

Carolina Conductor



Volume 2, Number 3

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

March 2015

**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 Station
298 Magnolia Street
Spartanburg, SC 29301-2330

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864-504-5202

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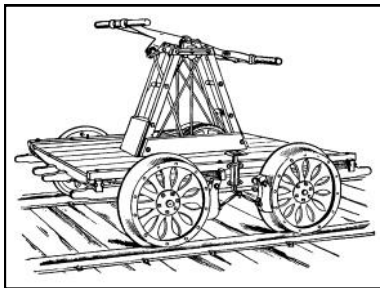
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Editor:

Bruce Gathman—
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Newsletter submissions due by 2nd
Friday of the month.

A Brief History of Handcars

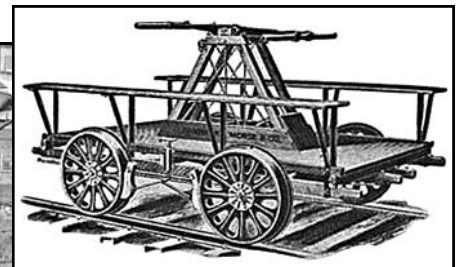
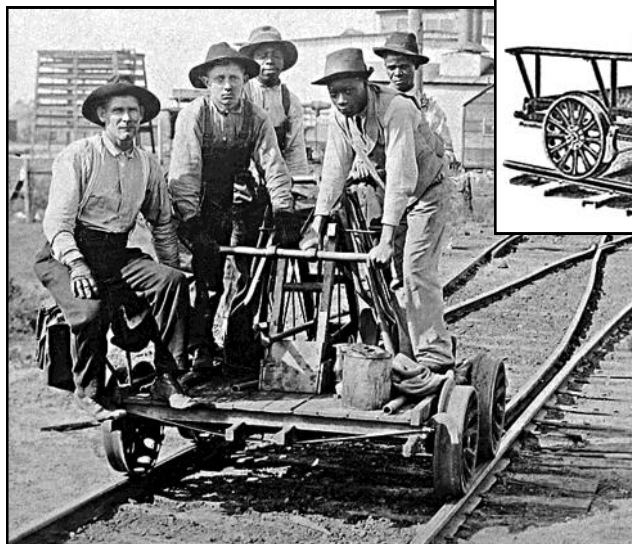
By: Bruce Gathman



1900s advertisement for a Sheffield handcar.

pull up to move the car.

It is not clear who invented the handcar, also written as hand car or hand-car. It is likely that machinists in individual railroad shops began to build them to their own design. Many of the earliest ones operated by turning large cranks. It is likely that the pump handcar with a reciprocating walking beam came later. While there are hundreds of US patents pertaining to details of handcars, probably the primary designs of mechanisms for powering handcars were in such common use that they were not patentable when companies started to manufacture handcars for sale to the railroads.



Sheffield #2 handcar.

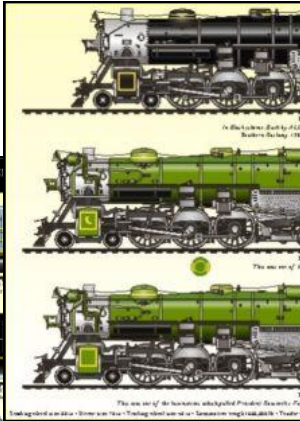
Handcars were absolutely essential to the operation of railroads during a time when railroads were the primary form of public transportation for people

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Arrivals

Daniel Edwards Prints Available

The Hub City Railroad Museum and Caboose will now be offering the following Daniel Edwards prints for sale: Carolina Clinchfield & Ohio diesels, Charleston & Western Carolina diesels, Norfolk Southern executive F-units and observation car, Southern Railway PS-4 steam locomotives, and



the Piedmont and Northern Railway diesels. Prints sell for \$15.00 each or \$25.00 framed in a simple black frame.

All proceeds go to support the operations of the museum and caboose. Additional prints of other railroad subjects may be available in the future if these prints sell well. Also, don't forget that we already offer the Upstate South Carolina Railroads Edwards prints.

Lincoln Funeral Car Dream

ELGIN, Ill. – Dave Kloke, the Illinois construction contractor whose fascination with Abraham Lincoln spurred him to build a replica 4-4-0 in 2009, is nearing completion of his ultimate goal, a replica of the Lincoln Funeral Train car, the United States.

Trains New Wire visited Kloke's shop in suburban Illinois Thursday and recorded the work underway to replicate the car that carried the slain President's body from Washington, D.C., to Springfield, Ill., over a two-week period in April 1865. The original car had just been completed when Lincoln was shot and

killed, so he never used it during his presidency. The car was later sold and destroyed in a fire.



Departures

Club Motorcar Trip

Jim Hopkins has space available for passengers on the club motorcar trip over the Hiwassee Loops de-



GPS representation of the tracks on the loop.

parting from Etowah, TN, on April 12, 2015.

The cost is \$45.00 per person to cover the costs of the motorcar registration and operation. This is a ride not to be missed!

Tweetsie Railroad



Go to: <http://tweetsie.com/> for complete schedule of events.



Go to: <http://www.tvr rail.com/pages/21st-century-steam> For complete information on this years schedule.

2015 Locomotive Orders

BNSF 310, CN 90, CSX 200, KCS 50, UP 218

ERIE, Pa. – General Electric has begun shipping the first of its Tier 4 “Credit User” locomotives to customers this month. Both Canadian National and BNSF Railway are the first to receive new locomotives from GE’s Erie and Ft. Worth, Texas, plants, respectively. A Credit User locomotive is essentially a Tier



3 emissions-equipped locomotive built after the Jan. 1, 2015, implementation date for Tier 4 emissions.

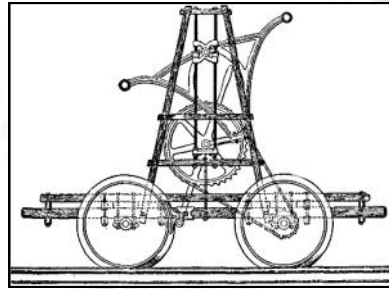
General Electric was able to generate and bank credits by the use of its Energy Saving Design Features such as Distributed Power and Consist Manager on existing GE locomotives. These credits can then be applied to new locomotives to offset the difference between the differing emission requirements of Tier 3 and Tier 4. Any locomotive built using credits will be labeled as such on the builder’s plate on the locomotive. General Electric also has a handful of orders this year for non-Tier locomotives to North American customers, which can only be used in locations outside of the U.S.

General Electric plans to build only Credit User and non-Tier locomotive during the first part of 2015, and begin the switch-over to production to Tier 4 locomotives beginning in the second quarter of this year. Industry observers expect that GE will continue to build Credit User locomotives though at least 2016. Class I railroads have also announced their upcoming 2015 locomotive purchases in the latest quarterly earnings call to investors. Only two railroads are sitting out this year for new locomotive purchases – Norfolk Southern and Canadian Pacific.

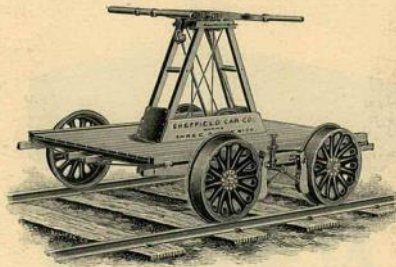
The rest will be acquiring new power this year, mainly from General Electric, totaling almost 900 locomotives. The one exception: Kansas City Southern will receive 25 Tier 3 units from each EMD and GE, for exclusive use in Mexico.

Rare Mileage

Early Handcar Advertisements and Photos



Hand and Push Cars.



Standard Section-Hand Car.

These Hand Cars are made of Rock Elm, the best material obtainable for the frame; cold-drawn steel axles, steel wheels with forged steel hub, wrought iron walking beam, cast iron gears cut from solid metal, and brass bearings for connecting rod and axles. They are light and durable, easily handled and superior in every way to all others.

Price Complete.

No. 1—Standard Gauge. Platform 6 ft. x 4 ft. 4 in. 20-inch Wheels. Actual Weight, 510 pounds.....

Sheffield CAR CO.

THREE RIVERS, OH.

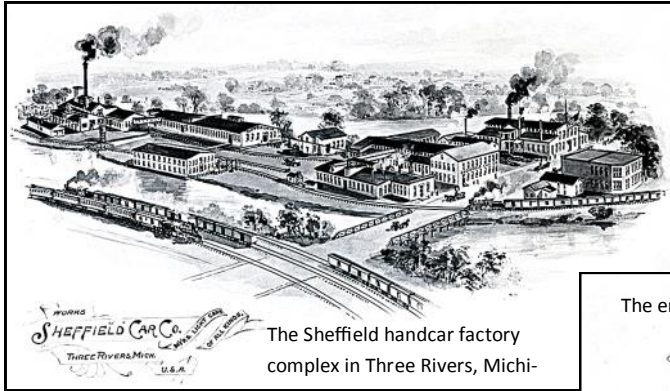
FAIRBANKS, MORSE & CO.
GENERAL SALES AGENTS,
Chicago, Ill.

BEST IN THE WORLD.

Manifest

Continued from Page 1 - Handcars

and goods in America, from about 1850 to 1910. There may have been handcars as early as the late 1840s but they were quite common during the American Civil War. They were a very important tool in the construction of the Transcontinental Railroad and there were many thousands of them built. They were commonly assigned to a "section" of track, the section being between about 6



The Sheffield handcar factory complex in Three Rivers, Michi-

to 10 miles long, depending upon the traffic weight and locomotive speed experienced on the sections. Each section would have a section crew that would maintain that piece of track. Each section usually had a section house which was used to store tools and the section's handcar. Roughly 130,000 miles of track had been constructed in America by 1900. Thus, considering there was a handcar assigned to at least every ten miles of that track, there would have been a minimum of 13,000 handcars operating in the United States. This number is obviously a gross underestimate because many sections were shorter than 10 miles and railroads also had spare handcars for use in unusual circumstances. Telegraph company Western Union and other rail-users had their own handcars, adding to the overall handcar population.

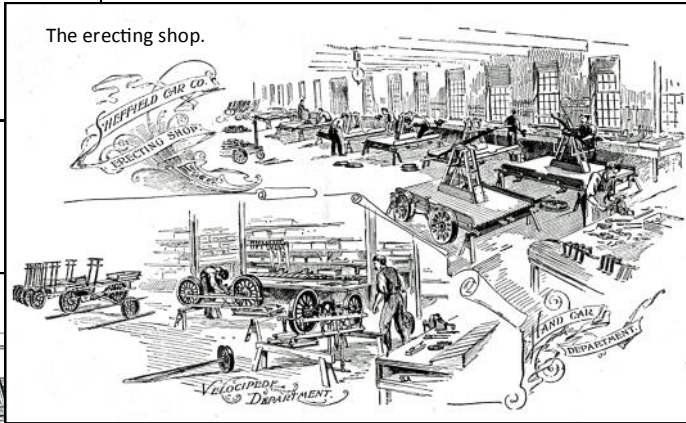
The first handcars, built in the railroad shops, were probably made of whatever parts the shops had laying around or could be easily made. These cars were probably quite heavy. Weight is the enemy with handcars. Heavy handcars need more people to propel them. More people will add more power but at some point the benefits are offset by the weight of the people: their own weight would not be compensated by any extra power they can produce. Many companies made handcars in the years following the American Civil War as evidenced by the number of advertisements in contemporary publications such as *The Car Builder's Dictionary*.

By the mid-1880s The Sheffield Velocipede Car Company, The Kalamazoo Velocipede Company and the Buda Foundry and Manufacturing Company were the three large companies who were the primary builders of handcars. Sheffield was almost immediately acquired by industrial giant Fairbanks Morse. All three companies changed their names over the years but for most of the years that they produced handcars, they were still identified as Sheffield, Kalamazoo and Buda. Hand cars continued to be available through the first half of the 20th Century. Fairbanks Morse was still offering a handcar from their catalog as late as 1950 and Kalamazoo sold them until at least 1955.

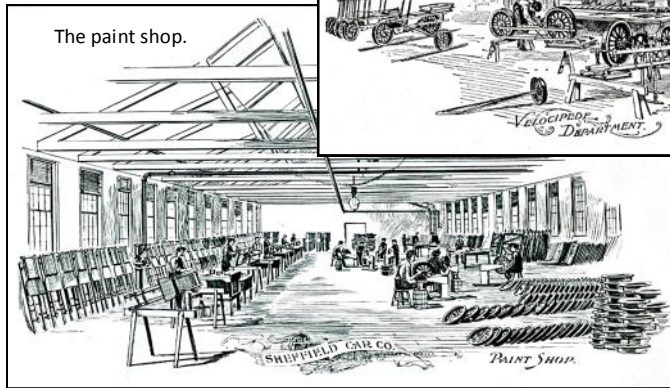
While depictions on TV and in movies might suggest that being a member of a handcar crew is a joyride, in fact pumping a traditional handcar with bronze bearings rather than modern roller bearings can be very hard work. The disagreeable nature of this experience must have been heightened by the dead weight of typical section

crew supplies such as railroad spikes, track nuts and bolts, shovels, pry bars of various sorts and other iron and steel equipment.

The erecting shop.

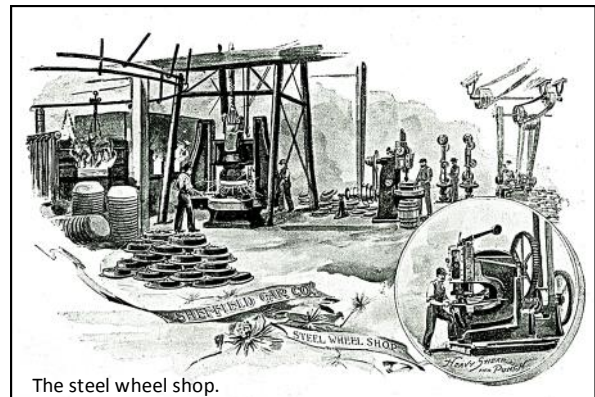


The paint shop.



Motor section cars began to appear in the very early 1900s or a few years earlier. They quickly replaced most of the handcars. Those handcars that were not scrapped as part of the World War One were probably scrapped for World War Two. It is not clear how many handcars survived. They can be found in railroad

museums and in private hands.

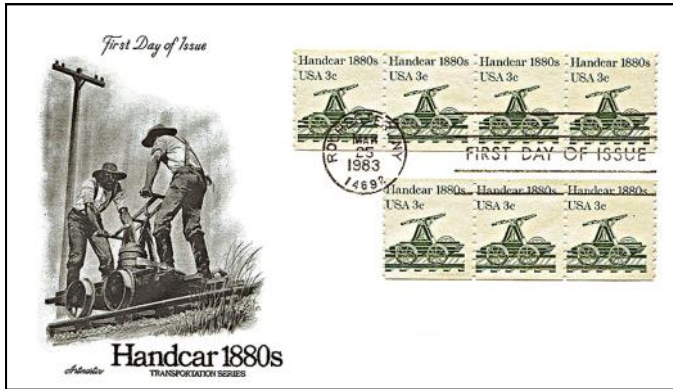


The steel wheel shop.

Marker Lights



Handcar First Day Cover



U.S. Stamp #1898, 1983 3¢ Handcar, Transportation Series
 Issue Date: March 25, 1983, City: Rochester, NY, Printed By:
 Bureau of Engraving and Printing, Printing Method: Engraved,
 Perforations: 10 vertically, Color: dark green

The small, manually operated handcar was extremely important to the early railroads. One or two men pushed the teeter-totter bar up and down, activating the gears, and propelling the cart along at a 10-mph pace. Not only did it carry men and supplies needed by workers and repair crews, but it was also used by safety inspectors.

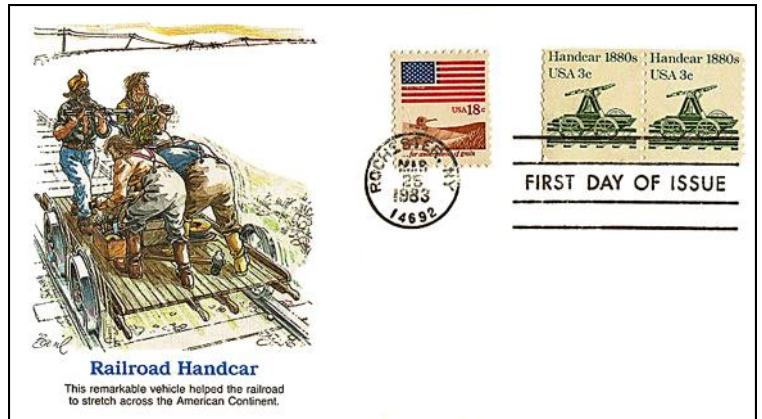
The Transportation Series

A ground-breaking stamp was quietly issued on May 18, 1981. For the first time in U.S. history, a coil stamp featured its own unique design rather than simply copying

that of the current definitive stamp. Fifty more coil stamps would be issued over the course of the next 15 years, each picturing a different mode of transportation.

The various denominations provided face values to exactly match the rates for several categories of Third Class mail (bulk rate and quantity-discounted mail). As the rates changed, new stamps with new values were added. Never before had a stamp series included so many fractional cent values.

Most of the stamps in the Transportation Series were printed by the Bureau of Engraving and Printing, although a few were printed by private contractors. All but a few of the later stamps were produced by engraved intaglio. Differences in pre-cancels, tagging, paper and gum provide a large number of varieties. These make a great collectable for the train enthusiast.



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CAROLINA CONDUCTOR



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