



DAY & ZIMMERMANN, INC.

ENGINEERS

NEW YORK PHILADELPHIA CHICAGO

PACKARD BUILDING
PHILADELPHIA

SUBJECT
FILE NO

January tenth,
Nineteen thirty-nine.

Mr. L. H. Phetteplace,
General Manager,
Clinchfield Railroad Company,
Erwin, Tennessee.

Dear Mr. Phetteplace:-

During the past month I have met, upon several occasions, a district engineer of the Bureau of Forests and Waters of the Commonwealth of Pennsylvania, who told me that he was resident engineer during the construction of the Clinchfield between Speer's Ferry, Virginia, and Kingsport, Tennessee, this section embracing the Copper Creek Viaduct and the Moccasin Ridge Tunnel. Our talks have aroused my memories of that work, particularly with respect to the Copper Creek Viaduct, which I designed. I am writing now to inquire if there are any good photographs of this structure in existence. If there are, and especially if they have been taken by a professional photographer, will you kindly give me his name and address, so that I can write to him about his price for furnishing me with one.

I would also be interested in having a good photograph of your Broad River Viaduct near the Spartanburg, South Carolina, end of your line. I did not design that structure in its entirety, although I did determine the arrangement and the general design of it. Your assistance will be much appreciated.

I miss very much my many friends in the southeastern territory and I am sorry that I do not get down there more frequently. Most of my railway work now is connected with eastern and New England railways, but every now and then I am called in to consider some problem of some of those in the southeast.

I had a letter from Charlie Barham a few days ago, and he expressed the opinion that I was probably far happier and more comfortably situated now

than I would be if I were in railway work with its multitude of annoying and disturbing problems. I am not sure that he is right. I am still a railway man at heart, even remembering my difficulties and my problems most pleasantly.

I hope that all goes well with you and that you are enjoying the best of health. I see Ralph Payne, occasionally, and he usually tells me about the welfare of my friends in the southeast.

With best wishes, I am

Sincerely yours,



H. N. Rodenbaugh
Vice-President.

HNR:mf

Historical Sketch 1515
American Locomotive Company

30 Church Street

Muse
D. W. Fraser,
Vice President

New York

November 14, 1921

—Mr. W. S. Moseley, Mech. Engr.
Caroline, Clinchfield & Ohio Ry.
Erwin, Tenn.

Dear Sir:

Many thanks for your letter of November 2nd together with photographic prints and historical sketch of your road. The information is just what I wanted and I assure you I greatly appreciate the amount of trouble that you have gone to in its collection.

In connection with the book, we are as yet collecting the information and we contemplate quite a big job in getting it together and having it printed. However if we are successful in collecting enough information to get this book together, you surely will receive the six copies that you have requested.

Yours very truly,

D. W. Fraser
Vice President

HJD..PH

CAROLINA, CLINCHFIELD AND OHIO RAILWAY

CAROLINA, CLINCHFIELD AND OHIO RAILWAY OF SOUTH CAROLINA

Erwin, Tenn., Nov 2, 1921

Mr D W Fraser, Vice Pres.,
American Locomotive Co.,
30 Church Street,
New York City, N Y

Dear Sir:-

Referring to your letter October 5th, requesting a sketch and early history of this road, together with some views of our power, beg to advise that you will please find enclosed a sketch giving the early history as requested by you.

We are also enclosing a few copies of photographs of the various types of power which we have in use. These include the earliest, as well as the latest engines we have.

In connection with these photographs would advise that we have made no attempt to retouch same for reproduction, thinking you are probably in better shape to do this than can be done by us. In case you should desire the plates, we would be glad to loan them to you.

We are also enclosing a map of the Carolina, Clinchfield & Ohio Railway, which may be of interest to you.

In connection with the book which you contemplate getting out, would advise that we are very much interested in this and we would like to obtain about six copies for distribution among our officials. Would appreciate your advising when and how these may be obtained.

If there is any further information which we can give you, would be glad if you would call on us.

Yours truly,

WSM/d

Mechanical Engineer

Encls.

"CLINCHFIELD ROUTE"

CAROLINA. CLINCHFIELD AND OHIO RAILWAY

CAROLINA, CLINCHFIELD AND OHIO RAILWAY OF SOUTH CAROLINA

LEGAL DEPARTMENT

H. G. MORISON
GENERAL SOLICITOR

G. C. File 17164.

Johnson City, Tenn., November 2, 1921.

Mr. L. H. Phetteplace, General Manager,

Erwin, Tennessee.

Dear Mr. Phetteplace:

I have been delayed in furnishing you with the historical sketch of the Clinchfield, requested in your letter of October 7th. I have been endeavoring to obtain some data, but have not yet received it, and in order not to delay you any further I am enclosing the attached imperfect sketch of the history so far as I have been able to ascertain it. I understand that you will weave into this data as to the engineering and mechanical features of the road.

Yours truly,

H. G. Morison
General Solicitor.

MaL-b.

Copy:

Mr. W. S. Moseley, ✓

Erwin, Tennessee.

American Locomotive Company

30 Church Street

D. W. Fraser,
Vice President

New York
October 27, 1921

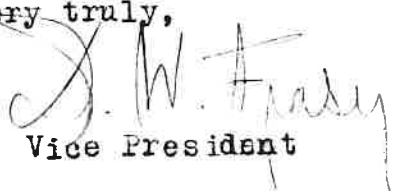
Mr. W. S. Moseley, Mech. Engr.
Carolina, Clinchfield and Ohio Ry.
Erwin, Tenn.

Dear Sir:

Many thanks for your letter of October 7th in which you state that the information requested is being collected.

I assure you I greatly appreciate the amount of trouble that you are going to in the collection of this data.

Yours very truly,


Vice President

HJD..PH

CAROLINA, CLINCHFIELD AND OHIO RAILWAY

CAROLINA, CLINCHFIELD AND OHIO RAILWAY OF SOUTH CAROLINA

Erwin, Tennessee, Oct 7, 1921 - pa

Mr. H. G. Morison, General Solicitor,

Jno City, Tennessee.

Dear Mr. Morison:

The Amn. Loco. Works, 30 Church Street, New York City, contemplate getting out a book on the development of a locomotive, it being their intention to start with the first locomotive built following the development up to the present day. They desire to include in this book a short sketch of the early history of our line, together with some views of our early power and the power now in service. We would like to have Mr. Harrison take a few photographs of our small engines, also of our larger freight and passenger engines. We would also like to prepare a sketch; first: Of the conception of the old 3-Cs line, giving the names of the men; among them I believe was John C Calhoun, and make a brief statement of the attempt to build the 3-Cs Line, following this with the purchase of the coal fields and the building and development of the line as it is today.

I thought perhaps you might have in your files, or in mind, the facts we should have in writing such a sketch. I don't know whether Gen. Wilder is still alive or not, but he could probably give us an idea of the man who conceived first a railroad from Charleston to Chicago, and tell us chiefly just what they accomplished and their cause for abandoning the idea. Anything you can do to help us get this up will be appreciated. Mr. Moseley will designate engines to

Mr. Morison - - - -

#2

be photographed and will assemble the material that is gathered for the sketch.

Yoursvery truly,

General Manager -

o o - WSM

CAROLINA, CLINCHFIELD AND OHIO RAILWAY

CAROLINA, CLINCHFIELD AND OHIO RAILWAY OF SOUTH CAROLINA

Erwin, Tenn., Oct 7th, 1921

Mr D W Fraser, Vice Pres.,
American Locomotive Co.,
30 Church St.,
New York, N Y

Dear Sir:-

We acknowledge receipt of your letter October 5th, requesting a sketch of the early history and development of this road for use in a book which you propose getting out.

We will prepare this information and sent it to you at the earliest possible date, and trust that same will be in the desired shape for your use.

Yours truly,

WSM/a

Mechanical Engineer

American Locomotive Company

30 Church Street

D. W. Fraser,
Vice President

New York

October 5, 1921.

Mr. W. S. Moseley, Mech. Engr.,
Carolina, Clinchfield & Ohio Ry.,
Erwin, Tenn.

Dear Sir:


We are contemplating getting out a book on the development of the locomotive. It is our intention to start with the first locomotive ever built and proceed to show the development right up to the present day.

A great amount of information has already been collected. But the idea occurred to us that the value of this book would be greatly increased if we could include a short sketch of the early history of your road together with some views of the early power used thereon.

I therefore wondered if you could give me this information, or, if not, if you could put me in touch with the party that could.

I assure you I will greatly appreciate the courtesy.

Yours very truly,


Vice President.

HJD..PH

"CLINCHFIELD ROUTE"

CLINCHFIELD RAILROAD COMPANY

L. H. PHETTEPLACE
GENERAL MANAGER

ERWIN, TENN. January 12, 1939.

Mr. H. N. Rodenbaugh, Vice-President,
Day & Zimmermann, Inc.,
Packard Building,
Philadelphia, Pa.

Dear Mr. Rodenbaugh:

Delighted to have your letter of January 10th.

I will look into the matter you refer to in connection
with Copper Creek and Broad River Viaducts and see if I can find
photographs for you.

I was thinking about you the other day. I knew you were
in Philadelphia but did not know how you were connected.

Charlie Barham told you about right. Our railroad
situation was never worse. It looks as though it will be a headache
from now on until the Government takes them over, which seems almost
inevitable unless there is a very decided change on the part of the
Federal Government.

With kindest regards, and wishing you a happy and
prosperous New Year, I am

Yours sincerely,

Cc- Mr. Lucas:

General Manager.

Please note and see what you can find out about this.

L. H. P.

Johnson City, Tenn. Oct. 16, 1912

Mr. C. D. Moss, Chief Dispatacher,
Erwin, Tenn.

Dear Sir:-

Replying to yours of October 15th, please be advised that the first dirt was broken on the Elkhorn Extension June 3d, 1912, and the first shot was fired in Sandy Ridge Tunnel October 12th, 1912.

Yours truly,

OKM/B

Office Engineer.

ACE File 592

Johnson City, Tenn., March 24th, 1909.

Mr. J. Norment Powell,

General Counsel,

Building.

Dear Sir:-

Upon personal request of your Mr. Remm, I have modified our drawing W-737 showing the corporate history of the Carolina, Clinchfield and Ohio Railway and hand you herewith two copies of blue prints colored as requested.

There is one feature of this to which I would call your attention: There is nothing about this map tending to show that all of the South and Western properties were acquired by the Carolina, Clinchfield and Ohio Railway.

Will you kindly advise if you wish any such notation placed on this map.

Yours truly,

Assistant Chief Engineer.

OKM-LTH

At convenience, will you kindly have made what may be described as a white blue print of this map; that is a map the body of which is not the dark blue of the regular blue print, but a whitish tint. I would like to have this within the next ten days. I ask for it in this form, because I infer that it is less difficult to make than one of the nice drawings which Mr. Potter and Mr. Byrne have, and it will answer my purposes.

Yours very truly,

Mannus Engel

General Counsel

CC
Mr. Renn

J
P-S

Subject:

CAROLINA, CLINCHFIELD AND OHIO RAILWAY

5-92

(at) New York, March 25th, 1909

MR. A. W. JONES,

Assistant Chief Engineer,

Johnson City, Tennessee

Dear Sir:-

I have received tonight two blue print copies of drawing W-737, showing the corporate history of Carolina, Clinchfield and Ohio Railway, revised under date of March 24th, 1909, for which I thank you. Mr. Potter and Mr. Byrne have in their offices copies of this, which I assume are original drawings. I will tomorrow endeavor to make a temporary substitution of the blue prints sent me so that these original drawings can be sent to Johnson City for revision.

I note your question concerning the desirability of a statement as to the acquisition by the Carolina, Clinchfield and Ohio Railway of the South and Western properties. As a matter of fact, the name of the South and Western Railroad Company of Virginia was simply changed to Carolina, Clinchfield and Ohio Railway, and it is the same company. This being the case, I believe it is not desirable to state the fact on the map, as the map is made for the guidance of persons who have this inside information.

File 592
CAROLINA, CLINGFIELD AND OHIO RAILWAY

J. NORMENT POWELL
GENERAL COUNSEL

C. C. & O Ry in Ky: GC File 7151.



Johnson City, Tennessee, April 29, 1909.

MR. O. K. MORGAN,
Office Engineer.

Dear Sir:

I acknowledge receipt of your letter of the 27th, together with its enclosure, and thank you for the same. I think the sign is entirely satisfactory, and it had today been sent to Kentucky.

Yours truly,

H. A. McConnaughey
Assistant General Counsel.

M-C

ACE File 592

Johnson City, Tenn., April 27, 1909.

Mr. H. G. Morison;-

Replying to your letter of the 22nd instant. Herewith the lettering for the sign as requested. I presume the party for whom this is prepared will be able to secure the frame and glass locally.

O K Morgan.

Subject:

1

CAROLINA, CLINCHFIELD AND OHIO RAILWAY OF KENTUCKY 7151
CAROLINA, CLINCHFIELD AND OHIO RAILWAY

Johnson City, Tenn., April 22, 1909

MR. O. K. MORGAN,

Office Engineer.

Dear Sir:-

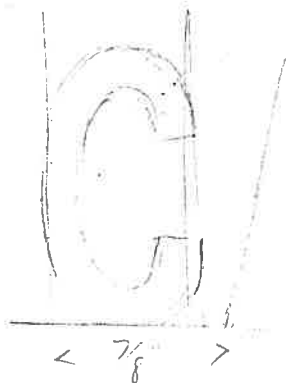
Will you kindly have made a neat sign, bearing the words "CAROLINA, CLINCHFIELD AND OHIO RAILWAY OF KENTUCKY, INCORPORATED". This sign is to be hung in a lawyers office, and for this reason I suggest that it be as neatly prepared as may be done, and placed under glass.

Yours very truly,

N. A. McConnaughey

Assistant General Counsel

P-S



Subject: 1 Map showing corporate history of Carolina, Clinchfield and Ohio Railway. G.C. File 4799.

CAROLINA, CLINCHFIELD AND OHIO RAILWAY

592



Johnson City, Tenn., March 31, 1909.

Mr. A. W. Jones,
Chief Engineer,
Building.

Dear Sir:

I have your favor of the 29th instant enclosing three white prints of drawing showing corporate history of Carolina, Clinchfield and Ohio Railway, for which please accept my thanks.

Very truly yours,

Normant Powell
General Counsel.

Rn-esb

and J

592
Johnson City, Tenn., March 29th, 1909.

Mr. J. Norment Powell,
General Counsel,
Building.

Dear Sir:-

I have your favor of March 25th, 1909, concerning white print of drawing W-737, showing corporate history of Carolina, Clinchfield & Ohio Railway.

In response thereto I have had three white prints taken and colored and hand you herewith same. While your request covered only one print it was nearly as easy in this case to furnish you three prints and thought you would like to have them in your file.

Yours truly,

okm/apw

Assistant Chief Engineer.

Erwin, Tenn., January 18, 1939.

Mr. H. N. Rodenbaugh, Vice President,
Day & Zimmerman, Inc.,
Packard Building,
Philadelphia, Pa.

Dear Mr. Rodenbaugh:

Mr. Phetteplace has referred your letter of January 10th to me, with request that I search our files for photographs of Copper Creek and Broad River viaducts.

I have had each department look through their pictures and files for these photographs but was unable to locate either.

In the March 13, 1909, issue of "The Railway and Engineering Review", published in Chicago, there is a fifteen page article describing the construction work on CC&O Railway, with maps, drawings of standard and special plans, and pictures of scenery, grading, bridges and tunnels. This article has a very good picture of Copper Creek viaduct. You may be able to secure a copy of this magazine through the Railway Age, which I believe took over the Review.

Yours very truly,

Office Engineer.