

Carolina Conductor



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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:

First Presbyterian Church

307 North Main Street
Fountain Inn, SC 29644

Third Friday of the Month at 7:00 p.m.

Hub City Railroad Museum and SOU Rwy Caboose #X3115:

Spartanburg Amtrak Station

298 Magnolia Street
Spartanburg, SC 29301-2330

Wednesday 10-2 & Saturday 10-2

Officers:

President: Wayne Gallman -
joegallman@bellsouth.net

Vice President: "Bo" Brown -
rub1458@charter.net

Secretary: David Winans -
dwinans4739@charter.net

Treasurer: Marv Havens -
mologging@aol.com

Directors:

Bruce Gathman -
shaygearhead@bellsouth.net

Bob Klempner -
bklempner@poplarspringsfd.com

Pat O'Shields -
oshields764646@bellsouth.net

Gary Wallace -
gary8392@hotmail.com

Mailing Address:

Carolina RR Heritage Association
2123 Old Spartanburg Road #129
Greer, South Carolina 29650-2704

Newsletter Editor:

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

Carolina Piedmont Railroad

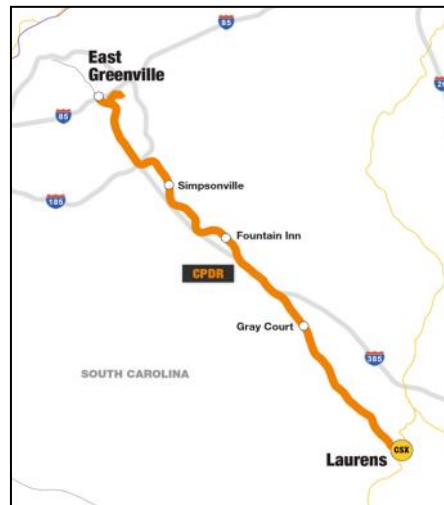


The Carolina Piedmont Railroad (reporting mark CPDR) is a class III railroad and subsidiary of Genesee & Wyoming Inc., operating in the Upstate region of South Carolina. From an interchange with CSX Transporta-

forest products, and chemicals with the railroad accumulating about 5,500 annual carloads in 2008. The railroad serves a General Electric facility that provides a source of high value cargo for the line, shipping several gas and wind turbines via rail on a weekly basis.

CPDR History

What is now the Carolina Piedmont railroad began as the Greenville and Laurens Railroad, which was chartered in 1878 and arrived in Greenville in 1882. The railroad was later merged with three others in the region to form the Port Royal and Western Carolina Railway in October 1886. In 1896, the railroad was merged, this time with the Port Royal and Augusta Railway to create the Charleston and Western Carolina Railway, and was promptly acquired by the Atlantic Coast Line in 1897.



tion at Laurens the railroad runs 34 miles to the northwest, terminating at East Greenville.

Primary commodities include plastic resins, gas turbines, wind turbines, food products,



Charlesten & Western Carolina #209

Continued on Page 3 - CPDR

Museum Happenings



↑ The “Red Caboose” was awarded to Pat O’Shields for his meritorious service to the CRHA with countless hours spent on the caboose restoration and other museum projects.



↑ Another first time customer comes to talk to Santa Claus at the caboose.



↑ The Christmas potluck meeting was well attended and great food was to be had. Why is that Bob Klempler is always in the front of the line?

← New shelves for additional archives to be transferred to the museum.



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 railway history and news.

Continued from Page 1 - CPDR

Additional mergers came in 1959, as the Charleston & Western Carolina was formally merged into the Atlantic Coast Line. The ACL was merged into the Seaboard Coast Line in 1967, and the SCL was merged into the Seaboard System in 1983. The final merger came in 1986, when the Seaboard System was merged into CSX Transportation.

Shortline Service Begins

Annual carloads amounted to about 8,000 in 1988, which prompted CSX to sell the portion from Laurens to a point short of downtown Greenville to the Carolina Piedmont Railroad on November 5, 1990. A key factor in the sale was the fact that the line could not support intermodal or automotive shipments on account of low clearances. The railroad was operated as a division of the South Carolina Central Railroad, a subsidiary of RailTex. For the year 1995, about 6,000 annual carloads originated or terminated on the line.



RailTex CPDR #8383

Expansion and Acquisition

In April 1997, the railroad acquired the Greenville and Northern Railway, running from Greenville to Travelers Rest for a distance of 11.8 miles. The G&N was slated for abandonment, along with 3.2 miles of track located at the end of the Carolina Piedmont near the Greenville Downtown Airport.

The Greenville and Northern Railroad (reporting mark GRN) was a shortline railroad formerly operating between Travelers Rest and Greenville, South Carolina, 11.3 miles. The railroad was part of the Pinsky Railroad

Greenville & Northern RR

Company after 1957 before being purchased by RailTex in 1997. Operations ended in February 1998 and the railroad was abandoned in 2005.

G&N History

The Carolina, Knoxville and Western Railway completed construction of the railroad north out of Greenville in 1887, reaching Marietta in November 1888 and River Falls in March 1899. The railroad was



Early G&N motive power #1 an SW-1.

not successful and was abandoned until 1904 when the Greenville and Knoxville Railroad was formed to reopen the line. In 1914 the railroad once again reorganized as the Greenville and Western Railroad, and re-chartered as the Greenville and Northern in 1920. After being cut back to Travelers Rest the remaining line was purchased by the Pinsky Railroad Company in July 1957.

In 1967, Jones Tours (named after Pickens Railways' owner, James T. Jones) ended its rail-excursion service and parked both trains on a siding of the Greenville and Northern at Travelers Rest, South Carolina. From there, they were moved to the scrap yard in 1970.

CPDR Primary traffic included scrap, cotton waste, vermiculite, peat moss, paper, lumber, and chemicals, generating approximately 2,000 carloads in 1993. Annual carloads over the line declined from 1,642 in 1994 to 1,066 by 1996. The railroad interchanged with Norfolk Southern and CSX Transporta-

Continued on Page 4 - CPDR

Continued from Page 3 - CPDR



The BLH RP-210 "Xplorer train stored on the G&N near Travelers Rest.

tion at Greenville near the end of its life, as well as numerous predecessor railroads to both companies.

On April 24, 1997, the Carolina Piedmont Railroad acquired the entire line from Greenville to Travelers Rest and on May 28, 1999, Greenville County purchased the Greenville and Northern from the Carolina Piedmont Railroad. The railroad was abandoned in 2005 and was converted for use as the Swamp Rabbit Trail rail trail which opened in 2009.

However, on May 28, 1999, the railroad reached an agreement with the Greenville County Economic Development Corporation (GCEDC) to purchase both sections in their entirety. The Greenville & Northern was converted into the Swamp Rabbit Trail walking trail after the GCEDC failed to find a new operator, while the southern portion was operated by the Carolina Piedmont under contract by the GCEDC and is primarily used for railcar storage.

An additional change came in 2000 as the South Carolina Central's parent company, RailTex, was purchased by RailAmerica. Around the same time the

railroad teamed with General Electric to upgrade rail infrastructure to accommodate heavy turbine loads originating from the Greenville facility. Heavier rail was installed, and significant upgrades to the ballast and roadbed were made.

The railroad continued to operate under RailAmerica, hauling 5,529 annual carloads in 2008. until December 2012 when RailAmerica was absorbed into the competitor Genesee & Wyoming company.

Current CPDR Locomotive Roster

The CPDR currently owns three locomotives, all of which being EMD GP38-2s.

CPDR GP38-2 2079:Build Date:11/79:Ex-CPDR 3881 < CFE 3881 < NREX 3881 < nee CNW 4613.

CPDR GP38-2 2007:Build Date:9/69:Ex-CPDR 3899, [GMTX 2659] < LLPX 2740 < NS 2740 < nee Sou GP38 2740.

CPDR GP38-2 2149:Build Date:10/74:Ex-NS 5158 < nee CG/Sou 5158.

Day to Day Operations

NB Crew starts working the yard in Laurens around 10:00 AM and is out anywhere from 10:10-11:00. Crew runs around their train at East Greenville, where they take the train back south to Sealed Air in Simpsonville where they tie down. SB Crew is out of Simpsonville anywhere from 10:00-11:00 PM. This crew takes the train all the way back to Laurens. Regular train is M-F. They will run Saturday for as needed GE Turbine moves.



CPDR General Electric turbine special train headed to Laurens for exchange with the CSX.

Greenwood RR Historical Center



The Museum & Railroad Historical Center of Greenwood is located in Greenwood, South Carolina. It offers a collection and interpretation of the history of the Lakelands region of South Carolina, especially Greenwood County.

The Museum was established in 1967 by James West Durst with the help of Bill Pittendreigh and Congressman William Jennings Bryan Dorn, and other community volunteers. The Museum opened to the public in 1970 with one room of displays in an old armory building on Phoenix Street. The museum moved in 1982 to the current facility at 106 Main Street, next to the Greenwood Theatre and former Federal Post Office.

In 2000 the Railroad Historical Center donated its equipment and railway memorabilia to The Museum, creating the Museum and Railroad Historical Center. In 2015 the Museum received state funding to restore the locomotive and five passenger cars and a caboose. Three of those items are from Greenwood's own "Piedmont & Northern Railway", of four surviving in the country. The P&N was an electric railway started by Southern Electric Co (Duke Power/Energy now) and moved passengers with interurbans between Greenwood & Spartanburg as well as an unconnected segment between Charlotte and Gastonia. The plan was to connect the lines by the Southern Railway used its power to block the connection, requiring freight travelling between the two segments to pass over Southern rails.

The railroad center is open for tours on Saturdays May–September, or by appointment in advance, and tour guides take visitors through a 1906 steam engine, 1914 interurban, 1937 "American Flyer" coach, 1924 Lackawanna "Diner-Lounge", a 1942 Pullman Sleeper "American Liberty", and a vintage P&N caboose. Visi-

tors also are allowed into the Piedmont & Northern's Business Car #2101 "Carolina" built in 1914 and filled with mahogany and brass, used by the P&N board members, such as Mr. James Self, and President Frank Cothran. A business car or office car was a 20th-century version of a private jet with the luxury and prestige of a yacht. The only other surviving P&N item is an electric freight locomotive at the North Carolina Transportation Museum in Spencer.

ROCKTON & RION #19

The Baldwin Locomotive Works built #19 and is known as a 2-8-2 "Mikado". This specific engine, Baldwin construction number 29383, rolled out in September of 1906, destined for the Woodward Iron Company of Alabama for use hauling pig iron.



Rockton & Rion #19 at Greenwood museum.

After 32 years of service, the Woodward Company decided to purchase one of the newer diesels, and #19 was sent to a dealer in Atlanta; she still carries the dealer's brand stamped into her frame today. South Carolina's Rockton and Rion Railway, a granite hauling quarry railroad near Winnsboro, SC, purchased her in 1936 and used her into the 1960s, at some point replacing her old riveted tender body with a new all-welded one. In 1961, Alabama's Woodward Company parted with thirty-one, and the Rockton & Rion purchased her as their fourth steam locomotive - the 19, 20, 31 and ex-ACL 712 - some of the last steamers in revenue freight service in America. All these engines survive today! Sister engine

Continued from Page 5 - Greenwood

#31 found a home in Waycross, Georgia: #20, a small tank engine used as the quarry switcher, found a home in Yonah Station, Georgia; while the #712 remained in the Rockton & Rion quarry when it became the South Carolina State Railroad Museum.

However, by 1963, Rockton & Rion succumbed to the new diesels, and put the nineteen up for sale. Enter L.B. Adams and Charles Herndon, Jr., along with other Greenwood area railway enthusiasts. In 1969, Adams and Herndon saw an advertisement for #19 for sale in a Greenville newspaper, for the grand sum of \$11,000. They purchased the engine and tender to preserve the area's railway heritage for posterity, and Greenwood's Railroad Historical Center was born!

#19 was cosmetically restored in 2014 and sits at the front of a display of railroading's Golden Age, at 908 South Main Street in Greenwood, S.C., a proud reminder of the immense role the railroad played in the prospering of the Southeast and, indeed, the country, in the latter half of the 19th Century and the first half of the 20th Century.

Something so special is how intact the locomotive is, with all gauges and knobs present in the locomotive, or safely stored inside. Visitors are welcome to ring her vintage bell on their tour as learn about operating a steam engine and the two men who ran #19 for many years.

A few specifications: #19 weighs over 103 tons. The tender holds 7,000 gallons of water and 10 or 11 tons of coal. As delivered the locomotive was painted Tuscan red with gold lining and a silver in Baldwin Style 291, completed to Finish "F10", complete with planished iron boiler jacket, and gloss black smokebox fitted with lipped chimney and acetylene arc headlamp. The tender tank was of a riveted pattern with flanged coal rail and arch bar trucks. The locomotive had Stephenson inside valve gear, as opposed to the Walschaerts. The firebox grate area is fifty-seven square feet. Coal was hand shoveled, no mechanized stoker. The drive wheels are sixty-seven inches in diameter and have a 14.5 foot wheelbase.

PIEDMONT & NORTHERN INTERURBAN #2102

Piedmont & Northern Interurban Electric Multiple Unit (EMU) #2102 was built by the Southern Car

Company in 1914 as a 2500 class heavyweight interurban trailer (unpowered passenger car with control stand for operating a powered EMU's engine via cables). After an increase in traffic necessitated more interurbans, the 2500 class trailer was rebuilt as #2102 with six hundred volt motors and a trolley pole on the roof, which connected to an overhead electrical wire. In 1924 the ten foot baggage section was added along with a steam heater, making #2102 completely self-sufficient!

The #2102 saw service on the South Carolina section of the P&N, between Greenwood and Spartanburg, and later on the North Carolina line near Charlotte, the two segments were never connected as the



larger Southern Railway did not want the competition, and as such used their political power to block any connection from ever occurring, also requiring P&N equipment being transferred between lines to be shipped over Southern rails, for a fee.

In the 1940s, the Interstate Commerce Commission (ICC) required the P&N to upgrade its voltage to 1500 Volts DC, at which time the trolley pole was replaced with a stronger steel structure, called a pantograph. As part of this change the #2102's clerestory roof, with its ventilation windows (#2102 was never air conditioned) was sealed over, and the car updated inside, the rattan seats being replaced with wood slats.

On the 31st of October 1951, the final P&N passenger train pulled out of Greenwood, with the #2102 and business car *Carolina* bringing up the markers. Until the P&N was absorbed into the Seaboard Coast Line (later Seaboard System, and today CSX Transportation) P&N used ALCO diesels. #2102 was retained

Continued on Page 7 - Greenwood

Continued from Page 6 - Greenwood

by the P&N as a buffer car in consists for three years, until 1954. 1954 saw the conversion into an instruction car and future use for crew training. Rather than being scrapped like its fleet mates, #2102 had all its seats removed and desks placed inside. Today this is done with computer simulator, but back then a real "dummy cab" was needed, and #2102 was perfect. #2102 could be pushed or pulled by a diesel and had plenty of room for trainees in the passenger compartment, whereas taking a "dead" engine only allowed 4 or 5, and the round baggage area windows offered a perfect view. Once the P&N merged into the Seaboard Coast Line, #2102 was retired.

By 1969 the Piedmont & Northern (then part of Seaboard Coast Line) had no further use for the three ancient P&N cars: #2102, #2201 the *Carolina*, and caboose X-23, and the Railroad Historical Center obtained them in late 1969, moving them to Greenwood, where the 2102 sat untouched until 2014. Following the external restoration, 2102 has been returned to P&N red, but awaits a replica control stand as well as electrical components, to be truly restored, however the reinstallation of reversible "walk-over" seats was a major step forward.

#2102 was built as sixty-three feet long, as an interurban car, as opposed to eighty-five feet as was standard for locomotive hauled coaches of the period. #2102 was built to operate on six hundred volts Direct Current, later altered to 1500 volts. Most electric locomotives today operate on 2500 volts Alternating Current, whilst third rail subways and multiple units use 500-750 volts Direct Current. #2102 features a small smoking section with its own toilet and water cooler. #2102 has its own steam heating unit to supply steam for the radiators.

**PIEDMONT & NORTHERN
BUSINESS CAR #2201
the *CAROLINA***

The most precious and luxurious car in our collection, filled with brass and mahogany paneling with walnut inlay. The Piedmont & Northern contracted the Southern Car Company to build two parlor cars for first class service,

the 2200 *Catawba* and 2201 *Saluda* respectively. Both cars had open back vestibules, Baldwin 4 wheel bogies, rich woodwork, and luxurious lounge chairs with cocktail tables, very rare for an interurban, less than 5 of this style surviving intact (PE 1299, with a glassed in platform; P&N 2201; and IT 234, which lacked wood.)

In the 1924, as first class travel declined in the South, the Piedmont & Northern retired No 2201, retaining just 2200 *Catawba*. 2201 was rebuilt with a double length back platform (one of the largest business car platforms surviving today), two luxurious bedrooms, a washroom, full service kitchen (previously there was just a bar), and a grand conference style table in the combined dining room/observation lounge. To fit on the streets (which interurbans also run on), the P&N had to save length, and the car is about 10' shorter than a Pullman built business/office car (85'), and as such the lounge and dining room were combined, (as the car could not function without bedrooms). The car also had the 6-wheel Pullman bogies under it today added for a smoother ride at this point. Parlor Car No 2200 remained in service until 1935, at which time the back platform was rebuilt into an enclosed glass solarium.

After her refit *Saluda* was renamed *Carolina* and used by the railway's president Frank Cothran of Bradley and senior level board members such as Mr. James Self. *Carolina* was used into the 1950s and 1960s taking P&N executives over the system on inspection runs and to important meetings and conferences with other important executives. W.I. Rankin took over as President



Piedmont & Northern business car #2101.

Continued on Page 8 - Greenwood

Continued from Page7 - Greenwood

in 1948 after Cothran's retirement. It appears that sometime during this era the middle stateroom was converted to a full service washroom and either late in service or after retirement the beds in A & B were replaced. Eventually the coal fired kitchen and heating systems were modernized to gas, and was eventually sold to Mr. Adams, who along with his wife fitted the car out for backyard "camping" at the Railroad Historical Center.

fixtures adorn the lounge ceiling along with leaded glass transom "top light" windows. Down the hallway one comes to Stateroom A, where you find the bedroom designed for the two senior board members, a fine clerestory and classic GE fan. Next one finds the small washroom with a shower, and even a cigar match striker in the shower. Next is the president's stateroom, 'B', home to a massive full size bed, extremely uncommon, even in the railway president's stateroom.

Carolina's rear platform was doubled in depth in 1926, and is one of the largest surviving, even for an office car. *Carolina* being an interurban car is only sixty-three feet long, rather than eighty-five feet, so there is no separate dining room. The rear platform was tiled at one point, with a blue and white checked design. The *Carolina's* master state room is large, even by office car standards. The car was originally a parlor car with no rooms, so even the crew room has ornate paneled walls, although painted over.



P&N Carolina on display at the Greenwood museum.

Carolina has been restored to her 1920s beauty. She retains her mohair chairs, mahogany woodwork, 1914 window shades and wall sconces, and her brass porter's call buttons. Brass light



P&N caboose #X23 part of the museum collection.



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