

# Carolina Conductor



Volume 1, Number 10

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

October 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

### Officers:

#### President—Bob Klempner

864-431-5409

#### Vice-President—Terry Brelsford

864-320-6201

#### Secretary—Mike Saverino

814-242-0217

#### Treasurer—Jim Tewell

864-281-7667

### Directors:

Milton Ashley—864-504-5202

Bruce Gathman—864-850-3642

Marv Havens—864-292-3852

Mac McMillin—864-624-9658

### Mailing Address:

Suite #129  
2123 Old Spartanburg Road  
Greer, South Carolina 29650-2704

### Editor:

Bruce Gathman—

shaygearhead@bellsouth.net

Submissions due by 2<sup>nd</sup> Monday.

## Southern Railway #401

By Bruce Gathman

Photos by the author



On a recent visit to the Monticello (IL) Railway Museum to participate in a steam-up for their Railroad Days I became acquainted with the “other” Southern Railway operating steam locomotive. The museum has a stunning collection of Midwest railroad equipment.

The Southern Railway #401 was built in December of 1907 and was at the time a larger locomotive, built with simplicity in mind. It is a 2-8-0 wheel arrangement, with a total locomotive weight of 82 tons, spread over 4 pairs of driving wheels, and a two wheel leading “truck”. This locomotive was purchased by the museum in 1967 from Alabama Asphaltic Limestone, in Margerum, Alabama. It was then shipped on a flat car to



Decatur, IL, arriving there in January of 1968. It was unloaded and stored at Decatur until October of 1971, when it and 12 other pieces of equipment were moved by rail to the Museum site in Monticello. It was towed on its own wheels from Decatur to Monticello in 1971. From 1971 to 1995, the locomotive was on display in our collection of equipment, with occasional work being done to stabilize and

*Continued on Page 5*

# Arrivals



## Piedmont & Northern

GASTONIA, NC — A railroad dinner car suitable for romantic meals, a Polar Express train ride to McAdenville during Christmas holidays, a Panthers Express rolling into uptown Charlotte or a bed-and-breakfast train. These are some of the ideas Gaston County leaders are considering as they prepare to help the state find a new operator for a 12-mile stretch of rail line.

Built in 1911 by tobacco and electric power mogul James Buchanan Duke, the Piedmont & Northern Railway hauled passengers between Gastonia and uptown Charlotte before shutting down in the 1950s. It then became a freight route that eventually played out in Gaston County and was slated for abandonment. In 1991, the N.C. Department of Transportation bought the unused portion between Gastonia and Mount Holly from CSX Transportation, preserving it until the time was right for revival.

Eight years later, at the direction of the state legislature, N.C. DOT began an approximately \$6.5 million restoration of the corridor, and Gaston County contributed \$500,000 toward the project. Patriot Rail Corp., a privately owned, short-line holding company now based in Jacksonville, Fla., had the winning bid to operate the revived railroad and began freight operations in 2012. But Dan Freeman, Patriot Rail vice president commercial, said business on the line hasn't met expectations, and the company won't renew its lease, which expires in November 2015. The company had only four active customers, and they didn't ship consistently, he said.

The state's first priority is getting the railroad connected with "an experienced, viable operator," he said. "I think we'll get good bids. Last time, there was quite a bit of interest." The line connects with CSX in Mount Holly and Norfolk Southern on Broad Street in Gastonia. In a letter to Philbeck, Worley wrote that "very few rail corridors in North Carolina have the advantage of connecting to both Norfolk Southern and CSX Transportation --- a fact that should be exploited by economic developers once a strong operator is in place."

The state plans to have a new operator in place sometime in January. "N.C. DOT is committed to the long-term preservation, maintenance and operation of the Piedmont & Northern corridor," Worley wrote. "It is very reassuring to know that Gaston County shares this vision and wants to be actively involved in the P&N's future."

## GSMR #1702 Restoration



No that is NOT smoke coming out of 1702's boiler!

On Sept 24<sup>th</sup> things were moving right along at the GSMR steam

shop! The guys were preparing for a few days of sandblasting that will follow at the end of this week. The work has been focused on cutting the overhead crown bolts from the internal wrapper sheets, along with washing the rivets. Equipment has begun to arrive, ready to be put to use as everything moves forward.

On Sept 26<sup>th</sup> continuing with progress, the #1702 is ready for sandblasting today. Over the next few days the focus will be on removing the rusty surface.

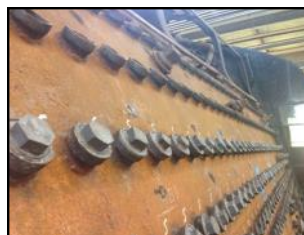
Why not take a trip up to Dillsboro, NC and see for yourself what is happening after eight years on non-operation of this locomotive. Things are looking good for a return to service! There is more steam in operation in 2014 than there has been in the last couple of decades. Any more is on the horizon.

## SOU #611 Restoration

The Virginia Museum of Transportation and the Fire Up 611! Committee are pleased to report that the restoration of the Norfolk & Western Class J 611 Steam Passenger Locomotive is approximately 45 percent complete.

"We are pleased with the professionalism, technical expertise and passion our mechanical team and volunteers are bringing to this project," says Beverly T. Fitzpatrick, Jr., executive director of the Virginia Museum of Transportation.

In the next few weeks, the mechanical team, led by Scott Lindsay and Tom Mayer of Steam Operations Corp., will



install a new rear flue sheet and finish installing the stay bolt caps. Bob Yuill is continuing the repairs to the superheater units. The air compressors are close to being reassembled and the feed water systems are being inspected.

# Departures

## TVRM Summerville Steam Specials



OCTOBER 11, 18, 25, 26  
and NOVEMBER 1

Tennessee Valley Railroad Museum's "Summerville Steam Special". Powered by Southern Railway 2-8-0 #630 or 2-8-2 #4501 leads a trip from Chattanooga to

Summerville, GA. More information: <http://www.tvrail.com/pages/summerville-steam-special>

## Cass Photo Workshop

OCTOBER 10-12

Cass Scenic Railroad Fall Photography Workshop. Classroom teaching, night photo session, and special photo trip to Whittaker Station - Cass, West Virginia. More information: <http://www.cassrailroad.com/dinner.html>



## New River Fall Excursions

OCTOBER 18, 19, 25, 26  
"New River Train"

The Collis P. Huntington Railroad Historical Society is once again presenting the world-renowned New River Train excursions through the beautiful New River Gorge in southern West Virginia. As one of the newest national parklands, the "Grand Canyon of the East" along the New River is majestic and breathtaking in fall colors in mid to late October. It is during this peak autumn foliage time that our train traverses the former Chesapeake & Ohio mainline from Huntington, WV to Hinton, WV, allowing for a front-row seat to some of the most spectacular scenery in the country. For info: <http://www.newrivertrain.com/nrt.shtml>

## Autumn Train Excursions



NOVEMBER 1st and 2nd, 2014

The very popular Autumn Train Excursions, co-hosted by WVRHS&M in conjunction with NCTM. Saturday, November 1, the train will travel from Spencer, NC to Charlottesville, VA and return. On Sunday, November 2, a roundtrip from Spencer to Toccoa, GA for their Fall Festival is scheduled. Boarding at Spartanburg Magnolia Station is available. Details can be found at: <http://tinyurl.com/8bhqjhn>

## GSMR Polar Express



The 1 ¼ hour round-trip excursion comes to life as the train departs the Bryson City depot for a journey through the quiet wilderness for a special visit at the North Pole. Set to the sounds of the motion picture soundtrack, guests on board will enjoy warm cocoa and a treat while listening and reading along with the magical story.

Children's faces show the magic of the season when the train arrives at the "North Pole" to find Santa Claus waiting. Santa will board *THE POLAR EXPRESS*, greeting each child and presenting them with a special gift as in the story, their own silver sleigh bell. Christmas carols will be sung as they return back to the Bryson City Depot. **THE POLAR EXPRESS begins November 7<sup>th</sup> and operates through Jan 4<sup>th</sup> of 2015.**



# Rare Mileage

## The Street Railway Funeral Car

By: Steve Baker

Personal transportation, either horse or horse drawn carriage, was very expensive in 1891. If your destination was not within walking distance, there were three options; street car, hire a carriage, or don't go (or spend all day walking...). The

The first electric funeral car was instituted in Erie, PA. The cemetery was four and a half miles from the center of the city. With several lines within the city, most residential areas had street railway service. The casket would be taken from mortuary to home by the undertaker's wagon. The funeral was at the home. If there was a distance to the street railway,

the same wagon was used to transport the casket to the funeral car.

Additional trains would be attached to the funeral car, to accommodate the funeral party. The cost was not much higher than regular car fare. There were no delays to reach the cemetery; the passengers were out of the weather, and warm, in the electrically heated cars.

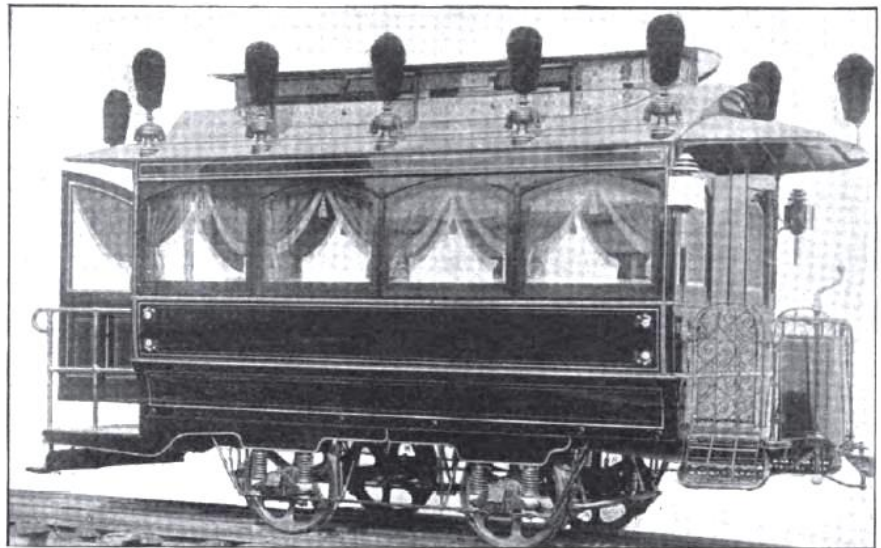
The automobile dominated 21<sup>st</sup> Century makes it hard to understand the value of a street railroad hearse. However, in their time, they provided a valuable service to those within reach of their service.



THE ATCHISON FUNERAL CAR.

street railway was an elegant solution, being of low cost, frequent schedule, and warm in the winter. Hiring a carriage still exposed you to the winter weather, the possibility of becoming stuck due to muddy roads, and high expense.

Thus, forward thinking street railway managers brought the innovation of funeral cars to their lines. The first was in Atchison, KS. This was a horse powered street railway. There were many lines passing close to funeral homes, and one line terminated at the Mt. Vernon Cemetery. One car was purpose build as a hearse, carrying the casket and the bearers. Standard passenger cars would follow the number depending on the size of the funeral party.



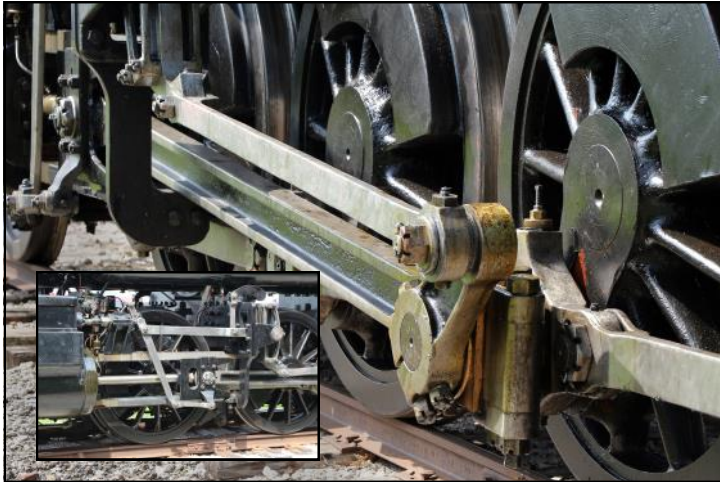
FIRST ELECTRIC FUNERAL CAR—ERIE, PA., ELECTRIC MOTOR COMPANY.

# Manifest

Continued from Page 1

prevent further deterioration to the locomotive.

In 1995, a donor stepped forward with a proposal to return an operating steam locomotive to Monticello Railway Museum, one not having run here since 1987. To that end, a process was begun to identify what we felt was the best candidate for restoration. After considering several alternatives, it was decided to restore #401 to operational status.



Milwaukee Road EMD NW-2 shuttled people between the station and the shops on a transfer caboose.



Although this Lincoln Sand and Gravel #44 Whitcomb side-rod switcher was not running it was one of my favorite locomotives seen. Can you tell I am partial to short line equipment?

Power Type - Steam Builder - Baldwin Locomotive Works  
 Serial Number - 32487 Build Date - 1907 Configuration - 2-8-0  
 Gauge - 4' 8 1/2" in Driver Diameter - 57 in Fuel Type - Oil (originally coal)  
 Tender Capacity - Oil: 1,100 gal Water: 7,200 gal Boiler Pressure - 200 psi  
 Cylinders - Two, outside Cylinder Size - 21 in x 28 in Valve Gear - Walschaerts  
 Tractive Effort - 36,827 lbf Operator - Southern Railway Class - H-4  
 Number - 401 Retired - 1949 Restored - September 2010

Other operating equipment included some beautifully restored diesel locomotives. The Montreal Locomotive Works FA was recently seen at the North Carolina Transportation Museum's *Streamliners* event. The Wabash E unit was not on the property due to some off-site restoration being done.



There was an Illinois Central GP 11



built in 1980 which was pulling a work train with a steam powered crane.

A shiny like-new



As usual the end of the train has a observation car with the ever-present conductor while the train makes its five mile round-trip run.

# Marker Lights



## Marker Lights or Classification Signals

Colored flags by day, lights by night - were once used throughout North American railroading. U.S. railroads used a single light and outer lens, with colored lenses in between that could be changed as needed. Canadian roads used three separate lights; on diesels these were often located near the number boards on the front of locomotives. The purpose of classification lights was to help identify the train on which they were displayed. The three colors and their meanings were as follows:

### White

Indicated an "extra" train not shown in the timetable. For much of railroad history, train-movement authority was granted by timetables. If a train was listed in the timetable, it had the authority to operate according to its printed schedule. Deviations from the timetable, such as a train running late, were handled with train orders from the dispatcher. Under this "timetable-and-train-order" system, it was important that trains kept as close to schedule as possible, and that any special trains not shown in the timetable be clearly identified as such with a white light. Many freight trains operated as extras, and thus carried a white classification signal.

### Green

Indicated that, while the train displaying the lights was a regularly scheduled one, a second section was following behind it. This was done, for example, when ridership demand exceeded the capacity of a single passenger train. If there were too many passengers for a single section of, say, New York Central's 20th Century Limited, a second section was operated, and, if needed, a third, fourth, fifth, and even sixth. The engine of each section except the last would display green lights. While each section was a separate entity, the timetable's "train 25" would not be considered to have

passed a given point until the last section of the train had gone by. For operational convenience, special trains that otherwise might have carried white "extra" signals were sometimes operated as advance or second sections of regular, but unrelated, trains.

### Red

Indicated the end of a train. A train, be it a single engine, a group of engines, or an engine(s) with cars, must have a marker on the rear end. In the (relatively rare) situations when the last element in a train would be a locomotive, the red lights would be lit.

### Classification Lights Phased Out

The timetable-and-train-order system has been replaced by other forms of movement authority, and classification lights are no longer used, although older locomotives still have them.

Some railroads (including Amtrak, and New Jersey Transit) still use red marker lights, but most have done away with the extra items and just use the headlight on a trailing locomotive as a marker.

### Emergency Lights

Several railroads over the years have elected to equip their locomotives with emergency lights, which activate when an emergency brake application is made. The Milwaukee Road, for example, had gyrating red lights which the engineer manually activated in the event of an emergency stop. Amtrak's F40PH-2s sported a small red lens front and center of the engine between the number boards that activated automatically in a flashing mode when put into emergency.

Editors note: Now you know all about classification lights and why this page has its name - *Marker Lights*. It is the last page of the newsletter and carries red marker lights in the masthead. Information for this article was provided by *Trains* magazine.



CHECK OUT THE CRHA ON OUR FACEBOOK GROUP.

[WWW.FACEBOOK.COM/PAGES/CRHA/IN](http://WWW.FACEBOOK.COM/PAGES/CRHA/IN)



CAROLINA CONDUCTOR



CHECK OUT THE MUSEUM ON OUR FACEBOOK GROUP.

[WWW.FACEBOOK.COM/PAGES/HUB-CITY-RAILROAD-MUSEUM](http://WWW.FACEBOOK.COM/PAGES/HUB-CITY-RAILROAD-MUSEUM)