

Carolina Conductor



Volume 3, Number 1

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

January 2016

**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
Wednesday 10-2 and Saturday 10-2

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Newsletter articles and news due
by 2nd Thursday of the month.

Western Maryland Scenic Railroad

by Steven Ashley

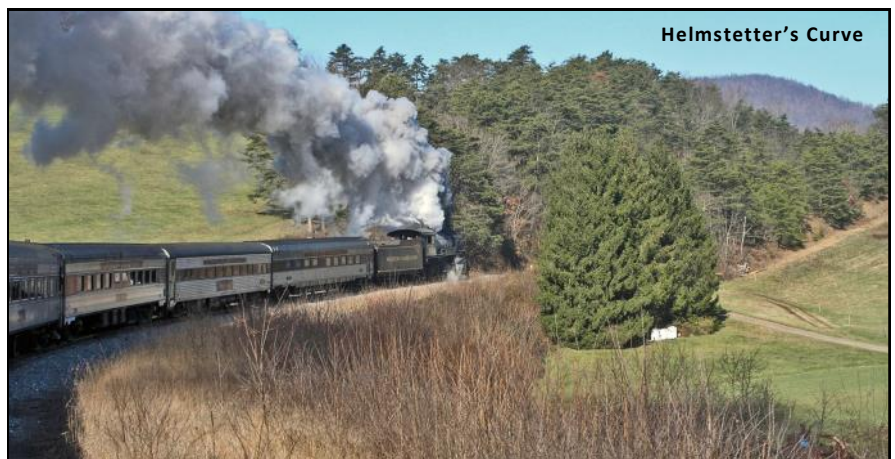
Photos by the Author



On Saturday December 11, 2015, my parents and I visited the Western Maryland Scenic Railroad. The significance of this event was that this that the month of December will be the last days of operation for the Western Maryland Scenic Railroad's Consolidation type 2-8-0 steam locomotive #734 before being retired for 6-10 years. A

little background information on the Western Maryland Scenic Railroad #734 may be helpful. The locomotive was built by Baldwin Locomotive Works in Philadelphia, Pennsylvania for the Lake Superior and Ishpeming Railroad in Michigan in April 1916.

We opted to ride the regular 11:30 a.m. excursion train verses the North Pole Experience train that departs at 5 pm. The train departs from the beautifully restored former Western Maryland passenger station in downtown Cumberland, Maryland.



On the 17-mile trip to Frostburg, we passed through a tunnel and traversed the famous Helmstetter's Curve. This section of the Western Maryland was once double-tracked, but several years ago one track was removed and a bicy-

Continued on Page 5 - WMSR

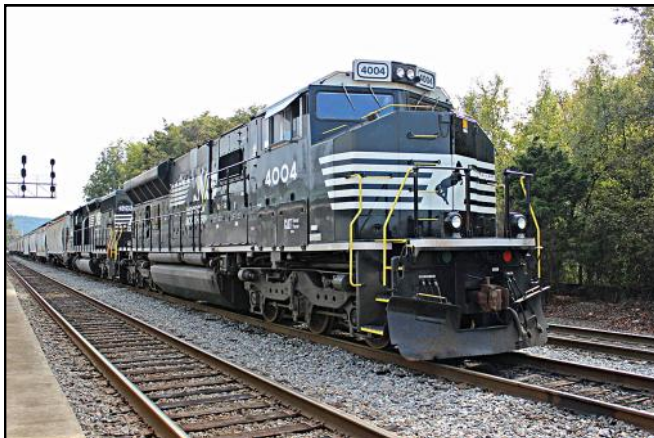
Arrivals

NS Receives PR43C Rebuilds



The Progress Rail PR43C is a 4,300 hp (3,210 kW) C-C gen-set diesel-electric locomotive built by Progress Rail Services Corporation. It is the result of a conversion of existing EMD SD50 locomotives. This involves replacing the original EMD 645 prime mover with a pair of Caterpillar engines, a 3,600 hp (2,680 kW) C175 engine and a 700 hp (522 kW) C18 engine. The locomotive was jointly designed by Progress Rail and NS.

Three locomotives have been built: two are operating in revenue freight service on Norfolk Southern, while a third is operating

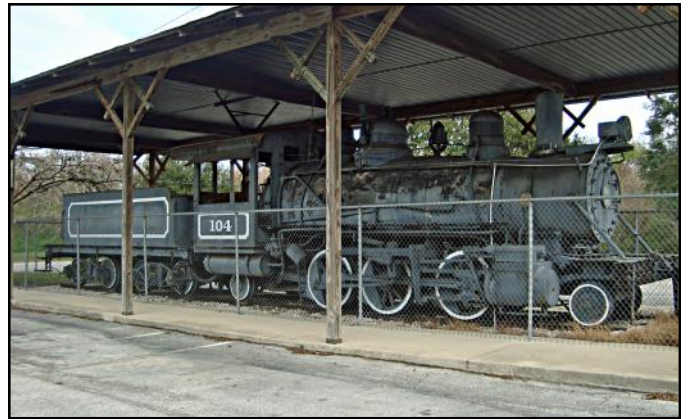


ing as a demonstrator unit for Progress Rail. Norfolk Southern has four more PR43Cs on order. The locomotives operating for Norfolk Southern work on freight trains in central Illinois, leading to speculation that they are being tested, as Caterpillar's headquarters are located in Peoria, Illinois.

All three locomotives were manufactured at Progress Rail's Mayfield, Kentucky factory. The process of converting an SD50 to a PR43C alters the external appearance of the locomotive; the original radiator section is replaced with a larger one that is similar in appearance to that of an EMD SD70ACe and SD70M.

Cummer Lumber #104 Moves

The Florida Railroad Museum has acquired Cummer Lumber Co. 2-6-2 #104 from the city of Leesburg. The locomotive was moved last week from Herlong Park in Leesburg to the museum in Parrish after the city sold the locomotive for \$20,000. The city decided to sell #104 after it had deteriorated while on display in the park.



The Baldwin Locomotive Works built No. 104 in 1920 for the Meredith Lumber Co. It later was sold to Foley Lumber Co. before going to Cummer Lumber Co. at Lacoochee. It was used to haul pine, cypress and other logs from Baker, Alachua and Levy counties to the company's mill at Lacoochee.

Herlong Park was named for Albert Herlong, a former Lake County judge who went on to become a U.S. congressman. He was a railroad enthusiast and donated the locomotive and park site to the city in 1961.

The Florida Railroad Museum in Parrish includes the site of a lumber mill that operated in the area in the 1920s and 1930s, so the locomotive is an appropriate addition to its collection. The museum offers round trip tourist excursions along six miles of a former Seaboard Air Line track from Parrish north to Willow.

The museum was founded in 1981 as the Florida Gulf Coast Railroad Museum and has been operating weekend excursions out of Parrish since 1992. It is one of three Official State Railroad Museums in Florida designated by the Florida Legislature.

Wanted—Articles for the Carolina Conductor

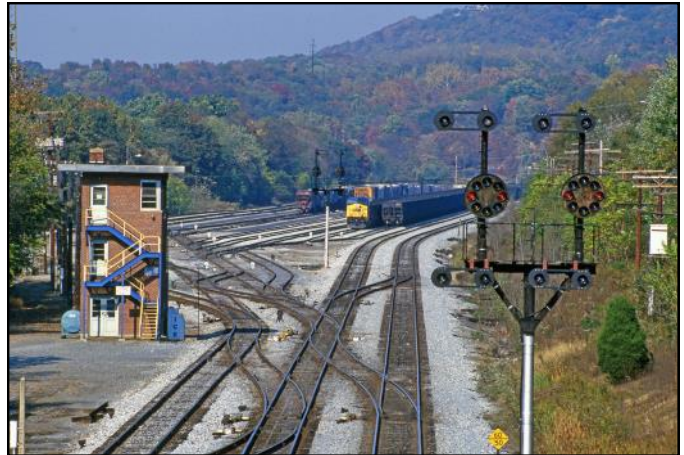
You too can be famous! Submit an article of 100 words or more and some photos and see them in print. Every one of us has some unique railroad experience that would make interesting reading for our membership. With Jim Sheppard's passing your editor needs more contributions of local history and news.

Departures

Sand Patch Grade



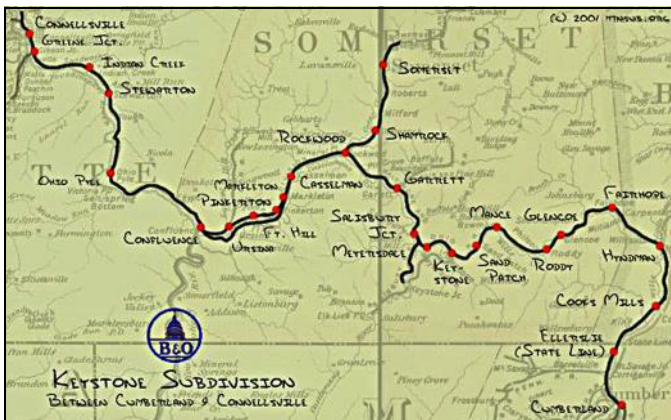
The way Sand Patch looked like in the transition era on the B&O Railroad.



Not far from the Western Maryland Scenic Railroad you will find Sand Patch grade on the former Baltimore & Ohio Railroad (B&O) rails

Sand Patch Grade is an approximately 100-mile-long section of railroad track known for its steep grades and sharp curves

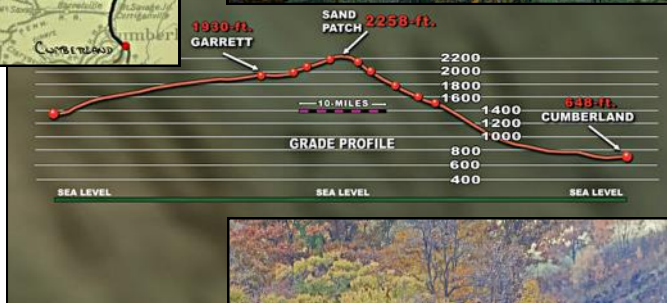
spot for railfans and photographers due to the horseshoe curve located there, as well as the scenic backdrop provided by the old general store and tree farm. Also to watch the trains struggle up



through the Allegheny Mountains of Pennsylvania and Maryland. The line is part of the Keystone Subdivision, an East-West main line operated by CSX Transportation (CSX). The line was originally built by the B&O, which became a component of the Chessie System in 1972, then was merged into CSX in 1987.

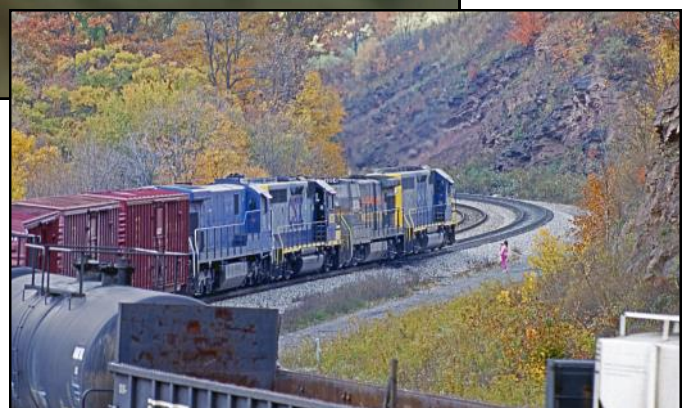
A well-known landmark along Sand Patch Grade is the 4,475-foot-long Sand Patch Tunnel, which was constructed between 1854 and 1871. The original one-track tunnel was abandoned after a two-track tunnel was completed nearby in 1912. The tunnels used vertical ventilation shafts with fires in them to circulate air. The original tunnel was abandoned in 1917 and is now flooded and collapsed in places.

Dropping over 1,000 feet in about 20 miles, Sand Patch Grade is one of the steepest railroad grades on the East Coast. Mance, Pennsylvania, along the Sand Patch Grade is a popular



the steep grade, which is as much as two percent.

All photos by Bruce G. Gathman.



Rare Mileage

1903 Southern Railway Advertisement



Queen & Crescent
and
SOUTHERN
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SOUTH

Two Daily Trains
Cincinnati to Atlanta
Asheville, Savannah, Charleston,
Jacksonville, St. Augustine,
New Orleans and Texas Points

24 hours schedule
between Cincinnati, Jacksonville and
New Orleans

Pullman Drawing-Room Sleepers, Dining
and Observation Cars on all trains.

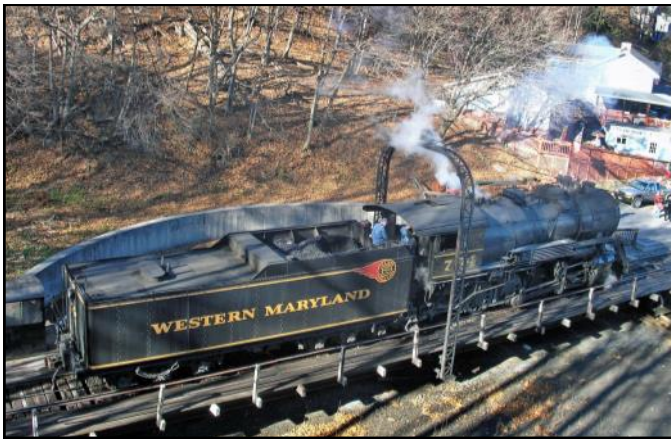
On and after January 5th ;
CHICAGO - FLORIDA SPECIAL
Through Pullman Service from Chicago, Cleve-
land, Detroit, Pittsburg, St. Louis, Louisville and
Cincinnati to St. Augustine. Day, Compartment
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hours from Cincinnati to St. Augustine.

W. I. Murphy, G.M. W. C. Blawson, G.P.A., Cincinnati, O.

Manifest

Continued from Page 1 - Railroad Classification

cle trail was installed in its place. There is an option that will allow passengers to board the excursion with a bicycle and ride the train one-way to Frostburg and then return to Cumberland by riding their bicycle back down the mountain. This option is \$5.00 more than the normal excursion ticket cost. The highlights of the excursion for me included passing a beautiful two-story white house and red barn in the center of Helmstetter's Curve and watching the Western Maryland Scenic #734 being turned on the turntable at Frostburg.



The excursion train was due to arrive back in Cumberland around 3:00 pm, but we were a little late and got back to the station closer to 3:30 pm. At around four hours in length, this was

one of the shorter excursion trains I have ridden in recent years, but it was also one of the most scenic and enjoyable trips as well. I would highly recommend a trip to the West-



ern Maryland Scenic Railroad to anyone looking for a nostalgic trip back in time. In July 2016, it is expected that Chesapeake & Ohio Class H-6 2-6-6-2 #1309 will begin operation and will be the primary motive power for the next decade while funds are raised to restore the #734.

Editors Note: Just as an automobile requires inspections at certain mileage intervals, so do steam locomotives, except their inspections are based on service days, not mileage. For steam locomotives, those service intervals are daily, 31-day, 92-day, annual, 5th annual, and the "big one" - the 1,472-day inspection. These inspection intervals are federally mandated by the Federal Railroad Administration (FRA). We could not legally operate our steam locomotive if these inspections were not performed.

The most comprehensive inspection of all is the one performed after 1,472 service days or 15 years, whichever comes first. This inspection requires an almost complete disassembly of the locomotive so that every nut and bolt (literally) can be checked.

See more at: <http://www.wmsr.com/>



Marker Lights

Locomotive Texas to be Restored

The 1856 Texas locomotive, one of the most treasured objects in Atlanta's history, is on the move again. The 4-4-0 is beginning its journey on Monday from the Atlanta History Center, which assumed responsibility for the Texas in 2014 as part of a 75-year license agreement with the City of Atlanta, to the North Carolina Transportation Museum in Spencer for cosmetic restoration. There, Steam Operations Corp. will conduct the first major restoration ever of the 159-year-old Texas.

Visitors to the North Carolina museum will be able to view the project's progression, too.

Famed for its role along with the locomotive General in the Civil War's Great Locomotive Chase in 1862, the Texas is expected to return to the Atlanta History Center in late 2016. It will be permanently featured in a custom-built glass-walled enclosure that will put the prized artifact of Atlanta's rich railroading past on prominent display, where it will be illuminated at night and clearly visible from West Paces Ferry Road at all hours. The glass enclosure housing the Texas will connect the Atlanta History Museum to the new Lloyd and Mary Ann Whitaker Cyclorama Building, which will house The Battle of Atlanta painting, which is estimated to open late 2017.

"After many years of limited view in the basement of the Cyclorama building in Grant Park, we are putting the Texas in a place where it is going to be front and center," History Center Vice President of Properties Jackson McQuigg says. "This engine that has been at times forgotten in its long lifetime is going to become a focal point."

The Texas and the General, the star attraction at the Southern Museum of Civil War and Locomotive History in Kennesaw are the sole surviving locomotives that once served the Western & Atlantic Railroad.

"As railroads are Atlanta's reason for being, this steam engine is an icon of Atlanta's founding and growth as the Gate City of the South – the commercial center of the Southeast," Atlanta History Center President and CEO Sheffield Hale says. "The Texas locomotive symbolizes Atlanta's longtime relationship with railroads and the city's importance as a hub for people, commerce, and ideas. No artifact can be more important for telling the story of Atlanta's beginnings than this Western & Atlantic locomotive."

Hundreds of locomotives serviced the W&A RR and its successors, yet all but the Texas and General were scrapped over the decades. Both engines were saved because of their roles in the 1862 Great Locomotive Chase, when Union Army loyalists commandeered the General from the town of Big Shanty (now Kennesaw) and took it north toward Chattanooga, wreaking destruction to the W&A line, until finally being caught by Confederate forces who had pursued aboard the Texas.

Though the Great Locomotive Chase became the subject of a popular 1956 movie of the same name and books, Atlanta History Center historians believe the Texas has even greater importance as an artifact that speaks eloquently and authentically of Atlanta's beginnings.

As for its appearance, it will undergo historical paint research at Spencer by the restoration team before any decisions are made about color, numbering and other matters of appearance.

"What it is going to look like is the easy part," McQuigg said. "We can debate that but it's just paint. We want to address the rust and structural issues, the things that have been ignored over the years in favor of cosmetic restoration." The History Center has dedicated \$500,000 to Texas conservation. For more information about the Atlanta History Center, go to www.atlantahistorycenter.com.



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Extra Fare

A Remembrance of James D. “Jim” Sheppard

By Dr. James M. Pitts

Many are the memories we share of Jim Sheppard, a kind and gentle man who consistently expressed invitational warmth and respect. Never arrogant or boasting, he was the epitome of gracious acceptance. He knew how to listen, pay attention and thoughtfully respond. He was truly a Gentleman!

Jim, the son of George B. and Pricilla S. Sheppard, was born on February 29, 1928 in Houston, Texas. Being proficient in mathematics, Jim could have cut his birthday count way back. At the time of his death following a short illness, some say he was 87. However as a “leap year child” he was mathematically much younger – since every 4 years is a Leap Year. I will let you compute his age. No, I will give you the answer, he was only 22. !!!

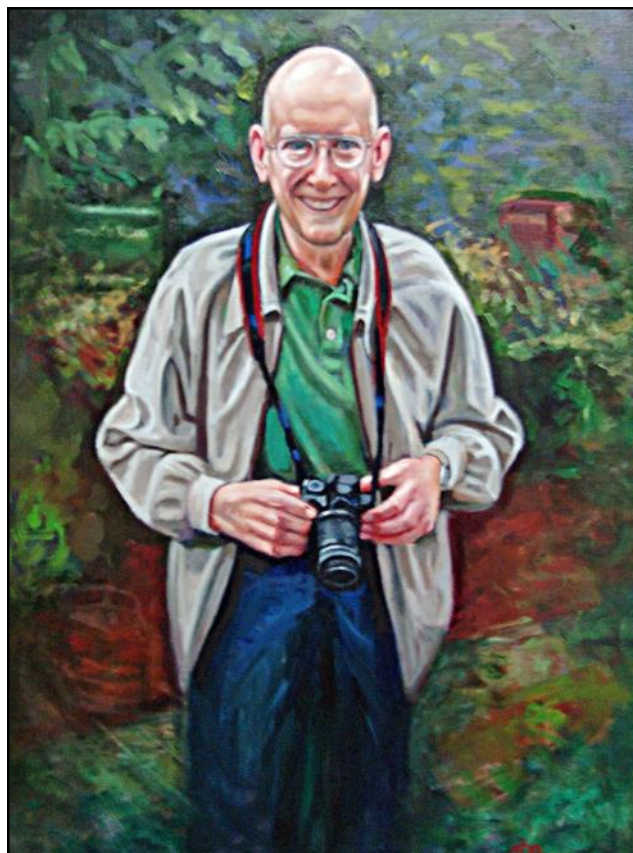
He was a graduate of the Hill School in Pottstown, Pennsylvania; and graduated from Princeton University in 1950. He served with the US Navy for ten years and retired in 1960. In 1962, he married Frances Boggs of Greenville, organist at Central Baptist Church. Jim was an active cyclist covering thousands of miles on his bicycle. His cycling enthusiasm made him an early advocate of the Swamp Rabbit Trail, and for the “Rails to Trails” movement throughout the region.

Jim’s was a retired South Carolina National Bank executive and civic leader. He was a long-time supporter of the Salvation Army and the Humane Societies of Greenville and Laurens. His love of animals was life-long. Four elderly cats survive him. Motivated and inspired by how his mother rescued abandoned cats and kittens in Laurens, a section of the Laurens County shelter reserved for cats is named “Sheppard’s Crossing” and decorated with rail tracks and artworks representing his feline companions.

In response to an Op-Ed feature in the Wall Street Journal (August 26, 2013), Jim Sheppard affirmed Cats as Superior Companion Animals, he wrote, “I am old and live alone except for my cats, which are all at least 11 years old. A couple of years ago, soon after my wife died, a friend asked, “Are you getting used to coming home to an empty house?” I replied, “No, I don’t come home to an empty house. I have five cats that eagerly greet me every time, I return home.”

Another interest, or should I say passion, for Jim Sheppard was railroads. Along with others across the region, Jim climbed onboard short lines and mainline railroads as an enthusiast, hobbyist, photographer and historian. Now my love of trains started as a little boy on my knees under the Christmas tree. Jim was more mature. His interest in railroads began when he was 13. This coincided with his interest with in photography.

So beginning in 1940, he obtained permission from railroad officials to ride on trains, short line, mainline, freight, passenger, and mixed – throughout the region. He meticulously recorded the names of station masters, signalmen and crews, as well as the dates of all photographs. This historical record was kept up to date and used in writings and lectures.



The portrait on display is from the Hub City Railroad Museum in Spartanburg, SC. This work of art by J. Marshall Lawson, recognizing Jim Sheppard’s leadership and contribution to the railroad scene was completed in December 2012. A photograph by Lester Collins made on National Train Day at the Hub City Railroad Museum served as the inspiration. Jim Sheppard’s collection of photographs, journals and articles will become a part of the museum’s permanent archive collection.

On we could go and we will continue to share in our conversations remembrances of Jim Sheppard, our family member and personal friend, companion in faith and service, railroad photographer, historian and train chaser.

Services to be held on Tuesday, January 19, 2016 at 11 am., in the chapel of the First Baptist Church, 847 Cleveland Street, Greenville, SC.



Membership Renewal for 2016

NAME: _____

ADDRESS: _____

CITY: _____ **STATE:** _____ **ZIP:** _____

HOME PHONE: (____) _____ **CELL PHONE:** (____) _____

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APPLICATION FOR:

_____ **INDIVIDUAL/SENIOR MEMBERSHIP** **\$17.00**

A single member not part of a family membership.

_____ **ADD ON CHARGE FOR PRINTING AND MAILING NEWSLETTER** **\$15.00**

A member who has no email and requires newsletters to be USPS mailed.

_____ **FAMILY MEMBERSHIP** **\$22.00**

Shall include all family members residing at a single address.

List family member names below and *note age if under 18.*

_____ **YOUTH/STUDENT MEMBERSHIP** **\$7.00**

A single member 8 years to 18 years of age who is not part of a family membership. Youth members must have permission of a parent or legal guardian.

Permission Signature: _____

TOTAL: \$ _____

Signature: _____ **Date:** _____

Please make check payable to:

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Greer, South Carolina 29650