



# Railway & Locomotive Historical Society, Inc.

## Southeast Chapter

### Newsletter No. 115 – October 2009

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#### R&LHS 2009 Annual Convention, Portland, Maine

By Jim Smith

The Society's 2009 Annual Meeting was held in Portland, Maine from June 18th thru the 21st. The Southeast Chapter had a number of members present, including: Chairman, Reid Adams, Treasurer, Robert Van Nest, Bill Howes, Paul Barnes, Henry Deutch, Barry Baines and Jim Smith.

A meeting of the Board of Directors was held on Thursday, 18 June in the evening. Some items discussed were:

- David Lester has decided to resign as editor of The "*Quarterly*" newsletter.
- Director and Archive Committee Chairman, Bob Holzweiss, gave a short report about our archive reorganization.
- Director, Alden Dreyer, reported on the sale of back issues of *Railroad History*.
- Director, Paul Gibson, highlighted efforts to recruit new members via having an R&LHS "table" at select train shows, and greater interaction with other historical societies.
- It was reported that there will be no dues increase for 2010.

On Friday, June 19th we rode the Main Eastern (owned by Morristown & Erie) from Brunswick to Rockland, Maine. The Maine Eastern is a seasonal train for vacationers running over a 55 mile route. Our special train consisted of a former New Haven FL-9 locomotive, three coaches (two ex-New York Central and one ex-Florida East Coast), and a former Pennsylvania Railroad parlor-observation car. The fifty-five mile trip occurred during a hard rain that fortunately abated when we arrived at Rockland. While in Rockland, we visited the Lighthouse Museum on the shore of Penobscot Bay. (Annual Convention continued inside.)



Maine Eastern locomotive, number 488, has just arrived at Rockland, Maine.  
Photo by Jim Smith

*Southeast Limited*

## Annual Convention – Continued

We then went to Sheepscot, Maine to ride the Wiscasset, Waterville & Farmington Railway, a restored 2 foot gauge operation built on the original right-of-way. Unfortunately, the rain returned and many of us got wet touring the yards and shop. But we all had fun riding the re-built five mile section of track. Our train consist included WW&F engine No. 10, a Forney type locomotive built in 1904, by the Vulcan Iron Works in Wilkes Barre, PA. Our trains consisted of two coaches and a caboose. One coach had benches running the length of the car, which was filled with R&LHS members.



**WW&F No. 10, a Forney type locomotive built in 1904. Inside a full two foot gauge passenger car with SE Chapter member Robert Van Nest, center, back compartment, smiling at the camera. Photo by Jim Smith.**

On Saturday we traveled to the Seashore Trolley Museum in Kennebunkport, Maine. The weather was sunny and we all enjoyed both riding the trolleys and walking through the numerous car barns full of traction equipment. Your author and his wife really liked riding the former city of New Haven open trolley.

When we left the museum our bus took us along the shore past the summer home of the Bush family. After lunch we proceeded to the Portland waterfront via Cape Elizabeth State Park and a visit to the Portland Head Lighthouse. After visiting the lighthouse, we proceeded to the Portland waterfront and the Maine Narrow Gauge Museum. It was a beautiful day as we rode on the two foot gauge museum line that runs along Casco Bay. The museum also has a considerable collection of former Maine two foot cars on display.

The day concluded with the annual banquet featuring a Maine lobster diner. The banquet speaker was Ed Burkhardt, former CEO of the Wisconsin Central, and now head of the group that owns the Montreal, Maine & Atlantic (which operates the former Canadian Pacific lines east of Montreal through Maine to Canada's Atlantic Provinces), and the former Bangor & Aroostook. Continued on next page.

**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 October 8<sup>th</sup>, November 12<sup>th</sup>, and December 10<sup>th</sup>.

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### SOUTHEAST CHAPTER OFFICERS

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

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**Former New Haven, Connecticut open car.**



**Monson RR No. 4, built by Vulcan in 1918.**

The final convention event was the Sunday Annual Breakfast Meeting. During breakfast, President Lamb gave an abbreviated report on the actions of the Board of Directors. As information, this will be Parker Lamb's last year as R&LHS President. He will be succeeded next year by the newly appointed Executive Vice President, Bob Holzweiss. Bob is also arranging the 2010 Annual Meeting which will be in Fort Worth, Texas. During breakfast the Archive Committee presented a plaque to Jacki Pryor honoring her 25 years as the R&LHS Archivist. We also heard a short talk on the creation of Amtrak's Downeaster service between Boston, Massachusetts and Portland, Maine.

Finally, a word of thanks, to R&LHS Director, Jerry and Nancy Angier, who made all the arrangements for the convention.



**R&LHS Director and Archivist, Jacki Pryor, and the archive committee, from left: Jim Smith, Bill Howes, Jacki Pryor, David Pfeiffer, and Bob Holzweiss.**

## Hendersonville & Brevard Railway – Corrections & Clarifications

The editor received a letter from Jerry Ledford of Etowah, NC, regarding our article on the Hendersonville & Brevard line, in our August *Southeast Limited* newsletter. He offered the following information, which I have condensed some, to update that article. Thank you Jerry.

“There were four lumber companies that had logging railroads connected at one time or another to the H&B. Since the railroad only went by this name for a brief period, most Southern Railway employees referred to it as the Toxaway Branch. Prior to 1899, the original name was the H&B RAILWAY, (not Railroad), Telegraph & Telephone Company. The Transylvania Railroad Company completed an additional eleven miles to Lake Toxaway in 1903 and it was acquired by the Southern Railway in 1906.

1. The Moltz Lumber Company was located at Lake Toxaway, NC, and had one locomotive which was a Shay, c/n 2778.
2. The Gloucester Lumber Company at Rosman, NC, had two Shay locomotives, c/n 2466 and 2610. Southern Railway #154 was assigned to switch the mill at Rosman sometime in the 1940's for a brief period. In fact, #254 is the last Southern Railway steam locomotive to travel from Asheville in steam, from Rosman in 1954, after the official end of steam on the Southern at Asheville in August 1952.
3. The Eugene A. Shaffer Lumber Company at Rosman, NC, initially had two road locomotives, a Cooke 4-4-0 and a Baldwin 2-4-0. Both of those engines were at Southern Iron & Equipment in 1911. Shaffer ended up with a single Climax locomotive, c/n 846.
4. The Carr Lumber Company had not one, but four Climax locomotives. (Louis Carr was Jerry's great uncle by marriage).

The #3 Climax locomotive at the Cradle of Forestry was never owned or used by the Carr Lumber Company at Pisgah Forest, NC. All of the logging operations in Transylvania County were standard gauge. This locomotive is a three foot narrow gauge engine. It was first owned by the Champion Fiber Company and used at their logging operations at Allens Creek, Smokemont, Big Snowbird Creek and Fires Creek, NC. It was sold to the Ely-Thomas Lumber Company at Jettsville, WVA in 1947. It was purchased by a railfan in 1955 and then by the US Forest Service.

According to a Southern Railway employee timetable from the Asheville Division, dated February 8, 1931, the Toxaway line was limited to Consolidation engines of 216,000 pounds and low wheel light Pacific engines of 220,560 pounds. The timetable states that these engines may not be operated coupled together unless it is to an engine of lighter or smaller class. “

## **Meeting of September 10, 2009**

The meeting of the Southeast Chapter of the Railway & Locomotive called to order at 6:35 pm by Vice-president John Leynes. There were 5 members, 1 guest present.

Secretary's Report: The minutes for the August 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 \$2,262.53 in the balance. 2 more members have currently renewed and 2 Plant DVDs were sold since the last meeting. The treasurer's report was approved by the members present.

### Committee Reports:

- Newsletter: The newsletter is in the beginning stages of the October issue.
- Trip Committee: Possible Blue Ridge Scenic Railway tour was suggested.
- Website Committee: John proposed to start a website by issuing a domain name and try it out for a year to see what results would come. Ed moved and Bill second with members approving.

### Old Business:

- ACL 1504 - the ordinance designating ACL #1504 as a landmark is presently in City council. The Commission's chairman has not received a response from the City Council President regarding the request of a resolution in support of the ACL #1504 as related preservation and restoration..

### New Business:

- Upcoming Programs:
  - October 8: 15-minute locomotive - Bill 4449 (Bill on Train Festival 2009)
  - November 12: 15-minute locomotive - ????. Jim Smith will present a program.

### Announcements:

- Bill Howes is reviewing the late Alan Tattersall railroad collection.
- The Disney "Christmas Carol" train visits Jacksonville on Oct 20.
- Next Meeting September 10.

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There was no "15-minute" Locomotive program. Chris Frank showed the video that was taken from the Train Festival 2009.

Respectfully Submitted,  
Christopher R. Frank

## Southeast Limited Newsletter Changes

We were rushed in completing the August newsletter and were not able to explain the change in printing format. As you surely noticed, the newsletter is now being printed on letter size paper only. This is due to a problem with the large format laser printer that was used to print the double letter size pages. For now, the newsletter will be printed on letter size sheets only. There has been some discussion about distributing the newsletter via electronic mail, but that has not been officially decided upon. There are benefits and drawbacks to electronic distribution. Printing costs can be reduced, but there can be no control of electronic distribution, as members can simply forward the electronic copy, in PDF format, to anyone, once received in that format. The newsletter is one of the main benefits of and inducements for becoming a chapter member. Also, we tried a variety of paper weights on the last issue, with varying results and responses. Although the heavier weight gloss paper has a very nice finish, the increased weight resulted in increased postage amounts. We will continue to use the lighter weight plain paper for now.

## Electronic Mail and the Internet

As mentioned in the paragraph above, we want to update our records to include current email addresses for those members who have one and use the Internet. We have also decided to establish a chapter website for posting articles and information from our membership. If you use email, please send a message to the editor at: [john@flarr.com](mailto:john@flarr.com) so that we can update our records and include you on the list of email users. As also stated above, we have not made a decision yet as to whether or not we may use electronic distribution of the newsletter, but we will have the capability of sending notifications of various activities or other information to those who have the capability for electronic mail.

## Plant System DVD

The chapter has completed the DVD presentation on the Henry Plant Transportation Empire. We believe that it is a first class production that you will want to have for your collection! The package contains two disks, the video DVD, and the narration extract on an audio CD-ROM as a "book-on-tape". The price is \$20, and shipping is included. Copies can be ordered from Southeast Chapter Treasurer, Robert Van Nest.

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DVD cover artwork at right >

