

Carolina Conductor



Volume 3, Number 8

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

August 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:

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Vice-President:

David Winans — 864-963-4739

Secretary:

Marv Havens — 864-292-3852

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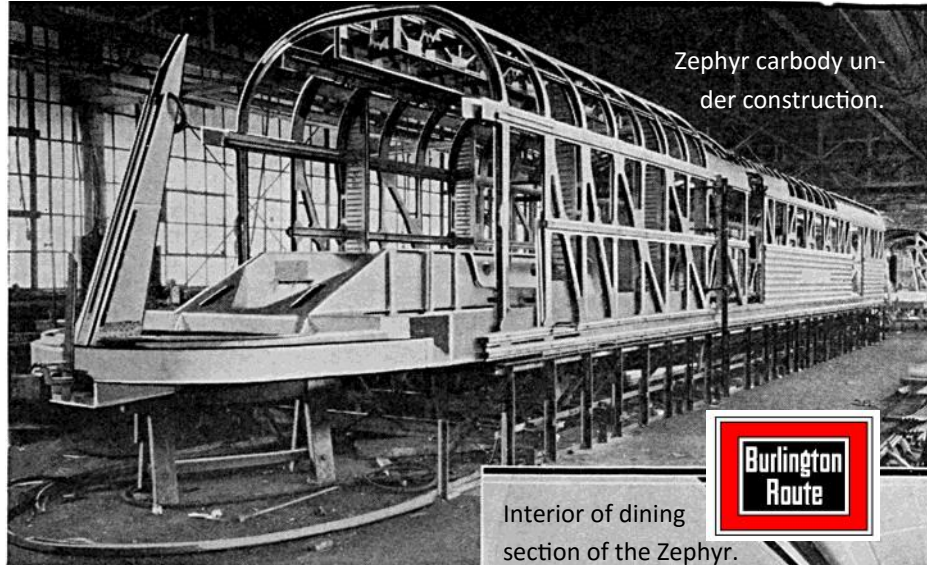
Greer, South Carolina 29650-2704

Editor:

Bruce Gathman—

shaygearhead@bellsouth.net

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



Zephyr carbody under construction.

Interior of dining section of the Zephyr.

Wings to the Rising Sun

Continued from July 2016 *Carolina Conductor*—Ed.

Those who have studied motive-power economics most thoroughly are pretty well agreed that locomotives as old as that would be of very doubtful economy in modern railroad operation, even if locomotive design had not been improved in that time, and it has been radically improved.

A few years ago one railroad purchased twenty-two modern freight locomotives to supplant units ranging from only eight to fourteen years old, and found that the new power earned thirty-eight per cent upon the investment — in lower fuel costs, lower

maintenance costs and lower wage costs per ton-mile of traffic. A number of roads have kept their heads above water, financially speaking, during the depression largely because the decline in traffic has enabled them to move all their freight with their newer, economical engines, letting the older units which

Continued on Page 5 - Zephyr

Arrivals

Jim Sheppard
Photo Contest Winners
**Diesel
Locomotives
Category**



“Streamliners”

2nd Place
Danny Higgins
Taken at Streamliners Day at Spencer, NC



“Heritage Day”

3rd Place
Danny Higgins
NS Heritage Units at the roundhouse in Spencer

“The Burlington”

1st Place
Danny Higgins
Taken at Streamliners Day at Spencer, NC



Arrivals

Jim Sheppard Photo Contest Winners Steam Locomotives Category

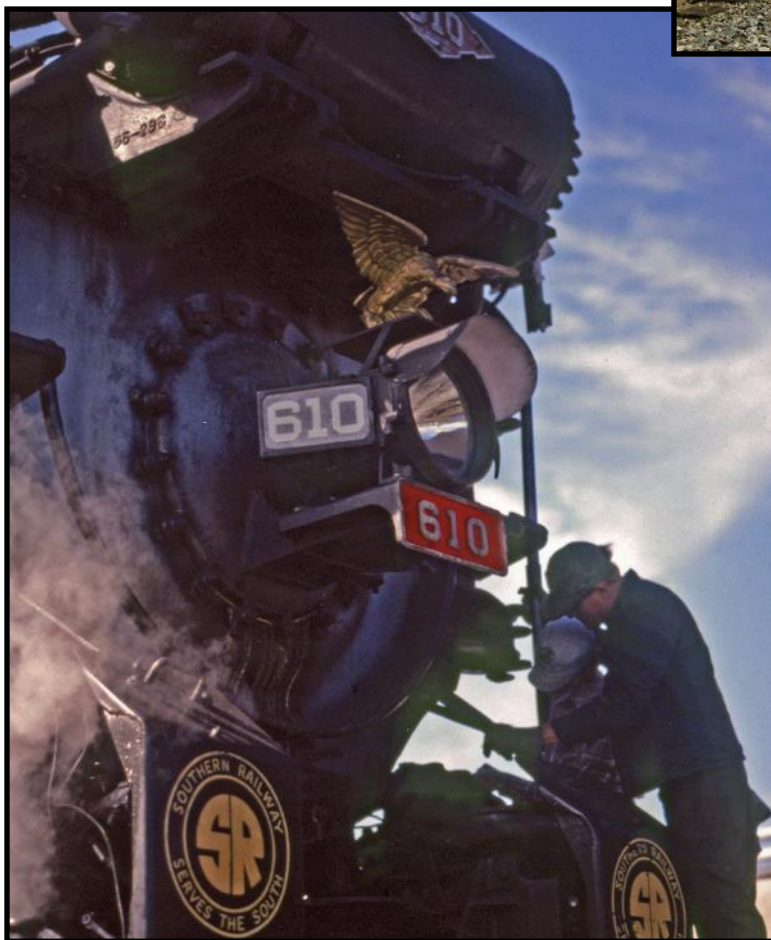


"#611 Rolling Through Greenlee, NC"

2nd Place
Brian Martsof
Between Marion and Old Fort, NC

"1218 Silhouette"

3rd Place
Dave Winans
NS loco #1218 on an excursion to Spencer, NC.



"The #610"

1st Place
Anne Winans
Preparations for a Southern excursion.



Arrivals

Jim Sheppard
Photo Contest Winners
**Other Railroad
Subject
Category**



“Sunset of a Perfect Day”

2nd Place
Marv Havens
Hwangie, Zimbabwe
after a day of chasing Garrats.



“S Curve”

1st Place
Bruce Gathman
Empty hoppers sit in the Bluefield, WV yard.

“Motorcars on the Mountain”

3rd Place
Jim Hopkins
Motorcar trip on the original ET&WNC in eastern Tennessee.



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. 98,133

RAIL VEHICLE

Filed April 23, 1934

2 Sheets—Sheet 2

FIG.5

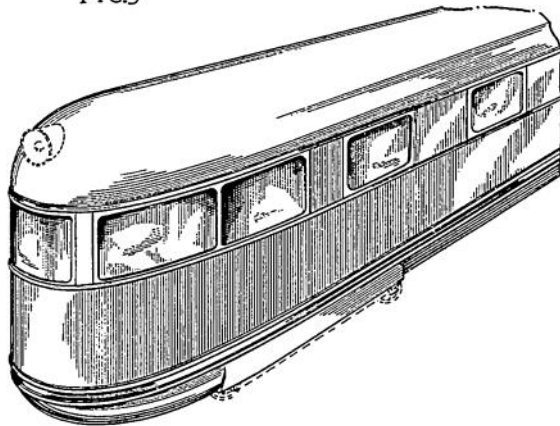


FIG.6

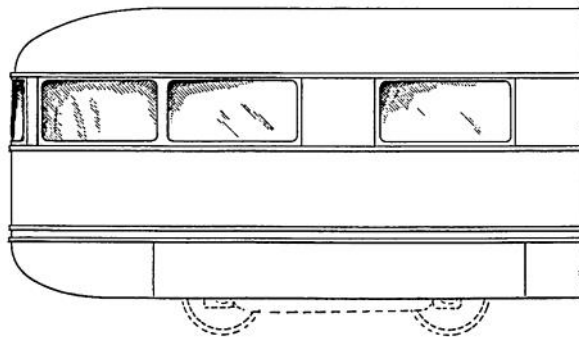
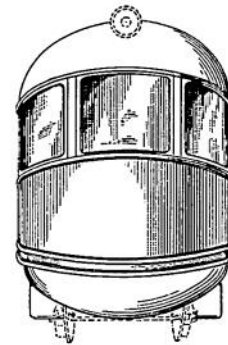


FIG.7

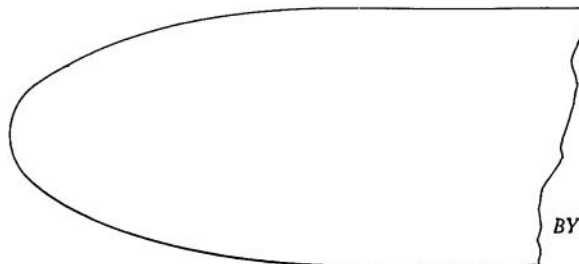


FIG.8

BY

INVENTOR.
EARL J. W. RAGSDALE

John P. Darbo
ATTORNEY.

Manifest

Continued from Page 1 - Zephyr

Those who have studied motive-power economics most thoroughly are pretty well agreed that locomotives as old as that would be of very doubtful economy in modern railroad operation, even if locomotive design had not been improved in that time, and it has been radically improved.



Strongman pull demonstrating the lightweight construction of the Zephyr.

A few years ago one railroad purchased twenty-two modern freight locomotives to supplant units ranging from only eight to fourteen years old, and found that the new power earned thirty-eight per cent upon the investment – in lower fuel costs, lower maintenance costs and lower wage costs per ton-mile of traffic. A number of roads have kept their heads above water, financially speaking, during the depression largely because the decline in traffic has enabled them to move all their freight with their newer, economical engines, letting the older units which cost so much more to run stand idle. There are not a few roads today which are faced with the early alternative of acquiring new locomotives or else, by calling old engines into service,

greatly increasing their per-train-mile cost of doing business.

Streamline design on the railroads probably does not justify the additional expense which it entails until speeds reach approximately sixty miles per hour. It is not likely, therefore, that there will be much incentive for some time to come to spend money on streamlining either freight cars or freight locomotives, but new freight locomotives are justifiable on a basis of



Zephyr arriving at East Dubuque, Illinois.

economy of operation and low first cost and no other machine has yet been designed which promises to supplant them.

This does not dispose of the fact that the Burlington's "Zephyr" constitutes a definite challenge to the present overweight, regularly scheduled limited train and the locomotive which pulls it. It is a challenge in which the challenger may well be the victor in many cases if the characteristics expected of these units are achieved in practice. The fastest speeds usually attained in North

America are well below sixty miles per hour; most of them indeed are below fifty miles per hour. It is proposed to operate the new trains at speeds as high as 100 miles per hour or more, and also to maintain terminal to terminal schedules with them of sixty miles per hour or even better.

Some doubt has been expressed as to the feasibility or safety of such high maximum speeds, but it would appear that these fears are groundless as far as most main lines are concerned.

There will, to be sure, even on the most highly developed lines, be occasional curves where reduced speed will be necessary, but there are plenty of stretches of main-line track, including some curvature, where maximum speeds as high as ninety miles per hour

are made today with conventional equipment without discomfort to passengers. The lower weight of the new units should permit operation at high speeds around curves designed for much heavier weights at lower speeds without the necessity for strengthening the track structure.

Come what will, the effect of this new "Zephyr" will be seen in practically all future passenger equipment. Lighter passenger trains are coming and in many cases with higher speeds, greater comfort and lower costs.

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

When Ralph Budd and Edward Budd (no relation) met in 1932, the golden age of railroads had long since faded. Ralph Budd, president of the Chicago, Burlington & Quincy (generally known as CB&Q, or simply Burlington), and Edward Budd, an auto body manufacturer from Philadelphia, joined forces to revive their industry and increase its revenue. Ralph Budd sought improvements in speed, efficiency, and appearance; Edward Budd brought this vision to life with his innovative use of stainless steel and streamlining.

Simultaneously, Charles Kettering of General Motors was experimenting with perfecting the diesel locomotive engine. Inspecting the efficient and reliable engine at the 1933 Chicago World's Fair, Ralph Budd recognized this as the engine that would propel his lightweight train out of the gate.

By April 1934, the Burlington *Zephyr* -- named by Ralph Budd for Zephyrus, the god of the west wind and a symbol of rebirth -- was ready. It was unlike any train that had come before it, even the Union Pacific *M-10,000* streamliner, which beat it out of the factory by two months but was not as technologically advanced. The corrugated stainless-steel exterior empha-



sized the machine as art, and the interior stressed efficiency: clean and simple, without the overstuffed look of Pullman cars. For the first time, aesthetics and engineering acted together, spawning the streamlined craze of the 1930s.



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