

# Carolina Conductor



Volume 3, Number 2

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

February 2016

**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

Wednesday 10-2 and Saturday 10-2

**Officers:**

President:

**Milton Ashley** — 864-504-5202

Vice-President:

**David Winans** — 864-963-4739

Secretary:

**Marv Havens** — 864-292-3852

Treasurer:

**Jim Tewell** — 864-281-7667

**Directors:**

**Bob Klempner** — 864-431-5409

**Bruce Gathman** — 864-850-3642

**Mac McMillin** — 864-624-9658

**Terry Brelsford** — 864-320-6201

**Lee Dobbs** — 864-268-3939

**Mailing Address:**

Suite #129

2123 Old Spartanburg Road

Greer, South Carolina 29650-2704

**Editor:**

**Bruce Gathman**—

shaygearhead@bellsouth.net

Newsletter articles and news due  
by the 2<sup>nd</sup> Thursday of the month.

## Tier Four Locomotives

Locomotive builders greeted 2015 with a fleet of engines ready, or being tested for the U.S. Environmental Protection Agency's Tier 4 standards. The standards were announced in 2008 with a goal of reducing particle emissions by 90 percent and nitric oxide and nitrogen dioxide emissions by 80 percent, compared with 1992 levels.



General Electric was the first to deliver locomotives that met Tier 4 standards. GE is working on producing more than 1,000 locomotives for BNSF Railway from early 2015 to 2017. The first 39 units of the order will be the ET44C4 class, with additional retooling to the production line for newer locomotives.

GE's main North American competitor, Progress Rail/Electro-Motive Die-



Continued on Page 5 - Tier 4 Locos

# Arrivals



## ***1st Annual Jim Sheppard Photo Contest***



Start now! Win an award for your railroad subject photographs. Submit your entries in the 1st Annual Jim Sheppard Photo Contest. Rules and entry forms are available at the Hub City Railroad Museum and Southern Caboose in Spartanburg.

### **Rules for 2016**

- Photos can be B&W or Color.
- Photos must be 8 x 10 inch prints. Smaller or larger size prints will not be judged. Prints may be mounted or unmounted but not framed or matted.
- Three categories for entries are: Steam Locomotives, Non-Steam Locomotives, Other Railroad Subject (track, signals, structures, rolling stock, etc.)
- Photos can be submitted only by CRHA or NRHS Greenville Chapter members in good standing.
- A member may submit up to three photographs. There is no time constraint when the photo was taken.
- All photos shall be taken by the person submitting the photo.
- Prints shall have a completed entry form taped on the back. No identifying information shall be on the front side of the photograph.
- Photos can be submitted to the contest committee prior to the June meeting, or can be brought to the June meeting. You do not need to be present at the meeting to compete.
- Winning photos are not eligible for entry into subsequent CRHA/NRHS photo contests.

# Departures



## How to Take Better Railroad Photos

In preparation for the upcoming James Sheppard Annual Photo Contest in June there will be a program by Bruce Gathman, Professional Photographer (Retired), at the March 18<sup>th</sup> meeting. The program subject will cover photographic composition and how-to-use-your-camera.

Please feel free to bring your camera and instruction manual for help. Learn how to use certain aspects of your camera with which you may not be familiar. Without the instruction manual it will be hard to find functions on your camera due to the variety of menu systems. We can also discuss the specific merits of any photos you bring.

## #611 2016 Schedule

World famous N&W #611 will pull public excursions four weekends between April and June in its home state of Virginia and North Carolina, the Virginia Museum of Transportation and North Carolina Transportation Museum have announced.

Restored in May 2015, the streamlined 4-8-4 will pull excursions out of Spencer, N.C.; Greensboro, N.C.; Manassas, Va.; and Roanoke, Va., where it was built in May 1950. In addition, #611 will make special appearances in Roanoke, Manassas, and Danville, Va., and Spencer, N.C.

After work to replace the front truck wheels and axles, #611 will deadhead from Roanoke to Spencer in February for annual

maintenance work and its annual Federal Railroad Administration-required inspection.

The season begins April 9-10 with a pair of excursions out of the North Carolina Transportation Museum. On April 9, the engine will run to Lynchburg, Va., and return and on April 10, it will run to Asheville, N.C., This will be the first time in 22 years the Class J will operate on the famous Southern Railway Loops between Old Fort and Ridgecrest, a mountainous area of tunnels and bridges where it takes 13 miles of tracks to cover 3 air miles.

Following the NCTM excursions, the remaining three excursion weekends will be hosted by the Virginia Museum of Transportation.

On April 23 and 24, full-day trips will depart Greensboro, N.C., to Roanoke, Va., and return. The route will be via Hurt, Va., and former Virginian Railway trackage to Roanoke both directions.

On May 7 and 9, #611 will run out of Roanoke to Lynchburg via Blue Ridge grade in the morning and to Walton via Christiansburg grade in the afternoon.

On June 4 and 5, #611 will pull a total of three trips from Manassas, Va., to Front Royal, Va., and return: One roundtrip on the morning of Saturday, June 4 and two roundtrips on Sunday, June 5, as part of the 22nd Annual Manassas Heritage Railway Festival.

Tickets are on sale now, so don't delay! For excursion details and information visit [www.fireup611.org](http://www.fireup611.org).



- May 14, 2016 weekend – visitors to the Virginia Museum of Transportation will get to view #611 fired up, and meet the crew.
- June 4, 2016 – After the morning excursion, #611 will make a guest appearance at the Manassas, Va., Heritage Railway Festival.
- June 2016 – #611 will be on display at the VMT.
- July 2016 – #611 will be featured at the North Carolina Transportation Museum for special events.
- Early August 2016 – #611 will return to the VMT.
- Early September 2016 – #611 will again return to NCTM for special events and maintenance.

From *Trains* magazine.

# Rare Mileage

## Southern Railway Advertisement

507

**2 favorite trains  
with famous names**

**Year-'round  
service**



**To and from the Great Lakes Region  
via Cincinnati and the Scenic Route**

### Royal Palm

Through sleeping car service between Chicago, Cincinnati and Jacksonville, and between Detroit and Jacksonville.

Reclining-seat coaches and lounge car between Cincinnati and Jacksonville.

Dining car service.

### Ponce de Leon

Through sleeping car service between Cleveland and Tampa, and between Cincinnati and Jacksonville.

Reclining-seat coaches and lounge car between Cincinnati and Jacksonville.

Dining car service.



## SOUTHERN RAILWAY SYSTEM

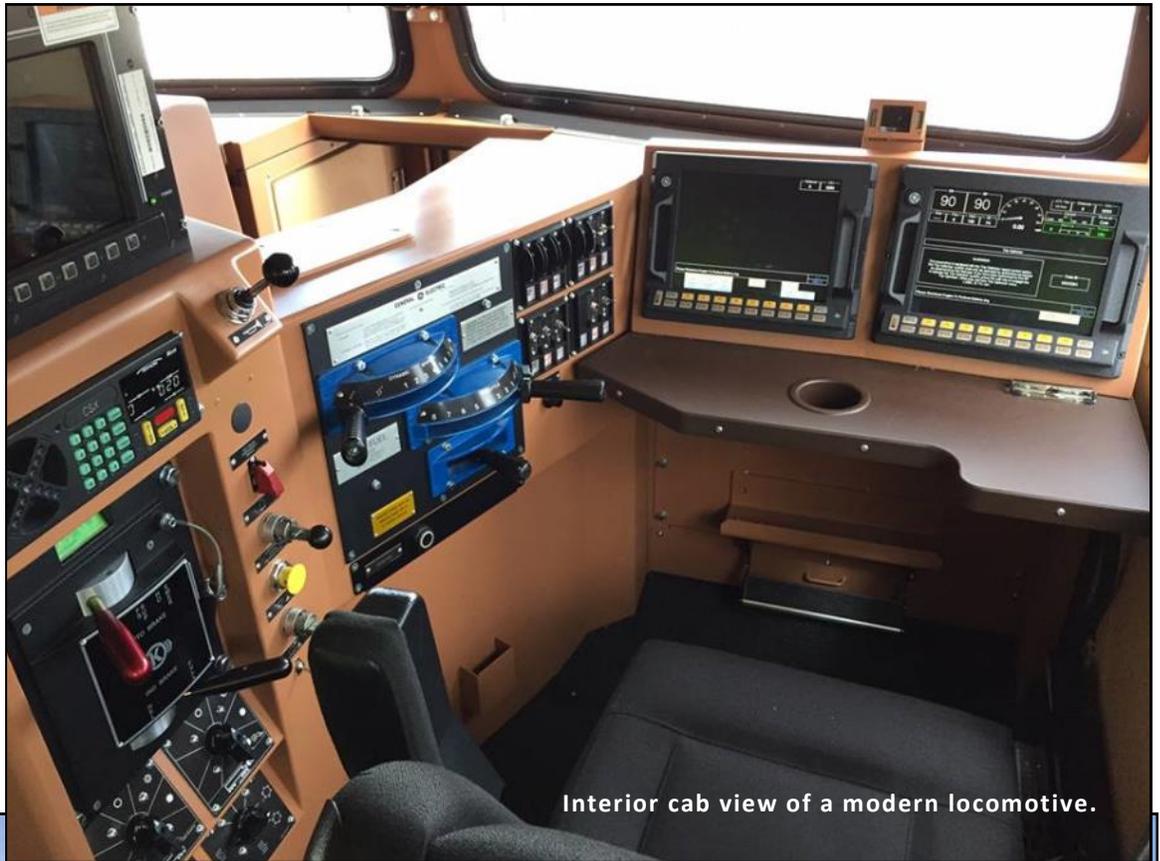
# Manifest

Continued from Page 1 - Tier 4 Locos

sel, has been lagging behind in the production of Tier 4 diesels. The once long-time dominator of the domestic diesel market released a pair of SD70Ace-T4

locomotives, with the 12-cylinder type-1010 engine in November for testing at the AAR Transportation Technology Center near Pueblo, Colo.

Another locomotive manufacturer is entering the Tier 4 market. Cummins rebuilt a former Union Pacific EMD



Interior cab view of a modern locomotive.



# Marker Lights

## Opposing Views of the CP—NS Merger

### BNSF View

Speaking at the Midwest Association of Rail Shippers meeting in suburban Chicago, BNSF Railway Executive Chairman Matt Rose tells attendees that "there are enormous benefits of merger" for the industry.

"I think Chicago would be benefited from transcontinental mergers," he says, speaking of industry consolidation in general, not about any one specific proposal. "This is a really interesting opportunity. I'm not at all afraid of mergers," he adds.

Rose notes that intermodal customers would be more interested in any deal that spans Chicago than carload shippers that are captive to a siding.

In addressing Chicago's rail congestion, Rose says that previous mergers have greatly increased the efficiency of the rail network in the region, reducing interchange points and delays. He adds that existing railroads could better work together now — and without any added capital — to further reduce congestion in the city.

Regarding the proposed combination of Canadian Pacific and Norfolk Southern, Rose says that BNSF will participate in the Surface Transportation Board's merger proceedings and seek input from its customers regarding the railroad's own actions.

Rose says that the expected financial benefits of the merger, more than \$1 billion, are far more than those stated for the 1995 creation of BNSF and 1996 acquisition of Southern Pacific by Union Pacific. He notes that some of that benefit comes from the so-called tax inversion, keeping corporate tax filings in a more friendly business climate, namely Canada. Further, Rose calls on financial regulators to implement corporate tax reform to eliminate such loopholes.

However, he cautions that "there's never been just one more merger. They always come in twos," suggesting that more consolidation would follow if the CP+NS combination is approved by reg-

ulators. Rose notes that new merger rules spurred by the aborted BNSF and Canadian National merger in 2001 'now require regulators to consider downstream effects like possible additional mergers.

### UP and CSX View

Top executives from two of the largest railroads in the country both said yesterday that they are against any more mergers within the industry.

Union Pacific President and CEO Lance Fritz told Reuters that he didn't want to see Class I railroads merging when he was asked about Norfolk Southern and Canadian Pacific combining.

"We'll do everything in our power to make them not happen."

Fritz was addressing a group of rail shippers in Chicago on Wednesday and said that the railroad was talking with federal and state legislators, along with customers and the Surface Transportation Board about why future mergers would be bad.

He said that mergers would create problems in Chicago. When the last set of mergers happened in the 1990s, it created huge service issues.

Meanwhile, CSX Transportation Chairman and CEO Michael Ward told the Associated Press that he also doesn't think mergers were a good idea.

"I really don't think mergers within the industry, in any form, make much sense," Ward said.

He also said there are no significant benefits to companies combining, and regulators would most likely not approve such actions without making changes that would increase costs.

Ward said that Class I railroads can expand their capacity and already have room to improve without needing to merge.

"I don't believe it's needed. I think each of the existing Class I railroads have an opportunity to create great shareholder value without a merger."



CHECK OUT THE CRHA ON OUR FACEBOOK GROUP.

[WWW.FACEBOOK.COM](http://WWW.FACEBOOK.COM)



CAROLINA CONDUCTOR



CHECK OUT THE HCRM ON OUR FACEBOOK GROUP.

[WWW.FACEBOOK.COM](http://WWW.FACEBOOK.COM)