

SCRM NEWS

The South Carolina Railroad Museum Newsletter

Volume 39 Number 1 Winter 2011

From the Editor:

ANNUAL MEETING will be held at the Museum on Sat., Jan 15, 2011 at 10 AM. Please plan to attend. You should have received a written notice by mail.

Hope everyone had a wonderful holiday and has a most happy and healthy New Year! The Museum seems to be doing well, thank you. A recent request for donations brought a flurry of checks. Thank you to all who sent a check. If you did not, *please consider a donation to the Museum, especially if you can get a matching contribution for your present or former employer!!*



Please don't forget; if you shop at Bi-Lo and have not yet scanned the above bar code since July 1, 2010, please do so when you next shop at that supermarket. You need to scan the bar code only once a year, along with your Bi-Lo Bonus Card (keyring) to include your purchases in the 1% rebate program.

In reviewing the year, 2010 was a very good year at the Museum. Our ridership was over 10,000, which was better than the past two years and only exceeded by 2007. This in

spite of the recession... Even our steam ridership was almost as good as past years and plans are being made to again run steam in October, hopefully with a different and larger steam locomotive.

Financially, we continue in good shape, though we received only one small grant in 2010 from Fairfield County. Some of our big expenditures this year, totaling almost \$24,000, were: the cost to move donated rail and ties from SCE&G's Jenkinsville facility; renovations, water hook-up and A/C work at the Rion office building; construction of the loading platform and purchase of deck plates at Rockton; a new phone system; A/C repairs on the dining car; and costs to clean up piles and piles of old and decaying wood ties in response to a DHEC violation. (see below)

Finally, I am always eager to receive articles and stories to add to upcoming newsletters. Please consider writing something and submitting it to me at HenryN215@aol.com, 215.888.5104, or mail it to SCRM, PO Box 7246, Columbia, SC 29202.

Henry Nechemias, Editor <>

Non-Profit Status

There has been a lot of press lately about charitable organizations who are at risk of losing their non-profit status. Rest assured we do not fall into this category. The Museum files with both the State of SC and the Federal Government annually, and we are in full compliance with all regulations. <>

Mechanical report on locomotives.

By Adam McDowell

What follows is a little overview about the goings on in the mechanical department, as well as a major ongoing project. First of all, things are quite good as far as our locomotives are concerned. Not many museums can boast the number of operable locomotives that we currently have. Since some long delayed repairs have been completed this past year, we are very close to having both of our SW-8's, as well as the three RS4TC's, fully operational. That's pretty amazing.

The broken exhaust stud and bad gasket on #1276 has been fixed. Caterpillar quoted over \$3500 for this repair, and we were able to do it in house for just the cost of the gasket. The fuel tank sight glasses on #1275 were very dirty and impossible to see through, which led to the locomotive running out of fuel on the line. The sight glasses have been removed and are being rebuilt. After reinstallation, #1275 can be refueled and will be ready for service once again. #1249 still has a random ground fault problem, which we have been trying to find for some time now. We still run the locomotive although we are mindful of this quirk. #2028 is finally getting its oil changed, and this isn't any quickie lube job, considering 130 gallons of oil is involved. After this, she will be ready to go as well. #2015 is operational, but needs several batteries replaced. We received a donation of some good batteries from the Lancaster and Chester RR, and will be installing them soon.

Also, #82 is slowly coming back to life after sitting on the dead line for years. We've gotten the #2 end to run again. The issue with the gearbox on that end is still not truly resolved. After the injection pumps come

back from the rebuild, the plan is to get the #1 end operational, and then figure out what is wrong with the #2 gearbox. Plans are to have the locomotive back in operation for our regular season in 2011. We've also done plenty of work to smaller pieces of equipment around the yard, such as the backhoe and tie crane.

However, the work really never ends, so if you have any interest in turning a wrench, learning mechanics, or just wanting to help out, please see Cliff Hall or myself. <>

Update on Track Stuff

By Phillip A. Woodell

In late 2009 the museum received a substantial donation from SCE&G's Jenkinsville generating facility. Included was just over one mile of used 110 lb and 119 lb rail, joint bars to match, track bolts, and 1100 used concrete ties with clips and bolts. We moved the donated material from Jenkinsville, SC to Rion using a rented trailer, Adam McDowell's road tractor, two rented shooting boom fork lifts and the volunteer labor of Adam McDowell, John Parker, Angie McDowell, Chris Lainis, and Phil Woodell, the project leader.

Then, in Spring, 2010, a near disaster. The museum was notified by DHEC (the SC Department of Health and Environmental Control) that the old wooden cross ties removed during past TEA-21 track renewals, and stored at Rion, had to go. Because we did not "jump" right on the disposal, a second more threatening communication was received. Faced with a threat to our very existence, the Board of Trustees authorized the expenditure of museum funds to accomplish the clean up. But the disposal of

scrap cross ties in a DHEC approved “sub-part D” landfill including bundling, loading, hauling, disposal, testing, and state taxes would have broken our bank account. And failure to properly dispose of the ties would have resulted in DHEC fines of up to \$10,000 per day, our demise and the scattering of our collection and all that we have striven so hard to accomplish.

Fortunately, Norfolk Southern Railroad, when approached, came through for us!! To date, they have provided 30 company gondolas for scrap tie loading; their transportation to a licensed tie disposal operation in Alabama; and the disposal fees. The museum has been further assisted by the town of Winnsboro through the use of their front end loader, and the use of our next door neighbor's shooting boom fork lift, all at no cost, except fuel. To date, 22 gondolas containing approximately 9000 scrap ties have been loaded and shipped off site.



All the scrap ties at Rion, including along both the north and south main tracks, and from our present end of operation at MP 5.1 east to MP 1.75 (Hunter's Crossing) that could be reached with our tie crane, or by hand, have been picked up, loaded, and shipped off site. But our completion of the cross tie removal project hit a snag. Sometime between Saturday, 11/20/10 and Tuesday, 11/23/10, thieves removed the radiators, the

batteries, and the fuel in the borrowed front end loader and our CAT backhoe. Both are being repaired.

Members involved in the cross tie clean up have included Bob Ford (and his bobcat), Chris Lainis, John Parker, Clif Hall, Roger Stroup, Kelvin Woods, Denis Wright, Adam McDowell, Angie McDowell, Richard Treme, Sammie Ringgold, Chris Rambo, Randy Sisk, George Newport, four local day laborers, and Phil Woodell (project leader).

Given the timely repair of our equipment, and the forbearance of Mr. Peeples of DHEC, we will have all the cross ties off site by December 31, 2010. This will be just in time for the 2011 tie renewal project necessary to keep our passenger carrying track above “FM 49 CER Part 213 Class One” minimum. The ties removed in 2011 will be shipped off site and not allowed to accumulate. Indeed, we have learned our lesson!

If you are interested in participating in that most basic of endeavors to keep the railroad operable, contact me at (803) 635-5966 (home) or (803) 606-3297 (cell). Sorry, no e-mail. Phil Woodell, Track Supervisor/Maintenance of Way Coordinator / Director



Life and Death of the Port Royal RR

By Henry Nechemias

The railroad was completed from Port Royal to Yemassee in 1871 and eventually became part of the Seaboard System. In 1984 the line was taken over by the SC Ports Authority and run until Nov. 2003 when it was shut down. It had serviced the port, the Marine Air Base, and various other customers. But when the port was closed, the railroad lost its main business. The bridge at Whale Branch was opened and dismantled, and though attempts were made to create a tourist railroad, the line was sold and a scrapper contracted to lift the track, which after 7 years of non-use, was still in good condition. Here are two photos taken at the Allison Road crossing, near Beaufort Hospital showing before and after. <>



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