

Carolina Conductor



Volume 9 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 & Hub City RR Museum

Meeting Site:

Fountain Inn 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

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Articles can be submitted anytime.

Southern Railway Passenger Trains

Ponce de Leon

The *Ponce de Leon* was a named train of the Southern Railway which ran from Cincinnati to Jacksonville from 1924 to the mid-1960s.

The *Ponce de Leon* departed Jacksonville at midday going north via subsidiary Georgia Southern and Florida RR to Macon and Atlanta, then on Southern's former East Tennessee, Virginia and Georgia Railroad line to Chattanooga, traveling overnight to Cincinnati via Southern subsidiary Cincinnati, New Orleans and Texas Pacific Railway. The train provided connections with the New York Central Railroad at Cincinnati for passengers headed to Detroit, Chicago, Cleveland, and Buffalo.

The *Royal Palm* alternated with the *Ponce de Leon* on a reverse schedule between Cincinnati and Jacksonville, operating during daylight hours south from Cincinnati and then overnight between Atlanta and Jacksonville. In the latter city there were connections with Florida East Coast Railway for an east coast trip to Miami, and Seaboard Air Line Railroad trains to Miami on an interior route to Tampa.

Sleepers were discontinued on the train in November 1959, and it ran as a coach-only consist until the end of operation. In 1964, Southern Railway dropped the Atlanta to Jacksonville leg of the *Ponce's* operation. By the time Southern Railway filed to discontinue the train on January 22, 1968, it was unnamed, operating as Numbers 1 and 2, but only between Cincinnati and Atlanta. The train finally disappeared from the timetable in March 1968.

607

**2 favorite trains
with famous names**

Year-round
service

to FLORIDA SUNSHINE

via and from the Great Lakes Region
via Cincinnati and the Seaboard Route

Royal Palm **Ponce de Leon**

Through sleeping car service
between Chicago, Cincinnati
and Jacksonville, and between
Detroit and Jacksonville.

Reclining-seat coaches and
lounge car between Cincinnati
and Jacksonville.

Dining car service.

Through sleeping car service
between Cleveland and Tampa,
and between Cincinnati and
Jacksonville.

Reclining-seat coaches and
lounge car between Cincinnati
and Jacksonville.

Dining car service.

 **SOUTHERN RAILWAY SYSTEM**

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Museum Happenings



↑ Bob Klempner shown working(?) on the Wi-Fi antenna installation on the depot which afforded him a unique railfan location to watch trains.



↑ The hobby shop in the caboose is stocked and ready for sales.



↑ NS train #18D from BMW to Charleston is known locally as the "Art Train" because most of the auto racks have graffiti.

Signal head once at "Paris" intermediate signal in Greenville under restoration.

It will be installed in the museum to instruct visitors what the different color lights mean. →



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.

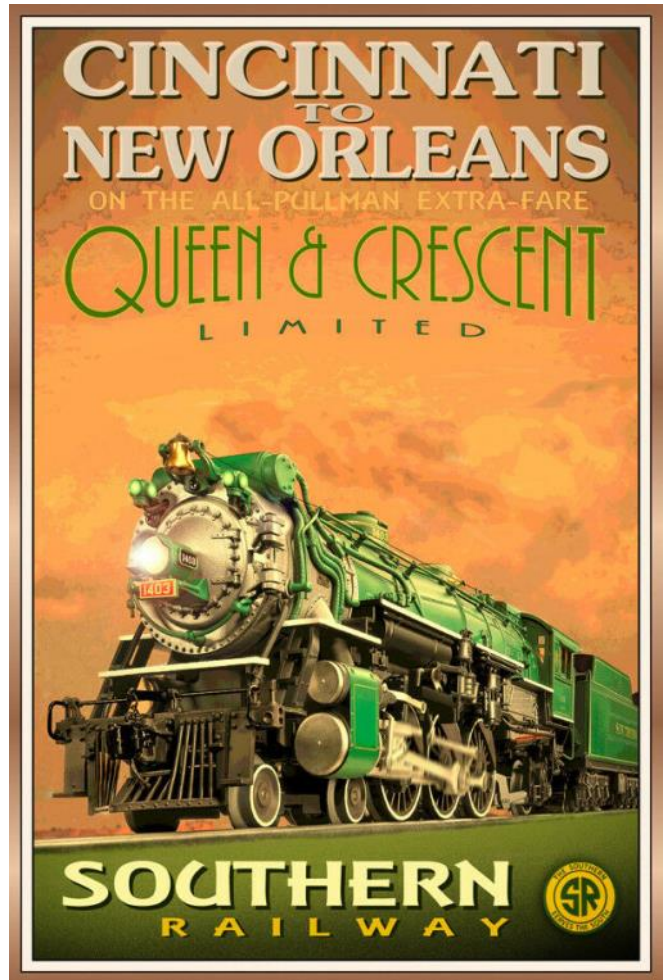
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The Ponce de Leon makes its way South from Atlanta in the mid-60s.

Queen and Crescent Limited

The *Queen and Crescent Limited* was a named passenger train operated by the Southern Railway in the United States of America. It was operated over a historic route that had been established in the



Queen & Crescent
and
SOUTHERN
RAILWAY
TO THE
SOUTH

Two Daily Trains
Cincinnati to Atlanta
Asheville, Savannah, Charleston,
Jacksonville, St. Augustine,
New Orleans and Texas Points
24 hours schedule
between Cincinnati, Jacksonville and
New Orleans
Pullman Drawing-Room Sleepers, Dining
and Observation Cars on all trains.

On and after January 5th
CHICAGO - FLORIDA SPECIAL
Through Pullman Service from Chicago, Cleveland, Detroit, Pittsburg, St. Louis, Louisville and Cincinnati to St. Augustine. Day, Compartment and Observation Cars. Only one night out — 24 hours from Cincinnati to St. Augustine.
W. I. Murphy, G. N. W. C. Richardson, G. P. A., Cincinnati, O.

late 1800s called the Queen and Crescent Route, which referred to Cincinnati as the "Queen City" and New Orleans as the "Crescent City".

The train began service in 1926 and it was never a financial success. The Southern Railway operated the *Queen and Crescent Limited* from Cincinnati to New Orleans via Lexington, Chattanooga, Birmingham, and Meridian. The new train carried both coaches and Pullman sleepers and a dining car. Its road numbers on the Southern Railway were #43 and #44.

Queen and Crescent
LIMITED
A New Train of Luxury

Southbound 11:00 P.M. Lv. Detroit Ar. 8:40 P.M. 12:30 A.M. Lv. Cleveland Ar. 1:30 P.M. 10:30 A.M. Lv. Cincinnati Ar. 11:00 A.M. 10:40 P.M. Ar. Lexington Lv. 8:45 A.M. 7:20 P.M. Ar. Chattanooga Lv. 2:10 A.M. 11:00 P.M. Ar. Birmingham Lv. 10:20 P.M. 9:50 A.M. Ar. New Orleans Lv. 12:40 P.M.	Northbound ALL-PULLMAN WITH CLUB CAR AND OBSERVATION CAR VALET, MAID, LADIES LOUNGE AND BATH CINCINNATI - NEW ORLEANS With Through Sleeping Cars Detroit-New Orleans and Cleveland-New Orleans
---	---

W. H. CALLAHAN ... Traveling Passenger Agent
J. C. VOLZ ... District Passenger Agent
932 Union Trust Bldg., CLEVELAND, OHIO
Phone Main 6236

SOUTHERN
RAILWAY SYSTEM

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The *Queen and Crescent* was removed from the timetable by 1949 and only a remnant remained: Southern operated Train numbers 43 and 44 between Birmingham and Meridian as a local.

Royal Palm

The *Royal Palm* was a named train of the Southern Railway that ran from Cincinnati to Jacksonville and then on the Florida East Coast Railway's *East Coast Champion* to Miami. The train was discontinued in 1970.

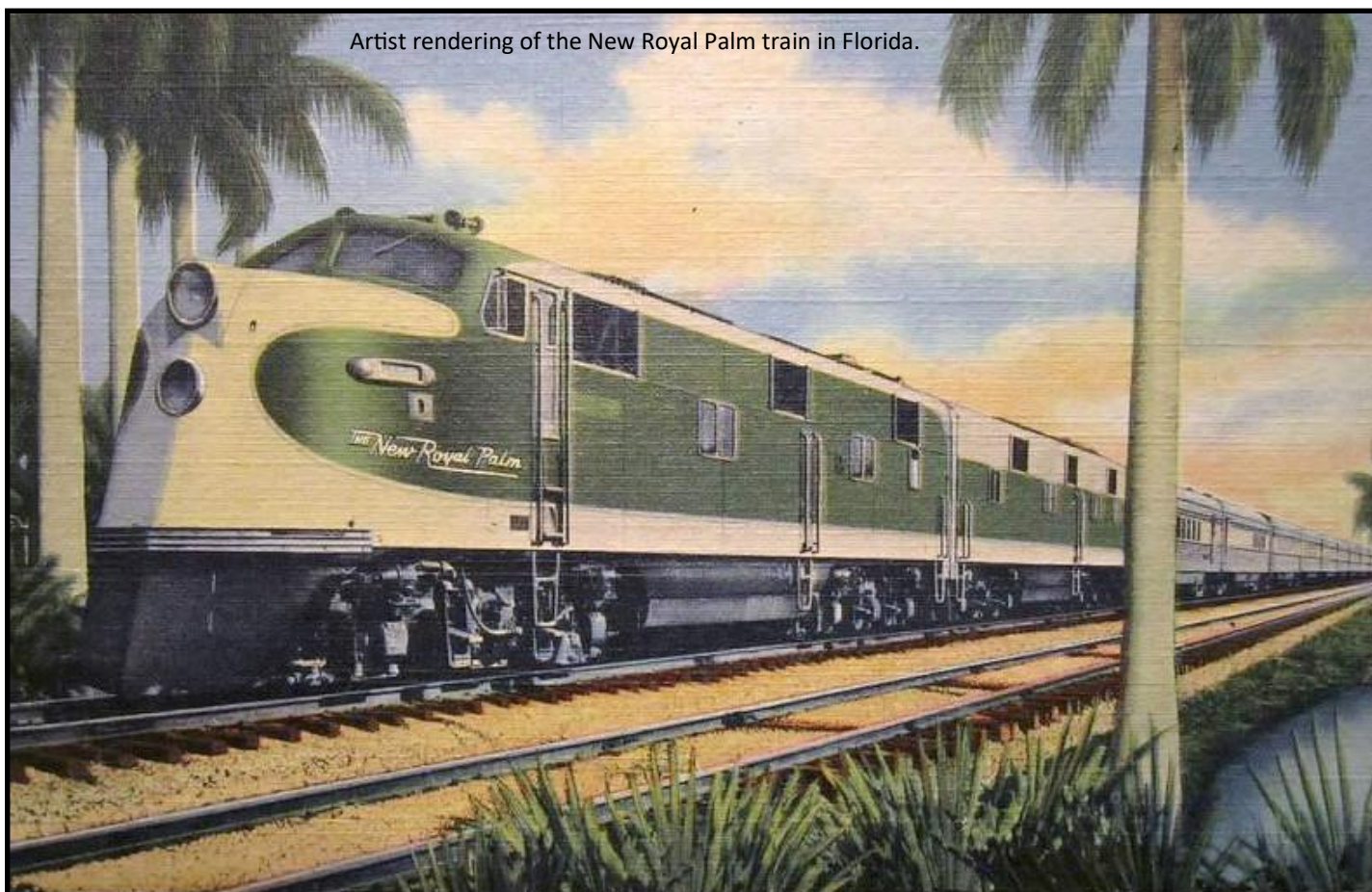
The *Royal Palm* provided connections with the New York Central Railroad at Cincinnati for passengers headed to Detroit, Cleveland and St. Louis. The Pennsylvania Railroad from Cincinnati provided a connection to Chicago. A through sleeper and coach between Miami and Detroit operated until 1957. The Florida East Coast Railway operated the Jacksonville to Miami section of the route, on the FEC's #5 train south and #6 train north. From Jacksonville to St.

Petersburg the Seaboard Air Line operated that alternate section of the train on the SAL's *Silver Meteor*.

The *Royal Palm* operated overnight between Atlanta and Jacksonville and during daylight hours to the north to Cincinnati. The *Ponce de Leon* alternated with the *Royal Palm* on a reverse schedule between Cincinnati and Jacksonville, and the heavy-weight companion was actually just as fast as the *Palm* during the 1950s and 1960s.

The *Royal Palm* (Train #3) departed from Cincinnati going south via the Cincinnati, New Orleans and Texas Pacific Railway to Chattanooga then on Southern's former East Tennessee, Virginia & Georgia main on to Atlanta and Macon then via the Georgia Southern & Florida to Jacksonville.

In 1949, an order for twelve EMD E7s was delivered to Southern Railway for use on its passenger trains. On December 15, 1949, the New York Central, Southern and Florida East Coast began operation of the streamlined *New Royal Palm* winter-only train that



Artist rendering of the New Royal Palm train in Florida.

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replaced the *Florida Sunbeam*, which had run down Southern's (GS&F) Palatka branch to Hampton, where it connected to the Seaboard to Miami.

The *New Royal Palm* was a Detroit to Miami streamliner which carried through-sleepers for Chicago, Cleveland, and Buffalo. Each train carried up to 20 cars, including a dining car and tavern-lounge car. In the off-season, the equipment was used on the *Royal Palm*, where it was permanently assigned after the *New Royal Palm* ceased to operate in April 1955.

Stylish coaches provided by Southern and Florida East Coast featured spacious men's and women's

and Valdosta in 1966 when the diner and sleeper were dropped but the *Palm* carried its coach-lounge right up to the end of its long career. However, passengers wishing to travel south of Valdosta could switch at Atlanta to take the Atlantic Coast Line Railroad's (and from 1967-1969, the Seaboard Coast Line Railroad's) *Dixie Flyer* to continue the trip to Jacksonville, as the SCL advertised on its timetable connections to the Southern's #3/#4 (The *Royal Palm*).

Ironically, the *Royal Palm* name was kept even though the train no longer served Florida, where royal palms thrived on the lower East Coast. In the summer of 1967, the two-car remnant of the once-proud *Sunliner* was discontinued south of Atlanta, then the section between Somerset, KY, and Dalton was cut, leaving two disconnected trains, which were finally discontinued in 1970.

The Southern Railway did not join Amtrak in 1971, at which time it had only



The Royal Palm makes a stop at Lexington, Kentucky.

smoking lounges and large color photo murals of Florida scenery on both bulkheads. Both trains carried an elegant Pullman-built split-level observation lounge car (with tall rear windows) for sleeping car passengers until 1957. Coach passengers could socialize and relax in an intimate little bar-lounge next to the diner. Until 1957 African-Americans were carried in the "colored" coach, a combination baggage-coach behind the diesels. The dining car was segregated, and the coach-lounge was strictly off-limits to black passengers.

The train ceased operating south of Jacksonville in 1958, as reflected in the FEC and Southern timetables that year. The amenities provided on the *Royal Palm* were gradually curtailed as Southern Railway attempted to reduce operating losses. The train was discontinued in segments: first between Jacksonville



"ALL ABOARD FOR FLORIDA FUN"

BACK AGAIN BY POPULAR DEMAND!

FAVORITE WINTER-SEASON LUXURY TRAIN

NEW ROYAL PALM

STARTS SERVICE DEC. 13-14th

Beginning December 13-14th, the streamlined luxury train NEW ROYAL PALM will renew its popular winter-season through service between the Great Lakes region and east coast of Florida via Cincinnati and the scenic, all-weather route.

NEW RECLINING-SEAT COACHES
From Detroit—Cleveland—Cincinnati
Seats reserved at slight extra cost!

There's No Finer Train to Florida

From Chicago, Detroit, Cleveland, Buffalo and Cincinnati—New sleeping cars with Roomettes, Double Bedrooms, Bedrooms En Suite and—from Detroit for the first time—an All-Room Sleeping Car to Jacksonville • From Detroit—New Observation-Lounge for Pullman passengers • From Cincinnati—New Tavern-Lounge and Hostess-Train Passenger Representative for Coach passengers • Only choicest food is served en route.

DAILY THROUGH SERVICE TO—

JACKSONVILLE	VERO BEACH
DAYTONA BEACH	FORT LAUDERDALE
WEST PALM BEACH	MIAMI

Call our nearest Passenger Representative FOR RESERVATIONS NOW
Buy round-trip tickets and save!

SOUTHERN RAILWAY SYSTEM



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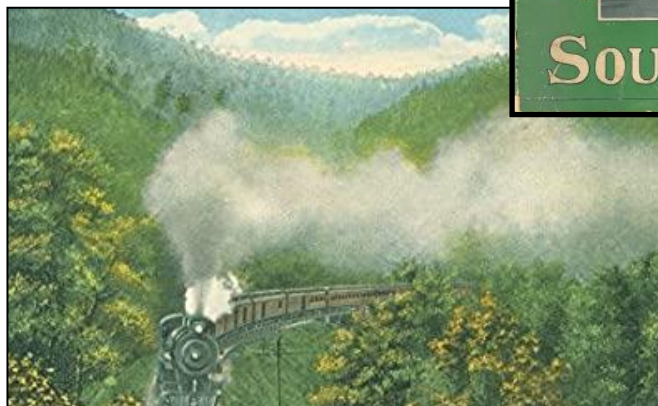
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four remaining passenger trains. These were the *Southern Crescent*, the *Piedmont Limited*, and two unnamed runs, one each in North Carolina and Virginia; the latter three were dropped in 1975. The Southern Railway finally ended passenger operations on January 31, 1979, and joined Amtrak, with its only remaining train being the *Crescent*.

Skyland Special

The *Skyland Special* was a long distance named night train of the Southern Railway from Asheville to Jacksonville. Apart from the Southern's trains originating in Cincinnati, the *Skyland Special* was distinctive as an all-Southern Railway operation (without the cooperation of another rail carrier) going directly to Florida. It was also one of the few Southern Railway trains making a direct north-south route through South Carolina. In early years, the train had sections that continued to various destinations in Florida.

The train was preceded in the 1920s by a lengthier incarnation with a similar name and a much longer and



Land of the Sky train in the North Carolina mountains.

more complicated route, the *Land of the Sky Special*. This train had originating points in the north, in Cincinnati and St. Louis; the sections linked at Danville, KY and proceeded south to Knoxville. Another section linked from Nashville to Knoxville. From there the train continued to Asheville, and then followed the route that the *Skyland Special* took for three decades.

During World War II the *Skyland Special* went out of service. It returned in 1947. Two years later the train



terminated in Jacksonville. Passengers wishing to go to St. Petersburg or Miami changed to Florida East Coast Rwy or Seaboard Air Line RR coaches bound

for those destinations in Jacksonville. The train lost its mail contract in 1957 and the Southern cancelled the train altogether from its schedule by August 1958.



Land of the Sky brochure circa 1905.

Southerner

The *Southerner* was

a streamlined passenger train operated by the Southern Railway in the United States between New York City and New Orleans via Charlotte and Atlanta. It operated from 1941 to 1970.

The *Southerner* was one of two new streamliners put into operation by the Southern Railway in 1941, the other being the *Tennessean*. The new train made its first run on March 31, 1941, using new equipment delivered by Pullman-Standard. The Pennsylvania Railroad handled the train between New York and Washington.

The *Southerner* shared much of the same route as the *Crescent*, the Southern's other major New York to New Orleans sleeper, but diverged between Atlanta and New Orleans. While the *Crescent* took a more direct coastal route via Montgomery and Mobile, the *Southerner* stayed inland to serve Birmingham. The *Southerner* also traveled

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Travel in Clover on
The Southerner

Modern coaches have adjustable Divanizer reclining seats. A "living room" by day becomes a sleep - living bedroom at night.

Fine foods, graciously served, add to the pleasure of your trip.

You arrive rested and refreshed right in the heart of the city.

LUXURIOUS STREAMLINED TRAIN BETWEEN
NEW YORK and NEW ORLEANS
via WASHINGTON, ATLANTA and BIRMINGHAM

Take *The Southerner* between New York and New Orleans over the famous "scenic Southern Route." Enjoy restful, carefree travel comfort all the way. This modern streamlined through train offers just the kind of accommodations that suit you best.

Modern coaches between New York and New Orleans have adjustable reclining seats (reserved at small extra cost) with individual footrests...soft fluorescent lighting...spacious washroom-lounges. Between New York, Atlanta and Birmingham, all-room sleeping cars offer the extra comfort and privacy of a "room of your own." Finest dining service available for all passengers.

Make your reservations now on this ever-popular streamliner — *The Southerner!*

BUY ROUND-TRIP TICKETS AND SAVE

SOUTHERN RAILWAY SYSTEM
WASHINGTON, D. C.

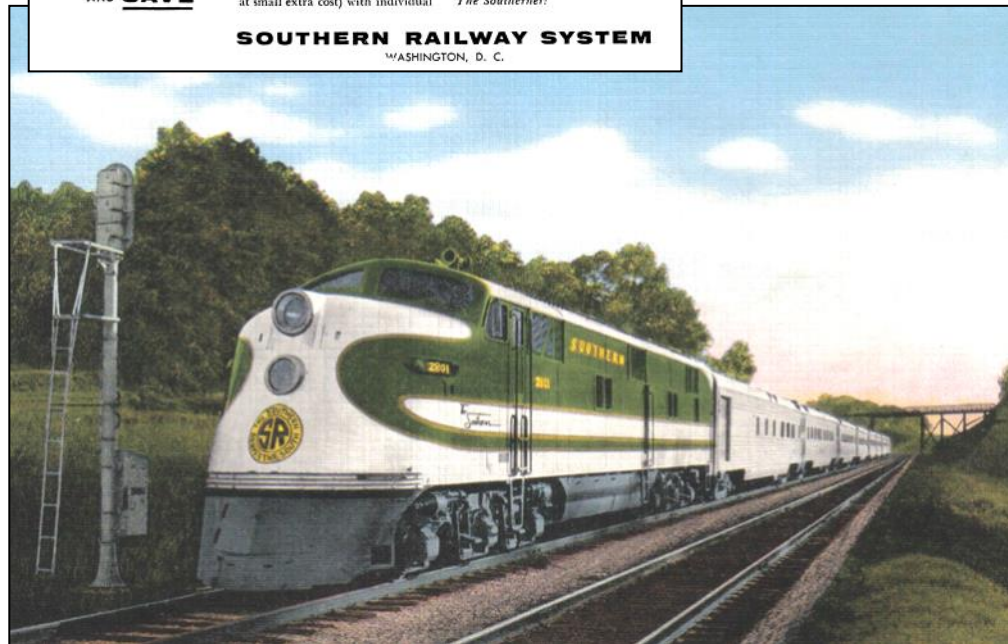
cent. The merged train moved to the Birmingham route, allowing the train to run solely on Southern's right-of-way between New Orleans and Washington. This train became Amtrak's *Crescent* on February 1, 1979.

Pullman-Standard built three consists in 1941 for the new *Southerner* streamliner. Each consist included the following: baggage-dormitory-coach (22 seats), 52-seat coach (partitioned because of segregationist policies in the Southern United States), 56-seat coach, a dining car, two more 56-seat coaches, and a tavern-lounge-observation car. The front half of the observation car contained a tavern area with booths and tables. A bar area with a small buffet followed, then a rounded-off observation area. The Pennsylvania Railroad owned three of the 56-seat coaches. Motive power south of Washington was provided by an EMD E6 diesel locomotive.

Tennessean

The *Tennessean* was a named passenger train jointly operated by the Norfolk and Western Railway (N&W) and the Southern Railway (SR). Inaugurated on May 17, 1941, its route ran from Washington to Lynchburg, on the SR, then on to Bristol, on the N&W, terminating at Memphis Union Station via the SR. The St. Louis Southwestern Railway inaugurated a new passenger train, the *Morning Star* from Memphis to Dallas, specifically to provide close connections with the *Tennessean* at Memphis.

Critical duties were the transportation of mail for the Railway Mail Service division of the Post Office Department. The train's almost immediate success was further bolstered by a sharp rise in passenger traffic during World War II. The *Tennessean* carried a Bristol to Nashville sleeping car, a Chattanooga to Memphis sleeper, and a New York to Memphis sleeper. The heavyweight Pullman sleeping cars were painted silver to help them blend in with the train's stainless-steel, streamlined baggage cars, dining cars, coaches,



exclusively on Southern trackage south of Washington, while the *Crescent* used Atlanta and West Point Railroad, Western Railway of Alabama and Louisville and Nashville Railroad trackage south of Atlanta.

In 1970, the Southern Railway combined the *Crescent* with the *Southerner* to form the *Southern Cres-*

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and observation cars. Following World War II, streamlined sleeping cars replaced the heavyweight sleepers on the *Tennessean*.

The amenities provided on the *Tennessean* were gradually curtailed as Southern Railway attempted to reduce operating losses. By the early 1960s, the train carried only coaches and a single Pullman sleeper, in addition to the railway post office car and express and mail cars. Due to a decline in overall ridership, and Southern Railway's determination to escape the expensive burden of operating Memphis Union Station, the *Tennessean* was discontinued on March 30, 1968. This discontinuance ended all Southern Railway passenger train service to

Memphis, allowing abandonment of Memphis Union Station.



In 1941, Otto Kuhler streamlined a 1923 Alco Pacific locomotive for the Southern Railway for use on its *Tennessean*.

Inaugurating... A NEW ERA IN TRAVEL

In Service: Eastbound From Memphis May 17
Westbound From Washington May 18

THE TENNESSEAN

MEMPHIS TO WASHINGTON
CHATTANOOGA, KNOXVILLE
AND LYNCHBURG
First Trip Saturday, May 17th
(Daily Thereafter)

Railroad history is in the making as The *Tennessean*... ultra-modern, Diesel-powered* Streamliner takes the rails... serving the great cities and towns between Memphis and Washington. Daily fast schedules... lowest coach fares!

A trip on The *Tennessean* is a glorious experience. Step aboard. Here's a gracious, competent hostess to greet you. Your reserved seat in the Deluxe Coach is soft and comfortable, individually adjustable. Pillows, if desired, at twenty-five cents. Throughout the train, you will find only the most interesting appointments... every modern convenience. Popular-priced meals in the attractive Dining Car. A gay Tavern Car. Observation Lounge. The *Tennessean* cruises swiftly, smoothly, silently.

Here's the modern way to travel, relaxed, comfortable... your every need satisfied.

FRANK L. JENKINS, PASSENGER TRAFFIC MANAGER, Washington, D. C.

DAILY FAST SCHEDULES
Leaves Union Station 8:00 P.M.
From MEMPHIS to
Cynthiana 11:45 Knoxville 6:45
Huntsville 1:30 Knoxville 11:45
Chattanooga 4:25 Lynchburg 11:50
Washington 11:50

*Diesel-powered between Memphis and Bristol. Rebuilt in 1941. Also between Memphis and Chattanooga, Memphis and Bristol, Nashville and Bristol.

A. M. CRAWFORD
Assistant General Passenger Agent
Memphis, Tennessee

SOUTHERN RAILWAY SYSTEM



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