

**The South Carolina Railroad Museum Newsletter**  
*Information and Happenings on the Rockton, Rion & Western Railroad*  
Volume 40 Number 3 Summer 2012

***ALL ABOARD THE ROCKTON & RION!***



RSD-4 No. 1276 and train at Greenbrier. This is the train used for most Saturday excursions this season.

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**From the Editor:**

We hope all of you are having a great summer and are looking forward to the fall operating season. We have several events coming up including our first annual Pumpkin Patch train and the return of steam locomotive No. 126 in October. May saw a successful *Those Who Have Served* event and the start of our regular operations. Jim Owens looks back on the SCRMM operations from several years ago. Tim Hill reports on the Museum's newly acquired Hyster forklift. Rodger Stroup discovers the *Lake Rion* diner was a "Jim Crow" segregated car on the Southern.

***HOT NEWS:***

Sign up now for the Pumpkin Patch train on Saturday, October 27<sup>th</sup>. Help is needed with coordination of the event, staffing the train, and assisting with the passengers at Greenbrier. Contact Rodger and Rufus to participate.

***HEAR THAT WHISTLE BLOW:***

The Grambling's famous 0-6-0T steam locomotive No. 126 will be returning to the Rockton & Rion. Steam excursions will be in late October and early November. The very popular *Engineer Experience* will be on October 27<sup>th</sup> and November 17<sup>th</sup>.

**MEMBERSHIP:**

If you are receiving this newsletter and are not a member, we encourage you to join up: Family Membership is \$35; Single is \$25; and Senior is \$18. Please see our website or pick up an application at the Ticket Office or just send a check to our PO Box with your contact information. Remember, **members ride free** on all regular trains May-September on a space available basis.

We look forward to your contributions for the next newsletter. Please send your articles and pictures to libreez@carolina.rr.com, or SCRM, PO Box 7246, Columbia, SC 29202.  
**Vince LiBrizzi, Editor** <>

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**Lake Rion Car Has Checkered History**  
*By Rodger Stroup*

The old adage that you are never too old to learn something new certainly holds true for us at SCRM. Last spring Fenton Wells contacted me regarding the *Lake Rion*, our 1924 Pullman diner No. 3157. Fenton is working on a history of Southern Railway diners and he wanted to visit the museum for more information on the car. A few weeks later he visited and took photographs. He provided me with additional information about the history of the car. No. 3157 was originally built as a 36-seat diner. During World War II it was modified to seat 48 patrons to meet the heavy passenger loads at that time. In the late 1940's it was again modified to seat 40, as it remains today. One of the features that especially interested me was the section between the tables and the kitchen area where we have 4 extra seats on one side and some cabinets and drawers on the other. Fenton indicated that when the car was built that section was used for "colored" (as it was designated at the time) diners who

were separated from the rest of the customers by a wall. Today that wall is mostly glass. During the modifications in the late 1940's one of these tables was converted to the steward's working space that contained a cash register. Southern eliminated such segregation of passengers in 1964 in compliance with federal law. So all these years we have had a "Jim Crow" car and weren't aware of it. <>



Former "Jim Crow" section of the *Lake Rion* Diner

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**For Those that Have Served Event a Success**  
*By Vince LiBrizzi*

On Saturday, May 26<sup>th</sup>, the museum had its first annual *For Those that Have Served Event* to honor the men and women of our armed forces. All current and former armed forces personnel and their families were invited to ride an excursion to Rion free of charge. Columbia-based law firm Nexsen Pruet sponsored the event, which drew over 180 participants for the two trains that were operated. Military trucks were displayed during the event, and all involved felt the excursions were a great way to start the Memorial Day Weekend. <>

## **First Annual Pumpkin Train October 27th**

**By Vince LiBrizzi**

On Saturday, October 27<sup>th</sup>, we will be having our first annual Pumpkin Patch Trains at 10 AM and 1:30 PM. Passengers will detrain at Greenbrier and will participate in many fall activities, including picking their own pumpkin from our “patch” located in the field adjacent to the Greenbrier passing siding. Come out and support the museum’s newest event and have fun with our passengers! <>



Tim Hill uses the forklift to load rail at Greenbrier

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## **Forklift is Asset to Operations**

**By Tim Hill and Vince LiBrizzi**

The museum recently purchased and repaired a heavy-duty 1960s era Hyster Forklift to aid in moving heavy equipment. The forklift needed skilled mechanical repairs to its hydraulic systems and controls, accomplished by Tim Hill, Clif Hall, Rufus Timms and Chris Lanis earlier this summer.

The Hyster has a GM V-6 engine and rated at 8 tons of lifting capacity. One of its first tasks after being repaired was lifting several tons of old rails onto a tractor trailer at Greenbrier. According to Tim Hill, the forklift had no problem lifting the load, but since its steering is hydraulically controlled from the rear wheels, maneuvering the powerful and heavy forklift and the road trip back to Rockton were quite the experience!

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## **SCRM 1997 Railfan Weekend**

**By Jim Owens**

On the weekend of April 19<sup>th</sup>, 1997, the SCRM hosted a Railfan Weekend. The festivities included a photo freight and caboose trains on Saturday. On Sunday, we rode a motor car out to the “Chinese Wall.”



SW8s Nos. 2015 and 2028 pull freight on the R&R

My 10 year old son James and I attended and we had a great time. A rather long freight train was assembled for the “new” SW-8s. Thanks to John Parker, my son got a cab ride, while I had to settle for taking pictures. The track was in service only up to near Summit Crossing at the time (about mile post 2.5).

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*(From previous page)*

Afternoon caboose trains were run with center cab diesel locomotives No. 33 and No. 76. We especially enjoyed the small engines. The crews did a great job running the trains, and we appreciated the extra effort. Unfortunately, the large throngs of railfans did not show up and there were plenty of seats for all the participants. On Sunday, we rode the motor car out to the “Chinese Wall.” We found the wall and the scenery along the way very interesting. On the return trip, the motor car was slipping so much we couldn’t make the hill on the way back to Rion. The crew finally got everyone toward the rear of the car over the drive wheels and we made it. Looking back now fifteen years later, we had a good time and I believe the crews did too. <



Center Cab No. 76 pulls a Bay Window Caboose