

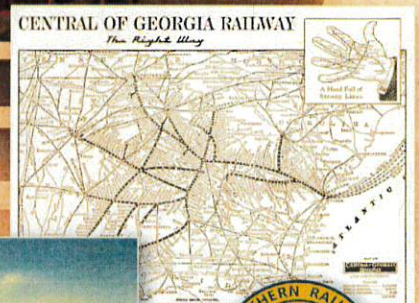
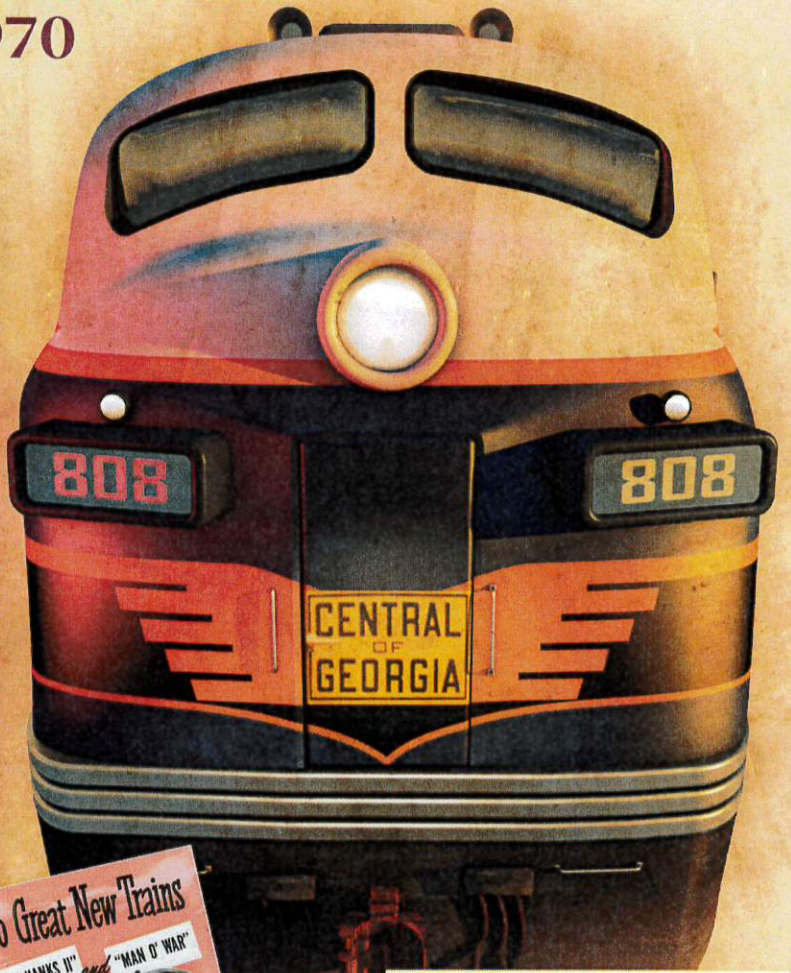
# MAN O'WAR STREAMLINER

Daily stops in Pine Mountain  
June 1947—May 1970

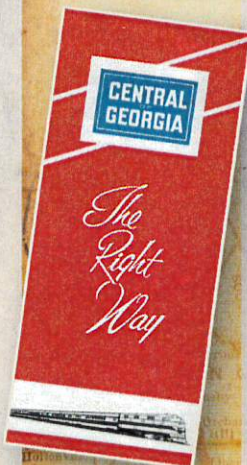
Railroads covered much of Georgia by the 1920s, but the railroad service industry was beginning to falter. Automobiles were becoming more accessible to the average family and freight hauling began to shift to trucks. There was a resurgence of railroad passenger traffic during World War II, but it was short-lived. In the summer of 1947, **Central of Georgia Railway** launched two short-run streamlined diesel passenger trains, the **Man O' War** and **Nancy Hanks II**. Both were appropriately named for racehorses as these diesel locomotives were faster and more efficient.

The **Man O' War** ran between Columbus and Atlanta—stopping at smaller towns in between. Residents of Harris County would frequently board the Man O' War in either Cataula, Hamilton or Pine Mountain in the morning, and travel to Atlanta to go shopping or attend to business, and return in the afternoon.

After 130 years of business, the Central of Georgia Railway was acquired by the **Southern Railway System** in 1963. The streamliners were finally retired after a steep decline in passenger numbers in the 1960s, with the Man O' War ending its trips in May 1970. In 1982, Southern Railway merged with Norfolk & Western Railway, becoming the Norfolk Southern Railway, and in 2005, Georgia Southwestern Railroad (GSWR) acquired the tracks running through Pine Mountain and Harris County.



LOOK AHEAD-LOOK SOUTH



Freight trains continued to travel the line through Pine Mountain between Atlanta and Columbus until November 2007 when GSWR decommissioned the rail line. Since the decline of the rail industry, hundreds of miles of abandoned tracks in Georgia have been converted to scenic pathways as part of a national **Rails-to-Trails** initiative. **Harris County** has plans to dedicate over twenty miles of its former tracks for recreational trails, providing a place for all to bicycle, walk, and run.