

Carolina Conductor



Volume 3, Number 11

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

November 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

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Newsletter articles and news due

by the 2nd Wednesday of month.

Ross Winans By: David Winans

Although not a direct descendent, I have always been intrigued by this loco builder who's last name I share. Ross Winans, 1796–1877, was an American inventor, mechanic, and builder of locomotives and railroad machinery. Ross Winans was born in Vernon Township, New Jersey on October 17, 1796. He moved his family to Baltimore, Maryland in the late 1820s and did business with the newly founded Baltimore and Ohio Railroad (B & O).

In 1828 he developed a friction wheel with outside bearings which established a distinctive pattern for railroad wheels for the next one hundred years or so. In 1841, he opened his own shop adjacent to the B&O's

new Mount Clare Shops, with that railroad as his primary customer. He was a pioneer in the development of substituting coal-burning steam locomotives, for the less efficient wood-burners.

Winans set trends in locomotive and car design rather than following them. His steam locomotives, popularly known as "Camels" were used all over the fledging rail network of the burgeoning industrial northeastern United States, from the 1840s until after the turn of the 20th Century. The B&O was Winans' largest locomotive customer, with one hundred and forty locomotive deliveries going to that road.

He is also credited with being the first manufacture to export a locomotive to Europe. The Winans engine designs impressed a Russian



Winans Camel locomotive.

Continued on Page 4 - Winans

Departures

Early EMC Demonstrators

The two EMC demonstrators, numbered 511 and 512, were built in May 1935 to demonstrate the future of passenger diesel power to potential customers. The boxy bodywork was not what EMC intended to sell, but it was an easy way to demonstrate the power units and hauling capacity, which would not be changed in the



Electro Motive Corporation demonstrator #511 in original paint scheme.

ATSF locomotive #1, and helped pull the first regular run of the streamlined, Budd-built *Super Chief* on May 18, 1937, together with the road's own booster 1A, after the EMC E1 pair 2/2A built for the train burned out some of their traction motors on a record-breaking exhibition run days before.

In 1938, having outlived their usefulness, the two demonstrators were scrapped. Trucks and some other components were re-used for the two NW4 switchers built for the Missouri Pacific Railroad.

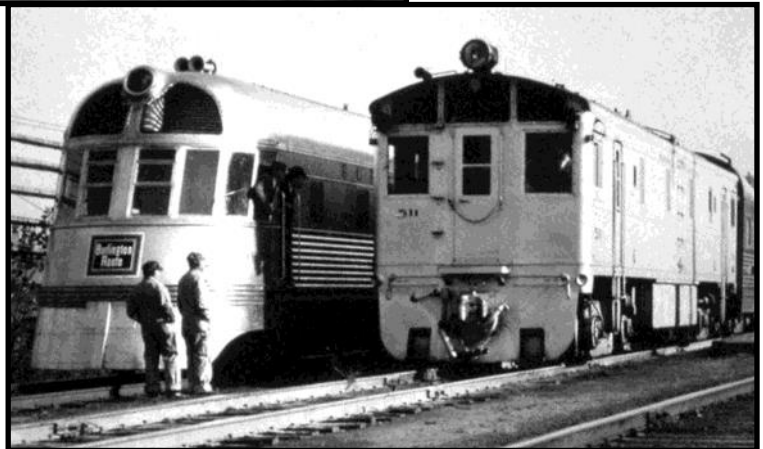


EMC demonstrator pulling the pre-streamlined Burlington Zephyr.

future E-units.

They were demonstrated both together and singly; the latter for shorter trains for local and less busy services, the former to replace larger steam locomotives on heavier trains. These units were highly significant in pioneering multiple unit connections which could be quickly connected and disconnected in the field, allowing units to be "lashed up" into more powerful combinations (operated by a single crew) at will, and allowing malfunctioning units to be replaced with fresh units with ease.

EMC #512, painted silver, served as *Unit C* of



The GE-bodied demonstrator #511 sitting next to the Budd bodied Zephyr.

Arrivals

Wiscasset, Waterville and Farmington Rwy Museum

By: Bruce Gathman

Recently my wife and I and other live-steam friends attended the National Narrow Gauge Convention in Augusta, Maine. The best part of the convention were the many two-foot gauge prototype railroads in



#9 runs around the train at the end of the line.



the state—several of which are under operation as museums.

On Sunday after the convention was over we were able

to go to Alna to visit and ride the WW&F Railway and museum. I had last visited the area in the early 1980's before the formation of the museum and restoration of parts of the railroad. Not much survived since abandonment in 1936. Gradually the equipment, track, and facilities are being rebuilt.

My all day pass allowed me to ride every train that day, participate in a photo run-by, and I was able to get a ride in the tiny cab of the locomotive. I wholeheartedly recommend visiting this and the other two foot gauge railroad museums in Maine.

Go to: www.wwfry.org for more information. History of the WW&F is on page six.



The crew discusses the operations for the day.

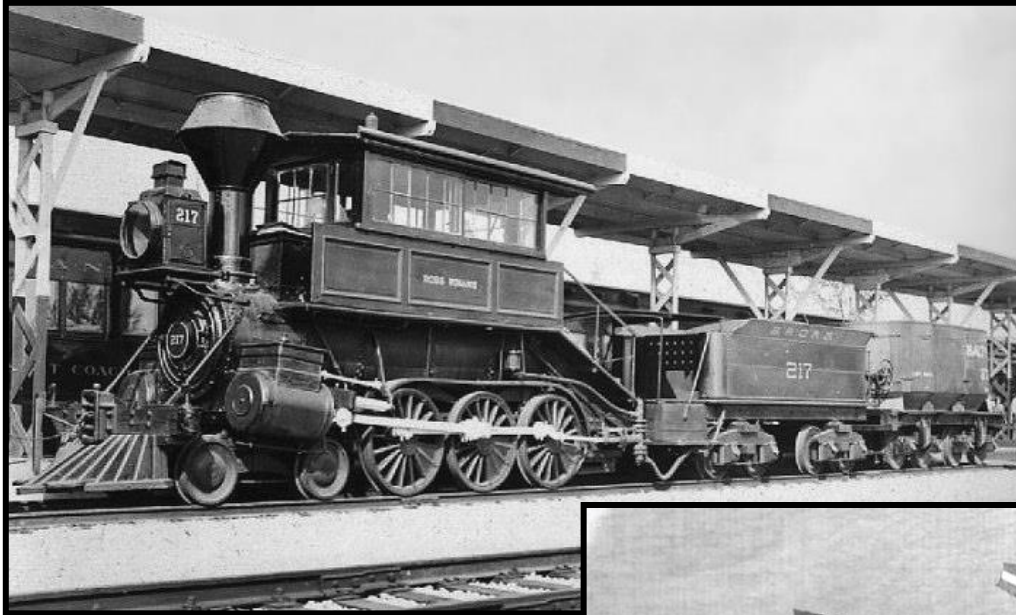


Long reach riveter being used in the rebuilding of #10.

Manifest

Continued from Page 1 - *Winans*

delegation, and he was asked by the Czar to build the Imperial railroad from Moscow to St. Petersburg.



The majority of the Winans engines were burden (freight) as opposed to passenger type. Engines delivered after June 1848 are almost all of the "Camel" 0-8-0 type, favored by Winans. The early models are sometimes referred to as the "Baltimore Engines". The "Camel" name derives from the first of class of that name, delivered to the B&O in 1848. All "Camel" engines were of the 0-8-0-wheel arrangement. Winans did not believe in the use of leading (pony) trucks.

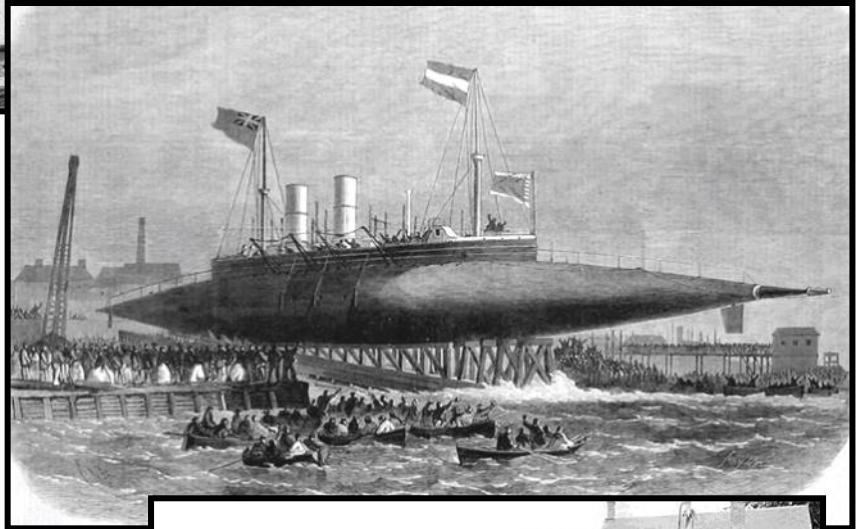
The "Camel" engines were all low-speed, heavy haul units. The speed was limited to 10–15 miles per hour by the steam capacity of the boiler, and the lack of a pilot truck. However, at that speed, a single "Camel" could haul a 110 car train of loaded coal hoppers on the level. The most distinctive feature of the "Camel" was the cab atop the boiler. They had a large steam dome, slide valves, and used stay bolts in the boiler. More than 100 iron tubes, each over 14 feet long, were installed in the boiler.

In the mid-19th Century, Winans and his son Thomas designed and built a series of spindle-shaped

boats, usually referred to as the "Cigar Ships" or "Cigar Boats". The Winans' cigar ship and its shape inspired Captain Nemo's submarine ship in *Twenty Thousand Leagues under the Sea* by Jules Verne.

Winans took an interest in sanitary engineering and public health, publishing a number of pamphlets on sanitation, particularly in regard to water and ventilation. He lobbied for the development of a public water supply for Baltimore City.

Winans died in Baltimore on April 11, 1877 at the age of 81.



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 Shepard's passing your editor needs more contributions of local history and news.

Marker Lights



WW&F History

The Wiscasset, Waterville and Farmington Railway is a 2 ft. narrow gauge railway. The line was operated as a for-profit company from 1895 until 1933 between the Maine towns of Wiscasset, Albion, and Winslow, but was abandoned in 1936. Today, about two miles of the track in the town of Alna has been rebuilt and is operated by the non-profit Wiscasset, Waterville and Farmington Railway Museum as a heritage railroad offering passenger excursion trains and hauling occasional cargo.

The line began operating to Weeks Mills on February 20, 1895, as the Wiscasset and Quebec Railroad. The line was reorganized in 1901 as the Wiscasset, Waterville and Farmington Railway following the inability to negotiate a crossing of the Belfast and Moosehead Lake Railroad near Burnham Junction. The reorganized WW&F completed a branch line from Weeks Mills to the Kennebec River at Winslow but failed to negotiate a connection with the Sandy River Railroad at Farmington, and therefore never reached Quebec.

The WW&F hauled potatoes, lumber, and poultry along with other general freight and passengers. Freight tonnage in 1914 was 43% outbound lumber, 16% outbound potatoes and canned corn, 14% inbound feed and grain, 10% inbound manufactured goods, 5% inbound coal, and 4% outbound hay.

In the late 1920s, the railroad began to struggle, thanks to competition from roads. It was purchased by Frank Winter, a businessman with lumber interests in Palermo. He had also bought two cargo schooners, which he proposed would carry coal north from Boston and return south with lumber, while the railroad would transport coal and lumber between Wiscasset and interior points in Maine. On June 15, 1933, as a result of a locomotive derailment, operations ceased and this business venture never came to fruition. Winter died in 1936. Most of the railroad was scrapped, while the schooners were abandoned beside the railroad wharf in Wiscasset. From Wikipedia.

From Wikipedia.



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