

Carolina Conductor



Volume 7 Number 6

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 & Hub City RR Museum

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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Articles can be submitted anytime.

Heritage Units

*Early EMD paint schemes that are now what we would consider Heritage Units.
Many of these railroads no longer exist thus the heritage designation. Ed.*



Atlantic and North Carolina Railroad Company was incorporated under act of the North Carolina Legislature, ratified December 27, 1852, and was organized on January 20, 1854.

Atlantic and North Carolina Railroad Company constructed 96.1 miles of 5 ft gauge railroad line between Morehead City, North Carolina and Goldsboro, North Carolina through New Bern, North Carolina.



The Atlantic Coast Line Railroad is a former U. S. Class I railroad from 1900 until 1967, when it merged with long-time rival Seaboard Air Line Railroad to form the Seaboard Coast Line Railroad. Much of the original ACL network has been part of CSX Transportation since 1986.

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President's Message

Although there is no regular monthly meeting the photo contest is still being held per the instructions accompanying this newsletter. You have until the 19th of June to submit up to three 8 x 10 inch 300 dpi photos in the three categories—Steam, Diesel, and Other.

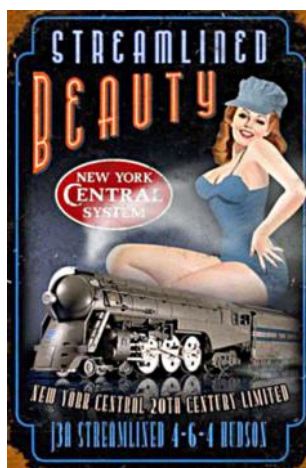
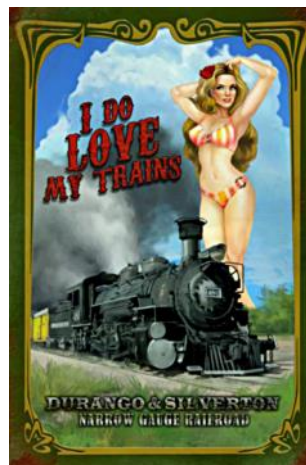
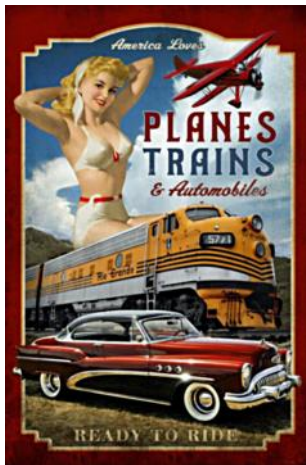
Our president is still under the weather so has filed no report this month. Hopefully he will be recovered by the July issue and we are able to resume regular monthly meetings soon..

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The Union Pacific Railroad is a freight-hauling railroad that operates 8,300 locomotives over 32,200 miles routes in 23 U.S. states west of Chicago and New Orleans. The UP system is the second largest in the United States after BNSF and is one of the world's largest transportation companies. The Union Pacific Railroad is the principal operating company of the Union Pacific Corporation, both headquartered in Omaha, Nebraska. Only railroad to still exist in name and color scheme.

Founded in 1862, the original Union Pacific Rail Road was part of the First Transcontinental Railroad project, later known as the Overland Route. The railroad was absorbed by the Union Pacific Railway in 1880, which was absorbed by the Union Pacific Railroad in 1897. Over the next century, UP absorbed the MP, the CNW, the WP, the MKT and the CRIP.

In 1998, the Union Pacific merged with SP, itself a giant system that was absorbed by the DRGW maintaining the Southern Pacific name. Today, Union Pacific and its chief competitor, BNSF Railway, the nation's largest freight railroad by volume, have a duopoly on transcontinental freight rail lines in the western United States.



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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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The Baltimore and Ohio Railroad was the first common carrier railroad and the oldest railroad in the United States, with its first section opening in 1830. Merchants from the city of Baltimore, which had benefitted to some extent from the construction of the National Road early in the century, wanted to continue to compete for trade with trans-Appalachian settlers with the newly constructed Erie Canal (which served New York City), another canal being proposed by Pennsylvania (which would have connected Philadelphia and Pittsburgh), the Chesapeake and Ohio Canal (which connected to the nation's capital, Washington, D.C.), and the James River Canal, which directed traffic toward Richmond and Norfolk, Virginia. At first the B&O was located entirely in the state of Maryland, its original line extending from the port of Baltimore west to Sandy Hook.

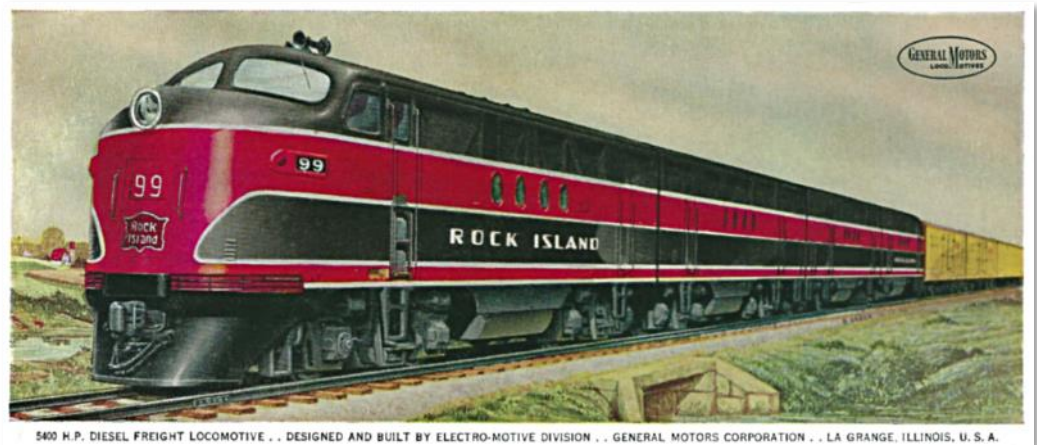


The Boston and Maine Corporation, known as the Boston and Maine Railroad, was a U.S. Class I railroad in northern New England. It became part of what is now the Pan Am Railways network in 1983.

At the end of 1970, B&M operated 1,515 route-miles on 2,481 miles of track, not including Springfield Terminal. That year it reported 2,744 million ton-miles of revenue freight and 92 million passenger-miles.

The Chicago, Rock Island and Pacific Railroad (CRI&P RR, sometimes called *Chicago, Rock Island and Pacific Railway*) was a Class I railroad in the United States. It was also known as the Rock Island Line, or, in its final years, The Rock.

At the end of 1970, it operated 7,183 miles of road on 10,669 miles of track; that year it reported 20,557 million ton-miles of revenue freight and 118 million passenger-miles. (Those totals may or may not include the former Burlington-Rock Island Railroad.) The song "Rock Island Line", a spiritual from the late 1920s first recorded in 1934, was inspired by the railway.



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The Great Northern Railway was an American Class I railroad. Running from Saint Paul, Minnesota, to Seattle, Washington, it was the creation of 19th-century railroad entrepreneur James J. Hill and was developed from the Saint Paul & Pacific Railroad. The Great Northern's route was the northernmost transcontinental railroad route in the U.S.

In 1970 the Great Northern Railway merged with three other railroads to form the Burlington Northern Railroad, which merged in 1996 with the AT&S Railway to form the Burlington Northern and Santa Fe Railway. The Great Northern was the only successfully built privately funded transcontinental railroad in U.S. history. No federal subsidies were used during its construction, unlike all other transcontinental railroads.

The Denver & Rio Grande Western Railroad (reporting mark DRGW), often shortened to *Rio Grande*, D&RG or D&RGW, formerly the Denver & Rio Grande Railroad, was an American Class I railroad company. The railroad started as a 3 ft narrow-gauge line running south from Denver, Colorado in 1870. It served mainly as a transcontinental bridge line between Denver, and Salt Lake City, Utah. The Rio Grande was also a major origin of coal and mineral traffic.

The Rio Grande was the epitome of mountain railroading, with a motto of *Through the Rockies, not around them* and later *Main line through the Rockies*, both referring to the Rocky Mountains. The D&RGW operated the highest mainline rail line in the United States, over the 10,240 feet Tennessee Pass in Colorado, and the famed routes through the Moffat Tunnel and the Royal Gorge.



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The Erie Railroad was a railroad that operated in the **north-eastern United States**, originally connecting New York City — more specifically Jersey City, New Jersey, where Erie's former terminal, long demolished, used to stand — with Lake Erie. It expanded west to Chicago with its 1941 merger with the former Atlantic and Great Western Railroad, also known as the New York, Pennsylvania and Ohio Railroad (NYPANO RR).

Its mainline route proved influential in the development and economic growth of the Southern Tier, including cities such as Binghamton, Elmira, and Hornell. The Erie Railroad repair shops were located in Hornell and were Hornell's largest employer. Hornell was also where Erie's main line split into two routes, one north to Buffalo and the other west to Cleveland.



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The Delaware, Lackawanna & Western Railroad (also known as the DL&W or Lackawanna Railroad) was a U.S. Class 1 railroad that connected Buffalo, New York, and Hoboken, New Jersey (and by ferry with New York City), a distance of about 400 miles. Incorporated in 1853, the DL&W was profitable during the first two decades of the twentieth century, but its margins were gradually hurt by declining traffic in coal and competition from trucks. In 1960, the DL&W merged with rival Erie

The Lehigh Valley Railroad was one of a number of railroads built in the northeastern United States primarily to haul anthracite coal. The railroad was authorized on April 21, 1846, for freight and transportation of passengers, goods, wares, merchandise and minerals in the U.S. state of Pennsylvania and the railroad was incorporated/established on September 20, 1847, as the Delaware, Lehigh, Schuylkill and Susquehanna Railroad Company.

On January 7, 1853, the railroad's name was changed to Lehigh Valley Railroad. It was sometimes known as the Route of the Black Diamond. At the time, anthracite was transported by boat down the Lehigh River; the railroad was meant to be faster transportation. The railroad ended operations in 1976 and merged into Conrail along with several northeastern railroads that same year.



The Minneapolis and St. Louis Railway an American Class I railroad that built and operated lines radiating south and west from Minneapolis, Minnesota for 90 years from 1870 to 1960. The railway never reached St. Louis.

The railway's most important route was between Minneapolis and Peoria; a second major route extended from Minneapolis into eastern South Dakota, and other trackage served areas in north-central Iowa and south-central Minnesota.

The M&StL was founded in 1870 and expanded through line construction and acquisition until the early 20th century. Most of the railway's routes saw only relatively light traffic, and consequently the company's financial position was frequently precarious; the railroad operated under bankruptcy protection between 1923 and 1943. The M&StL was acquired by the Chicago and North Western Railway in 1960, and much of its former trackage was abandoned.

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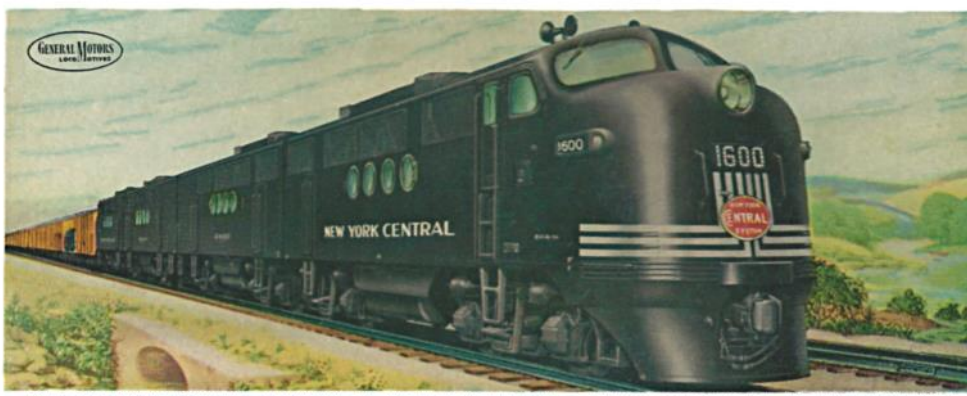
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The Chicago, Milwaukee, St. Paul and Pacific Railroad, often referred to as the "Milwaukee Road", was a Class I railroad that operated in the Midwest and Northwest of the United States from 1847 until 1986.

The company experienced financial difficulty through the 1970s and 1980s, including bankruptcy in 1977. In 1980, it abandoned its Pacific Extension, which included track in the states of Montana, Idaho, and Washington. The remaining system was merged into the Soo Line Railroad, a subsidiary of Canadian Pacific Railway, on January 1, 1986. Much of its historical trackage remains in use by other railroads. The company brand is commemorated by buildings like the historic Milwaukee Road Depot in Minneapolis and preserved locomotives such as Milwaukee Road #261 which operates excursion trains.



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NYC freight paint scheme. ↑

↓ NYC passenger paint scheme.



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The New York Central Railroad was a railroad primarily operating in the Great Lakes and Mid-Atlantic regions of the United States. The railroad primarily connected greater New York and Boston in the east with Chicago and St. Louis in the Midwest along with the intermediate cities of Albany, Buffalo, Cleveland, Cincinnati, Detroit, and Syracuse. New York Central was headquartered in New York City's New York Central Building, adjacent to its largest station, Grand Central Terminal.

The railroad was established in 1853, consolidating several existing railroad companies. In 1968 the NYC merged with its former rival, the Pennsylvania, to form Penn Central. Penn Central went bankrupt in 1970 and merged into Conrail in 1976. Conrail was broken up in 1998, and portions of its system were transferred to CSX and Norfolk Southern Railway, with CSX acquiring most of the old New York Central trackage.

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The Northern Pacific Railway was a transcontinental railroad that operated across the northern tier of the western United States, from Minnesota to the Pacific Northwest. It was approved by Congress in 1864 and given nearly forty million acres of land grants, to raise money in Europe for construction.

Construction began in 1870 and the main line opened all the way from the Great Lakes to the Pacific on September 8, 1883. The railroad had about 6,800 miles of track and served a large area, including extensive trackage in the states of Idaho, Minnesota, Montana, North Dakota, Oregon, Washington, and Wisconsin. In addition, the NP had an international branch to Winnipeg, Manitoba, Canada. The main activities were shipping wheat and other farm products, cattle, timber, and minerals; bringing in consumer goods, transporting passengers; and selling land.



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The Reading Company was a company that was involved in the railroad industry in southeast Pennsylvania and neighboring states from 1924 until 1976.

The Reading Company was a railroad holding company for the majority of its existence and was a (single) railroad during its later years. It was a successor to the Philadelphia and Reading Railway Company founded in 1833. Until the decline in anthracite loadings in the Coal Region after World

War II, it was one of the most prosperous corporations in the United States

Competition with the modern trucking industry that used the Interstate highway system for short distance transportation of goods, forcing it into bankruptcy in the 1970s. Its railroad operations were merged into Conrail in 1976, but the corporation lasted into 2000, disposing of valuable real estate holdings.

The Southern Railway is a class 1 railroad that was based in the Southern United States. The railroad is the product of nearly 150 predecessor lines that were combined, reorganized and recombined beginning in the 1830s, formally becoming the Southern Railway in 1894.

The railroad joined forces with the Norfolk and Western Railway in 1982 to form the Norfolk Southern Corporation. The Norfolk Southern Corporation was created in response to the creation of the CSX Corporation. Southern and N&W continued as operating companies of Norfolk Southern until 1982, when Norfolk Southern merged nearly all N&W's operations into Southern to form the Norfolk Southern Railway.



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The Western Pacific Railroad was a Class I **railroad** in the United States. It was formed in 1903 as an attempt to break the near monopoly the Southern Pacific Railroad had on rail service into northern California. WP's Feather River Route directly competed with SP's portion of the Overland Route for rail traffic between Salt Lake City/Ogden, Utah, and Oakland, California, for nearly 80 years. In 1982, the Western Pacific was acquired by the Union Pacific Corporation and it was soon merged into their Union Pacific Railroad. The Western Pacific was one of the original operators of the *California Zephyr*.



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The St. Louis Southwestern Railway Company, known by its nickname of "The Cotton Belt Route" or simply "Cotton Belt", is a former US Class I railroad which operated between St. Louis, Missouri, and various points in the states of Arkansas, Tennessee, Louisiana, and Texas from 1891 to 1980. In 1980 the Cotton Belt began operating the Rock Island's Golden State Route which added the states of Kansas, Oklahoma, and New Mexico to the operation.

Operation of the Cotton Belt was assumed by parent Southern Pacific Transportation Company in 1992.



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