

Carolina Conductor



Volume 1, Number 11

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

November 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 Friday

Norfolk Southern Overpass At Willard Street in Greenville

By James Sheppard

Photos by the author

On Norfolk Southern Railway's main line through Greenville, a train headed south at the Amtrak station soon goes to the right around a sharp curve and about 1500 feet from the Amtrak station reaches the north end



On June 24, 1979, a northbound Southern Railway train is crossing the overpass in Greenville.

of an overpass that is about 600 feet long. A few feet beyond the south end of the overpass is the beginning of an NS line that immediately veers sharply to the left and that used to go to Columbia via Greenwood but now ends at Piedmont. Willard Street is about 400 feet to the west of the overpass and parallel to it.

The NS overpass is supported by four large concrete piers, one at each end and two in the middle.

In the 1970s, an observer on Willard Street, looking east at the overpass, could have seen, beginning at the left, the Seaboard Coast Line (ex-P&N) track, extending from downtown Greenville to



On July 1, 1979, three Southern Railway trains are on or close to the overpass. In the foreground is Willard Street, which connects with Mayberry Street at the right.

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Arrivals

N&W #611 Restoration

611 Restoration Nearly Half Complete

SPENCER, N.C. – Restoration of Norfolk & Western Class J 4-8-4 No. 611 is about 45 percent complete, the Virginia Museum of Transportation and the Fire Up 611! Committee reported. The locomotive, built by N&W's Roanoke Shops in 1950, is being rebuilt for service at the North Carolina Museum of Transportation.

"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.

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 staybolt caps. Bob Yuill is continuing the repairs to superheater units. The air compressors are close to being reassembled and the feedwater systems are being inspected and made road ready. Work also continues on No. 611's tender. Within the next few weeks the tender's stoker screw and tender deck will be rebuilt.

Plans call for the engine to be operating in 2015. "We have not set a completion date just yet," says Preston Claytor, chairman of the Fire Up 611! Committee. "The mechanical team is making good progress and we still anticipate the 611 to be ready for Spring 2015 excursions."

Norfolk Southern says it will operate No. 611 as part of its 21st Century Steam excursion program. The locomotive, retired in 1959, was restored and operated on NS steam excursions from 1982 to 1994.



New flues for the 611.

CP-CSX Merger



Canadian Pacific has approached CSX about a merger, and CSX has rejected the proposal, according to reports in The Wall Street Journal, New York Times, Toronto's Globe & Mail, and other major media outlets. The reports attributed unnamed sources close to the railroads, not CP and CSX themselves. Unclear

is whether CP will persist in attempting a merger deal. A CP-CSX combination would create North America's largest Class I railroad—\$62 billion in market capitalization, \$18 billion in annual revenues, and approximately 35,000 miles of track—eclipsing Union Pacific, currently the largest Class I, and BNSF, the second-largest. The combined carriers would also form an east-west transcontinental network stretching from Vancouver, B.C., to New York. Currently, only CN can say it's a true east-west transcontinental.

The WSJ cited that a CP-CSX merger "would give rise to an industry giant with an increased ability to exploit the North American energy boom. CSX-controlled rails run from the Midwest to

refineries on the U.S. East Coast, but the railroad lacks direct access to North Dakota oil fields. CP does have access to North Dakota oil-loading terminals. A deal would potentially create a single railroad operator that could haul crude from oil fields all the way to fuel-making plants in the Northeast."

CP "has staked much of its future on transporting oil from Canada's energy fields in crude-by-rail shipments, an alternative to oil pipelines," the WSJ noted. "It has said it expects one-third of its targeted revenue growth over the next four years will be driven by CBR and plans to invest heavily to expand its operations in Alberta and North Dakota to boost the effort. CP has said it expects to move about 200,000 carloads of crude in 2015, up from 120,000 this year and 90,000 in 2013. CSX's rail network links to five oil terminals and six refineries along the eastern seaboard."

"For years, Hunter Harrison has commented on the need to find a faster way to move through Chicago, an interchange used by six out of the seven major North American railroads," added the WSJ. "Taking CSX under its fold would give CP more options to navigate to the U.S. Midwest, including a majority stake in the Indiana Harbor Belt Railroad, a major inter-switching terminal [railroad] in Chicago. CP currently owns 49% of the IHB, while CSX and Norfolk Southern own the rest."

At its recent shareholder conference, CP CEO Hunter Harrison, according to the WSJ, alluded to the company's interest in a merger with a U.S. carrier, saying that it would "make sense." However, he said, "You got to have somebody to dance with, and I don't know anybody who wants to dance now. My experience in the past, and I've had too much of it, it's more about . . . egos than it is true bottom line value to the shareholder."

Carolina Southern Railway

Horry County Council on Tuesday approved the expenditure of \$1.8 million toward the purchase of Carolina Southern Railroad, though details of where the money will come from and in what form have not been announced.

Ken Pippin, president of Carolina Southern, said late Tuesday he believes that money will be used as a down payment toward the purchase. The council's vote Tuesday comes on the heels of a Monday vote by Columbus County, N.C., commissioners, who agreed to spend \$1.8 million in tax incentives over the next decade to get the Carolina Southern Railroad rolling again through the area.

The line cuts through Marion County, as well, but they are not involved in the project financially, said Mark Lazarus, Horry County Council chairman. Lazarus said. "Where this moves forward to is a sales contract with Carolina Southern Railroad." The buyer, which has yet to be named.

Carolina Southern hauled freight to and from businesses primarily in Horry and Columbus counties until 2011, when it shut down after federal rail inspectors found structural problems on bridges that had to be corrected for it to continue operating.



Departures

SCRM Santa Train

Ride the train with Santa

Saturdays: November 29,
December 6 and 13

Come join the South Carolina Railroad Museum for a train ride with Santa. And don't forget to bring your letters for Santa before he heads back to the North Pole! Train trips departing at 10:00 am 12:00 pm, and 2:00 pm from the Winnsboro station. Regular ticket prices apply.



GSMR Polar Express

The 1¼ 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 7th and operates through Jan 4th of 2015.

Folkston Funnel

December 5-7, 2014

Annual Winter Rail Watch.

Very informal. The local Chamber sets up portable lights along the tracks for 24-hour railfanning all weekend.

The Folkston Funnel is located at MP 602.2 on the Nahunta Subdivision of the CSXT, Jacksonville services lane. At this point, the Jesup Subdivision joins the Nahunta Sub. From this point south it is double track main line to Jacksonville, Florida. The Nahunta Sub handles traffic from Savannah, Georgia and the North-

east. The Jesup Sub handles traffic from Waycross, GA and the Mid-west.

There are three defect detectors (DD) located in our area. The Boulogne DD is located at MP 610.6 on the Nahunta Sub. The Hague DD is located at MP 611.0 on the Jesup Sub. The Newell DD is located at MP 592.0 on the Nahunta Sub. These can be picked up on the scanner at the platform.

All of CSXT's trains moving to Florida (except the few trains that go west) must pass through the Funnel. Waycross is the home of CSXT's Rice Yard, the largest rail yard in the southeast.

Manifest freights originate in the Rice yard and move south to CSXT's Moncrieff yard or Baldwin yard. Trains originating in these yards move north to Waycross and Rice yard.

Intermodal trains that originate in the northeast move south through Savannah, down the Nahunta Sub, to Jacksonville. The Intermodal trains from the Midwest move south through Atlanta down the Jesup Sub to Jacksonville. The northbound trains just reverse the routing. The unit coal trains originate in Kentucky, West Virginia and Virginia, and move south through the Funnel to the coal-fired generating plants in North and Central Florida.

When these Trains are empty, they will return to the coal mines by reverse routing.

In addition to these trains you can see loaded and empty automobile rack trains and molten sulfur trains going to the Bone Valley in Central Florida.

There are also six Amtrak trains passing through the Funnel each day: three southbound and three northbound. The Auto Train is one of these. It originates in Sanford, Florida, and terminates in Lorton, Virginia. The Tropicana Juice Train moves from Bradenton, Florida, to Kearney, New Jersey five nights a week.

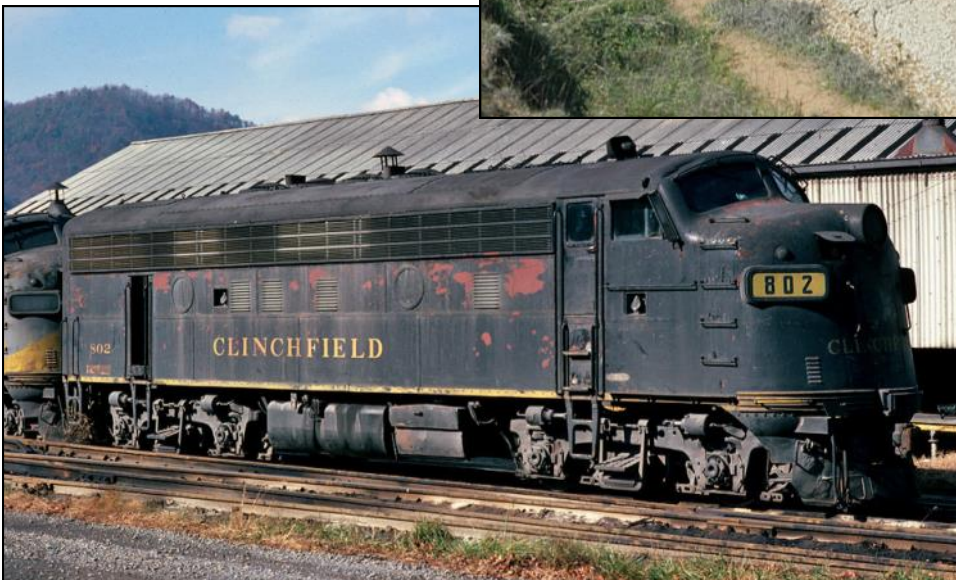
The train watcher's platform is located on the east side of the Nahunta Sub at MP 602.6 The platform is equipped with a scanner tuned to CSXT's frequency 160.590 and 160.320. It is controlled by a timer switch located on the southern-most center post. Ceiling fans were installed for those warm days and nights. Lights and electric outlets are available. Flood lights shine on the tracks from each end of the platform for night viewing. A Picnic table and grill are also available for visitors.



Rare Mileage



An all EMD lash-up of first and second generation diesels.



An EMD SD-45 in a cut at Spartanburg, SC. The weathering shows the hard mountain use these units received.

An EMD F-7A at Erwin, TN. And we all complain about the all black locomotives of the Norfolk Southern being plain.

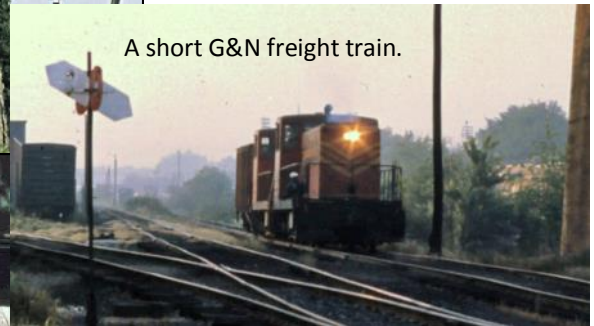
Manifest

Continued from Page 1



On June 6, 1976, a Seaboard Coast Line (ex-P&N) train is at the overpass, headed toward River Junction. The track on the right belongs to the G&N.

the Greenville Hospital System Swamp Rabbit Trail. The roadbed of the ex-C&WC line from downtown Greenville to Willard Street has become a small part of the GHS Swamp Rabbit Trail; the ex-C&WC line from Willard Street to River Junction remains in place but much of the east end is not in use and is overgrown.



A short G&N freight train.

River Junction, at Bramlett Road; the Greenville & Northern track, extending from downtown Greenville to River Junction and Travelers Rest; the first mid-way bridge support; the Reedy River; a second Seaboard Coast Line track (ex-C&WC), extending from downtown Greenville to River Junction; the second mid-way bridge support; and Mayberry Street.



On March 5, 1987, a CSX (ex-C&WC) train is headed for downtown Greenville and ultimately to River Junction.

There are now no tracks under the overpass. The ex-P&N track from downtown to Willard Street is gone; the ex-P&N track from Willard Street to River Junction is now a CSX yard, ending at Willard Street in a transloading facility. The former G&N line from downtown to Willard Street is gone; the former G&N right-of-way from Willard Street to Travelers Rest has become a major part of



On September 2, 2014, at Willard Street, this is a view looking west at the beginning of that portion of the GHS Swamp Rabbit Trail that was built on the former roadbed of the G&N. To the right of the trail is the transloading facility, where bulk commodities may be transferred from railcars to trucks.



Marker Lights

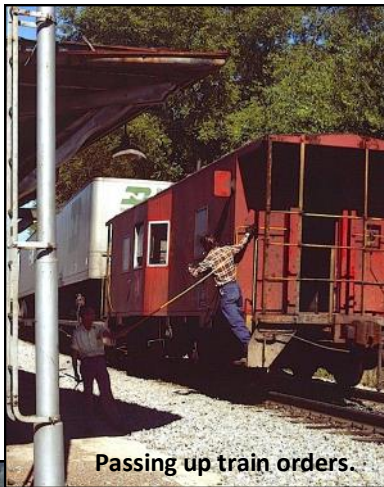


The Caboose

A caboose is a manned North American rail transport vehicle coupled at the end of a freight train. Caboose provided shelter for crews at the end of a train, who were required for switching and shunting, and to keep a lookout for load shifting, damage to equipment and cargo, or overheating axles (hot boxes). Designs were originally modified box cars or flatbed cars carrying a cabin, but later became specialized vehicles, with projections above or to the sides of the car so crew could observe the train from shelter. The car also served as the conductor's office, and on long routes, included accommodation and cooking facilities.

A similar railroad car design, the brake van, was used on British and Commonwealth railways. These functioned in a similar role to cabooses, while also providing additional braking systems for trains not fitted with a continuous braking system, and keeping chain couplings taut.

Caboose were used on every freight train until the 1980s, when safety laws requir-



Passing up train orders.



Helpers pushing a coal drag.



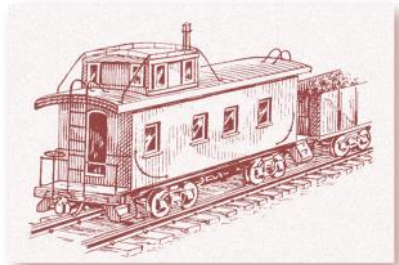
Caboose are used in some modern day situations.

ing the presence of cabooses and full crews were relaxed. Developments in monitoring and safety technology, such as lineside defect detectors and flashing rear-end devices (FREDs) combined with rail companies' desire to save money by reducing crew numbers resulted in the phasing out of caboose cars. Nowadays, cabooses are generally only used on rail maintenance or hazardous materials trains, or on heritage and tourist railroads.

If you or you know someone who would like to know

more about cabooses the 14 page booklet *What is a Caboose* is available at the museum and caboose gift shops in Spartanburg.

WHAT IS A CABOOSE?



Information compiled, edited and expanded by Bruce G. Gathman

from Wikipedia.com and *The American Railroad Freight Car* by J.H. White



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