



Railway & Locomotive Historical Society, Inc.

Southeast Chapter

Newsletter No. 101 – June, 2007

National Convention, Salisbury, NC

By Adrian Ettlinger and SE Chapter members: Henry Deutch, Bill Howes, and Jim Smith. Photo's by Jim Smith.

First, we want to thank **Paul Barnes** for the work he did on behalf of the R&LHS in setting-up the National Convention. In addition to his normal workload at CSX, he made all arrangements for the convention hotel, our ride on the AC&W (in spite of problems due to personnel changes, insurance issues, etc.), finding a location (at the unique Salisbury train station) and caterer for the banquet dinner, working with the Norfolk Southern to tour Linwood Yard, and arranged for our visit at the North Carolina State Railroad Museum at Spencer, NC.

On Friday, June 8th, convention attendee's went for a ride on a shortline, the Aberdeen, Carolina & Western. Our trip was the length of the branch from Star to Aberdeen and return. Aberdeen is also the terminal of the Aberdeen & Rockfish Railroad and a couple of their engines were parked there in front of their former station and administration building. Friday evening was the R&LHS Board meeting. Three new directors were elected: David Lester, Dick Hillman (both SE Chapter members) and David Pfeiffer. It was announced that Peter A. Hansen, from Kansas City will be the new editor for **Railroad History**.

Saturday morning we toured Norfolk Southern's Linwood Yard. This is a very modern hump classification yard. We saw the locomotive and car repair shops, and visited the hump tower. After this, we went to the North Carolina State Railroad Museum, at the former Southern Railway Spencer shops. The facilities here are extensive, with a preserved roundhouse and a lot of preserved equipment. They operated a Southern passenger train, a Norfolk & Western passenger train, and a "caboose train". Also offered were special rides on track "speeders" and a yard engine.



Southern Railway E Unit Number 6900 rides the truntable at the North Carolina Transportation Museum's Spencer Shops.

Southeast Limited



AC&W GP 40-2 # 703 with our four car special: an ex PRR twin unit diner, a “party” open car with umbrellas flapping in the breeze and a wide vision caboose sit at the Aberdeen terminal.

Saturday evening was the R&LHS banquet held in the Salisbury Station, which is an impressive finely restored building. The speaker was Jim McClellan whose subject was “The Tale of Two Railroads”, dealing with his experiences working on the Southern under Brosnan and the New York Central under Pearlman. He admired both men as smart and effective executives, and attributes the difference in fortunes of the two railroads primarily to their respective markets, the Southern located in an expanding environment while the New York Central was in a declining environment.

At the Sunday R&LHS Membership breakfast J. Parker Lamb, the Society’s new President announced that the 2008 Annual Meeting will be held in the Northeast (probably near Philadelphia/Lancaster). The breakfast speaker was Bill Schafer, Director of Strategic Planning for Norfolk Southern. Mr. Schafer gave an entertaining talk. One of his stories bears repeating. While a student at Davidson College in Salisbury, he and other students frequented an all night burger outlet called Whataburger. There was a very attractive waitress considered by college students an “older woman” (maybe around thirty) named Betty, whose nickname was “Whataburger Betty”. Bill, from certain observations, concluded that Betty was a railfan. The reason: a line of the Southern Rwy passed by across the road from the restaurant, and frequently a night freight train would stop with the caboose opposite the restaurant, about 1:00 AM. The rear brakeman would go across to buy hamburgers. Then he would return with Betty who would board the caboose with the hamburgers. The brakeman would then drive Betty’s car back to Charlotte while Betty got a ride in the caboose. So, naturally Bill concluded that Whataburger Betty must have been a railfan!

Announcements:

- August 9th - Regular SE Chapter meeting, 3rd floor CSX GOB, Jacksonville, FL 6:30PM
- September 13th - Regular SE Chapter meeting, 3rd floor CSX GOB, Jacksonville, FL 6:30PM

SOUTHEAST CHAPTER OFFICERS
William F. Howes, Jr. **Chairman**
James A. Smith **Vice-Chairman**
Arthur L. Towson **Secretary**
John Leynes, Jr. **Treasurer**

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**ACL E-6 # 501 in the
Spencer roundhouse.**



**Above - Norfolk Southern's
Linwood yard showing the
hump lead at left, the engine
terminal and car repair shop
in right of photo.**

**Right - Southern GP-30 #
2601 pulling the "Caboose
train" at the Spencer shop.**



All Aboard!

In the April *Southeast Limited* we challenged you to combine the proper passenger train name with a town that would be served by the train. Unfortunately, we did not receive any replies from our “out of town” members (guess we’ll have to start giving prizes). But, at our May meeting, a number of members took the challenge. First place went to Bill Howes (not surprising since a large part of his railroad career involved passenger trains). Second place went to Art Towson. Shown below are the answers.

1. Ann Arbor, Michigan
 2. Auburn, Nebraska
 3. Augusta, Maine
 4. Bridgeport, Connecticut
 5. Dubuque, Iowa
 6. Houghton, Michigan
 7. Jackson, Mississippi
 8. Mexico City, Mexico
 9. Nashua, New Hampshire
 10. Okmulgee, Oklahoma
 11. Redding, California
 12. Trois Rivieres, Quebec
 13. Truro, Nova Scotia
 14. Waynesboro, Virginia
 15. Wilkes-Barre, Pennsylvania
- o. The Wolverine
 - k. The Missouri River Eagle
 - m. The Pine Tree
 - l. The Narragansett
 - i. The Hawkeye
 - e. The Copper Country Limited
 - n. The Rebel
 - f. Estrella del Sur
 - a. The Alouette
 - c. The Black Gold
 - d. The Cascade
 - h. The Frontenac
 - j. The Maritime Express
 - g. The F.F.V.
 - b. The Black Diamond

Eleven SE Chapter members attended the meeting. Nine are shown in the following photo (from left, back row): David Lester, Larry Goolsby, Paul Barnes, Bart Bartholomai, Jim Lesher, Jim Smith. Front row: Dick Hillman, Bill Howes, and Barry Baines. Not present for the photo were Albert Barnier and Robert Faulwetter.

