

Carolina Conductor



Volume 3, Number 7

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

July 2016

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

Web Site:

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

Officers:

President:

Milton Ashley — 864-504-5202

Vice-President:

David Winans — 864-963-4739

Secretary:

Marv Havens — 864-292-3852

Treasurer:

Jim Tewell — 864-281-7667

Directors:

Bob Klempner — 864-431-5409

Bruce Gathman — 864-850-3642

Mac McMillin — 864-624-9658

Terry Brelsford — 864-320-6201

Lee Dobbs — 864-268-3939

Mailing Address:

Suite #129

2123 Old Spartanburg Road

Greer, South Carolina 29650-2704

Editor:

Bruce Gathman—

shaygearhead@bellsouth.net

Newsletter articles and news due by the 2nd Wednesday of month.



This article continues our discussion on early streamliner trains. Article taken from the August 1934 *Popular Mechanics*.

Racing the sun in a history-making flight from Denver to Chicago – 1,015 miles in 785 minutes without a single stop – the Burlington “Zephyr” gave the railway’s answer to bus, automobile and air competition.

All the safety and dependability of the rails, plus the comfort of a fireside chair and the speed of an airplane at a passenger cost below that of the least expensive private automobile!

In its run from Denver to Chicago, the “Zephyr” used 418 gallons of fuel oil at a total cost of \$16.72. On the same run a locomotive would burn \$225 worth of coal.

Air conditioned throughout, with concealed lighting, individually adjustable seats and broad, curtained windows, this three-coach articulated train rides as smoothly at 112 miles an hour as the ordinary Pullman does at forty-five miles. Into its building have gone years of scientific progress and research, and at least three of its features point the way for industrial achievement in many other lines. First,

the material of which it is built – stainless steel, an alloy of low-carbon steel, eighteen percent chromium and eight per cent nickel. Because of the greater strength of this metal and the fact that it is not subject to corrosion, tremendous savings in weight are made possible, more than compensating for its higher first cost.

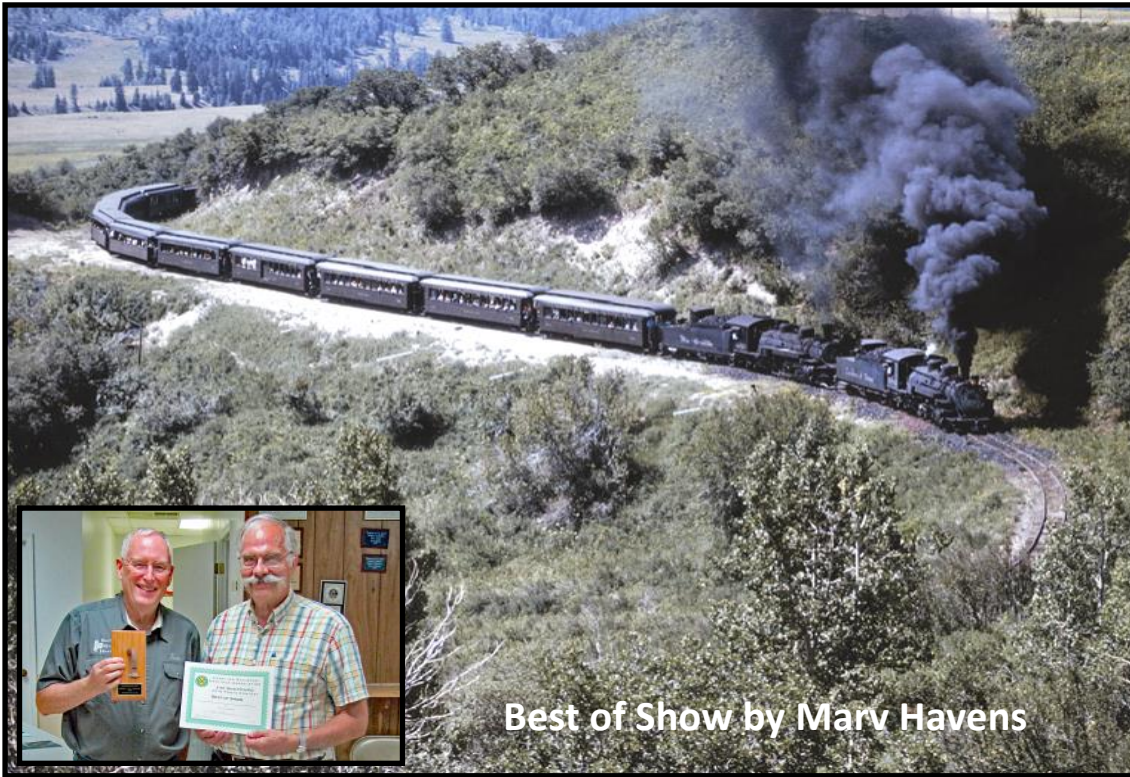
Second, the “Shotwell” method of electric welding developed by Col. E.J. W. Ragsdale and the Edward G. Budd Manufacturing company. By this process a “shot” of electricity is precisely timed, resulting in absolute uniformity of the welds which occur as close together as the stitches in a seam.

Third, the two-cycle Diesel engine with its capacity for quick acceleration, dependable operation and exceedingly low operating costs. Engines of this type have made records of better than 600,000 miles without overhauling.

There is no gainsaying the advantages which trains like the “Zephyr” afford when compared to the conventional steam trains in service today. They are much

Continued on Page 5 - Zephyr

Arrivals



Best of Show by Marv Havens

1st Annual Jim Sheppard Photo Contest

It was a great success! There were 9 members entering 27 photographs. To give you a preview of what's to come, here is the Best of Show print by Marv Havens entitled "Cumbres & Toltec Scenic Run" It depicts the need for helpers up the grade to Windy Point and Cumbres. This narrow gauge railroad can be ridden between New Mexico and Colorado in the summer months. More info can be found at: www.cumbrestoltec.com.

More photographs from the category winners will appear in the upcoming August issue. There will be another photo contest June 2017 with the same rules. Start now sifting through those years of photos and pick out three of your best for next year.

NS & CSX Confirm Cuts

Norfolk Southern and CSX made additional cost-cutting moves as they aim to offset the steady and continued loss of highly profitable coal traffic.

NS has reduced the maximum authorized speed on several secondary routes across its system as part of its plan to downgrade, sell, or short-line 1,000 miles of track this year.

CSX, meanwhile, announced it would virtually shut down its Winston Yard in Lakeland, Fla., to consolidate its operations in the Tampa area. CSX officials met with Winston Yard employees on Monday to inform them the yard's operations

would be reduced and its car shop shuttered. Winston's locomotive shop will remain in service. The move will result in 80 job abolishment's, including 76 union and four management positions.

"The Tampa region is a strong revenue generator for CSX, but it is served by multiple yards with a large cost structure. In evaluating the region's operations, we saw an opportunity to significantly lower costs while continuing to provide safe, reliable service to all of our local customers served by Tampa-area crews," Chief Operating Officer Cindy Sanborn wrote in an email to employees.

CSX also said it was eliminating 39 mechanical and eight engineering positions system wide. CSX has reduced operations at 17 lower-volume car shops system wide and reduced its number of operating divisions from 10 to nine.

NS, meanwhile, confirmed that it had reduced the maximum authorized speed on several secondary routes this week. But a railroad representative was unable to provide specifics. The speed reductions are "one of the options we are using across our network to reduce costs while not impacting service," NS' Susan Terpay says. Speed on the affected routes has dropped to 25 mph, generally from 40 mph. The change from Federal Railroad Administration Class 3 track to Class 2 will reduce maintenance costs. NS leased 309 miles of its mothballed West Virginia Secondary in Ohio and West Virginia to Watco in May. The short line railroad conglomerate is expected to begin operating the route in July as the Kanawha River Railroad. So far this year NS has shut down the hump yard at Knoxville, Tenn., reduced switching operations at 25 smaller yards across the system, combined its Virginia and Pocahontas divisions, and reduced its operating regions from three to two.

Both NS and CSX have taken steps to streamline operations this year as coal traffic plummets. NS aims to achieve \$200 million in cost and productivity savings this year, while CSX is shooting for \$250 million. Both railroads are expected to take additional steps to bring costs in line with revenue.

Departures

NC&StL 4-8-4 #576 to be restored.



the professional skills to raise money and do the restoration," Bebout says. "We didn't have that the last time we tried to make this happen. This team effort is what's going to be the success of this project."

What's changed in the last 15 years? In 2001, Meador says, "the Music City Star (commuter service) hadn't happened yet, so the Nashville & Eastern was not capable of

One of the rarest members of "the greatest generation" of modern American steam has languished in a Nashville park for more than six decades. Multiple efforts to bring it back to life have come and gone.

Now, though, steam buffs hope the stars are aligning for Nashville, Chattanooga & St. Louis Railway No. 576. The big J3 engine, the sole survivor of a class of 20 built during the desperate days of World War II, is a 1942 product of the American Locomotive Company. The last time someone proposed removing the 4-8-4 from Centennial Park, in 2001, the parks board declined the offer.

Today, though, "it almost seems as if the timing is right, with all the things coming together," says Shane Meador, a Nashville native and president and chairman of the recently formed Nashville Steam Preservation Society.

Meador's \$5 million vision calls for leasing 576 from the Nashville Metro government and moving the engine to the Tennessee Central Railway Museum on the Nashville & Eastern Railroad. The restored J3 would lead excursions over the 108-mile N&E — the former Tennessee Central Railway east of Nashville — using 14 passenger cars from the museum's collection.

Museum President Terry Bebout, who was involved in the failed 2001 effort and is now preservation society vice president, thinks it really could happen this time.

"This is definitely a much better team of people with

supporting the operations of a large steam locomotive."

Also, the parks board today has a deadline to move 576 somewhere so it can start a major renovation of Centennial Park. Nashville's historic riverfront has become both a popular tourist draw and home to Riverfront Station, where excursion trains would depart.

Most important, Meador says, "We have the people with the technical skills to make this happen, people who have been involved with over 30 successful steam locomotive restoration projects around the country."



Rare Mileage

1934 Design Patent for the Budd Zephyr

For more complete information look at—www.google.com/patents/D98,126

Jan. 7, 1936.

E. J. W. RAGSDALE

Des. 98,126

LOCOMOTIVE

Original Filed April 23, 1934

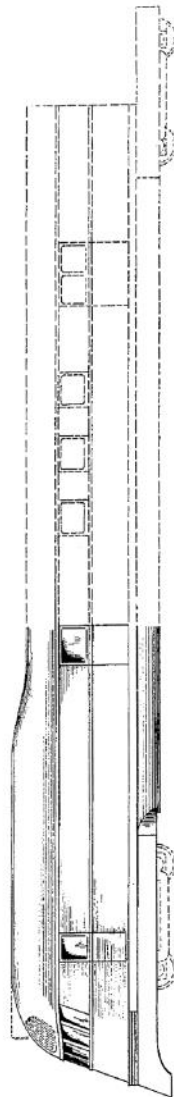


FIG. 1

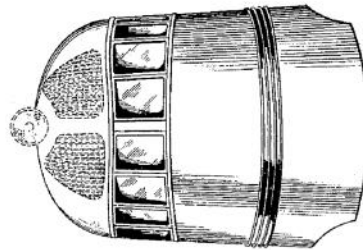


FIG. 3

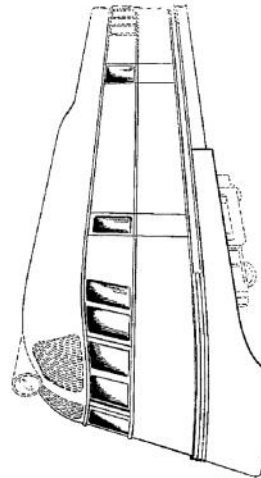


FIG. 2

INVENTOR.
EARL J. W. RAGSDALE

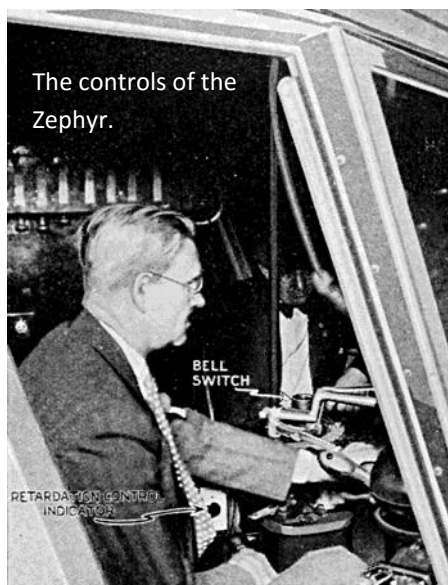
BY

John P. Garbay

ATTORNEY.

Manifest

Continued from Page 1 - *Zephyr*



The controls of the Zephyr.

lighter – a three-car unit weighing only about as much as one Pullman car. They are capable of high speeds at low cost and their lightness has not been secured by sacrificing strength. The center of gravity is lower, which improves their riding quality.

But where will all this leave the steam-propelled train and the faithful iron horse? Quite paradoxically, many rail executives believe, it will probably leave them at the threshold of a period of rapid progress such as they have never seen before. In the first place, those who see visions of the new streamlined trains throwing the locomotive on the scrap heap lose sight of the fact that the primary business of the railroads is to transport freight. In 1933, of all locomotives in service on Class 1 railroads, eighty-one per cent were used to pull freight trains and for shunting cars in yards.

The advantage of electric and internal combustion traction is their higher available horsepower, as compared with steam, in quick starting and at lower speeds. Such propulsion, therefore, has definite advantages in switching and in local services with frequent stops and starts. As speed increases, however, the available horsepower of such units rapidly diminishes. With steam locomotives, by contrast, horsepower available at starting and at the lower speeds is comparatively low, but it

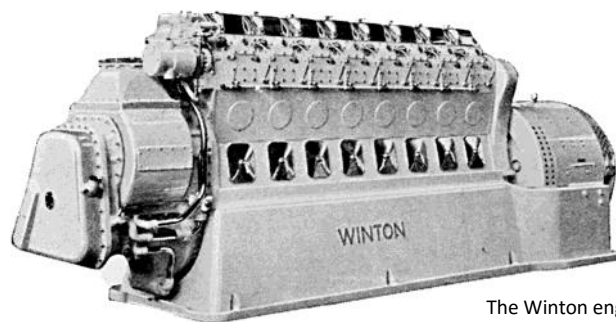
increases with speed until about twenty-five miles per hour is reached, and thereafter declines very slowly. Steam locomotives also cost only about one-half as much as other motive-power units.

This higher cost is particularly important if electric traction is adopted, because, in such a case, there is a huge outlay not only for motive power but for powerhouse and wayside equipment as well. The development of the Diesel-electric locomotive, which, though costly compared with steam, does not entail the wayside plant necessary with electrification, has caused some railroad men to look to it as a possible alternative to electrification in cities.

There exists today also a great hope that the total weight of passenger trains may be materially decreased, making possible the use of lighter power. Such an opportunity does not exist in freight service, however, for, supposing the weight of freight cars is materially decreased – that will not bring a reduction in the total weight of freight trains, because alert railway managers will add paying load to take the place of the reduction in non-paying weight. They will not reduce the total weight

of their trains, but rather will take advantage of the reduced weight of cars – and their weight is going to be reduced by the use of lighter metals and by substituting welding for rivets – by adding to the payload per car and per train.

In late years, the design of steam freight locomotives has been greatly improved to bring about low maintenance



The Winton engine developed by EMD for Ralph Budd.

costs and greater fuel efficiency so that the locomotive builders might assert that many engines in service today might well be packed off either to the scrap heap or to museums. Locomotives which were built prior to 1915 are over sixty per cent of all locomotives. *Conclusion next month.*



Original Zephyr on display at the Museum of Science and Industry in Chicago.

Wanted—Articles for the Carolina Conductor

Submit an article of 200 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



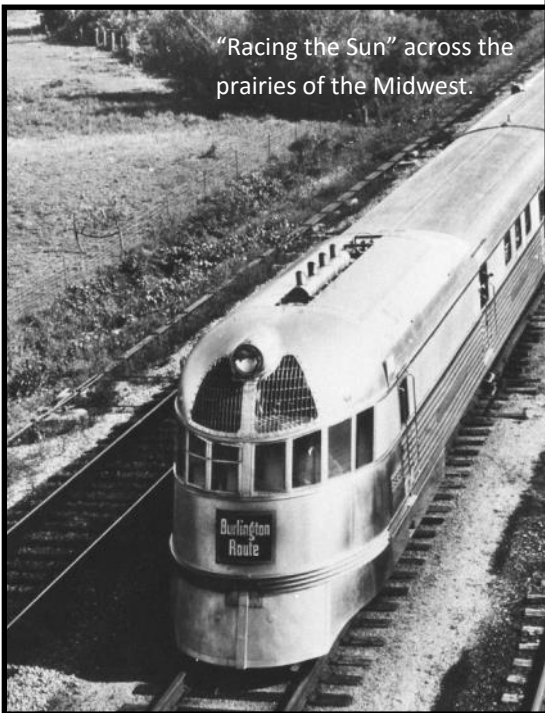
CB&Q Zephyr



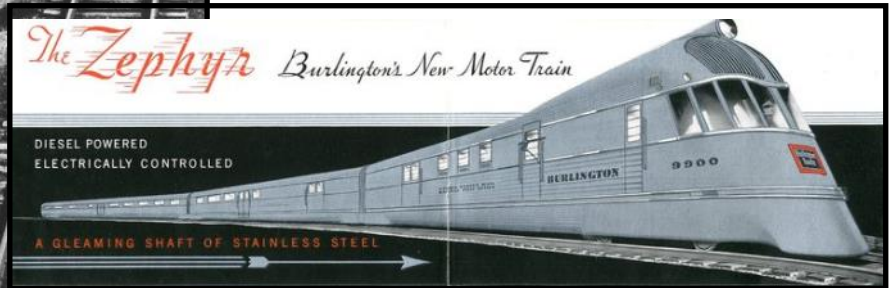
Childs pull toy Zephyr.



The passengers, including "Zeph" the burro, that rode the Zephyr on the "Dawn-to-Dusk Dash" gather for a group photo in front of the train after arriving in Chicago on May 26, 1934.



"Racing the Sun" across the prairies of the Midwest.



Early Zephyr advertisement.



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