

Carolina Conductor



Volume 5 Number 6

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

June 2018

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

Web Site: hubcityrrmuseum.org
Facebook: Carolina Railroad Heritage Association

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 Rwy Caboose #X3115:

Spartanburg Amtrak Station
298 Magnolia Street
Spartanburg, SC 29301-2330
Wednesday 10-2 and Saturday 10-2

Officers:

President:
David Winans - 864-963-4739
Vice-President:
Steve Baker - 864-297-0918
Secretary:
Marv Havens - 864-292-3852
Treasurer:
Marv Havens - 864-292-3852

Directors:

Charles Conn - 864-326-6070
Lee Dobbs - 864-268-3939
Bruce Gathman - 864-850-3642
Jim Hopkins - 864-859-0189
Bob Klempner - 864-431-5409
Mac McMillin - 864-624-9658

Mailing Address:

2123 Old Spartanburg Road
Suite #129
Greer, South Carolina 29650-2704

Editor:

Bruce Gathman
shaygearhead@bellsouth.net
Articles can be submitted anytime.

H. K. Porter Locomotive Works

One of the most successful builders of steam locomotives is perhaps the least known, the H.K. Porter Company, which is partly because it typically did not market its models to the general railroad industry. After Porter began, just after the end of the Civil War, it produced more than 8,000 light duty and small steam switchers both domestically and overseas for all types of industrial applications, from mining operations to sugar plantations. Most of its designs were quite small, such as the very popular 0-4-0T "dinky". After World War I the company slowly began to lose market share, especially in the 1930s with the coming of the diesel switcher. It never, truly dedicated



itself to this new form of motive power and instead sold out after World War II. Interestingly, today, the H.K. Porter name carries on under a new owner, which uses it as a means of marketing to sell various types of hand tools. Additionally, dozens of Porter steam locomotives can be found in use around the country on tourist lines and railroad museums due to their relative inex-

H. K. PORTER & CO., 6th and Wood Sts., Pittsburgh, Pa.,
BUILDERS OF
Light Locomotives, — Steam, Compressed Air and Electric, — for all gauges of track, every variety of service, 3 to 45 tons weight.
STANDARD AND NARROW GAUGE LOCOMOTIVES ALWAYS KEPT ON HAND, IN STOCK.
Propositions, with Specifications and Photographs, promptly furnished on bona fide inquiry.

Early H.K. Porter advertisement showing the variety of designs available.

Continued on Page 5 - Porter

Presidential Ramblings

May Meeting

Our May Meeting was held at the Woodmen of the World building in Greer on the 18th of May. Twenty three members and guests attended the meeting and enjoyed a program presented by Jim Pitts on the Sugar Cane railroads of Louisiana and Cuba. In addition to his presentation, Jim also brought a scale live steam Sugar Cane Train to the meeting.



Cuban sugar cane train.

New Members

A welcome to Ethan Hayes who is re-joining us.

June Meeting

Our June meeting will be held at the Woodmen of the World building on US 290 on June 15th at 7:00 pm. This will be our Annual Jim Sheppard Photo Contest. Please bring three 8" by 10" prints (color or black & white). They can be of steam locos, diesel locos or other railroad views. Voting will be by the members present for the meeting. The Best of Show winner will take home the coveted Bent Spike Award. See page four for details.



Sample photo contest entry.

Calendar of Events

Mark your calendars for the following events:

June 15, 2018 – Regular Meeting at Woodmen of the World Building, Greer

June 30 & July 1, 2018 – Train Show in Gastonia, NC

June 30 & July 1, 2018 - NARCOA Trip, Elkins, WV

July 2, 2018 – Board of Director's meeting at the Taylors library

August 5-12, 2018 - NMRA National Convention, Kansas City, MO

August 7-12 – NRHS National Convention, Cumberland, MD

August 7-12 – NRHS National Convention, Cumberland, MD

August 7-12 – NRHS National Convention, Cumberland, MD

Train Day at the Museum

Our 2018 Train Day event was held on May 12 from 10 -3 at the Museum at

298 Magnolia Street, Spartanburg. Thanks to the City of Spartanburg's Hospitality and Accommodations Tax Grants we had a trackless train ride, a



bounce house, a crawl through train, Hub City Kids Booth, all free of charge for visitors. Bruce brought his Thomas and Friends Layout, plus we had Live Music, book authors; John Fowler and Wilson Casey. Motor cars were provided by Mac McMillin, Jim Hopkins and Pat O'Shields. Food and beverages were available and new this year was a snow cone trailer, which was a big hit in the 90 degree heat. The Museum and Caboose were open as well. Thanks to all the other volunteers not named who helped manage the crowd of over 650.

Spartanburg Depot

The City of Spartanburg has hired a contractor to replace the roof of the building that houses the Hub City RR Museum. Work was started on Saturday, June 2nd and we are unsure how long it may continue. If you are visiting the Museum, please park a distance from any roofing activities.



Hub City train Day activities.

Continued on Page 3—President

Presidential Ramblings con't

Continued from Page 2 —President

Future Programs

We have an open date in August. If you would like to present a program to the group, please let Steve Baker know of your desire. We will be glad to add you to the schedule.

Volunteers Needed

Volunteers are always needed at the Spartanburg Museum and Caboose on Wednesdays and Saturdays from 10:00 AM to 2:00 PM. Normally at least one Director will be there to open and close the facility, but members are needed to welcome guests, receive donations and handle sales of items. 2018 has been a banner year so far. Our visitor numbers and revenue have increased by significantly over last year. Your help as a volunteer would ensure that every visitor leaves having an enjoyable visit. Please let me know at the email or phone number below if you have a day you would like to spend as a volunteer. Volunteering one day each month would help us out greatly. Thanks go out to those who have volunteered recently.

May Minutes

Approved May Board of Director's minutes are attached.

Thanks,
Dave Winans
864-963-4739
dwinans4739@charter.net



**More
Train Day
activities!**



Arrivals

Don't Forget - No Excuses!



3rd Annual Jim Sheppard Photo Contest



Start now taking one of those prize winning railroad photographs. Enter it in the 3rd Annual Jim Sheppard Photo Contest. Rules and entry forms at Hub City Railroad Museum and Southern Caboose #X3115. **Contest to be held at the June monthly CRHA meeting.**

Rules for 2018

Photos can be B&W or Color.

Photos must be 8 x 10 inch prints. Smaller or larger size prints will not be judged. Prints may be mounted or unmounted but not framed or matted.

Three categories for entries are: Steam Locomotives, Diesel Locomotives, Other Railroad Subject (track, signals, structures, rolling stock, etc.)

Photos can be submitted only by CRHA or NRHS Greenville Chapter members in good standing.

A member may submit up to three photographs. There is no time constraint when the photo was taken.

All photos shall be taken by the person submitting the photo.

Prints shall have a completed entry form taped on the back. No identifying information shall be on the front side of the photograph.

Photos can be submitted to the contest committee prior to the July meeting, or can be brought to the July meeting.

You do not need to be present at the meeting to compete.

Winning photos are not eligible for entry into subsequent CRHA/NRHS photo contests.

Departures

Continued from Page 1 - Porter

pensive nature to restore and operate.

The H.K. Porter Company dates back as Smith & Porter, founded in 1866 by partners Henry Porter and John Smith which opened a machine shop in Pittsburgh, Pennsylvania to repair and build a wide range of industrial equipment. Af-



Henry Kirke Porter

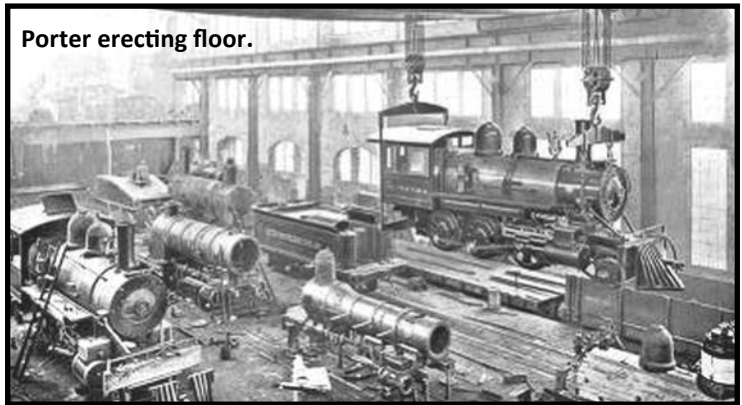
ter just a year doing this type of work they received an order in 1867 for a small, industrial-sized steam locomotive by the New Castle Railroad & Mining Company of New Castle, Pennsylvania. In conjunction with a small Pittsburgh-based locomotive manufacturer, David Bell & Company, they came up with a 42-inch, narrow-gauge 0-4-0T design. The success with this little steamer convinced the company to focus exclusively on building locomotives. In 1871 Porter merged with David Bell to form the Porter, Bell & Company while Smith left to form his own loco-

motive business, Smith & Dawson Locomotives (that became the National Locomotive Works). Seven years later the organization was again renamed, as the H. K. Porter & Company and finally in 1899 as the H. K. Porter Company.

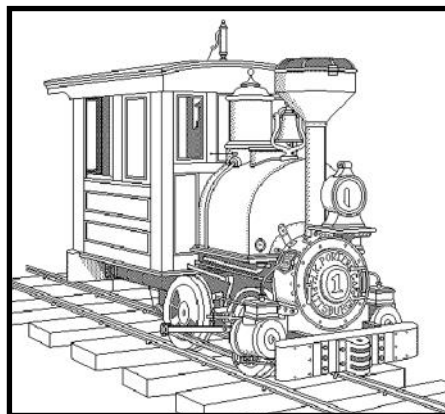
Prior to all of these company name changes and mergers, Porter spent the rest of the 19th century refining its product and along the way earned a reputation for building high quality, reliable, and rugged light duty locomotives (a trait that was stressed early on by Porter himself). Since the company marketed its designs to small railroads and industries the 0-4-0T mentioned above or the 0-6-0T saddle tanks tended to be its best sellers. Outwardly, Porter's locomotives became easily distinguished from other builders for several cos-

metic touches applied to them including cylinders cast with the company name and the cab number painted within a small circle (unless otherwise noted). Another significant reason that Porters became so popular, aside from their reliability, was in how the company marketed its product.

In many ways it was one of the first proponents of standardization offering replacement parts and stock locomotives, which were not customized like virtually all main line models. This philosophy was decades ahead of its time and did not become popular within the general railroad industry until Electro-Motive showcased its new EA



Porter erecting floor.



Typical small 0-4-0T Porter steam locomotive.

and FT diesel-electric locomotives in the mid/late-1930s. As the H.K. Porter Company became more successful it began manufacturing larger, and even non-saddle tank designs such as 2-4-0s, 2-4-2s, 2-6-2 Prairies, and even 2-8-2 Mikados. Even these larger wheel arrangements, however, were still primarily tailored to non-railroads such as lumber companies, brick and cement plants, power companies, and

Continued on Page 6 - Porter

Manifest

Continued from Page 5 - Porter

even various branches of the military. Still, some common-carrier railroads did come to purchase Porter locomotives for secondary and yard duties like the Alaska Railroad. Interestingly, even a few streetcar lines used Porters!

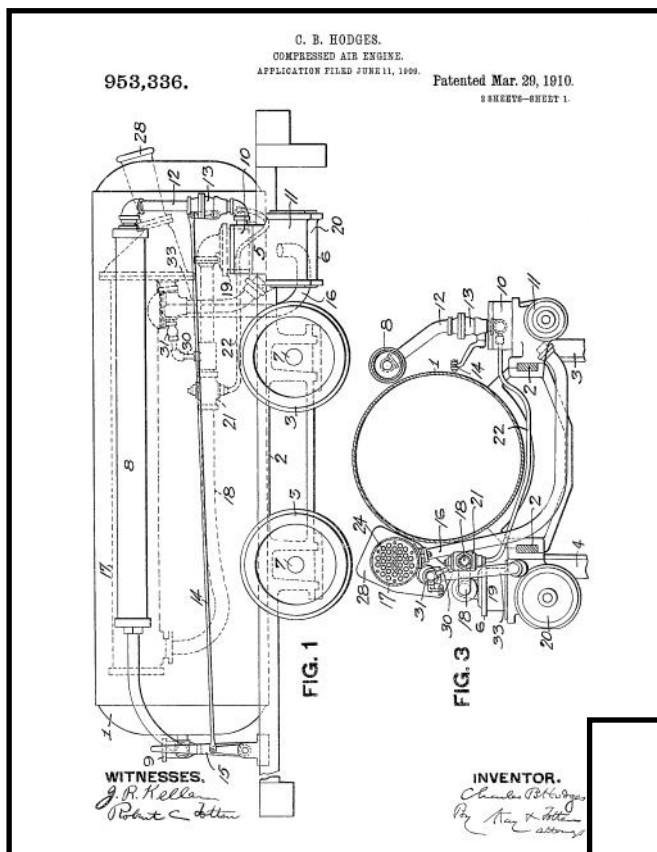
In 1890 the company began marketing a compressed-air locomotive

explosions due to the buildup of methane gas naturally released by coal. The locomotive proved to be highly successful with more than 400 built (Porter would come to construct roughly 90% of them). The year 1899 also saw Porter reach its peak in terms of locomotives manufactured, more than 400 in a single year. The prosperity occurring during these years led the company to open a new plant in Pittsburgh at that time as well.

The builder also patented another new, non-combustible design around 1911; known as the fireless locomotive it essentially used a pressurized cylinder of steam and hot water to power the pistons and rods. Surprisingly, it turned out to be more reliable than

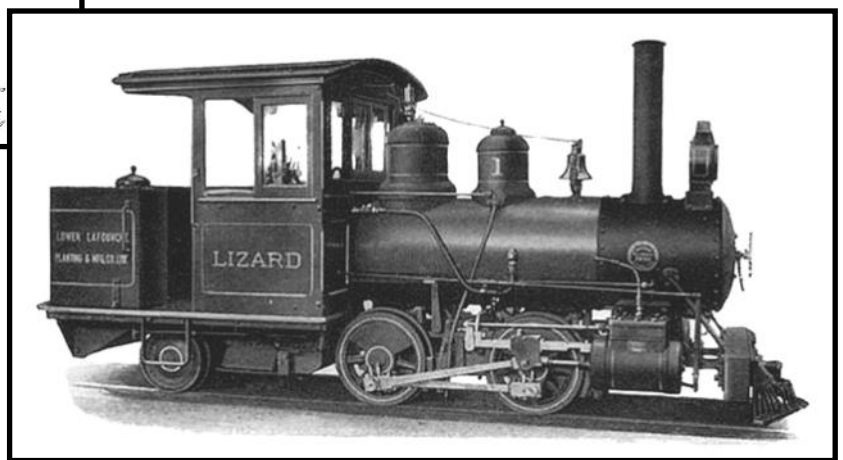
earlier compressed-air design, which it ultimately replaced. While Porter tested gasoline-powered locomotives as early as 1910 it never spent heavily in research and development, instead relying on its popular small, steam-powered designs. Like Whitcomb and Davenport, Porter remained successful through World War I building small, narrow-gauge locomotives for the French trench railways. However, the company was in decline by the 1930s; its founder Henry Porter had died in 1921 and diesel switchers were becoming popular by that time.

Bankruptcy was declared in 1939 and the H.K. Porter Company was sold to Thomas Mellon Evans, who kept the name and hoped to revitalize the manufacturer. Success returned with the start of World War II as Porter, along with its two rivals and Vulcan Iron Works, were asked to construct a United States Army Transportation Corps (USATC) S100 Class 0-6-0 for use in the African campaign, and later in Europe as the war progressed with more than 400 built in



Compressed air locomotive patent drawing.

for use in coal mining operations. Instead of using traditional steam, compressed air held within two tanks situated where the boiler was usually located powered the pistons and rods. The purpose of the design was to eliminate the burning of fuel to make steam, which was dangerous within a mine, as it could cause



Porter 0-4-2 locomotive offered in many different gauges.

Continued on Page 7 - Porter

Rare Mileage

Continued from Page 6 - Davenport



Porter S100 US Army design for WWII.

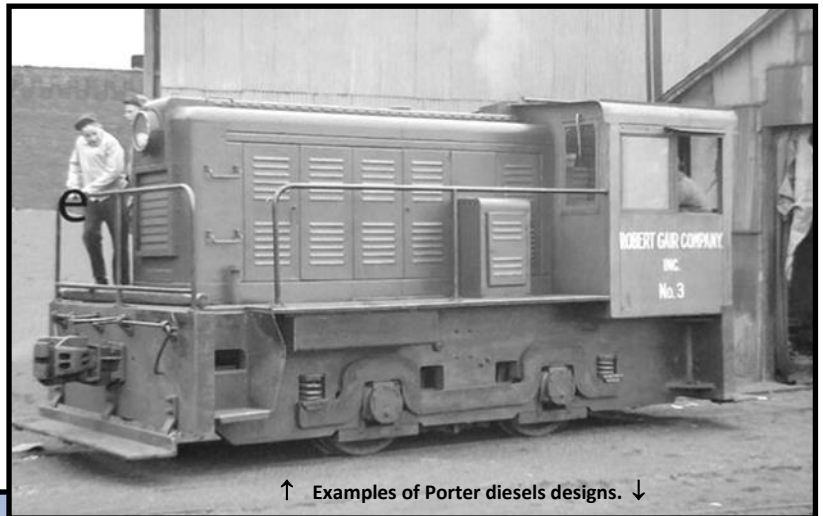


Surviving Porter—but just barely.

all. The company's fortunes again turned for the worse following the war as demand for steam locomotives had virtually ended; all switcher-type models were now being built by the four major manufacturers of Baldwin/Lima, Electro-Motive, American Locomotive Company, and Fairbanks-Morse.



Larger 0-6-0T Porter switcher.



↑ Examples of Porter diesels designs. ↓



Marker Lights



OLD FORT, N.C. — One of the most scenic and operationally challenging parts of the Norfolk Southern system is out of service after the remains of tropical storm Alberto delivered drenching rains to Western North Carolina.

The 141-mile S-line between Asheville and Salisbury is closed for as much as two weeks while crews repair washouts in the section known as the Loops between Ridgecrest, N.C., and Old Fort, N.C. This section includes 13 miles of twisting, curving track to cover three air miles. This section is flush with six tunnels, 11 bridges over Mill Creek, high fills, and grades of up to 2.7 percent.

The Biltmore Village section of Asheville, where the S-line and the line to Skyland power

plant (former line to Spartanburg, S.C., via Saluda grade), join near the east end of Asheville yard was underwater. The nearby CSX loops north of Mar-

ion and south of Spruce Pine also suffered damage. North Carolina Gov. Roy Cooper declared a state of emergency due to the flooding and landslides.



NS train traversing the "S" line near Old Fort, NC.

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. Your editor always needs more contributions of local railway history and news.



CHECK OUT THE CRHA:

WWW.HUBCITYRRMUSEUM.ORG/CAROLINA-RAILROAD-HERITAGE-ASSOCIATION
WWW.FACEBOOK.COM/GROUPS/CRHA/IN/C



CAROLINA CONDUCTOR



CHECK OUT THE HCRM:

WWW.HUBCITYRRMUSEUM.ORG
WWW.FACEBOOK.COM/HUBCITYRRMUSEUM/