

Carolina Conductor



Volume 1, Number 7

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

July 2014

Preserving the Past.

Active in the Present.

Planning for the Future.

Meeting Site:

Woodmen of the World

721 East Poinsett Street
Greer, SC 29651-6404

Third Friday of the Month at 7:00 pm

Hub City Railroad Museum:

Magnolia Street Station

298 Magnolia Street
Spartanburg, SC 29301-2330

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Submissions due by 2nd Monday.

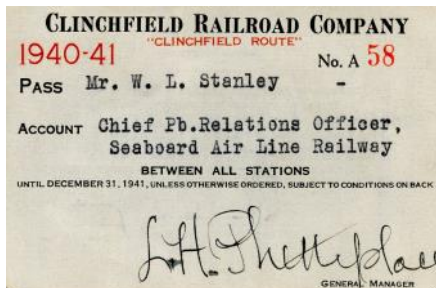
Collecting Railroad Passes

by Jim Sheppard

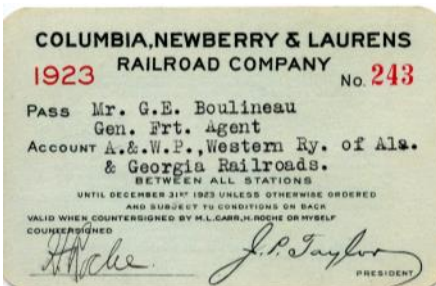
Photos by the author.



The Blue Ridge Railway was a 44-mile long line operating from Belton to Walhalla via Anderson.

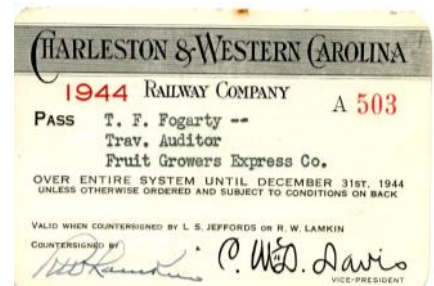


The Clinchfield's southern terminus was in Spartanburg and ran north to the coal fields of Kentucky and Virginia.



The CN&L operated between Columbia and Laurens.

From the 1807's to 1971, when Amtrak took over most of the intercity passenger trains in the United States, the railroads often issued passes to their employees and others allowing them to ride free of charge on their trains. Many of these old passes still exist and there is a large, active market for them. I started collecting passes in 1980, along with related items such as railroad stock certificates, bonds, currency, timetables, postcards, maps and books.



The C&WC operated from Port Royal to Spartanburg via Augusta, with a branch from McCormick to Anderson and another one from Laurens to Greenville.

In the early years of my collecting, I usually bought passes at antique shows or from dealers in railroadiana. Passes were frequently available for under \$10 each, except for very old or scarce ones. Prices have generally risen since then but, with the advent of eBay and other online auction sites, the number of passes for sale has also seemed to increase. A good collection can still be assembled for a modest sum. But a pass of particular interest,

Arrivals

N&W # 611

Locomotive Restoration

From the Virginia Transportation Museum

After *Streamliners at Spencer*, the 611 mechanical team wasted no time. Within days, the 611's bullet nose was off and major pieces removed—including the skirts, sand dome, superheater units, air compressors and other key parts. She's now a skeleton of her former self.

The mechanical team is made up of a dedicated group of volunteers, many who travel hundreds of miles to work on the 611. The volunteers take time away from their families and often use their personal vacation time to work on the restoration. They



work long days in the hot sun and high humidity doing what needs to be done to restore the locomotive.

"It's not an easy job and our volunteers have been amazing," said Bev Fitzpatrick, Jr., executive director of the Virginia Museum of Transportation. "Because of them, we are way ahead of where we thought we'd be at this time. We are so thankful for their help and dedication to the project."

The restoration is expected to take 9 to 12 months. You can follow the restoration on Facebook at www.facebook.com/Fireup611 and at www.fireup611.org. Donations are still needed to help fund this project to completion. If you want to see this loco back in operation please consider making a donation to the fireup611 organization!

Blue Ridge Southern Railroad

The **Blue Ridge Southern Railroad** (BLU) is a Class III shortline railroad operating over 91.8 miles in western North Carolina. The railroad is owned by Watco and operates three lines that connect in the Asheville area that were previously owned by Norfolk Southern. The railroad is to be operated out of Canton, NC. Operations are scheduled to be taken over from

Norfolk Southern on July 26, 2014.



The announcement to sell the lines that would become the Blue Ridge Southern Railroad was made in a Norfolk Southern corporate meeting in April 2014.

The Blue Ridge Southern Railroad was formed on June 25, 2014 when WATCO reached a definitive agreement with Norfolk Southern for the purchase of 91.8 miles of branch lines

in western North Carolina. The railroad began operations with a fleet of 10 diesel electric locomotives, which consisted of seven SD40's and three GP39's.

The three lines being taken over are as follows: The W Line (Saluda Line) Asheville MP 1.0 to East Flat Rock MP 26.0 industries are Southern Concrete Materials (numerous locations) and Cane Creek Industrial Park and Kimberly Clark (Naples), the TR Line Hendersonville MP 0.0 to Pisgah Forest MP 19.8 (rail banked with no customers), and the T Line (Murphy Branch) Murphy Jct. MP 0.0 to Sylva MP 47.0 (interchange with GSMR) industries are Evergreen Packaging (Canton, Waynesville), Vulcan Materials Quarry (Enka), Southern Concrete Materials (Waynesville), Giles Chemicals (Waynesville), T&S Hardwoods (Addie), Enterprise Solutions (Addie), and Jackson Paper Manufacturing (Sylva). www.watcocompanies.com/Railroads

GSMR Shops Building

The shops building at Dillsboro has been completed and equipment has been moved inside. This is anticipation of the


restoration of the Great Smoky Mountain Railroad steam program. The GSMR owns three steam locomotives; former US Army 2-8-0 #1702, and former Southern Railway 2-8-0 #722. Both of these locomotives require extensive restoration before they can operate again. Locomotive #1702 has been out of service since the end of the 2004 season. The #722 has never operated on the GSMR.



Photos by Tom Falicon ©2014

The third engine is a former Swedish State Railways 4-6-0 #1149, which had been purchased in 2010 from the defunct Belfast and Moosehead Lake Railroad. This engine was originally slated to be moved to the GSMR in spring 2011. However, the engine continued to remain on the B&ML for two more years. Ultimately, the GSMR deemed the engine's move too costly and instead sold the engine to the Discovery Park of America, which is currently under construction in Union City, Tennessee.

Departures



*Virginia Autumn Special - Nov. 1
to Appomattox, Va.
Georgia Autumn Special - Nov. 2
to Toccoa, Ga.*

The Virginia Autumn Special Appomattox, Va. – Saturday, Nov. 1st

The Georgia Autumn Special Toccoa, Ga. – Sunday, Nov. 2nd

Civil War history will be all around for those traveling to Appomattox, Va. Nov. 1. Departing from the museum grounds in Spencer with additional passenger pick-up in Greensboro, passengers will arrive in one of the nation’s most historic towns around noon.

Passengers will disembark at the restored Appomattox Station,



once a stop for the South Side Railroad in the late 1800s and now home to the Appomattox Visitor Information Center. This charming small town holds claim to one of the most significant moments in U.S. History -- the surrender of General Robert E. Lee to end the Civil War and reunited a divided nation.

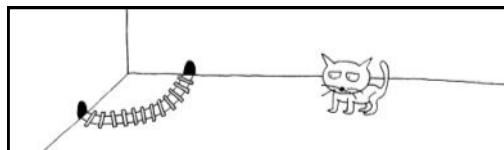
Virginia Autumn Special passengers can enjoy the historic shops and restaurants of Appomattox’s quaint downtown, or, for a nominal additional fee, explore either the Appomattox Court House National Historical Park, or the Museum of the Confederacy’s newly-opened Appomattox site. Shuttle buses will provide transportation to both sites.

We strongly recommend that passengers planning to visit either of these sites pack a lunch, pre-purchase a box lunch, or plan to purchase lunch on the café car, due to time limitations at the destination.

The Georgia Autumn Special will depart from Spencer, N.C., with additional passenger pick up at the Spartanburg Amtrak Station. Nestled into the foothills of the Southern Appalachian Mountains, the historic town will be bustling with activity during the 38th annual Harvest Festival. Passengers will have approximately three

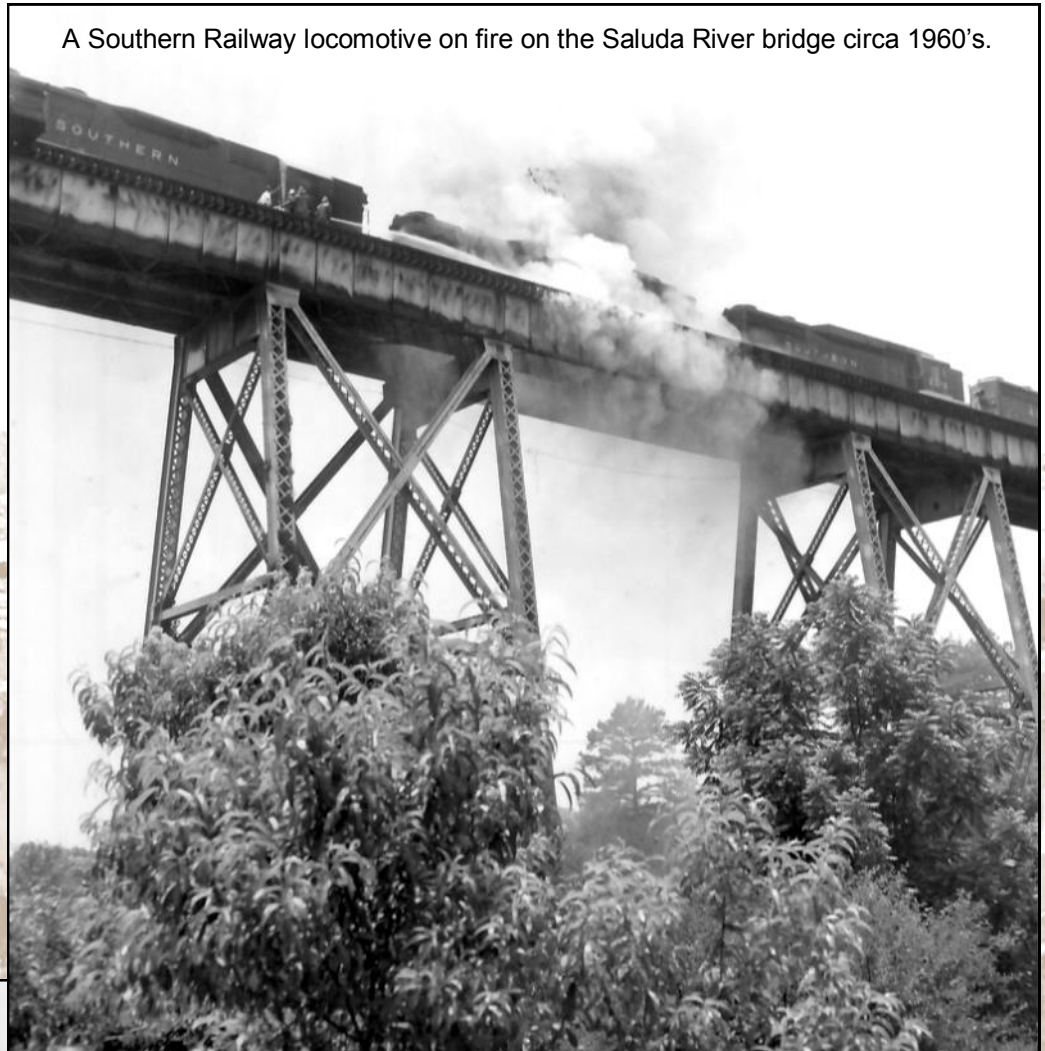
hours to enjoy the festival, which features hand-made, handcrafted and home-grown items from more than 200 vendors, as well as delicious regional foods, great entertainment on two stages, children and youth activities, buggy rides and much more.

Toccoa Falls, named for the Cherokee word “Toccoah” meaning beautiful, is a must see. Located on the campus of Toccoa College, the 186-foot falls are 26 feet taller than Niagara Falls. Shuttle buses will be making a continuous loop between downtown Toccoa and Toccoa Falls.



Rare Mileage

A Southern Railway locomotive on fire on the Saluda River bridge circa 1960's.



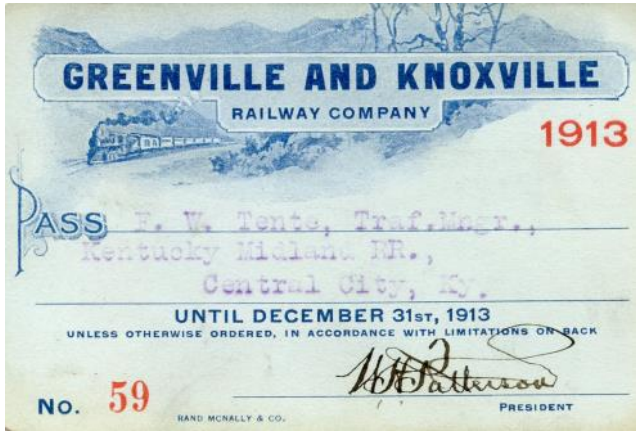
Southern Railway 2-8-2 # 6280 at Columbia, SC.

Manifest

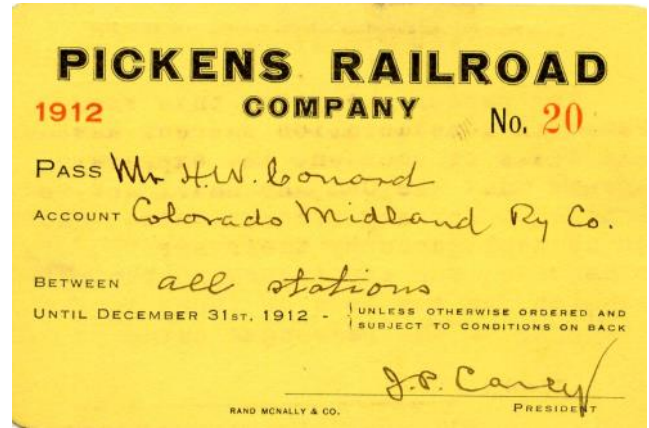
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such as one issued during or before the Civil War, may easily cost \$100 or more.

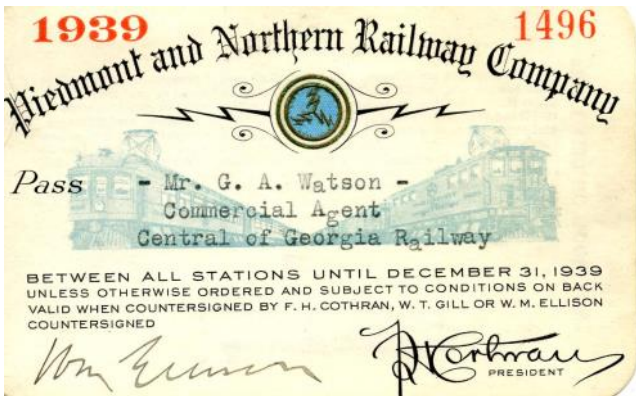
With this article are photos of some of my passes from railroads in upstate of South Carolina.



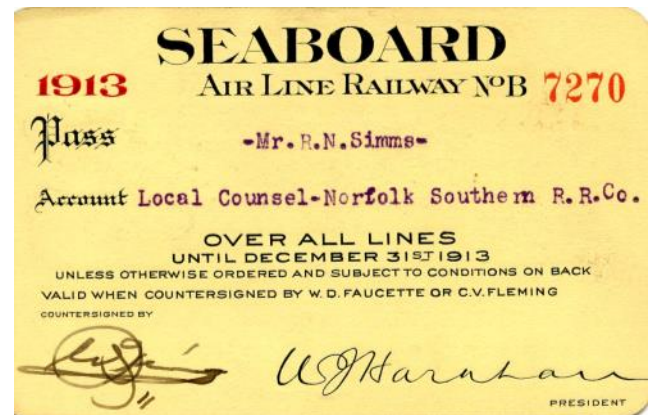
The Greenville and Knoxville was a predecessor of the Greenville & Northern Railway.



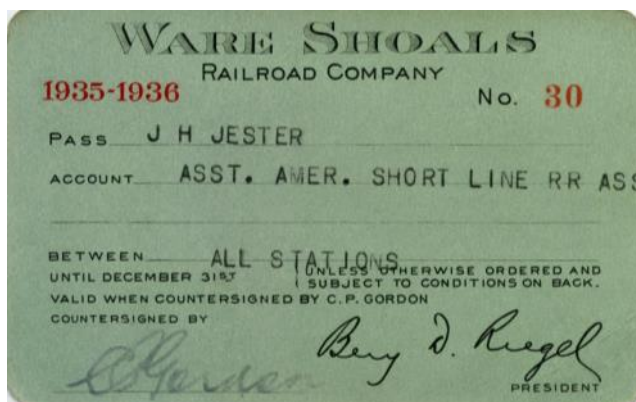
Pickens Railroad was a nine-mile line operating between Pickens and Easley.



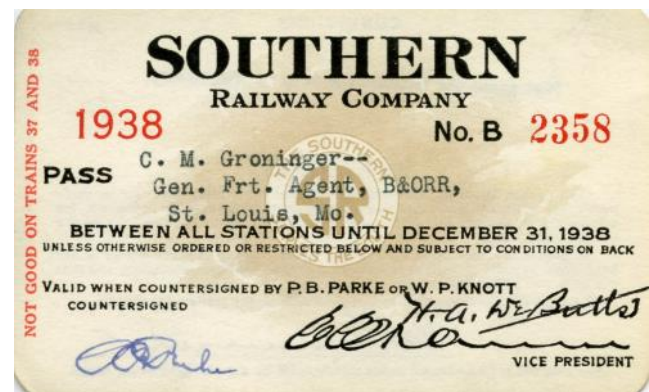
The Piedmont and Northern had two divisions, one in North Carolina and the other in South Carolina, not directly connected to each other. The South Carolina division ran from Spartanburg to Greenwood with a branch from Belton to Anderson.



The Seaboard Air Line had a large interstate rail system that included a north/south line running through Clinton and Greenwood.



The Ware Shoals operated a five-mile line from Shoals Junction to Ware Shoals.



Southern operated a large interstate rail system with a north-south line through Greenville and a line leading from Greenville to Columbia.

Marker Lights



The 2014 Railroad Heritage Alliance Annual Membership Meeting

Location: Summit Pointe Conference and Events Center, Spartanburg, SC

Dates: August 7, 8 and 9, 2014

Schedule of Events

Thursday, August 7, 2014

1:00 pm Tour of the new South Carolina Inland Port, Greer SC
Evening. Meet the RHA officers

Friday, August 8, 2014

8:00 am Tour of Republic Locomotive, Greenville SC. Drive a locomotive!
1:00 pm Greenville & Western Railroad, Belton SC. Ride in a caboose on a revenue freight train. Seats limited to the first 35 applications received.

Alternate Trip

8:00 am The South Carolina Railroad Museum, Winnsboro, SC. Ride on the Rockton, Rion & Western Railroad in your choice of open air car or first class coach.

Evening: Speaker to be announced

Saturday, August 9, 2014

8:00 am Tour Russell Museum, Boiling Springs SC. This is a private, not open to the public museum, featuring lots of railroad & NASCAR collectibles, automobiles, and miscellaneous items including an operating moonshine still (sorry, water only). This museum is one of South Carolina's best kept secrets!
12:00 noon. Eat at the world-famous Beacon Drive In, Spartanburg.
1:00 pm Tour the Hub City Railroad Museum, Spartanburg.
5:00 pm General Membership Meeting followed by dinner.

After-dinner speaker Donald Purdie will make a presentation on his famous dad, Bill Purdie of the Southern/Norfolk Southern Railway steam program.



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CAROLINA CONDUCTOR



CHECK OUT THE MUSEUM ON OUR FACEBOOK GROUP.

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