

Carolina Conductor



Volume 1, Number 3

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

March 2014

**Preserving the Past.
Active in the Present.
Planning for the Future.**

Meeting Site:

Woodmen of the World

721 East Poinsett Street
Greer, SC 29651-6404
Third Friday of the Month at 7:00 pm

Hub City Railroad Museum:

Magnolia Street Station
298 Magnolia Street
Spartanburg, SC 29301-2330

Officers:

President – Bob Klempner
864-431-5409

Vice-President – Terry Brelsford
864-320-6201

Secretary – Mike Saverino
814-242-0217

Treasurer – Jim Tewell
864-281-7667

Directors:

Milton Ashley – 864-504-5202
Bruce Gathman – 864-850-3642
Marv Havens – 864-292-3852
Mac McMillin – 864-624-9658

Mailing Address:

Suite #129
2123 Old Spartanburg Road
Greer, South Carolina 29650-2704

Editor:

Bruce Gathman –
shaygearhead@bellsouth.net
Submissions due by 2nd Monday.

Norfolk Southern Freight Train Numbers

Compiled by Moss Miller

This list of trains and their respective numbers that pass through Spartanburg on the Norfolk Southern has been compiled to help you as a railfan to identify what you see trackside and hear on your radio scanner. Railroad practice is to have even numbered trains heading north toward DC and odd numbered trains heading south toward Atlanta.



Train #	Train Type	Origination and Destination	Frequency
#019/020	Passenger	New York, NY - New Orleans, LA	Daily
#118/119	Mixed Frt	Macon, GA - Linwood, NC	Daily



Continued on Page 5

Arrivals

South Carolina Canal and Railroad Company locomotive names in 1838.

The original railroads were very local and personal things to their communities but also showed their expectations and intentions. This is most evident in locomotive names, instead of numbers. This is an 1838 list of locomotives in service.

Alexandria
Allen
Augusta
Barnwell
Branchville
Charleston
Cincinnati
E. Horry
Edisto
E.L. Miller
Franklin
Georgia
H. Shultz
Kentucky
Lafayette
Marion
Moultrie
Native
Ohio
Philadelphia
Sumter
Tennessee
Vulcan
Washington
Wm. Aiken
Wm. Penn

If anyone has something that might be of interest to the group, please feel free to pass it along to Bruce Gathman, editor.

Source: Railway and Locomotive Historical Society Bulletin No 101, October 1959

Monthly Program

Information to be sent when provided. Meeting will be at the normal place and time.

Board Minutes

Meeting called to order by Bob Klemperer at 7:02 pm.

Current Business: Minutes of the February 3, 2014 meeting were presented. Bruce moved to accept. Lee seconded. Passed. The CRHA treasurer's report summary will be issued via E-Mail.

Marv Havens passed out the Greenville Chapter treasurer's report. The net to the group after paying the Asheville Chapter for their merchandise that we sold was \$661.50.

February's Museum operation summary was:

	Visitors	Donations	Sales
Museum	112	\$46.00	\$110.0
Caboose	123	\$33.00	\$100.00

New Business: Current membership lists for both groups were passed out to everyone. This includes all new members as well as corrections from various sources. Bruce will handle newsletter E-Mail for both groups.

We accepted the generous benefactor's \$5000 loan toward paying off the \$10,000 balance on the caboose project. The plan is to use this amount to pay half the contractor's bill now with the full \$10,000 to be raised in a fund-raising campaign. Part of this will be full participation in Belk Charity Day. Another part will be to approach some identified individuals and organizations for donations that utilize our 501(c)(3) status. It is necessary that this plan be approved by a ballot for the Greenville Chapter NRHS since it exceeds the BoD's spending limit without authorization. Marv will get this out to members.

Mike reported on his follow-up communication with Stacy Hugo, the February speaker. Several opportunities for extended conversations have been identified. One is with the NS government relations person regarding Saluda Grade and possible new SC passenger trains. She will

try to get us an opportunity to present our Saluda Grade print to Wick Moorman at the Streamliners event in Spencer. She will also direct us to get more information on possible NS steam operations that could originate here.

Mike also reported on contacts with Andy Fletcher about museum specific prints. It was decided that we would go with current artwork for now and order about twenty-five prints. As time permits, Andy can work up more specific regional art like for the P&N and more.

National Train Day is May 10 this year. That will coincide well with the anniversaries of opening the Museum and Caboose. Bob and others will be looking into some events for this time including Dexter Cleveland's formal presentation and participation with NS and Amtrak. Lester will prepare lunch if details of time and space can be worked out.

Bob also reported on both the City and County Accommodation Tax Requests. We have received money from the City but not the County sources. Bob will pursue both with a March submission deadline. He will need as much data as possible to support our bringing people to Spartanburg through the Museum and Caboose.

May 17 has been proposed for the Spring Picnic.

A few REA truck body parts have been picked out for a test at a local paint and rust stripping operation. The team is looking into converting the present generator to an alternator. We re-visited the Caboose sign issues. Bob will go back to the local attorney for detailed wording suggestions.

The volunteer schedule should be online next week thanks to Mike and Milton. Issues with the alarm system still seem to be resolved. We are looking forward to opportunities for a room for our Archives when the Farmer's Market relocates from the Spartanburg Depot.

Future program opportunities include Franzen, Cline and Grant. The meeting was adjourned at 8:49 pm.

Respectfully Submitted,
Marv Havens, Secretary, NRHS

Departures

2014 SPRING EXCURSION AND SHOW SCHEDULE

21ST CENTURY STEAM!

March 29 ~ Chattanooga, TN to
Attalla, AL

March 30 ~ Chattanooga, TN to Oneida, TN

April 5 ~ Bristol, VA to Radford, VA

April 6 ~ Bristol, VA to Bulls Gap, TN

April 12 & 13 ~ Grundy, VA to Devon, WV

April 19 ~ Chattanooga, TN to Cleveland, TN

May 17 & 18 ~ Ludlow, KY (Cincinnati area) to Danville, KY

May 31 & June 1 ~ Lexington, KY to Oneida, TN

June 7 ~ Chattanooga, TN to Stearns, KY

Read more about the excursions at:
<http://tvrail.com/pages/21st-Century-Steam>

PIEDMONT DIVISION Model TRAIN SHOW

Atlanta, Georgia
2 Galleria Parkway
Atlanta, Georgia 30339
At I-285 and I-75

March 15—10:00 am to 4:00 pm
March 16—10:00 am to 4:00 pm

For more information go to:
www.themodeltrainshow.com

12th Annual North Carolina Railroad Expo

April 12 - 9:00 am to 3:00 pm
Hickory North Carolina Metro Center
1960 13th Ave Drive SE

For more information go to:
www.tarheelpress.com/Trainshow.html



Southern Railway #4501 Restoration At TVRM

Built by Baldwin Locomotive Works in 1911 for the Southern Railway, the #4501 was the first of its class on that railroad. The wheel arrangement is a 2-8-2, known as a Mikado since the first of this type were sold to Japan. #4501 served the Southern until the 1940s when the railroad began buying diesel locomotives

and phasing out steam operations. The locomotive then saw service on a small coal-hauling railroad in Kentucky. When the small Kentucky railroad put the #4501 up for sale for scrap value in the



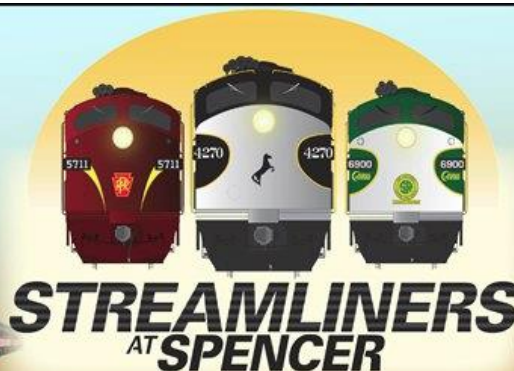
Photo by: Carl Tyndall © 2013

early 1960s, TVRM's first president, Paul Merriman, purchased the locomotive, brought it to Chattanooga and returned it to service. Since the mid-1960s, 4501 has pulled countless passenger excursion trains across the Southern (later Norfolk Southern) Railway. The #4501 ended its service in 1999 due to rising maintenance costs. However, with the start of Norfolk Southern's "21st Century Steam" program, the #4501 will return to service, hopefully this year.

For more information go to:
<http://www.tvrail.com/>



Four Full Days
featuring classic stream-
liner locomotives of the
1930s through the 1950s



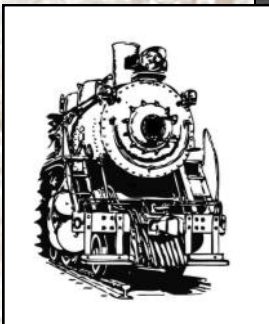
May 29 - June 1
at the N.C. Transportation
Museum's Bob Julian
Roundhouse in Spencer



Rare Mileage



Clinchfield Railroad #734 (2-8-8-2) with coal train at Johnson City, TN in 1946.



First poultry shipment being made from Pickens County circa 1924.
Car #800 belongs to the Live Poultry Transit Company.

Manifest

Norfolk Southern Freight Train Numbers cont.

Train#	Train Type	Origination and Destination	Frequency
#153	Mixed Frt	Linwood, NC - Birmingham, AL	Daily
#154	Mixed Frt	Birmingham, - to Linwood, NC	Daily
#172	Mixed Frt	Livonia, LA - Linwood, NC	Daily

*Locals are subject to run or cease to run at any time due to shipper needs. These trains may run some days; and then not another, and may work a different location other than their normal job assignment.

NS runs their freight trains on a relatively regular schedule. You can expect trains to be close to the same time each day at a certain location. This way crews know in advance that they will be called at somewhat similar times each day. Of course there are many variables that enter into running a railroad.



Norfolk Southern train #204 heading north past the Spartanburg Magnolia station. Photo by Moss Miller ©2013

#203/204	Intermodal	Rutherford, PA - Atlanta, GA	Daily
#211/212	Intermodal	Croxtan, NJ - Atlanta, GA	Daily
#213/214	Intermodal	Rutherford, PA - Atlanta, GA	Daily
#221/222	Intermodal	Charlotte, NC - Atlanta, GA	Daily
#237/238	Intermodal	Charleston, SC - Atlanta, GA	Daily
#290	Intermodal	Birmingham, AL - Croxtan, NJ	Daily
#348	Mixed Frt	Linwood, NC - Chattanooga, TN	Daily
#27T/28T	Autos	Spartanburg, SC - Charleston, SC	Daily
#62R/63R	Granite	Spartanburg, SC - Charleston, SC	Weekly
#P42	Local	Spartanburg, SC - Gaffney, SC	Daily*
#P74	Local	Spartanburg, SC - Greenville, SC	Daily*
#P78/P79	Local	Spartanburg, SC - Greer (BMW), SC	Daily*
#P86	Local	Spartanburg, SC - Union, SC	Daily*
#PS06	Local	Spartanburg, SC - Inman, SC	Daily*
#P4G	Yard	Spartanburg, SC	Daily*



Local #P78 taking auto racks to Greer from Spartanburg, with high-nose GP-38-2. Photo by Bruce Gathman ©2014



Local #P74 approaching CP Lyman with high-nose GP40-2. Photo by Moss Miller ©2014

Response to passenger complaint about increased sleeping car fares:

"The berth rate has gone up since your last trip."

Marker Lights



Where did you buy a watch in 1880?

If you were in the market for a watch in 1880, would you know where to get one? You would go to a store, right? Well, of course you could do that, but if you wanted one that was cheaper and a bit better than most of the store watches, you went to the train station! Sound a bit funny? Well, for about 500 towns across the northern United States, that's where the best watches were found.

Why were the best watches found at the train station? The railroad company wasn't selling the watches, not at all. The telegraph operator was. Most of the time the telegraph operator was located in the railroad station because the telegraph lines followed the railroad tracks from town to town. It was usually the shortest distance and the right-of-ways had already been secured for the rail line.

Most of the station agents were also skilled telegraph operators and that was the primary way that they communicated with the railroad.

They would know when trains left the previous station and when they were due at their next station. And it was the telegraph operator who had the watches.

As a matter of fact, they sold more of them than almost all the stores combined for a period of about 9 years. This was all arranged by "Richard", who was a telegraph operator himself. He was on duty in the North Redwood, Minnesota train station one day when a load of watches arrived from the East. It was a huge crate of pocket watches. No one ever came to claim them.

So Richard sent a telegram to the manufacturer and asked them what they wanted to do with the watches. The manufacturer didn't want to pay the freight back, so they wired Richard to see if he could sell them. So Richard did. He sent a wire to every agent in the system asking them if they wanted a cheap, but good, pocket watch. He sold the entire case in less than two days and at a handsome profit.

That started it all. He ordered more watches from the watch company and encouraged the telegraph operators to set up a display case in the station offering high quality watches for a cheap price to all the travelers. It worked! It didn't take long for the word to spread and, before long; people other than travelers came to the train station to buy watches.

Richard became so busy that he had to hire a professional watch maker to help him with the orders. That was Alvah. And the rest is history as they say. The business took off and soon expanded to many other lines of dry goods.

Richard and Alvah left the train station and moved their company to Chicago -- and it's still there. YES, IT'S A LITTLE KNOWN FACT that for a while in the 1880's, the biggest watch retailer in the country was at the train station. It all started with a telegraph operator: Richard Sears and his partner Alvah Roebuck.



CHECK OUT THE CRHA ON OUR FACEBOOK GROUP AND JOIN.

WWW.FACEBOOK.COM/PAGES/CRHA/INC



CHECK OUT THE MUSEUM ON OUR FACEBOOK GROUP.

WWW.FACEBOOK.COM/PAGES/HUB-CITY-RAILROAD-MUSEUM