

# SCRM NEWS

## The South Carolina Railroad Museum Newsletter

Volume 40 Number 1 Winter 2012

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### From the Editor:

We hope everyone had a wonderful fall and Holiday Season. The museum has done fairly well for 2011. Annual ridership was down as a result of the economic situation and somewhat limited funds for advertising. However, the passenger trains and the *Engineer Experience* featuring steam locomotive No. 126 were very popular this past October. Christmas trains were also well patronized, with the first class car routinely sold out. Several of our members ventured to the south end on motor cars in November to do maintenance. Frank Brubaker purchased another Fairmont Motor Car. The museum's former 44 ton diesel locomotive is now running in its new home. Our Chessie System caboose became part of our rolling stock through a sequence of favorable events. More on these topics later in the newsletter.

**HOT NEWS:** We are offering a first-ever *Valentine's Day Dinner Train* on Saturday, February 11<sup>th</sup>. Take a sunset ride to Rion and enjoy a three course dining experience, drinks, and a gift for your sweetheart. Email [marshall@scdah.state.sc.us](mailto:marshall@scdah.state.sc.us) for information. Hurry, seating is limited!

### MEMBERSHIP:

If you are receiving this newsletter and are not a member, we encourage you to join up: Family Membership is \$35; Single is \$25; and Senior is \$18. Please see our website or pick up an application at the Ticket Office or

just send a check to our PO Box with your contact information. Remember, **members ride free** on all regular trains May-Sept. on a space available basis.

We look forward to your articles and stories for the next newsletter. Please send your articles to [libreez@carolina.rr.com](mailto:libreez@carolina.rr.com), or to SCRM, PO Box 7246, Columbia, SC 29202.

**Vince LiBrizzi, Editor** <>

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### RR&W South End Work Encounters Some Bumps on the Return Trip

By *Vince LiBrizzi*

On Saturday, November 4<sup>th</sup>, several members of the museum traveled via four motor cars to the out-of-service west end of the RR&W, with the mission to clear trees, brush, and install gauge rods to preserve the right-of-way and minimize future deterioration. The session afforded the hard working volunteers excellent and rarely seen fall foliage views of the railroad and the treat of riding on rails that haven't seen a train since the 1970s.

Gauge rods were installed in many locations to keep the distance between the rails as close to 56 ½ inches as possible. The famous "Chinese Wall" was reached by noon, and the crew enjoyed a brief lunch break alongside the huge pile of granite.

Several obstructions (including a deer hunting shelter and fence) were found along the right-of-way. Near milepost 8, the brush was so dense that members had to pitch in for the

portage between two crossings, as the motor cars were unable to find enough traction, even with a “running start.”

One of the Fairmont motor cars experienced mechanical problems and had to be pulled back by the museum’s motor car with a rigid tow bar. Around milepost 7, while traveling at track speed, this unusual consist came to a very bumpy emergency stop when the rails spread beneath the two cars. Thankfully, no one was hurt aside from some bumps and sore backsides. Neither motor car was damaged in the derailment; in fact one of the motor cars was still on the rails. The problem was how to re-rail the other heavy motor car without causing more damage or injury to track or volunteers.

The solution was having all 11 people do a coordinated “dead lift” of each end of the car to put its wheels back on the rails. With the aid of strategically placed tie plates and rocks, and Dennis “*Iron Man*” Wright providing a good deal of the muscle, we were ready to roll again! Ironically, the section of track that had caused the derailment was between two gauge rods that had just been installed!

All felt the trip was enjoyable and afforded a great way to see the west end of the RR&W at the peak of the fall colors. Next time a work session is scheduled for the south end, join us and see a different part of the line. Participants were: Rodger Stroup (not shown), James Beckham, Vince LiBrizzi, Chris Rambo, Phil Waddell, Dennis Wright, Frank Brubaker, Ron Jaroz, John Williams, Paul Astwood, and Phil Gandy. <



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### **Restoring a Caboose** *By Gene Allen*

Some of you may notice fresh paint on the B&O – Chessie caboose next time you visit the museum. What you many not know is how the caboose became part of our collection. Over ten years ago, I was involved in arranging the donation of two RS4TC locomotives from Shaw AFB in Sumter. In the process, we became aware of this caboose which was being used as a spacer car at Shaw. As it turned out it didn’t belong to the military – it was on loan from CSX. The folks at Shaw were willing to donate it if a replacement spacer car could be found, preferably a flatcar as maintenance would be minimal. The caboose was nearly the last one made by International Car Co. for the B & O prior to the creation of the Chessie System.

The museum found a flatcar sitting idle in a CSX yard in NC, and CSX agreed to trade it for the caboose. This led to my negotiating with a nice gentleman in Jacksonville to sell it for a nominal amount plus shipping costs and I arranged the financing. This has led some to think I own the caboose; however, the title is in the

museum's name. The caboose arrived with a decent coat of exterior primer; however, the interior was a mess. I learned, unfortunately, that I couldn't have picked a more complicated color scheme – red and yellow with deep blue lettering on top of the usual black carriage. While I concentrated on painting the exterior, I was fortunate to find a young man in my church looking for an Eagle Scout project. In one weekend, he and his friends took everything out of the interior, repainted it gray with black seats and trim, and put it back together. It looked beautiful.

Museum member Hal VonNessen located a man who produced custom vinyl decals. Yes, the Chessie Kitten and all the lettering on the caboose is vinyl. We acquired some extra seats from some "Cockabooses" at the USC stadium which were installed with the help of Clif Hall. The caboose was ready for train service. Once the track was cleared of branches that could mar the new paint job, we began using the caboose. Unfortunately, the harsh southern sun is rough on the south side of our equipment, so I'm back at it. After all, it's "my" caboose.

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## **Fairmont M-19 AA Motor Car** *By Frank Brubaker and Phil Gandy*

In October, Evelyn and I purchased a covered Fairmont M-19 AA Motorcar. This was our first covered motorcar as we could not get used to getting wet or being cold on our open M-19. Taking nothing away from the M-19, it has been a very dependable "open form" of railroad transportation.

The M-19 AA is almost identical to the M-19 except for the engine and condenser. The engine is a hand cranked, two-cycle, two cylinder opposed-piston rated at about 14 horsepower. The condenser (water jacket) holds almost 3 gallons of water. I found the carburetor to be very clean upon disassembly, a good sign. I replaced the gas line, fuel filter and thoroughly cleaned the fuel tank, which was free from rust.

The M-19 AA was originally owned by the Soo Line (Minneapolis, St. Paul, & Sault Ste. Marie Railroad), and the railroad used only the two cylinder engines, probably for extra power. Two southern railroads that purchased M-19 AA's from Fairmont were the Southern and the Seaboard Air Line. Evelyn and I did a lot of cleaning, repairing, and painting of the motorcar, plus we had the seats reupholstered. I took a fellow motorcar enthusiast's advice and had dual straight pipes installed for a proper exhaust system.



Frank and Evelyn Brubaker with their restored M19AA motorcar No. MC 5 on the RR&W. <>

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## **Loco No. 33 running in its new home**

***By Rodger Stroup***

In August, the South Carolina Railroad Museum sold our No. 33 GE 44-ton center cab diesel locomotive to the Walkersville Southern Railroad in Walkersville, Maryland. Since acquiring the more powerful SW-8's and RS-4's we have not operated any of our 4 center cab locomotives. No. 33 came to us from the Columbia Sand and Silica Company, but was originally Pennsylvania Railroad No. 9339. The Walkersville Southern track was once a part of the PRR system, so it is fitting that No. 9339 has gone to "home rails." Before leaving Rockton Adam McDowell and Cliff Hall checked the locomotive over, started both engines and took it for a short trip to make sure everything was still operable after sitting idle for over 10 years.

**South Carolina Railroad Museum**

**PO Box 7246**

**Columbia, SC 29202-7246**

After a through mechanical check, No. 9339 will be repainted in its original PRR colors and used to power tourist trains. <>



Nighttime unloading of No. 9339 in Walkersville, MD.

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