

Carolina Conductor



Volume 1, Number 6

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

June 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

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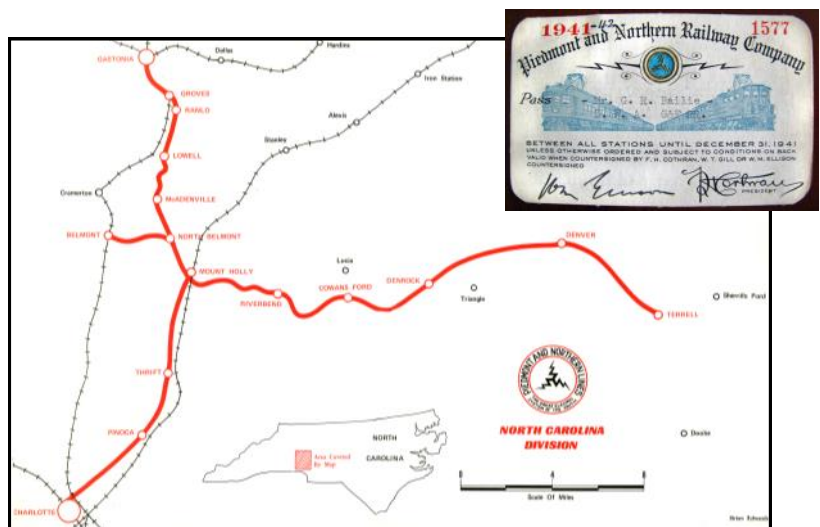
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Submissions due by 2nd Monday.

Piedmont & Northern—A Unique Railway

by Bruce G. Gathman



A map showing the North Carolina division of the Piedmont & Northern.

Continuing our story of the Piedmont and Northern this month we look at the map of the North Carolina division. The North Carolina division started with the Piedmont Traction Company, also owned by Duke, and completed its route between Charlotte and Gastonia, North Carolina on July 3, 1912.

The 5600 class of locomotives were built in the P&N shops, using Baldwin,



P&N #5602 from James Sheppard collection..

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Arrivals

Presidents Message

Welcome to the June 2014 edition of the Carolina Conductor. I would like to thank everyone that helped with our National Train Day event on Saturday May 10 at the Hub City Railroad Museum and Caboose. We had great weather, lots of people, good food and we were able to raise over \$900.00 before expenses. Again thanks to all who helped to make this the best train day event that we have had to date.

On the following Saturday we had our annual picnic in Belton at the Greenville & Western Railroad. I would like to thank Steve Hawkins, his family and employee's for taking the time to open up their facilities and making sure that everyone had a good time. Also thanks to Mac McMillin for bringing his motor car and Jim Hopkins for bringing the chapter's motor cars, as all enjoyed the motor car rides.

Once again Lester treated us to his great shish kabobs. After lunch the Greenville Chapter's Silver Lantern Award was retired and presented to the Steve and Cheryl Hawkins for all that they have done over the years to support the chapter. The grand finale of the day was a ride on a "working freight train" from the Greenville & Western's yard to the CSX interchange yard and back, everybody had a good time.

Last weekend was the Streamliners event at the NC Transportation Museum, and what an event it was. It was great to see, hear, and observe so many historical locomotives at one place at one time. But the biggest event for me was on Friday morning was when I, Frank Ezell and other members met Norfolk Southern CEO Wick Moorman and presented a beautifully framed print of an oil painting by Howard Fogg that shows the Southern Railway *Carolina Special* ascending Saluda Grade. Wick was very pleased with the print and thanked us many times. Our chapter has been trying to present this painting to Wick for several years as a way of thanking NS for bringing steam back to their rails.

Sincerely,
Bob Klempner, President

Saluda Print Presentation

by Frank Ezell

The long awaited presentation of the Howard Fogg framed print, *Carolina Special Ascending Saluda Mountain.*, to Wick Moorman, President and CEO of Norfolk Southern Corp. in the roundhouse at the North Carolina Transportation Museum, Spencer, NC, on Friday May 31st. The occa-

sion was the *Streamliners at Spencer*. This gift was in appreciation of Mr. Moorman bringing back steam locomotives to Norfolk Southern rails. Wick wants Danny Russell to find a



Photo by: Allen Bunn

caboose for him like ours in Spartanburg! Wick has seen the SOU #3115 from his business train and said he wanted one also. Bob presented the print on behalf of the NRHS Chapter and CRHA Association. A great day for the museum and our railroad organizations.

Streamliner at Rochelle, IL



Photo by: Bruce Gathman

On a recent trip to Illinois Gathman visited the Rochelle Railfan Park and was lucky to catch the Nickel Plate ALCO PA locomotive being hauled on a BNSF freight to Spencer, NC from the west coast for the *Streamliners* event.

Departures

!News Flash!

N&W Y6a to Move to VMT

St. Louis Museum of Transportation and Virginia Museum of Transportation to trade historic locomotives.

NORFOLK, VA. – The Museum of Transportation, St. Louis, and the Virginia Museum of Transportation are in discussions to bring Norfolk and Western Y6a steam engine #2156, currently in the St. Louis museum, back to its place of origin at Roanoke, Va., on a five-year loan for display at the Virginia museum, in a transaction facilitated by Norfolk Southern.

In exchange, the Virginia museum will send to St. Louis a Southern Railway diesel General Motors EMD FTB unit to complement the St. Louis museum's FTA demonstration unit.

"This will reunite the last surviving Y-class locomotive, one of the hardest pulling steam locomotives ever built, with



the J-611 and the A-1218 in Roanoke, where all three were designed and built by Norfolk and Western," said Molly Butterworth, cultural site manager for the St. Louis Museum of Transportation. "In return, our historic FTA, built in 1939 to demonstrate to the rail industry the efficiency of diesel power, will be reunited with its complimentary B unit."

"We are thrilled to welcome the Y6a home again," said Bev Fitzpatrick, executive director of the Virginia Museum of Transportation. "We're grateful to the St. Louis Museum of Transportation for this opportunity to reunite three powerful sisters of steam in their home town."

The Museum of Transportation, a St. Louis County Park in west St. Louis County, Mo., houses what has been recognized as one of the largest and best collections of transportation vehicles in the world. With over 70 locomotives, half

of them "one-of-a-kind" or "sole survivors" of their type, the Museum has one of the most complete collections of American railroad motive power, and its collections of automobiles, buses, streetcars, aircraft, horse-drawn vehicles, and riverboat materials are constantly expanding to reflect the ever-changing nature of transportation.

The Virginia Museum of Transportation, Virginia's official transportation museum, is home to two of the most powerful steam locomotives in existence today: the N&W Class A 1218 and the N&W Class J 611.

NRHS Silver Lantern Award

By Marv Havens

With the Greenville Chapter NRHS membership down to 21 members, it is basically impossible to award the Silver Lantern Award. The Greenville Chapter directors voted to retire the trophy. Since Steve Hawkins has personified the



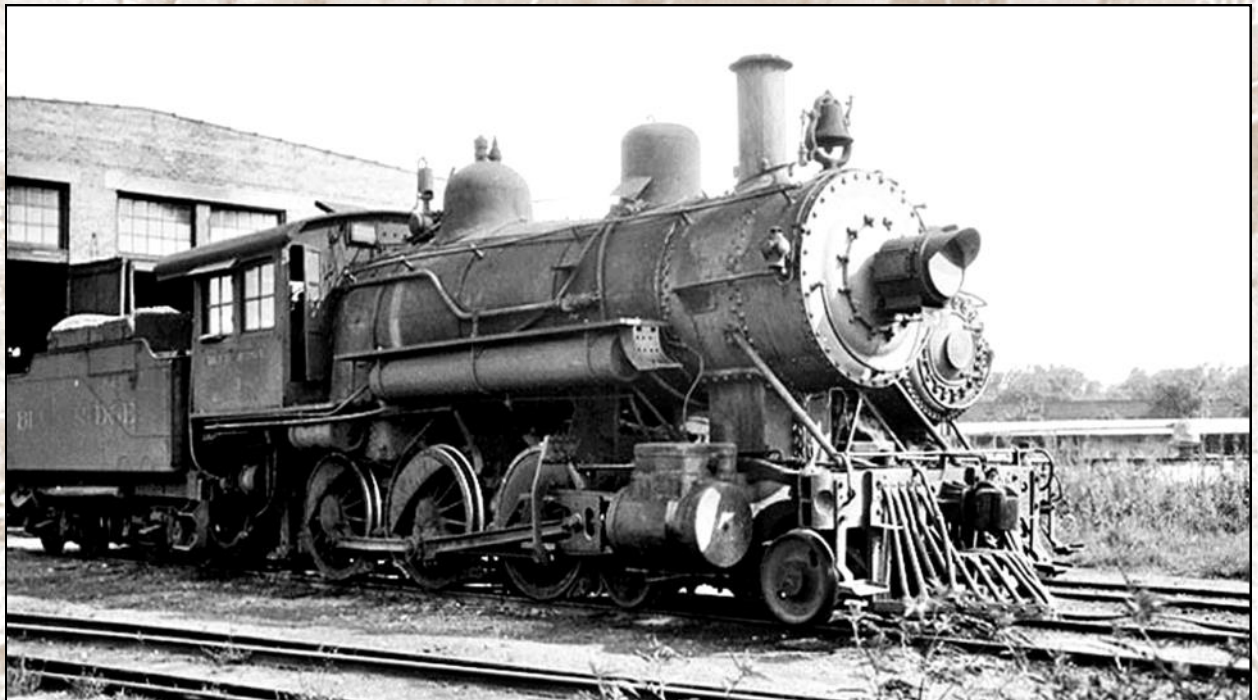
Photo by: Steven Ashley

generous spirit of the award, the trophy was presented to Steve and Cheryl Hawkins for display at the Greenville and Western Railroad office.

Rare Mileage



A Sheffield "hand car" circa 1900's.



Blue Ridge Railroad 2-8-0 #3 at the Walhalla, SC engine house.

Manifest

Continued from Page 1

Westinghouse and General Electric components; with the exception of the #5611 which was made by GE. These were the workhorses for the railroad. The railroad dieselized with an all ALCO fleet during the 1950's.

Some of the P&N's former lines are still in existence. The track from Pelzer, SC to Spartanburg, SC is presently the CSX's Belton Subdivision. The segment from Pelzer to Belton was taken over by the Greenville and Western Railway in 2006. The track from Mt. Holly, NC to Gastonia, NC and to Belmont, NC is still in place. The track is owned by the NC DoT, which awarded a contract in May 2010 to Patriot Rail Corporation operate trains along the 12 mile line.



P&N #5600 at Lowell, NC. Photo by Steve Myers.



P&N #2000 an ALCO C-420 at Spartanburg.



P&N 1005 an Alco S-4 sitting in front of the office in Greenville.



P&N ALCO RS-3's at River Bend, NC..



P&N as it exists today in NC.

Photos by: Danny Higgins.



G&W #3751 with the Santa Claus train in 2006.

Photo by: Bruce Gathman.

Marker Lights



AN EXCURSION ON SALUDA GRADE IN 1992

by **JIM SHEPPARD**

Photos by the author.



On Saturday, March 21, 1992, I was one of the 95 or so passengers on an excursion train that ran from Spartanburg up Saluda Grade to Asheville, where buses were provided for the return trip to Spartanburg.

The trip, the first public excursion on the 67-mile line since June 8, 1972, was arranged by Jim Fetchero, owner of Rail Services, Charlotte, N.C. The train consisted of a Norfolk Southern diesel, a gondola (to separate the locomotive from the rest of the train, for some obscure reason) and four passenger cars, the last one being the observation car



“Caritas.”

The train left Spartanburg at 9:59 a.m. About 10:24, near Inman, an automobile ran into the side of the locomotive. The car was damaged but the woman driver was not injured. The accident delayed the train until 11:03. At 11:49, the train stopped about four miles west of Tryon for a photo run-by, the first of several during the trip.



The highlight of the excursion was the three-mile trip from Melrose, at the bottom of Saluda Grade, up to Saluda, on a grade

that reaches 4.7%. The locomotive seemed to have no problem pulling the short train up the steep hill.

We arrived at Saluda at 12:53, two minutes ahead of schedule in spite of the accident near Inman. In Saluda, we had an hour and a half for lunch and a photo run-by. The train reached Asheville at 4:00 p.m., ten minutes early. Buses took us back to Spartanburg, arriving at 5:30 p.m., 30 minutes early.



The weather was good and the trip was well organized and



enjoyable. There were many picture-taking opportunities, especially with the photo run-bys.

On May 30, 1993, I took another excursion on Saluda Grade, sponsored by the Asheville Chapter, NRHS. It went from Asheville to Spartanburg and return but I boarded at Saluda and got off there on the return. The train was pulled by steam locomotive 611 and two diesels. Finally, I was aboard the last excursion on Saluda Grade on November 13, 1994, from Greenville to Asheville and return, sponsored by the Greenville Chapter, NRHS. It was pulled by 611 and three diesels. NS terminated its excursion program in December 1994. On March 27, 2003, NS took the line over Saluda Grade out of service (nineteen miles from a point near Flat Rock to a point near Landrum).



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