

Carolina Conductor



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Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

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Preserving the Past Active in the Present Planning for the Future

Web Site: hubcityrrmuseum.org

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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

Third Friday of the Month at 7:00 p.m.

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Articles can be submitted anytime.

Norfolk Southern



The Norfolk Southern Railway (NS) is a Class I freight railroad in the United States, formed in 1982 by the merger of the Norfolk and Western Railway and the Southern Railway. With headquarters in Atlanta, the company operates 19,420 route miles in 22 eastern states, the District of Columbia, and has rights in Canada over the Albany to Montréal route of the Canadian Pacific Railway, and previously on CN from Buffalo to St. Thomas. NS is responsible for maintaining 28,400 miles, with the remainder being operated under trackage rights from other parties responsible for maintenance.

Intermodal containers and trailers are the most common commodity type carried by NS, which have grown as coal business has declined throughout the 21st century; coal was formerly the largest source of traffic. The railway offers the largest intermodal rail network in eastern North America. NS was also the pioneer of RoadRailer service. Norfolk Southern and its chief competitor, CSX Transportation, have a duopoly on the transcontinental freight rail lines in the Eastern United

States.

NS has long been a major transporter of domestic and export coal, though this business has declined in the 21st century in favor of intermodal traffic. The railway's major sources of the mineral are located in Pennsylvania's Cambria and Indian counties, as well as the Monongahela Valley; West Virginia; and the Appalachia regions of Virginia, Kentucky, and Tennessee. Coal transported by NS is then exported to steel mills and power plants around the world.

Norfolk Southern is the namesake and leading subsidiary of the Norfolk Southern Corporation, based in Norfolk, Virginia. Norfolk Southern Corporation was incorporated in Virginia on July 23, 1980, and is publicly traded on the New York Stock Exchange (NYSE) under the symbol NSC. The primary business function of Norfolk Southern Corporation is the rail transportation of raw materials, intermediate products, and finished goods across the Southeast, East, and Midwest United States.

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Museum Happenings



↑ Washing exterior prior to lettering.

↓ Sidewalk superintendents.



↑ Talking over lettering locations.



↑ The finished lettering and completion of the caboose restoration.

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.

The corporation further facilitates transport to the remainder of the United States through interchange with other rail carriers while also serving overseas transport needs by serving several Atlantic and Gulf Coast ports. As of April 10, 2019, Norfolk Southern Corporation's total public stock value was slightly over \$51.6 billion.

On December 12, 2018, Norfolk Southern announced that it would be relocating its headquarters to Atlanta, Georgia; leaving its hometown of Norfolk after 38 years. The new headquarters building was opened on November 10, 2021.

Current Trackage—Regional Divisions

Norfolk Southern is divided into 3 operation regions, each containing 2 divisions.

Southern Region: Gulf Division and Coastal Division

Central Region: Midwest Division and Blue Ridge Division

Northern Region: Great Lakes Division and Keystone Division

Premier Corridor

The Premier Corridor is Norfolk Southern's principal east-west line from the East Coast to the Midwest. An average day sees 40-60 trains of all types. The main (New York to Chicago) segment of the corridor consists of the Lehigh Line, Harrisburg Line, Pittsburgh Line, Fort Wayne Line, Cleveland Line, and Chicago Line.

Pan Am Southern/Patriot Corridor

On May 15, 2008, NS announced that it would join with Pan Am Railways to create the "Patriot Corridor", an improved rail route between Albany, New York, and the greater Boston, Massachusetts, area. On March 12, 2009, STB approved the deal. Each of the two companies now owns 50% of a new company known as Pan Am Southern (PAS). PAR's trackage between Ayer, Massachusetts, and Mechanicville, New York, was transferred to PAS, and continues to be operated and maintained by PAR's Springfield Terminal Railway Company subsidiary. NS transferred to PAS cash and property valued at \$140 million. The railroad operates 22K and 23K from Mechanicville, NY to Ayer, MA. Due to the unique ACSES PTC system used on Keolis-operated trackage, which the 22K and 23K runs on between Wachusett and Ayer, only specific SD60E locomotives equipped with ACSES can lead

trains.

In 2021, CSX announced its intention to purchase Pan Am Railways. Norfolk Southern protested, arguing that CSX, which would own 50% of Pan Am Southern, would be able to block Norfolk Southern out of the northeast. As part of the Surface Transportation Board merger requirements, CSX will give NS limited trackage rights to run intermodal trains, and Pan Am Southern will be operated by the Pittsburg and Shawmut Railroad, under the name Berkshire and Eastern Railroad.

Yards and Facilities

Largely an eastern U.S. railway, NS directly owns and operates 35,600 miles of track in 22 states. It operates four primary hubs in its system: Harrisburg, Pennsylvania, Chicago, and Atlanta and maintains facilities across the Eastern US to facilitate operations, including rail classification yards, intermodal yards, and locomotive shops

NS has rights to operate its trains with its own crews on competing railroads' tracks. These trackage rights permit NS to operate as far west as Dallas, Texas, on BNSF Railway tracks, as far north as Waterville, Maine, and as far south as Miami, Florida, on the Florida East Coast Railway tracks. NS locomotives also occasionally operate on competitors' tracks throughout the U.S. and Canada due to the practice of locomotive leasing and sharing undertaken by the Class I railroads. Not including second, third, and fourth main line trackage, yards, and sidings, NS directly operates 19,420 miles of track. In addition, NS has direct control over approximately 35,600 miles. ✓



Norfolk Southern No. 4000 is a AC44C6M locomotive converted from No. 8799 a D9-40C unit built by GE in 1995.

To recognize its conversion, the unit sports a new blue and light gray paint scheme.

NS Lineage

Edgefield Branch Railroad

Acronym EB, Year Chartered or Incorporated 1874/1878, Year Line Operational Never, Service Ended 1879, Original Starting Point Edgefield, SC, Original Ending Point Trenton, SC
 1874 - First charter, nothing done. 1878, second charter with new incorporators named.
 1879 - Assets assigned to the newly chartered Edgefield, Trenton & Aiken Railroad.

Belton Williamston and Easley Railroad

Acronym BW&E, Year Chartered or Incorporated 1878, Year Line Operational Never, Year Service Ended 1879, Original Starting Point Belton, SC, Original Ending Point Easley, SC
 1879 - Renamed to the Atlantic & French Broad Railroad.
 1882 - Merged with two other SC railroads into the French Broad & Atlantic Railroad in February 1882.

Atlantic and French Broad Railroad

Acronym A&FB, Year Chartered or Incorporated 1879, Year Line Operational Never, Year Service Ended 1882, Original Starting Point Belton, SC, Original Ending Point Easley, SC
 1882 - Merged with two other SC railroads into the French Broad & Atlantic Railroad.
 Was the unfinished Belton, Williamston, and Easley Railroad.

Edgefield Trenton and Aiken Railroad

Acronym ET&A, Year Chartered or Incorporated 1879, Year Line Operational Never, Year Service Ended 1882, Original Starting Point Edgefield, SC, Original Ending Point Aiken, SC
 1882 - Merged with two other SC railroads into the French Broad & Atlantic Railroad.
 Was the Edgefield Branch Railroad.

Anderson and Easley Railroad

Acronym A&E, Year Chartered or Incorporated 1880, Year Line Operational Never, Year Service Ended 1882, Original Starting Point Anderson, SC, Original Ending Point Easley, SC
 1882 - Merged with two other SC railroads into the French Broad & Atlantic Railroad.

French Broad and Atlantic Railroad

Acronym FB&A, Year Chartered or Incorporated 1882, Year Line Operational Never, Year Service Ended 1882, Original Starting Point Aiken, SC, Original Ending Point Edgefield, SC
 1882 - February of 1882, chartered as the merger of three South Carolina Railroads: Anderson & Easley Railroad, Atlantic & French Broad Railroad, Edgefield, Trenton & Aiken Railroad
 1882 - Renamed to the Carolina, Cumberland Gap & Chicago Railroad in October of 1882.
 One source asserts that the Savannah Valley Railroad was also pulled into this line, but most sources agree that the Savannah Valley Railroad was pulled into the Port Royal & Western Carolina Railroad in 1886. It is very possible that both happened.

Carolina and Cumberland Gap Railway

Acronym C&CG, Year Chartered or Incorporated 1895, Year Line Operational 1895, Year Service Ended 1898, Original Starting Point Aiken, SC, Original Ending Point Edgefield, SC
 1898 - Acquired by Southern Railway.
 Was the Carolina, Cumberland Gap & Chicago Railroad.
 Towns on Route: Aiken, Crofts (1892), Eureka (1890), Trenton, Edgefield

Southern Railway (original)

Acronym SR, Year Chartered or Incorporated 1894, Year Line Operational 1894, Year Service Ended 1982, Original Starting Point Too Many, Original Ending Point Too Many
 Southern Railway acquired/leased the following railroads associated with South Carolina:

Atlanta Charlotte and Air Line Railway

1894 - Atlanta, Charlotte Air Line Railway
Acronym AC&A, Year Chartered or Incorporated 1877, Year Line Operational 1877, Year Service Ended 1894, Original Starting Point Charlotte, NC, Original Ending Point Atlanta, GA
 1894 - Leased to Southern Railway
 1881 - Leased the Atlantic, Tennessee & Ohio Railroad (a North Carolina company), which ran from Statesville to Charlotte.
 March 26, 1881, leased to and managed by the Richmond & Danville Railroad until 1894.
 1877 - Organized on April 4, 1877, under laws of Georgia, South Carolina, and North Carolina. Was the Atlanta & Richmond Air Line Railway.

Towns on Route (in SC): NC/SC State Line, Whitaker, Blacks Station > Blacks (1887) > Blacksburg (1889), Cherokee Falls (1900), Gaffney City (1879) > Gaffney (1892), Clarksville, Thickety (1879), Hurricane Shoals > Cowpens (1880), Clifton (1881), Converse (1891), Drayton (1904), Spartanburg C.H. > Spartanburg (1887), Saxon Mills Station (1900s), Arcadia (1904), Fair Forest (1884) > Fairforest (1894), Welford > Wellford (1883), Vernonsville > Duncans (1881) > Duncan (1907), Greer's Depot (1873) > Greer (1901), Chicks Springs > Taylors (1904), Greenville C.H. > Greenville (1888), Saluda (1880s). Spencer (1898), Easley, Beverly (1896), Liberty, Norris (1899), Centre > Central (1879), Fort Hill, (1890) > Calhoun (1902), Keowee, Seneca, Richland (1883), Westminster, Harbins (1880s), Fort Madison > Cleveland (1887) > Fort Madison (1892) > Madison (1904), SC/GA State Line

Blue Ridge Railway

1894 - Blue Ridge Railway

Acronym BRR, Year Chartered or Incorporated 1894, Year Line Operational 1894, Year Service Ended Still Operational, Original Starting Point Walhalla, SC, Original Ending Point Anderson, SC

Towns on Route: Walhalla, West Union, Bounty Land, Seneca, Cherry, Pendleton, Steeles, Autun > La France (1930), Sandy Springs (1907), Denver, Mills Station (1900s), Anderson C.H. > Anderson (1895)

Charlotte Columbia and Augusta Railroad

1894 - Charlotte, Columbia & Augusta Railroad

Acronym CC&A, Year Chartered or Incorporated 1869, Year Line Operational 1869, Year Service Ended 1878, Original Starting Point Charlotte, NC, Original Ending Point Augusta, GA

1894 - Merged into the Southern Railway. Gave up its line name.

1882 - Officially merged into the Richmond & Danville Railroad. Retained its line name.

1882 - Leased the Chester & Lenoir Narrow Gauge Railroad.

1881 - Leased the Atlantic, Tennessee & Ohio Railroad, extending service from Charlotte to Statesville.

1882 - Leased the Cheraw & Chester Railroad for

99 years.

1878 - Acquired by Richmond & Danville Railroad. Retained its line name.

1869 - Merger of the Charlotte & South Carolina Railroad and the Columbia & Augusta Railroad. Towns on Route (in SC): SC/NC State Line, Ft. Mill, Catawba River, Ebenezer, Rock Hill, Warrens Turnout (1889) > Warren (1895) > Ogdens, Smiths Turnout > Smiths (1951), Chestnut Grove (aka Lewis Station) > Lewis Turnout (1887), Chester C.H. > Chester (1886), Cornwell Turnout > Cornwell (1881), Black Stocks > Blackstock (1892), Younguesville > Woodward (1879), White Oak, Adgers Station, Albion, Winnsboro, Rockton (1886), Simpsons, Nelson (1883), Ridgeway, Smallwood (1901), Campbells, Doko > Blythewood (1877), Sharps (1896), Killians (1873), Dents (1890s) > Dentsville (1901), Columbia, New Brookland (1887) > West Columbia (1938), Cayce (1901), Arthurs (1889), Lexington C.H. > Lexington (1895), Barr's Landing (1873) > Barr (1903), Gilbert Hollow > Summit Point (1872) > Gilbert Hollow (1876) > Lewisdale (1886) > Gilbert (1904), Fredonia (1891), Leesville, Batesburg, Hibernia (1895), Monetta (1889), Ridge > Ridge Spring (1884), Ward's Turnout > Clintonward (1881) > Wards (1893), Lotts > Johnston Depot (1870) > Johnston (1881), Pine House Depot > Trenton (1878), Miles Mill (1870s), Vacluse (1878), Graniteville, Langley (1871), Aiken Junction (1890s), Bath, Clearwater (1901), Hamburgh, North Augusta (1900), SC/GA State Line

Columbia and Greenville Railroad

1894 - Columbia & Greenville Railroad

Acronym C&G, Year Chartered or Incorporated 1880, Year Line Operational, 1880, Year Service Ended 1894, Original Starting Point Greenville, SC, Spartanburg, SC, Original Ending Point Columbia, SC Alston, SC

1880 - Re-established the previous lease of the Blue Ridge Railroad.

Was the Greenville & Columbia Railroad.

1890 - Leased by Richmond & Danville Railroad.

1894 - Acquired by the Southern Railway.

Towns on Route: Line #1 - Greenville to Columbia: Greenville C.H. > Greenville (1888), Gantt (1897), Golden Grove > Grove (1883), Piedmont, Pelzer (1881), William-

ston, Cheddar (1909), Belton. Honea Path, Donalds-ville > Donalds (1890), Shoals Junction (1910), Bar-more (1900), Hodges, Cokesbury, Greenwood, South Greenwood (1916), New Market > Newmar-ket (1895), Ninety-Six, Dyson's Mill > Dyson (1881), Chappells Bridge > Chappells (1881), Salu-da Turnout > Saluda Oldtown (1881) > Oldtown (1896), Silver Street > Silverstreet (1895), Helena, Newberry C.H. > Newberry (1892), Prosperity. Pomaria, Hope Station, Peak (1880), Alston, Wal-laceville (1881), Littleton, Bookman (1880), Frosts Mill, Columbia

Line #2 - Cokesbury to Abbeville: Cokesbury, Ab-beville C.H. > Abbeville (1895)

Line #3 - Belton to Anderson: Belton (1851), An-derson C.H. > Anderson (1895)

Line #4 - The leased Blue Ridge Railroad - Walhal-la to Anderson: Walhalla, West Union (1888), Bounty Land, Seneca (1873), Cherry (1892), Pend-leton, Steeles, Pendleton Factory (1871) > Autun (1881) > La France (1930), Sandy Springs (1907), Denver (1883), Mills Station (1900s), Anderson C.H. > Anderson (1895)

Spartanburg Union and Columbia Railroad

1894 - Spartanburg, Union & Columbia Railroad
Acronym SU&C, Year Chartered or Incorporated 1878, Year Line Operational 1878, Year Service Ended 1894, Original Starting Point Spartanburg, SC, **Original Ending Point** Alston, SC

1881 to 1894 - Part of the Richmond & Danville Railroad system.

Was the Spartanburg & Union Railroad.

1894 - Acquired by Southern Railway.

Towns on Route: Spartanburg, Cedar Spring, Batesville > Rich Hill (1882) > Rich (1894) > White Stone (1908), Pacolet Depot > Pacolet (1882), McBridesville, Jonesville, Unionville > Union (1873), Green Pond, Santuc > Santuck (1878), Fishdam > Carlisle (1891), Simsville, Sheldon, Lylesford, Strother, Hampton > Tradesville (1880), Alston

Ashville and Spartanburg Railroad

1895 - Asheville & Spartanburg Railroad
Acronym A&S, Year Chartered or Incorporated 1881, Year Line Operational 1881, Year Service Ended 1895, Original Starting Point Spartanburg, SC, **Original Ending Point** Asheville, NC

Managed by the Richmond & Danville Rail-road system during its existence from 1881 to 1895. Was the Spartanburg & Asheville Railroad.

1895 - Leased by Southern Railway on November 11, 1895.

1902 - Acquired by Southern Railway and folded into its Carolina Division.

Towns on Route (in SC): SC/NC State Line, Landrum, Campobello, Grambling (1892), Inman, Campton, Montrose (1898), Saxon Mills Station (1900s), Spartanburg C.H. > Spartanburg (1887)

Carolina Cumberland Gap and Chicago

1898 - Carolina & Cumberland Gap Railway
Acronym CCG & C, Year Chartered or Incorporated 1882, Year Line Operational 1889, Year Service Ended 1895, Original Starting Point Aiken, SC, **Original Ending Point** Edgefield, SC 1882, the merger of the French Broad & Atlantic Railway, the Atlantic & French Broad Valley Rail Road with the Morristown, Cumberland Gap & Carolina Rail Road, and the Cumberland Railway.

1891 - In receivership.

1895 - Re-organized as the Carolina & Cumberland Gap Railroad.

Towns on Route: Aiken, Crofts (1892), Eureka (1890), Trenton, Edgefield

South Carolina & Georgia Railroad

1898 - South Carolina & Georgia Railroad
Acronym SC&GA RR, Year Chartered or Incorporated 1894, Year Line Operational 1894, Year Service Ended 1898, Original Starting Point Charleston, SC, **Original Ending Point** Branchville, SC Branchville, SC Hamburg, SC Columbia, SC Camden, SC

1898 - Controlled by Southern Railway. 1902, leased by Southern Railway - Carolina Division, for 999 years. Lease is still in effect.

Was the South Carolina Railroad/Railway.

Towns on Route: Line #1 - Charleston to Ham-burgh: Hamburg, North Augusta (1900), Clearwa-ter (1901), Bath, Langley, Warrenton (1898), Graniteville, Aiken, Roseland, Mont Morenci, Oakwood, Windsor, White Pond, Williston, Elko, Blackville, Lees, Denmark, Bamberg, Midway, Edisto, Embree (1913), Branchville, Badham (1901), Reevesville, St. George, Pregnalls, Ross Station > Dorchester (1903), Ridgeville, Jedburg, Summerville, Lincolnville, Anneville > Ladsons

(1900), Ashley Phosphate > Midland Park (1909), Sineaths, Tenmile > The Farms (1913), Horse Pond (1916), Myers (1894), Charleston

Line #2 - Branchville to Columbia: Columbia, Hopkins Turnout, Weston, Gadsden, Kingsville, Fort Mott, St. Matthews, Jamison, Stilton (1898), Orangeburg, Rowesville, Branchville

Line #3 - Camden to Branchville: Camden, Boykin, Sanders, Hagood, Horatio (1900), Claremont, Sumter Junction (1900s), Wateree, Kingsville

Line #4 - Edgefield to Aiken (acquired 1898): Edgefield, Trenton, Eureka, Lake View (1900s), Crofts, Aiken

Line #5 - Camden, SC to Marion, NC (acquired 1898) (Towns in SC): SC/NC State Line, Blacksburg, Kings Creek, Smyrna, Hickory Grove > Hickory (1895) > Hickory Grove (1907), Sharon, Yorkville > York (1915), Tirzah, Belmont, Newport, Old Point > Oldpoint (1894), Rock Hill, Lesslie, Roddeys > Roddey (1896), Catawba, Lindsay > Riverside (1907), Lancaster, Elgin (1895), Pleasant Hill, Heath Spring > Heath Springs (1916), Oakhurst, Kershaw, Westville, Kalb (aka DeKalb Station), Camden

Line #6 - Middleton to Sumter (acquired 1899): Middleton, Rembert, Borden (1902), Providence, Scarboro > Dalzell (1904), Sumter

Lockhart Railroad

1900 - Lockhart Railroad

Acronym LRR, Year Chartered or Incorporated 1899, Year Line Operational 1900, Year Service Ended 1900, Original Starting Point Olney, SC, Original Ending Point Lockhart, SC

1900 - Considered part of Southern Railway.

Towns on Route: Olney (1901), Elzie (1903), Adamsburg, Mount Tabor, Lockhart

Union and Glenn Springs Railroad

1903 - Union & Glenn Springs Railroad

Acronym U&GS, Year Chartered or Incorporated 1899, Year Line Operational 1900, Year Service Ended 1922, Original Starting Point Union, SC, Original Ending Point Glenn Springs, SC

1903 - Acquired by Southern Railway.

1905 - In receivership.

1922 - Re-organized as the Buffalo Union-Carolina Railroad.

Towns on Route: Pride, Neal Shoals, Meadows,

Gregory, Crawford, Monarch, Union, Buffalo

Ware Shoals Railroad

1908 - Ware Shoals Railroad

Acronym WSRR, Year Chartered or Incorporated 1908, Year Line Operational 1908, Year Service Ended 1985, Original Starting Point Shoals Junction, SC, Original Ending Point Ware Shoals, SC

Built and owned by Southern Railway.

Towns on Route: Shoals Junction (1910), Ware Shoals

Carolina and Northwestern Railroad

1940 - Carolina & Northwestern Railroad

Acronym C&NW, Year Chartered or Incorporated 1895, Year Line Operational 1897, Year Service Ended 1938, Original Starting Point Chester, SC, Original Ending Point Lenoir, NC

1895, chartered in North Carolina.

1910 - Acquired the Caldwell & Northern Railway in North Carolina.

1938 - Bankrupt.

1940 acquired by Southern Railway.

Towns on Route (in SC): NC/SC State Line, Bowling Green, Clover, Filbert, Yorkville > York (1915), Delphos, Philadelphia, Guthriesville, McConnellsville, Brattonsville, Lowryville, Chester

Rockton and Rion Railroad

1940 - Rockton & Rion Railroad.

Acronym R&R, Year Chartered or Incorporated unknown, Year Line Operational 1897, Year Service Ended 1978, Original Starting Point Rockton, SC, Original Ending Point Rion, SC

Towns on Route: Rockton, Rion

Georgia and Florida Railroad

1963 - Georgia & Florida Railroad.

Acronym G&F, Year Chartered or Incorporated 1906, Year Line Operational 1929 in SC, Year Service Ended 1963, Original Starting Point North Augusta, SC, Original Ending Point Greenwood, SC

1963 - Acquired by Southern Railway.

Towns on Route (in SC): Greenwood, South Greenwood, Phoenix, Gains, Pleasant Lane, Edgefield, North Augusta, SC/GA State Line

1894 - Merger of Richmond & Danville Railroad and East Tennessee, Virginia and Georgia Rail-

road to create Southern Railway.
 1982 - Merged with Norfolk & Western Railway to form Norfolk Southern Railway.

Norfolk Southern

Acronym NS, **Year Chartered or Incorporated** 1982, **Year Line Operational** 1982, **Year Service Ended** Still Operational, **Original Starting Point** Too Many, **Original Ending Point** Too Many
 1982 - Merger of Southern Railway and Norfolk & Western Railroad.
 1990 - Sold assets to the Pickens Railway.
 2001 - Sold assets to the Lancaster & Chester RR.



NS #1700 locomotives were built by Alstom in 1990-1994. 81 of these locomotives, numbered 1701-1781, were built.

Norfolk Southern executive train traversing Horseshoe Curve .



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