

Carolina Conductor



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Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

May 2015

**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 Station

298 Magnolia Street

Spartanburg, SC 29301-2330

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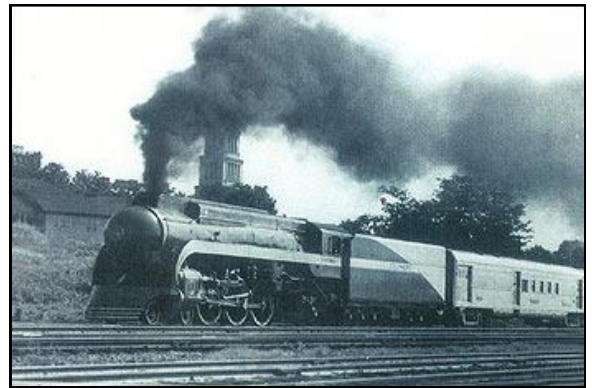
Newsletter submissions due by 2nd
Friday of the month.

Southern Railway #1380

by Bruce Gathman

Courtesy of the Lawrence Scripps Wilkinson Foundation

Streamlining, that was the way to increase ridership on America's railroads in the Depression years of the late 1930s. And what better routes to exploit this opportunity than trains from the North to the Deep South. First came Seaboard's *Silver Meteor*, launched early in 1939 between New York and Miami. Then, later in the same year, Atlantic Coast Line and Florida East Coast introduced their own streamliners with the same destinations, the *Champions*. But the conservative Southern Railway was reluctant to embrace this expensive new concept, until the proud city of Atlanta, railroad and industrial center of the South, took notice. Atlanta was served by over one hundred passenger trains daily, but no streamliners. The *Atlantic Journal* took up the cause in March 1940 editorials, putting pressure on the primary Atlanta servers Southern and Louisville & Nashville to bring overdue streamliners to the neglected city immediately. L&N then joined a consortium of nine railroads to provide streamlined coach train service between Chicago and Miami via Atlanta, the *Dixie Flagler*, operating through Atlanta every third day, beginning in December, 1940, Atlanta's first lightweight streamlined train.



The pressure was now on the Southern, and it responded by introducing a new fast all-coach luxury lightweight streamliner, the *Southerner*, between New York and New Orleans, through Atlanta, in March, 1941. About the same time, in May, 1941, Southern replaced its top train on the Washington-Memphis route, the old heavyweight *Memphis Special*, with another new streamliner, the *Tennessean*, subject of this history.

Because the sleeping car business on the *Tennessean's* route looked promising, the new train carried a Chattanooga-Memphis sleeper, a Washington-Memphis sleeper, and a Bristol-Nashville sleeper. These modernized heavyweight sleeping cars were painted silver to match new lightweight streamlined Cor-Ten steel coaches, diners, and tavern-lounge observation cars with cosmetic stainless steel sheathing built by Pullman

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Arrivals



Clinton RR Festival

The City of Clinton will hold its annual Rhythm on the Rails festival in downtown Clinton right beside the railroad tracks on Saturday, May 16.

The annual all-day event will focus on the legacy of Clinton as it was built around the railroad and the great music of the train era.

Approximately 32 trains travel through Clinton each day. The original plans were for the trains to bypass Clinton, however, under the leadership of Dr. William P. Jacobs, the town of Clinton approached the Seaboard Air Line Railroad and persuaded them to run the tracks through downtown Clinton.

Music is also a part of Clinton's history. Rhythm and blues came about during the train era when many people used rail to travel long distances. Laurens County is the birthplace to such great country and blues artists as Pink Anderson, Arthur Smith and Reverend Gary Davis.

Rhythm on the Rails will include train displays as well as historical information on trains. The festival will also offer a full day of music from local entertainers, school groups and performing artists. In addition, some of the artists who have connections or played with Anderson, Smith or Reverend Davis will take center stage and provide history and perform their blues music.

Food courts and concessions will be provided along with local and regional artists and crafters. An art contest entitled "Rhythm of Art" will be ongoing during the months of April and May with an awards presentation during the event. A children's corner will include face painting, games and rides.

NS #3170

CHATTANOOGA, Tenn. – Norfolk Southern has un-



veiled a new addition to its vaunted heritage fleet: Southern Railway SD40 No. 3170. The locomotive was recently saved from the back lot; rebuilt into operating condition at NS's Juniata Shop in Altoona, Pa.; and repainted into its original Southern colors at the railroad's paint shop at Debutts Yard in Chattanooga. No. 3170 will go back into revenue service, primarily assigned to yard and local service along the Piedmont Division.

Electro-Motive Division built the 3,000 hp No. 3170 in 1971, and the locomotive was used throughout the Southern Railway's 10,000-mile system. The locomotive carries the Southern Railway's trademark high short hood. The repaint marks a milestone for the preservation of second generation diesels. EMD built the SD40 from 1966 to 1972 with a total production of 1,298 units for American, Canadian and export.

CSX Recognition

JACKSONVILLE, Fla. – Fortune has named CSX Corp. one of its "World's Most Admired Companies," according to a recent survey. CSX achieved high marks in numerous categories, including quality of products and services, long-term investment value and social responsibility. The company ranked second in the trucking, transportation and logistics industry. This is the fifth consecutive year that CSX made the list.



"Being named one of Fortune's World's Most Admired Companies is a testament to CSX's vision to be the safest, most progressive North American railroad," says Michael J. Ward, CSX chairman and CEO. "I'm proud of our customers who support our business and our employees who work every day to provide freight transportation service vital to the global economy."

The company's recognition by Fortune comes on the heels of recent accolades, including a top spot on GI Jobs' 2015 "Top 100 Military Friendly Employers" list and recognition as a "Best Place to Work in IT" by IDG's Computerworld.

Departures

Trip Optimizer

Kansas City Southern will launch on May 4 a pilot of GE Transportation's Trip Optimizer, the Class I announced late last week. The pilot is scheduled to end June 26. KCS was determined ready for the pilot following evaluations by GE. Additionally, the Class I's road foreman of engines has completed training for new technology, according to KCS.

The technology, which works like a cruise control function for locomotives, is designed to improve fuel usage by calculating the most efficient operation based on train length, weight, weather and other factors, according to GE.



In an item on the "KCS News" web page released April 24, railroad officials said such technology "cuts emissions to reduce the company's carbon footprint and save on the cost of fuel." CSX Transportation and CN have begun using Trip Optimizer technology, as well.

New P&N Operator

The North Carolina Department of Transportation (NCDOT) has selected Piedmont Railway LLC, a subsidiary of Iowa Pacific Holdings LLC, to operate the state-owned Piedmont & Northern (P&N) railroad line in Gaston County, the department announced yesterday. The department and Iowa Pacific have agreed in principle on a lease agreement for rail service on the 13-mile corridor, located about 20 miles west of Charlotte. The NCDOT board will consider the agreement for approval May 7.



Railway will operate, maintain and market freight service on the line. The railroad also will have an opportunity to provide passenger-rail service, such as excursion, tourist, dinner and holiday trains.

"We are genuinely excited by this opportunity, and we are looking forward to working with NCDOT, Gaston County, the

"We look forward to this opportunity to improve freight service along the railroad to support new and existing economic development and job creation opportunities," said NCDOT Rail Director Paul Worley. Under the agreement, Piedmont

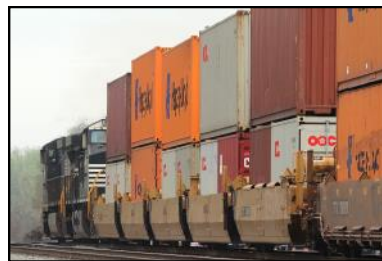
Economic Development Commission, and local companies to transition P&N into a vital component of the Gaston County economic landscape," said Iowa Pacific Holdings President Ed Ellis.

The corridor extends from Mount Holly to Gastonia, with a short branch line that extends toward Belmont. The rail line has interchanges with Norfolk Southern Railway at Gastonia and CSX Transportation at Mount Holly.

Built in 1911, the line was proposed for abandonment in the 1980s by its owner CSX. NCDOT purchased the P&N right of way and track materials to preserve the route for future purposes. The rail line has been operating under a lease to Patriot Rail since November 2010.

Intermodal Traffic Record

During the week ending April 18, U.S. railroads' total intermodal traffic exceeded carloads for a one-week period for the first time, the Association of American Railroads (AAR) reported yesterday. U.S. carloads for the week totaled 276,416, down 4.9 percent, while intermodal volume totaled 280,016 containers and trailers, up 8.1 percent compared with the same week in 2014. It was the second highest week on record for intermodal units, AAR officials said in a press release. Total U.S. traffic was 556,432 carloads and intermodal units, up 1.2 percent for the week compared with a year ago.



group carloads that decreased for the period included grain, down 15.8 percent to 18,166; coal, down 12.6 percent to 99,482; and petroleum and petroleum products, down 1.3 percent to 15,068.

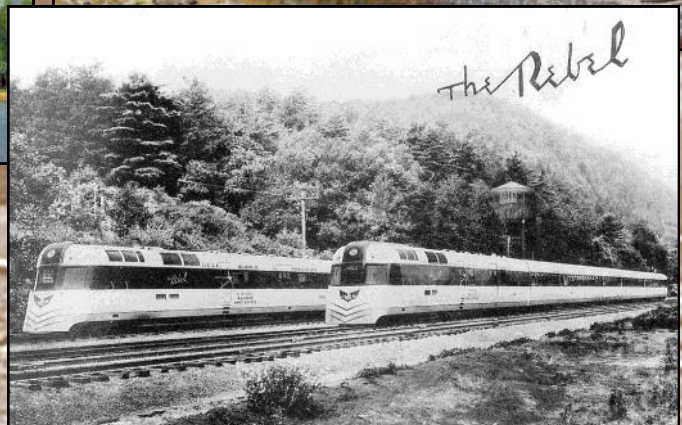
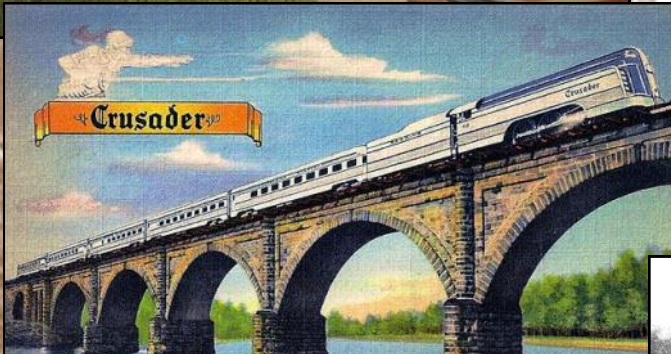
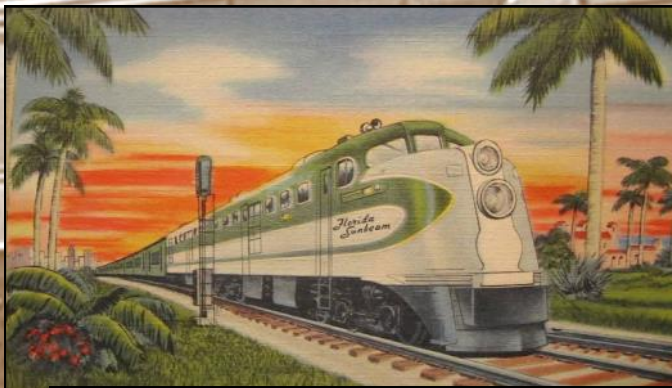
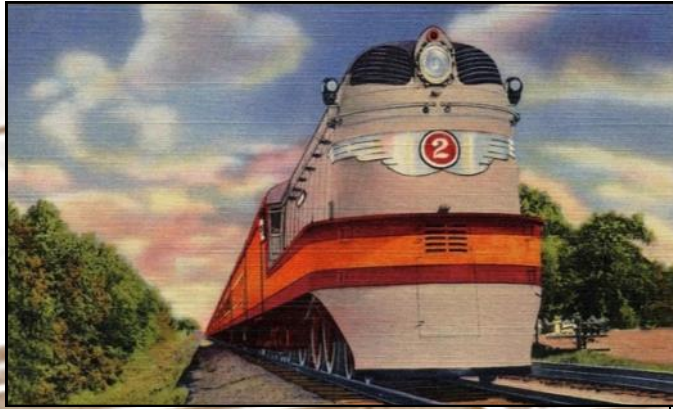
Canadian railroads' carload traffic dipped 0.1 percent to 81,793 for the week, but they logged a 5.6 percent increase in intermodal units to 62,356 compared with the same week a year ago. Mexican railroads reported a major increase in both traffic categories for the week: carloads jumped 11.7 percent to 16,683, and intermodal traffic soared 23.1 percent to 10,947 units.

For the first 15 weeks of the year, U.S. railroads' total combined traffic was 8,048,945 carloads and intermodal units, up 0.1 percent; Canadian railroads' cumulative volume was 2,053,708 carloads and intermodal containers and trailers, up 7.2 percent; and Mexican railroads' cumulative volume was 396,490 carloads and intermodal containers and trailers, up 3 percent year over year.

Six of 10 carload commodity groups posted increases: Motor vehicles and parts, up 7.2 percent to 18,008 carloads; miscellaneous carloads, up 6.3 percent to 8,019 carloads; and chemicals, up 2.9 percent to 31,296 carloads. Commodity

Rare Mileage

Otto Kuhler "Streamstyling" Designs



Manifest

Continued from Page 1 - Southern #1380

-Standard. The *Tennessean* ran on Southern's rails from Washington to Lynchburg, Virginia, then on Norfolk & Western tracks from Lynchburg to Bristol, and finally back to Southern's system between Bristol and Memphis. Trip time Washington to Memphis was 25 hours. Streamlined steam was used by Southern between Washington and Lynchburg, and by Norfolk & Western between Lynchburg and Bristol, with Southern's new diesel-electrics taking over from Bristol to Memphis. Southern's streamlined steam locomotive was a one-of-a-kind makeover of Alco's Class Ps-4 Pacific type 4-6-2. No. 1380, built in 1923, and modified in 1940-41 at the Southern's Spencer shops to reflect the Art Deco inspired streamlined design of distinguished industrial designer Otto Kuhler. Norfolk & Western's streamlined steam power was represented by the celebrated company-built Class J 4-8-4 Northern, while Alco's DL-109 and Electro-Motive's F-3 and E-7 diesel locomotives handled the train for Southern from Bristol to Memphis.

The *Tennessean* passenger car interiors were predominantly in striking blues and greens and featured, bright colors, air condition-



ing, indirect lighting, and plenty of extra space for passengers to stretch out. The tavern-lounges sported chrome-trimmed stand-up bars, etched glass dividers, and comfortable modern cocktail tables and chairs. Coach seats reclined and swiveled, and oversized washroom facilities were available for both men and women. Famous Southern cooking was featured in the dining cars, such as fresh baked muffins and savory fried chicken.

Locomotives steam and diesel were attired in Southern's classy Virginia green, gold, and silver finish. Otto Kuhler's final steam "speedlining" effort, and his personal favorite, after many years of

steam locomotive designs for several railroads. Southern's big Ps-4 Pacific's were already renowned for their elegant Virginia Green coloring, and Kuhler retained this hallmark in his restyling of Southern's Alco #1380. The designer revisited his 1937 Baltimore & Ohio *Royal Blue* Class P-7 Pacific redesign for inspiration. 1380's boiler front duplicated the Baltimore & Ohio Pacific's bullet-nosed fairing right down to the concentric headlight trim. The full length skyline casing, enclosing unsightly conventional boiler-top protuberances, and ended in a smoothly beveled air intake trimmed with stainless steel. The gap between the smooth rounded pilot and bullet-shaped nose cone was bridged by a "Buck Rogers" style fin, another Kuhler trademark. Narrow running board skirts curved down around the cylinders and terminated in a sweeping crescent - a tribute to the Crescent City. Southern Railway medallions adorned 1380's cylinder covers, with polished stainless steel cylinder heads. Gold-tone trim enhanced the Pacific's overall appearance. The result of this streamlining effort was truly stunning - small wonder it was Kuhler's favorite design. From this point, he turned to diesel locomotive designs exclusively for Alco, which

had entered the passenger diesel market in the 1930s. Outstanding among Kuhler's diesel designs for Alco were the *Rebel* power cars (1935) and the DL-109 (1940). The onset of World War II meant a suspension to improvements in passenger comfort. Now limitation on railway design and Kuhler's German accent proved to be a disadvantage - a sure sign being that he never got paid for his last "streamstyling" job for Southern Railway - in his own judgment his best design. Finally Kuhler had to abandon free-lancing and entered a position at American Car & Foundry (ACF) in 1944 where he developed double-deck sleepers, subway cars with standee windows and more. Most of his patents were applied for while at ACF. In 1947 he was given his termination notice in one of the many reshuffles at ACF.

Southern dieselized its Washington Division soon after World War II and demoted #1380 to general duties, with its shrouding intact. Kuhler's last streamlined steam locomotive was officially retired in July, 1953, and scrapped. The *Tennessean* operated into the 1960s but was a distant memory when Southern Railway joined Amtrak in 1979.

Otto Kuhler's outstanding steam locomotive designs in the 1930s included power for the *Royal Blue* (B&O), *Black Diamond* (LV), *John Wilkes* (LV), *Hiawatha I & II* (MILW) and many more.

Marker Lights



Otto Kuhler

Otto Kuhler (July 31, 1894 to August 5, 1977) was one of the best known industrial designers of the American railroads. He “streamstyled” more locomotives and railroad cars than Cret, Dreyfuss and Loewy combined. His extensive concepts for the modernization of the American railroads had repercussions that last on the railways worldwide even today.



Kuhler was born in Remscheid near Essen, Germany the only child in an anvil casters' family. He was determined to study electrical engineering, but returning from an early school exchange in Belgium he showed a conspicuous drawing talent. At age 19 he was commissioned to illustrate a catalog of steam loco-mobiles.

His automobile body design sent in to Kathe & Soehne for a Mercedes chassis won a gold medal in 1913. Employed as a stylist with N.A.G. Berlin he designed movie sets for William Wauer's silent film "The Tunnel". He became associate editor of "Der Motor" magazine, and then styled car bodies for Snutsel Père & Fils (Brussels) and other European automobile producers. After emigration to the US in 1923 he worked as a commercial artist in Pittsburgh, Pennsylvania. His works centered on industrial landscapes, steel works and locomotives.

Kuhler opened a Manhattan studio in 1928 and using the media promoted “streamstyling” of the antiquated railroads for more pas-

senger appeal, only to be quashed by “Black Friday” of 1929. Three years later he got an assignment at J. G. Brill and Company for a submission in UP RR's competition leading to the streamliner M-10000 which was consequently won by Pullman. For Brill he also styled their PCC trolley for Chicago and later the *Rebel* power cars for the GM&N. Parent company ACF used Kuhler to style its growing line of “motorrailer” throughout the 1930s culminating in the double-ended rail motor cars for the NYS&W in 1940 and for Boston's MTA in 1946.

ALCO assigned Kuhler to its advertising department in 1931 and commissioned him as a design consultant the following year. His first task was restyling the exterior trim of ALCO's HH-600 diesel switcher. The next task established Kuhler's worldwide fame. The MILW wanted a high-speed train for the competitive route between Chicago and Minneapolis. The cars and the four A class locomotives were built in the company's shops. Kuhler embellished their inverted bathtub look by a carefully colored livery. These Hiawatha trains became the fastest passenger service in the world by 1935. His finned “Beaver Tail” observation car of the next generation was sensational, as was the streamlined MILW class F7 4-6-4 passenger locomotives. He designed the ALCO DL-109.

When the B&O turned to streamlining its Washington-New York run Kuhler could finally establish his "bullet nose" design on a steam locomotive that became known as "Kuhler type". Since the B&O run ended in Jersey City passengers were transferred to Manhattan by White Motor Co. buses that were styled by Kuhler, and provided with air conditioning using ice. Kuhler's three-man office continued to “streamstyle” steam locomotives for ALCO clients with one exception: NH's I-5 class 4-6-4 locomotives built by Baldwin Locomotive Works in 1937. For the Lehigh Valley Railroad Kuhler stream-styled the locomotive plus the cars of the *John Wilkes* - arguably the most interesting Kuhler locomotive.



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