

# Carolina Conductor



Volume 3, Number 9

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

September 2016

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

**Web Site:**

[hubcityrrmuseum.org](http://hubcityrrmuseum.org)

**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 Amtrak 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 the 2<sup>nd</sup> Wednesday of month.

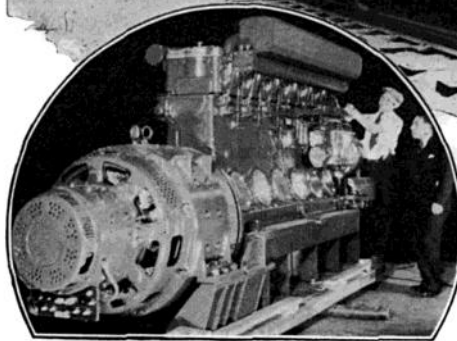
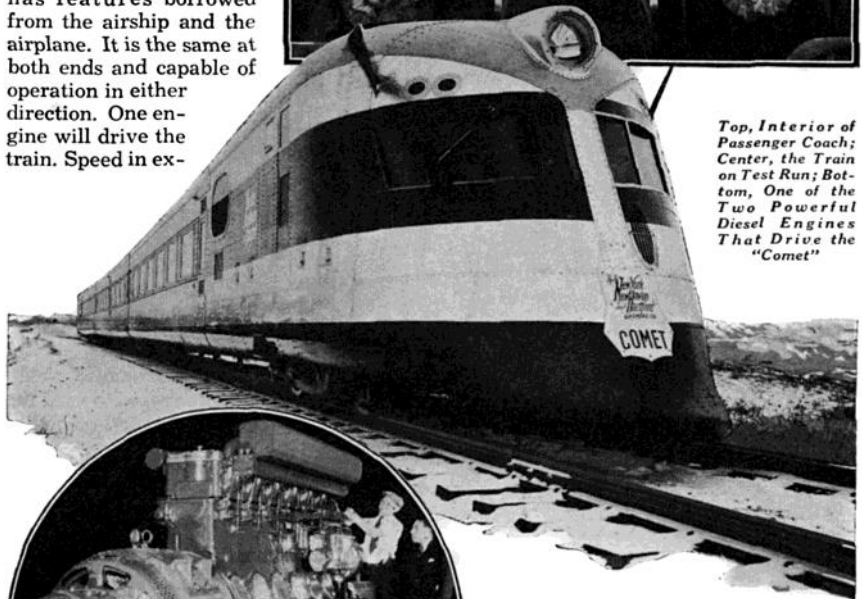
The early diesel train series continues from the July 1935 *Popular Mechanics*.

## Latest Diesel-Engine Train Built Like Airship

Powered by two 400-horsepower engines, the latest train will carry passengers over the forty-three mile stretch between Boston and Providence in forty-five minutes. The three-car train, built in the factory that produced the airships "Akron" and "Macon," has features borrowed from the airship and the airplane. It is the same at both ends and capable of operation in either direction. One engine will drive the train. Speed in ex-



Top, Interior of Passenger Coach; Center, the Train on Test Run; Bottom, One of the Two Powerful Diesel Engines That Drive the "Comet"



cess of 100 miles per hour is possible, but the "rail Zeppelin" will not be operated above ninety miles per hour. There are accommodations for 160 passengers in the air-conditioned cars. One idea taken from the airship is in the construction of the cars. Each car is essentially a metal tube with two "skins," an inner and an outer covering. Between them is a network of

beams and girders made of aluminum alloy. Another airship idea is found in the four keels running from one end of the car to the other at the corners. These serve as strengthening members and the upper ones house ducts used in air conditioning, and support illuminating equipment. The influence of the airplane is seen in the hydraulically controlled spring shock absorbers that take the place of leaf springs. They are installed so the cars literally float above the tracks. Rubber is used in large quantities to increase riding comfort and reduce noise. Weighing 126 tons, the train is slightly less than 208 feet long.

Continued on Page 4 - Comet

# Arrivals

## 1000th GE Locomotive



GE Manufacturing Solutions, a wholly-owned entity of GE, marked a milestone today by celebrating the 1,000th locomotive built at the Fort Worth site. More than 700 employees attended a ceremony commemorating the achievement.

"This milestone is a testament to the hard work and dedication of the team here in Fort Worth," said Richard Simpson, vice president and global supply chain leader, GE Transportation. "In less than four years, this team helped start up the GE Manufacturing Solutions facility and built 1,000 high-quality, competitive locomotives for our customers."

The 1,000th locomotive is a GE Transportation Evolution® Series Tier 4 model for CN. Part of the ecomagination-certified Evolution Series, GE's new Tier 4 locomotive decreases emissions by more than 70 percent from Tier 3 technology meeting the U.S. Environmental Protection Agency's stringent Tier 4 emission standards. GE Manufacturing Solutions completed assembly of its first locomotive, a Tier 3 Evolution® Series model for Fort Worth-based BNSF Railway, in early 2013.

"Our team has accomplished a lot since delivering the first locomotive," said Walter Amaya, locomotive plant manager for GE Manufacturing Solutions. "Thanks to the support from the community, suppliers, and other GE sites, our team has continuously improved the site's productivity and increased the production rate to 10 locomotives a week. Those efforts positioned the site for success in today's challenging market and a bright future for years to come."

GE Manufacturing Solutions' locomotive plant began operations in 2013 and has provided better than expected efficiency and productivity. The one million square-foot facility is now GE Transportation's primary manufacturing site for Evolution® Series locomotives.

## Reading & Northern

By Steven Ashley

On Saturday July 23, 2016, my father and I rode an excursion on the Reading & Northern between Mountain Top, Pennsylvania (also known as Penobscot) and Jim Thorpe, Pennsylvania. The "Mountain Top Rotary Steam Excursion" departed Mountain Top at 9:30 a.m. and arrived in Jim Thorpe at 11:30.

The passengers had an approximately four-hour layover in Jim Thorpe and were able to shop and dine in many of the businesses in the community. The train was pulled by former Gulf, Mobile and Northern 4-6-2 #425 and assisted by a GP39M #2531, which was originally built as a GP30 for the Atchison, Topeka & Santa Fe.



The consist included nine former Delaware, Lackawanna & Western M.U. coaches and two private office cars, the Schuylkill River and the Black Diamond. At Jim Thorpe, the two private cars were moved to what had been the front of the train and the last coach of the train now became the first car behind the #2531 for the return trip to Mountain Top. The train departed on schedule at 4 p.m. and arrived back in Mountain Top at approximately 5:45 p.m. This was my first trip on the Reading & Northern and I look forward to riding the line again in the future.

The Reading & Northern shop crews are currently at work restoring former Reading Company T-1 4-8-4 #2102 to operational service, with the goal of trying to get the locomotive operational by October 2016. While I did not get to see the #2102 during my trip on the Reading & Northern, the following day I did get to see sister locomotive #2124 at Steamtown National Historic Site. Read the conclusion to this trip in the next issue.

# Departures

## Lancaster & Chester Museum

By David Winans

the route, including the bridge over the Catawba River. Unfortunately, if you want to do some 1:1 scale train chasing along the L&C, the railroad does not operate on weekends. However, during the week there are three trains running from Lancaster to each of the line's branches. Plan to get there early, since they start work at 6:30 am.

The two volunteers who were at the Museum the day we visited were both retired L&C employees and they had many stories to tell about the railroad. One of the gentlemen was

involved in the railroad's restoration of several passenger and business cars.

If you are looking for a day trip on a Saturday (1<sup>st</sup> or 3<sup>rd</sup>), the L&C Railway Museum is worth the trip. You can get more information on line at [LandCRailroad.com/museum.html](http://LandCRailroad.com/museum.html) or visit the museum's Facebook site.



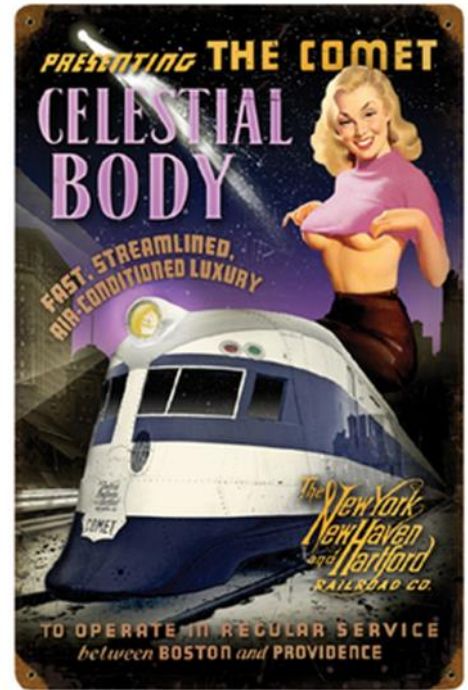
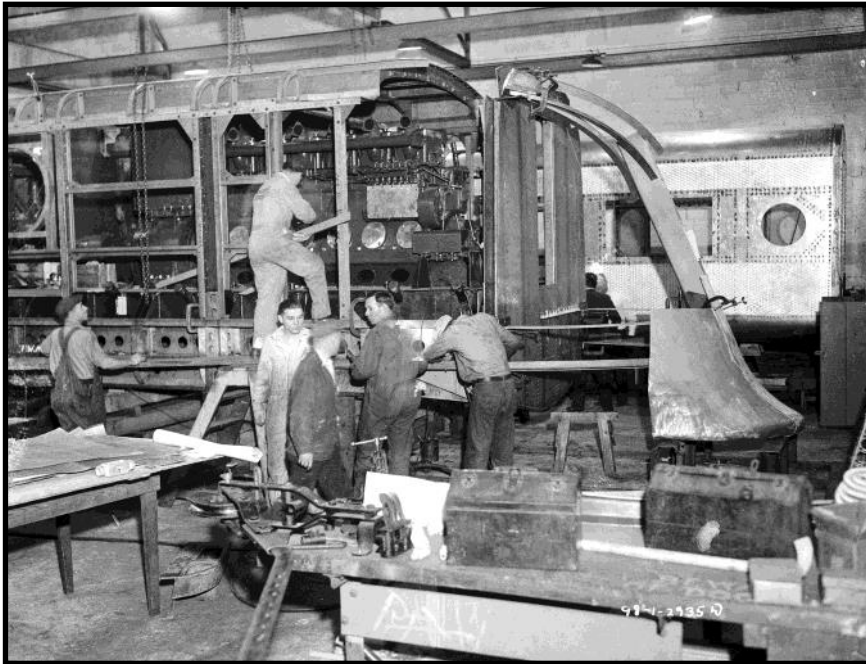
The Lancaster & Chester Railway is a short line that serves Chester, SC, Kershaw, NC, Lancaster, NC and the Bowater Paper Mill at Catawba. On June 18<sup>th</sup> Anne and I went to visit our son and his family in Waxaw, NC. We travel through Lancaster and decided to stop and visit the L&C's museum. The museum is located on the second floor of the L&C's depot in Lancaster and is open to the public on the 1<sup>st</sup> and 3<sup>rd</sup> Saturdays of the month, 10 am to 4 pm. The museum is open only from March thru November.

The museum has photos lining the walls of the room, primarily related to the L&C's history. The bulk of the room is taken up by an operating HO layout. The layout is a model replica of the L&C's route through North and South Carolina. Every structure is an accurate scratch built model of the actual ones found along



# Manifest

Continued from Page 1 - Comet



The *Comet* was a diesel-electric streamliner built in 1935 for the New York, New Haven and Hartford Railroad by the Goodyear-Zeppelin Company. Smaller than the other streamliners, it was a three-car, double-ended train that could operate in both directions and thus did not need to be turned at destinations—ideal for the New Haven's cramped terminus at South Station in Boston.

It was initially placed into service between Boston, Massachusetts and Providence, Rhode Island on a 44-minute schedule; later, intermediate stops were added at Back Bay, Boston and Pawtucket/Central Falls, RI on an advertised "44 miles in 44 minutes" schedule. It ran 5 daily round trips

on weekdays, and was often used for weekend excursion trips. This service lasted until the beginning of World War II, when increased traffic volume overwhelmed the capacity of the *Comet*, after which it was placed on local commuter services around the Boston area. The trainset was withdrawn from service in 1951 and scrapped.

The interior was furnished with 48 seats in each power car, and 64 in the center car divided into two sections: a smoking section seating 28 and a non-smoking seating 36. Seating was of the 'walk-over' type, and all seats were coach-class; there being no provision for first- or parlor-class seating.

The exterior was machined aluminum in a whorled pattern with color bands of bright blue enamel at window height, dark blue enamel at wheel level, and a gray enamel roof. The whole exterior was covered with a coat of clear varnish to prevent tarnishing. The front ends were sharply raked, with a pointed "chin" pilot.

*From Wikipedia.*

## Wanted—Articles for the Carolina Conductor

Submit an article of 200 words or more with some photos and captions 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.

# Rare Mileage

## Design for the NYNNH&H "Comet"

July 12, 1938.

B. C. BAADE

2,123,838

LOUVER FOR RAILWAY CARS

Filed April 3, 1936

2 Sheets-Sheet 1

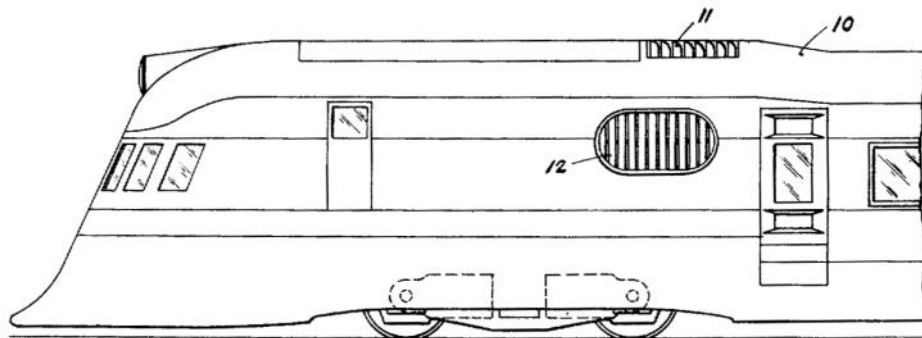


Fig. 1

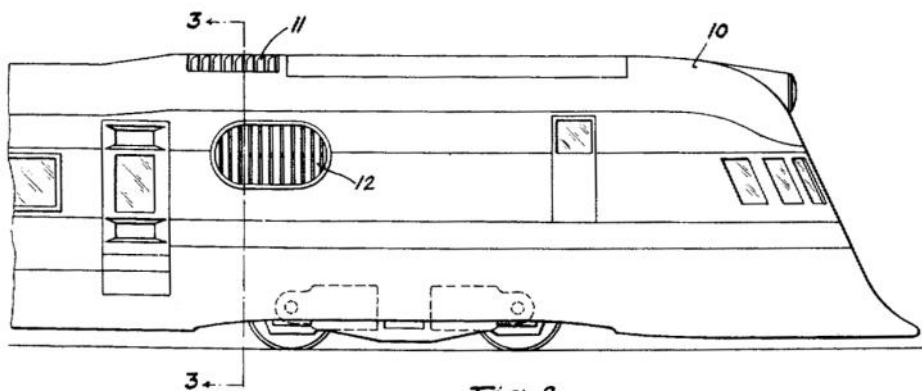


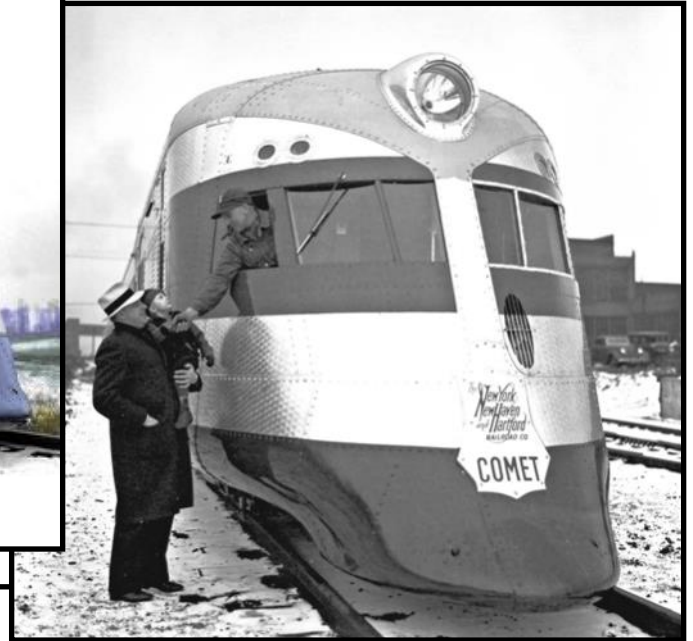
Fig. 2

Inventor  
BRUNOLF C. BAADE

# Marker Lights



## NYNH&H Comet



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