

Carolina Conductor



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Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

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Preserving the Past Active in the Present Planning for the Future

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Hub City Railroad Museum and SOU Rwy Caboose #X3115:

Spartanburg Amtrak Station

298 Magnolia Street

Spartanburg, SC 29301-2330

Wednesday 10-2 & Saturday 10-2

Meeting Site:

Fountain Inn Presbyterian Church

307 North Main Street

Fountain Inn, SC 29644

Third Friday of the Month at 7:00 p.m.

Officers:

President: Raymond "Bo" Brown -

president@hubcityrrmuseum.org

Vice President: Bob Klempner -

vice.president@hubcityrrmuseum.org

Secretary: Pat O'Shields -

secretary@hubcityrrmuseum.org

Treasurer: Marv Havens -

treasurer@hubcityrrmuseum.org

Directors:

Steve Baker -

bod@hubcityrrmuseum.org

Bruce Gathman -

newsletter@hubcityrrmuseum.org

David Winans -

museum.info@hubcityrrmuseum.org

Mailing Address:

Carolina RR Heritage Association

Suite #129 2123 Old Spartanburg Road

Greer, South Carolina 29650-2704

Newsletter Editor:

Bruce Gathman -

newsletter@hubcityrrmuseum.org

Articles can be submitted anytime.

Detroit Diesel

DETROIT DIESEL AND REPUBLIC LOCOMOTIVE FORM TECHNOLOGY COALITION FOR LOCOMOTIVE DEVELOPMENT

For Immediate Release

DETROIT, MI, USA, April 13, 1992

Roger S. Penske, Detroit Diesel Corporation Chairman and Chief Executive Officer, and Hugh B. Hamilton, Jr., Republic Locomotive President and Owner, have announced an agreement to develop locomotives powered by Detroit Diesel engines. Under the agreement, Republic's research and development efforts will focus on integrating the technologically advanced Detroit Diesel Series 149 engine into the Republic product line and reserves the availability of the Series 149 for locomotive propulsion application exclusively for Republic Locomotive in North America.

Penske and Hamilton view technology merging as an excellent opportunity to meet changing market demands. Penske said, "Detroit Diesel and Republic Locomotive share corporate philosophies dedicating efforts to customer satisfaction, a strong commitment to technological leadership and product innovation." Hamilton added, "Our goal is to create, through the application of advanced solid state microprocessor control, the most environmentally advanced locomotives yet to be offered to the railroad industry. The units will offer such features as remote diagnostics, worldwide telecommunications systems, ultra-high adhesion and automatic regenerative braking."

Ludvik Koci, Detroit Diesel Corporation President and Chief Operating Officer, said, "Detroit Diesel pioneered heavy-duty diesel electronics in 1985 for engines in a wide variety of demanding applications. Today there are over 100,000 Detroit Diesels with electronic engine management systems in operation around the world. Locomotives are a natural next step for this proven technology to aid the railroad industry."

Republic will begin immediately to build prototype locomotives for both passenger and railway freight applications at its Greenville, South Carolina facility.

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Museum Happenings



We celebrated our 15th anniversary at train day with a cake cutting. Caboose and deck have been power washed.



The archive room with new lateral file cabinets and desk.

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 railway history and news.



Roger S. Penske, Detroit Diesel Chairman and Chief Executive Officer, and Hugh B. Hamilton, Jr., Republic Locomotive President and Owner, announce an agreement to develop locomotives powered by Detroit Diesel engines.

ty. The wide range of power available from Detroit Diesel will allow the future development of locomotives from small industrial switchers to over 5000 horsepower line haul freight units. The first prototype unit, a 2000 horsepower four-axle road switcher for general freight, branch line and switching service, is expected to be on display at the Railway Supply Association Show in Chicago, Illinois September 1992. Two commuter prototype locomotives will also be developed.

The prototype locomotives will showcase a combination of Detroit Diesel's advanced development in the areas of engine and emission controls with Republic's mastery of locomotive component and microprocessor control integration for propulsion application. "A primary reason we feel this is an extraordinary opportuni-

ty for Republic and for the railroad industry involves Detroit Diesel's leadership in the use of alternative fuels and advanced development in reduction of emissions, noise and smoke," said Hamilton.

Detroit Diesel's computerized electronic engine control and fuel injection system, the Detroit Diesel Electronic Controls (DDEC), remains the most advanced electronic unit fuel injection and engine management system in the heavy-duty diesel engine industry. In railroad applications, DDEC will enable significant improvements in fuel economy, reduced smoke, and lower emissions.

Detroit Diesel's technological leadership is evident in its development of a number of alternative fueled engines, such as natural gas, methanol, ethanol, hybrid electric, coal-water slurry, as well as emission control

Continued on Page 4 - Detroit Diesel

devices, such as particulate traps and catalysts. Detroit Diesel Corporation has the only certified alternative fuel (100% methanol) heavy-duty diesel engine currently in production in the U.S.

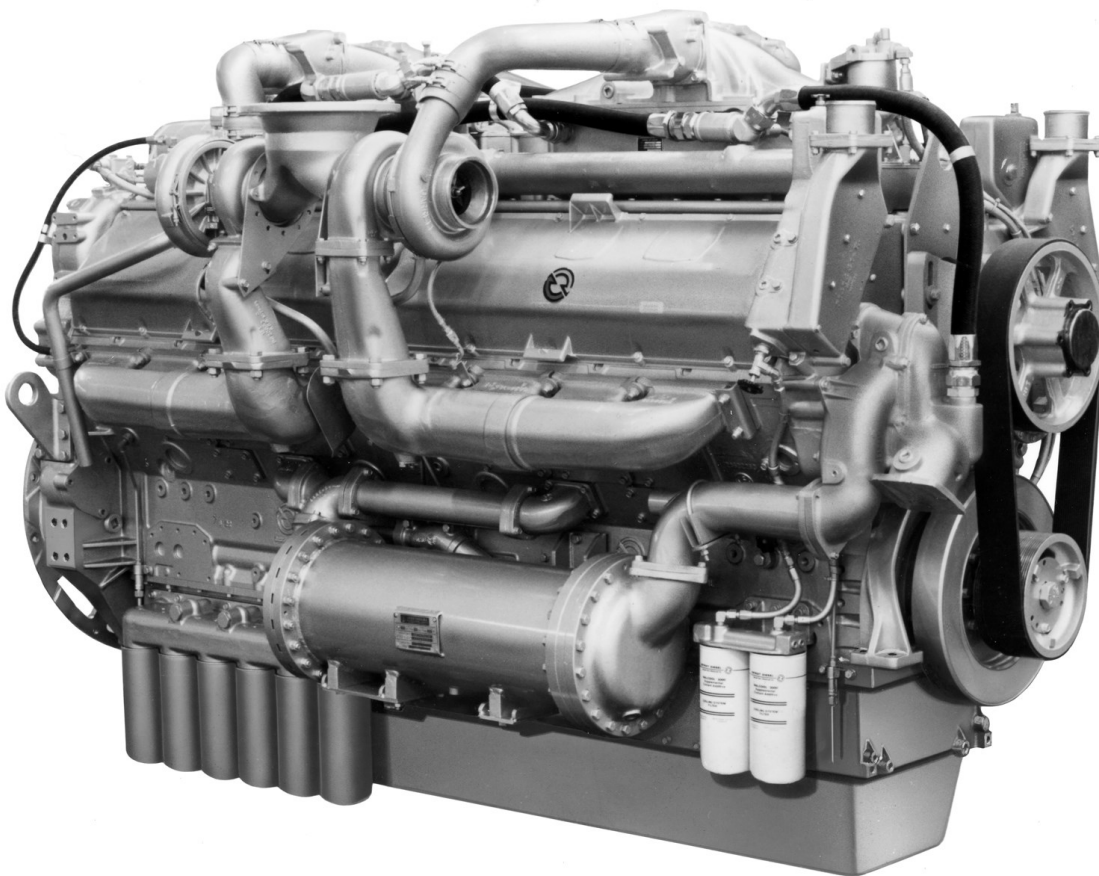
A Detroit Diesel/Republic natural gas powered locomotive is expected to be operating by 1993. The use of natural gas locomotive engines could greatly reduce fuel costs and lower emissions.

Since 1980, Republic has consistently worked to bring the best proven technology to the industry and brings this know-how to the partnership. Examples of Republic innovation include its unique modular approach to locomotive manufacturing, use of alternative power, development of new locomotives for switching and selected niche markets, remote diagnostics and communications, and incorporation of the rotary screw air compressor for freight locomotive application.

The merging of Detroit Diesel and Republic

technology is particularly timely since Republic is in the process of finalizing the development of an advanced microprocessor control electrical drive system. The solid state system will provide vastly enhanced tractive effort capabilities, automatic speed regulation in the propulsion and braking modes, and automatic regenerative braking. The unique advanced control system will be offered in diesel electric or dual mode arrangements, which is of particular interest in commuter as well as freight applications in environmentally sensitive states such as California. The system will debut in the Detroit Diesel/Republic prototype locomotive on display at the Railway Supply Association Show.

Detroit Diesel Corporation manufactures and markets engines ranging from 5 to 2400 horsepower. Higher horsepower engines are currently under development by Detroit Diesel. Detroit Diesel engines currently provide dependable power for a wide variety of construc-



DETROIT DIESEL 12V-149TI

Continued on Page 5- Detroit Diesel

tion, mining, railway maintenance, generator set, industrial, marine, truck, bus, and military applications throughout the world.

Republic Locomotive is a manufacturer of locomotives for railway, industrial and passenger transportation applications in the world market. Republic has the experience and capability to produce locomotives of virtually any size and type from a 25 ton, 150 horsepower yard switcher to a 200 ton, 5000

horsepower locomotive used to pull trains across the nation. Units may be custom designed and built to any gauge, weight and power and are available in quantities from one to over 100. Republic specializes in performing highly customized locomotive design and production for users with very specific design and application requirements. The company is also a supplier of new and remanufactured parts and components, full service locomotive repair, locomotive leasing, and contract maintenance.



MP&ES

Motive Power & Equipment Solutions, Inc.

A South Carolina company that remanufactured locomotives and provided railcar servicing and repairs for railroads filed Chapter 7, days after one of its customers sought to force the company into arbitration for alleged breach of contract.

Motive Power & Equipment Solutions, doing business as MP&ES, headquartered in Greenville, South Carolina, filed its petition in the U.S. Bankruptcy Court for the District of South Carolina on Tuesday.

According to court documents, the company said it was forced to close because of “cash flow issues” after one of its major customers “defaulted on a project payment” of over \$2.5 million.

Days before MP&ES filed its bankruptcy petition, one of its customers, Durango & Silverton Narrow Gauge Railroad Inc., headquartered in Durango, Colorado, filed a petition for arbitration against the company. It claimed MP&ES failed to meet established deadlines to produce and deliver components for two diesel locomotives costing the passenger railroad over \$3 million. MP&ES’ attorney Randy Skinner did not return FreightWaves’ request for comment.



Durango & Silverton locos missing trucks never delivered.

In its filing, the company lists assets of up to \$50,000 and liabilities of \$1 million to \$10 million and has up to 199 creditors. The company maintains that no funds will be available to unsecured creditors after administrative expenses are paid.

Several trucking, logistics and

rail services companies, listed as unsecured creditors, are owed millions of dollars, however, the exact amounts the companies are owed isn’t listed in the petition. According to the Greenville County Register of Deeds office, David Wilkerson, who served as president and CEO of MP&ES, sold the land where the company is located for \$475,000 to Palmetto Trust of SC LLC in August without alerting customers.

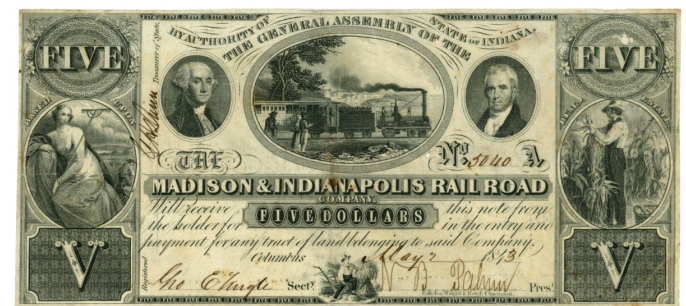
In court documents, an employee who works for one of Durango’s sister companies drove to the MP&ES site in Greenville in January and noticed that the company’s signs had been removed and the property “appeared to have been deserted for a while.”

Railroad Bank Note Engravings

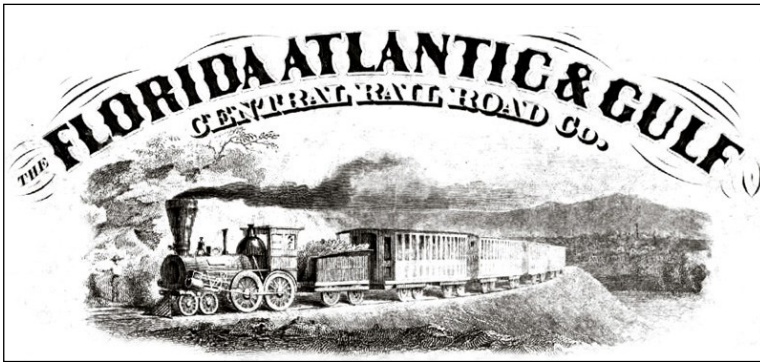
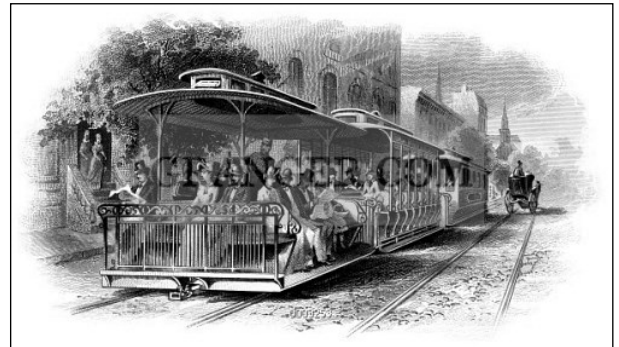
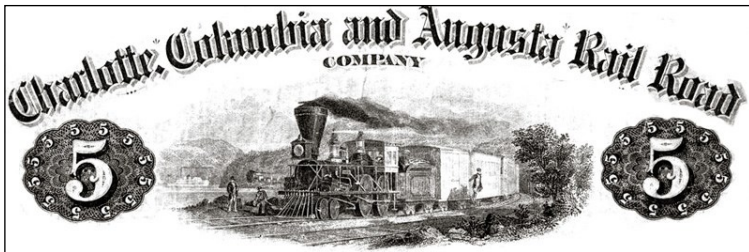
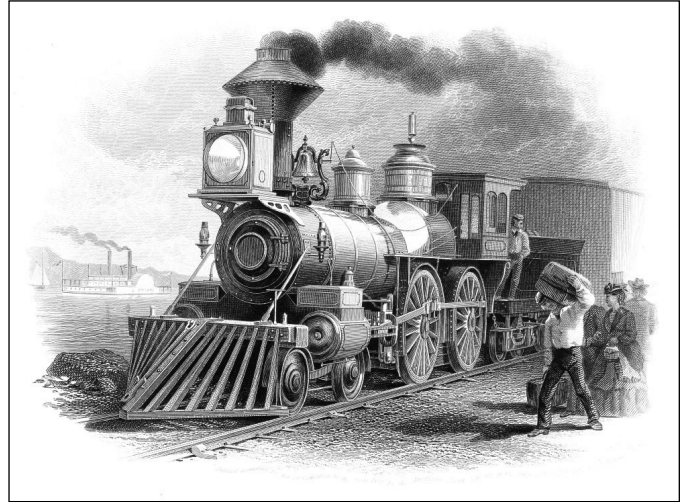
Chromolithography is a method of making multi-colour prints. Lithography is a method of printing on flat surfaces using a flat printing plate instead of raised relief or recessed intaglio techniques. This type of colour printing stemmed from the process of lithography, and includes all types of lithography that are printed in colour

Chromolithography became the most successful of several methods of colour printing developed in the 19th century. Other methods were developed by printers such as Jacob Christoph Le Blon, George Baxter and Edmund Evans, and mostly relied on using several woodblocks with different colours. Hand-colouring also remained important. For example, elements of the official British Ordnance Survey maps were coloured by hand by boys until 1875. The initial chromolithographic technique involved the use of multiple lithographic stones, one for each colour, and was still extremely expensive when done for the best quality results. Depending on the number of colours present, a chromolithograph could take even very skilled workers months to produce.

Railroads used engraving to produce artwork for their advertising and printed materials, as seen on this and next pages.



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