



Railway & Locomotive Historical Society, Inc.

Southeast Chapter

Newsletter No. 114 – August, 2009

Hendersonville & Brevard Railroad Telegraph & Telephone Co. By John Leynes

Your editor recently made a short visit to Brevard, North Carolina to visit some old friends. Naturally, upon seeing some interesting tracks there, a short investigation was in order. I discovered the tracks of the former Hendersonville & Brevard Railroad, which is now under Norfolk Southern ownership. Hendersonville is in Henderson county, while Brevard is in Transylvania county. Transylvania originally refers to Western Romania and most associate the term with Count Dracula and vampires, and the deep, dark and foreboding woods of Western N. C., especially at night, can certainly fire ones imagination as a likely place for them to inhabit. However, another description of the word reveals a more appropriate definition of simply “beyond the forests”. The H & B was sold and became the Transylvania RR, as described later in this article. The line originates in Hendersonville, connecting a short distance from the Hendersonville depot, with a switch south of the depot swinging southwesterly away from the track to Saluda, and the famous Saluda Grade. It appears that no trains have traversed the H & B tracks in a number of years judging by the rust on the rail tops, but the ties, trestles and other components of the facility remain in very sound condition. As compared to many other lines, this one is not remarkable, but the terrain near the mountains and resulting track right-of-way and layout I found quite interesting and scenic. There were three lumber companies that connected to this line. One of these was the Gloucester Lumber Co. located in Rosman. Although the two other companies used Shay and Climax locomotives, I found no clear picture of these suitable for our cover photo, and no picture of an H & B or Transylvania RR engine. While researching this article, I did find our cover photo below of the Southern #154, Schenectady c/n 3114, which did serve the Gloucester Lumber Co., and no doubt worked the H & B / Transylvania RR Line. Photo is courtesy of Ken Marsh, and the Gulf & Ohio Railway, who are restoring the 154 in Knoxville. They have a fine website covering the work at: www.southern154.com. (H & B RR Continued inside)



Southern Rwy. #154 in Asheville, NC assigned to the Gloucester Lumber Company in 1946.
Photographer Ed Griffin from the Collection of Ken Marsh, Jr.

Southeast Limited

Hendersonville & Brevard – Continued – History & Background

Transylvania County remained a frontier well after the Civil War due to poor roads and no industry. County Leaders saw the growth and progress of other towns which had rail lines. Investments and a State Charter created the Hendersonville and Brevard Telegraph & Telephone Railroad Company in January, 1891. It was 21.6 miles in length and was completed in 1894. The new railroad brought the first growth boom and the population doubled in two years. But without industry, the railroad fell into receivership in 1896, and in 1897, it was sold to the Toxaway Co. formed by Frances Hayes, for \$95,000.

T. S. Boswell was superintendent and found on his first morning the one engine chained to the track at Hendersonville. He had to give his personal note at the bank and buy a can of oil on his own credit before he could move the locomotive. In 1899 the holdings were listed as 2 locomotives, 2 passenger cars, 1 baggage car, 3 box freight cars, 1 flat freight car and 2 others for a total of 11. In an agreement, the HBRR, the Southern Rwy, and the Toxaway Company added 10 miles westward from Brevard. This was old Toxaway, now named Rosman. The expansion was completed in 1900.

As Hayes began plans to build a resort further west, he approached the Transylvania County Commissioners to help finance this second extension to the railroad. In a deal with the Toxaway Company, the commissioners agreed to allocate tax monies in return for the construction of a modern hotel in Brevard. Soon afterwards, the Franklin Hotel was built. The Toxaway company also enticed the Southern Rwy to build the extension by promising much of the timber hauling from their 26,000 acres. Within the year, Joseph S. Silversteen had established a successful tannery business in the area and commerce was booming. Lake Toxaway was soon constructed and a luxury hotel built. By 1905, six trains a day passed through Brevard, some with private cars of the rich and famous. In the first year over 200 millionaires visited Lake Toxaway. To avoid confusion with train orders in Morse Code, the name of the town of Toxaway was changed to Rosman. In 1911 and 1912, the hotel was expanded from 250 to 300 rooms.

In 1913 the Toxaway Lake property was sold to E. H. Jennings of Pittsburgh and the railroad was sold to the Southern Rwy. In 1916, heavy rains from the remains of two hurricanes ruptured the dam. The hotel closed, ending rail service to the extreme western end of Transylvania County. After the closing of the Tannery in the 1950's, and the discontinuation of lumber operations in the early 1970's, the rail service ceased to Rosman and the tracks removed. Because of modern highways, rail service to Brevard ceased in 1980's and the final loss was after the Ecusta Paper Mill closed in the 1990's, ending rail service to Pisgah Forest, and therefore to all of Transylvania County.

This information is courtesy of the Transylvania Heritage Museum and their lovely Executive Director, Rebecca B. Suddath. Be sure to visit their fine museum in downtown Brevard if you are visiting the area!

Southeast Chapter Officer Note: Our newly elected chairman, Reid Adams, PE, Professional Civil Engineer, has been assigned to a large highway reconstruction project in Seattle, Washington, lasting about 10 months. In his absence, Vice Chairman John Leynes will fill in for Reid as acting Chairman.

Announcements:

(Our regular meetings are the 2nd Thursday of the month @ 6:30 PM, in the CSX Bldg., 500 Water St. Downtown Jacksonville, FL)
Next Regular Meetings are August 13th and September 10th.

SOUTHEAST CHAPTER OFFICERS

| | | |
|------------------------|----------------------|---------------------|
| W. Reid Adams, | Chairman | 904-400-4680 |
| John A. Leynes | Vice-Chairman | 904-287-1044 |
| Paul Newton | Secretary | |
| Robert Van Nest | Treasurer | |

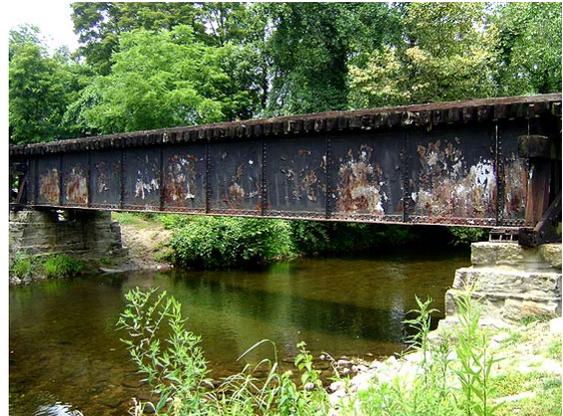
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From the trestle – View to the Southwest toward Ecusta over the Davidson river near the community of Pisgah Forrest.



Road level view of the steel trestle over the Davidson River from Davidson River Road near the community of Pisgah Forrest .

My first site of the H&B was a low clearance (9'-4") short wooden trestle over Davidson River road, connected directly to a steel trestle over the Davidson River. The location is just off the Old Hendersonville Hwy., near the community of Pisgah Forrest, a short distance from Brevard. The last major industry was the paper mill at Ecusta. Map of the line below is from a tourist brochure.

HENDERSONVILLE & BREVARD RAILROAD AND THE TRANSYLVANIA RAILROAD IN WESTERN NORTH CAROLINA
 MAP GRAPHIC BY JOHN A. LEYNES JR. - RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY - SOUTHEAST CHAPTER
 JULY 2009



Old depot sign is in the Transylvania Heritage Museum in Brevard.



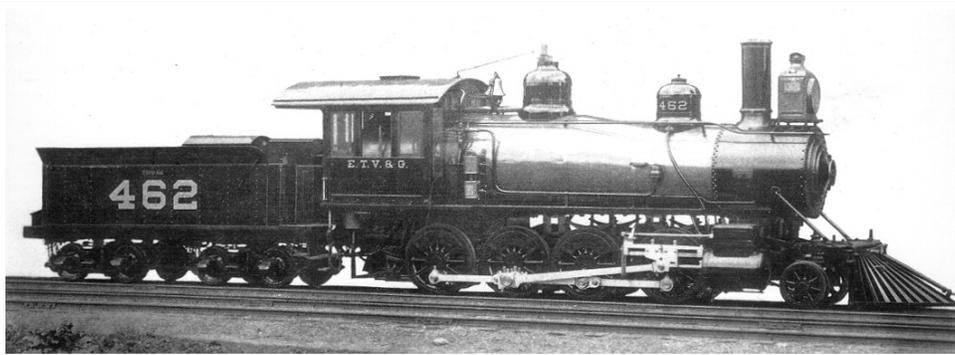
The Carr Lumber Co. had a single Climax locomotive, #3, that is on display at the Cradle of Forestry site at Pink Beds, on US-276 in the Pisgah National Forest near Brevard N. C..



The single locomotive for Moltz Lumber Company was a Shay, shown above with a log loader. Courtesy of the U.S. Forest Service.

The Moltz Lumber Co. used a single Shay locomotive shown here with a steam log crane in the early 1900's.

Schenectady c/n 3114 – ETV&G No. 466



Schenectady Locomotive Works
 Consolidation Freight Engine
 Road No. 466 Built for the East
 Tennessee, Virginia & Georgia
 Cylinders 20" x 24"
 Driving Wheels 51"
 Engine Weight 113,500 #
 Built May – August 1890
 Wheel Base 14 feet – rigid.
 Fuel: Bituminous Coal

From the R&LHS archives, the builders photo of c/n 3110, the first of 13 locomotives built for the ETV&G. Southern 154 was c/n 3114, so original ETV&G # would have been 466. Comparison of this photo and cover photo shows significant modification from the original construction including bell location, headlamp type, piping and steam electric generator.

The current photo's show the scenic nature of the area, but sadly lack any rolling stock. Pictures are scarce and not of good quality, however they impart the "flavor" of railroading in this area of the Smokey Mountains. Should you visit the area, and are interested in model railroading, don't miss the Apple Valley MRC in the old Hendersonville Depot. They have a truly wonderful layout that has been expanded over the last few years. The level of detailing of scenery is just excellent. The depot building has been restored and is a treat to see as well. Also outside the depot is a beautifully restored Southern bay window steel cabooses number X793.



“Flatland Tourister” with X793 - Unidentified loco & helper on H&B - Track at Rosman Tannery Transylvania RR



View facing south from Hendersonville depot. Left track to Saluda, and Tryon at the summit of the famous NS Saluda grade, now out of service.



Same view as photo on left, but zoomed in a bit showing the track to the right, the connection to the former H&B / Transylvania RR line.

Links for information relative to the Hendersonville & Brevard / Transylvania Railroad

<http://www.southern154.com> Restoration of the ETVG 466 / Southern 154.

www.heritagewnc.org/WNC_railroads/railroads_default.htm Heritage history site.

www.newrivernotes.com/nc/wnc20.htm Heritage history site.

<http://en.wikipedia.org> Wikipedia.

http://carolana.com/NC/Transportation/railroads/nc_rrs_transylvania.html Website on Carolina.

Meeting of July 9, 2009

The meeting of the Southeast Chapter of the Railway & Locomotive called to order at 6:45 pm by Secretary Paul Newton. There were 5 members present and three guests. The June meeting was cancelled due to too many members being unable to attend.

Secretary's Report: The minutes for the May meeting were read and approved by the members present.

Treasurers Report: Robert Van Nest handed out a treasurer's report showing the balances. There is \$2,262 in the balance. There are 56 active members in the Chapter. The CD has made \$170 since August 2008. The treasurer's report was approved by the members present. We are taking care of a sales tax forms/issue regarding the chapter, due to recent officer changes.

Committee Reports:

- Newsletter: The newsletter is in the process of being finalized for next month. John Leynes needs articles submitted.
- Trip Committee: No new information.
- Website Committee: No new information.

Old Business:

- The Henry Plant DVD is complete. Next steps are to decide the sale price and how to market the DVD.

New Business:

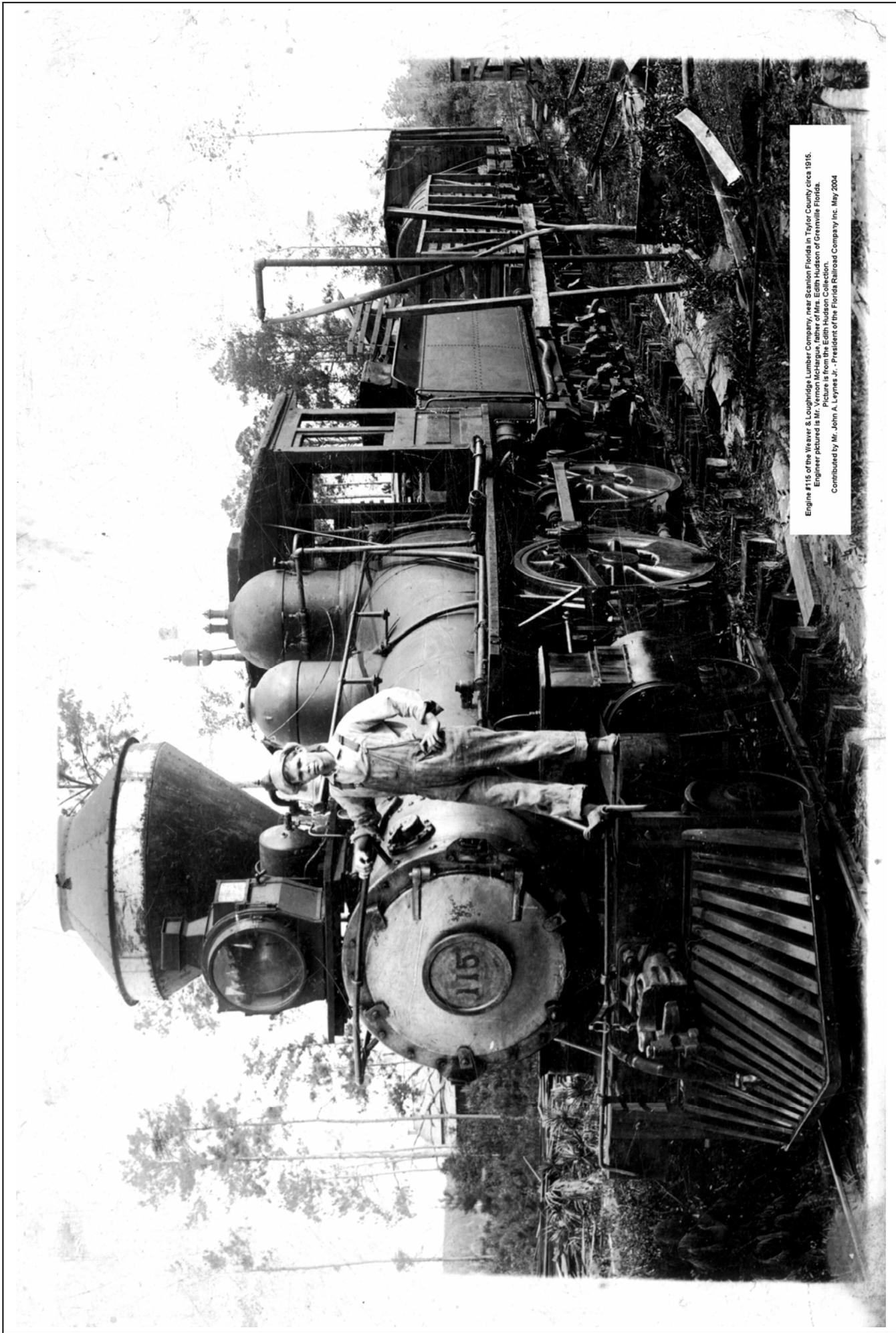
- John Leynes will attend an upcoming ACL 1504 locomotive meeting. That group intends to have it designated as a local landmark with the Jacksonville Historic Preservation Commission.
- Upcoming Programs:
 - August 13 – 2nd half of Plant DVD. (DVD player problem.)
 - September 10 - unknown.

Other program ideas included, railroad bridges, railroad law, locomotive identification, annual report interpretation, operating timetables.

Announcements:

- Jim Smith reported on the RLHS Annual Meeting in Portland ME. The next convention is scheduled to be held in Ft. Worth, TX.
- There is a train show Oct. 3rd in Deland.

The group enjoyed the first half of the recently-completed Plant DVD.



Engine #115 of the Weaver & Loughbridge Lumber Company, near Stanton, Florida in Taylor County circa 1915.
Engineer pictured is Mr. John A. Leynes Jr. Picture is from the Edith Hudson Collection.
Contributed by Mr. John A. Leynes Jr., President of the Florida Railroad Company Inc. May 2004