

Carolina Conductor



Volume 7 Number 4

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

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Preserving the Past Active in the Present Planning for the Future

Web Site: hubcityrrmuseum.org
Facebook: Carolina Railroad Heritage Association & Hub City RR Museum

Meeting Site:
Woodmen of the World Bldg.
721 East Poinsett Street
Greer, SC 29651-6404
Third Friday of the Month at 7:00 pm

**Hub City Railroad Museum and
SOU Rwy Caboose #X3115:**
Spartanburg Amtrak Station
298 Magnolia Street
Spartanburg, SC 29301-2330
Wednesday 10-2 and Saturday 10-2

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Articles can be submitted anytime.

Spartanburg

Facts About Spartanburg and Hayne Yard

This was a circa 1920s Spartanburg Chamber of Commerce piece touting the area to encourage development along with the new Hayne yards and shops. Ed.

Location

Hayne Yard is located immediately outside the corporate limits of Spartanburg, SC, at the junction of two main lines of the Southern Railway system; the Atlanta and Charlotte Air Line, doubled track between Washington and Atlanta and the Charleston and Cincinnati line. Spartanburg is 169 miles southwest of Greensboro, NC, 155 northeast of Atlanta, 157 miles southeast of Morristown, TN, and 235 miles northwest of Charleston, SC.

Character of Property

The yards of the Southern Railway at Hayne are five miles in length, and include about fifty miles of side track. The establishment includes Division Headquarters for the transportation and operation department, locomotive and car shops, freight transfer sheds and other ancillary railroad support structures. The roundhouse, where running repairs are made, is equipped with improved machinery, electrically driven. The turn table is

100 feet long and is served by three approaches with eight tracks. A mammoth reinforced concrete coal chute of 1000 ton capacity which issues from nine to ten thousand tons of coal each month is located at Hayne and is one of the largest and most modern in the South. Large stores of parts for the mechanical department which supplies material of every kind for both divisions and large warehouse containing parts for engines and cars, are carried at Hayne.

The car department repairs from thirty to forty cars per day with the present equipment and inspects between forty and sixty thousand cars each month in addition to engine repairs. It is stated that around twenty thousand freight cars can be berthed at one time in the Hayne yards.

Accessibility

Hayne yards at Spartanburg is easily accessible from every part of the country because of its strategic location which a glance at the map will show.

All the principle cities from the Rocky Mountains on the West, the Great Lakes on the North, the Atlantic Seaboard on the East, and the Gulf Coast on the South are within a few hours of Spartanburg, via; the

Continued on Page 3 - Hayne Yards

President's Message

First, and I don't think there was any doubt, but yes, the April 17 NHRS / CRHA meeting at the Woodmen of the World is canceled. We can't get together to be face to face. Yet I hope you are communicating with family and friends using all the wonderful technology available, including your old-fashioned landline (if you still have one).

Your Board of Directors had a new experience April 6th. Our monthly board meeting was held via teleconference. It



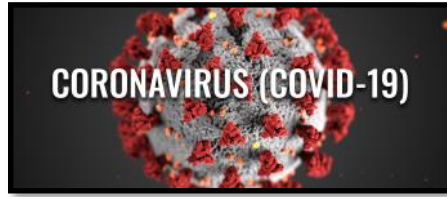
went well and was quick. Train Day has been postponed, but a new date not finalized. We basically agreed to monitor the COVID-19 pandemic information, and consider the possibility of new dates for field trips and other activities.

April's program was planned to be Book Night. This is a highly interactive event and would not work well with social distancing. I have volunteered to provide a program which will be posted on the Hub City Railroad Museum website under the CRHA members only section. Remember the sign-on and password was sent to you last month. Duane is checking with our scheduled speaker for May, to see if his presentation can also be posted.

I was planning to make a pitch at the April meeting, for you to consider using some of your RMD to contribute to either the NRHS local chapter or CRHA. The recently passed CARE act has canceled the RMD for 2020. Check with your financial advisor regarding how your personal situation has changed. Keep the CRHA and

NRHS local chapter in mind for 2021, please.

The disruptions by the COVID-19 pandemic, to our NRHS and CRHA activities



are trivial compared to the impacts felt financially here in the US and world and by those infected and everyone tending to the infected. Please pray, and if possible, help financially through a qualified charity. Thank you for your support of those in need.

Keep your wheels a rollin',
Steve Baker, President, CRHA



Your friendly Carolina conductor hard at work.



Heritage units and the railroads they came from.



Wanted—Articles for the Carolina Conductor

Submit an article of 200 words or more with some photos and captions and see them in print. Every one of us has some unique railroad experience that would make interesting reading for our membership. Your editor always needs more contributions of local railway history and news.

Continued from Page 1 - Hayne Yards

Southern Railway and its connections. Accessibility to this vast area

doors, on account of the short haul. We are located in the center of the Hydro-electric power development

Spartanburg has Cleveland Park, the best municipal playground in South Carolina. Thirty-four acres of



causes an extremely heavy interchange of rolling stock which should be repaired at Hayne yards.

Service

About seventy-five package cars are handled daily from Hayne due to the fact that freight in less than car-load lots from nearly every section of the Southeast is routed to Hayne where it is sorted and loaded for various points.

Spartanburg being the terminus for the Carolina Clinchfield and Ohio, Charleston and Western and Carolina, and Piedmont and Northern, these roads deliver most of their traffic and receive the bulk of their tonnage through Hayne yards. Hayne is one of the largest coal distributing points in the entire South. The tonnage hauled, it is stated, will average around five million tons annually. Practically all coal coming into South Carolina must come through Spartanburg, therefore, is handled through Hayne yards.

Fuel and Power

Spartanburg draws most of its supply of coal from the Southwest Virginia fields, Tennessee, and Kentucky. Therefore, an ample supply of coal, it may be said, is right at our

which is now taking place in the Piedmont Section and many of our plants and mills are being operated by Hydro-electric power due to the extremely low rate which prevails to large users.

Labor Conditions

Labor in Spartanburg, especially unskilled, is almost inexhaustible, and can be had a relatively low wage. One important fact is that our labor coming as it does from the mountains is of intelligent Anglo-Saxon stock and we have never had, nor do we anticipate, labor disturbances. We have no foreign labor element – our people are contented and the labor turnover in Spartanburg is practically nil.

Living Conditions

Spartanburg because of its ideal location and pure water supply enjoys that protection of health which is a first consideration of employees of labor – the death rate is less than fifteen per thousand.

Spartanburg is 875 feet above sea level, at the foothill of the Blue Ridge Mountains. We have no extremes in temperature, winter or summer, our general average being 60.4 degrees.

ground for recreation and a magnificent lake for swimming and boating, all within a few hundred yards of Hayne.

Spartanburg has the commission form of government.

Spartanburg has seven building and loan associations, lending money to small borrowers for home-building.

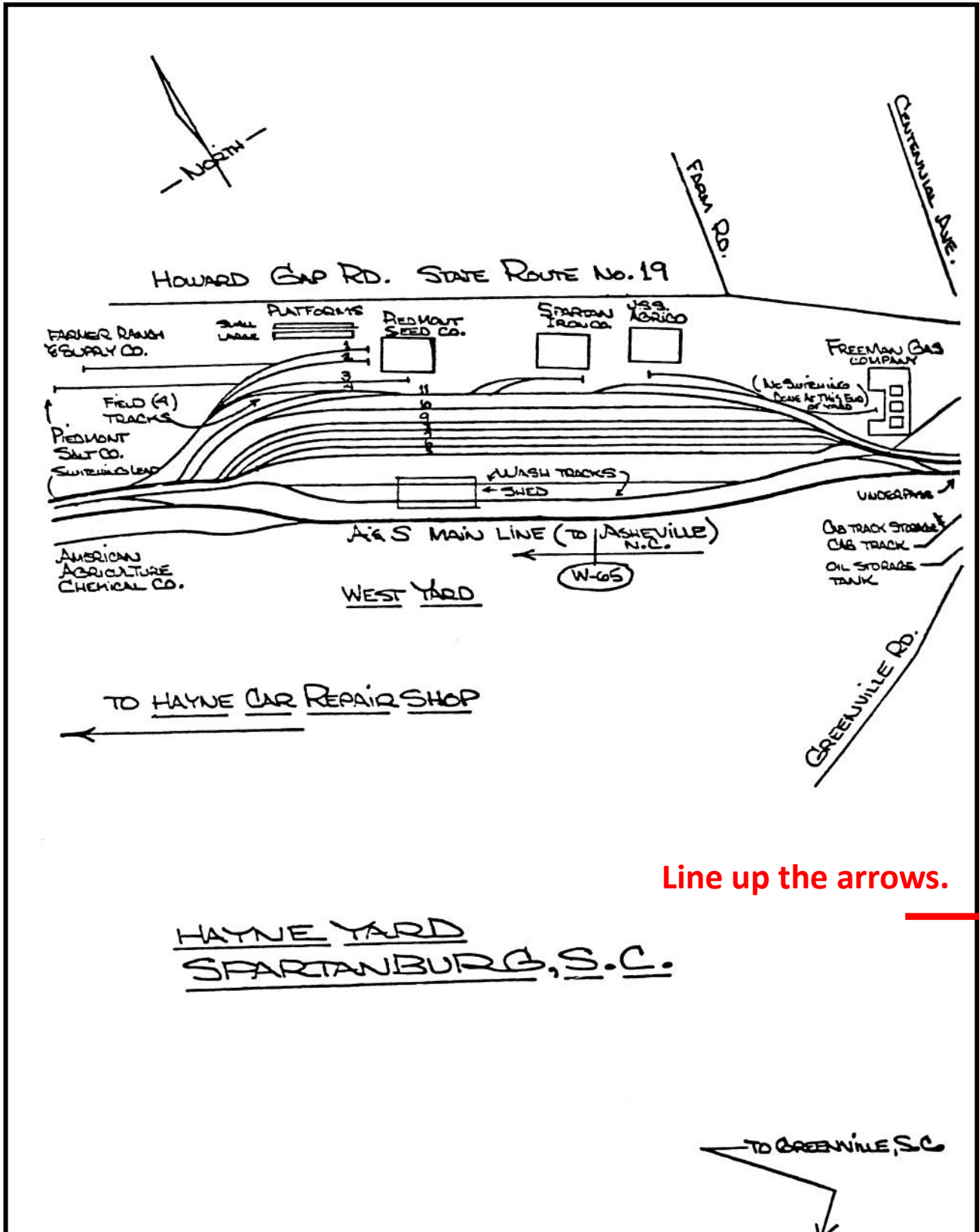
Spartanburg has one of the finest Y.W.C.A., buildings in the South, an excellent Y.M.C.A., and a \$50,000 Salvation Army building.

Spartanburg has a new General hospital costing more than \$500,000.

Spartanburg's city school system ranks among the best in the South. More than 5,000 children are enrolled in the various grades. A high school building costing \$300,000 has just been added to the system, recognized as the best building and equipment in the South. Spartanburg has two of the best colleges in the South – Wofford for men and Converse for women. The Wofford Fitting School also prepares young men for college. The Rastoc School for girls and the Rastoc School for

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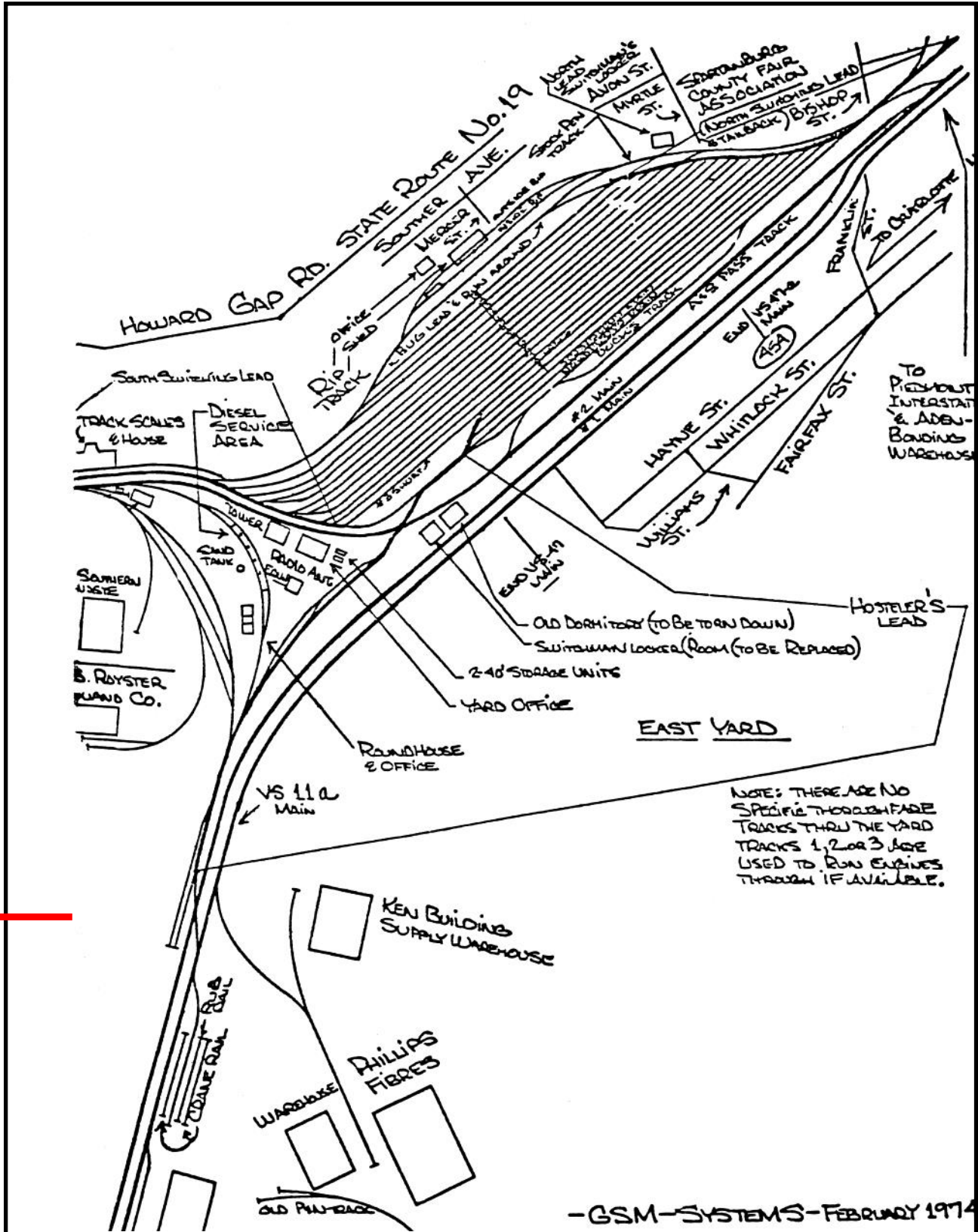


Line up the arrows.

HAYNE YARD
SPARTANBURG, S.C.

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Continued from Page 4 - Hayne yards



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Continued from Page 5 - Hayne yards

boys are high class institutions.

The Textile Industrial Institute is pronounced by experts the most important educational departure in America.

Cecil's Business College is one of the finest institutions of its kind in the country.

Spartanburg county has 300 miles of improved highways, 106 miles under State maintenance. The best system is the State. Spartanburg is a city of churches. Her beautiful Houses of worship are in keeping with the most progressive cities of the South.

Spartanburg is a musical city and is a pioneer in choral music in the South.

Spartanburg has a splendid street railway system.

These and many other recognized factors are reasons for contented labor conditions in Spartanburg city and county.

Conclusion

Spartanburg has a population of 23,638 according to the 1920 census. The city, including the suburbs has 35,000. The population of Spartanburg has more than doubled in the past twenty years. The population of Spartanburg county was 94,265 according to the 1920 census and is the most densely populated county in the State.

Spartanburg is second among the counties of the State in wealth. The assessed valuation of property is \$32,992,356 in the county and \$11,354,180 in the city. It is believed that these figures represent about 20 percent, of the actual wealth of city and county.

Spartanburg is one of the fifty

richest countries in the United States. According to the census report, her agricultural products are valued at \$19,556,638, making her twenty-eight in the rank in America.

Spartanburg is a city of dividends, the semi-annual dividends of her banks and cotton mills being more than three-quarters of million dollars.

Spartanburg bank deposits have shown an increase of over 300 percent since 1915.

Spartanburg has \$33,141,621 invested in manufacturing enterprises, the annual output of which is valued at \$29,334,540.

Spartanburg (city and county) has 31 textile mills, operating 885,664 spindles and 20,767 looms, with an output valued at \$24,517,154.

The power lines of three hydro-electric companies, viz; Southern Power Company, South Carolina Light, Power and Railway Company, and Blue Ridge Power Company, are strung withing a few hundred yards of Hayne. These companies supply power and light over the county of Spartanburg and adjoining counties.

Spartanburg has the best hotel facilities in South Carolina. The four leading hotels have nearly five hundred rooms.

Spartanburg has two up-to-date daily newspapers, Herald, morning; Journal, afternoon.

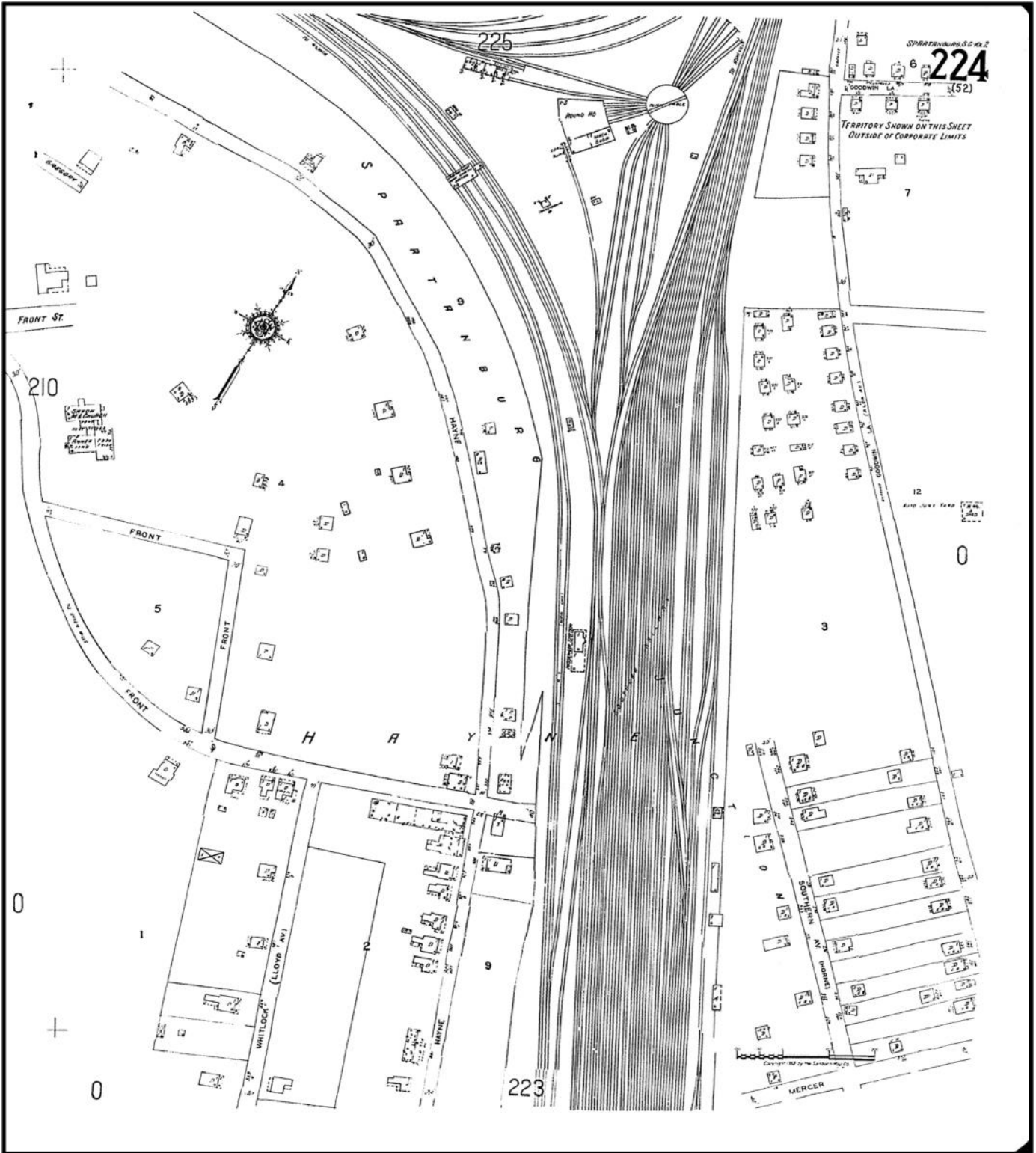
As you can tell by reading this it was written by someone in the advertising department. It is typical of newspaper accounts circa 1900s. Maps and article provided by Craig Myers. Ed.



Hayne yard sign and yard tower still in use today.

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Hayne yards map, from Sanborn Fire Insurance Company, circa 1951 showing engine service facilities and small

Continued on Page 8 - Hayne

SAL Railcars



equipped with a mail hook).

Two units were manufactured for the Seaboard Air Line Railroad. The last usage of these railcars was in May, 1971. Unit 2027 was destroyed in a collision with a gas tanker truck at Arcadia, Florida in 1956. Unit 2028 was renumbered 4900 after the Seaboard-Atlantic Coast Line merger in 1967 and was eventually retired and scrapped after Amtrak took over national passenger service in 1971.

Seaboard Air Line #2027 and #2028, later #4900s, were lightweight, streamlined Diesel-electric railcars built by the St. Louis Car Company in 1936. Electromotive Corporation supplied the 600 hp, eight-cylinder Winton Diesel 201-A prime mover and electric transmission components. The units had a B-2 wheel arrangement, mounted atop a pair of road trucks. The aft section was divided

into two separate compartments: one was used to transport baggage and the other served as a small railway post office, or RPO (the forward door, located just behind the radiator louvers, was



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