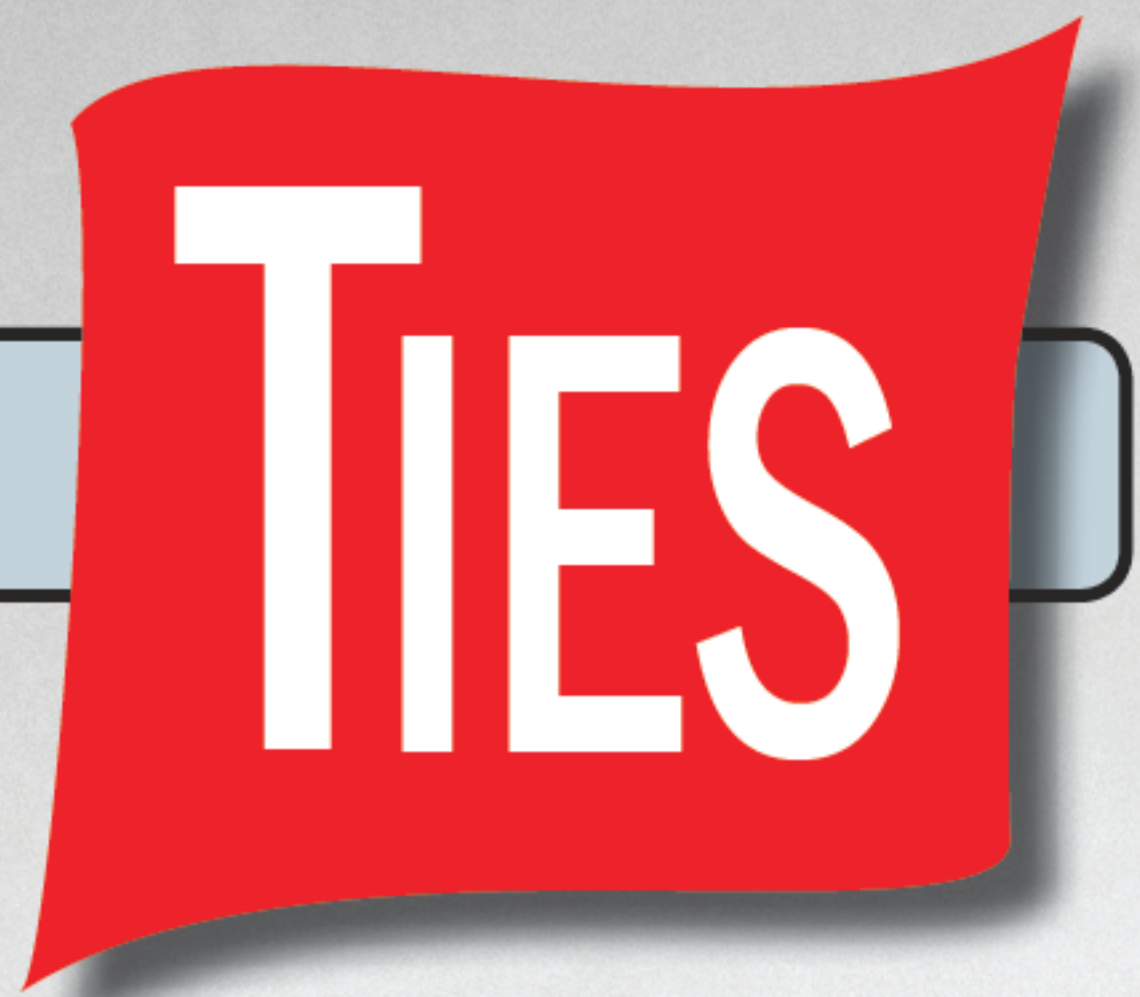




SOUTHERN RAILWAY
HISTORICAL ASSOCIATION





The Southern Railway Historical Association, Inc., is a non-profit educational/historical organization chartered in North Carolina for the preservation and dissemination of information related to the Southern Railway, its predecessors, and its affiliates. SRHA is not affiliated with any railroad company. It is recognized as the official historical body dealing with the Southern Railway, its predecessors, and its subsidiaries.

How to contact the SRHA

Communications to the Association addressing issues other than membership may be sent by U.S. Mail to:

Southern Railway Historical Association
P.O. Box 33
Spencer, NC 28159

Our mission: To preserve the history of Southern Railway

The Association publishes a quarterly magazine, *TIES*; holds an annual meeting in locations of historical significance to Southern Railway, and makes available special offerings of books, videos, and other similar items to its members and to the public.

Archives

The Association has established and maintains a comprehensive research Archives in cooperation with the Southern Museum of Civil War & Locomotive History at Kennesaw, Ga. For information on available material and finding aids, visit the Museum website:

www.southernmuseum.org/archives/catalog/

Work sessions to help process archival material are held periodically at the Museum. For a schedule of upcoming sessions, go to www.srha.net. For questions about the SRHA Archives, please contact Archives@srha.net

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You can join the SRHA two ways: electronically and through the mail. To join electronically, please go to our website, www.srha.net, click on "Membership Info", and follow the instructions on the page. To join by mail, either download and print out the membership form from the Membership Info area of the website, or copy the form on page 3. Fill out the required information and mail with your check (payable to "SRHA") to:

SRHA Membership Department
P.O. Box 1077
Duluth, GA 30096

There are three classes of membership:

Regular - \$35/year
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Contributions above the regular membership level are gratefully received and are fully tax-deductible. Questions about your membership can be sent electronically to Membership@srha.net, or to the Duluth, Ga., postal box address (above).

The Grab

The "Grab" is the SRHA company store, which offers a goodly selection of Southern Railway items, including models, books, annual reports, and more. Go to www.srha.net and click on the "The Grab Store" link.

Check out the SRHA website

The official SRHA website (www.srha.net) contains many useful and informative categories of information as well as links to areas of interest to those who are partial to the Premier Carrier of the South. You can see the latest offerings in the "Grab" (the SRHA store) or note the schedules of work sessions at the SRHA archives in Kennesaw or just enjoy the photo galleries. The SRHA website also features current news concerning the SRHA or the former Southern Railway.

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Letter(s) from the editor(s)

From comments about 2015–4 TIES

We received some nice comments about 2015–4 TIES, particularly the remembrance of John Lee. Lynn Brantley recalled fondly that Mr. Lee was division engineer of the Georgia Division at the time that Lynn was sales manager of Southern's Dalton, Ga., office.

Barkley Hendrix, an SRHA member from Charlotte, enjoyed the article on the last run of the *Carolina Special* in 1968. He recounted his experience riding that train in the summer of 1956, when he was eleven years old:

"I rode the *Carolina Special* from Spartanburg to Cincinnati in the lower berth of a New York Central heavyweight sleeper. [It was the Charleston–Chicago 8 section–5 double bedroom car—see 2015-3 *TIES*.] I have an old picture of me standing beside the porter in Spartanburg. I remember the consist being four 'mail' cars, two coaches, a dining car, and the Pullman—a total of eight cars that would have to go up Saluda. I remember asking the conductor why we did not have three units, and he replied that we had eight cars and two units were adequate (they were F-units). Had our train been one car longer, a diesel pusher on the rear would have helped us over Saluda grade. A tenth and eleventh car would have required two pushers, and a twelfth car would have required a third unit on the front of the train."

As an aside, Mr. Hendrix added: "At least until 1965, Southern maintained a small yard at Melrose, N.C., the base of the grade. By that time I was in college and rode Trailways from Spartanburg to Mars Hill, N.C. There was no Interstate 26 in those days, so the bus used U.S. 176, which went close to the Melrose yard and you could see the pushers waiting there."

Mr. Hendrix also offers a correction to my description of the car I drove to take those last run photos: "The 1961 Mercury you were driving was a Meteor 600. That year, Mercury also offered a more upscale Meteor 800 as well as the top-of-the-line Monterrey. The Ford versions were 500s."

In this issue

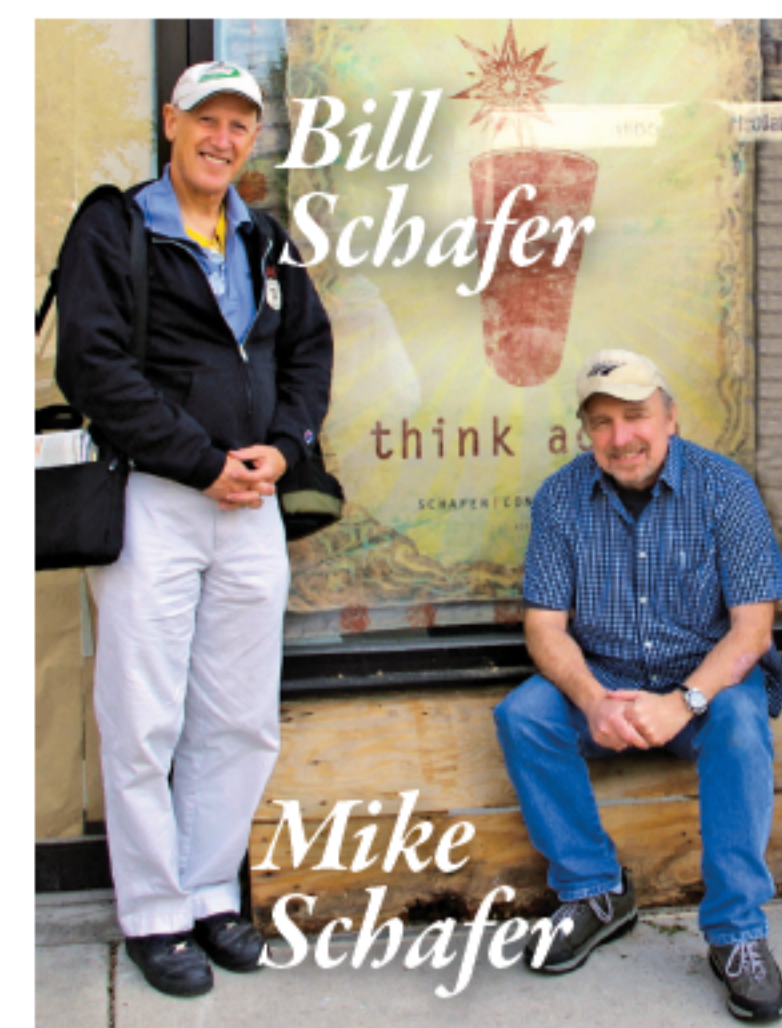
We are especially pleased to print Tom Klobas's account of Southern Railway office car 16, presently residing in Arizona. Those of us interested in researching the history of Southern predecessors can be grateful that Tom has given us such a detailed description of places to look. We in the SRHA can be proud of the depth and breadth of the material in our Archives, but as Tom has related, even our Archives has limitations. We think you'll learn much from Mr. Klobas's tale.

And when it comes to F-units, don't get confused. In the short two-pager on Southern 4207 (pp. 30–31), I'm observing the critical distinction between F7s and FP7s, the latter of which Southern operated mostly on passenger and mail/rail-highway trains into the 1970s. Southern owned 20 FP7s (CNO&TP 6130–6149), that were delivered in 1950. In early 1974, after the final F7s left the roster, FP7s continued working in passenger service, and in their last years, some were pressed into freight service in familiar groups of five (see 2014-4 *TIES*, p. 32). Not until 1979 were most of them retired (four lasted on the Norfolk Southern roster until 1988). Many still survive on tourist railroads and shortlines, and if you plan to attend SRHA's convention this year, you will see FP7 6133 preserved at the North Carolina Transportation Museum in Spencer.

"The Times, They Are A-Changin' (Again)" Department

By now you've probably heard that Southern Railway successor Norfolk Southern has rebuffed a hostile takeover attempt by Canadian Pacific. In addition to the CP distraction, the precipitous loss of coal traffic and other market shifts have prompted NS to focus on major cost reductions by the year 2020. By then, the company will have reduced headcount by 2,000 (from 29,500); halted or reduced operations in several hump or other yards; and disposed of or downgraded 1,500 miles of secondary main lines (including 1,000 miles this year), resulting in an 18,500-mile system. You can bet some of these changes will involve former Southern Railway track and facilities. Not publicly announced, but perhaps of more interest to Southern Railway historians, are the quiet discontinuance of the 21st Century Steam program and the disposal of the "Lay-By" property in Florida.

Never heard of the Lay-By? For decades, this idyllic two acres situated in Holmes Beach, Fla.,



LINDA SCHAFFER PHOTO



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on tony Anna Maria Island (contiguous to Longboat Key and west of Sarasota/Bradenton) has been a special vacation spot for Norfolk Southern officers and retirees. Included on the grounds are a tennis court, large swimming pool, and a two-story building with 14 efficiencies facing the Gulf of Mexico on nearly 200 feet of white sand beach. Other beaches, restaurants, parks, and additional attractions are nearby.

NS has apparently figured it can live without the Lay-By (below), and has it on the market for a mere \$12 million. The compound was built in the late 1950s or early 1960s on property adjacent to the winter getaway home of D. W. Brosnan (president, 1962–67). No word yet if NS intends to dispose of other former Southern family jewels, such as Brosnan Forest, the Palatka Fish Camp, or the spacious two-bedroom apartment in the Essex House overlooking New York City’s Central Park.

Incidentally, the name “Lay-By” seems to be British in origin, and has at least three definitions, depending on what transportation mode one is interested in. First, it is commonly used in England to describe a wide place for drivers to stop at the side of a main road. In nautical terms, it means an anchorage in a narrow waterway off the main channel. Finally, in railspeak, it designates a small siding where rolling stock may be stored or parked.

Keep the Green Light Shinin’
 —Bill Schafer

RIGHT: NS’s former Southern “Lay-By” at Holmes Beach, Fla. Make an offer NS can’t refuse and it’s yours!



FRONT COVER: Brand new Southern F7 4207 leads a freight Extra at the Asheville, N.C., Yard circa 1950. Note locomotives under steam in right background. PHOTOGRAPHER UNKNOWN, B.F. ROBERTS COLLECTION, SRHA ARCHIVES. BACK COVER: Southern 5026, Ss-class 2-10-2, shoves train 9 up Saluda Grade in December 1949. ED GRIFFIN PHOTO, SRHA COLLECTION

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Do you model? What scale?			

An Odyssey in Research

Uncovering the Life and Times of Southern Office Car 16



Contemporary exterior view from rear of right side of Southern 16 in Chandler, Arizona. Compare window arrangement with drawing 34-F-34: the drawing shows the seventh and eighth window from the end as being small; in actuality, the seventh window is large, and the eighth window has been removed. ARIZONA RAILWAY MUSEUM PHOTO.

In 1899, the Southern Railway absorbed a smaller road that had fallen on hard times: the South Carolina & Georgia Railroad. The SC&G was itself the surviving entity of what had been one of America's earliest and most celebrated pioneer railroads, the South Carolina Canal & Railroad Company. Among the assets owned by the SC&G in 1899 were two business cars. Both cars were of wood construction, and were reported to have been built in 1870 (SC&G 100) and 1879 (SC&G 101).

I am a volunteer member of the Arizona Railway Museum, which has, in its collection, Southern office Car 16 (née SC&G 101). I

BY THOMAS KLOBAS

took it on myself to determine this car's origin, its service history, and how it journeyed from active service on Southern Railway's roster to its present existence in the middle of the desert in Chandler, Ariz.

Southern Railway office Car 16 arrived at the Arizona Railway Museum in 1995 as a donation from the family of its most recent owner, a local railfan named Russell Joslin. The car has wood frames with wood siding, flooring, and roof. It has wood side sills but steel center and end

sills. A metal shell covers the wood roof, and the wooden sides are clad in steel sheathing, still painted in fading, chalking, Southern Railway green. The Southern lettering and numbers are also intact, as well as the name *Desert Valley*, bestowed by Mr. Joslin.

Car 16 is 73 feet long (coupler to coupler) and 10 feet wide. It has two six-wheel trucks equipped with plain journals, and the traditional open vestibule platform with stairs is at the rear end. The interior is pretty typical for a Southern office car: lounge area, two state-rooms, a hall lavatory, dining room (with Murphy bed), galley, and crew quarters. The ice



Southern Railway (former South Carolina Railroad) car shops at Line Street, Charleston, S.C., ca. late 1920s. The buildings seen here were erected around 1857. This rare photo also appears on page 167 of the CENTENNIAL HISTORY OF SOUTH CAROLINA RAILROAD by Prof. Samuel M. Derrick (1930). SOUTHERN RAILWAY PHOTO

storage area under the car still remains (its air-conditioning was ice-activated), along with a fully intact DC electrical cabinet. It is also equipped with a rooftop antenna at the lounge end of the car. Car 16 is completely furnished, although none of the furniture appears to be original to the car. You might say that Car 16 is preserved in the desert environment, but has yet to be restored.

No documents accompanied the car when it was donated. The only clue to its origin was an unsubstantiated oral report that it was built in 1879 by Pullman in Worcester, Mass. And that was all we knew about the car when I began what I naively assumed would be a reasonably brief research project to verify who built the car, and when.

This is the Internet Age, so any research project must begin with a Google search. I was looking for records that were well over a century old, however, and the internet quickly demonstrated its limitations. I began with the assumption that the car was the product of Pullman manufacture. The carbuilding records of the Pullman Corporation (then called the Pullman Palace Car Company) are among the most accessible, organized, and comprehensive private business records available to the public. The collections of the Newberry Library in Chicago and the Illinois Railroad Museum

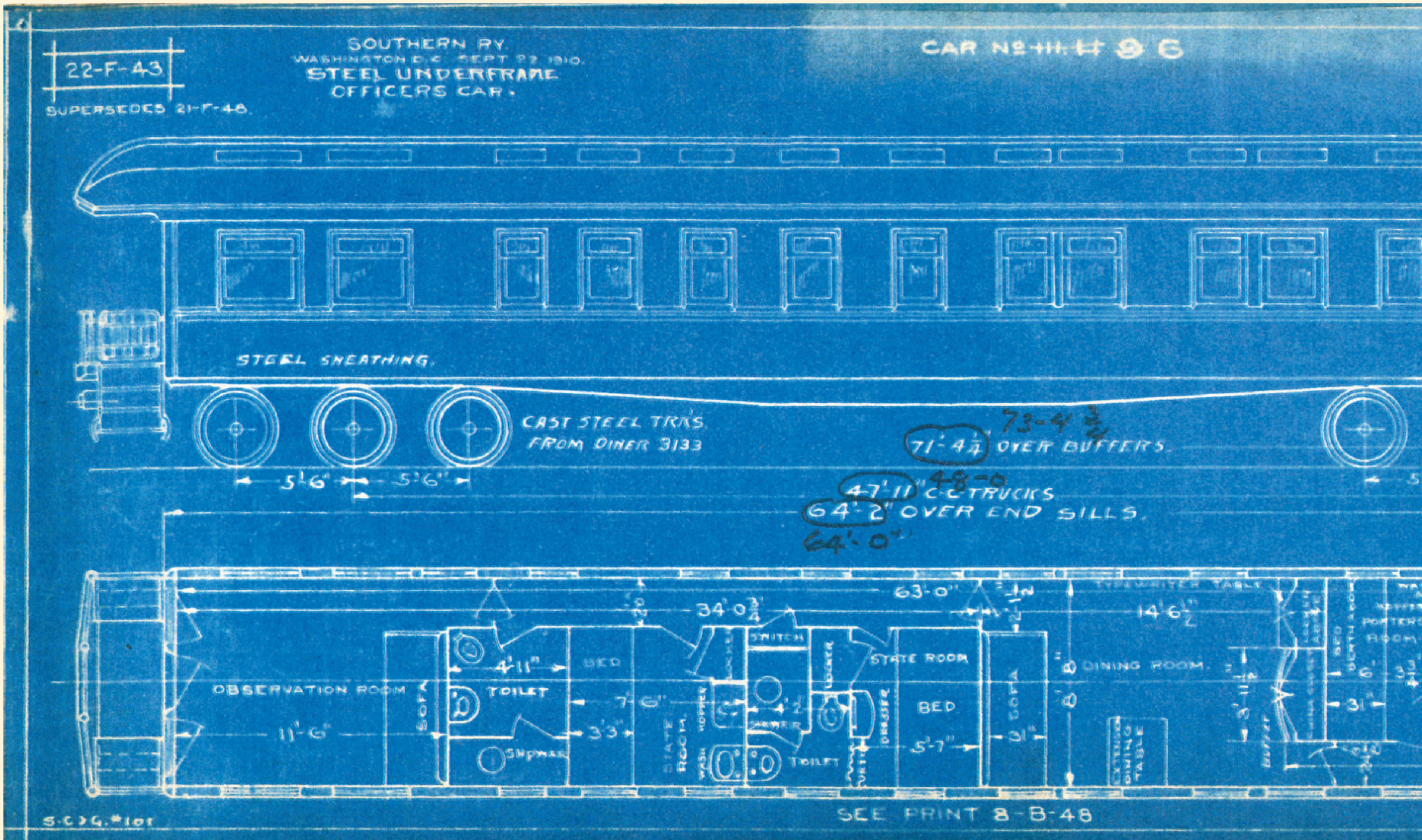
History of Assignments to Southern Railway Car 16						
Owner	Car No.	Date Changed	Assigned To	Dates Assigned	Title	Remarks
South Carolina & Georgia RR	101	n/a	?		?	Car built in 1879, probably in Charleston by South Carolina RR. SC&G absorbed by Southern Ry. in 1899.
Southern Railway	115	April 1899	Joseph H. Sands	1898-1903	Gen'l Supt. Eastern District	Headquartered in Salisbury, N.C.
Southern Railway	111	?	S. J. Collins	1903-1904	Gen'l Supt. Eastern District	
			Horace Baker	1904-1905	Asst. Gen'l Supt Eastern District	
			E. H. Coapman	1905-1907	Gen'l Supt	
			H. E. Hutchens	1907-1912 1912-1914 1914-1920	Gen'l Supt. Northern	Headquartered in Greensboro, N.C.
Southern Railway	11	Aug. 13, 1912	R. E. Simpson	1920-1921	Northern District (1914-1920); Gen'l Mgr. Lines East	Headquartered in Richmond, Va.; moved to Danville, Va. in 1918 (temporarily moved to Greensboro four months in 1919 when fire destroyed Danville office)
Southern Railway	9	Oct. 25, 1920	R. B. Pegram	1921-1928	VP - Tax, Fuel & Publicity Dept	Headquartered in Atlanta.
Southern Railway	6	Feb. 23, 1921	J. B. Akers	1928-1931	Asst. to VP-MofW	Headquartered in Washington, D.C.
			Bernard Herman/ J. B. Akers	1931-1934	Chief Engr./ Asst. Chief	Headquartered in Washington, D.C.
			Reserve	1934-1935	n/a	Not assigned to a particular person or department
			L. C. Shults	1935-1946	Supt. Motive Power	Headquartered in Knoxville, Tenn.
L. C. Shults? See remarks	1947-1960?	We don't have records of who Car 16 was assigned to after 1947. It's possible that it stayed with L. C. Shults in Knoxville, because he remained in that position until he retired in 1960.				
Southern Railway	16	December 1946	Unknown	1960-1967	Unknown	
Houston Sports Association			n/a	1967-1970s	n/a	Exact year the Association sold Car 16 is not known
Phoenix Cotton Pickery			n/a	1970s-1982	n/a	Not much is known about this company
Russell Joslin			Russell Joslin	1982-1995	Businessman	Named the car "Desert Valley"
Arizona Railway Museum			n/a	1995-	Exhibit	Donated to Museum from Joslin's estate

Note: Southern office car 115-111-11-9-6-16 was assigned to some notable officers in its day. Eugene Herbert Coapman, a Wisconsin native, rose quickly at Southern. When the car was first assigned to him, he was forty years old. Coapman yard and engine terminal in East St. Louis, Ill., were named for him in 1917. When U. S. railroads were controlled by the United States Railroad Administration during World War I (1918-1920), Coapman was named Federal Manager of the Southern Railway System and many other lines in the South. He passed away in 1921. R. E. Simpson was a much beloved operating official, who began work for the Western North Carolina Railroad as a water boy at age 12 in 1881. After he died in 1938, Southern's yard in Jacksonville, previously known as Grand Crossing, was renamed Simpson Yard. R. B. Pegram rose from a chief clerk 1899-1905 to vice president-tax, fuel, and publicity in Atlanta (where he served for many years). South Shops were renamed in his honor (Pegram Shop). He was also boss of Lauren Foreman, editor, *Southern News Bulletin*.

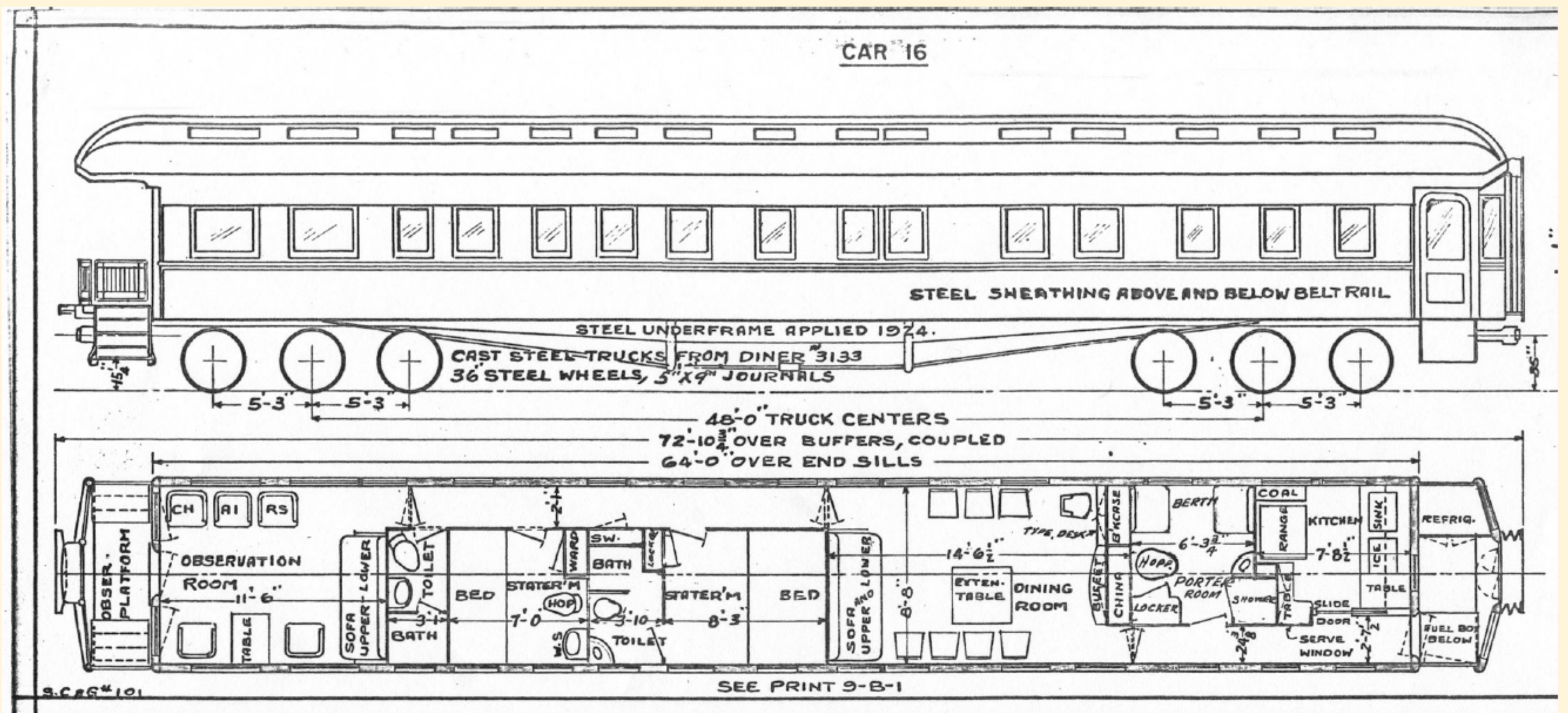
in Union, Ill., were searched for any record of a wood office car built in Worcester in 1879. Even after understanding that many early Pullman cars of that era were built by others under contract for Pullman, nothing surfaced. Even

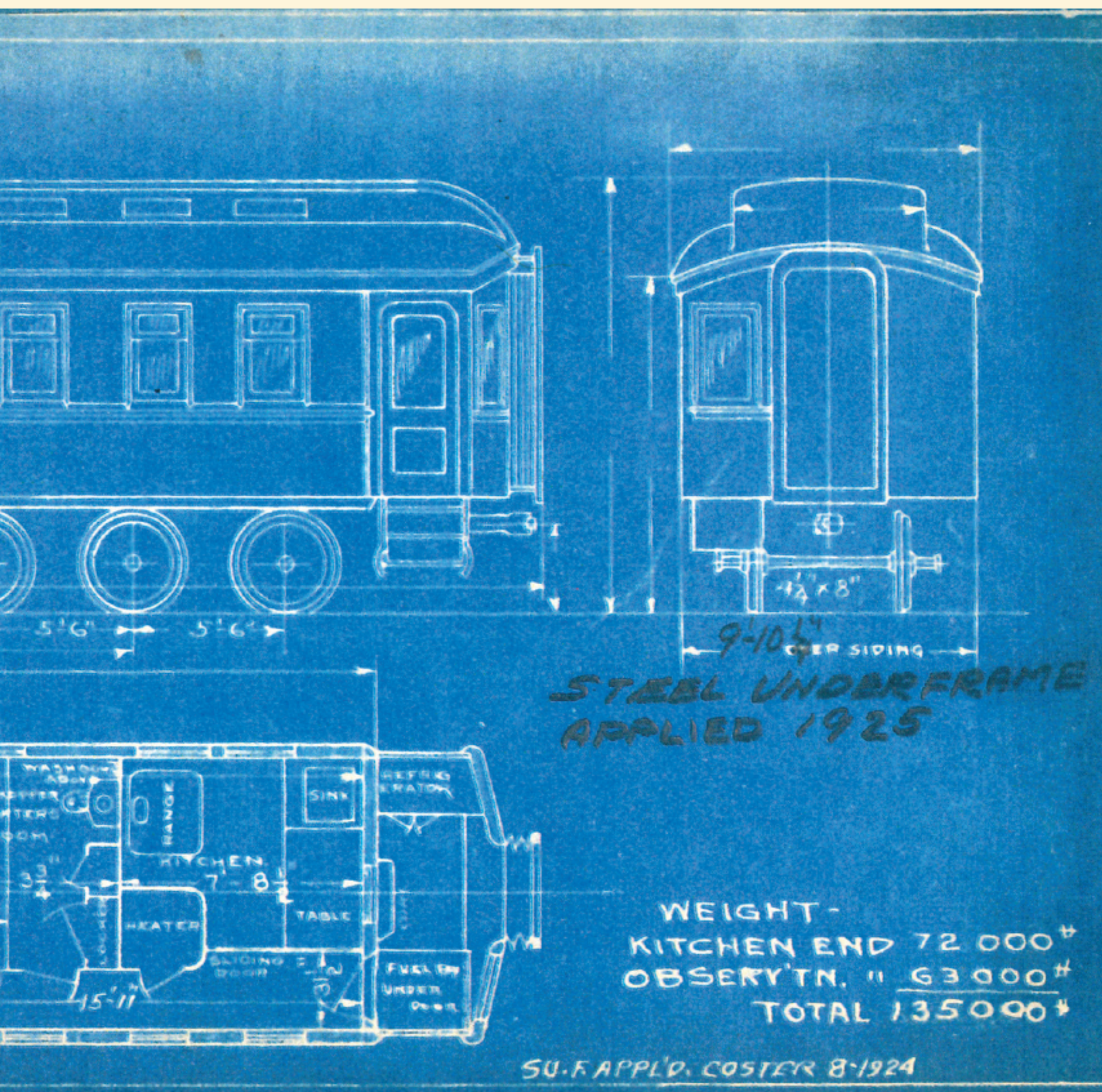
more disappointing was that Pullman manufacture at Worcester did not begin until the 1930s, when Pullman acquired the Standard Steel Car Company. Thus began the first of a long line of disappointments.

CONTINUED ON PAGE 18



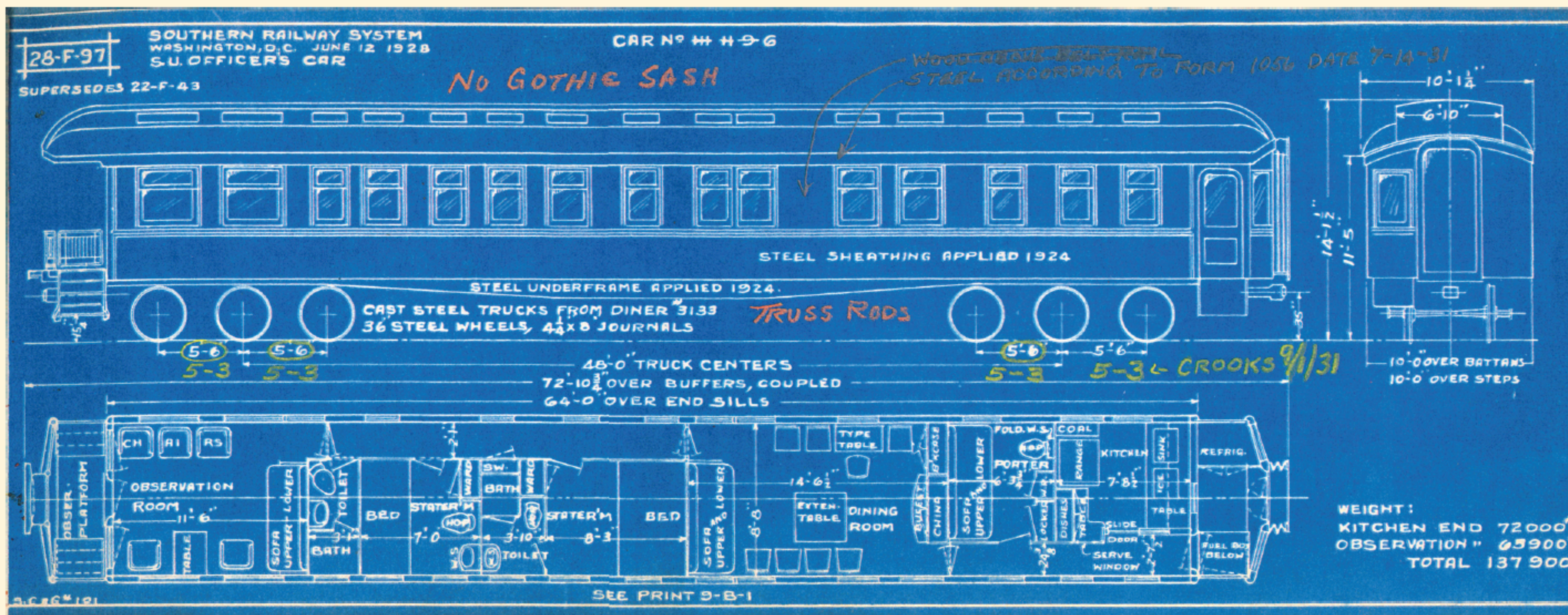
The Evolution of Car 16





LEFT: This is the first (and earliest) of three diagrams showing how Southern office car 16 evolved over 50 years or so. (At the time of this drawing, the car was Southern 6, so designated in 1921; the latest date on this image is 1925, noting when steel underframe was applied.) Southern inherited the car from the South Carolina & Georgia (see notation in lower left corner), and this diagram supersedes an earlier one that we have been unable to unearth. By this time, the wood siding had been clad in steel, and someone has rechecked some dimensions to come up with more accurate measurements. The car appears to accommodate two officers comfortably, and two uncomfortably (if they sleep on the two couches). Looks like an upper and lower berth in the crew's quarters. Next to the kitchen is a "heater," probably to heat the car's water and atmosphere. *THREE DIAGRAMS FROM TIM ANDREWS COLLECTION*

BELOW: Diagram 28-F-97 supersedes 22-F-43 and was drawn in 1928 (this particular page shows corrections up to at least September 1931). A number of improvements are apparent: The car now sleeps six (the sofas in dining room and lounge convert to upper and lower berths); 1 foot, 10 inches has been sacrificed in the hall bathroom (next to lounge) to allow for a larger room A (the one with the big bed in the middle of the car). A typing table has been added in the dining room, as well as a bookcase. The crew room berth is specified as a sofa that converts to an upper and lower, and the absence of a heater next to the kitchen implies that the car has been piped to get steam via train line. The kitchen has been enlarged a bit to include more preparation area and a pass-through window, accessible from the corridor. "No Gothic Sash" means the small windows above the side windows have been eliminated, making the letterboard wider. The black writing says, "Steel according to form 1056 date 7-14-31," meaning that it contradicts the note above it that has been scratched out (it indicated wood panel between letterboard and belt rail). Also, "Truss Rods" means the car is equipped with them, although they don't appear on the drawing.



FACING PAGE: This is the most recent drawing (34-F-34) we could find of Southern office car 16 (renumbered from car 6 in 1946), which dates from 1965. Some updates have been made and some more are not reflected in this drawing. The Gothic sash has been eliminated, and truss rods appear on the drawing. The bathroom fixtures in the large stateroom have been rearranged, and the typing desk has been relocated to under the bookcase in the dining room. The berths in the crew room have been moved next to the window, and are arranged like a Pullman section—facing seats by day that make up into a lower berth; upper berth unfolds from ceiling. This provides enough room for a shower (previously lacking). The kitchen gave up a little space for the crew shower, but otherwise appears unaffected. We know that the car was equipped with ice air-conditioning in 1939, but the underbody ice boxes are not reflected in this 1965 drawing, nor is the contour of the roof (the derestory was mostly covered up for air conditioning ductwork). Interestingly, according to contemporary pictures of Southern 16, even more changes were made that are not reflected in drawing 34-F-34. See accompanying images of car 16 at the Arizona Railway Museum.



This image appeared on page 270 of Prof. Samuel Derrick's *CENTENNIAL HISTORY OF SOUTH CAROLINA RAILROAD* and is purported to be a South Carolina & Georgia Railway passenger train at Augusta, Ga., in 1897. The locomotive—SC&G 15, a 4-4-0—was built in May 1886 by Burnham, Parry, Williams & Co. (Baldwin Locomotive Works), originally as a wood burner. In 1890, she was converted to burn coal. The train is either No. 1 or No. 44, which were the day trains between Augusta and Charleston. The consist appears to be a full mail car, combine, and a day coach. Since the only first-class cars operated by the SC&G (and affiliates) at the time were "Palace Sleepers" running overnight between Charleston and Atlanta (and passing through Augusta either late at night or at dawn), we believe it's likely that the last car on the train pictured here is SC&G 101. Although the photo is indistinct, it appears the rear car has rectangular window frames. Assuming Interstate 101 (SC&G 100, which also exists; see sidebar) appears today as it did in 1897, it is not the car pictured here because its window frames are arched at the top. Either way, both of the office cars owned by the SC&G in 1897 survive today: car 100 in Big Stone Gap, Va.; car 101 in the Arizona desert in Chandler. *SOUTHERN RAILWAY PHOTOGRAPH*

I next explored websites for the Southern Railway Historical Association and the Southern Museum of Civil War and Locomotive History. The SRHA site contained an exceptional series of links to car records attributed to Allen Stanley (<http://southernmodeler.info>) and Tom Daspit (<http://southern.railfan.net>). From those links, I was able to access car diagrams, roster renumberings, and executive assignments for Southern office cars. I was now able, with only occasional breaks, to follow the history of Car 16 from its entry into the Southern System as South Carolina & Georgia 101 and later as Southern 115, 111, 11, 9, and 6, until its retirement in 1967 as 16. The varying numbers were primarily determined by the relative seniority of the car within the Southern office-car fleet, combined with changes in Southern numbering policy and occasionally, the preference of the officer assigned to the car.

I learned that the Southern remodeled the car heavily at its car shops at Coster (Knoxville) in 1924–25 by installing steel center and end sills, along with steel sheathing over the exterior wood siding. Further improvements included new six wheel trucks in 1924, an ice-activated air-conditioning system in 1939, and an antenna system in 1955. And finally, I found confirmation that the car was indeed built in 1879. Still no identification of the builder, however.

Through the SRHA, I corresponded with

George Eichelberger and Tim Andrews, who provided additional information regarding Southern office car practices as well as additional car diagrams. Daniel Pete, an archivist with the Southern Museum of Civil War and Locomotive History, was of great assistance in researching SRHA's presidents' files, and found correspondence detailing the sale of Car 16 in 1968 to the Houston Sports Authority, the first of several subsequent owners.

Then I encountered a bit of a dry spell. Contact with several widely scattered archives in a search for records of the South Carolina Railroad, the South Carolina Railway (its successor from 1883 to 1894), and the South Carolina & Georgia Railroad proved fruitless. Archivists at Norfolk Southern, University of Maine, Delaware Public Archives, and the South Carolina Historical Society screened their files and located documents concerning the SC&G or one of its predecessors. They largely consisted of financial data, real-estate records, and locomotive rosters but nothing to do with office cars. The Maine archive was contacted because of its connection to members of the Parsons family, which managed the SC&G in the 1890s.

Bankruptcies were a widespread phenomenon of railroading during the late 19th Century. Indeed, the Southern Railway itself was created from the insolvent remains of the Richmond & Danville; the East Tennessee, Virginia & Geor-

gia; and others. The SCRR underwent several insolvencies, including one in 1878 that lasted until 1883. This meant that any changes to the car roster in 1879 would have occurred under the court-directed management of the receiver, a man identified as John H. Fisher. Might the records of that bankruptcy provide some answers?

I tracked down bankruptcy records for the United States District Court for the Eastern District of South Carolina in a General Services Administration archive in Atlanta, Ga. The GSA archivists indicated that the records for the period encompassing the SCRR bankruptcy were in a series of six completely unorganized boxes. Fortunately, a member of the Arizona Railway Museum had recently relocated to South Carolina, and was willing to search GSA's records. Sadly, the search yielded little of value.

At this point, any prospect of progress in my research looked pretty bleak. I learned that the older the records being sought, the less likely they would be found—and 1879 was a long way back. But what I also learned was that research could be much more productive if duplicate records existed.

Until the middle 1880s, business records were generally of two types: printed documents and handwritten ledgers, rosters, and journals. Printing was reserved for records important enough to mandate preservation or widespread distribution. Think corporate annual reports,

for instance. Handwritten records—the vast preponderance of railroad record-keeping—were notoriously perishable from exposure to the elements, intentional destruction, and the plague of industrial fires. I decided to focus on printed records from the 1875–85 era.

Because office cars were non-revenue cars and relatively few in number, they did not appear in all car statistics. Beginning in 1880, however, *Poor's Manual of Railroads* listed official cars in their annual summaries of each carrier. For the South Carolina Railroad and its two successors, *Poor's* consistently recorded the presence of two office cars (alternately called “pay cars”) from 1880 through 1899.

Poor's manuals are drawn from printed annual reports prepared by the railroads for their directors and investors. These records exist in several library collections. Through them, I was able to locate the South Carolina Railroad's annual reports as far back as 1870. These reports described construction of a steady supply of passenger cars at the SCRR's Line Street Car Shop in Charleston. With the exception of eight cars contracted out to Jackson & Sharp in 1880, none of which was described as an office car, I could find no record of any passenger cars constructed by outside builders for the SCRR. This was confirmed by tedious review of past issues of the *Railroad Gazette*, a weekly newspaper that

detailed all construction and other activities in the 19th Century railroad industry. I owe an enormous debt of gratitude to the Linda Hall Library in Kansas City, Mo., for having placed this treasure trove on line.

Particularly noteworthy was that the SCRR Annual Report for 1879 reported that the railroad had “rebuilt” an office car; this gave them a total of three such cars at the end of that year. This, I propose, was the car that ultimately became Southern 16. One office car appears to have been lost in a major fire in January 1880. The fire destroyed a major portion of the Line Street Car Shop, as well as nearly a third of SCRR's passenger car fleet. This fire may also have consumed whatever records existed detailing the construction of the newest addition to the office car fleet. It's highly likely that this catastrophe directly contributed to the Receiver's decision to order equipment from an outside supplier.

The term “rebuild” leads one to conclude that there might be even more to the origin of Car 16. Other references use that term for a comprehensive reconstruction of a car where as much as 90 percent of the car's original parts are replaced, thus justifying a new built date for the car. The 1879 SCRR Annual Report, the first one issued under the auspices of the receiver, describes the abject and worn-down condition

of the railroad's passenger fleet. It's possible that some of these were candidates that could be reconstructed into an office car.

Lawyers like to describe several increasing standards of proof in making their cases: “preponderance of the evidence,” “clear and convincing,” and “beyond reasonable doubt.” Although no record was found that proves definitively that the office car rebuilt in 1879 is indeed the car which ultimately became Southern 16, the combination of circumstances described above seems to make a clear and convincing case that it is.

Office cars were not typical of passenger cars in general. Relatively few in number, they were generally reserved for the exclusive use of certain officials and thus accumulated fewer miles in operation. They seldom left the home road and were crewed by employees who took pride in the condition and appearance of each car. Office cars were built and used as self-sustaining, portable offices and hotels, designed to function parked at a station or moving in a passenger train consist. These characteristics explain why many office cars were purchased by private individuals (after they were surplus to the needs of the railroad), and why a disproportionate number of office cars survive today, compared to their more plebian passenger car contemporaries.

This explains why Car 16 survives. Shortly after its retirement from Southern service in

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Judge Roy Hofheinz

Roy Mark Hofheinz (April 10, 1912–Nov. 22, 1982) was a legendary Houstonian, popularly known as Judge Hofheinz. He started his political career early, winning a representative's seat in the state legislature (1934–36), getting elected to county judge of Harris County, Texas (1936–44; Houston is the county seat), and mayor of the city of Houston (1953–55). He was also Lyndon Johnson's campaign manager during Johnson's rise to U.S. congressman and senator. To say he was politically connected would be an understatement.

He was also a gifted entrepreneur. After World War II, he developed a network of radio and television stations across the state, and brokered steel slag to road builders. He also was part of the group that won the major league baseball franchise for the Houston Colt .45s (subsequently the Houston Astros) in 1960, and later that decade, built the Harris County Domed Stadium (a.k.a. the Astrodome). After the Astrodome was built, he worked with Monsanto Corporation to develop AstroTurf (artificial grass) and along with the Feld brothers, purchased the Ringling Bros. and Barnum & Bailey Circus (he later sold his interest to Mattel). He and his

family further developed the first major theme park in coastal Texas, Astroworld, which was later sold to Six Flags (it closed in 2005).

Astroworld was just part of a mega-development Hofheinz called the Astrodomain, which eventually included hotel and office complexes, sports arenas, and parking lots. With all this commercial creativity, it's no wonder that Judge Hofheinz thought that a railroad-themed resort complex would make a good complement. For whatever reason, however, the resort never came to fruition, and the rail cars were dispersed. Much of what remains of the Astrodomain is now part of NRG Park (which includes the renamed NRG Astrodome) off the South Loop West Freeway (I-610) south of downtown Houston.

Hofheinz Pavilion, a multipurpose arena on the University of Houston campus, is named in his honor, and in 2006, Judge Hofheinz was posthumously inducted into the Texas Baseball Hall of Fame. Although the Judge himself had little relationship with Southern Railway, he unwittingly helped to preserve one of the country's oldest surviving rail passenger cars.—Thanks to Wikipedia for most of this information



HOUSTON AREA DIGITAL ARCHIVES

Southern Railway Car 16 Today



LEFT: Open platform end (rear) of Southern 16 at Arizona Railway Museum. ALL PHOTOS COURTESY ARIZONA RAILWAY MUSEUM UNLESS NOTED OTHERWISE



RIGHT: Contemporary view of Southern 16, right side from front. The end bulkhead window, which still appears in 1965 drawing, has been removed. Note also underbody ice boxes and monitor roof (covering clerestory), both added when air-conditioning was installed in 1939. While faded "Southern" still appears on letterboard, *Desert Valley* has been added on side panel in middle of car.



ABOVE: Stateroom A in Southern 16. The large bed still exists (although made up with a Southern Pacific blanket).



ABOVE: View of kitchen from corridor of Southern 16. Not shown on the drawing is the relocation of the sink to under the window, allowing for more storage and counter space.



ABOVE: Contemporary view of Southern 16's lounge. The side table on the right (shown on diagram) is missing, but the sofa appears to be the kind that converts to berths.



ABOVE: Southern 16's dining room. As Tom Klobas observes in his article, it is doubtful that any of the car's movable furnishings are original to the car. But it's also likely that little, if any, modifications have been made to the fixed appurtenances since Southern sold it in 1967. Here's another instance where the real thing differs from drawing 34-F-34: The drawing shows a sofa in the dining room convertible to upper and lower berths. That sofa was replaced with a single Murphy bed that folds out of the wall, enabling the addition of narrow storage closets on either side of the bed. The loss of the one berth in the dining room was apparently compensated for with the addition of the upper berth in Stateroom B.

LEFT: Stateroom B. The upper berth does not appear on the 1965 floor plan and possibly was added when the berth arrangement in dining room was changed.

Meet Tom Klobas

Thomas Klobas is the past and current president of the Arizona Railway Museum in Chandler, Ariz., an all-volunteer 501(c)3 enterprise founded in 1985. Now retired, he was formerly a practicing criminal defense attorney in Arizona, who before that, was a railroad service agent for the Interstate Commerce Commission covering the states of Arizona and New Mexico. Among other past endeavors, he is a Vietnam veteran who spent eight years in the Air Force as an aircraft maintenance officer. He comes from a railroading family with both his father and brother being career employees of the Southern Pacific. His interest in railroading can be attributed to both family and past professional connections.



More particularly, Tom's interest in the origins of Southern office car 16 stems from the fact that, of all cars in the Arizona Railway Museum's collection (over 40), car 16 was the one and only piece of rolling stock that no one could learn much about. Tom saw this as both a mystery to be solved and a personal challenge. The more he dug into the car's history, the more intrigued he became. After more than three years of probing, he believes he has now run to ground about as much information about Car 16 as exists, and believes confidently in the conclusions expressed in his article.

1967, it was sold to the Houston Sports Authority for \$10,000, a princely sum for a then-nearly 90-year-old relic. The HSA included among its participants the famous politician and entrepreneur Judge Roy Hofheinz (see sidebar). Hofheinz was described by his biographer as a major collector of various items. Apparently this included railroad cars. It's been said that he was attempting to develop a railroad-oriented resort complex adjacent to the Houston Astrodome and Astroworld (a theme park) properties in Houston. Those plans never reached fruition, and the cars were dispersed, apparently in the late 1970s.

Through the efforts of the late Ben "B.B." Garrett Sr. of Tyler, Texas, an executive of the Cotton Belt Railroad, Car 16 was sold to the Phoenix Cotton Pickery, a now-defunct enterprise in Phoenix, and was relocated to Arizona. In 1982, Russell Joslin purchased the car from the Pickery and used it locally as a personal office. It was Mr. Joslin who added the name *Desert Valley*. Upon his death, the Joslin family donated the car to the Arizona Railway Museum in nearby Chandler where it became, and remains, the oldest rail car in the Museum's collection.



Southern (CNO&TP) 6465, a Ps-2-class Pacific, heads up a string of office cars in New Orleans, La., on Dec. 31, 1948. The panel above the pilot reads "Work Safely," and the logo at the left bottom of the tender is another safety message. (Is the purpose of this train to convey Southern officials to a meeting in New Orleans that happens to overlap New Year's Eve?) Visible are Southern wooden, steel-sheathed cars 24 and 18, and a steel AGS car. At this time, car 24 was assigned to D. W. Brosnan, General Manager-Central Lines (Knoxville); and J. S. Wearn, Chief Engineer-Western Lines (Cincinnati); car 18 was assigned to M. D Stewart, Supt. Motive Power-Western Lines (Cincinnati). Is car 16 back in the consist somewhere? ELLIOTT KAHN PHOTO, LOUIS MARRE COLLECTION

What about Interstate 101?



ABOVE: The other former SC&G office car: Interstate Railroad car 100, formerly Virginia & Southwestern 100, Southern 117, and South Carolina & Georgia 100, built around 1870, trails a westbound inspection train near Big Loop Cut, near Ramsey, Va., in 1923. The car still exists and has been preserved in Big Stone Gap, Va. Image is an excerpt from the cover of January-February 1992 *TIES*. The original photo is in the Westmoreland Collection, Hagley Museum and Library, Wilmington, Del.

Twenty four years ago, we featured Interstate Railroad office car 101 in the pages of *TIES* (see “The Saga of Southern 117”, in January-February 1992 *TIES*, pp. 8–15). This car is notable on several levels:

- It was built in 1870
 - It was on South Carolina & Georgia Railroad’s roster when SC&G was acquired by Southern Railway in 1899
 - Remarkably, it still exists
- Because the car was older and smaller than SC&G 101, Southern disposed of

SC&G 100 earlier than most of its office car compatriots.

Briefly, SC&G 100 was renumbered to Southern 117 around 1899, and assigned to W. H. Wells, chief engineer of construction. In 1912, Wells persuaded his superiors to trade his ancient office car to the Virginia & Southwestern (a Southern subsidiary) in exchange for V&SW’s office car 100 (former-Pullman car Kearney, built in 1906), a much nicer car (in Wells’s opinion). His bosses agreed, and Southern 117 was swapped for

V&SW 100. The V&SW car became Southern 17; Southern 117 became V&SW 100, where it sat most of the time in Bristol, Va.

In 1916, H. L. Miller, president of the Interstate Railroad, was in the market for a modest office car (fitting for a modest size railroad), and V&SW 100 caught his eye. He bought it from Southern for \$3,500, and before delivery, Southern ran it through the car shop at Coster, cleaning it, putting it into good operating condition, and relettering it for its new owner. Interstate designated the car “100.”

In 1924, the Interstate purchased a newer office car from the Southern, this one with a steel center sill. It became Interstate 100; the old former-SC&G car was redesignated 101, and largely relegated to ceremonial, display, or hospitality roles. In 1959, with Interstate’s acquisition by Southern Railway on the horizon, car 101 was sold to a coal executive, who took it off its trucks and moved it to a private lakefront on the Black Fork in western Virginia. There it remained, used occasionally as a hunting and fishing lodge, until the original owner’s successors offered it to any legitimate organization that could find some use for it.

SRHA member Ron Flanary and others from the town of Big Stone Gap, Va., mobilized to rescue the car. They moved it to Big Stone Gap, restored it, mounted it on four-wheel trucks, and opened it as the region’s visitors’ center, where it remains, under cover, to this day.

The origins of Interstate 101 (née SC&G 100) have always been murky. Thanks to Tom Klobas and his research on Southern 16 (née SC&G 101), we have a clue—it may have been fashioned in the South Carolina Railroad’s ancient, historic shops on Line Street in Charleston, just a stone’s throw from where the famous *Best Friend* locomotive first operated in 1830.



ABOVE: Interstate Railroad car 101 in 1988 shortly after being restored at her new location in Big Stone Gap, Va. RON FLANARY PHOTO



ABOVE: Interstate 101 (formerly SC&G 100 and Southern 117) as she appears today under a Ron Flanary-designed shed, serving as the Big Stone Gap, Va., visitors’ center. March 21, 2016. RON FLANARY PHOTO.