

Carolina Conductor



Volume 5 Number 7

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

July 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.

Vulcan Iron Works

The Vulcan Iron Works got its start in the late 1860s due to the growing demand for anthracite coal discovered in central and eastern Pennsylvania. The manufacturer even preceded the H.K. Porter Company by nearly two decades, which became the leader in small, light duty steam locomotives for use in mining and general industrial applications. These models included several different wheel arrangements although the small, "dinkies" were usually the most popular. Ironically, the largest steamers Vulcan ever built were for foreign railroads in the Dominican Republic, Ecuador, and various countries in Europe. The manufacturer did survive into the diesel era but the competition was too stiff to remain in business and it closed its doors in the mid-1950s. While Vulcan has been gone for many decades now several of its locomotives survive today, some of which are still in operation. Their small size and relatively easy maintenance have made them prime candidates for both restoration and preservation.

Through the years there have been many industrial foundries that have gone by the name of Vulcan with some half-dozen located in



Britain and another four in the United States. The reason for this is the meaning behind the term Vulcan; historically it was regarded as the Roman god of fire and smithery. The Vulcan Iron Works, which went on to build mining equipment and locomotives was founded in 1867 by Richard Jones. More than 10 years earlier he had successfully built a steam engine to power a wooden boat in 1835 and with the growing railroad industry and demand for anthracite coal by the late 1840s, realized there was a market for mining equipment and perhaps even locomotives. In 1849 Jones began building machinery although it was not nearly two decades following did he incorporate his company.

Ultimately, he chose Wilkes-Barre, Pennsylvania at a location on South Main Street for his new operation which was situated within the heart of the anthracite coal industry.

Continued on Page 5 - Vulcan

Presidential Ramblings

PRESIDENT'S MESSAGE

June Meeting

Our June Meeting was held at the Woodmen of the World building in Greer on the 15th of June. Twenty six members and guests attended the meeting and participated in the 3rd annual Jim Sheppard Photo Contest. 27 photos were submitted and judged by the members present at the meeting. Bruce Gathman handled the logging in of the photos and with the help of Steve Baker the

the Woodmen of the World building on US 290 on June 20th at 7:00 pm. This program will actually be two short programs. We will show the video that Duane Heard took of the March 23rd unveiling of the Historic Marker that Jesse Guillory obtained as his Eagle Scout project. The second half will be a presentation by Marv Havens and Steve Baker dealing with estate planning for those of us who have collections.

The Chapter has had recent experience dealing with collections

and we would like to have them handled in a certain way.

Calendar of Events

Mark your calendars for the following events:

July 13, 2018 – Fall Belk Charity Day Kick-off meeting, 8 am

July 20, 2018 – Regular meeting at the WoW Lodge, Greer

August 6, 2018 – Board Meeting at the Taylors Library, 6:30 pm

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

August 7-12, 2018 – NRHS National Convention, Cumberland, MD

August 16, 2018 – FDR Funeral Train program presented at the Taylor's Library, 7:00pm

August 17, 2018 – Regular meeting at the WoW Lodge, Greer

August 25, 2018 – Train Show, Infinite Energy Center, Duluth, GA

September 10, 2018 – Board Meeting at Taylors Library, 6:30 pm

September 15, 2018 – Greer Rail Fest, City Park, Greer

September 28-30, October 5-7 – Day with Thomas, NC Trans Museum, Spencer, NC

Spartanburg Depot

Continued on Page 3—President



votes were counted. Bruce won the Best of Show. Coincidence??? Winning photos are being published in the Carolina Conductor.

July Meeting

Our July meeting will be held at

that did not have clear instructions as to their disposition following the passing of the collector. This may be important for those of us who might leave some items behind when we visit the great Conductor in the sky,

Presidential Ramblings con't

Continued from Page 2 —President

The roofing of the Spartanburg Depot is completed, however, the City will be having the exterior of the building painted. Please be aware of any contractors working when you visit and park so that we do not interfere with the work. Thank You.

HO Model Railroad Cars in the Caboose

We have a number of used HO railroad freight cars that have been donated to the Chapter. Marv Havens has bagged the cars in clear bags and they are hung on the peg board display in the Caboose. These are very reasonably priced at \$4.00 each. Cars typically have non-metal wheels and NMRA couplers. Remember - Christmas is only 6 months away!

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. We will be creating a volunteer sign-up sheet to help us schedule our volunteers.

This year has been a banner year so far. Our visitor numbers and revenue have increased 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. Thank you to those who have volunteered recently.

June Minutes

Approved June Board of Director's Minutes are attached.

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

Hub City Railroad Museum

The museum, is located in the historic Southern Railway Spartanburg Union Depot and has displays covering the history of the textile and peach industries, the development of railroading in Spartanburg, the Hayne yard and car repair shops which once employed 1,100 to maintain the Southern Railway's fleet of railroad cars.

Learn to become a telegrapher with the operating telegraph system. Ring the 1940's locomotive bell. Check out the gift shop for railroad themed items.

Visit our restored Southern Railway caboose alongside the Norfolk Southern Railroad mainline tracks. View trains from the trackside observation deck. Enjoy the original paint scheme as applied by the Spartanburg Hayne railroad shops, where this caboose was built in 1947. Inside watch historic railroad videos in the video theatre; view the HO model railroad lay-

out, depicting life in the South in the 1950s; view the dispatcher like ATCS display of train locations along the NS, in real-time. See the 1904 coal burning stove and sit in an original caboose chair as used by the conductor and brakeman to watch over their train.

Carolina Railroad Heritage Association

The Carolina Railroad Heritage Association is a not for profit local association of approximately eighty members who enjoy railroads and railroad history.

The CRHA meets the third Friday of each month in Greer, SC at 7:00 pm. Programs at the meetings include presentations on historical and current railroads and are presented by members as well as outside speakers.

Our activities include a photo contest, occasional field trips to local railroad sites, picnics and a December pot luck dinner. CRHA members volunteer at our museum and caboose in Spartanburg, SC.

If you have an interest in railroads, and would like to join please contact Dave Winans at

dwinans4739@charter.net
for more information about the CRHA.

CRHA Web Site

The above information and much more can be found on the web site:

www.hubcityrrmuseum.org

All the back issues of the *Carolina Conductor* are on line and are accessible by current members with a sign-in code and a password.

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.

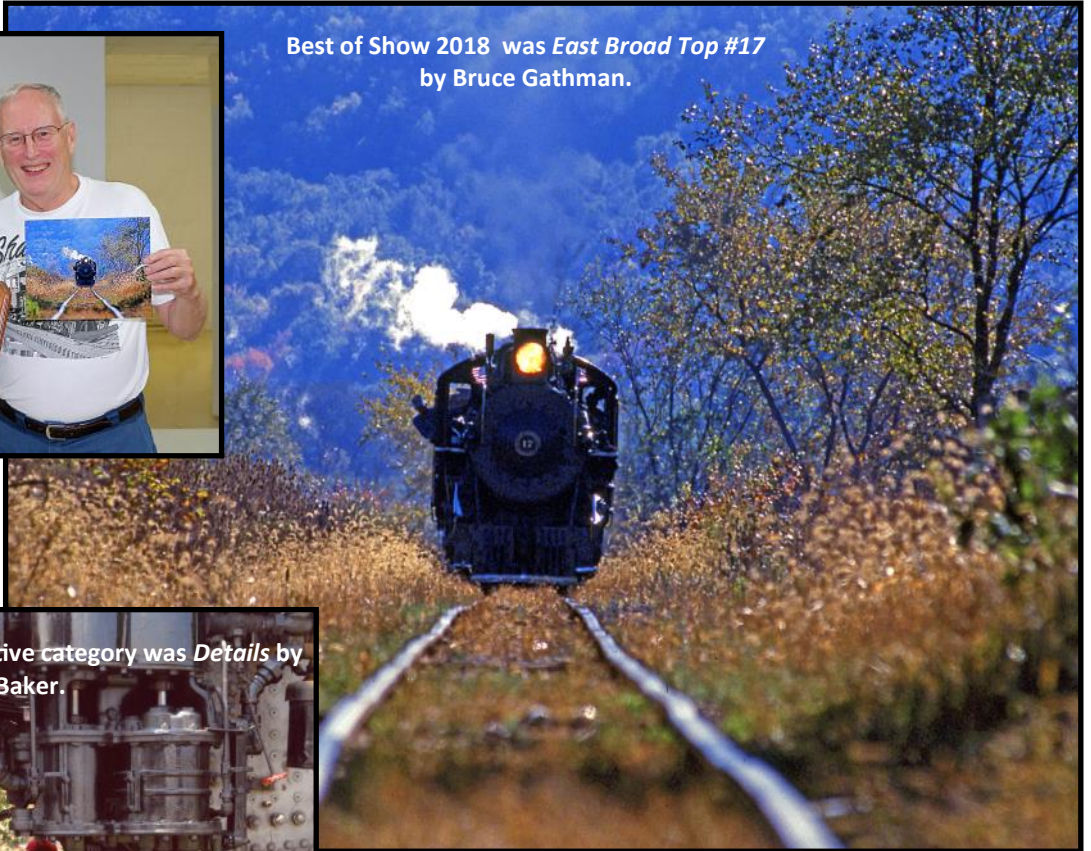
Arrivals

3rd Annual Photo Contest Results

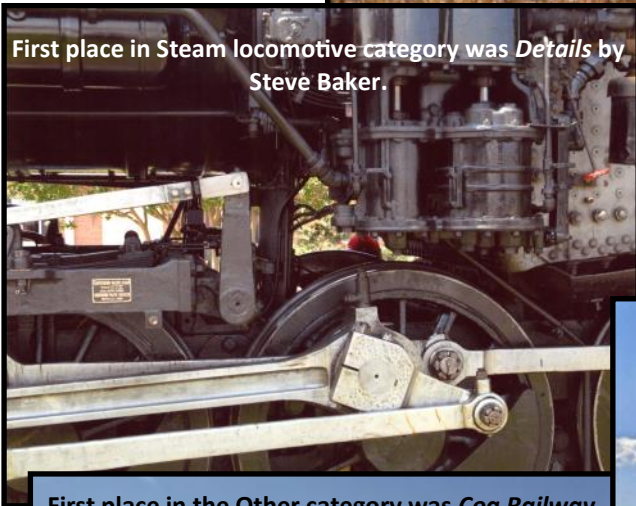


Bruce Gathman receiving the "Bent Spike" award for Best of Show

Best of Show 2018 was *East Broad Top #17* by Bruce Gathman.



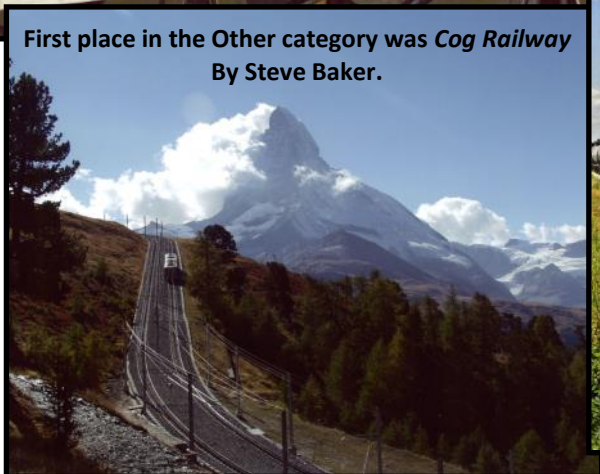
First place in Steam locomotive category was *Details* by Steve Baker.



First place diesel loco category was *GRLW Ethanol Train* by Bruce Gathman.



First place in the Other category was *Cog Railway* By Steve Baker.



Departures

Continued from Page 1 - *Vulcan*

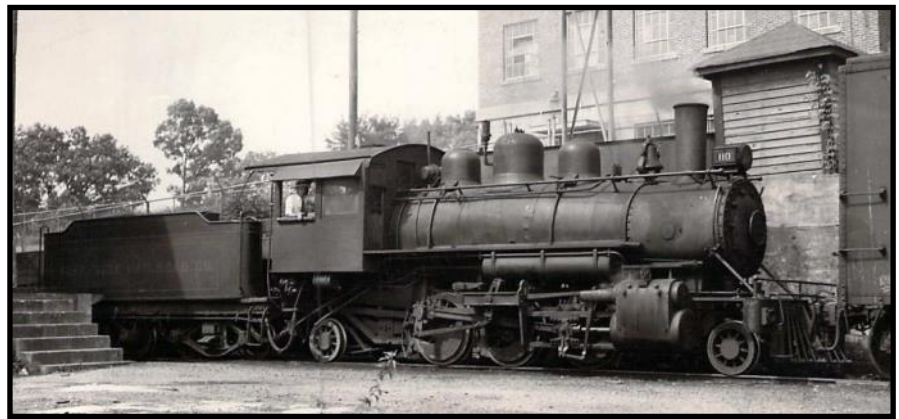
The entire property included a machine shop, foundry, blacksmith-boiler shop, pattern store, and an office. The plant also had strategic rail connections to Class I Lehigh Valley as well as the Lehigh & Susquehanna Railroad and the Pennsylvania Canal. The company began to expand as early as 1883 by acquiring the Pittston Iron Works and Wilkes-Barre Iron Works. Soon after this it had branch offices opened in nearby Hanover Township, West Pittston, and Tamaqua. It wasn't until its 1888 takeover of the Wyoming Valley Manufacturing Company, a small locomotive builder, did Vulcan officially enter the market.

Like competitors Porter and the Davenport Locomotive Works, Vulcan's most popular early wheel arrangements were 0-4-0Ts and 0-6-0Ts (also known as "dinkies") although by the time it had stopped producing steam locomotives the company and built some 108 different designs. Through the turn of

the 20th century the manufacturer continued to grow and became Pennsylvania's third largest locomotive producer. The World War I period was another time of growth for the company as it employed more than 1,600 at its Wilkes-Barre facility and its locomotives became popular with European countries including Britain, France, Italy, and Germany (other countries in which their products could be found included Cuba, Australia, and Canada).

meant for use in the mining industry. These included battery and gasoline operated designs that could be used to move coal both in the mine and outside the shaft. By the late 1920s the company was producing small diesel-electric switchers, such as the 8-tonner of 1926. Outwardly, they closely resembled what Whitcomb had been producing for some time.

By World War II the Vulcan Iron Works had reached its peak, employing more than 2,500. How-



Cliffside Railroad #110 a Vulcan 2-6-2 locomotive, built in 1927. Last operated by the Swamp Rabbit Railroad in South Carolina. And was displayed at the Stone Mountain Railroad until 2013.



Vulcan's early "bread and butter" size locomotive was the small industrial steam locomotive—0-4-0T and 0-6-0T's. Loco is on display at Tifton, GA.

Around this time the company also began producing its largest wheel arrangements including 2-8-0 Consolidations and 2-6-2 Prairies. Following the war Vulcan also first began manufacturing non-steam powered locomotives, originally

ever, following the war the company began a rapid decline as steam power fell out of favor for diesels (during the war the government had placed restrictions on diesel development). Ultimately, Vulcan was in no position to compete against much other larger manufacturers like Baldwin, Electric Motive, American Locomotive Company, and others; it simply did not have the research and development in diesel technology. In all, the builder constructed just 54 diesels

Continued on Page 6 - *Vulcan*

Manifest

Continued from Page 5 - *Vulcan*

Vulcan Standard Gauge Diesel-Electric Locomotive with two complete power plants. Suitable for yard, terminal or ball field work.

Vulcan Duplex Diesel Locomotive for service overseas.

LOCOMOTIVES...

to Help Rebuild a War-Torn World

Today, hundreds of Vulcan locomotives are rendering vitally important war-time service, both at home and overseas, and our shops are working at top speed to complete urgent orders for Army, Navy and defense plant requirements. Tomorrow, more and larger Vulcan locomotives will be available to help rebuild a war-torn world. Our manufacturing facilities are being

enlarged and improved—engineering and executive staffs strengthened—new sales connections established in many countries.

Write us regarding present or prospective requirements for steam, Diesel or Diesel-electric locomotives—any type or size—wide or narrow gauge. Bulletins in either English, Spanish or Portuguese will be furnished promptly on request.

VULCAN IRON WORKS
 WILKES-BARRE, PENNA., U.S.A.
 New York Office 50 Church St.



A Vulkan locomotive built for the Turkish Railway.



An unusual design Vulkan Duplex built to compete with Shay locomotives.



A Vulkan 2' gauge locomotive used by the slate hauling Monson Railroad in Maine. Now operating on the new Sandy River and Rangeley Lakes Railroad at the Philips, ME museum.

the largest of which was a 70-tonner model for the Carnegie Steel Company of Pittsburgh in 1944.

In 1954 Vulcan declared bankruptcy and closed its doors soon after. Today, you can still find their steam locomotives at places like Tifton, Georgia; Wiscasset, Waterville, & Farmington; Maine Narrow Gauge Railroad; Little River Railroad; Steam Railroading Institute; New Hope Valley Railway; Cedar Point & Lake Erie Railroad; Salem, Oregon; Grapevine Railroad; and the Laona & Northern.

Continued on Page 7 - *Vulcan*

Rare Mileage

Southeastern Railroad Museum to Operate Steam



Jeddo Coal #85 will run at the Southeastern Railroad Museum.

One of the most common questions which I receive regarding the museum is “when will we have an operating steam locomotive?”. People asking this question are almost always referring to the locomotives in our collection, and those who have been around since, say, 2003, are generally referring to Georgia Power #97. #97 was the last steam locomotive to operate at SRM before being taken out-of-service for boiler repairs in December 2003. My usual answer is something along the lines of, “well, once some more pressing projects that are more vital to the overall health of the organization or the collection are complete, we’ll look at funding the restoration of 97”, or, if in a particular mood, “when you write a check.” The truth, until now, has been “I have no idea”.

I now have an answer to the question, though not necessarily in the exact context in which folks are asking it. While we are not yet rebuilding one of our own locomotives, we will have an operating steam locomotive for a couple of weekends later this year. On **September 29-30**, and **October 6-7**, we will be hosting a steam locomotive, Jeddo Coal #85 (aka “Mack”), owned by John and Barney Gramling of Ashley, Indiana.

For several years, the Gramlings have been rebuilding and operating their own tank locomotives, at museums and on tourist railroads throughout the country. Starting with ex-Flagg Coal 0-4-0 #75 (aka “Hank the Tank”), John and Barney later expanded their operating roster to include Lehigh Valley Coal #126 (“Sadie”). Most recently, ex-Jeddo

Coal #85 (“Mack”) made its debut, just as #75 was going into the shop for its federally mandated 15-year inspection. The Gramlings have made appearances at several of our neighbor museums and tourist railroads, including the North Carolina Transportation Museum, the Heart of Dixie Railroad Museum, the South Carolina Railroad Museum, and others. John and Barney were even the subject of a television show, “Have Steam Engine, Will Travel.”

Coincidentally, this steam event will occur roughly 20 years after our move to the current museum site from the “Old Site” over on May Road. We are planning the event as a celebration of 20 years at the current site. We are hoping to also attract former volunteers, particularly those that were around during the move, for a reunion.

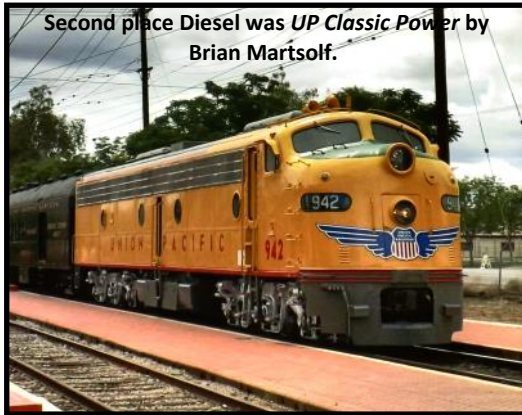
There will be further details revealed as Mack’s visit approaches. Please help us to pass the word as we promote the event. Also, we hope that individuals will step forward to help sponsor the event. More on that soon, as well. I’m excited, not only because steam is what attracted me to the museum in the first place 19 years ago, but because I believe it is an important part of our mission to educate the newer generations about what a steam locomotive is—not only as a static interpretive piece, but as a living, breathing, operational artifact.



Marker Lights



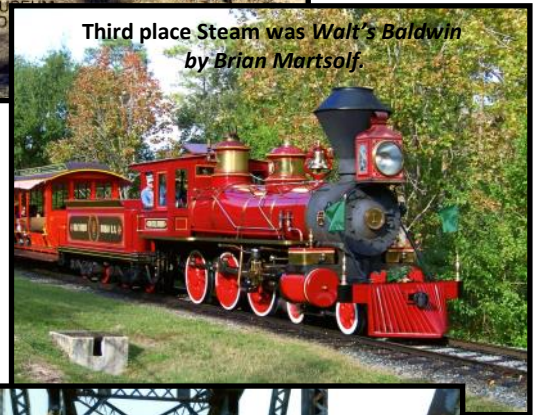
Photo Contest runner ups.



Second place Diesel was *UP Classic Power* by Brian Martsolf.



Second place Steam was *Needs Repair* by Bill Lagare



Third place Steam was *Walt's Baldwin* by Brian Martsolf.



Third place Diesel was *Switcher* by Steve Baker.



Third place Other was *Magnolia* by Ann Winans.



Second place Other was *Fontana Lake Trestle* by Bob Klempner.



CHECK OUT THE CRHA:
WWW.HUBCITYRRMUSEUM.ORG/CAROLINA-RAILROAD-HERITAGE-ASSOCIATION
WWW.FACEBOOK.COM/GROUPS/CRHAINC/



CAROLINA CONDUCTOR



CHECK OUT THE HCRM:
WWW.HUBCITYRRMUSEUM.ORG
WWW.FACEBOOK.COM/HUBCITYRRMUSEUM/