

Carolina Conductor



Volume 6 Number 4

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

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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/Treasurer:
Marv Havens - 864-292-3852

Directors:
Lee Dobbs - 864-268-3939
Bruce Gathman - 864-850-3642
Duane Heard - 810-623-7444
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

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

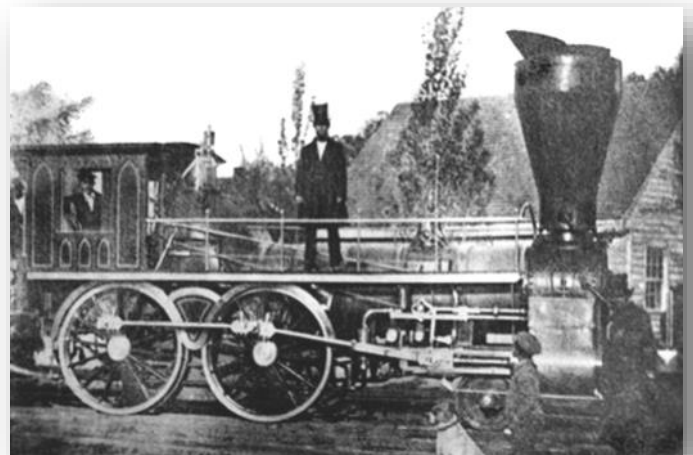
North Carolina Railroad History

The first railroad in North Carolina was brought into the state from Petersburg, Virginia to Blakely Depot in Northampton County in 1833, with about nine miles of track laid within the state of North Carolina. That same year, an experimental railroad was constructed in Raleigh to help in the construction of the new State Capitol Building, a track of 1.5 miles was laid to bring stone from the quarry to the site. The Halifax & Weldon Railroad was constructed from 1833 to 1836, a distance of 8 miles.

In March of 1833, the commissioners of the city of Fayetteville negotiated a loan of \$200,000 to be invested in the Cape Fear & Yadkin Valley Railroad, which would be more than enough for the organization of the company. Work could

begin in early 1834. The project was abandoned because of lack of support by the inhabitants of the proposed western section of the state.

On July 4, 1833, the Internal Improvement Convention assembled in Raleigh with 120 delegates, representing 21 counties in the eastern and northern sections of the state. This seems to have been the first concerted effort towards organized action for the establishment of a railroad within North Carolina. During this convention, plans were offered mostly for north-south railroads to take goods out of the state to both South Carolina and Virginia. Joseph Alston Hill of Wilmington argued strongly against these ideas



Early North Carolina Railroad locomotive.

and offered that it made much more sense for east-west railroads to bring North Carolina goods to existing seaports such as Wilmington and

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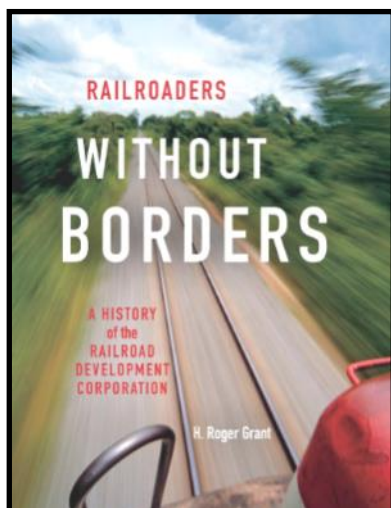
President's Message

March Program

The March meeting was held at 7:00pm at the Woodmen of the World Lodge in Greer on March 15, 2019. The program was presented by member Charlie Conn and was a documentary of logging railroad grades that he had surveyed in Michigan. Charlie had some very old photos of lumber towns in Michigan, which are no longer there.

April Program

The April meeting will be held at 7:00pm at the Woodmen of the World Lodge in Greer on April 19, 2019. The Program for the evening will consist of noted railroad author H. Roger Grant discussing his railroad oriented books. Members are asked to bring a book they love or a book they hate and to let the membership know why.



Calendar of Events

Mark your calendars for the following events:

April 13, 2019 – NMRA Palmetto Division Meeting, AMROC Model RR Club, Columbia, SC

April 19, 2019 - CRHA meeting at the Woodmen of the World Lodge, 7:00pm

April 27 & 28, 2019 – Train Show, Charleston, SC

April 27, 2019 – Railroad Festival, Central, SC. We will have a display booth to promote Hub City RR Museum. Come and volunteer to promote our museum. 10am to 4pm.



May 5 – 11, 2019 – Display at the I-26 Welcome Center

May 6, 2019 – Directors Meeting at Taylors Library, 6:30pm

May 11, 2019 – Train Day at the Spartanburg Depot. 10am to 3pm.

May 17, 2019 - CRHA meeting at the Woodmen of the World Lodge, 7:00pm

May 17 & 18, 2019 – Clinton, SC Rail Festival

May 23, 2019 – Field Trip to Aiken RR Museum

Caboose Renovation

The Caboose continues to be closed to the public during the ongoing renovation. We hope to have it back into service as soon as possible, but it appears that this will be a long-term situation. The spray foam insulation is basically removed. The interior of the metal shell will be treated with rust converter to prevent further metal oxidation.

New replacement window frames are being fabricated for several caboose windows. Thanks to Duane, Marv, and Jim for all the time they have spent working in the Caboose. In the interim, please visit the Museum. The HO model train inventory has been relocated to the Museum lobby.

We have established a GoFundMe account to help with the renovation costs and appreciate all donations that are being made.

If you would like to help with the renovation, please contact Duane Heard at 810-623-7444 or Dave Winans at 864-963-4739.

Mark Your Calendars

The 2019 Train Day will be here before we know it. Mark your calendars for May 11, 2019. We are work-

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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.

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ing on scheduling groups and vendors for the event. The Daily Basics Restaurant located in the Baber Rhyne building will have a special Train Day menu with a number of lower priced kid's meals.

The Aspen Shaved Ice Concession will be back again this year. Currently the Bounce House, Inflat-able Crawl Through and Trackless Train have been booked.

The Piedmont 'N' Southern Modular Train Club will have their N Scale layout in the Amtrak waiting room. The Lionel Thomas and Friends layout, which is a hit with all the kids, will be there.



Commitments have been received from Hub City Kids, Model Trains Station, Palmetto Division NMRA, author Wilson Casey and the Central Model and Historical Association. We will be contacting the Spartanburg Children's Museum and others to see if they wish to participate this year.

We are in the process of booking one or more railroad motorcars to be on display. The Watauga Valley Whistle Trailer will be at Train Day with its variety of steam and air whistles. Come and hear the historic train whistles.

We are looking forward to a great event. Over 650 people visited last year and we expect even more this

year. If you would like to help during the event, please let Dave Winans know. We can use as many volunteers as we can get. Parking is one area we want to have several volunteers help with since this was an issue last year. We can also use volunteers to sell cold drinks and snacks we will have for sale.

Field Trip to Aiken



A field trip to the Aiken Visitors Center and Railroad Museum is being planned for May 23. We may have the opportunity to chase the Aiken Railroad, which will be in operation that day. More details will be presented in the near future.

Visitors Center Display

We will be placing a display at the I-26 Welcome Center on May 5th, that will run all week as part of National Tourism Week. Wayne Gallman has volunteered to be there on Wednesday, May 8 to welcome visi-



tors to SC and to provide information about the Hub City RR Museum. If anyone else would like to participate on other days during that

week, please let a director know.

Visit the Hub City RR Museum

We will be rotating our Museum displays to include a tribute to the completion of the Trans-Continental Railroad, which will celebrate its 150th anniversary this May. Stop by to see the new display. The Hub City RR Museum is open from 10am to 2 pm on Wednesdays and Saturdays.



We are working with the Spartanburg History Museum, located in the Chapman Cultural Center, on a display entitled Trains, Plans and Automobiles of Spartanburg. The display should be available on April 25th and will run for several months.

March Minutes

Approved March Board of Director's Minutes are attached to the email.

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

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New Bern.

In January of 1834, a bill to incorporate the Wilmington and Raleigh Railroad was made law, but the terms of the charter were so restricted that an amended charter was obtained in December of 1835, conferring more privileges and changing the course of the proposed line. In 1834, it was planned for the new railroad to connect Wilmington with Raleigh, but as the project was more thoroughly considered and planned, the advantages of building to some point on the Roanoke River to connect with Virginia railroads was more palatable, especially since the people in and around Raleigh seemed to be losing interest in teaming with their brethren in Wilmington.

The construction of the Wilmington & Raleigh Railroad commenced in October of 1836 and on March 7, 1840 the last spike was driven. When completed, it was then the longest railroad in the world, at 161.5 miles long. It owned 12 locomotives, eight 8-wheeled passenger coaches, four post-office cars, and 50 freight cars. In 1854, the line was officially renamed to the Wilmington & Weldon Railroad, since Raleigh was not even remotely involved since the first year.

As the governmental seat, the city of Raleigh had not abandoned the Wilmington & Raleigh Railroad for no apparent reason. In 1835, the Raleigh & Gaston Railroad was chartered, and the line was opened within a month after the Wilmington & Raleigh Railroad, in April of 1840. At 86 miles, this new line connected Raleigh with the Greenville & Roanoke Railroad at Gaston, North Carolina in Halifax County,

mania on the subject of railroads." This was also true of North Carolinians. By 1850, 10 more lines were under construction with five more on the drawing boards.

At the outbreak of the U.S. Civil War in 1861, North Carolina had 14 railroads with over 750 miles of railroad track in operation, stretching as far west as Morganton in Burke County and Lincolnton in Lincoln County, and as far east as Morehead City in Carteret County, connecting the Piedmont with three significant port cities: Beaufort, New Bern, and Wilmington. Two railroads connected the state with Virginia, and two railroads connected the state with South Carolina.

Railroads played a significant role during the Civil War with troop movement, but their greatest use was for transporting goods and material to aid in the war effort. Although not hit as hard as South Carolina,

many miles of track were destroyed by General Sherman on his march through the state, but many miles

were also torn up by locals to be used on more important lines across the state and the Confederacy.

After the war, North Carolinians made quick repairs and by 1870 had added another 150 miles of new track. By the end of the century, North Carolina was proud to have over 3800 miles of railroads, criss-crossing almost every county within the state. The end of the century also brought many railroad mergers



North Carolina Railroad Company stock certificate.

Locomotive on the North Carolina Railroad.



less than 10 miles from Weldon, that was not connected until the 1850s.

Although the 1833 Convention seemed to embrace east-west railroads in favor of north-south railroads, it was soon apparent that this is not what immediately transpired within North Carolina. The 1840s and early 1850s soon rectified this situation with the commencement of nothing but east-west railroad lines.

In 1839, a French observer noted that "Americans exhibit a perfect

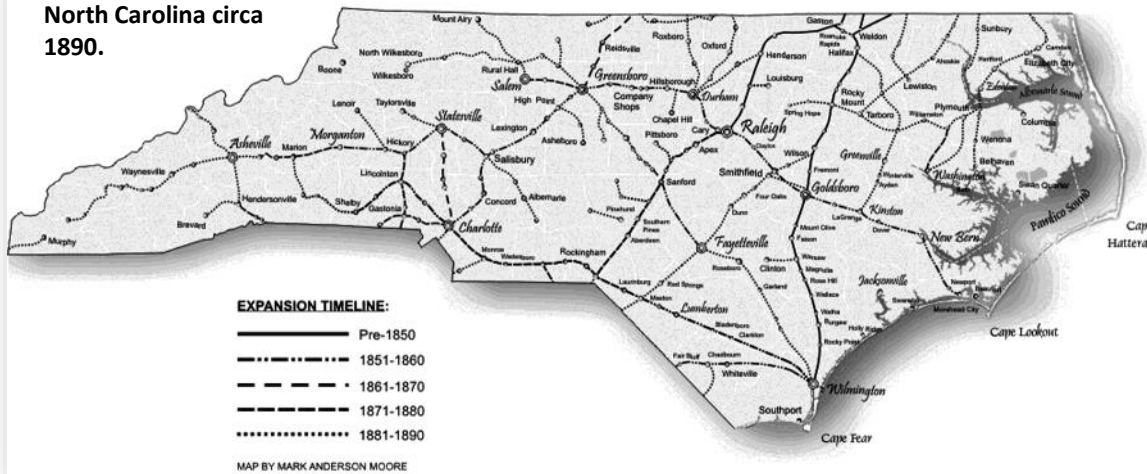
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local communities and counties quickly realized that a good part of their "history" was evaporating, so many abandoned lines were re-acquired by local interests and made operational once again in the 1980s and 1990s.

With the many mergers of

Principle rail lines in North Carolina circa 1890.



and the conglomerates that continued to dominate the twentieth century.

It is rather an understatement to say that the railroad transformed the state of North Carolina like nothing had before, or perhaps, will again. The U.S. Highways and Interstates of the 20th century come very close, but even these are directly linked to the railroads of the 19th century. In the 1840s, the first railroad towns began to emerge along the snaking steel rails where farmland once held firm. Thousands of little depots, hamlets, and thriving cities began to evolve along the railroad well into the early twentieth century. Many have since

faded away into oblivion.

Interestingly, many existing towns did not want the railroad to even come near them. Few of these visionless towns continue to this day, although some do thanks to other valuable assets.

In the late 1880s and early 1890s, 16 cities and towns began construction of horse-drawn Street Railways that quickly evolved into electric systems. These progressive towns and cities grew their systems until the automobile and bus companies proved to be cheaper alternatives in the 1930s.

Railroading peaked in North Carolina around 1930, with approximately 4800 miles of track in operation. The coming of the automobile and the freight trucking lines, highways began to assume dominance over the railroads - and this fate was sealed when the U.S. Interstate Highways came along in the 1950s and 1960s. Many railroad lines began to be non-profitable, so these were soon abandoned. Many

the early twentieth century and the consolidation of lines as well as the elimination of unprofitable lines by the bigger companies, many railroad towns began to fade away. They either found some other reason to exist or they too were abandoned. Quite a few did not survive to the 21st century.

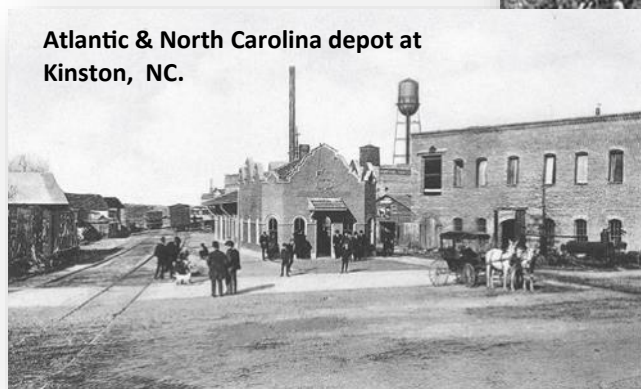
Railroads not only transported goods and materials from one location to another, they brought new jobs and careers to hundreds of thousands of North Carolinians across the decades. Many dreamed of being engineers or conductors. More realistically, most worked in the railroad offices, calculating freight bills, calculating routes, invoicing shippers, processing payments, and even making coffee for the boss. Many more maintained the tracks, the stations, and the equipment. As these were upgraded to better and better standards it took less people for the maintenance and operations efforts, but many continue to keep the railroads running to this day.



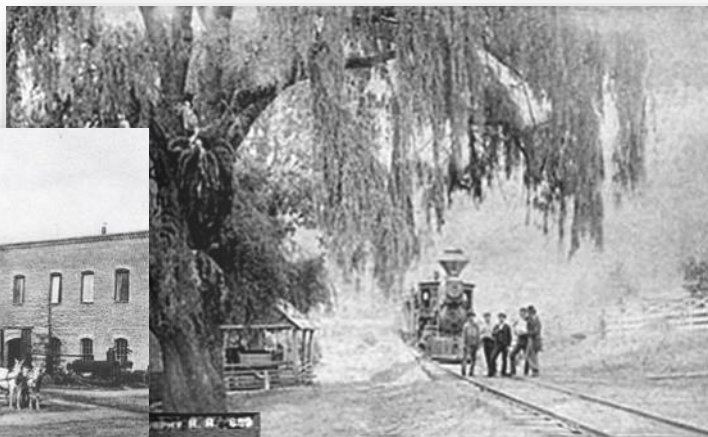
Richmond & Danville Forney locomotive.

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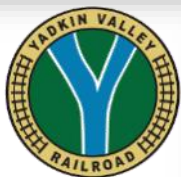
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Atlantic & North Carolina depot at Kinston, NC.



Halls station on the Murphy Branch.



A historical list of the railroads in North Carolina is attached as it was too long to include in the newsletter. *Ed.*

Currently the North Carolina Railroad provides Amtrak service in the state.

Carolwood Pacific Railroad

Provided by Phil Abers

The Carolwood Pacific Railroad was a 7 ¼ in gauge, live steam backyard railroad, built by the American animated film producer and animator Walt Disney in the backyard of his home in Los Angeles.

Walt Disney's uncle, Michael Martin, had been a steam locomotive engineer. As a teenager in Missouri, Disney had a summer job selling newspapers, candy, fruit,

and soda on the ATSF. Disney loved the uniform, the trains, the candy, and the chance to see the country.

It was Disney's lifelong fascination with the railroad that in 1950 led to the building of the Carolwood Pacific Railroad. Even before that a huge Lionel layout in a room adjacent to his office at the Studio.

With his daughters and their friends happily in tow in his backyard, Disney would ride on his ½-mile-long, miniature railroad. This inspired him to include a railroad as the backbone of his family-oriented Disneyland theme park, which opened in Anaheim, Califor-

nia in 1955.

In 1949, Walt Disney moved his family to 355 N. Carolwood Drive, adjacent to the city-owned bridle trail and stream, in the Holmby Hills district of Los Angeles. Inspired by his animators Ward Kimball and Ollie Johnston who had backyard railroads, Disney launched construction of a live steam locomotive, rolling stock - such as gondolas and a caboose, trackage, and a small storage barn modeled in miniature from one in Marceline, Missouri of his youth.

The locomotive was patterned



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after the Central Pacific No. 173, a historic wood-burning engine brought aboard ship from the East Coast "around the Horn" and assembled in California to begin construction of the transcontinental railroad eastward through the Rocky Mountains. To keep the initials identical on the CPRR #173, he named his railroad the Carolwood Pacific, in reference to his residential location on Carolwood Drive.

A total length of 2,615 feet of railway track circled the house, looped and crossed, with turnouts, gradients, a trestle 46-foot long, overpasses, and an elevated dirt berm. Lillian Disney was supportive of her husband's train hobby, although she vetoed a track through her flower beds, causing him instead to install a 90 ft "S" curved tunnel beneath them. The tunnel would subsequently serve as the storage area for most of the rolling stock.

Disney admired the beautiful proportions and overall appearance of Central Pacific #173, which became the prototype of the 1:8-scale live steam working model fabricated by Roger E. Broggie in the Walt Disney Studios machine shop. Southern Pacific draftsman David L. Joslyn provided the sixth-scale drawings, based on the CPRR #173's specifications which were found in a warehouse of the railroad's old company records, and Disney himself spent many hours building parts for this engine, such as the smoke stack, the flagpoles, and other small parts. However, most of the precision machining was done by studio technicians. On each side of the cab, the locomotive was labeled *Lilly Belle* to honor his wife Lillian Disney.

Like the prototype, the working live steam locomotive was an American type with a 4-4-0 wheel arrangement. A miniature live steam engine of this type is large enough for the engineer to ride upon the tender, and can pull many cars carrying passengers around the track. The caboose was used for carrying the brakeman, and special attention was paid to its interior by Disney, who fabricated many of its details, including miniature magazines cut from back issue order forms pasted on cardboard then feathered at the edges, and a miniature cast iron pot-bellied stove which he advertised for sale in model railroad magazines.

Walt Disney controlled the track of his backyard Carolwood Pacific Railroad from a special barn. It was the central headquarters for the railroad's operations, with a central control console which included a fully functional signal system utilizing block signaling lights on the control panel indicate the presence of a train in a particular track segment and update the signals accordingly. The barn also served as the storage facility for his caboose.

The barn was also a place where Disney retreated when needing to relax or develop new ideas.



The Lilly Belle shown on display at the Disneyland Main Station in 1993.

The *Lilly Belle* first ran on the

Carolwood Pacific Railroad on May 7, 1950. Disney used the train to entertain his daughters, their friends, and the children of friends who would visit for dinner, and sometimes the adults themselves. Soon the whole neighborhood was showing up to the house on weekends for train rides. He spent thousands of hours working on and tinkering with his train.

The backyard railroad is credited with being part of his inspiration for the creation of Disneyland, first of the Walt Disney company theme parks. The first designs included a full-scale live steam railroad that circled the park, a design feature which was retained in each iteration and was finally built around the finished project in Anaheim, California. The existence of the Carolwood Pacific Railroad in Disney's backyard first became widely known to the outside world in the publicity relating to the opening of Disneyland in 1955. In an episode of the Disneyland television show detailing the "behind the scenes" creation of cartoons, sections of track were placed temporarily in various locations within the studios, and Disney aboard the *Lilly Belle* was filmed transporting the audience as a "vehicle" to establish new locations.

Walt Disney personally owned *Retlaw* ("Walter" spelled backwards) which operated on the Santa Fe and Disneyland Railroad, as well as the facsimile steamboat *Mark Twain* at Disneyland. Cast members of the railroad, the Viewliner, and later the Monorail, had their paychecks personally signed by him. His attention to the Carolwood Pacific waned with his operation of his new full sized toy trains. *Retlaw* was the very

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last holdout franchise to concede ownership and sell to the Disneyland Resort.

More than 60 years since Disneyland opened, Disney's love of railroads has become an integral part of the Disney tradition. In addition to the original Disneyland in California, there are now railroads circling the Magic Kingdom in Florida, Disneyland Paris in France, and Hong Kong Disneyland in Hong Kong, as well as a scenic train ride attraction at Tokyo Disneyland in Japan.

Disney's fascination with mass transportation led to the now eponymous Disneyland Monorail System attraction, and its full-fledged transportation system sister Walt Disney World Monorail System in Florida which both serve as a true form of mass transportation serving more than five million guests annually.

When the Holmby Hills home was later sold, Walt Disney's historic barn was about to be demolished to make room for a mansion of maximum square footage. In 1998, through the efforts of the Walt Disney Family Foundation and others, the barn was purchased by Disney's heirs and relocated on permanent loan to an enclave within the Los

Angeles Live Steamers (LALS) Railroad Museum at Griffith Park in Los Angeles.

With the exception of a cedar shake roof which was replaced with fire-safe shingles, 98% of the barn is original. Disney shaved in the mirror and basin, washed his hands with the Boraxo dispenser, and sharpened his pencils with the grinder on display. He telephoned the house on the antique butter stamp phone, and operated the track switches from the control board near the telegraph key.

The Carolwood Pacific Historical Society docents and volunteers open the barn to the public for self-guided tours and are on hand to answer questions. Inside are displays of Walt Disney's trains, plus artifacts from Disneyland, LALS (of which Walt was a member), and other Disney railroad-related memorabilia.

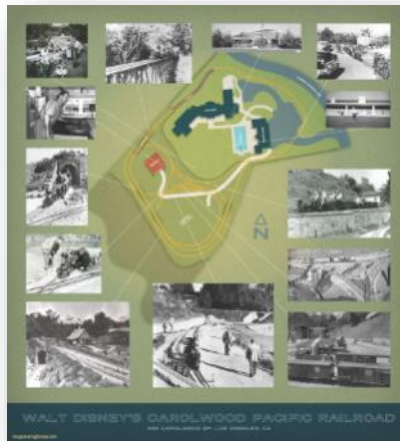
Since 2009, Carolwood Pacific's *Lilly Belle*

and much of the railroad's rolling stock has been on display at the Walt Disney Family Museum in San Francisco, along with thousands of other artifacts of Disney's life and career.

A mini-museum devoted to Walt's love of railroads, including several pieces of rolling stock from the Carolwood Pacific, is located in the Villas at Wilderness Lodge, at Walt Disney World Resort in Orlando, Florida.

Locomotive No. 2 *Lilly Belle* at Walt Disney World Resort is named in honor of its Carolwood Pacific namesake. On October 21, 2003, Walt Disney World railroad steam engine No. 3 was rededicated the *Roger E. Broggie* in honor of the late, longtime Disney Imagineer, who had been named a Disney Legend in 1990. Broggie had apprenticed Walt as a machinist as they built the original *Lilly Belle* for Walt's backyard Carolwood Pacific Railroad.

As of 2013, when the house built to replace Disney's residence was on the market for \$90 million, the tunnel from the railroad was still in place.



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