

# Carolina Conductor



Volume 1, Number 9

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

September 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 2<sup>nd</sup> Monday.



**All aboard!**

## Mixed Trains

By James D. Sheppard

All photos by the author

In the 1930s and 1940s, mixed trains; that is, trains pulling a mixture of freight and passenger carrying cars, were used on many railroads. Particularly on branch lines when a declining number of passengers no longer justified the use of full-blown passenger trains. The passenger carrying cars were usually coaches, combination baggage/passenger cars (“combines”) or cabooses.

In the early 1940s, when I was growing up in Laurens, S.C., the only passenger service offered through town by the two railroads there—



On February 20, 1943, a northbound C&WC mixed train is at the coal chute at Irby Yard, Laurens.

Charleston & Western Carolina Railway (C&WC) and Columbia, Newberry & Laurens (CN&L)—was in the form of mixed trains. All of the trains through Laurens, both freight and mixed, were steam-powered.

In 1941 I rode a CN&L mixed train from Laurens to Clinton (9.5 miles) in the coach which, along with a baggage/express car, was at the end of a long string of freight cars.

In 1943 I rode on a C&WC mixed train from Laurens to Greenville (36.4 miles) and back, riding in a combine at the end of a small number of freight cars.



On July 5, 1943, at Fountain Inn a C&WC mixed train headed toward Laurens is at the C&WC depot. On the end is a combine.

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# Arrivals

## Southern Railway #4501 Returns to Steam



Newly restored Southern Railway 2-8-2 No. 4501 will make its grand return to steam Sept. 6-7 at the Tennessee Valley Railfest in Chattanooga. The public debut of the locomotive will feature a dedication at Railfest.

Railfest is an annual celebration of railroading at the Tennessee Valley Railroad Museum. It includes train rides, special exhibits, model railroads, children's activities, live entertainment, and more.

"This is a dream come true," says museum spokesman Steve Freer. "It is a great day for TVRM and we are thrilled to make this example of living history available to the public."

No. 4501 was Southern Railway's first 2-8-2-type locomotive, entering revenue service in 1911. It served 37 years on the Southern before being sold in 1948 to the Kentucky & Tennessee Railway of Stearns, Ky., before entering excursion service in 1964.

## PTC Exemptions

The Federal Railroad Administration published its final rule concerning Positive Train Control (PTC) systems in the Aug. 22, 2014, Federal Register. The rule, which takes effect Oct. 21, 2014, expands certain exemptions and comes 16 months before the full implementation deadline of Dec. 31, 2015.

The FRA final rule revises an existing regulatory exception to the requirement to install a PTC system for track segments carrying freight only that present a de minimis (minimal) safety risk. The final rule also adds a new exception for PTC-unequipped freight trains associated with certain freight yard operations to operate within PTC systems.

Additionally, the rule revises the existing regulations related to en route failures of a PTC system, adds new provisions related to other failures of a PTC system and amends the regulations on applications for approval of certain modifications of signal and train control systems.

Finally, this final rule makes technical amendments to FRA's other signal and train control regulations and FRA's regulations governing highway-rail grade crossing warning systems.

The rule is a result of an April 2011 petition by the Association of American Railroads (AAR) requesting that FRA initiate a



rulemaking to expand the de minimis exception and otherwise amend the rules concerning the limited operations exception, en route failures of trains operating within PTC systems, and the

discontinuance of signal systems once PTC systems are installed. AAR also requested that FRA develop a new exception that would allow unequipped trains associated with certain yard operations to operate within PTC systems.

## Atlanta Streetcar Tests

Testing began Friday, Aug. 15, 2014, on the 2.7-mile initial Atlanta Streetcar route, to be served by four Siemens S70 streetcars.

The city hopes to commence revenue operation on the line by

year's end, but must qualify crews and test equipment performance

and safety measures prior to operating on a daily basis.

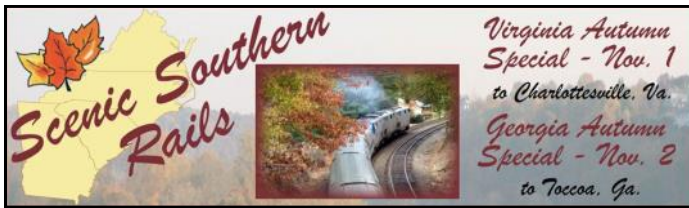
Initial testing will use Car No. 1003, to be towed into position. The car will be pulled along the route to ensure proper clearances for the track and for the 12 station (or location) stops, according to local media. Speed will be limited to 5 mph in the initial test phase.

The Atlanta Police Department will escort the vehicle along the route. Motorists are being advised that "rolling closures" will occur along the route during testing, with traffic delays a possibility.





# Departures



## The Georgia Autumn Special Toccoa, Ga. – Sunday, Nov. 2<sup>nd</sup>

The CRHA will be again participating with the station stop at the Spartanburg depot for loading and unloading of passengers. Let Lester Collins know if you can volunteer your help. For further information about the trips please go to: [www.nctrans.org/Events/Fall-Excursions---Appomattox,-VA--and-Toccoa,-Ga.aspx](http://www.nctrans.org/Events/Fall-Excursions---Appomattox,-VA--and-Toccoa,-Ga.aspx)



## GSMR Railfest

This year, the 13th Annual weekend rail-roading event takes place September 12, 13 and 14. The fun begins

Friday night with a special “Wet Your Whistle” invitational train excursion. The festival offers guests a taste of railroad food, memorabilia, storytelling, dance, music, special excursions and events that happen only once a year. For information go to: [www.gsmr.com/railfest/fun-festivals-in-western-NC#](http://www.gsmr.com/railfest/fun-festivals-in-western-NC#)

## TVRM Railfest

These vintage trains follows a historic route from Grand Junction Station in Chattanooga to Summerville, Georgia; crossing the state line in Rossville, traveling past Chickamauga-Chattanooga National Military Park and through Chickamauga, Rock Spring, LaFayette, Trion, and into Summerville. Departure for the all day trip is 9:00 am with return approximately 6:00 pm.. It is expected that Southern Railway steam locomotives #630 or #4501 will be powering the 2014 specials. For information go to: [www.tvrail.com/pages/Railfest/](http://www.tvrail.com/pages/Railfest/)



## NCTM Day Out With Thomas

Take the children or grandchildren to the North Carolina Transportation Museum at Spencer, NC for a ride behind their favorite locomotives—Thomas or Percy. For more information go to: [www.nctrans.org/Events/Day-Out-With-Thomas-2014-\(1\).aspx](http://www.nctrans.org/Events/Day-Out-With-Thomas-2014-(1).aspx)



## SCRM Caboose Day

Caboose Day 2014 at the South Carolina Railroad Museum is on Saturday October 4th. Come join us for a ride one of the museum’s cabooses and relive a by-gone era of railroading!! Train trips departing at 10:00 am and 1:30 pm only!! Regular ticket prices apply. For information go to: [www.scrm.org/ridethetrainpage.html](http://www.scrm.org/ridethetrainpage.html)

## Heritage Unit Tracking

You can track and report the location of not just Norfolk Southern heritage units but also units from other railroads with special paint or fallen flag schemes. Go to: [www.heritageunits.com](http://www.heritageunits.com) to see a map with last reported locations and direction of travel. Check the web site often to see if anything interesting is coming through our area. It is a

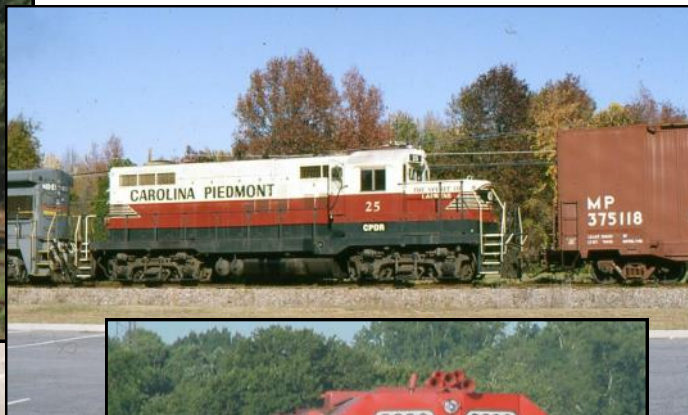


great way to use the internet to increase the pleasure of railfanning. You may just get to see and record something unusual!



# Rare Mileage

These are the many different paint schemes seen on the Carolina Piedmont Railroad over the years of its existence.





# Manifest

Continued from Page 1



In December 1943, a CN&L mixed train is headed east at Clinton, S.C. A coach and a baggage/express car are at the end of the long line of freight cars.

main line (Augusta-Atlanta), requiring Seaboard System to bring in ten coaches for the occasion.

In 1947 Lucius Beebe published his classic book, *Mixed Train Daily*, covering the mixed-train operations of hundreds of short-line railroads including the C&WC and CN&L. It is my favorite railroad book. The book is still available in used condition from Amazon and Abe books.



On April 26, 1980, at Barnett, Georgia, the Georgia Railroad mixed train from Washington (with a caboose for passengers) has just arrived.



On December 4, 1981, at an industrial plant two miles from Athens, Georgia, the mixed train from Union Point has just arrived and consists only of the locomotive and the caboose, in which passengers are carried.

CN&L eliminated its mixed trains in 1952 and C&WC did likewise at about the same time. A few other railroads in the United States continued to operate mixed trains, for various reasons, beyond the 1950s. A notable example was the Georgia Railroad (later Seaboard System), which operated mixed trains over most of its system until 1983. From 1980 to 1983.

I frequently rode on these mixed trains, sometimes in a coach but more often in a caboose. I was often the only passenger until, as the end of the mixed-train service approached, the number of passengers increased dramatically. On May 6, 1983, I was one of over 500 passengers who showed up for the running of the last mixed trains on the



On April 23, 1983, at Union Point, Georgia, eastbound mixed train #108 of the Seaboard System Railroad (ex-Georgia Railroad) from Atlanta is leaving for Augusta with a long line of freight cars at the end of which are a coach and two cabooses.

# Marker Lights



## High Speed Rail in the US!

Plans for high-speed rail in the U.S. date back to the High Speed Ground Transportation Act of 1965. Various state and federal proposals have followed. Definitions of what constitutes high-speed rail vary, including a range of speeds over 110 miles per hour and dedicated rail lines. Inter-city rail in the United States with top speeds of 90 mph or more but below 150 mph is sometimes referred to as higher-speed rail. There are plans for higher-speed rail and high-speed rail in California, the Midwest, New England, Florida, Texas, Pennsylvania, the Pacific Northwest, Colorado/ New Mexico, and the Southwestern United States.



A federal allocation of \$8 billion for high-speed rail projects was part of the 2009 stimulus package and prompted U.S. federal and state planners to coordinate the expansion of high-speed services to ten other major rail corridors. California High-Speed Rail is a High-speed rail infrastructure project planned between Anaheim and San Francisco via San Jose. It will take at least until 2028 to complete, with its first stage targeted for completion in 2017. In 2012, Amtrak made a \$151 billion proposal to build its first dedicated high-speed rail line by 2040. Amtrak's proposal called for construction of a high-speed capable rail line that would allow

for a speed of 220 mph and cut trips between New York City and Washington, DC. to 94 minutes.

In Europe the definition of a minimum speed for newly built high-speed railways is 155 mph; for upgraded high-speed railways it is 124 mph. In places where high-speed rail programs are in earlier developmental stages or where substantial speed increases are achieved by upgrading current infrastructure and/or introducing more advanced trains, lower minimum speed definitions of high-speed rail are used. This is the case in the United States. For transportation planning purposes focusing on the development of high-speed rail, the United States Department of Transportation (USDOT) distinguishes four types of intercity passenger rail corridors:

**High-Speed Rail – Express:** Frequent, express service between major population centers 200–600 miles apart, with few intermediate stops. Top speeds of at least **150 mph** on completely grade-separated, dedicated rights-of-way with the possible exception of some shared track in terminal areas. Intended to relieve air and highway capacity constraints.

**High-Speed Rail – Regional:** Relatively frequent service between major and moderate population centers 100–500 miles apart, with some intermediate stops. Top speeds of **110–150 mph**, grade-separated, with some dedicated and some shared track (using positive train control technology). Intended to relieve highway and, to some extent, air capacity constraints.

**Emerging High-Speed Rail:** Developing corridors of 100–500 miles, with strong potential for future HSR Regional and/or Express service. Top speeds of up to **90–110 mph** on primarily shared track (eventually using positive train control technology), with advanced grade crossing protection or separation. Intended to develop the passenger rail market, and provide some relief to other modes.



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