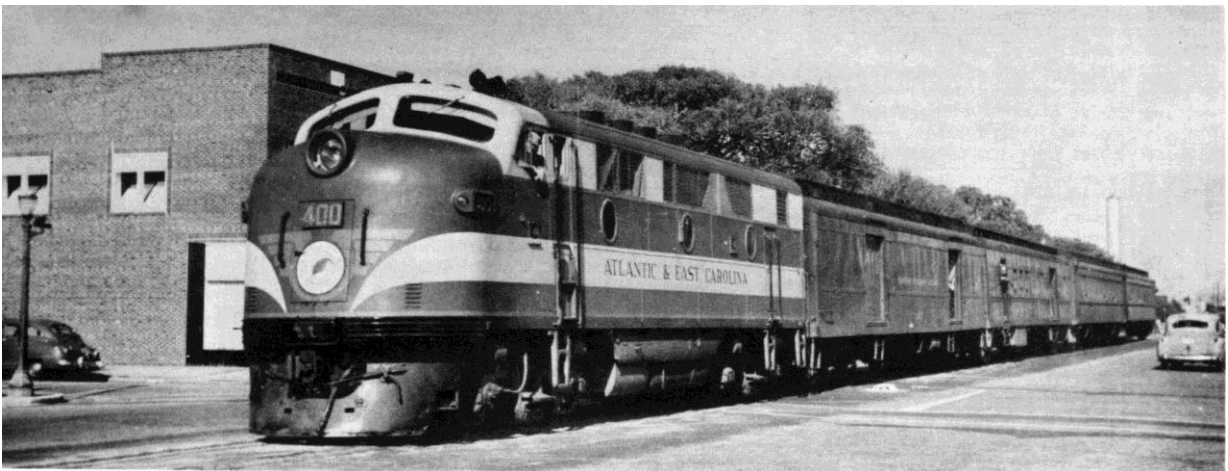
The following photographs show just a few of the A & EC trains that have operated at Havelock and Cherry Point.



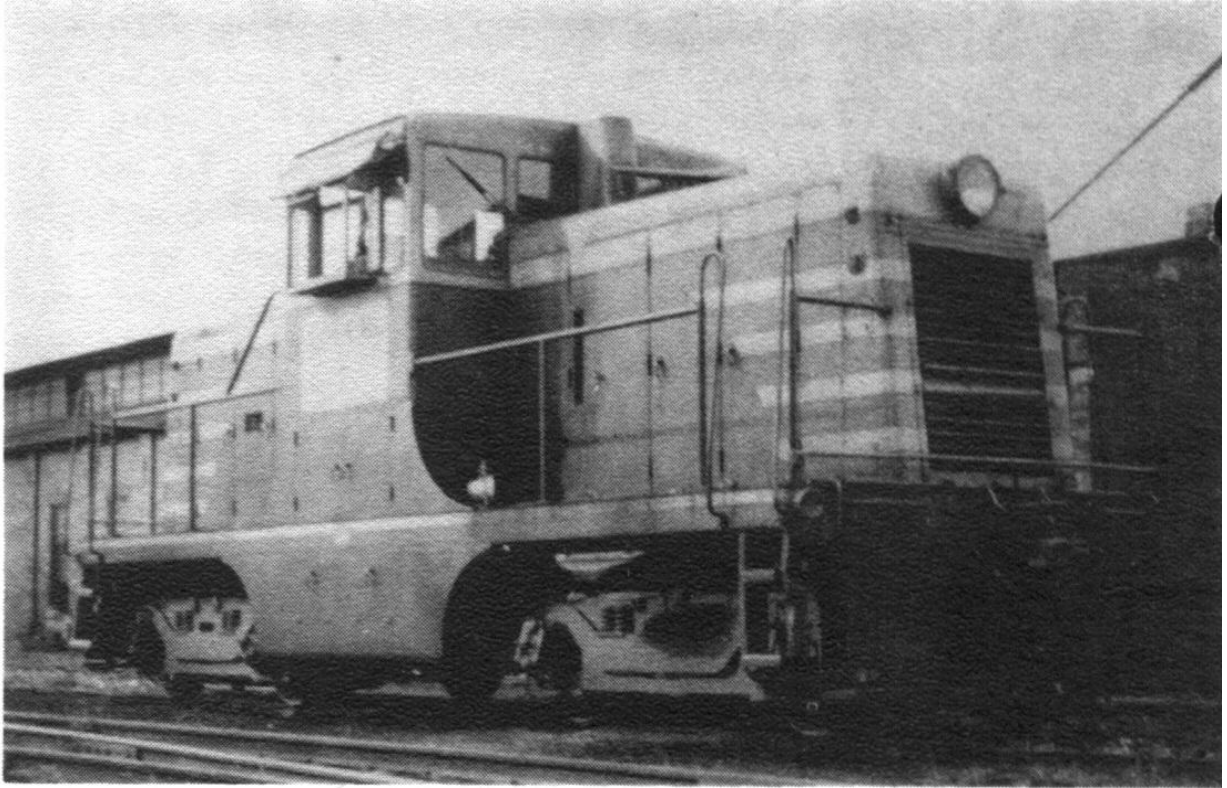
Atlantic & East Carolina # 301



Atlantic & East Carolina # 235 in 1946 passing through New Bern.



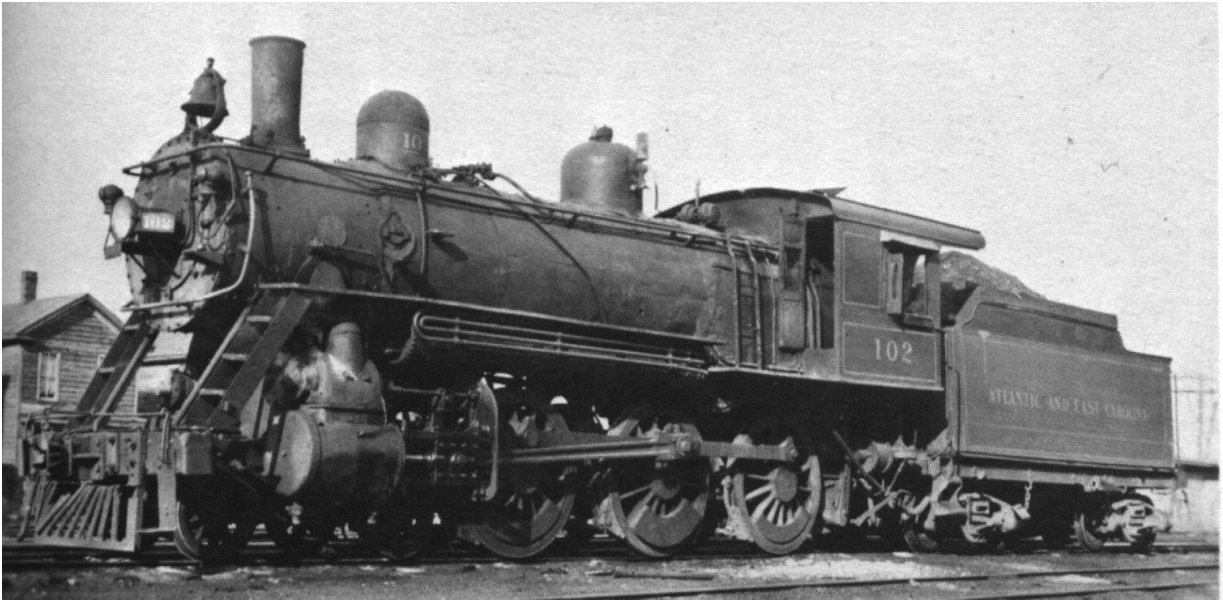
Atlantic & East Carolina # 400 in 1948 in Morehead City



Atlantic & East Carolina # 7



Atlantic & East Carolina # 12 in 1944



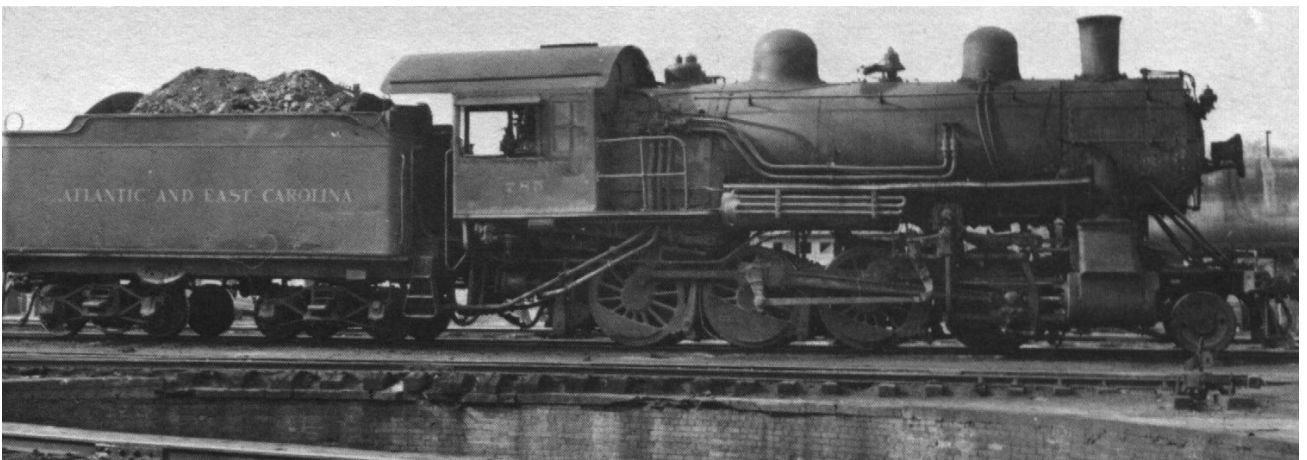
Atlantic & East Carolina # 102 in 1946



Atlantic & East Carolina # 500



Atlantic and East Carolina # 501 in 1951



Atlantic & East Carolina # 785 in 1946



Atlantic & East Carolina Caboose # 308



Atlantic & East Carolina Boxcar # 1106



Southern Railway engine #1044 idles in front of Havelock depot. The A&EC "Fallen Flag" designator is barely visible beneath number on locomotive cab. View is to the east with locomotive facing south.

SOME INTERESTING A&EC CARS

The Carolina --- This private car was built by the Pullman Company sometime between 1890 and 1900, and used as the "Wisconsin" by the John Wringling. The Norfolk Southern Railroad purchased the car in 1916, and possibly named it the "Virginian." It later sold the car to the Atlantic & East Carolina Railway in 1950, which changed the name once more to the "Carolina." The A&EC kept the car in Morehead City for use of the executives. In 1957, the Southern Railway leased the A&EC, and began using the "Carolina" as a business car and a fishing camp before donating to the NCTHC in 1990. It is awaiting movement to the Ringling Museum of Art in Sarasota, Florida.

Atlantic & East Carolina Boxcar #606 --- This boxcar was originally built by an unknown manufacturer in July 1930 for the Seaboard Air Line Railway. The A&EC Railway operated from Goldsboro to Morehead City, NC beginning in 1939, when the tracks of the Atlantic & North Carolina were leased. The 606 was acquired sometime in the 1940s and rebuilt with metal sides and updated brake equipment in 1953. One of the commodities carried by this boxcar was tobacco, very prominent in eastern North Carolina and part of the railroad's slogan, "Tobacco Belt Route." The car was donated by Norfolk Southern in 1981 to the State of North Carolina, restored in 1996 and is currently on display in the Robert Julian Roundhouse near Salisbury, N.C.



Atlantic and East Carolina Caboose 309 --- After being gone from sight for three decades, A&EC caboose 309 has turned up on display next the Atlantic Coast Line depot in Jacksonville, NC. Considerable time and energy was spent in a cosmetic restoration of this interesting piece of equipment, including painting it in an orange that closely duplicates the original color used. The unfortunate thing is that it is now lettered for the Atlantic Coast Line.



Havelock railroad depot, 2007. View facing east.

Atlantic and East Carolina Railway



H. R. EDWARDS, Chairman of the Board
and General Manager, New Bern, N. C.
E. R. BUCHAN, President, Winston, N. C.
L. O. TODD, General Auditor and Treasurer, " "
CECIL MOORE, Traffic Manager, " "
O. J. CAPPS, General Freight Agent, " "
(Rates, Divisions and Claims), " "
H. F. YOUNG, Auditor Freight
and Passenger Accounts, " "
MATT H. ALLEN, General Counsel, New Bern, N. C.
J. E. JERRITT, General Agent, " "
W. D. HOWARD, Superintendent, " "
F. H. DAY, Master Mechanic, " "
J. M. EDWARDS, Car Accountant, " "

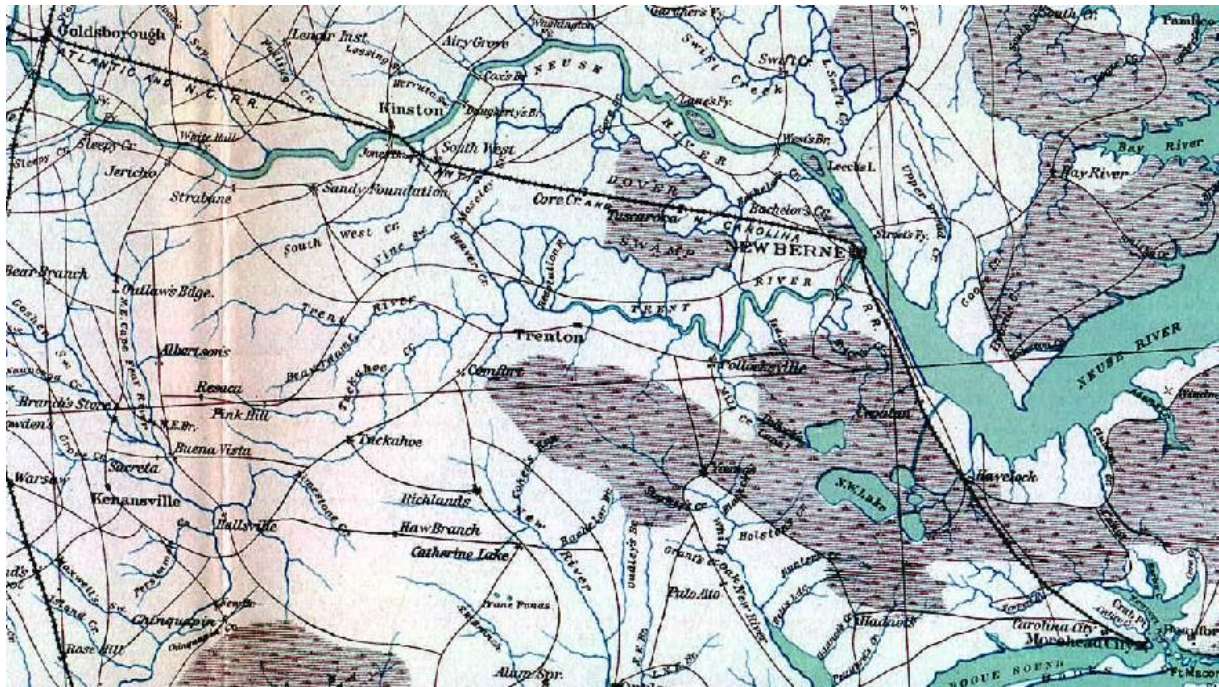
No. 2	Miles	September 11, 1949	No. 5
LEAVE		WASHINGTON, D.C. (R. P. & P.)	ARRIVE
7:15 P.M.		Washington, D.C. (R. P. & P.)	7:00 A.M.
10:05 P.M.		Richmond (A.C.L.)	4:10 A.M.
LEAVE		Goldsboro	ARRIVE
7:00 A.M.	0	Goldsboro	8:05 P.M.
7:27 P.	9.9	Bests	7:30
7:42 P.	14.2	La Grange	7:20
7:55 P.	20.1	Falling Creek	7:04
8:03 P.	24.1	Hines Junction	
8:25 P.	26.3	Kinston	6:43
8:43 P.	30.5	Caswell	
8:55 P.	35.5	Dover	6:16
9:05 P.	43.3	Cove	6:05
9:23 P.	48.5	Tuscarora	5:55
9:30 P.	53.8	New Bern	5:51
9:30 P.	53.8	New Bern	5:51
9:46 P.	64.6	Thurman	
10:01 P.	67.7	Rivendale	5:03
10:16 A.M.	70.3	Croatan	
10:31 A.M.	78.3	Cherry Point	4:45 P.M.
11:00 A.M.	83.9	Newport	4:25 P.M.
11:00 A.M.	94.6	Morehead City	4:00 P.M.
ARRIVE		Morehead City	LEAVE

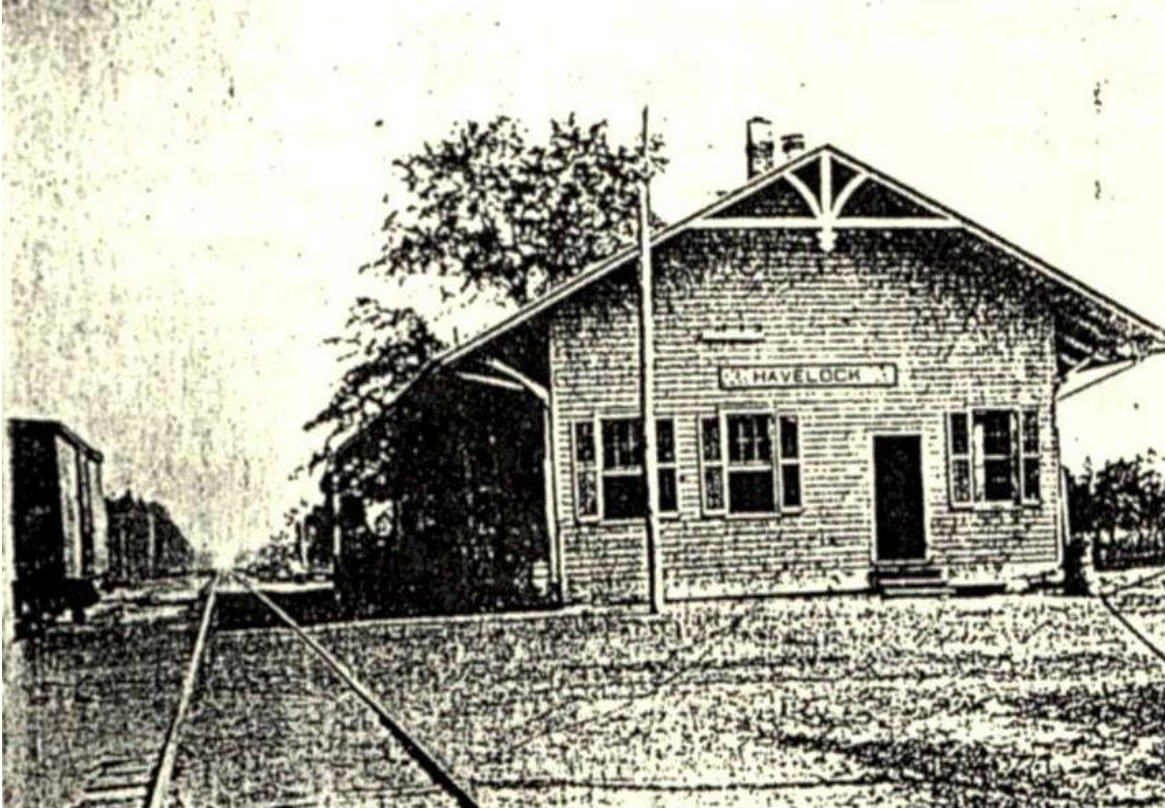
EXPLANATION OF SIGNS.

*Daily; / flag stop. □ Passenger service will be provided on Nos. 2 and 5 for groups of 25 or more individuals travelling under military orders. ▲ Freight service only, see Note (1).
+ Coupon stations.

Connections.—¹With Atlantic Coast Line R.R. and Southern Ry. ²With Atlantic Coast Line R.R. ³With Atlantic Coast Line R.R. and Norfolk Southern Ry. ⁴With Beaufort & Morehead R.R.

1949 A&EC map and timetable, 1949, above, and 1800s A&NC map below.





Havelock passenger and freight station, circa 1915. View facing south.

Edward Ellis
Havelock City Historian
January 22, 2008

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A&EC Railroad Collection at Tryon Palace

An assemblage of railroad maps, documents, photographs, artwork and memorabilia, including locomotive and train car models was donated to Tryon Palace Historic Sites & Garden in 2011. The material is now archived at the North Carolina History Center, New Bern, N.C. as the Edward Ellis Atlantic and East Carolina Railroad Research Collection.