

Carolina Conductor



Volume 3, Number 4

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

April 2016

**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 Amtrak Station
298 Magnolia Street
Spartanburg, SC 29301-2330
Wednesday 10-2 and Saturday 10-2

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Vice-President:
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Secretary:
Marv Havens — 864-292-3852
Treasurer:
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Newsletter articles and news due
by the 2nd Wednesday of month.

Pullman Railplane

by William B. Stout

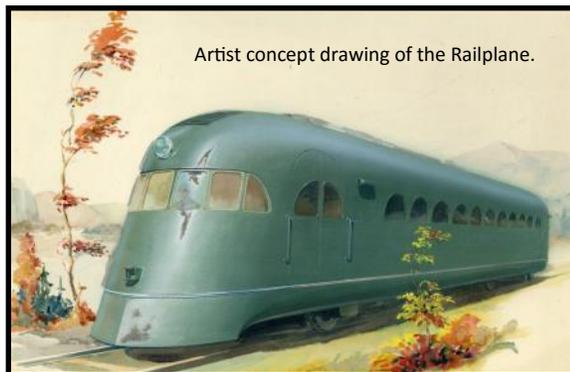
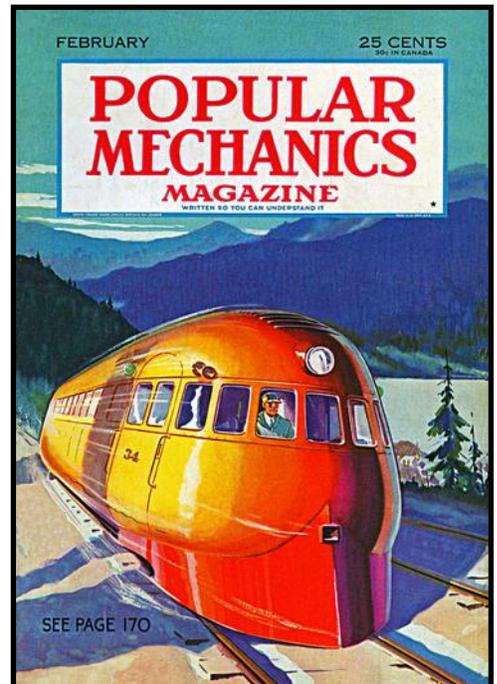
From February 1934 Popular Mechanics—part one.

Wingless airplanes on tracks carry passengers, mail and express across country every hour at ninety to 110 miles per hour, followed by similar self-powered units transporting freight at the same high speeds, all at one-third the present cost — this is the immediate future of American railways as I see it.

These new trains will be shaped like the fuselage of an airplane, streamlined at front, rear, both sides and the bottom. Tubing construction, like that of the air transport, will make them sufficiently strong to withstand severe impacts, yet light enough for economical operation and easy control. Driven by gasoline, oil or distillate engines, the planes on rails will carry passengers profitably in competition with bus tariffs. Even now, a new kind of engine is being developed which may reduce operating costs still lower without sacrificing other desirable features.

The passenger train of this type already has been built and tested. Soon will come the freight car driven by its own engine, probably pulling several trailers, yet sort enough to maintain fast schedules.

Years of declining revenues, due to competition with the automobile, the bus and the airplane, have been climaxed by an appeal from the railroads for a new vehicle, one that might have the more desirable features of each form of transportation. Under contract in cooperation with the Pullman Car and Manufacturing company, a rail car has been constructed in our laboratories at Dearborn, Mich. It is the product of aeronautical designers, engineers



Artist concept drawing of the Railplane.

Continued on Page 5 - Rail-

Arrivals

Jim Sheppard Photo Contest

Start now! Take a prize winning railroad photograph. Enter it in the 1st Annual Jim Sheppard Photo Contest. Rules and entry forms available at the Hub City Railroad Museum and SOU Caboose #X3115.



Rules for 2016 Photo Contest

Photos can be B&W or Color.

Photos must be 8 x 10 inch prints. Smaller or larger size prints will not be judged. Prints may be mounted or unmounted but not framed or matted.

Three categories for entries are: 1. Steam Locomotives, 2. Non-Steam Locomotives, 3. Other Railroad Subject (track, signals, structures, rolling stock, etc.)

Photos can be submitted only by CRHA or NRHS Greenville Chapter members in good standing.

A member may submit up to three photographs. There is no time constraint when the photo was taken.

All photos shall be taken by the person submitting the photo. Prints shall have a completed entry form taped on the back. No identifying information shall be on the front side of the photograph.

Photos can be submitted to the contest committee prior to the June meeting, or can be brought to the June meeting.

You do not need to be present at the meeting to compete.

Winning photos are not eligible for entry into subsequent CRHA/NRHS photo contests.

Weyerhaeuser Timber #108 2-6-6-2T to be Restored

Northwest Railway Museum says that it will "deaccession" or sell Weyerhaeuser Timber Co. 2-6-6-2T #108 to the Black Hills Central Railroad in South Dakota where it will be restored to operating condition.

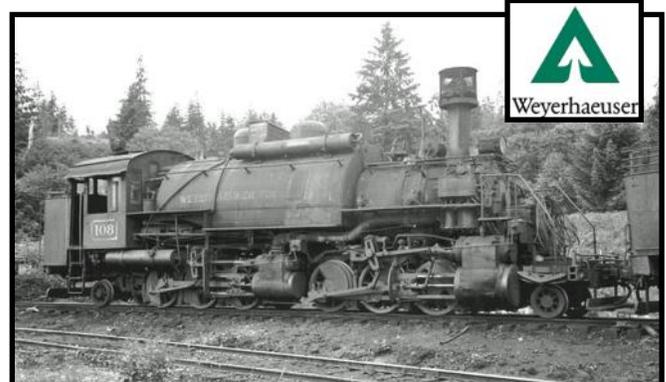
The museum's #108 was one of three locomotives in the museum's collection that are "nearly identical" but that also take a great deal of volunteer time and money to maintain. The other locomotives are #11 and #6, both 2-6-6-2 steam locomotives with tenders. Each of the three Mallets is a Baldwin Locomotive Works-built locomotive.

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The museum quoted Black Hills Central President Meg Warder as saying the #108 will be restored to service by 2018 and serve alongside No. 110, also 2-6-6-2T engine.

Speaking while the loading process was underway, Northwest Railway Museum Executive Director Richard Anderson reflected on the locomotive's transition from one home to another. "Museum collections are dynamic and their size and scope must reflect the institution's available resources to care for it," Anderson said. "We are delighted to have found a successful heritage railway willing to take on the massive undertaking of rehabilitating, restoring and operating this impressive historical artifact."



Departures

Inland Port Increases

The S.C. Inland Port at Greer handled 8,623 rail moves in February, a 9% increase over its previous highest monthly volume. Fiscal year-to-date rail moves at the terminal through February increased about 66%, with 58,211 moves since July 1, an S.C. State Ports Authority statement said. The previously monthly high at the rail-truck terminal since its November 2013 opening was 7,824 rail moves in December.



Overall, the self-supporting Charleston-based agency reported a 4.4% gain in container volume in its fiscal year-over-year growth through February. The agency's volume of 20-foot equivalent units in February increased by 3.3%, up to 157,962, compared with a year ago. Through the first eight months of the fiscal year, container volume reached about 1.28 million 20-foot equivalent units, compared with 1.23 million during the same period last year.

Pier container volume, or boxes handled, totaled 88,643 containers in February, up from 86,258 boxes a year earlier, the statement said. Fiscal year to date, 721,810 total containers have moved across the docks of the two container terminals, a 3.02% increase from the 700,630 containers in the same period last year.

Jim Newsome, the agency president and CEO, said February volumes "showed modest increases over last year, and we expect continued moderate upticks in our volumes through the spring." Charleston in February handled 66,819 pier tons of non-containerized cargo and boosted the fiscal year-to-date total to 799,687 pier tons, almost 31% ahead of plan.

The agency owns and operates public seaport facil-

ities in Charleston, Georgetown and Greer. Port operations are linked to 187,200 jobs statewide and generate about \$53 billion annually in economic activity.

Charlotte 2-Day Rail Service

Norfolk Southern began delivering a 2-day rail service between the Port of Charleston and Charlotte, NC on March 12. The new service is operating 5-days per week and connects Charleston and Charlotte using existing dedicated intermodal trains with a switch in Spartanburg, SC. The net result is a fast, reliable, price-competitive rail option that is a significant improvement on existing rail options from Charleston and all other ports in the region.

Central Model RR Visit



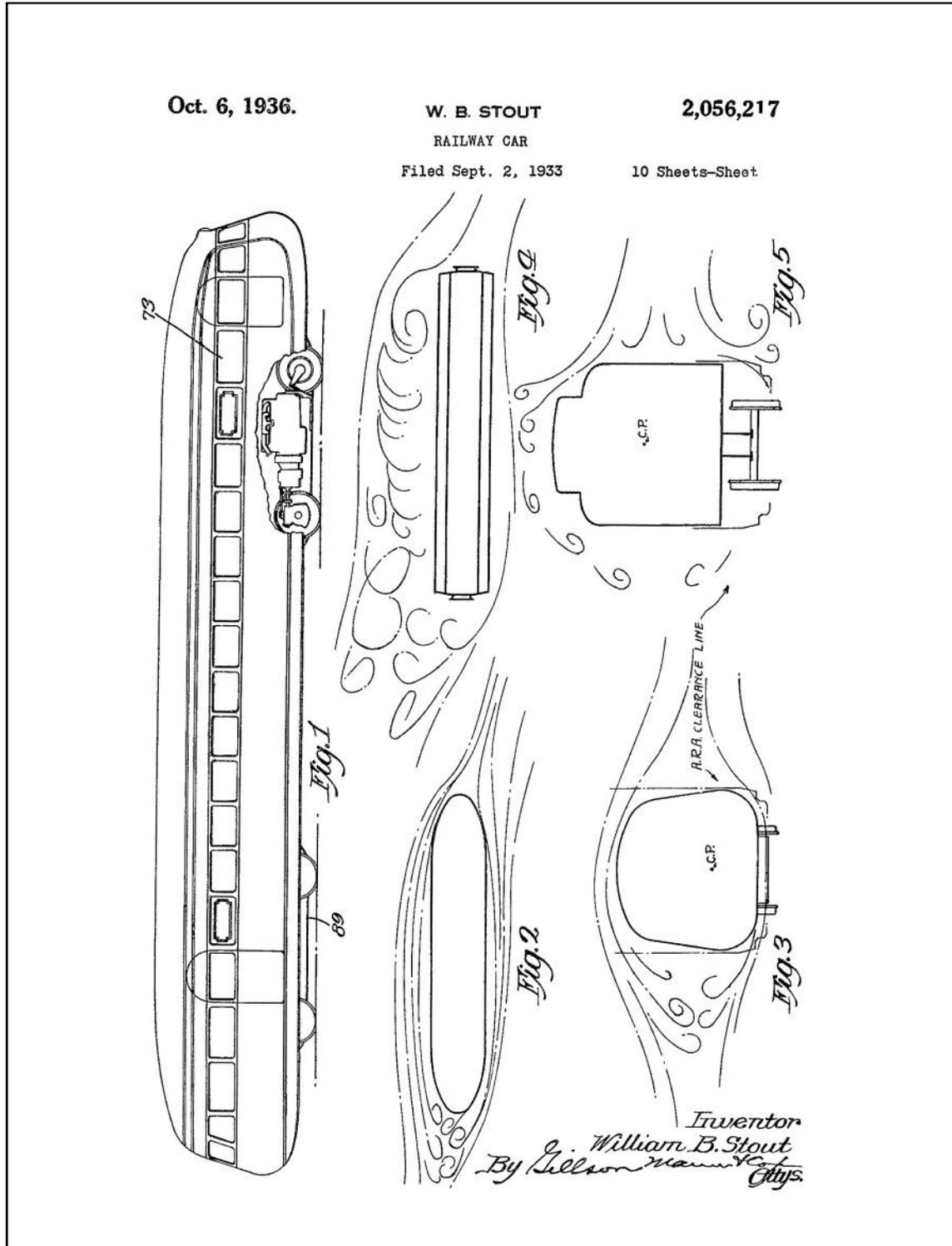
On Saturday, February 27th, this group of CRHA members and their wives visited the Central Railway Model and Historical Association's HO scale layout in their museum building. After watching the model train operations, depicting the Upstate and surrounding area, we visited the remains of the water tank in Central—so named because it was halfway between Charlotte and Atlanta. We then adjourned for lunch of Chinese restaurant delicacies run by Hispanics.



Rare Mileage

1934 Patent for the Pullman Railplane

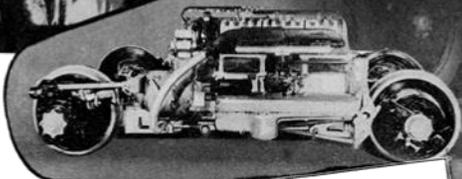
For more complete information look at—www.google.com/patents/US2093579



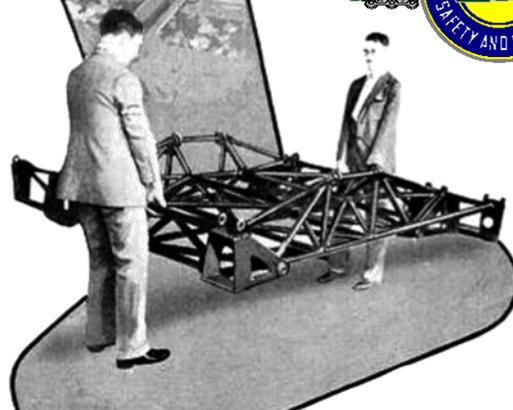
Manifest

Continued from Page 1 - Railplane

AIR-MINDED RAILROADING



THE RAILPLANE
Speed—90 to 110 miles per hour
Capacity—50 passengers
Weight—490 pounds per passenger
Power—Two gasoline engines of 160 horsepower each
Operating cost—Twenty-five cents per mile
Streamlining—Front, rear and against side winds
Safety—Special “four-wheel” air brakes



and mechanics and, since it closely resembles an airplane without wings, propeller and tail assembly, it is called the “railplane.”

Chrome-molybdenum steel and duralumin were used to in the car's construction, giving it unusual strength and resistance to corrosion, as well as light weight.

Not a bolt or a nut was used in building the body, all tubing being welded by acetylene torch.

Complete streamlining is a feature, not a break appearing in the smooth outer surface of the car. The steps fold to conform to the contours of the body and even the bottom is smooth, save the protruding eight wheels.

Two 160-horsepower gasoline engines, take from the production lines of a bus motor factory, propel the car six miles to the gallon of fuel. An automatic monodrive transmission carries the power from engines to axles by means of direct gearing. So well has this drive been arranged that the Railplane starts smoothly, moving away in low gear, then changing to second without attention and finally into high. The driver simply opens the throttle as the car gains speeds. Acceleration is rapid.

One motor is mounted between the wheels on either side of the front trucks. The single throttle controls both power plants, either of which may be removed quickly and a substitute installed in emergencies. One motor is powerful enough to drive the car forward or backward. A separate set of indicators is mounted on the instrument panel to show the driver how each engine is performing. Other dials, switches and signals on the panel aid in the control and operation of engine starters, all lights, brakes and the like.

Special air brakes, two to each set of trucks, stop the car without a jar in ten seconds from a speed of fifty miles per hour. The rapidity with which these brakes operate was demonstrated recently one of the test runs when a child fell as she crossed the tracks. The railplane was backing along the main line. With only a few

feet to spare, the driver applied the brakes upon signal from the flagman standing in the rear of the car. In the parlance of the auto repairman, we stopped “on a dime,” yet without that severe jerk common to the heavy train of today. The railplane's light weight contributes considerably to its stopping power.

This article will conclude in the May issue of the *Carolina Conductor*. Future issues will have further futuristic designs of railroad power from the early days of dieselization.

Wanted—Articles for the Carolina Conductor

Submit an article of 100 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. With Jim Sheppard's passing your editor needs more contributions of local history and news.

Marker Lights



GSMR #1702 to Return to Operation

After long awaited anticipation Great Smoky Mountains Railroad (GSMR) is excited to announce that



On board, passengers will enjoy interacting with staff and hearing about various historical points and interesting facts about #1702. All steam excursion passengers will receive a commemorative #1702 souvenir ticket and lapel pin to celebrate the locomotive's return to the rails! These items are one of a kind and not sold in our retail store. Upon return to Bryson City, a live demonstration of the turntable will also be on exhibit. A few lucky guests will be selected each day to be an active participant in the manual turning of the locomotive!

the historic #1702 steam engine will return for the 2016 excursion season! Thanks to the innovative private/public partnership between Swain County Commissioners, Tourism Development Authority Board, and GSMR, #1702 has been revived and is ready to roll on the rails!

Steam excursions will depart from the historic Bryson City Depot beginning July 22nd with a variety of options. Throughout the season 39 excursions will follow the Nantahala Gorge route and 22 excursions will follow the Tuckasegee River route. All general excursions will offer the full variety of seating options including our most popular First Class seating. Before departure, passengers may arrive early to enjoy a meet and greet with one of GSMR's star conductors along with the engine crew. As it prepares for its journey, #1702 will be on display allowing for photos opportunities and an up close and personal view of the impressive equipment.

This historic season has been years in the making as official restoration began in May of 2014. Under the guidance of Project Manager Steve Jackson and the official boiler contractor, Robert Franzen of Steam Services of America, GSMR's in house shop workers have worked tirelessly to meet the summer deadline. GSMR owner, Al Harper, is personally thrilled to see this massive project reach completion. Harper says, "2016 is going to be a banner year for the Great Smoky Mountains Railroad. Steam is coming alive! Engine #1702 will once again be a super star on our tracks offering numerous excursions for all our guests to ride. The personnel of GSMR have done a tremendous job in making one of my personal dreams come true."

Bookings are now available for the variety of steam powered options. Details can be found at <http://www.gsmr.com> or by calling 1-800-872-4681.



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