

# Carolina Conductor



Volume 2, Number 4

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

April 2015

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

## 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 Caboose #X3115:

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

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**President—Milton Ashley**  
864-504-5202

**Vice-President—Terry Brelsford**  
864-320-6201

**Secretary—Mike Saverino**  
814-242-0217

**Treasurer—Jim Tewell**  
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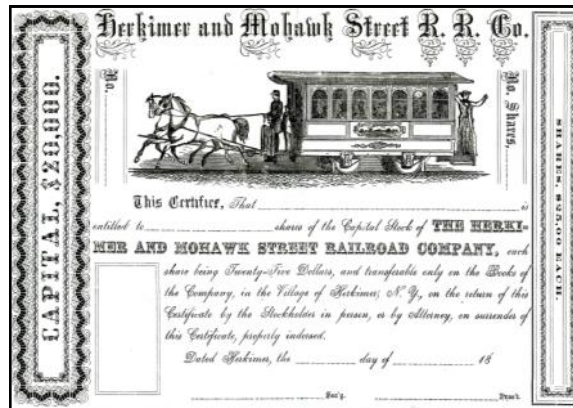
## Editor:

**Bruce Gathman—**  
shaygearhead@bellsouth.net  
Newsletter submissions due by 2<sup>nd</sup>  
Friday of the month.

## Horse Drawn Streetcars or Horsecars

by Jim Sheppard

All items from the author's collection except where noted.



An unissued stock certificate of the Herkimer and Mohawk Street Railroad Company, of Herkimer, New York.

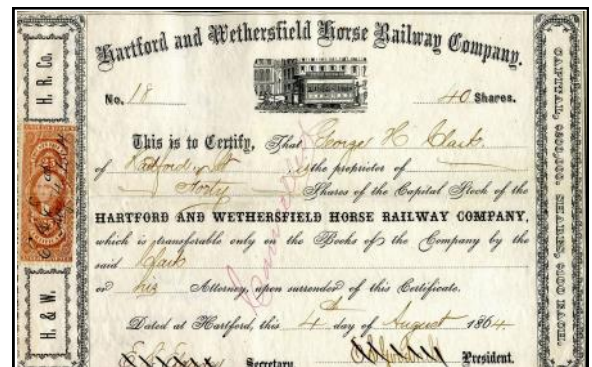
100,000 horses and mules over 3000 miles of track.”

In the late 1880s, Frank J. Sprague revolutionized street railways with his development of a practical electricity-powered streetcar, characterized by the “trolley,” which carried electricity from overhead wires to the car. Within just a few years, electric streetcars (“trolleys”) had largely replaced horsecars. Nevertheless, for well over fifty years, horses and mules had constituted the motive power for streetcars in the United States.

In South Carolina, according to Thomas Fettes, in *Palmetto Traction: Electric Railways of South Carolina* (1978), horsecar lines were operated for a time in Charleston, Columbia, Orangeburg, Rock Hill and Greenville.

In Greenville, the Street Railway Company of the City of Greenville operated a 2.25-mile horse-car line, using mules. A major purpose was to link the station of the Greenville and Columbia Railroad (G&C) on Augusta Street (near Vardry

In 1832 the first street railway in the United States opened for business in New York City. The cars were pulled by horses. Over the next few years, horsecar lines were opened in many other cities. William D. Middleton, in the book *The Time of the Trolley*, reported that “In 1881 there were in the United States some 415 street railway companies operating 18,000 cars pulled by more than



An issued and cancelled stock certificate of the Hartford and Wethersfield Horse Railway Company, of Hartford, Connecticut.

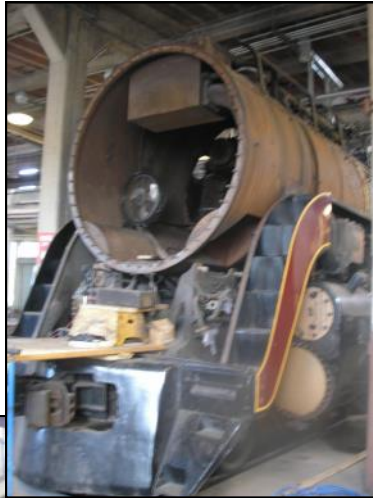
**Continued on Page 5 - Horsecars**

# Arrivals

## #611 Restoration

By Steven Ashley

Progress is well underway on the restoration of Norfolk and Western J Class 4-8-4 611 at the North Carolina Transportation Museum. On Saturday February 8, 2015, I attended one of the 611 restoration tours led by Fire Up 611 board member and crew member Cheri George. The first half of the presentation consisted of Ms. George presenting a slide show detailing the history and mechanical specifications of the 611 in the orientation room in the roundhouse at the North Carolina Museum of Transportation.



The second portion of the program consisted of a guided tour through the shop portion of the roundhouse where 611 is currently disassembled and being overhauled. There were approximately a dozen people on the tour and half a dozen or so volunteers were working on the locomotive while I was there. This tour provided the opportunity to see 611 in a way that most people probably have not seen before. The current status of 611 is the tender has been painted in primer and will be painted in the near future. Flues and a new flue sheet have been installed in the 611 and the super heater units have been evaluated and repaired. Ten of the superheater units have to be replaced, but that is a small number compared to the total number of superheater units.

Following the tour in the roundhouse, Cheri led us to

the Back Shop building where many of 611's parts are being stored including the bullet nose and skyline casing. Two volunteers were working on some of 611's rods during this portion of the tour and were courteous during our tour. No completion date has been announced, but please stay tuned to [FireUp611.com](http://FireUp611.com) for all official information regarding 611's restoration and excu-



sion announcements. (Since Steven wrote this article there has been a fire in #611's boiler! Keep tuned in. Ed.)

## NS New Management

Jim Squires to replace Wick Moorman as NS CEO this June.

Norfolk Southern announced today their board's decision to name James A. Squires as chief executive officer, succeeding Charles W. "Wick" Moorman effective June 1, 2015, as part of the company's planned succession process. Squires and Moorman will be working together to effect a smooth transition of leadership. Squires joined the railroad's law department in 1992 serving in several positions before he was named vice president law in 2003 and later senior vice president law in 2004. In 2006 he was named senior vice president financial planning, executive vice president finance in 2007, and executive vice president administration in 2012. Squires was named president in 2013, an office he will continue to hold while working through the transition process.



# Departures



## CENTRAL RAILROAD FESTIVAL

Saturday, April 25, 2015 - 10 a.m.-5 p.m.



### Hiwassee River Rail

Ride on the historic Hiwassee River Rail Adventure scenic rail excursion through the unspoiled Cherokee National Forest, along beautiful and scenic Hiwassee River, and through the secluded Hiwassee River Gorge. All trips include riding around an engineering marvel: The Great Hiwassee Loop. At the top you'll be passing over a bridge 62 feet above the tracks on which you've just traveled, as the rails negotiate a spiraling formation.

The Loop track has been known by many names, Great Hiwassee Loop and Bald Mountain Loop to name a few, but you'll call it amazing! All trips begin at the restored L&N Depot & Museum in Etowah, Tennessee. Passengers take a short shuttle ride to the train boarding location before transferring to the train. Once on board, the trip begins with a ride along the river until crossing in Reliance. Thus begins the circuitous route nestled between hillsides and the scenic river.

For those riders choosing a trip to Copperhill, the route continues beyond Farner, through Turtletown and Ducktown to the border towns of Copperhill, Tennessee and McCaysville,

Georgia. Aboard the Hiwassee River Rail Adventure, you'll enjoy traveling on one of the Southeast's most scenic railroads. Go to: <http://www.tvrail.com/pages/etowah-train-rides-train-excursions-in-tennessee> for more information.



### Club Picnic

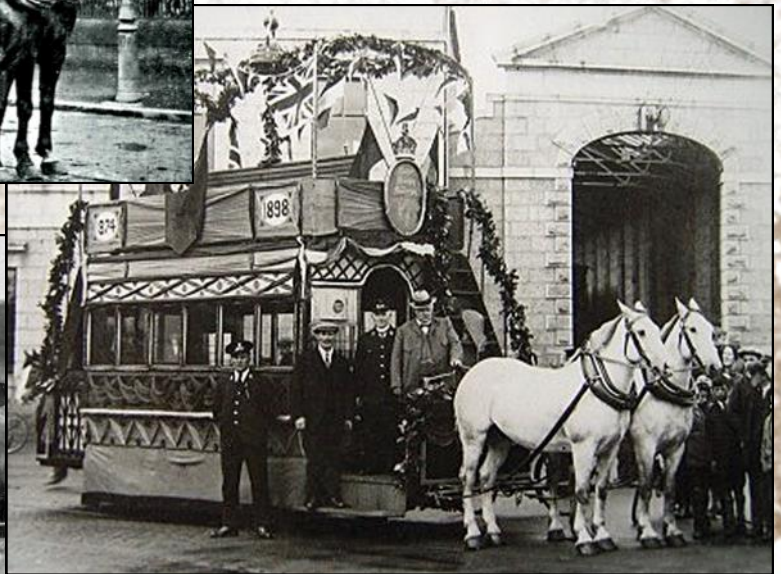
The annual club picnic will be held on Saturday, April 18th, under the tent at the Greenville & Western Railroad yards south of Belton, SC (SC Hwy. 76 and Beeks Road). At 11 am rides on the club motorcars will commence. Thank you Steve and Cheryl Hawkins for your generosity! The club will be providing hamburgers, hotdogs, ice and a surprise or two! [I vote for some of that chocolate pie! Ed.]

Please bring a covered dish side, salad, or dessert to share. After lunch we are scheduled to ride on the GRLW caboose.



# Rare Mileage

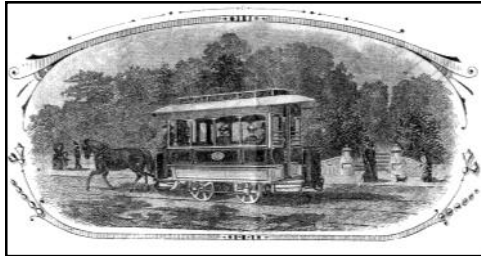
## A Selection of Horsecar Oddities



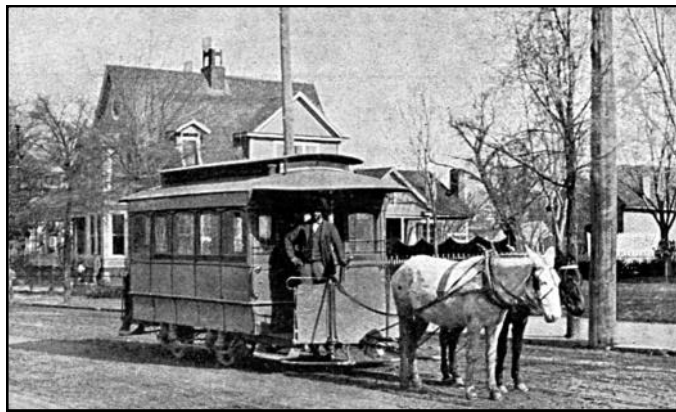
# Manifest

## Continued from Page 1 - Horsecars

Street) with the station of the Atlanta & Richmond Airline Railroad (A&R) at the end of W. Washington Street. The horsecar line ran from the G&C station down Augusta Street to Main Street, up Main Street to W. Washington Street and down to the A&R sta-

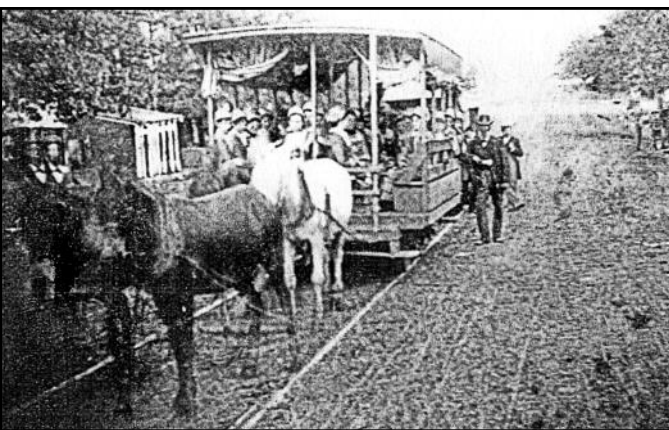


A vignette from a stock certificate issued in 1889 by the Stamford Street Railroad Company, of Stamford,



An undated postcard photo of a horsecar in Rock Hill, South Carolina.

tion. Operations began in 1877. In 1881, the Richmond & Danville Railroad (later acquired by the Southern Railway) leased the G&C and A&R and built a connection between the two Greenville stations. The horsecar line shortened its route but continued operating until 1897, when it went out of business.



Horsecar being pulled by four mules, of the Street Railway Company of the City of Greenville in 1888. Courtesy of the Greenville Historical Society, from its Oscar Landing Collection.

A second horsecar line in Greenville was operated by Gilreath Harris & Company Street Railroad. It was incorporated in 1891, was 4.4 miles long and operated in the south and west sides of the city using mules as the motive power.

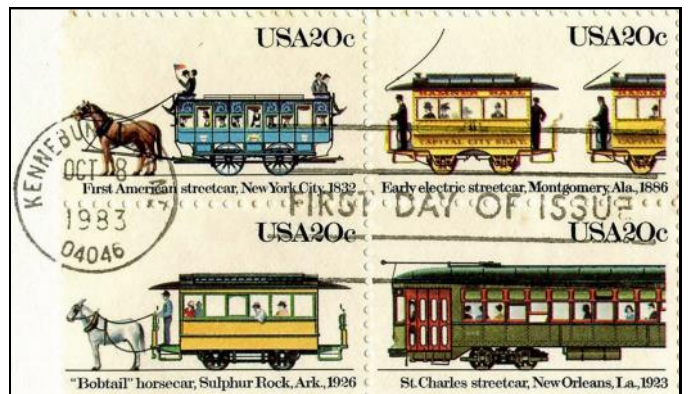
Greenville Traction Company was organized in September 1899 to operate electric-powered streetcars in Greenville and nearby areas. It began operating in January 1901.



A brass horsecar bell, about 3" tall, from the Dry Dock, East Broadway and Battery Rail Road Company, in New York City. The company was incorporated in 1863.



A well-worn transit token, dated 1871, of the Oakland, Brooklyn & Fruitvale R.R. Company, of Oakland, California.

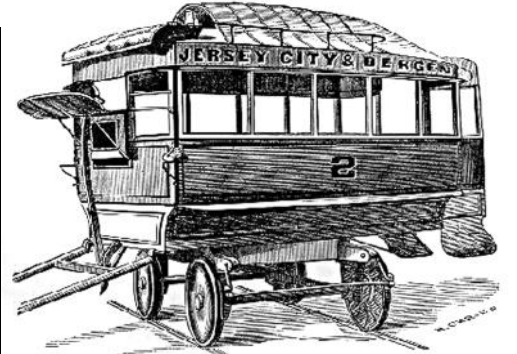
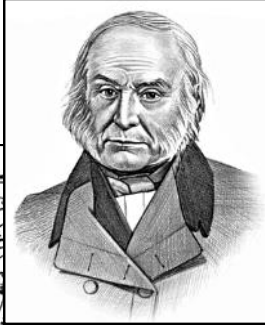


In 1983 the United States Postal Service issued a series of four stamps honoring American streetcars. This is a photo of a block of the four stamps cancelled on the first day of issue. The two images at the left are of horsecars.

# Marker Lights



## Father of the Horsecar John Stephenson



Stephenson Rotary Horsecar

ESTABLISHED: 1831.

SUPERIOR ELEGANCE LIGHTNESS & DURABILITY

CAR OF 1831

ADAPTED TO ALL COUNTRIES AND CLIMATES

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ORDERS FOR SUPPLIES PROMPTLY & CAREFULLY EXECUTED PARTICULAR ATTENTION PAID TO SHIPMENTS.

1880s advertisements for Stephenson horsecar designs.

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