

# Carolina Conductor



Volume 5 Number 10

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

October 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

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Vice-President:  
**Steve Baker** - 864-297-0918  
Secretary:  
**Marv Havens** - 864-292-3852  
Treasurer:  
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**Editor:**  
**Bruce Gathman**  
shaygearhead@bellsouth.net  
Articles can be submitted anytime.

## Locomotive Builders Merged into ALCO



### Brooks Locomotive Works

The Brooks Locomotive Works manufactured steam railroad locomotives and freight cars from 1869 through its merger into the American Locomotive Company (ALCO) in 1901.

When the New York and Erie Railroad (NY&E) relocated its shops facilities from Dunkirk, New York, to Buffalo in 1869, Dunkirk lost its largest employer. Coming to the city's rescue was Horatio G. Brooks (1828–1887), the former chief engineer of the NY&E who was at the controls of the first train into Dunkirk in 1851. In 1869, Brooks leased the Dunkirk shops facility from the NY&E and formed the Brooks Locomotive Works. The new company officially opened on November 11, 1869. The company's first steam locomotive is completed the follow-

ing month as part of an order for the NY&E, the company's first customer.

Within a couple of years of its opening, Brooks was producing as many as seven new locomotives per month, compared to one per month while the facility was controlled by the NY&E. Brooks built locomo-



tives for nearly all the major railroads of the time, producing 37 new locomotives in its first year and 43 new locomotives in its second year of operations.

After the financial crisis of 1873, orders for new equipment dropped off, but Brooks was able to recover enough business to avoid bankruptcy. Brooks locomotives were displayed a few years later at the National Railway Appliance Exhibition

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# Presidential Ramblings

## 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.

## PRESIDENT'S MESSAGE

### August Meeting

Our August Meeting was held at the Woodmen of the World building in Greer on the 17<sup>th</sup> of August. Twenty one members and guests attended the meeting. Bill Legare presented slide shows on two topics. One was his trip on the TVRM from Chattanooga, TN to Copperhill, TN. The line loops around itself going up the mountain. Bill also showed us some of his trip on the Rockton & Rian RR in Winnsboro, SC.

### September Meeting

Our September 21<sup>st</sup> meeting will be held at the Hub City RR Muse-

um, located at 298 Magnolia Street, Spartanburg. We will have a gas grill available for anyone who wishes to use it. Please bring whatever you wish to grill plus a dish to share. We should be ready to eat at about 6:30. Afterwards we will set up a projector and screen and watch railroad films. Our goal is to stick around until Amtrak arrives at 11:45pm. Hopefully it will be on time and the weather will cooperate.

### Calendar of Events

Mark your calendars for the following events:

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

**September 21, 2018** – Night at the

Museum meeting at the museum, Spartanburg

**September 22, 2018** – Dinosaur Train Exhibit opens at the Children's Museum of the Upstate – Greenville

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

**October 5 & 6, 2018** – Autumn Rails Train Show, NC Ag Center, Hendersonville, NC.

**October 8, 2018** – Board Meeting at Taylors Library at 6:30pm

**October 13, 2019** – Columbia SC Model Train Show & Sale, Jamil Shrine Temple, 206 Jamil Rd, Columbia, SC

**October 19, 2018** - Regular meeting at the WoW Lodge, Greer

### Second Sunday, September 9

Thanks to Bob Klempner, Craig Myers, Jim Hopkins and Anne Winans for their participation in the Second Sunday event held at the Chapman Cultural Center in Spartanburg. Jim brought one of the Chapter's motorcars which was a big hit, especially when he cranked it up. We also brought some sales items, photos and artifacts from the Museum, which we had on display. A number of folks stopped by the booth who had not previously been to the Museum. We hope to see them stop by 298 Magnolia Street in the near future.

### Field Trip to Saluda Depot Mu-



Continued on Page 3—President



# Presidential Proclivity

Continued from Page 2 — President

## seum

We are still trying to schedule a field trip to visit the Saluda, NC Depot and Museum in the near future. Please be on the lookout for information on this trip in future editions of the Carolina Conductor or other email messages sent out to members.

## HO Model RR Cars in the Caboose



We have replenished the inventory of new and used HO railroad freight cars which were donated to the Chapter. We have a number of locomotives and cars for sale. Stop by on Wednesdays or Saturdays to check out our new stock.

## eBay Sales

Thanks to member Duane Heard for establishing the Hub City RR Museum eBay account and handling the sales. We have sold over \$500 of merchandise through this channel and look for more sales in the future.

## Mark your Calendar

Santa is scheduled to visit the Caboose on December 15<sup>th</sup> from 11:00 am to 1:00 pm. Mark your calendars so you won't miss this event.

## Volunteers Needed

Volunteers are always needed at the Spartanburg Museum and Caboose on Wednesdays and Satur-



days 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 to date has eclipsed the total for 2017. 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.

## August BOD Minutes

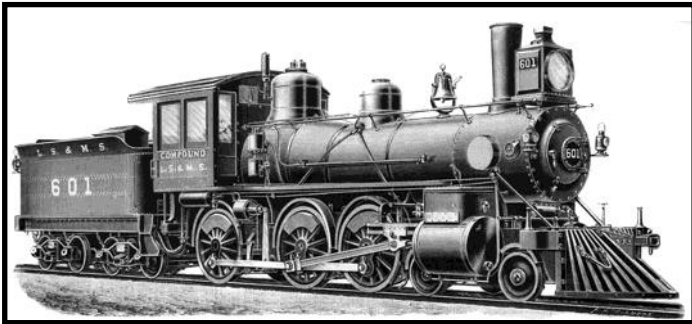
Approved August Board of Director's Minutes are attached to email subscribers.

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



# Arrivals

## Locomotive Builders Merged into ALCO



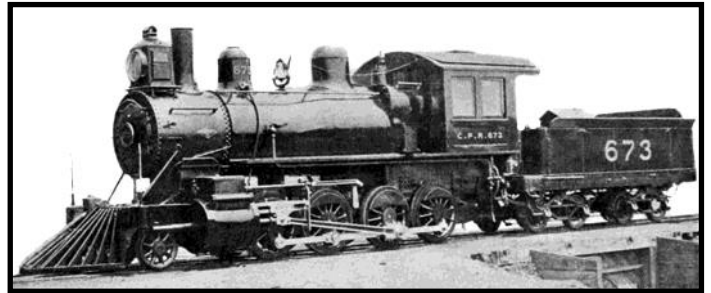
Brooks Locomotive Works engine.



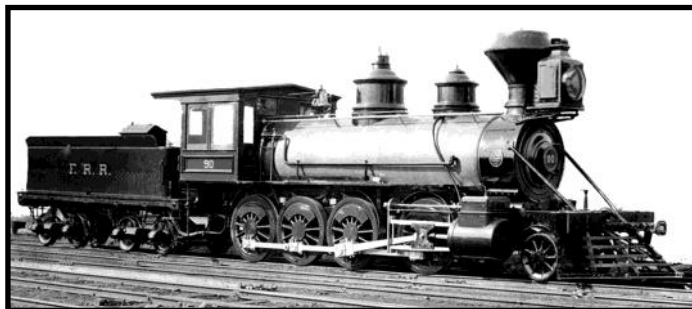
Cooke Locomotive and Machine Works engine.



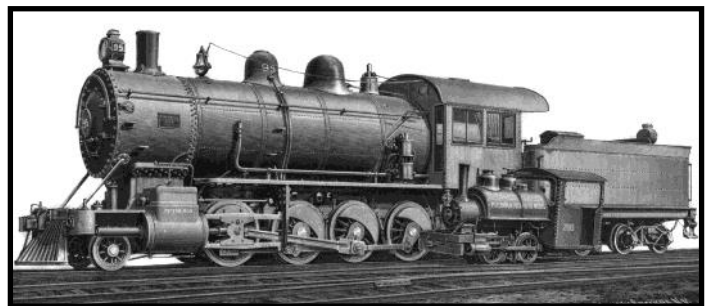
Manchester Locomotive Works engine.



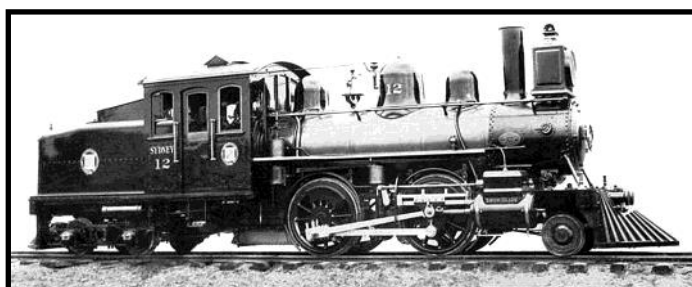
Richmond Locomotive Works engine.



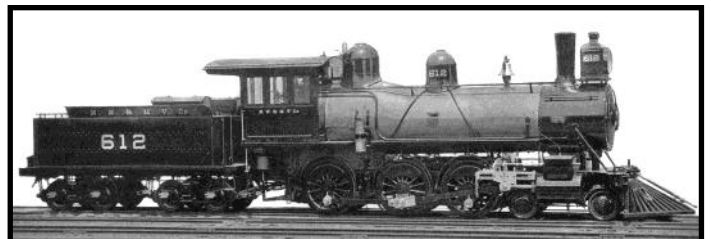
Dickson Manufacturing Company engine.



Pittsburg Locomotive and Car Works engine.



Rhode Island Locomotive Works engine.



Schenectady Locomotive Works engine.



# Departures

Continued from Page 1 - *Predecessors*

in Chicago, where they were judged the Best in Show.

The 1890s brought another period of depressed sales following another financial crisis. The company produced 226 new locomotives in 1891, but only 90 new locomotives

prewar levels. ALCO finally closed the facility in 1962.

## Cooke Locomotive and Machine Company

The Cooke Locomotive and Machine Works, located in Paterson, New Jersey, manufactured steam railroad locomotives from 1852 until it was merged with seven other manufacturers to form

American Locomotive Company (ALCO) in 1901. ALCO continued building new locomotives at the Cooke plant until 1926.

Cooke opened in 1852 as Danforth-Cooke and produced nearly 3000 locomotives before ALCO closed the plant in February 1926.

In 1901, Cooke and several other locomotive manufacturers merged to form the American Locomotive Company; Cooke's plant becomes the Alco-Cooke Works.

## Dickson Manufacturing Company

Dickson Manufacturing Company was an American manufacturer of boilers, blowing engines and steam engines used in various industries but most known in railway steam locomotives. The company also designed and constructed steam powered mine cable hoists. It was founded in Scranton, Pennsylvania by Thomas Dickson in 1856.

The company maintained its main offices and shops on Penn Avenue in Scranton, a locomotive shop at the "Cliff Works" in Scranton, a shop in Wilkes-Barre, and an



in 1894. Brooks was not able to recover business as easily and the company was merged with several other manufacturers in 1901 to form the American Locomotive Company. ALCO produced locomotives at this facility until 1934 when the shop was renamed ALCO Thermal Products Division. Locomotives produced at the former Brooks plant after ALCO's formation came to be known as ALCO-Brooks locomotives.

Although new locomotives were no longer being produced at the former Brooks shops in Dunkirk, shop forces were kept busy for some time building spare parts for ALCO locomotives. Production had shifted from locomotives to heat exchangers, high-pressure vessels and pipes of all sizes. After World War II, production at the Dunkirk plant never got back to its



office in New York City.

In 1901 the company's locomotive division was merged with seven other manufacturing firms to form American Locomotive Company (ALCO); the rest of the company became part of Allis-Chalmers. ALCO ceased locomotive production

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# Manifest

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at the former Dickson works in 1909.

The former shops still stand, and are featured in the opening sequence of the television show "The Office," which is set in Scranton.

## Manchester Locomotive Works

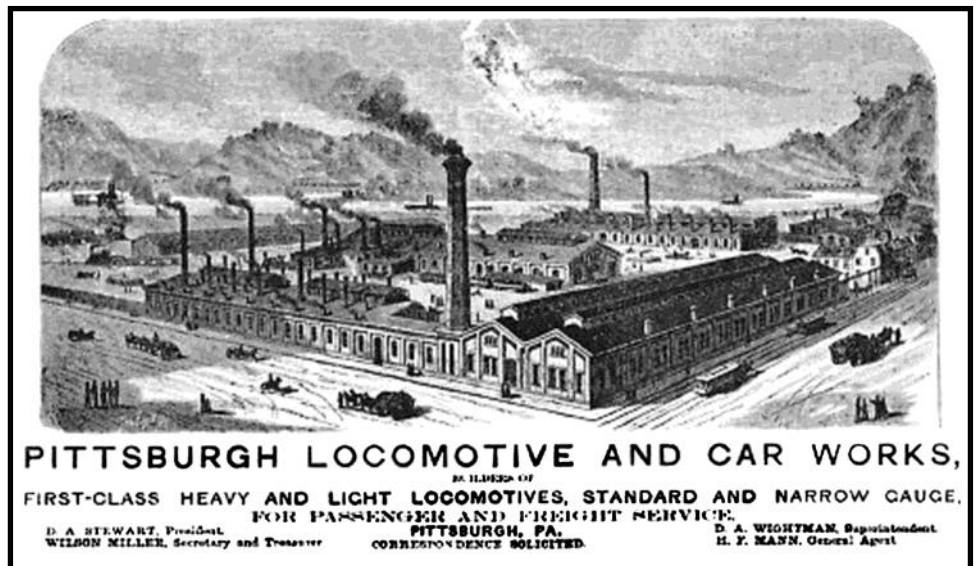
Manchester Locomotive Works was a manufacturing company located in Manchester, New Hampshire, that built steam locomotives and fire engines in the 19th century. The first locomotive the company built was for the Chicago, Burlington and Quincy Railroad in March 1855.

Manchester purchased the locomotive manufacturing operation from the Amoskeag Locomotive

Company (ALCO). Locomotive production ceased in 1913.

## Pittsburg Locomotive and Car Works

It repaired an early locomotive known as Bausman's Rhinoceros in April 1867. Starting in the 1870s under its superintendent and general manager Daniel A. Wightman, it became known for its production of large locomotives. Its engines were



Works in 1859. It acquired the steam fire engine business from Amoskeag Locomotive in 1876.

In 1901, Manchester and seven other locomotive manufacturing firms merged to form American Lo-

The Pittsburg Locomotive and Car Works was a railroad equipment manufacturing company founded by Andrew Carnegie and T.N. Miller in 1865. It was located in Allegheny, Pennsylvania, a suburb of Pittsburgh and since 1907 part of that city.

shipped around the world, including India and Japan.

By 1901, when Pittsburg had merged with seven other manufacturing companies to form American Locomotive Company (ALCO), Pittsburg had produced over 2,400 locomotives. In March 1919, ALCO closed the Pittsburg facility.

## Rhode Island Locomotive Works

Rhode Island Locomotive Works was a steam locomotive manufacturing company of the 19th century located in Providence, Rhode Island. The factory produced more

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# Rare Mileage

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**RHODE ISLAND LOCOMOTIVE WORKS,**  
PROVIDENCE, RHODE ISLAND.

W. S. SLATER. President.		E. P. MASON. Treasurer
B. W. HEALEY. Sup't and Gen'l Manager.		W. H. FENNER. Secretary and Ass't Treasurer.

than 3,400 locomotives between 1867 and 1906, when the plants locomotive production was shut down. The locomotive works employed about 1,400 men and had an annual production capacity of 250 locomotives.

The Rhode Island Locomotive Works was established in 1865 by Earl Philip Mason, Sr. The company was later run by his three sons: Charles Felix Mason was president, Arthur Livingstone Mason was vice-president and Earl Philip Mason, Jr. was secretary and treasurer. Joseph Lythgoe was the superintendent of the locomotive works.

The company was located on Hemlock Street in Providence and between 1866 and 1899, produced some 3,400 steam locomotives during that period.

In 1901, the Rhode Island Locomotive Works merged with seven other locomotive manufacturers to form the American Locomotive Company (ALCO), headquartered in Schenectady, New York. At this point the Rhode Island works had already begun to diversify, shifting production towards a line of automobiles and trucks at the Providence plant from 1906 until 1913.

manufacturer of locomotives in Virginia during its years of production. Its only contemporary in Virginia was the Roanoke Shops, which produced locomotives exclusively for Norfolk & Western. In 1901 the works merged with several others to form the American Locomo-

NAME CHANGED BY ORDER OF COURT, NOVEMBER 12, 1887.  
Established In 1865.

**The Richmond Locomotive and Machine Works,**  
RICHMOND, VIRGINIA.  
SUCCESSORS TO  
THE TANNER & DELANEY ENGINE COMPANY.



Having added to their extensive plant a large number of special tools, are prepared to build of the latest and most approved designs—

**LIGHT LOCOMOTIVES.**—Passenger; Freight, Tramway, Noiseless Street Motors and Mine Engines; also Pole Road Locomotives, the only successful device of the kind made.

**ENGINES.**—Stationary and Portable, 2 to 300 horse power.

**BOILERS.**—Standard and Special, 12 to 300 horse power.

**Saw-Mills, Gas, Water, Creosoting and Other Heavy Machinery.**

Correspondence invited. Catalogues, Specifications, Photographs, and Estimates furnished on application.  
ADDRESS ALL COMMUNICATIONS TO THE COMPANY.

## Richmond Locomotive and Machine Works

Richmond Locomotive Works was a steam locomotive manufacturing firm located in Richmond, Virginia.

It began operation in 1887 and produced upward of 4,500 engines during its 40 years of operation. The Richmond Locomotive Works was the largest and most significant man-

ufacture Company, which continued production at the Richmond works until 1927.

Among the locomotives Richmond produced was #H2-293 (in Russian) for the Finnish State Railways, the locomotive that pulled Lenin's train into Petrograd on the last leg of his return from exile during the Russian Revolution of 1917, and Southern Railway 1401, which pulled President D. Franklin Roosevelt's Funeral Train.

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# Marker Lights

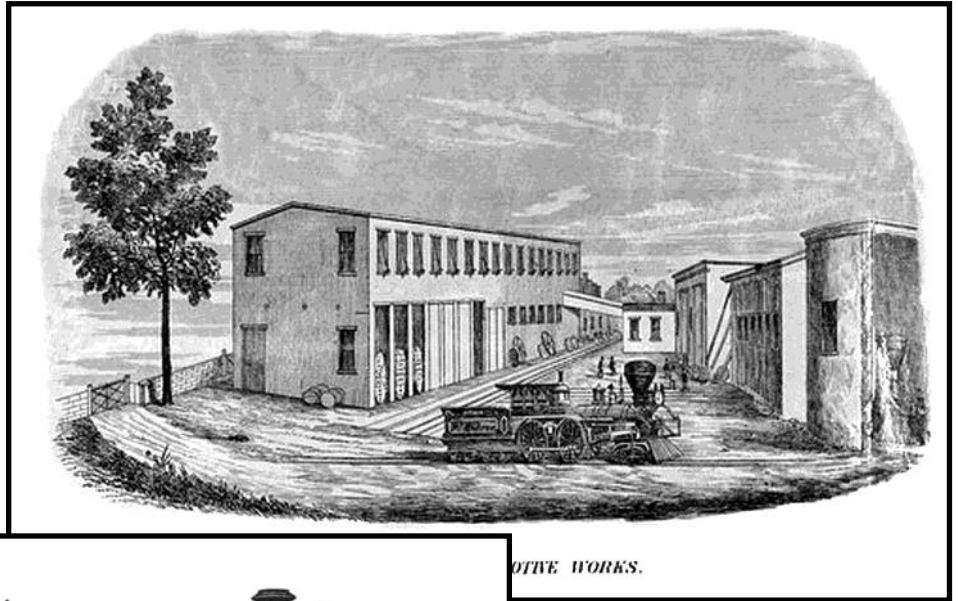


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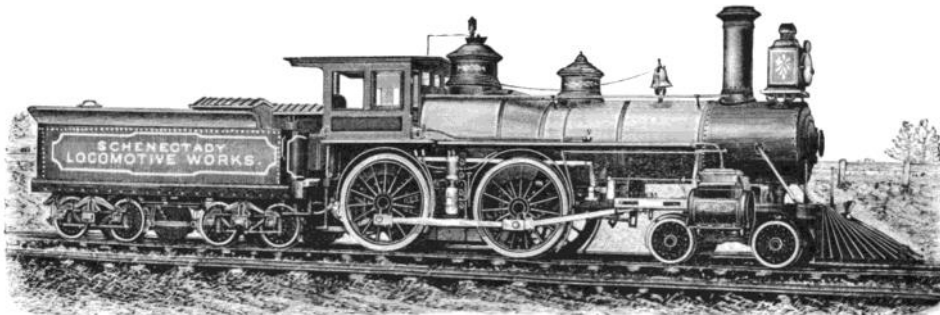
## Schenectady Locomotive Works

The Schenectady Locomotive Works built railroad locomotives from its founding in 1848 through its merger into American Locomotive Company (Alco) in 1901. After the 1901 merger, Alco made the Schenectady plant its headquarters in Schenectady, New York.

One of the better-known loco-



LOCOMOTIVE WORKS.



**THE SCHENECTADY LOCOMOTIVE WORKS.**  
SCHENECTADY, N. Y.  
**LOCOMOTIVE ENGINES**  
FOR BROAD OR NARROW GAUGE RAILROADS.

CHARLES G. ELLIS, President. WALTER McQUEEN, Vice-President. EDWARD ELLIS, Treasurer.

motives to come out of the Schenectady shops was Central Pacific Railroad type 4-4-0 No. 60, the *Jupiter* (built in September 1868), one of two steam locomotives to take part in the "Golden Spike Ceremony" to celebrate the completion of the First Transcontinental Railroad.



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CAROLINA CONDUCTOR



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