

Carolina Conductor



Volume 6 Number 8

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

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Preserving the Past Active in the Present Planning for the Future

Web Site: hubcityrrmuseum.org

Facebook: Carolina Railroad Heritage Association

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 Rwy Caboose #X3115:

Spartanburg Amtrak Station

298 Magnolia Street

Spartanburg, SC 29301-2330

Wednesday 10-2 and Saturday 10-2

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Articles can be submitted anytime.

Rail Cars of the 19th Century

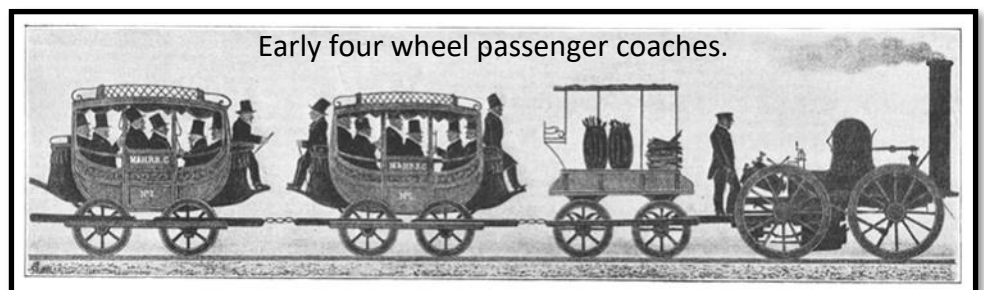
Traveling in very early railroad carriages was uncomfortable, impractical, and sometimes dangerous. The first railroad passenger cars were built by carriage makers, thus, they looked like coaches mounted on four-wheeled railroad wagons. Passengers rode both inside the coach and on benches mounted on top of the coach. Judge J.L. Gillis recalled his first railcar journey from Albany to Schenectady in 1831.

The trucks were coupled together with chains or chain-links, leaving from two to three feet slack, and when the locomotive started it took up the slack by jerks, with sufficient force to jerk the passengers, who sat on seats across the top of the coaches, out from under their hats, and in stopping they came together with such force as to send them flying from their seats... There being no smoke or spark-catcher to the chimney or smoke-stack, a volume of

black smoke, strongly impregnated with sparks, coals, and cinders, came pouring back the whole length of the train. Each of the outside passengers who had an umbrella raised it as a protection against the smoke and fire. They were found to be but a momentary protection... all having their covers burnt off from the frames... [and] the deck-passengers, each whipping his neighbor to put out the fire. Quoted from: *The History of the First Locomotives in America from Original Documents and the Testimony of Living Witnesses*, by William H. Brown, 1871.

By 1834, mounted carriages were replaced by rectangular rail cars with simple wooden benches and a center aisle in a style recognizable today. The first cars were necessarily short to enable them to navigate tight curves. Later they were mounted on four-wheeled swiveling trucks, allowing the longer cars to more easily navigate the tight curves.

Early cars were called day coaches, since most trips were short and during the day. A short journey was



Continued on Page 4 - Rail Cars

President's Message

July Meeting

The July meeting was held at 7:00pm at the Woodmen of the World Lodge in Greer on July 19, 2019. The program for the evening was the 4th annual James Sheppard Photo Contest. We had a record 41 photos submitted and those present at the meeting voted for their favorites.

Winning photos will be presented in the September Carolina Conductor. Bruce Gathman's photo took home the Bent Spike Award for Best of Show. Thanks to all who submitted photos making this meeting a success.

August Meeting

The August meeting will be held on August 16 at 7:00pm at the Woodmen of the World Lodge in Greer. The program for the evening will be presented by Dave and Anne Winans and will be about the 2019 NMRA Convention held in Chattanooga in June.



SOU Rwy #630 was on the NMRA tour.

Calendar of Events

Mark your calendars for the following events:

August 16, 2019 – CRHA Meeting at 7:00 pm

August 17, 2019 – Model Train Day at the Depot, 10am – 3pm

August 24, 2019 – Train Show – Infinite Energy Center, Duluth, GA

September 2, 2019 – Director's Meeting, Taylors Library, 6:30 pm

September 3, 2019 – Train Lover's Lunch, A&P Restaurant, Greer, 11:30

September 6,7,8,13,14 – Trains, Trains, and More Trains, Mauldin Cultural Center

September 21, 2019 – Picnic on the G&W RR in Belton

September 28, 2019 – Greer Rail-Fest, City Hall complex, Greer

Caboose Renovation



Members remove flooring as work continues on the caboose restoration.

The Caboose continues to be closed to the public during the ongoing renovation. We hope to have it back into service as soon as possible,

but it appears that this will be a long-term situation. Every time we uncover something in the Caboose we find more work that needs to be done.

The majority of the wood and insulation has been removed, but the walls need to be scraped to remove all insulation and rust build-up. If you would like to help with the renovation, please contact Duane Heard at 810-623-7444 or Dave Winans at 864-963-4739.

Kids Day at the Depot

We held Kids Day on July 20th. The Bounce House, 50ft Inflatable Crawl-Through Train and the Trackless Train ride, along with Thomas and Company Lionel Layout were enjoyed by an estimated 360 visitors. We also had a Shaved Ice Truck which everyone also enjoyed.



Thomas was a popular attraction.

Touch a Truck Day

Touch a Truck Day was held at the Depot on August 3rd. We had two fire trucks, a uniquely painted tow truck, two railroad motorcars and a farm actor.

Hub City Kids had numerous

Continued on Page 3—President

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. Your editor always needs more contributions of local railway history and news.

Continued from Page 2 —President



A couple of kid magnets at Touch a Truck Day.

activities for kids and they were joined by Fairforest Elementary School, who also had kid related activities. We estimate that approximately 400 visitors attended the event. Thanks to all members who helped to make this day a success.



All activities stopped when a train passed.

August 17 Model Train Day

Mark your calendars for August 17 when a variety of model trains will be at the depot. The Piedmont 'N' Southern N-Scale T-TRAK layout will be there. The Palmetto Division of the NMRA will have a dis-



Model trains will be running.

play and information on their organization. The Central Railroad Model and Historical Association as well as representatives from the Model Trains Station will be joining us. In addition, Stephen Milley of Scale Rails Models will have a table with the new, very well done HO crafts-

July Minutes

Minutes of the July Directors' meeting are attached.

Thanks, Dave Winans
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dwinans4739@charter.net



man kit of the current day Spartanburg Depot on display and for sale.

Operation Lifesaver will have a display and information on railroad safety. Authors John Fowler and Wilson Casey will also be there to talk about the railroad related books they have written. We will also have our inventory of model train related items available at special Model Train Day prices.

Visit the Museum

Our latest museum display is of glass and ceramic insulators used on telegraph and telephone pole lines. We also have an adjoining display consisting of historic communications equipment. The Hub City RR Museum is open from 10 to 2 on Wednesdays and Saturdays.



A sampling of insulators.

A sheet of Transcontinental Railroad commemorative stamps. May still be available at the post office.

Continued from Page 1 - Rail Cars

good because travel was extremely uncomfortable. Originally cars were one class, with people from all walks of life riding together. By the 1840s, passage was sold on second class cars and, in some cases, third class or "emigrant" cars that carried settlers further west. Passengers on the emigrant cars endured miserable

railroads flourished, passengers reaped the rewards of improved car design.

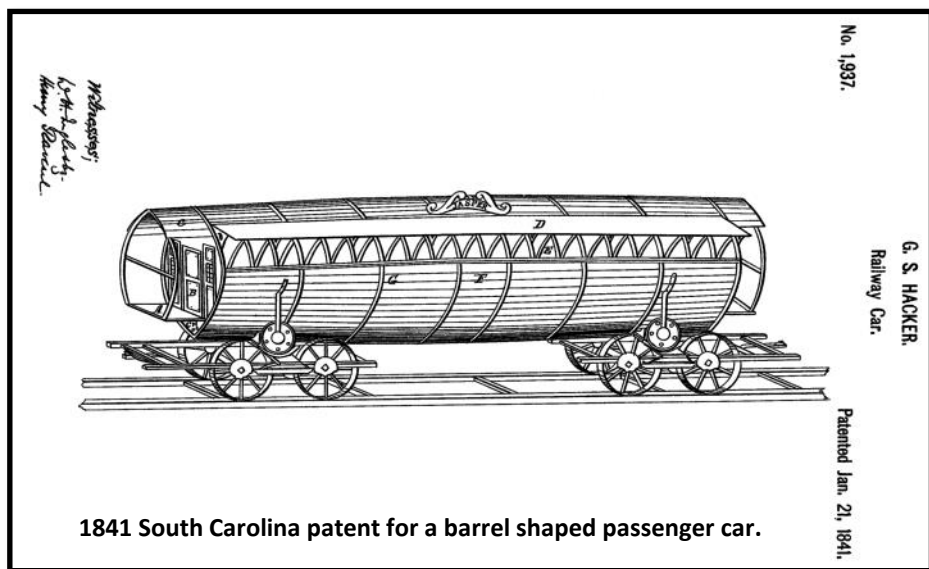
Though the first sleeping cars were introduced surprisingly early (Richard Imlay built the first sleeper in 1837 for the Cumberland Valley Railroad), they were often nothing more than folded down wooden

car ceiling. The passenger felt each jolt and sway. Additionally, with most trains operating in daylight on short runs, there was little demand for sleeping cars. By the 1850s, with travel distances lengthening, demand increased. When Pullman sleeping cars were introduced in the 1860s, long distance travel became quite comfortable.

Though George W. Pullman did not invent the sleeping car, his name became synonymous with them. His first cars were primitive, but over time he raised ceilings, improved ventilation, increased comfort, and introduced the idea of a dedicated car attendant to make up the beds and assist travelers. By the 1860s and 1870s, Pullman cars were elegant and even lavish, further distinguishing first class travel. Pullman eventually monopolized the sleeping car industry.

Food amenities were difficult to come by in the early years of train travel. Vendors sold sandwiches at some stations. On the longer routes, some stations had restaurants, but stops were short, there were rarely enough tables, and passengers made a mad dash in hopes of getting served in time. Many passengers supplied their own food for the journey.

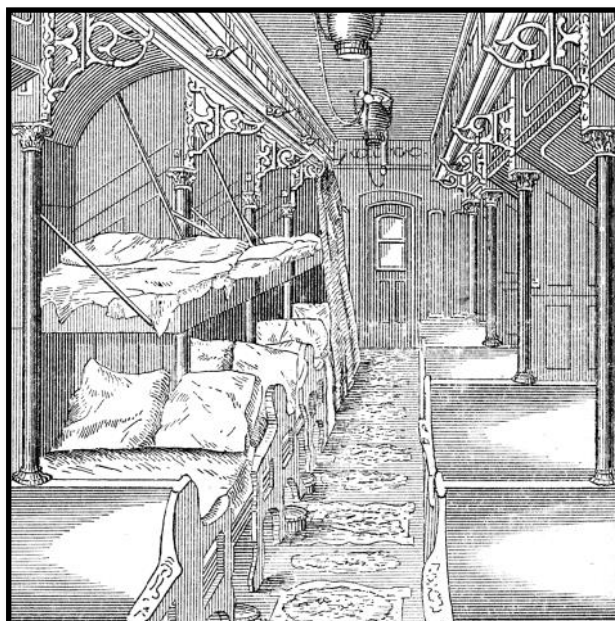
Dining cars, which came into fashion in the late 1860s, were expensive to both build and operate. Because the high cost made them impractical, initially they were



conditions, often having been furnished with only a wooden bench along the wall. Some emigrant cars were freight cars fitted temporarily with wooden seats or benches for the trip to the Midwest then filled with grain for the trip back east.

With the movement, westward, longer distances were covered, and demand increased for more amenities. As rail travel extended into the Midwest, a passenger from the East might sit on a hard, wooden seat for 48 hours to reach Chicago. Some effort was made to make the coaches less uncomfortable by upholstering the seats, but low ceilings, lack of heating and ventilation, and rudimentary suspension systems still made for an awful ride. As ridership increased and competition between

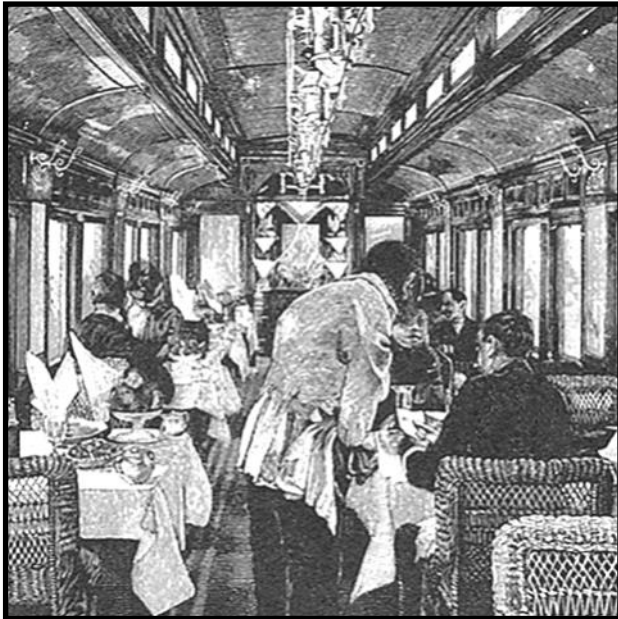
seat backs or wooden shelves hooked to rods hanging from the



Early Pullman sleeping car.

Continued on Page 5 - Rail

Continued from Page 4 - Rail Cars



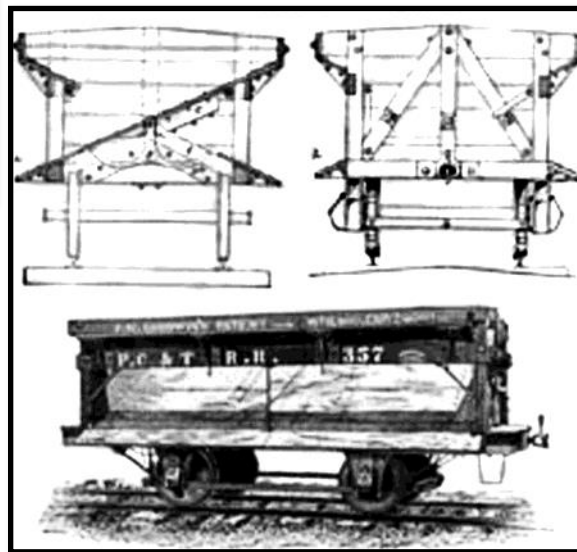
used only in the Midwest to accommodate passengers travelling long distances. By the 1880s, they were more common and increasingly more elegant. Dining cars were included on long-distance trains into the 20th century, but they almost always lost money and were maintained only as a convenience.

Other specialty cars sprang up along the way. Originally, baggage travelled in the same car with the passenger, though dedicated cars soon followed. Trains carried mail as early as 1831, and by the early 1860s, mail was sorted and bundled in cars designed for the purpose and delivered along the rail line. Various "mailbag catchers" were designed to exchange mailbags on the fly as trains passed through towns. Refrigerator cars came into use in the 1860s, mainly cooling shipments by packing ice into insulated walls at the ends or in the middle of the cars. Stock cars were designed to carry animals to market. The caboose evolved from use as a storage car to one that the con-

ductor and crew used for an office and living quarters. Specialty Cars for Railroad Work

Many cars were designed specifically to build and maintain railroad facilities. For example, dump cars, snow plows, weed

burners, and dust sprinklers were used to maintain roadbeds and tracks. Hand cars allowed inspectors and supervisors to cover a fair distance to check track work. Clearance cars made sure there was enough space between tracks and girders or tunnel walls. Poling cars were used to distribute cars in a switch yard. Dynagraph cars measured, among other things, train speed and distance, and checked



the condition of the rails and road bed. Crane cars cleared wreckage, pile driver cars placed piers for bridges, and steam shovel cars excavated road beds.





Boise Depot

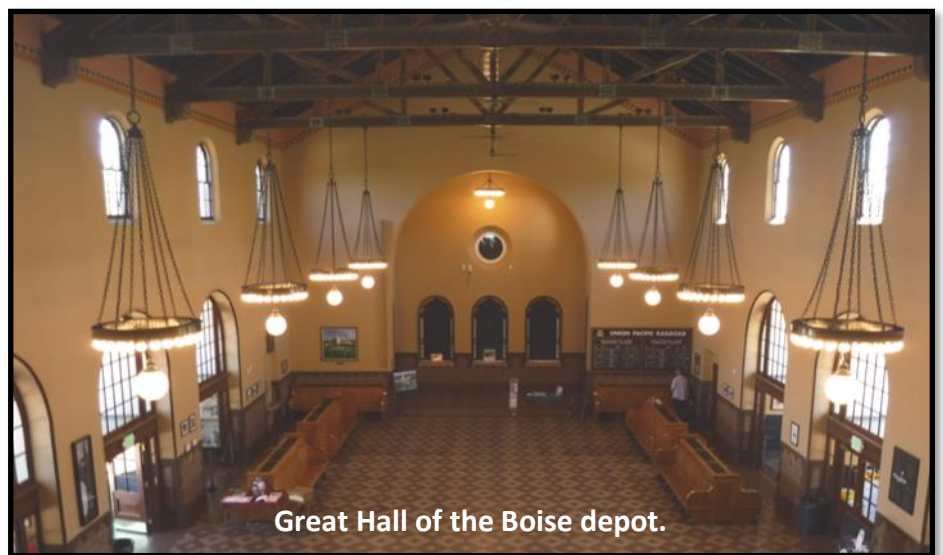
Story and Photos
by Phil Abers

This June I found myself in Boise, Idaho, with a day to spend, before heading off for a raft trip. Of course, the most important task for my free day was to see a train site. I was in luck to find the Boise Depot on this quiet Sunday morning. I arrived shortly after sunrise to get the best lighting for pictures.

When I saw the Boise Depot, I thought the Santa Fe Railroad had gotten lost. The depot is built in the Spanish Mission style with a Spanish tile roof. The station has a ninety-foot-tall bell tower. The railroad sta-

tion is obviously not Santa Fe in far north Idaho, but a Union Pacific station. Apparently UP built a small

number of these Spanish style stations. One of the guides surmised that this style was built as a market-



Great Hall of the Boise depot.

Continued on Page 7 - Boise

Continued from Page 6 - Boise

ing ploy to draw attention. If so, it really works!

The original depot was built nearby in 1887 with the current depot taking its place in 1925. Union Pacific built the Platt Gardens on the terraced land below the depot in 1927. The garden has a nice selection of plants and water features flowing throughout the garden.

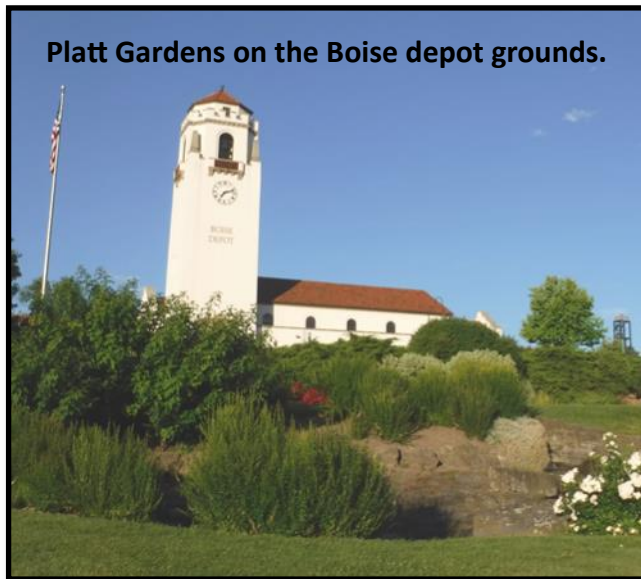
Outside the depot is ALCO built #2295 2-8-2 Mikado Steam Locomotive on static display. It was built in 1920 and was an all-purpose freight locomotive. It traveled the rails from Fruitland, ID to North

make the tower accessible to visitors. The City of Boise took possession of the Depot in 1996 and manages the depot today.

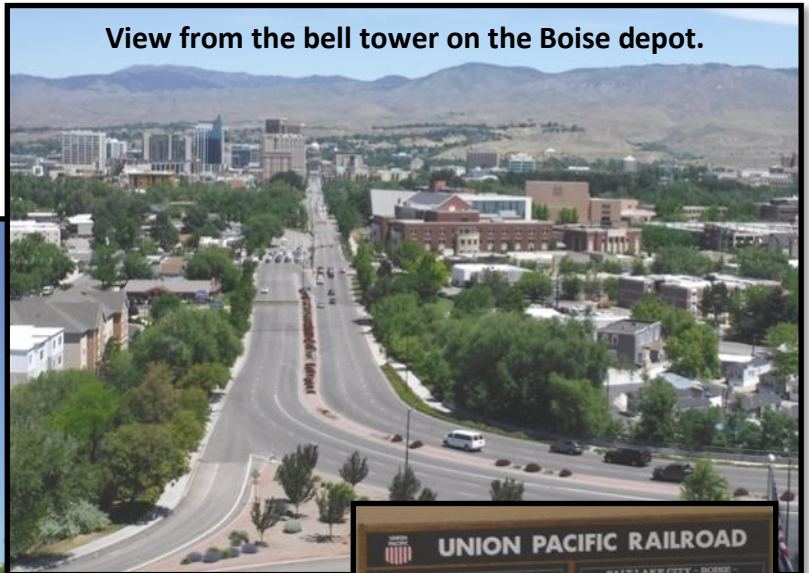
The depot has a large Great Hall that can be reserved for special functions. The depot and bell tower are open to the public on Sundays and Mondays from 11- 5, luckily, I was there on a Sunday. The view from the bell tower of downtown

one is rung. I was told the bell only rings at 8 am, 12 noon and 5 pm due to the neighbors' complaints.

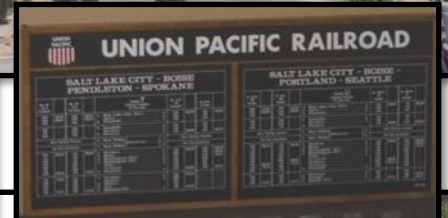
Why would anyone complain about sounds coming from a train station! It is music not noise. If you happen to be in Boise, you should check out the Boise depot.



Platt Gardens on the Boise depot grounds.

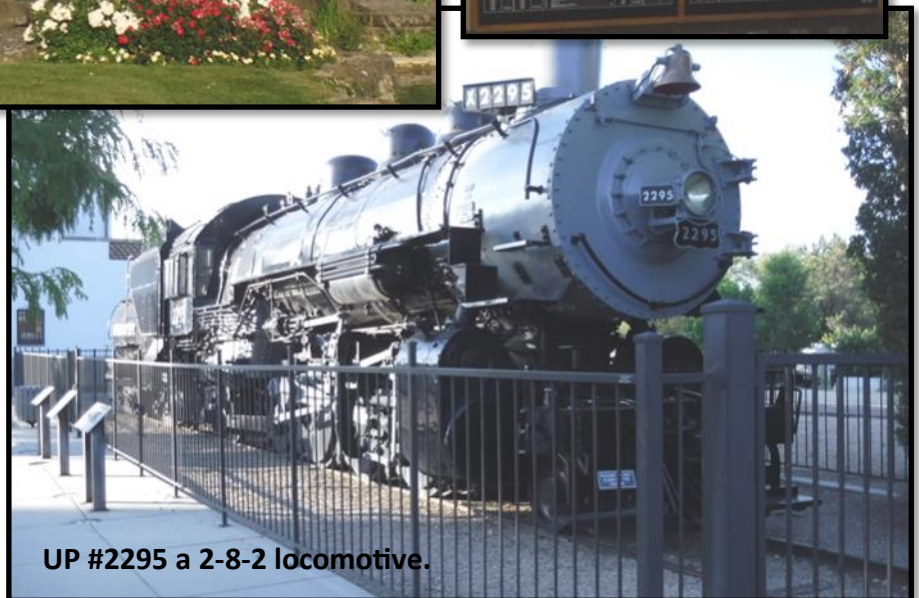


View from the bell tower on the Boise depot.



Platte NE. The locomotive was given to the city of Boise in 1959 as a gift from the Union Pacific. It has been cleaned and cosmetically repaired to its current state.

The Boise Depot was purchased in 1990 by the construction company Morrison Knudsen. They refurbished the depot at a cost of \$3.4 million and was reopened in 1993. As part of the construction a 9-person elevator was added along with a supplemental staircase to



UP #2295 a 2-8-2 locomotive.

UP Big Boy

Story and Photos
by Bruce Gathman

While in northern Illinois visiting relatives, I was able to extend the stay a couple of days so I could see the Union Pacific Big Boy locomotive. Since I was close to the Rochelle Railfan Park, where the schedule was for a 45-minute layover, I reconnoitred a couple of places to photograph it under power. I knew that I should avoid the park as it would be crowded.



Big Boy departing Rochelle,



UP #4014 arriving at Creston, IL.

The 25 Big Boy locomotives were built to haul freight over the Wasatch mountains between Ogden, Utah, and Green River, Wyoming. In the late 1940s, they were reassigned to Cheyenne, Wyoming, where they hauled freight over Sherman Hill to Laramie, Wyoming.

Eight Big Boys survive today, most on static display at museums across the country. One locomotive was re-acquired by the Union Pacific in 2013 to be restored to operating condition. The locomotive's restoration was completed in May 2019 and made its first run since 1959 that same month, allowing it to regain the title as the largest and most powerful operating steam locomotive in the world. The Big Boy is now at Cheyenne, WY in the roundhouse with its stablemates #3985 and #844.



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