

**The South Carolina Railroad Museum Newsletter**  
*Information and Happenings on the Rockton, Rion & Western Railroad*  
Volume 40 Number 4 Fall 2012

**LIGHTS! CAMERA! REVOLUTION!**



Locomotive No. 44 during filming for *Revolution* episode "Soul Train" at Chadbourne, NC.

**From the Editor:**

We hope all of you are having a great fall and are looking forward to the holiday season. We had several successful events recently such as the first Pumpkin Patch trains, Steam Trains and Engineer Experience. Steam locomotive No. 44 was used for an episode of the hit NBC television drama *Revolution*. We received a donation of aggregate stone from Martin Marietta for ballast. Our new Open Air car debuted on the passenger runs. Gene Allen recalls a visit to the West Coast Railway Heritage Park in Canada recently.

**HOT NEWS:** Help is needed for Santa trains and charters for the rest of this year. The second annual Valentine Dinner train will be

operating on two dates in February due to popular demand. Contact Rodger Stroup for more information or visit [www.scrm.org](http://www.scrm.org).

**MEMBERSHIP:**

The SCRM Annual Meeting will be at the Rion building at 10 AM on January 19<sup>th</sup>. Family Membership is \$35; Single is \$25; and Senior is \$18. See our website, get an application at the Ticket Office or send a check to our P.O. Box with your contact information. Remember, **members ride free** on all regular trains. Please send your articles and pictures to SCRM, PO Box 7246, Columbia, South Carolina 29202 or via email to [libreez@carolina.rr.com](mailto:libreez@carolina.rr.com).

**Vince LiBrizzi, Editor** <>

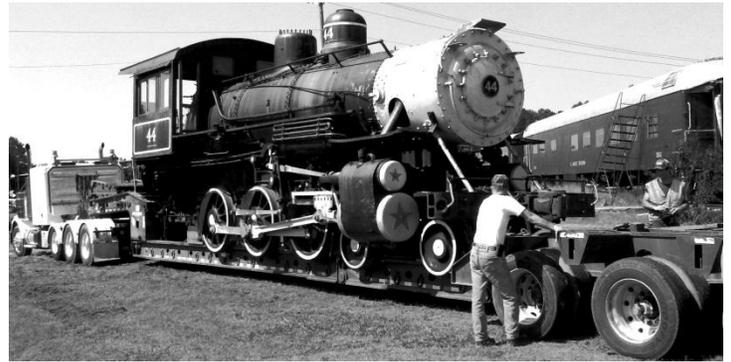
**Steam Locomotive No. 44 has a starring role on NBC TV show *Revolution***

**By Vince LiBrizzi and Tim Hill**

In August, the SCRM received a call from Warner Bros. in Burbank, CA requesting steam locomotive No. 44 to be used in filming an episode of *Revolution*, a new hit drama series on NBC from producer J.J. Abrams. The show is about life 15 years after all ability to use electricity has suddenly vanished from the earth, and how the surviving groups, the Rebels and the Militia, fight to keep power amongst anarchy. Since a diesel locomotive or electric locomotive would not operate in this fantasy futuristic world, the story line called for a steam locomotive to be the centerpiece of an episode. This episode revolved around the Militia using the locomotive to move a very important prisoner from Noblesville, Indiana to Philadelphia, Pennsylvania by rail with a recently-found steam locomotive as the motive power.

No. 44 was trucked to Chadbourne, NC for filming on the Carolina Southern railroad with special cars made for the production. The station at Chadbourne was renamed for Noblesville and the woods of North Carolina substituted for rural Indiana. This marked the first time No. 44 had been out of South Carolina since delivery from the Baldwin Locomotive Works of Philadelphia in 1927. For the episode, the locomotive was altered slightly, repainted in places, and renumbered 47 at the request of producer J.J. Abrams. Special effects were used so that the locomotive appeared as if under steam while pushed and pulled by a diesel locomotive. Several action scenes of No. 44 were shown during the episode, including a scuffle in the cab between Rebel and Militia characters where a piece of wood filled with gunpowder had to be retrieved from the firebox before it exploded and blew up the locomotive.

The episode, "Soul Train", fifth in the series, aired October 15<sup>th</sup>, can be seen at [www.nbc.com](http://www.nbc.com). Our thanks to members Tim Hill, Gabe Gerber, and Marty Cheney who accompanied No. 44 on her trip to Chadbourne and served as consultants to the production crew on the safe operation and movement of the locomotive. They even got to meet all the stars of *Revolution* during the four days of shooting in Chadbourne! <>



No. 44 is loaded onto a low-boy truck for *Revolution*.

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**New Open Air Car a hit on Steam Trains**  
**By Vince LiBrizzi**

The museum introduced its newly constructed Open Car this fall and assigned it as an extra fare car for the steam train excursions in November. Positioned right behind the Gramling's 0-6-0T No. 126, the car gave the passengers an opportunity to experience their steam, smoke, and sound first hand. This came with little exposure to soot and cinders, as well as protection from sun and rain, as the car's aluminum roofing shielded passengers from these elements. The consist for the steam trains was two coaches and the open car, which was expertly constructed from a flat car by Jim Fetner. The car, which has a capacity of 60 passengers, features wooden seats, safety rails, and secure gates and is painted in an attractive green and yellow livery, complete with SCRM markings. <>



No. 126 backs past Ruff with the new Open Air Car.

### **First Annual Pumpkin Patch train a Big Success**

*By Vince LiBrizzi and Rodger Stroup*

On Saturday, October 27<sup>th</sup>, the first ever Pumpkin Patch trains ran on the Rockton, Rion, and Western. Passengers unloaded at Greenbrier to pick their own pumpkin, meet our friendly Scarecrow, and participate in face painting and other activities. As a special surprise, steam locomotive No. 126, which had been in Rion for the morning's *Engineer Experience* was assigned to the afternoon run. The spunky, hard working 0-6-0T added another exciting element to the train, and returned the passenger consist to Rockton without diesel assistance. Total ridership was 425 passengers, and plans are already in the works for next year's Pumpkin Patch trains. <>



Scarecrow greets passengers at the Pumpkin Patch.

### **West Coast Railway Heritage Park Visit By Gene Allen**

While on a visit to British Columbia, I stopped in Squamish for a look at the WCR Heritage Park. The Park boasts about 70 pieces of rolling stock, the best known being CPR Royal Hudson 4-6-4 No. 2860, which formerly pulled excursion trains out of Vancouver. No. 2860 and several other pieces are stored in a small roundhouse to protect them from the elements.

Several baggage cars and an RPO car have permanent displays showing the history of railroading in British Columbia. The CPR business car No. 16 *British Columbia* stays in the roundhouse. This 1890 car has been beautifully restored and, judging from photos, it was in worse condition than our *Norfolk* when received by the WCR.

The Squamish station which serves as office, visitor center and gift shop is actually a modern building constructed about 15 years ago from plans for a Pacific Great Eastern station at Squamish. The plans date from 1915 but PGE never built the station. Other diesel motive power on display includes an Alco RS-1, RSC-3, S-3, S-4, and assorted smaller engines as well as a BC electric locomotive. Other steam locomotives include a PGE 2-6-2 and a CN 2-8-2. There is a CPR steam crane built in 1913 as well as a PGE diesel crane. Of course, being in British Columbia, there are several (CN and PGE) snowplows.

The only ride at the Park is on a 7.5 inch track, although the Association does operate occasional rail tours in BC. I spent some enjoyable time at the Park and recommend it. It is in a beautiful setting, about an hour and 20 minutes from Vancouver along the Sea to Sky highway. <>

*(See picture on next page)*

**South Carolina Railroad Museum**

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*(From previous page)*

**Museum receives donation of ballast**

***By Phil Woodell***

In October, the museum received a generous donation of aggregate stone ballast from Martin Marietta Corporation. The 100 tons of ballast was delivered by truck to Rion and will be used along the right-of-way to improve drainage and improve ballasting where track work has been performed. Our thanks to the management at Martin Marietta for this donation to the maintenance of the Rockton & Rion railroad. ◇



Royal Hudson No. 2860 on display in Squamish, B.C.