

# Carolina Conductor



Volume 1, Number 4

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

April 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:**

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864-431-5409

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Submissions due by 2<sup>nd</sup> Monday.

## **A Motorcar Trip on the L&N “Hook and Eye” Line**

**by C.V. “Mac” McMillin**

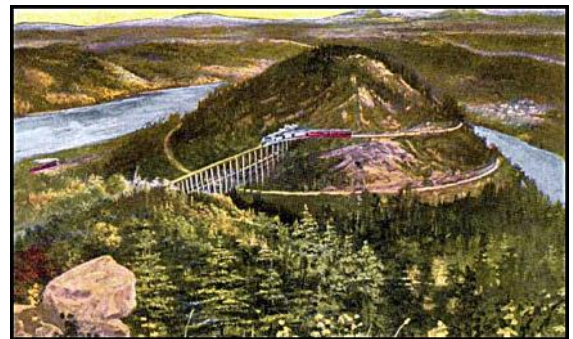
Photos by Bruce Gathman

After the Civil War, one of the priorities of the railroads in the southern Atlantic Coast states was to build a railroad from the port cities to the mid-west. Knoxville, TN was viewed as an important portal to connect the southern railroads to the Midwestern ones. In Georgia, the Marietta & North Georgia Railroad (M&NG) aspired to build from Marietta to Knoxville. The proposed railroad would leave the Atlantic & Western RR at Marietta and go through the Georgia communities of Canton, Ball Ground, Jasper, Ellijay, Blue Ridge, and Mineral Bluff to the North Carolina community of Murphy.

From Murphy, another line would connect and follow the Hiwassee River towards Knoxville. The owners of copper mines near Ducktown, TN, lobbied for a branch line from Blue Ridge to Ducktown so copper ingots could be easily shipped to the coast for export. This branch line was built from Blue Ridge to Ducktown.

Due to difficulties obtaining right-of-way into Murphy, the plans were revised to extend the line from Ducktown to Knoxville and the proposed line from Murphy along the Hiwassee River was never built. While the M&NG was busy building from Ducktown toward Knoxville, the Knoxville Southern RR was busy building along the Hiwassee River toward Ducktown. At some point the two railroads would connect and the line from Marietta to Knoxville would be complete.

The M&NG reached a plateau overlooking the Hiwassee River and stopped building when it was realized that the plateau was about 425 feet above the river and the Knoxville Southern connection. The ends of the two railroads were only a few miles apart but separated vertically by about 425 feet. Since the contractors were promised a bonus if the railroad was completed by a certain date, it was decided to join the two railroads with a steep grade using two switchbacks.



Artist aerial of the “eye” loop that replaced the switchbacks.

While the switchbacks proved to be viable, traversing them was both very slow and very dangerous. In the late 1890s, this line was purchased by the Louisville & Nashville Railroad (L&N) and immediately

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# Arrivals

## Monthly Meeting

The meeting this month will be presented by Lester Collins. It will be a movie made in 1929 about the Piedmont and Northern Railway.

The slogan used by the railway was “A Mill A Mile” and operation of a textile mill will be included in the program. It should prove to be an interesting as we are also celebrating the 100th anniversary of the first train on the Piedmont and Northern—as attested to in the article on pages 7 & 8. Hope to see everyone there!

## You Know You Are A Railfan If!

On your railfan outings, the four food groups are: McDonalds, Taco Bell, Pizza Hut, and Hardees.

Despite common sense and the instructions that came with the camcorder, you still shoot videos into the sun.

Your railfan territorial dominance is enough to scare away a biker gang.

You have a denim vest or jacket that has more patches than the earth has hydrogen molecules.



ROANOKE, VIRGINIA - The Virginia Museum of Transportation today announced the Norfolk & Western Class J 611 Steam Passenger Locomotive-known affectionately as the *Spirit of Roanoke*-is ready to head to Spencer, N.C. for restoration. An "All Aboard" send-off party is scheduled for Saturday, May 24, from 10 am to 5 pm.

After leaving the Virginia Museum of Transportation on May 24, the Class J 611 will arrive at the North Carolina Transportation Museum on or about May 29, 2014. She will be the guest of honor at the museum's Streamliners event, to be held May 29 through June 1st. Restoration work will begin shortly after the event.

The restoration will be open to the public, but with limited viewing. Planned work includes a complete overhaul to meet current Federal Railroad Administration and strict safety guidelines.

“We’re pleased to send the 611 on to our fellow train enthusiasts at the North Carolina Transportation Museum where this exciting restoration will get underway,” says Beverly T. Fitzpatrick, Jr., executive director of the Virginia Museum of Transportation. “We’re grateful for the tremendous amount of support that allows us to reach this step of the program.”

The Fire UP 611 Committee of steam locomotive technology experts, business leaders and railroad consultants conducted a feasibility study in 2013. The study revealed that the Virginia Museum of Transportation would need \$3.5 million to restore, operate and preserve the Class J 611. An additional \$1.5 million will be raised as an endowment for the iconic locomotive.

Although the original plan called for raising approximately \$3.5 million prior to the start of restoration, the Fire Up 611! Committee and the Museum’s Board of Directors decided to move ahead with restoration now that \$2.3 million has been raised. Fitzpatrick cites a tight timeline to participate in Norfolk Southern’s 21<sup>st</sup> Century Steam Program in 2015, Amtrak’s return to Roanoke, the momentum of the fundraising efforts and strong results as reasons in support of the decision.

“The restoration will take approximately nine months and needs to begin this spring so we can participate in Norfolk Southern’s 21<sup>st</sup> Century Steam Program in 2015,” says Fitzpatrick. “As she travels the Norfolk Southern rail system, our 611 will draw the attention and interest of new donors and fans of the Class J 611 from the region and beyond.”



# Departures



## CENTRAL RAILROAD FESTIVAL

Saturday, April 26, 2014 - 10 a.m.-6 p.m.

### 2014 SPRING EXCURSION AND SHOW SCHEDULE



- 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://trrail.com/pages/21st-Century-Steam>

### National Train Day At the Hub City Railroad Museum

Celebrate the first anniversary of the opening of the Southern Railway caboose #X3115 at the Hub City Rail-

road Museum and Amtrak's National Train Day.



### May 10, 2014

10:00 am to 3:00 pm

298 Magnolia Ave Spartanburg, SC  
 Admission Free—Lunch Available

See the new Automatic Train Control System (ATCS) display showing all trains between Greensboro, NC and Greenville, SC on Norfolk Southern main line, operating HO model railroad, and videos of historic railroad action.

Check out the gift shops in the museum and the caboose. We will have the new Andy Fletcher print of South Carolina Upstate Railroads for sale; both framed and unframed. For more information find us on Facebook: Carolina Railroad Heritage Association group and the Hub City Railroad Museum.




**Four Full Days**  
featuring classic streamliner locomotives of the 1930s through the 1950s



## STREAMLINERS AT SPENCER

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





# Rare Mileage



MAIN STREET. EASLEY, S. C.  
SHOWING BUSINESS SECTION AND SOUTHERN (MAIN LINE) DEPOT.

Circa 1920's



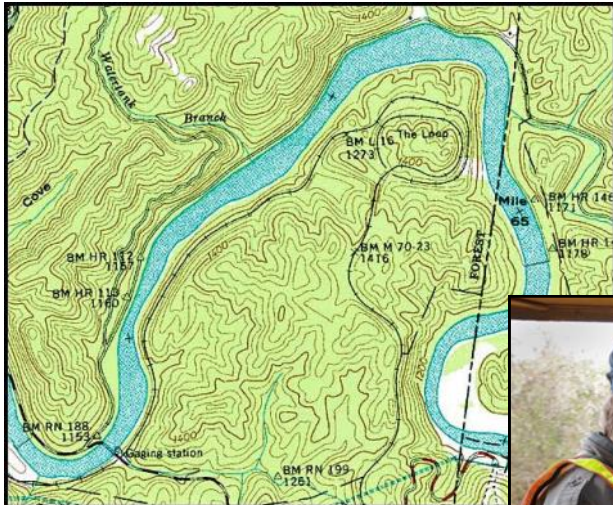
Charleston and Western Carolina FP-9 #901. Shown here on the Wisconsin and Calumet Railroad working in Wisconsin prior to its being repainted into Illinois Central paint scheme colors.



# Manifest

Continued from Page 1

a means was sought to eliminate the switchbacks. The solution was to build a new track several miles longer than the switchbacks. This track would have a maximum grade of 1.5% and



A topographical map showing the configuration of the loop.

would make almost two complete loops around Bald Mountain, TN. The track would cross over itself with a separation of about 60 feet.

The net result would be a change in altitude of about 425 feet with a very gentle grade not exceeding 1.5%. So, was born the famous Hiwassee Loop. This is a spectacular line especially when one is traversing on the edge of a drop off 425 feet above the Hiwassee River Gorge.

On the weekend of March 8 and 9, 2014, sponsored by the North American Rail Car Operators Association (NARCOA.org) and coordinated by veteran Excursion Coordinator Bobby

Moreman of Chamblee, GA., approximately 30 motor cars and 8 hi-rail vehicles set on the Blue Ridge Scenic Railroad (BRSR) track at Blue Ridge, GA. At McCaysville, GA, the track switched to that operated by the

Tennessee Valley Railroad (TVR). The turn-around point was near Reliance, TN, approximately 60 rail miles from Blue



Mac getting the pre-trip safety inspection.



Mac at the controls of #3695.

Ridge. Therefore the round trip mileage was 120 miles. The same trip was run each day, making the total motor car mileage 240 miles for the weekend. The last time a NARCOA excursion was operated on this track was in March, 2000, when CSX still owned and operated the line from McCaysville northward.

I made the recent run in my very reliable 1967 Fairmont model M19G, former Southern Railway and Norfolk Southern car Number 3695. The 2-cycle single cylinder 5 horse power engine ran flawlessly the entire trip. Gas (and oil) mileage was about 30 miles per gallon. The 120 mile trip was made without adding gas to the initially full 4.5 gallon tank. Our maximum speed was 28 MPH with most of the trip run around a comfortable 20-22 MPH. The only problem encountered was the discovery of a burned out headlight bulb on the morning of March 9. A full complement of spare bulbs is carried on the car, so after replacing the burned out bulb using tools from the toolbox, the car was once again ready to roll.

Bruce Gathman, fellow director of the CRHA and editor of the *Carolina Conductor* was my passenger and flagman for both days. Weather for both days was clear but cold until the sun began to appear over the mountains.

Going north, the car in front of us was a Fairmont MT-19 inspection car with owners Allen and Barbara Knight of Peachtree City, GA. Once we turned around at Reliance, we followed a Fairmont MT-14 section car with owners Gary and Eileen Shrey of New Freedom, PA. Being a photographer, Bruce took many pictures of the cars in front of and

behind ours. This was a fantastic trip with interesting scenery but the highlight was traversing the Hiwassee Loop. More photos next month showing the loop and trestle.



Following cars up-grade toward the trestle and loop.

# Marker Lights



## NORFOLK SOUTHERN UNVEILS "GORAIL" PAINT LIVERY.



EMD SD60E #6963 is a 1960's model locomotive with current electronic controls and crash-worthiness upgrades.

3/12/2014—NORFOLK, VA.

GoRail and Norfolk Southern announced the unveiling of its one-of-a-kind GoRail locomotive today to commemorate the 10th anniversary of GoRail, a non-profit grassroots organization dedicated to educating the public about the benefits of moving more freight by rail. Founded in 2004, GoRail mobilizes support for policies that would lead to more freight moving by rail and opposition to policies that would limit the freight railroads' ability to meet growing freight demand. The GoRail locomotive will enter into regular freight service on Norfolk Southern's system.

"We are honored that Norfolk Southern has commissioned this

special GoRail locomotive and are excited for its debut," said GoRail President Russell McGurk. "We believe it will help GoRail spread awareness about the many public benefits of rail, including more jobs, improved safety, less pollution and less energy consumption. When the public understands that America's privately owned freight railroads invest billions of dollars each year in the nation's rail network, so taxpayers don't have to, they are eager to get behind pro-rail policies."

The SD60E model features a paint scheme combining the infinity lines of the Norfolk Southern livery with the tracks of the GoRail logo. The lines end in an arrow to depict movement, and the GoRail colors carry through the modified speed lines to show the unity of GoRail and Norfolk Southern, creating the look of land as seen from above and signifying freight movement. The GoRail locomotive joins Norfolk Southern's 30th anniversary fleet of 20 non-traditional locomotives painted in the schemes of key predecessor railroad companies and the veterans' locomotive painted to honor those who have served in the military and reserves. The GoRail locomotive was painted in Altoona, involving 14 Norfolk Southern employees using 60 gallons of primer and paint over a 40-hour period.



CHECK OUT THE CRHA ON OUR FACEBOOK GROUP AND JOIN.

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CHECK OUT THE MUSEUM ON OUR FACEBOOK GROUP.

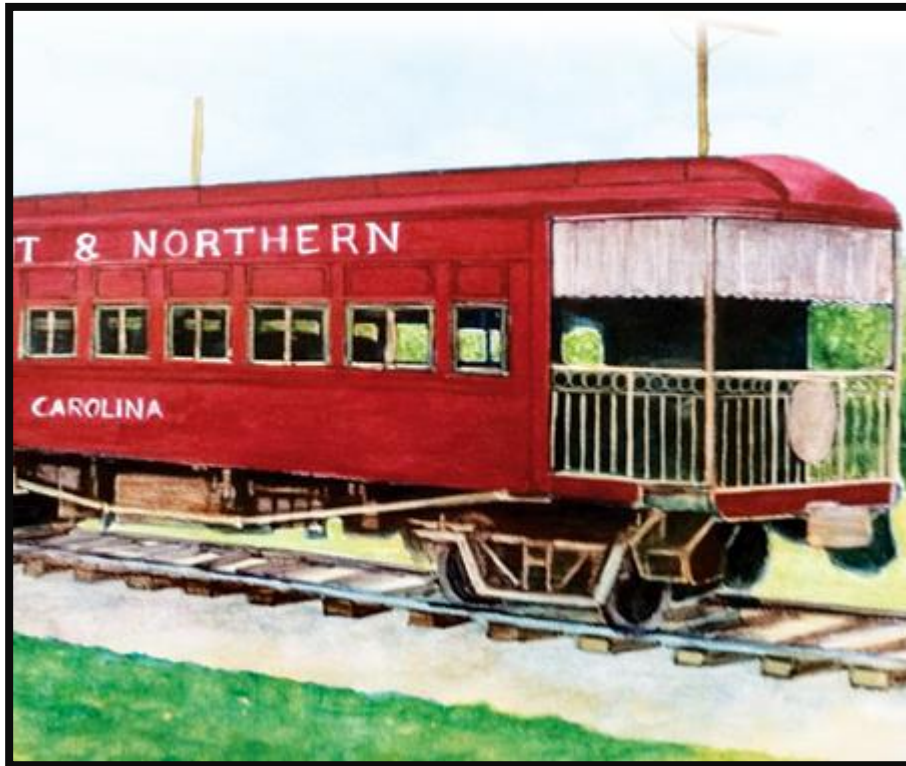
[WWW.FACEBOOK.COM/PAGES/HUB-CITY-RAILROAD-MUSEUM](http://WWW.FACEBOOK.COM/PAGES/HUB-CITY-RAILROAD-MUSEUM)



# Extra Fare

## 100<sup>th</sup> Anniversary of 1<sup>st</sup> Piedmont and Northern Railroad Trip

Article from the Greenwood - Index Journal  
By St. Claire Donaghy



*The #4155 — The Carolina Executive Car — was the Piedmont and Northern car reserved for Duke Power and Piedmont and Northern executives. Complete with wood paneling, hand-painted lamp shades and three executive suites, this car is one of the best-preserved at the Railroad Center.*

You might associate electric passenger cars with big cities that have trolley systems, but Greenwood is credited with having the first electric passenger service in the state of South Carolina, when the Piedmont and Northern Interurban Railroad made its first trip from Greenwood to Greenville to Spartanburg on March 23, 1914. Stacey Thompson, executive director of The Museum and the Railroad Historical Center in Greenwood, said the center “preserves three of the four Piedmont and Northern rail cars in existence.”

Currently, Trey Ward of John Ward Painting of Greenwood is working with the center to help restore the vintage cars, one of which is a very early Interurban car used in Greenwood as an electric trolley.

Thompson said the Piedmont and Northern Railroad was started by James B. Duke of Duke Power Company and it became the first electric railway to carry both heavy freight and passengers.

The local rail line ran from Greenwood to Spartanburg, and was very popular during the Great Depression due to low ticket costs.

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# Extra Fare

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Jack Graves, a retired educator and volunteer with the Museum and the Railroad Historical Center, said he finds this little bit of local history “extremely fascinating”.

“For whatever reason, James Buchanan Duke, felt there needed to be a railroad that connected the Piedmont region with itself,” Graves said. “His idea was to establish a railroad from Greenwood to Spartanburg. Technically, it was supposed to be Greenwood to Charlotte, but between Spartanburg and Gastonia was never connected.”

In 1912, Duke electrified a number of tracks in the region that were already in existence, Graves said.

A U.S. tobacco and electric power industrialist and philanthropist, Graves said Duke utilized an infrastructure he already had - electricity.

“He (Duke) wanted to provide a reasonable way to get textile industry goods from place to place in a time when there were no paved roads outside of major communities,” Graves said. “With the rail line being electric, he also felt he could provide reasonably priced passenger service. It averaged two cents per mile to ride Piedmont Northern Railroad and it was approximately 92 miles from Greenwood to Spartanburg.”

Graves said the Piedmont and Northern operated from 1912 to 1914, but a stipulation was that there had to be a least three major building projects across rivers and ravines in the upper part of South Carolina.

“That’s why the first passenger service from Greenwood to Spartanburg did not happen until March 23, 1914,” Graves said. “That railroad actually remained electric until 1954.”

Of the three Piedmont and Northern interurban cars that Greenwood has, one, the 2012, was an electrified car that ran the entire route, Graves said.

“It was basically a passenger car, with very little space for freight, but it did pull one or two freight cars, and a lot of textiles out of Greenwood moved north and then on to other railroads,” Graves said. “There was also the Carolina Car, also in Greenwood, that was converted into an office car. It has a sitting room, nice furnishings, a sleeping area, bathrooms and a kitchen area. It’s almost a rolling mini apartment. It was used by presidents of railroads. Third, we have a caboose, Number 23, one of the earlier steel cabooses. It has places to berth (sleep) and cook on it.”

The more he learns about local railroad history, the more Graves said he wants to know.

“There is some fantastic history in the cars being restored at Greenwood’s Railroad Historical Center,” Graves said. “I grew up in Spartanburg County, where I could see a Southern Railroad line, between Spartanburg and Inman. I’ve always enjoyed railroads.”

Graves said the Piedmont and Northern Railroad is no longer in existence. What remained of it was eventually purchased by CSX during the late 1960s, he said.