

Carolina Conductor



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Preserving the Past Active in the Present Planning for the Future

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Hub City Railroad Museum and SOU Rwy Caboose #X3115:

Spartanburg Amtrak Station

298 Magnolia Street

Spartanburg, SC 29301-2330

Wednesday 10-2 & Saturday 10-2

Meeting Site:

Fountain Inn Presbyterian Church

307 North Main Street

Fountain Inn, SC 29644

3rd Friday of the Month at 7:00 p.m.

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Articles can be submitted anytime.

Seaboard Coast Line

The Seaboard Coast Line Railroad (reporting mark SCL) was a Class I railroad company operating in the Southeastern United States beginning in 1967. Its passenger operations were taken over by Amtrak in 1971. Eventually, the railroad was merged with its affiliate lines to create the Seaboard System in 1983.

At the end of 1970, SCL operated 9,230 miles of railroad, not including Atlanta & West Point, Clinchfield, Columbia Newberry & Laurens, Gainesville Midland, Georgia, Louisville & Nashville, and Carrollton; that year it reported 31,293 million ton-miles of revenue freight and 512 million passenger-miles.

History

The Seaboard Coast Line emerged on July 1, 1967, following the merger of the Seaboard Air Line Railroad with the Atlantic Coast Line Railroad. The combined system totaled 9,809 miles, the eighth largest in the United States at the time. The railroad had \$1.2 billion in assets and revenue with a 54% market share of rail service in the Southeast, facing competition primarily from the Southern. The redundant name resulted from the longstanding short-form names of these two major Southeastern railroads. For years,



Continued on Page 3 - SCL

Museum Happenings

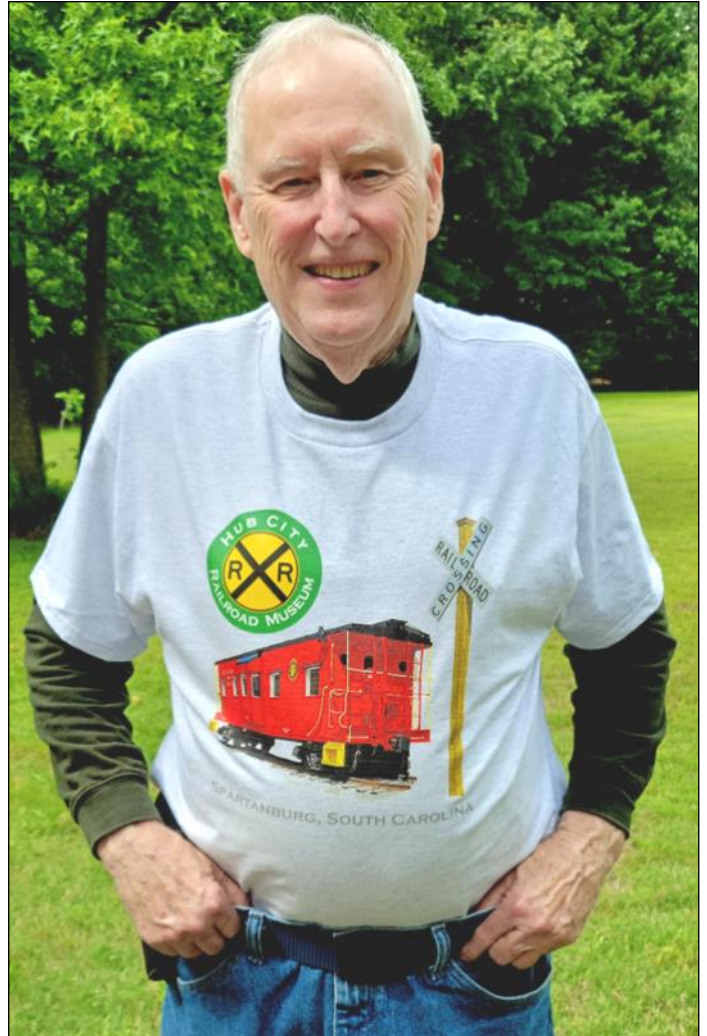


← Second restored baggage wagon has been installed at the museum.

New T-Shirts for sale at the museum. →

↙ Final window awnings being installed on the caboose by Pat and Bob.

Maintenance of Way equipment being maintained on-site. A new piston is replacing a bad one on the tamper. ↓



Wanted—Articles for the Carolina Conductor

Submit an article of 200 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. Your editor always needs more contributions of railway history and news.



SCL passenger train somewhere in Virginia.



SAL had been popularly known as "Seaboard," while ACL was known as "the Coast Line."

Prior to the creation of Amtrak on May 1, 1971, the Seaboard Coast Line provided passenger service over much of its system, including local passenger trains on some lines. Local trains ended when the Amtrak era began. Although several named passenger trains survived through the Amtrak era, many were renamed or combined with other services.

The first expansion for the Seaboard Coast Line came in 1969 with the acquisition of the Piedmont and Northern Railway, which operated about 128 miles in North and South Carolina. SCL would buy



Piedmont & Northern ALCo #2002 in Spartanburg.

out the remaining shares and gain control of the Louisville and Nashville Railroad in 1971, and the Durham and Southern Railway.

units as the Seaboard System Railroad and later CSX Transportation when the former Chessie units merged with the Seaboard in December 1986.

Motive Power

Immediately following the 1967 merger, the newly created SCL network had 1,232 locomotives. The vast majority of the ACL roster contained EMD locomotives, while the SAL rostered mainly EMD and ALCO diesels in addition to Baldwin models. Both railroads had purchased new freight locomotives in the 5 years leading up to the merger. Among the first new locomotives purchased by the Seaboard Coast Line were 28 GE U33B locomotives, acquired in 1967 and 1968. These were followed by 108 GE U36B locomotives between 1970 and 1972. From EMD, SCL purchased SD45 locomotives in 1968, with more to follow in 1971. SD45-2 locomotives were added in 1974. GP40 and GP40-2 locomotives were added to the fleet between 1968 and 1972 for use on through freights and other high priority freight trains. All former SAL locomotives ran for many years in the "Split-image" scheme, still in full SAL paint, but relettered and renumbered SCL. Two GP-7's 915 & 981 went from pure SAL to SCL Black without being in split-image and GP-7 944 and RS-3 1156 were never painted black and retained their SAL paint until retired in 1976. The last operating SCL locomotive in SAL paint was GP-40 1559, former SAL 644, and was repainted at Hamlet, NC in March 1976 according to records. There were former P&N loco-



↑ Ex-L&N loco in the new Seaboard Coast Line paint scheme.

↓ Durham & Southern #2001 before merger into SCL.



On November 1, 1980, CSX Corporation was created as a holding company for the Family Lines and Chessie System Railroad. Effective January 1, 1983, the Seaboard Coast Line Railroad became Seaboard System Railroad after a merger with the Louisville and Nashville Railroad and Clinchfield Railroad. For some years prior to this, the SCL and L&N had been under the common ownership of a holding company, Seaboard Coast Line Industries (SCLI), the company's railroad subsidiaries being collectively known as the Family Lines System which consisted of the L&N, SCL, Clinchfield and West Point Routes. During this time, the railroads adopted the same paint schemes but continued to operate as separate railroads.

In 1983, CSX combined the Family Lines System

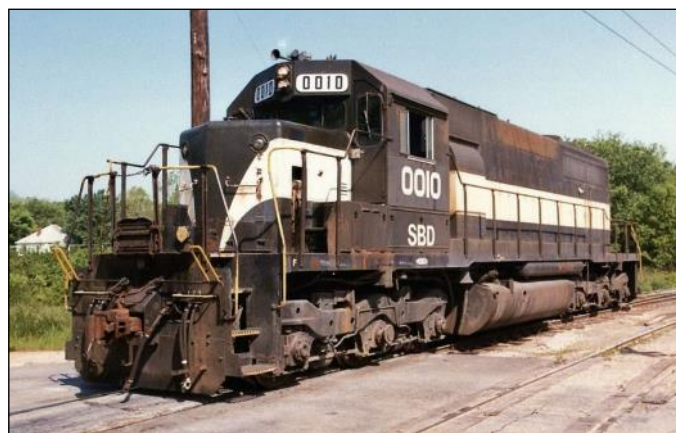


SCL #1799 an ALCo U33B shown on EMD trucks.



SCL #5134 one of only ten GE BQ23-7 locos

motives that retained their P&N scheme from 1969 until 1977, only RS-3's 1250 & 1256 and S-4 230 ever were repainted SCL black.



SBD #0010 before repainting to SCL #8300.

Gainesville Midland SD-40, retained its SAL paint until 1986 when it was repainted Seaboard System 8300, it had been SBD 0010 and 8300 in SAL style "split-image" for several years prior to that.

SCL supplemented its local freight units with orders of GE U18B and EMD GP38-2 locomotives. Some U18B models contained a shorter, and therefore lighter, fuel tank which proved ideal for light density lines. Most units of this type were assigned to the Carolinas. However, in 1978 the SCL decided not

to purchase any more locomotives for local service on secondary mainlines and branchlines, instead aging GP7, GP9, and GP18 locomotives would be rebuilt into GP16 models at the Uceta shops.

In the years leading up to the creation of the Seaboard System in 1983, SCL began acquiring the next generation of locomotives from EMD and GE. These orders included GE B23-7 locomotives in 1978 and 1980, including the GE BQ23-7 variant, of which only 10 were built and all belonged to SCL. EMD GP38-2 units were added in 1979 and 1980, and 5 EMD GP40-2 locomotives also delivered in 1980. Six axle GE C30-7 and EMD SD40-2 units were added to the roster between 1979 and 1980.



The Juice Train

The Juice Train is the popular name for unit trains of Tropicana fresh orange juice operated by railroads in the United States.

History

Tropicana Products was founded in 1947 in Bradenton, Florida, by Anthony T. Rossi, an Italian immigrant, growing from 50 employees to over 3,000 in 2003. Early distribution of fresh orange juice was by way of hand-delivered juice jars to nearby homes, but demand grew, especially in New York City. By 1957, a ship, S.S. *Tropicana* was taking up to 1.5 million US gallons of juice to New York each week. The ship's last voyage was in 1961 when transportation shifted to truck and rail transport.

In 1970, Tropicana orange juice was shipped in bulk via insulated boxcars in one weekly round-trip from Florida to Kearny, New Jersey. By the following year, the company was operating two 60-car unit trains a week, each carrying around 1 million US gallons of juice. On June 7, 1971 the "Great White Juice Train" (the first unit train in the food industry, consisting of 150 100-ton insulated boxcars fabricated in the Alexandria, Virginia shops of Fruit Growers Express) commenced service over the 1,250 mile route.

An additional 100 cars were soon incorporated into the fleet, and small mechanical refrigeration units were installed to keep temperatures constant on hot days. Tropicana saved \$40 million in fuel costs alone during the first ten years in operation.

Route and Operations

Starting out on Seaboard Coast Line Railroad south of Tampa, Florida, the original used former Seaboard Air Line Railroad and Atlantic Coast Line Railroad tracks. It crossed over to the Richmond, Fredericksburg and Potomac in Richmond, Virginia. At Potomac Yard, in Alexandria, Virginia, Penn Central Transportation took over and operated it under the overhead wire with electric locomotives most of the way to Kearny, New Jersey.

There have been more than a few changes over the years. Tropicana, now a division of PepsiCo, became the world's leading producer of branded fruit juices. In 1976, Conrail took over from ill-fated Penn Central, with electrification discontinued in 1981. SCL became part of CSX Corporation (CSX) in 1980, and was suc-



↑ SCL Juice Train with orange colored cars.

↓ CSX Juice Train with white colored cars.

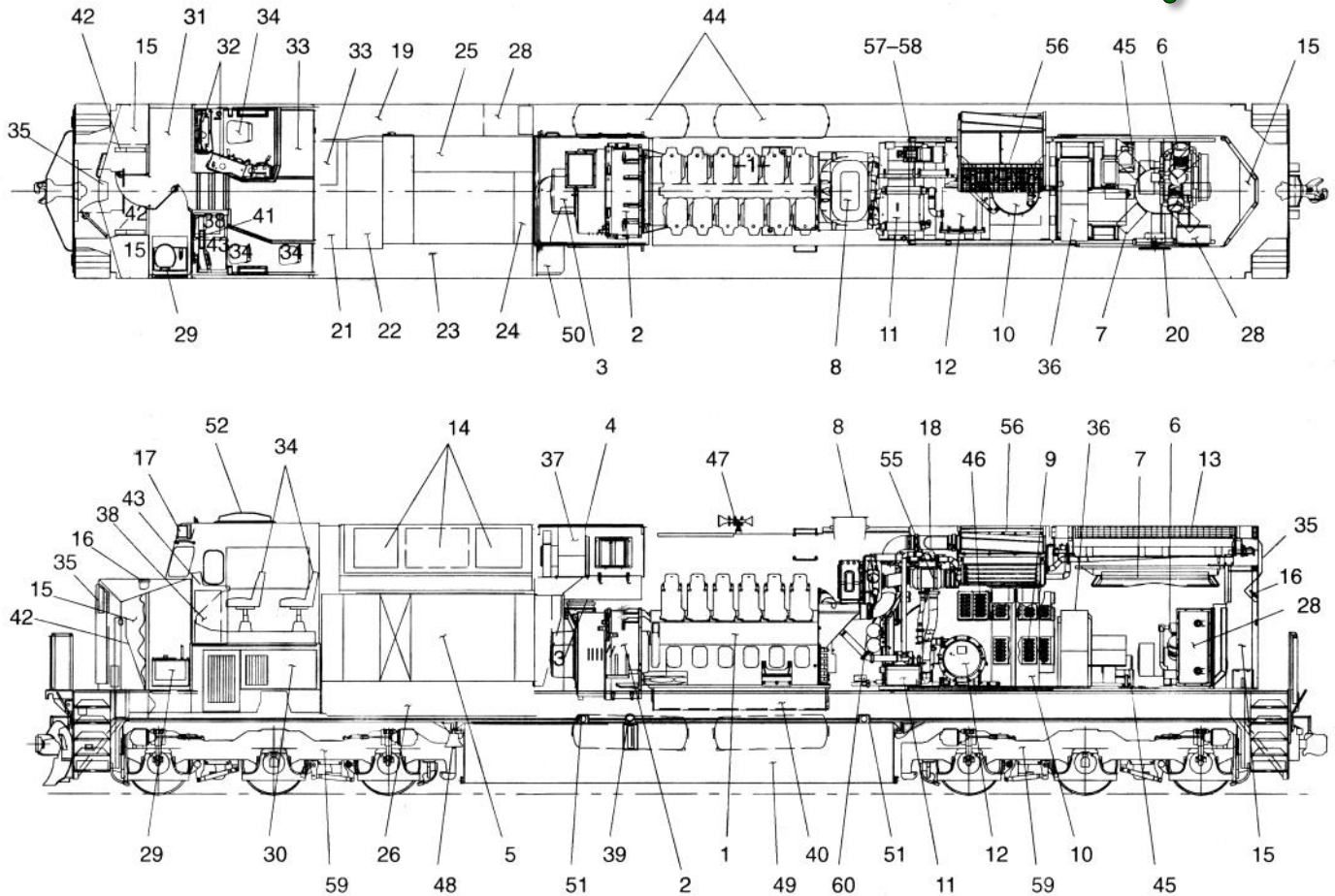


cessively merged into Seaboard System Railroad and then CSX Transportation, which also included RF&P by 1991. In 1997, a second Juice Train began serving Cincinnati, Ohio. When CSX acquired part of Conrail in 1999, an all-CSX train began traveling to a new larger facility in Jersey City, New Jersey on the National Docks Secondary.

Rolling stock has also changed, including orange, white, and blue cars, some with innovative refrigeration. Designated "TPIX" they are custom-built to Tropicana's specification. The Florida East Coast Railway (FEC) is now carrying Tropicana cars from a second processing facility in Fort Pierce, Florida. A reliable and economically viable transport mode, the Juice Trains are also a powerful mode of advertising, running ten trips each week to Jersey City and Cincinnati. Additional shipments cars currently travel 3,000 miles by rail to California.

In 2017 CSX abolished separate Juice Trains between Philadelphia and Florida. Tropicana products are now carried on other CSX trains to and from Florida.

Modern Diesel Internal Layout



REF.	DESCRIPTION	REF.	DESCRIPTION
1	ENGINE - 12 CYLINDER	31	ELECTRONIC EQUIPMENT LOCKER
2	ALTERNATOR	32	OPERATOR CONTROL STAND
3	AUXILIARY ALTERNATOR	33	ENGINE CONTROL PANEL
4	BLOWER CAB	34	SEATS
5	AUXILIARY CAB	35	HEADLIGHT
6	MOTOR DRIVEN AIR COMPRESSOR	36	TRACTION MOTOR BLOWER
7	RADIATOR FAN	37	ALTERNATOR BLOWER
8	ENGINE MUFFLER	38	ICE BOX
9	TRACTION MOTOR AIR FILTERS	39	FUEL GAGE
10	ENGINE WATER TANK	40	RETENTION TANK
11	LUBE OIL COOLER	41	EMERGENCY BRAKE VALVE
12	LUBE OIL FILTER	42	COLLISION POST
13	RADIATOR	43	CREW MEMBER'S DESK
14	DYNAMIC BRAKING BOX	44	MAIN AIR RESERVOIR
15	SAND BOXES	45	DIRTY AIR DISCHARGE BLOWER
16	SAND FILLERS	46	ENGINE AIR FILTER BOX
17	NUMBER LIGHT BOX	47	HORN
18	WATER CONTROL UNIVALVE	48	ELECTRONIC BELL
19	BATTERY BOX	49	FUEL TANK
20	HAND BRAKE (ELECTRIC)	50	INVERTER AIR DUCT
21	CONTROL AREA NUMBER 1 (CA1)	51	FUEL FILLER
22	CONTROL AREA NUMBER 2 (CA2)	52	ANTENNA
23	CONTROL AREA NUMBER 3 (CA3)	53	DITCH LIGHTS
24	CONTROL AREA NUMBER 4 (CA4)	54	M.U. RECEPTACLE
25	CONTROL AREA NUMBER 5 (CA5)	55	WATER BASED INTERCOOLER
26	CONTROL AREA NUMBER 7 (CA7)	56	AIR TO AIR INTERCOOLER / FAN & SHUTTERS
27	CONTROL AREA NUMBER 8 (CA8)	57	PRE LUBE PUMP
28	CONTROL AREA NUMBER 9 (CA9)	58	FUEL PUMP
29	TOILET	59	TRUCKS - HI AD
30	HEATER AND AIR CONDITIONER (HVAC) UNIT	60	FUEL FILTERS

Ohio Locomotive Wheel Arrangement

This wheel arrangement was proposed by Lima Locomotive Works in 1949 as a continuation of their "Superpower" concept, essentially an expansion of the 4-8-4. A larger fire-box like the ones on the 2-6-6-6 locomotives built by Lima would have been fitted, allowing for greater power at speed. Despite promotion by Lima, there is no firm evidence that an example of this type was ever built, and no nickname was ever assigned to the arrangement. In 1949, few railroads were interested in new steam locomotives due to steady improvements in diesel-electric locomotives.

It is possible that CB&Q 4-8-4 5601 was experimentally equipped with a six-wheel trailing truck to allow

use on branch lines with lighter rail, but the experiment was unsuccessful. Photographic evidence is said to have existed in the 1950s, but no photos are known to exist at present. ✓



**CHESAPEAKE & OHIO CLASS J-4 4-8-6 OHIO TYPE LOCOMOTIVE
BUILT BY THE LIMA LOCOMOTIVE WORKS**

TRACTIVE POWER WITH BOOSTER	98,000 LBS.	WEIGHTS IN WORKING ORDER	TENDER CAPACITY
TRACTIVE POWER W/O BOOSTER	83,000 LBS.	ON DRIVERS	COAL 30 TONS
		ENGINE TOTAL	WATER 23,500 GALS
		ENG. & TENDER	



**CHESAPEAKE & OHIO CLASS J-4a 4-8-6 OHIO TYPE LOCOMOTIVE
BUILT BY THE LIMA LOCOMOTIVE WORKS**

TRACTIVE POWER WITH BOOSTER	98,000 LBS.	WEIGHTS IN WORKING ORDER	TENDER CAPACITY
TRACTIVE POWER W/O BOOSTER	83,000 LBS.	ON DRIVERS	COAL 30 TONS
		ENGINE TOTAL	WATER 23,500 GALS
		ENG. & TENDER	



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