

# Carolina Conductor



Volume 3, Number 5

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

May 2016

**Preserving the Past.  
Active in the Present.  
Planning for the Future.**

**Web Site:**

[hubcityrrmuseum.org](http://hubcityrrmuseum.org)

**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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Newsletter articles and news due  
by the 2<sup>nd</sup> Wednesday of month.

## Pullman Railplane

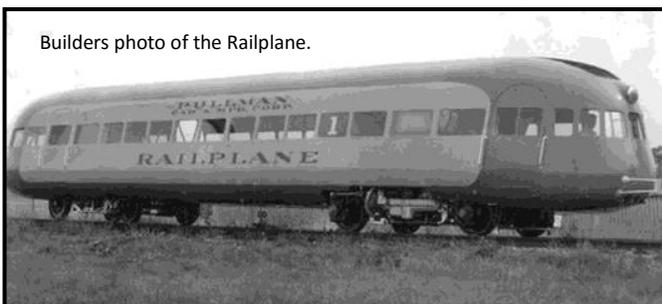
by William B. Stout

February 1934 Popular Mechanics

*Ed.*—continued from page five of April  
2016 *Carolina Conductor*.

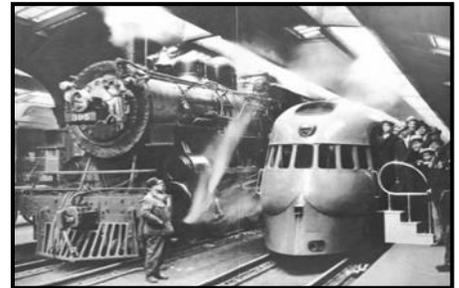
Twenty-three thousand pounds is the weight of the car, or about 490 pounds to the passenger, an amazing figure when compared to the 5,000 pounds per passenger of the steam train. Fifty persons may be carried comfortably in the single unit which we have constructed. Riding qualities are excellent, due to the mounting of special springs in rubber and to the ring of rubber inserted between the steel wheel and the axle. Vibration from the track is reduced to a minimum, while the tubing construction does not transmit a trace of engine shock, even at high speeds.

The car windows are sealed to exclude dirt, dust and noise. Complete air conditioning supplies warm air in winter and cool air in summer. Two doors on each side permit entrance to the railplane, one opening into the driver's compartment and the other into the passenger section. Interior insulation increases the freedom from vibration and outside noise, while modern, luxuriously cushioned chairs add to the riding properties.



Builders photo of the Railplane.

Even the first tests showed us that the railplane would meet our expectations on speed. During one run on a rough freight track, the car exceeded eighty miles per hour with engines turning over at 1,650 revolutions, leaving a reserve of 600 revolu-



The Pullman Railplane alongside a C&NW steam locomotive in Chicago, Illinois circa 1934.

tions and indicating that the car could easily attain 100 to 110 miles per hour. This speed, of course, is not intended for regular operation. The vehicle has a "cruising" speed of ninety miles.

This rapid pace with low power is the result of direct gearing, since experimental work has shown that about twenty-five per cent of the engines' output is lost when the engines turn a generator to produce current for an electric drive instead of driving the wheels direct.

The Pullman Car and Manufacturing company also is building a three-car unit

for the Union Pacific system, a distillate-powered train in which our laboratories had a part in the designing. Another three-car unit is under construction elsewhere for the Burlington railroad, while the Texas and Pacific

Continued on Page 5 - Railplane

# 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 June 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.

## SC & CSX Talk New Inland Port

The South Carolina Ports Authority (SCPA) on Wednesday announced plans for a second inland port facility as a result of the success of its Inland Port Greer and the demand for more efficient international container movement between the Port of Charleston and growing markets in South Carolina and North Carolina.



Port officials are in discussions with CSX to determine the viability of Dillion, S.C., as a potential location for the next inland port, said SCPA President and Chief Executive Officer Jim Newsome in a press release. The parties hope to finalize plans by year's end, he said.

The Dillion site offers access to an existing CSX mainline, which opens a different intermodal marketplace from Inland Port Greer and provides access to the Southeast and Midwest, port officials said. The location also would be close to Interstate 95, a key transportation artery in the Southeast.

"A second inland port in South Carolina would expand



transportation options in the state, lowering shipping costs for South Carolina businesses and improving competitiveness," said Dean Piacente, CSX vice president, intermodal. "This project would also generate substantial public benefits by creating jobs, spurring economic development and reducing traffic congestion on I-26 and I-95."

Hamburg Port Consultants are studying facility design, cost and construction timeline. Port authorities are pursuing federal funding through the Transportation Investment Generating Economic Recovery (TIGER) program to help pay for the project.

About 23 percent of containers imported or exported through Charleston last year moved by rail, with nearly 260,000 international intermodal rail lifts handled in 2015. Intermodal volume has increased 166 percent since 2011, driving increased demand for additional inland port facilities, port officials said.

# Departures

## Amtrak Timetable



Although it will continue to be available as a downloadable file from Amtrak's website, the national timetable with every train on every route at every station — and all of the Amtrak Thruway bus connections — will no longer be printed.

In a statement released this week, Amtrak says, "surveys have revealed that few customers want or use the printed System Timetable and expressed a preference to access information on-line." Other reasons given include:

Schedules, policies, and programs are ever-changing, and it's impossible to keep the printed document up-to-date.

Reducing print is financially and environmentally responsible.

Individual route panels will continue to be printed for distribution aboard trains and at stations; these are also available on-line.

As late as the 2011-2012 Fall-Winter edition, Amtrak's press run was 500,000. It dropped to 360,000 by 2013, and concluded with a 300,000 printing in what turned out to be the final printed timetable, which was issued on January 11, 2016.

While VIA Rail Canada still provides a pocket timetable which lists all of its routes, virtually all other forms of public transportation dropped paper versions long ago. Periodically over its 45 year history, Amtrak has experimented with separate "National" and "Northeast" editions but has always returned to a national system timetable.

Over the last few years, the company has been more likely to tinker with schedule or service adjustments because these can easily be communicated electronically through booking channels. The Amtrak smartphone app, for example, provides station information with maps to show exact locations. In contrast, the timetable's printed station list has been dumbed down to eliminate not only street addresses but zip codes.

Nevertheless, with elimination of this year's National Train Day as well as most route- and train-specific advertising and promotion (unless a state or regional operating authority wants to pay for it), the latest move makes it more difficult for Americans who may not be familiar with all of Amtrak's routes to find out exactly where passenger trains go and when they leave the nearest station.

## New Web Site

The Hub City Railroad Museum has a new web site. Please go to [www.hubcityrrmuseum.org](http://www.hubcityrrmuseum.org) to check it out. Also, please put a link on your Facebook site so others will be able to find the site. If you have any suggestions, ideas or additions, please send them to Dave Winans at the following address: [dwinans4739@charter.net](mailto:dwinans4739@charter.net).



## Farewell Excursion to AEM-7's

Since 1980, the iconic AEM-7 electric locomotives have distinguished themselves carrying passengers between Washington, Philadelphia, New York, New Haven, Boston, Harrisburg and everywhere in between.

Now, after 37 years and over 220 million miles of service, they are being replaced by the new, advanced next-generation Siemens Cities Sprinter locomotives. It is time to give a proper sendoff to true workhorses of America's Passenger Railroad.

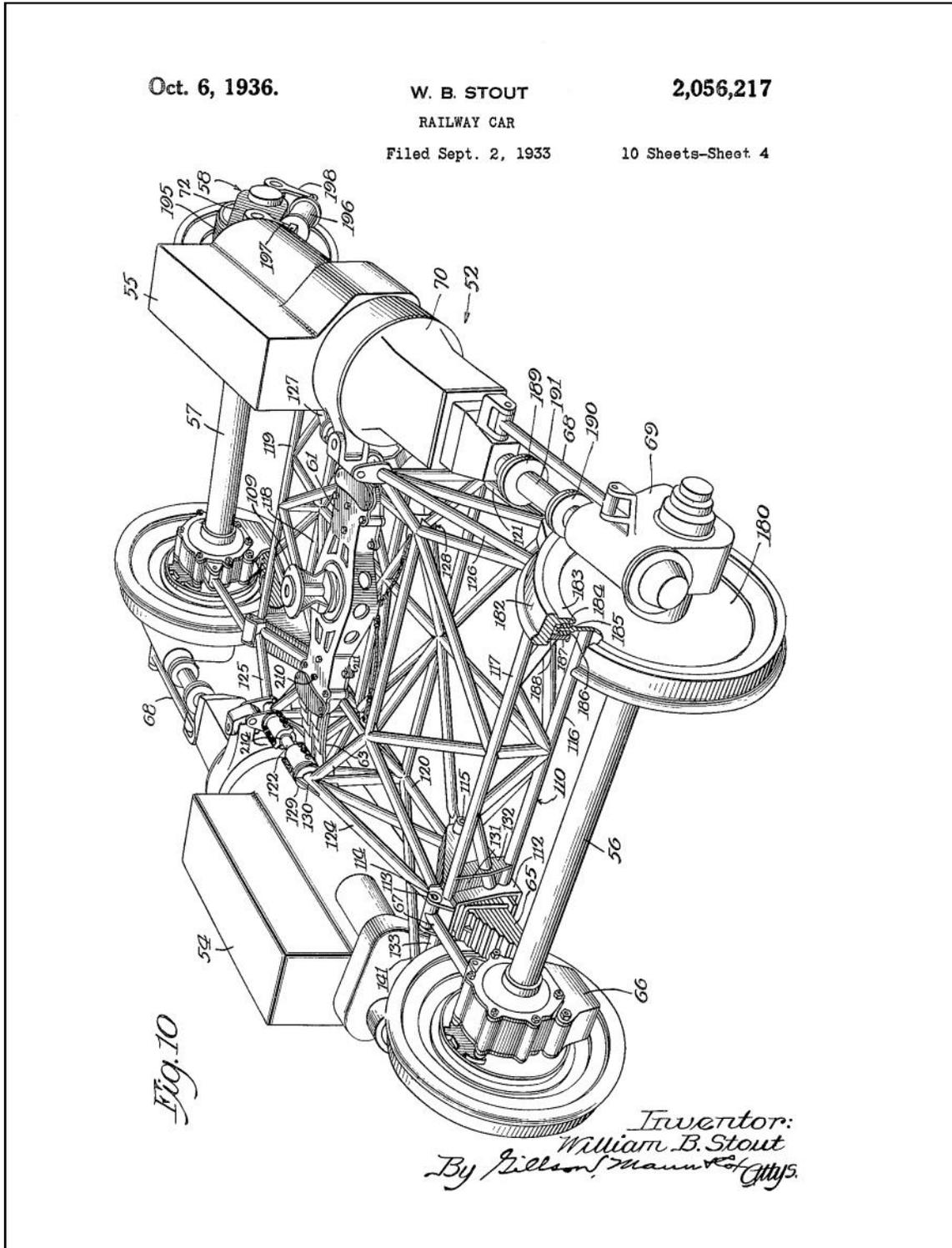
On Saturday, June 18, 2016, Amtrak will salute these remarkable machines with a special Farewell to the AEM-7 Excursion. Be sure to join us and be part of a celebration of railroad history. For info go to: [www.amtrak.com/farewell-to-the-aem7-excursion-train](http://www.amtrak.com/farewell-to-the-aem7-excursion-train)



# Rare Mileage

## 1934 Patent for the Pullman Railplane Power Truck

For more complete information look at—[www.google.com/patents/US2093579](http://www.google.com/patents/US2093579)



# Manifest

## Continued from Page 1 - Railplane

already has placed a two-car train of this type in operation. Both of the three-car trains will be streamlined to the greatest degree thought possible at the time they were designed, and both will attain high speed.

Depending on the traffic, the railplane may be produced in one, two, or three-car units. The engines used will propel a two-car train at ninety miles per hour, while the installation of more powerful motors would give a three-car train the same speed. We visualize sleeping compartment trains of the railplane type, so economical to operate that costs will be a fraction of what they are now.

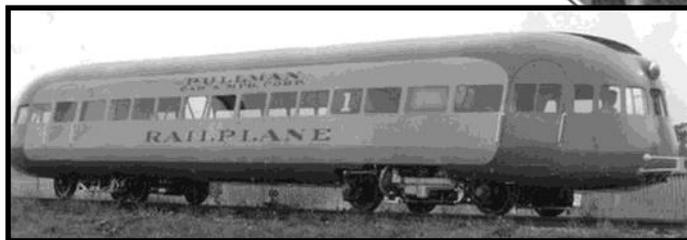
To the railroads, floundering in the midst of too-heavy and too-expensive equipment, the railplane and similar streamlined motor trains bring new hope. I am convinced that we stand on the threshold of an era of fast, safe, comfortable and convenient transportation that might well be described as air-minded railroading.



Top: Interior of Railplane before installation of soundproofing, insulating, and decorative materials. Right: Neat instrument panel resembling that of airplane cockpit.



Cast Iron model of the Pullman Railplane.



### 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

## RJ Corman Line Starts Operation in SC & NC

After just six months of renovations to the right-of-way and improvements to several bridges, a 90-mile short line spanning eastern North Carolina and the coast of South Carolina is once again open for business.

R.J. Corman Railroad Co. held two ribbon-cutting ceremonies this week to commemorate the reopening of the former Carolina Southern Railroad, now known as R.J. Corman Carolina Lines. Officials held ceremonies on Wednesday morning in Loris, S.C., on the south end of the railroad and in Chadbourne, N.C., on Tuesday, near the railroad's northern end. Several state, county, and local officials gathered in both states to celebrate the re-opening of the line.

The 90-mile route runs from Mullins, S.C., east to Whiteville, N.C., and south from Chadbourne, N.C., to Myrtle Beach, S.C., as part of the ill-fated Carolina Southern Railroad that ended operations in 2011 due to insufficient funds needed to repair bridges.

Bill Henderson, vice president of sales and marketing at R.J. Corman, says the first train will run today, Thursday, March 31. Beginning in its first weeks of revenue service, the railroad will have seven online customers, with that number expected to grow during grain and harvest season this fall. Henderson tells *Trains News Wire* that two four-axle locomotives will be the primary power for the railroad. During this week's ceremonies, the railroad placed R.J. Corman EMD GP38-2 No. 3812 on display in Chadbourne.

R.J. Corman purchased the rail line for \$13.9 million in August 2015. Henderson says that in-house construction crews arrived on property shortly thereafter and that resto-



ration work began roughly in September. In the past six months, maintenance and construction crews have replaced rail, crossties, and ballast on much of the route, as well as making improvements to multiple bridges in both states. Henderson says that track speeds are currently limited to 10 mph, but the railroad hopes to increase that speed limit to 25 mph in the future.

The former Carolina Southern is R.J. Corman's first rail operation in the Carolinas. The line will interchange all cars with CSX Transportation in Mullins, S.C., with a base of operations to be held in Chadbourne.

*From Trains.com.*



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