

Carolina Conductor



Volume 3, Number 3

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

March 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 Amtrak Station
298 Magnolia Street
Spartanburg, SC 29301-2330
Wednesday 10-2 and Saturday 10-2

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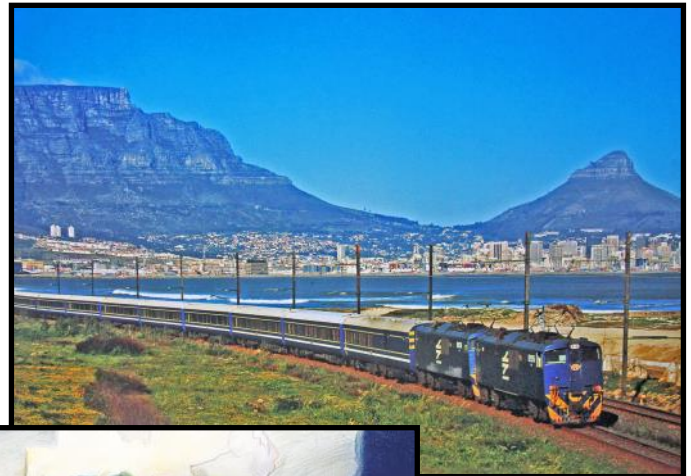
Newsletter articles and news due
by the 2nd Wednesday of month.

The Blue Train

by Philip Abers

Photos by the Author

When working for Fluor Daniel, my wife and I had the opportunity to take an assignment in South Africa. It was a wonderful experience and a chance to travel in foreign country. One trip we took was to Cape Town, South



Map of southern Africa with the train route in red.

Africa located on the extreme southern coast of Africa on the Atlantic Ocean. It is a beautiful city with a rugged coastline and the famed Table Mountain. The area has a Mediterranean climate and a vast wine growing area nearby.

After seeing Cape Town, the Cape of Good Hope, touring the wine country and seeing the Penguins at Simon Town, we were ready to head back to our home in Secunda, South Africa. Secunda is home to the largest coal to liquids facility in the world.

Instead of flying the 1000 miles to get home we decided to take the Blue Train. It is a luxury overnight train that travels between Cape Town and Pretoria, South Africa. The train consist has 19 cars including: a baggage car, power car

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Arrivals

Jim Sheppard Photo Contest

Start now taking one of those prize winning railroad photographs. Enter it in the 1st Annual Jim Sheppard Photo Contest. Rules and entry forms available at the Hub City Railroad Museum and SOU Caboose #X3115.



Rules for 2016 Photo Contest

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: 1. Steam Locomotives, 2. Non-Steam Locomotives, 3. 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.



The *Flying Scotsman*, one of the most widely known steam locomotives on Earth, is back in action after a thorough overhaul that has lasted 10 years and cost \$15 million. A Feb. 25 special passenger train from London's Kings Cross station to York took

the locomotive back to the route it was built to run and set records on in 1923. After arriving in



York, *Flying Scotsman* is now on display at Britain's National Railway Museum although it will also be used for a program of special passenger trains during 2016.

The London to York run on Thursday saw the locomotive "fly" at speeds of up to 75 mph. It was the first time in more than 10 years that it had been seen on its old route and tens of thousands of spectators came out to see the train pass by on the 189 mile journey.

The 294 passengers onboard included a mix of paying passengers, competition winners, media, and special guests including supporters of the project and museum, such as sponsors and donors.

Built in 1923 as one of class of 52 express passenger locomotives for Britain's East Coast Main Line, it became famous in Britain at least from 1924 when it was given the name *Flying Scotsman* to promote the first non-stop service from London to Edinburgh, Scotland.

From Trains Magazine

Departures

New EMD Passenger Diesel

For more than 90 years, Electro-Motive has designed and manufactured locomotives unmatched in value and innovation. In fact, they've delivered more than 63,000 EMD-powered locomotives to over 75 countries around the globe. While these numbers are impressive, our new F125 high speed passenger locomotive offers impressive numbers of its own...

It's the first new EPA Tier 4 passenger locomotive to be sold in the world. At 125 mph, it's the fastest diesel-electric locomotive in North America. And, in spite of offering 4,700 horsepower, it weighs only 280,000 pounds – the lightest locomotive of its type.

EMD packaged important safety features into this powerhouse including Crash Energy Management (CEM), using advanced world class engineering techniques from Vossloh Rail Vehicles – their partner in the design and manufacture of this high speed locomotive.

Powered by a Caterpillar® C175 series engine, the new F125 passenger locomotive is fast, clean and efficient. It also complies with Buy America regulations.

EMD's long and diverse manufacturing history, the breadth and depth of their combined engineering experience and the unique way they come together make for an impressive story. And also makes for impressive numbers.



F125 Passenger Locomotive Features

- Modular, low-profile, streamlined styling
- Full-width monocoque car body
- Integrated Crash Energy Management (CEM) system
- Fuel efficient EPA Tier 4 Cat C175 engine
- Complies with Northeast Corridor clearance and operating conditions
- AC traction with individual axle control
- High speed fabricated trucks
- Inverter-type HEP with dynamic brake energy recovery
- Extended range dynamic brake and blended brake
- Layover capability
- PTC-

compatible electronics

F125 Passenger Locomotive Benefits

- Optimized fuel efficiency for transit and intercity applications
- Reduced cost of ownership
- Modular design for enhanced maintainability
- Advanced technologies for improved performance and reliability
- Proven-design components for optimal service life
- Complies with "Buy America" requirements

Locomotive Capacities and Specifications

Power Type: Diesel-electric **Builder:** Electro-Motive Diesel, Caterpillar, Inc. Progress Rail Services

Order Number: 40 **Build Date:** 2015 and beyond

AAR Wheel Arrangement: B-B **UIC Class:** BoBo

Gauge: 4 ft. 8½ in. **Bogies:** Vossloh built

Wheel Diameter: 40 in.

Wheelbase: 115 in. (Truck) - 42 ft. 4 in. (Locomotive)

Length: 69 ft. 0 in. **Height:** 14 ft. 7 in.

Axle Load: 72,500 lb. **Adhesive Weight:** 100%

Loco Weight: 280,000 lb. **Fuel Type:** Diesel

Fuel Capacity: 1,800 US gallons standard; larger tanks optional

Sandbox Capacity: Four Boxes @ 6.25 cubic feet each

Prime Mover: Caterpillar C175-20 **RPM Range:** 600-1800

Engine Type: 45° V20, four stroke cycle

Aspiration: Turbocharged **Displacement:** 6,460 cu. in.

Traction Motors: Four EMD A2921 AC Motors

Cylinders: 20 **Cylinder Size:** 323 cu. in.

Transmission: AC-DC-AC **MU Working:** AAR

Train Heating: Locomotive supplied Head End Power **Loco**

Brake: Dynamic/Regenerative/Electro pneumatic/Blend Brake

Train Brakes: Electro pneumatic

Safety Systems: Crash Energy Management (CEM) Technology and Positive Train Control (PTC)

Maximum Speed: 125 mph

Power Output: At alternator: 4,700 hp at wheel


Tractive Effort: 71,000 lbf.

Factor of Adhesion: 3.94 (25.4%)



Rare Mileage

Southern Railway 1931 Advertisement



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SCHEDULES

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DELIVERIES

**FAST FREIGHT SERVICE
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ON PERISHABLE TRAFFIC**

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AT
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wire is a Traffic Representative of the
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principal cities.

This service affords third morning market delivery at
Cincinnati and Louisville, and fourth morning market
delivery at New York and Chicago on perishables from
Florida down-state origins.

E. R. OLIVER,
Vice President
WASHINGTON, D. C.

**SOUTHERN
RAILWAY SYSTEM**



Manifest

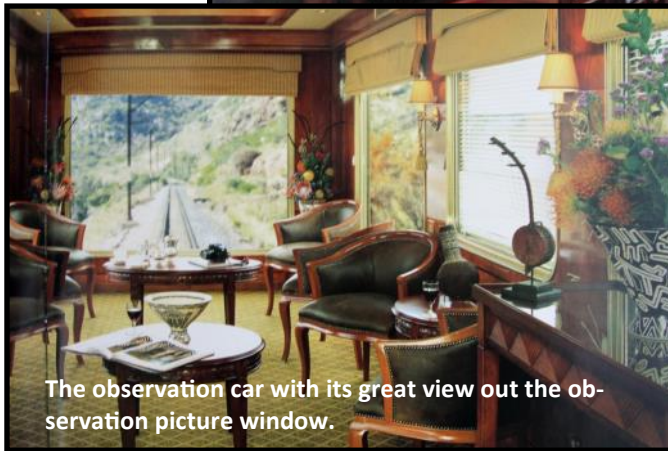
Continued from Page 1 - The Blue train

(trains are electrically powered), personnel car, club car, two lounge cars, smokers lounge car, kitchen car and eight deluxe coaches and three luxury accommodation coaches. The train consist accommodates 80 guests. We were assigned to Suite 03 in Coach 04.

The train leaves Cape Town station, and then briefly travels along the Atlantic Ocean coastline before turning inland. Table Mountain is visible from the right side of the train. The train traverses the Western



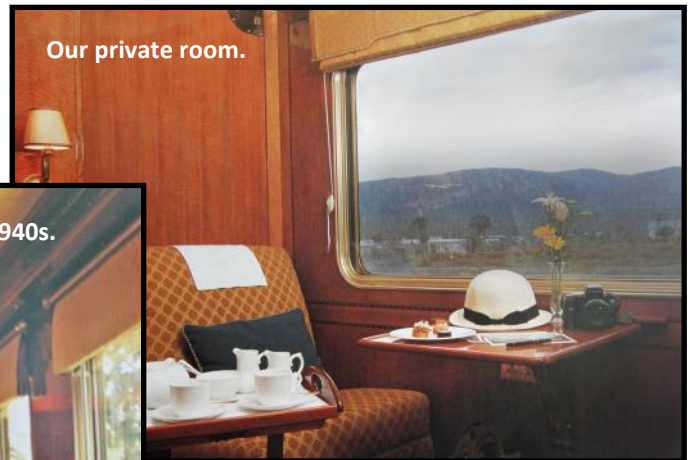
The parlor car has the amenities of the 1940s.



The observation car with its great view out the observation picture window.

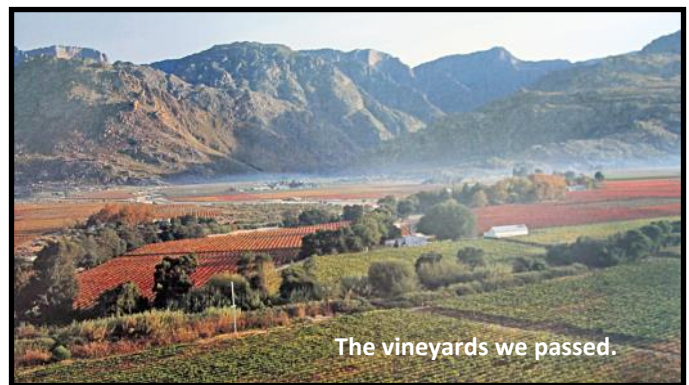
Cape Province through the historic Cape Dutch and Flemish homesteads. Vineyards are visible from both sides of the train as it passes nearby Stellenbosch and Paarl. As my wife and I can attest, South Africa produces many excellent wines!

As the vineyards receded from view, we started up through the Breede River Valley. The Blue Train travels the length of the Hex River Valley, climbing the escarpment of the central plateau then emerging onto the Karoo. The Karoo covers much of western South Africa and has a desert like climate. There are many plants unique to the world located there. We stopped at an old resort hotel in Majiesfontein to stretch our legs and see the hotel. Back on the train we relaxed in our room and prepared for dinner.



Our private room.

Dinner was an elegant meal serviced in the dining car complete with linen table cloths, exotic wood paneled walls and great food. Did I mention the wine! Sleeping on the train was a wonderful experience. The gentle rolling of the train along the tracks provided a tranquil atmosphere. Before we knew it, breakfast time had come and another wonderful meal was waiting. We spent a few more hours in the lounge car looking out the large picture window at the back of the train. After a great lunch we arrived in Pretoria around 1:00 pm. It was a wonderful trip and went by too fast. The high level of service, the beautifully appointed train cars and the great food made it a trip to remember.



The vineyards we passed.

Wanted—Articles for the Carolina Conductor

Submit an article of 100 words or more with some photos and captions and see them in print. Every one of us has some unique railroad experience that would make interesting reading for our membership. With Jim Sheppard's passing your editor needs more contributions of local history and news.

Marker Lights



C&O #2716 To Be Restored

A non-profit Kentucky group says its members will restore Chesapeake & Ohio 2-8-4 #2716 to operating condition.

The Kentucky Steam Heritage Corp.'s announcement coincides with the calendar date, 2-7-16, and comes almost 20 years after the big Kanawha type locomotive last operated in the 1990s. The locomotive is owned by the

Kentucky Railway Museum and has been restored to operation on two different occasions: once by the Southern Railway in the 1980s and once by the Fort Wayne Railroad Historical Society in 1996.

The group signed a long-term lease for the locomotive. Group members expect to move the engine to the Lexington area later this year. Chris Campbell, president and founder of the Kentucky steam group, tells *Trains News Wire* that the group hopes to have the engine steamed up by 2020. The restoration is expected to cost between \$800,000 and \$1.3 mil-



lion.

#2716 was one of 90 Kanawhas purchased by the C&O between 1943 and 1947 for use in both freight and passenger service. Today, a dozen of the locomotives remain but only #2716 has ever run in the preservation era, albeit on two separate but brief occasions. When the locomotive was first

restored by the Southern in 1982, it was given a makeover to look more like that road's own locomotives, even though the Southern never had 2-8-4s. The C&O veteran was among the first "Superpower" locomotives used in the Southern's steam program and Campbell says that is one of the reasons why the group selected it for restoration.

"The locomotive's roots run abnormally wide through the region," he says. "It's a C&O locomotive but it also has ties to the Southern Railway and even though it was only part of their steam program for a few months it left its mark."



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