

Carolina Conductor



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Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

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Preserving the Past Active in the Present Planning for the Future

Web Site: hubcityrrmuseum.org

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Association & Hub City RR Museum

Hub City Railroad Museum and SOU Rwy Caboose #X3115:

Spartanburg Amtrak Station

298 Magnolia Street

Spartanburg, SC 29301-2330

Wednesday 10-2 & Saturday 10-2

Meeting Site:

Fountain Inn Presbyterian Church

307 North Main Street

Fountain Inn, SC 29644

Third Friday of the Month at 7:00 p.m.

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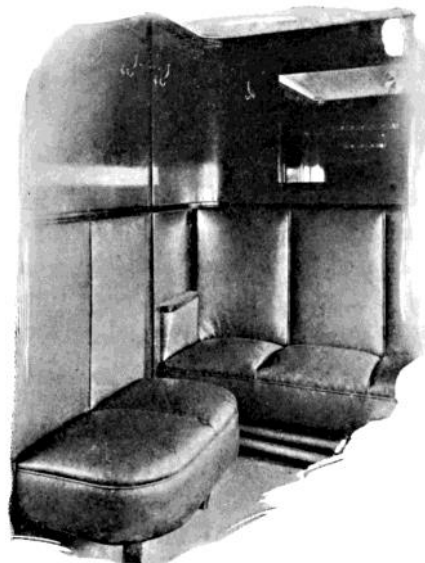
Articles can be submitted anytime.

Pullman Service 1917

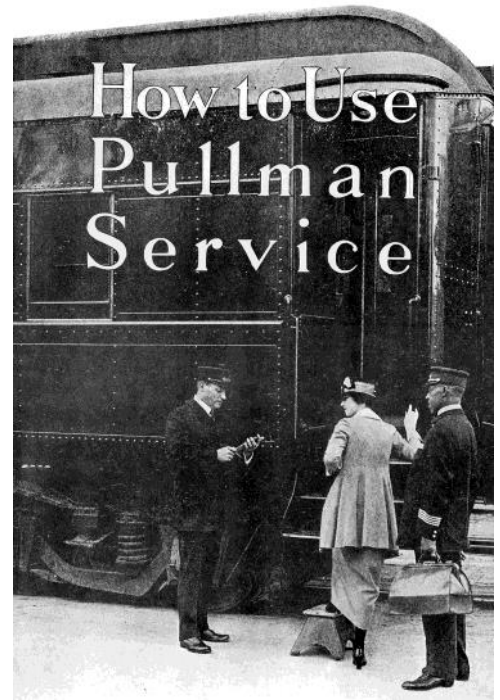
SUGGESTIONS FOR PERSONAL COMFORT

Continued Part 2

The coat hanger inside the berth is convenient for your coat or dress. Other garments may be put in the netting or on the shelf at the foot of the berth. Put your shoes in the aisle beside your berth and the porter will clean them during the night. Advise him when you



A corner of the Men's washroom.



wish to be called in the morning.

In the dressing rooms are provided soap and fresh towels, clean combs, and brushes, as a part of regular Pullman service. The dressing room is not large, for the reason that there is necessarily but a limited amount of available space in the car. Accordingly, it devolves upon each occupant to share its facilities with courtesy

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Museum Happenings

Railroadiana night had some interesting railroad items on display. Bo Brown brought two different Southern Railway whistles. ↓



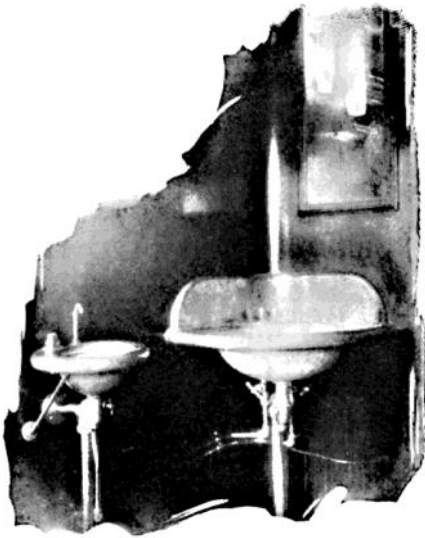
Conductor helping a passenger off train #19. You can watch these activities on your computer by going to our web page and clicking on the Virtual Railfan camera links. ↓



↑ Some days the stars are aligned so we get to something special. Amtrak #19 the "Crescent" passes NS #18D, the BMW train, as it slows to stop at the Spartanburg depot running 11 plus hours late.

Wanted—Articles for the Carolina Conductor

Submit an article of 200 words or more with some photos and captions and see them in print. Every one of us has some unique railroad experience that would make interesting reading for our membership. Your editor always needs more contributions of railway history and news.



Washstand and basin for care of teeth.

with as many other passengers as it can accommodate, and especially to complete his toilet as quickly as possible without sacrifice, of course, to his own comfort.

The Pullman Company has made travel possible for women by freeing it from discomfort and

inconvenience and affording them protection from the common annoyances of public place. For a woman to travel alone was once unheard of, but today a large percentage of Pullman passengers are unescorted women and children who feel in the Pullman car the same security that surrounds them in their own homes.

Women traveling in Pullman parlor or sleeping cars will find the following suggestions helpful:



Women and children can travel safely.

Avoid wearing many jewels or carrying money or valuables insecurely, as these may be easily lost or mislaid. Rings and pocketbooks are frequently left on the dressing room washstand, window sills and other place that this caution is necessary.

Remember that an even temperature is maintained in the car. Accordingly, do not wear too heavy clothing. A scarf or light jacket, however, may prove useful. A kimono, or dressing gown, is always convenient, and one of light weight and inconspicuous color is best. As soon as the train has started the porter will provide you with a paper bag for your hat. It will keep your hat free from dust. If you are on a sleeping car, the porter, on request, will also give you a pillow which will make you more comfortable.

All Pullman sleeping cars are provided with either separate curtains for the upper and lower berth or one large set for both berths and a separate curtain for the lower. This gives you absolute privacy when retiring. Undress as completely as you do at home. You will be as safe and comfortable as in your own bed.

If you are to occupy an upper berth, the porter will bring you a set of steps. You can call for these by pressing the electric button between the windows of your section. In the morning when you are ready to go to the dressing room, you will find a small handbag large enough to contain the necessary toilet articles a great convenience. Electric fixtures for heating curling irons are a part of the women's dressing room equipment.

If you are traveling with a baby or small children, the Pullman car becomes almost a necessity. In fact, baby and the children find Pullman travel an unending amusement, and the completeness of the Pullman service insures their comfort and happiness. The cleanliness of the cars has, of course, a strong appeal to careful mothers who would hesitate to subject their little ones to the more crowded ordinary day coaches. Naturally, a compartment or drawing room gives the maximum convenience when "there are children in

the party, but under normal conditions an ordinary berth will prove thoroughly comfortable.

The Pullman berth will easily accommodate a child and a grown person. Where children occupy an upper berth, precaution may be taken against their falling out, by fastening the strips which will be found inside of the berth curtains. The porter will perform this service.

iar with the wants of children as they are with those of grown up passengers, and you will find the porter's friendly help most welcome.

The Pullman conductor is also at your service when any matter of importance arises. The porter will summon him for you at the earliest available moment.



Separate curtains insure privacy.

A number of dairies in the larger cities provide portable ice boxes for carrying children's milk when traveling. Similar small ice boxes can be purchased at the department stores. But such provision is rarely necessary. You will find it almost always possible to secure milk from the dining car, and as the railroads operating the diners take great pride in their service, the milk thus obtained is usually strictly fresh and of the best purity and quality.

A touch of the bell will bring the porter at any hour of night. Pullman porters are as famil-



In the women's dressing room.

Pullman Ideals and Service

Pullman service has revolutionized passenger travel. Night has been freed from discomfort; fatigue has been reduced to a minimum. In the oldest districts of the east, along the valleys of western rivers, on the widespread plains, among the remote peaks of the Rockies, in the deserts of the great southwest, the Pullman car, served by the same trained employees, furnishes uniformly, comforts and conveniences comparable with those afforded by the best hotels in large cities. By constantly improved mechanical construction, amplified facilities, careful selection and training of its attend-

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ants, the Pullman Company has made American passenger service the standard of the world.

The Pullman Company operates its cars over one hundred and thirty-seven railroads, or a total of 223,489 miles of track. It supplies the fluctuating needs of the railroads with an effi-



The Pullman Conductor taking care of passengers.

ciency and an economy that for them individually would be impossible. It makes practicable the through train service without which it would be necessary for the traveler to change cars whenever he transferred from one railroad to another, regardless of the hour of day or night.

The Pullman Company welcomes frank and constructive criticism of its service and appointments. It is vigilant not only to maintain, but to elevate its present high standards, and overlooks no means to that end.

Certain limitations of space, however, cannot and, in all probability, will never be wholly overcome, and we ask those who travel to bear this fact constantly in mind. Nor can the accommodations in a Pullman car traveling at forty to sixty miles an hour, ever duplicate in all details

those of a hotel, although it is our pride that in all practical respects the comparison with the very best hotels is justifiable. Travelers also should remember that to a certain degree the pleasure of travel is dependent upon mutual courtesy and a consideration for the comfort of one another. It is to this end, and no other, that the Pullman Company requests conformance to the few rules and restrictions which are prescribed for passengers.

To appreciate what Pullman service means, it is necessary rather to look back to the days before it existed, when lack of sleeping accommodations and constant changes enroute made travel an ordeal to be dreaded; when lighting and heating apparatus had not been perfected; when steel construction was unknown; when the vestibule did not exist, nor modern steel springs; and when the numberless little interior details that mean so much to comfort had not even been thought of. For the invention of many of these things and the development of others, the Pullman Company may claim a large share of credit; and the traveler may well marvel that fifty years of progress in car construction have brought passenger service so close to practical perfection.



Seaboard Coastline Railroad

The Seaboard Coast Line Railroad (SCL) was a Class I railroad company operating in the Southeastern United States beginning in 1967. Its passenger operations were taken over by Amtrak in 1971. Eventually, the railroad was merged with its affiliate lines to create the Seaboard System in 1983.

At the end of 1970, SCL operated 9,230 miles of railroad, not including Atlanta & West Point, Clinchfield, Columbia Newberry & Laurens, Gainesville Midland, Georgia, Louisville & Nashville, and Carrollton; that year it reported 31,293 million ton-miles of revenue freight and 512 million passenger-miles.

History

The Seaboard Coast Line emerged on July 1, 1967, following the merger of the Seaboard Air Line Railroad with the Atlantic Coast Line Railroad. The combined system totaled 9,809 miles, the eighth largest in the United States at the time. The railroad had \$1.2 billion in assets and revenue with a 54% market share of rail service in the Southeast, facing competition primarily from the Southern. The redundant name resulted from the longstanding short-form names of these two major Southeastern railroads. For years, SAL had been popularly known as "Seaboard," while ACL was known as "the Coast Line."

Prior to the creation of Amtrak on May 1, 1971, the Seaboard Coast Line provided passenger service over much of its system, including local passenger trains on some lines. Local trains ended when the Amtrak



The main lines of the ACL (red) and SAL (blue), which became CSX's A and S lines.

era began. Although several named passenger trains survived through the Amtrak era, many were renamed or combined with other services.

The first expansion for the Seaboard Coast Line came in 1969 with the acquisition of the Piedmont and Northern Railway, which operated about 128 miles in North and South Carolina. SCL would buy out the remaining shares and gain control of the Louisville and Nashville Railroad in 1971, and the Durham and Southern Railway.

On November 1, 1980, CSX Corporation was created as a holding company for the Family Lines and Chessie System Railroad. Effective January 1, 1983, the Seaboard Coast Line Railroad became Seaboard System Railroad after a merger with the Louisville and Nashville Railroad and Clinchfield Railroad. For some years prior to this, the SCL and L&N had been under the common ownership of a holding company, Seaboard Coast Line Industries (SCLI), the company's railroad subsidiaries being collectively known as the Family Lines System which consisted of the L&N, SCL, Clinchfield and West Point Routes. During this time, the railroads adopted the same paint schemes but continued to operate as separate railroads.

In 1983, CSX combined the Family Lines System units as the Seaboard System Railroad and later CSX Transportation when the former Chessie units merged with

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the Seaboard in December 1986.

Notable SCL Services

The Tropicana Juice Train is the popular name for famous unit trains of fresh orange juice operated by railroads in the United States. On June 7, 1970, beginning on Seaboard Coast Line Railroad, a mile-long Tropicana Juice Train began carrying one million gallons of juice with one weekly round-trip from Bradenton, Florida to Kearny, New Jersey, in the New York City area. The trip spanned 1,250 miles one way, and the sixty car train was the equivalent of 250 trucks.



Today operated by SCL successor CSX Transportation, CSX Juice Trains have been the focus of efficiency studies and awards as examples of how modern rail transportation can compete successfully against trucking and other modes to carry perishable products.

Motive Power

Immediately following the 1967 merger, the newly created SCL network had 1,232 locomotives. The vast majority of the ACL roster contained EMD locomotives, while the SAL rostered mainly EMD and ALCO diesels in addition to Baldwin models. Both railroads had purchased new freight locomotives in the 5 years leading up to the

merger. Among the first new locomotives purchased by the Seaboard Coast Line were 28 GE U33B locomotives, acquired in 1967 and 1968. These were followed by 108 GE U36B locomotives between 1970 and 1972. From EMD, SCL purchased SD45 locomotives in 1968, with more to follow in 1971. SD45-2 locomotives were added in 1974. GP40 and GP40-2 locomotives were added to the fleet between 1968 and 1972 for use on through freights and other high priority freight trains. All former SAL locomotives ran for many years in the "Split-image" scheme, still in full SAL paint, but relettered and renumbered SCL. Two GP-7's 915 & 981 went from pure SAL to SCL Black without being in split-image and GP-7 944 and RS-3 1156 were never painted black and retained their SAL paint until retired in 1976. The last operating SCL locomotive in SAL paint was GP-40 1559, former SAL 644, and was repainted at Hamlet, NC in March 1976. There were former P&N locomotives that retained their P&N scheme from 1969 until 1977, only RS-3's 1250 & 1256 and S-4 230 ever were repainted SCL black.

Gainesville Midland SD-40, retained its SAL paint until 1986 when it was repainted Seaboard System 8300, it had been SBD 0010 and 8300 in SAL style "split-image" for several years prior to that.



SCL SD-45 "Pulling for You".

SCL supplemented its local freight units with orders of GE U18B and EMD GP38-2 locomotives. Some U18B models contained a shorter, and therefore lighter, fuel tank which proved ideal for light

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density lines. Most units of this type were assigned to the Carolinas. However, in 1978 the SCL decided not to purchase any more locomotives for local service on secondary mainlines and branch lines, instead aging GP7, GP9, and GP18 locomotives would be rebuilt into GP16 models at the Uceta shops.

In the years leading up to the creation of the Seaboard System in 1983, SCL began acquiring the next

generation of locomotives from EMD and GE. These orders included GE B23-7 locomotives in 1978 and 1980, including the GE BQ23-7 variant, of which only 10 were built and all belonged to SCL. EMD GP38-2 units were added in 1979 and 1980, and 5 EMD GP40-2 locomotives also delivered in 1980. Six axle GE C30-7 and EMD SD40-2 units were added to the roster between 1979 and 1980.



Seaboard Coast Line and Clinchfield locomotives sitting next to each other in Spartanburg.



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