

Carolina Conductor



Volume 2, Number 6

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

June 2015

**Preserving the Past.
Active in the Present.
Planning for the Future.**

Meeting Site:

Woodmen of the World Bldg.

721 East Poinsett Street

Greer, SC 29651-6404

Third Friday of the Month at 7:00 pm

**Hub City Railroad Museum
and SOU Caboose #X3115:**

Magnolia Street Station

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Spartanburg, SC 29301-2330

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Newsletter submissions due by 2nd
Friday of the month.

Internal Combustion Arrives on the SOU

by Bruce Gathman

The St. Louis Car Company was formed in April 1887 to manufacture and sell streetcars and other kinds of rolling stock of street and steam railways. In succeeding years the company built automobiles, including the American Mors, the Skelton, and the Standard Six.

The St. Louis Aircraft Corporation division of the company partnered with the Huttig Sash and Door company in 1917 to produce aircraft. During the two World Wars, the company manufactured gliders, trainers, Alligators, flying boats, and dirigible gondolas. Among their most successful products were the Birney Safety Car and the PCC streetcar, a design that was very popular at the time.

The firm went on to build some of the vehicles used in the transit systems of New York City and Chicago, as well as the FM OP800 railcars manufactured exclusively for the Southern Railway in 1939.



The OP800 was a lightweight, streamlined railcar built by the St. Louis Car Company in 1939. Fairbanks-Morse supplied the 800 hp, five-cylinder 8 x 10 opposed piston engine prime mover. The units were configured in a highly-unusual 2 axle—A1 wheel arrangement (later converted to 3 axle—A1A) mounted atop a pair of road

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Arrivals



R&R #19 Unveiling

For the past several months, the # 19 steam engine has been enclosed in plastic sheeting. The Railroad Historical Center in Greenwood, SC. has been closed to the public for major restoration efforts. The rolling stock has been freed of asbestos and lead, cleaned inside and out. Each car will be painted

in original colors and the interiors restored to the period the car operated. Major donors and contributions from the public has made this effort come to pass.

On Friday, June 26, at 4:00 PM the engine # 19 will be unveiled to display its restored grandeur. The Railroad Historical Center will be open on Saturday, June 27, 10:00 AM until 5:00 PM to tour the engine and the P & N Exhibit. Stacey Thompson, Executive Director of the Museum and the RRHC invites all to visit us. The RRHC is located at 906 South Main Street, Greenwood, SC.



GSMR Turntable

All primary excavation has been completed and all 19 over length steel I-beam piles were felled like tall hardwood trees and then stacked neatly in the parking lot.

Concrete sub-footers were poured for both the ring wall and the center pivot. These sub-footers will provide a flat, solid work area to erect the concrete forms as well as provide a solid surface to secure them to in order for them to be able to handle the excessive force of poured concrete. 30,000 lbs. of steel concrete forms for the entire project arrived from Charlotte early last week.

The storm water drainage system and piping for the center of the pit was installed and capped off just outside the poured sub-footer of the ring wall. The build of the re-bar cage for the center



pivot started last week followed by the forming. The concrete pour for the center pivot will be completed soon.

The large steel plate that the turntable bearing attaches to had holes machined in it too large by the supplier so four reducer spacers were machined and welded them in place. The dead center of project has been identified and clearly marked. The plate will have to be painted before installation to help prevent future corrosion.

The underground water intrusion from the river and the creek has been challenging to deal with; water is constantly streaming into the pits. A gravel sump system has been built to help keep the pits relatively dry.

GSMR #1702

The last few weeks have been very productive at the steam shop! Progress in the tender has been a pretty nasty job removing the years worth of epoxy. We are about 2/3 of the way done with the needle scale removal. New drain pipes were installed replacing the ones that were rusted and not holding water.

Test patch bolts have been threaded into the mud ring. The testing revealed a few minor modifications need to happen before the rest are installed. The outer throat sheet will also need to be removed due to cracks that were revealed on the interior side of the sheet.

Needle scaling work continues on the cylinder covers. We also begun to try and clean out the old insulation underneath the covers. Presently the covers are stuck in place and we are working to loosen them so they can be removed and all the insulation can be replaced.

The turret parts and the boiler check valves have been taken apart and readied to be hand lapped and cleaned. The steam dome cover has also been set aside. The old brake shoes have been removed and will be replaced. A new blower pipe has been constructed.

The oilers have been drained and the oil lines are being purged with air to clean them out. The engine was moved a few feet in order to access an area behind the wheel for cleaning.

Departures

21ST CENTURY STEAM!



The 611 is going home again, coming back from its second restoration to headline Norfolk Southern's 21st Century Steam excursions in 2015. Sixty-five years after the Class J 611 was built at Norfolk & Western Railway's shops in Roanoke and placed into service for the first time May 29, 1950, the locomotive is scheduled to return under steam May 30, fulfilling the dreams of its Virginia Museum of Transportation owners and rail enthusiasts worldwide.

Chairman and CEO Wick Moorman, who launched plans for 21st Century Steam in 2010, and President Jim Squires will be aboard a J-powered train from Spencer, N.C., where the 611 has been undergoing restoration at the North Carolina Transportation Museum since June 2014.

Neither progress of rail industry dieselization nor ravages of time spent lying dormant on display for decades could defeat the 611, which survived the scrap heap of other steam locomotives and two retirements to take its place among a trio of iconic engines that will power 21st Century Steam this year. The others are Southern Railway 4501 and Nickel Plate Road 765.

VMT is a new sponsor with Norfolk Southern, joining the Tennessee Valley Railroad Museum and the Fort Wayne Railroad Historical Society to operate excursion trips between June 6 and Oct. 11. Tickets and schedule details will be available on the websites of trip sponsors.

Here is the schedule. All excursions are round trips.

Weekend of June 6 Manassas – Riverton Junction, Va. N&W J 611 VMT

Weekend of June 13 Lynchburg – Petersburg, Va. N&W J 611 VMT
June 27 Bristol, Va. – Bulls Gap, Tenn. SOU 4501 TVRM
June 28 Bristol – Radford, Va. SOU 4501 TVRM
Weekend of July 4 Roanoke – Lynchburg and Walton, VA N&W J 611 VMT
Weekend of July 18 Fort Wayne – Lafayette, Ind. NKP 765 FWRHS
Weekend of July 25 Youngstown – Ashtabula, Ohio NKP 765 FWRHS
Weekend of August 1 Buffalo – Corning, N.Y. NKP 765 FWRHS
Weekend of August 8 Allentown – Pittston, Pa. NKP 765 FWRHS
Weekend of August 15 Scranton, Pa. – Binghamton, N.Y. NKP 765 FWRHS
Weekend of September 12 Jersey – Cleveland, Tenn. SOU 4501 TVRM
Weekend of September 12 Trips celebrate 100th anniversary of the Nicholson Bridge Scranton – Nicholson, Pa. NKP 765 FWRHS
Weekend of October 3 Macon – Tennille, Ga. SOU 4501 TVRM
Weekend of October 10 Atlanta – Toccoa, Ga. SOU 4501 TVRM

Southern Railway's 4501 was the pioneer locomotive in Norfolk Southern's initial steam excursion program that operated from 1964 to 1994. The 4501 returned to excursion service in 2014 after being rebuilt at TVRM's Chattanooga shops. Nickel Plate Road 765 was built in 1944 by Lima Locomotive Works at Lima, Ohio, and has been used in excursion service since 1979.

But it is the powerful sleek N&W Class J 611 with its bullet nose and tall-as-a-man driving wheels on a 4-8-4 configuration that many associate with the halcyon days of steam railroading. Its initial restoration in 1982 after two



decades of retirement was occasion for a movie, "Going Home," produced by Norfolk Southern. "The J being alive of course is the greatest joy that we true rail fans have had in many-many years," an appreciative fan says in the movie. The resurrection kept the J chugging in excursion service until 1994, when Norfolk Southern concluded its steam program, and 611 was retired a second time and put on display again at VMT. <http://www.nscorp.com/content/nscorp/en/multimedia-gallery/videos/going-home.html>

Rare Mileage

Southern Railway Dieselized Early

A publicity photo of the Vulcan



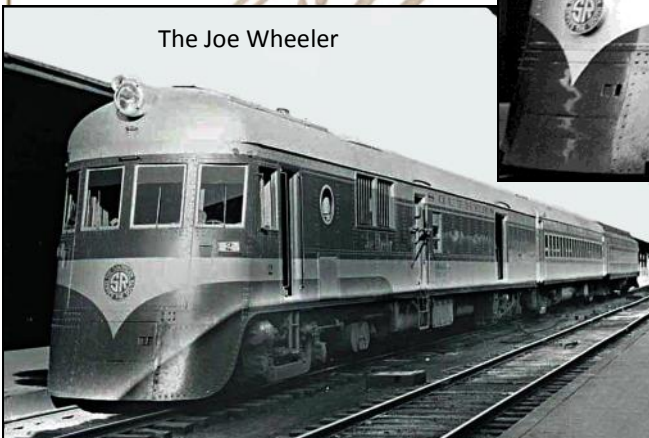
For more than a half century the St. Louis Car Company has been intimately associated with transportation progress—keeping abreast of every demand—and pioneering significant equipment advances. Throughout the nation "St. Louis Built" equipment is in use—a tribute to the consistent high quality and dependability of our products. Our present production includes modern deluxe coaches for the Missouri Pacific and steel sheathed cabooses for the Chesapeake & Ohio. The range of steam railroad and electric railway production at our plant includes: Streamlined Trains, P.C.C. Street Cars, Passenger Coaches, Trolley Coaches, Baggage—Mail—Express Cars, Interurban Cars, Dining Cars, Elevated Railroad Cars.

1887  1941
In Our Second Half Century

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St. Louis Car Company
ST. LOUIS, MO.

The Joe Wheeler



The Vulcan at Birmingham station

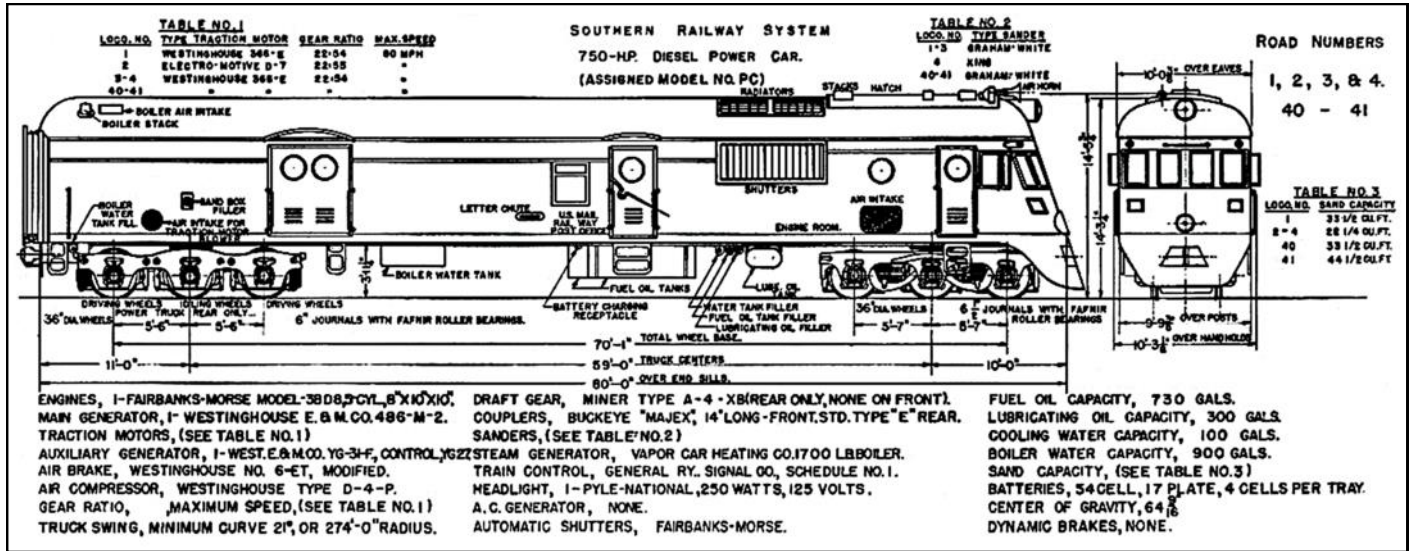


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Manifest

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SOU #4 the Cracker at Jesup, GA



SOU #2 the Goldenrod at Bessemer, AL



trucks, and equipped with a front swing coupler pilot. The aft section was divided into two separate compartments: one was used to transport baggage and the other served as a small railway post office, or RPO (the forward door, located just behind the radiator louvers, was equipped with a mail hook).

Six units, accompanied by matching trailing car sets, were manufactured exclusively for the Southern Railway (SR). Two were later sold to the Georgia and Florida Railroad and Georgia Northern Railway as maintenance cars. The remaining four OP800s were scrapped in 1955; selected parts were retained for maintenance use on other SR Fairbanks-Morse motive power.

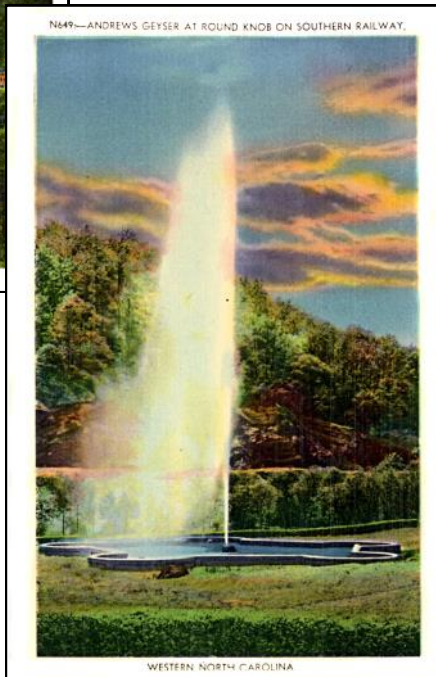
At least four of these cars had individual names applied to them, including "Vulcan", "Cracker", "Joe Wheeler", and "Goldenrod". No OP800 units are known to have survived.

Marker Lights



Andrews Geyser

Andrews Geyser is a man-made fountain in Old Fort, North Carolina in McDowell County. The fountain is named for Colonel Alexander Boyd Andrews, a North Carolina native who was the Vice President of the Southern Railway Company and one of the men responsible for the construction of the railroad between Old Fort and Asheville, North Carolina, in the late 19th century. The



fountain was constructed in 1885 with a dual purpose: it was a feature of the Round Knob Hotel, and a tribute to the approximately 120 men who died building the railroad through this particularly treacherous stretch of land, that culminates with the crossing of the Eastern Continental Divide through the Swannanoa Tunnel. The fountain was said to be eye-catching for railroad passengers ascending the 13 miles of track and seven tunnels that peaks at the top of Swannanoa Gap because it could be seen several times along the route.

The Round Knob Hotel burned to the ground in

1903, and the fountain fell into disrepair. In 1911, George Fisher Baker, a wealthy New York financier and philanthropist who had been friends with Colonel Andrews, funded its restoration. The Southern Railway Company did not grant continuation of the easement for the fountain at that time, so a new, five-sided basin was constructed about 70 yards across Mill Creek, and the piping and nozzle were moved (to the fountain's current location). The town of Old Fort was given rights to the basin and the pipe that carries the water, and the fountain was formally named Andrews Geyser. The town of Old Fort continues to use Andrews Geyser and the surrounding area as a public park. Andrews Geyser underwent extensive restoration again in the 1970s, and was rededicated on May 6, 1976. Signs at the park describe Mr. Fisher's role in the early 20th century and the role of Old Fort's private citizens in the 1970s in keeping the fountain running.

Andrews Geyser shoots water continuously to a height of about 80 feet. Its water supply is drawn from a pond located at the current site of the Inn on Mill Creek, a local Bed & Breakfast. The Inn's property contains the original dam constructed by the railroad in the late 19th century, and the pond formed by the dam with the water of the Long Branch of Mill Creek. A 6-inch-diameter (150 mm) cast iron pipe runs from the dam, through a hidden gate valve, then underground approximately two miles downhill to the fountain. The water comes out a half-inch nozzle pointed skyward, and the 500 feet of elevation difference creates the pressure that drives the fountain.



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