

Carolina Conductor



Volume 2, Number 7

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

July 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

298 Magnolia Street
Spartanburg, SC 29301-2330

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Newsletter submissions due by 2nd
Friday of the month.

The 1970s in the Upstate

by Jim Sheppard

All photos by the author

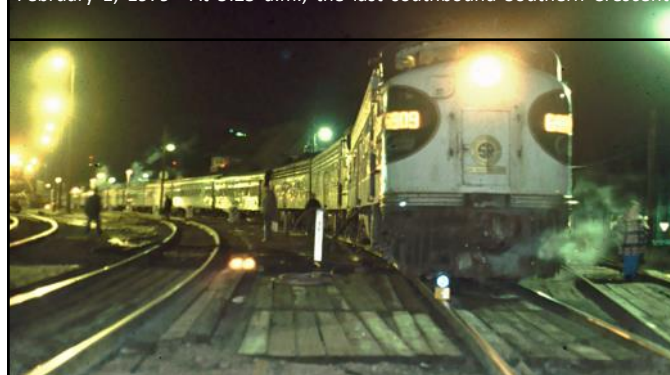
In April 2015 *Classic Trains* magazine published a special edition titled “Trains of the 1970s.” The lead article, by H. Roger Grant, listed many problems faced by the railroads during that decade: excessive regulation, high inflation, labor trouble and the bankruptcy of Penn Central and several other northeastern railroads. The decade brought a 20% decline in the nation’s rail network. However, there were some favora-

September 21, 1974—A typical scene at the Southern Railway depot, Greenville. The depot was torn down in 1988.



ble events, notably the formation of Amtrak (AMTK) in 1971 and Consolidated Rail Corp. (Conrail – CR) in 1976. Amtrak took over many intercity passenger trains and Conrail took over Penn Central and parts of some of the other bankrupt railroads. In the upstate of South Carolina, in the 1970s, the following was the railroad situation.

February 1, 1979—At 5:23 a.m., the last southbound Southern Crescent



Southern Railway (SOU) was operating independently of its future merger partner, Norfolk & Western Railway (NW). Norfolk Southern Corporation (NS) was organized in 1982 to acquire both railroads. In 1971 Southern decided not to join

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Arrivals



Google Maps To Add Grade Crossings

A potentially life-saving new feature marking the location of railroad crossings will be integrated into Google Maps in the United States.

Google will work in tandem with the Federal Railroad Administration to bring the new feature to the search giant's map application.

"We're happy to help the Federal Railroad Administration as we're always looking for new ways to make maps useful to users," a statement from Google said.

RHA—CRHA—NRHS Picnic

Our club will be furnishing—burgs, brats and dogs.

SATURDAY, AUGUST 8, 2015
10 A.M.—3 P.M.
PICNIC

Craggy Mountain Line

Historic Section Of Railroad Located In Buncombe County, North Carolina

Bring your own food! Covered dish type picnic - bring enough to share. Drinks, plates, ice, and utensils will be provided. It is also suggested that you bring lawn chairs. Tours and motor car rides along the historic Craggy Mountain Line will be offered. Rocky Hollifield, President of the line invites members who have motor cars to bring them along for a great day on the rails.

Check out www.craggymountainline.com

EVERYONE'S WELCOME

PARKING

Due to limited parking at the Woodfin Riverside Park, we are directing you to the top of the Craggy Mountain Line which is located at 111 North Woodfin Avenue, Asheville, NC. From this location, you will be transported down the Craggy Mountain Line to the park.

DIRECTIONS

On I-25 you will need to take Exit 24 which is the Elk Mountain Road exit.

From Asheville, take the exit ramp on the right, then right onto Elk Mountain Road. From Weaverville and points north take the exit ramp on the right, then left onto Elk Mountain Road. Then turn left (about .2 miles) onto Brookdale Road. Brookdale Road becomes N. Woodfin Avenue.

As soon as you cross the railroad tracks, pull into the parking area on the right.

If you prefer to unload first, then park...

WOODFIN RIVER PARK
1050 RIVERSIDE DRIVE
WOODFIN, NC

From Asheville, take I-25 towards Weaverville. Take Exit 24 Elk Mountain Road. At the end of the ramp, turn left and go to the end of the road. Turn left - go approximately 1 mile and park is on the right.

From Weaverville and points north, take Interstate 25 towards Asheville. Take Exit 24 Elk Mountain Road. At the end of the ramp, turn right and go to the end of the road. Turn left - go approximately 1 mile and park is on the right.

It was unclear when the integration would be completed, however a report in The New York Times said along with marked crossings, users can expect audio and visual alerts when the app's navigation feature leads them toward a railroad crossing.

With approximately 130,000 public and 85,000 private crossings, integrating the data has the potential to help prevent accidents at crossings, which rose by 9 percent last year, according to the *New York Times*.

The number of accidents has largely trended downward over the years, going from about 12,000 per year in the 1970s to around 2,000 in recent times. By integrating technology, the hope is that number will continue to decrease.

The 2015 Lincoln Funeral Train

Featuring the Leviathan Locomotive at the N.C. Transportation Museum

Aug 28-30

May 3, 1865, a train draped in mourning pulled into Springfield, Ill., ending a journey that saw millions pay respect to the man whose earthly remains rode aboard. This summer, the replica Lincoln Funeral Train visits Spencer, N.C.

Experience the Lincoln Funeral Train, the Leviathan locomotive, and a unique Civil War era event!

- Funeral Train Tours
- Sutlers Selling Wares
- Civil War Reenactments
- Lantern Tours
- Living History
- Huckleberry Brothers Band

Departures

Southeastern Narrow Gauge and Shortline Museum



HICKORY, N.C. — The railroad cars that the Alexander Chapter of the NRHS has devoted the last seven years to procuring and restoring are pieces of living history. The idea behind the narrow gauge fixation is rooted in the fact that without those rails hauling lumber, furniture and textiles, in western North Carolina – and the southeast in general, history would have followed a much different trajectory.

“Narrow gauge railroads helped build this part of Western North Carolina,” club member Matt Bumgarner said. “They helped usher in a healthy vibrant microcosm of a growing American economy.”

The Alexander Chapter’s Newton Depot Authority is establishing the Southeastern Narrow Gauge & Shortline Museum – the only museum in the south focused on narrow gauge railroads.

The club has completed their renovation of one of the original Tweetsie railroad’s original boxcars. It’s painted a deep burgundy and emblazoned with the abbreviation for Eastern Tennessee & Western North Carolina: ET&WNC. During the de-



pression the locals used to say it stood for “Eat Taters & Wear No Clothes.”

The building housing their current projects is stocked with several railcars in mid-repair.

“We have seven major projects going right now with another seven coming along behind them,” Bumgarner said. “We need money, people and time.” The club has



been working on its mail car for about two years and it’s about 30 percent done. They’re building it back to its original specs out of freshly milled poplar, pine and oak.

“We picked it up in Webster Springs, W.Va.,” Bumgarner said. “When we’re done with it about 40 percent of it will be original.” And their process is meticulous. “We do match the types of wood,” Bumgarner said. “And we match the original nail patterns.” Now they’re working on a log-hauling car. Its frame was made of square timbers the length of telephone poles. They were special ordered from a sawmill in Butler, Tenn.

They’re also working on a Dodge Railway Express Agency truck. It was a forerunner to FedEx and UPS. And it’s going to be the club’s mobile billboard.

The club got its start in 1979 under the sponsorship of the Alexander Railroad. In 2008 they turned their focus to restoring as many vintage rail cars as possible. The members enjoy the work, the history and the comradery. “We have about 50 members,” club member George Ritchie said. For more information go to www.newtondepot.com.

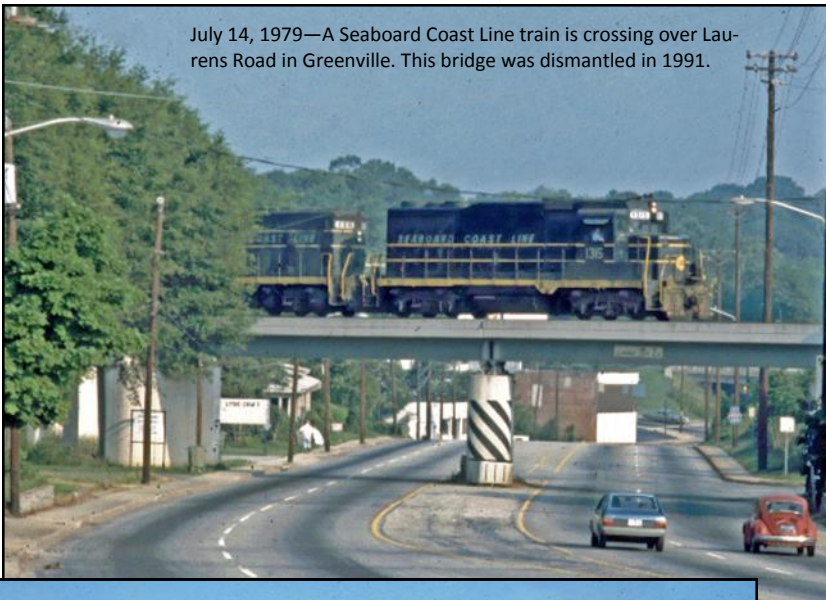
Rare Mileage

More 1970s in the Upstate

August 28, 1976—In Greenville, the American Freedom Train is crossing the long Southern Railway bridge over the Reedy River and is approaching the depot.



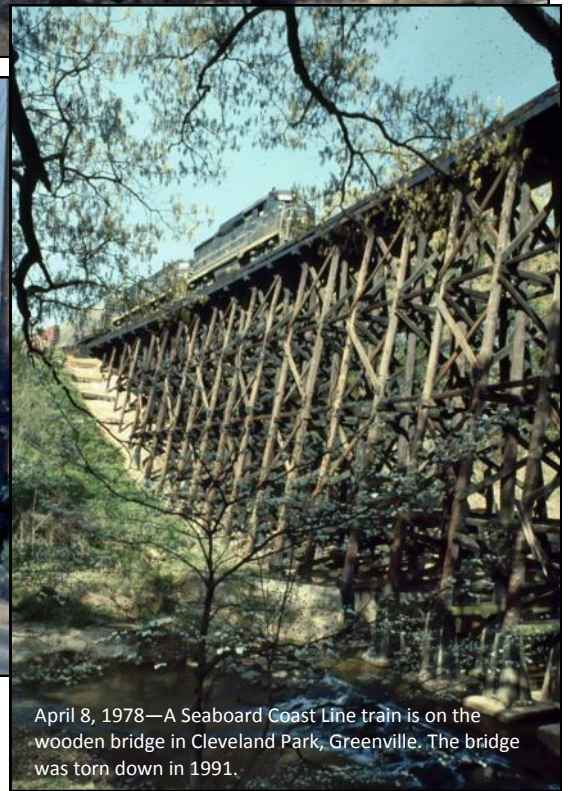
July 14, 1979—A Seaboard Coast Line train is crossing over Laurens Road in Greenville. This bridge was dismantled in 1991.



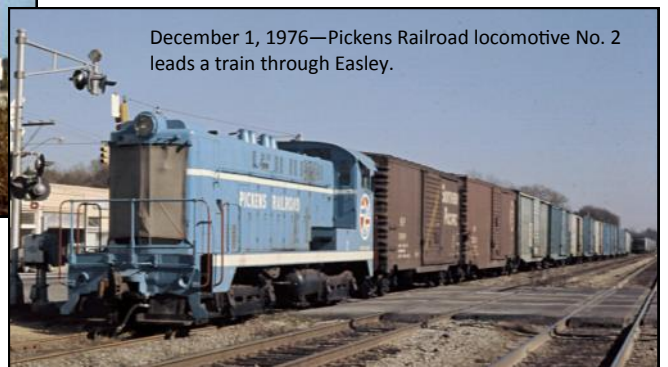
October 21, 1978—A short Seaboard Coast Line freight train is near Fountain Inn.



April 8, 1978—A Seaboard Coast Line train is on the wooden bridge in Cleveland Park, Greenville. The bridge was torn down in 1991.



December 1, 1976—Pickens Railroad locomotive No. 2 leads a train through Easley.



Manifest

Continued from Page 1 - The 1970s

Amtrak, instead continuing to operate the Southern Crescent until finally joining Amtrak in 1979.

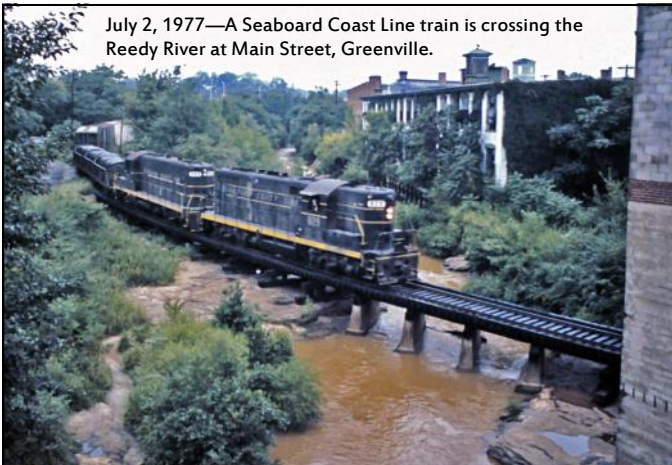
Both Southern and Seaboard Coast Line (SCL, later CSX) operated trains from Greenville to Greenwood.

April 4, 1978—A Southern Railway train headed toward Greenwood is at Williamston.



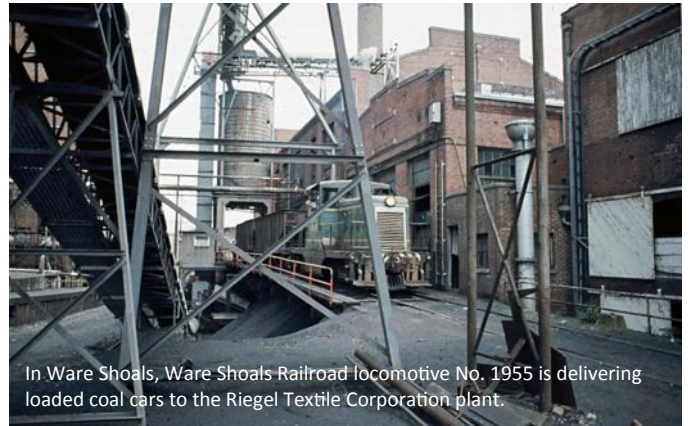
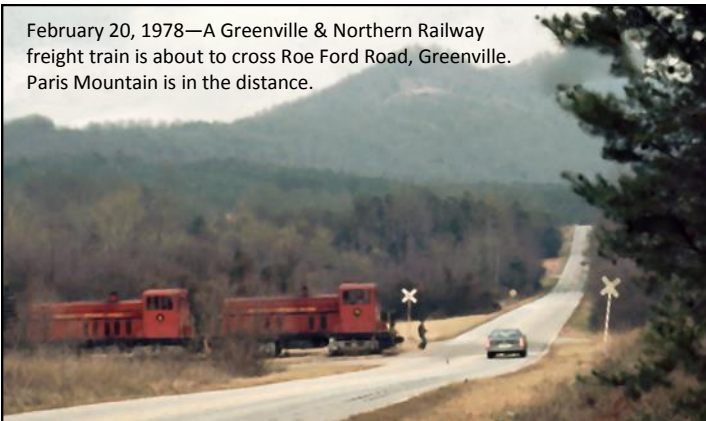
SCL operated trains all the way to downtown Greenville from Laurens on the former Charleston and Western Carolina (C&WC) line.

July 2, 1977—A Seaboard Coast Line train is crossing the Reedy River at Main Street, Greenville.



The Ware Shoals Railroad and the Greenville & Northern Railway were in operation.

February 20, 1978—A Greenville & Northern Railway freight train is about to cross Roe Ford Road, Greenville. Paris Mountain is in the distance.



In Ware Shoals, Ware Shoals Railroad locomotive No. 1955 is delivering loaded coal cars to the Riegel Textile Corporation plant.

Clinchfield Railroad (CRR, later CSX), with its famous steam engine #1(4-6-0) operated excursion trains north from Spartanburg into the late 1970s.

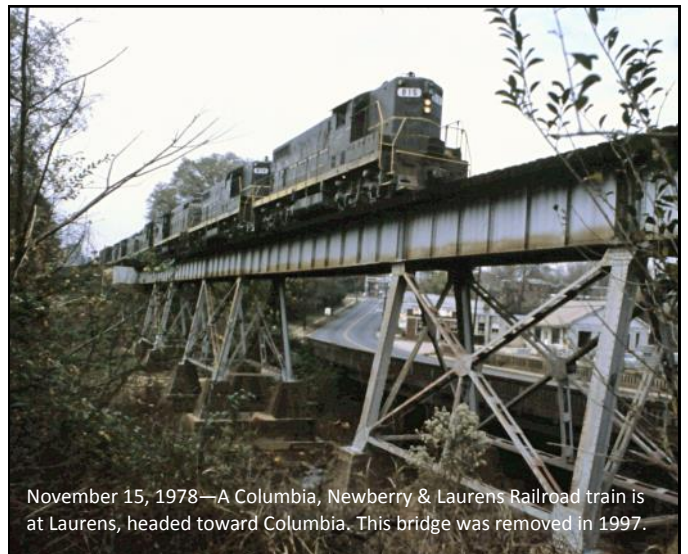
June 13, 1976—Clinchfield Railroad's steam locomotive No. 1 (4-6-0) is at Spartanburg.



The Columbia, Newberry & Laurens Railroad (CNL) was an independent company. It was merged into Seaboard System Railroad—later CSX—in 1984.

The Pickens Railroad (later Pickens Railway—PICK) was in operation between Pickens and Easley. In 1990 it started its Honea Path Division.

The 1970s decade was a good time to be a railfan in upstate South Carolina.



November 15, 1978—A Columbia, Newberry & Laurens Railroad train is at Laurens, headed toward Columbia. This bridge was removed in 1997.



Marker Lights



Notable Locomotives Manufactured in the 1970s



Clinchfield #3600—a General Electric U36C bought in 1971 when EMD could not supply locomotives to the CCR—later traded to SCL for EMD's.



Illinois Central #1100—an ALCO C-636. Although built in the late 1960s it is representative of the motive power used in the 1970s from ALCO.



Southern #3211 at Spartanburg, SC—one of 128 EMD SD40-2's owned by SOU.



Southern #2317—one of 48 EMD SW1500 switchers purchased by SOU.



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