

Carolina Conductor



Volume 5 Number 5

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

May 2018

**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

Officers:
President:
David Winans - 864-963-4739
Vice-President:
Steve Baker - 864-297-0918
Secretary:
Marv Havens - 864-292-3852
Treasurer:
Marv Havens - 864-292-3852

Directors:
Charles Conn - 864-326-6070
Lee Dobbs - 864-268-3939
Bruce Gathman - 864-850-3642
Jim Hopkins - 864-859-0189
Bob Klempner - 864-431-5409
Mac McMillin - 864-624-9658

Mailing Address:
2123 Old Spartanburg Road
Suite #129
Greer, South Carolina 29650-2704

Editor:
Bruce Gathman
shaygearhead@bellsouth.net
Articles can be submitted anytime.

Davenport Locomotive Works

The Davenport Locomotive Works was a manufacturer of small switcher locomotives, similar to the Whitcomb Locomotive Works, whose earliest history dates to the first years of the 20th century. During the steam era the company built a mixture of rod and geared locomotives, particularly tank models of the former, eventually transitioning



purchased by the Canadian Locomotive Company and its plant was shut down in the 1950s.

**DAVENPORT
Gear Drive Locomotives**

are powerful, quick acting, smooth running and especially suited to the needs of Loggers. They run on light rails, rough track and easily take sharp curves and steep grades.

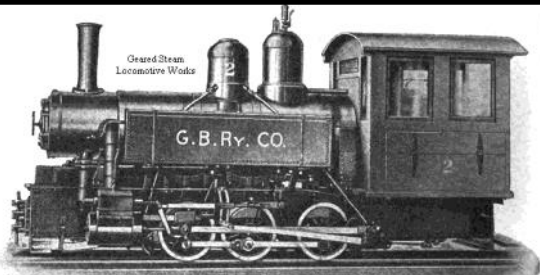
Only Two Gears No Bevel Gears

Both Gears are Steel Spur Gears with extra heavy cut teeth and operate in an oil tight gear case.

Built in All Sizes. Four and Six Wheels

We also build all types of Rod Locomotives, Gear Drive Locomotives and Locomotive Cranes.

Davenport Locomotive Works, Davenport, Iowa



over to diesel-electrics starting in the 1920s.

Davenport became popular with some railroads and especially in the industrial marketplace due to their small size and relatively cheap costs. Interestingly, the builder also fanned out into the general manufacturing field building various types of industrial equipment. Some of its largest diesels were constructed during the 1940s although it never seemed to find as much success as rival Whitcomb. Eventually, Davenport was

The history of the Davenport Locomotive Works begins in 1901 with the founding of the W. W. Whitehead Company of Davenport, Iowa. A year later in 1902 the manufacturer was producing small, light duty steam locomotives that were marketed as a switcher design for use in all sorts of related applications. After just two years in the business the company was renamed, more appropriately perhaps, as the Davenport Locomotive & Manufac-

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Presidential Ramblings

April Meeting

Our April Meeting was held at the Woodmen of the World building in Greer on the 20th of April. Twenty one members and guests attended the meeting and enjoyed a program presented by Anne Winans. Anne presented a program related to Franklin Delano Roosevelt and his train travels, including his funeral train from Warm Springs, GA to Hyde Park, NY in 1945.

May Meeting

Our May meeting will be held at the Woodmen of the World building 721 East Poinsett Street, Greer, on May 18th at 7:00 pm. Jim Pitts will present the program.

New Members

No new members this month.

Calendar of Events

Mark your calendars for the following events:

May 12, 2018 – Train Day at the Depot, Magnolia Street, Spartanburg

May 18, 2018 – Regular Meeting at Woodmen of the World Building, Greer

May 19, 2018 - Train Show at Greenville Shrine Club, 119 Beverly Dr., Greenville, SC

May 19, 2018 – Clinton, SC - Rhythm on the Rails Festival

May 24 – 27, 2018 – NMRA Southeast Region Convention at Lake Junaluska, NC

June 1 & 2, 2018 – Train Show, Johnson City, TN

June 4, 2018 – Director's Meeting at Taylors Library, 6:30 PM

June 15, 2018 – Regular Meeting at Woodmen of the World Building, Greer.

Obs. Car Loan at the Taylor's Mill Model Trains Station

On April 12 several volunteers helped move the Observation Car Display from our storage unit to the Taylor's Mill. It was set up in a room with their model train layouts and will be used as a photo op location. We have a plaque that identifies us as the owners and that the display is on loan to Model Trains Station. The plaque will be installed adjacent to the display.

Modular N scale club had a small N scale layout operating. The museum had a display that features the



books about "The Boxcar Children" that included a very well done replica of a box car.



Train Day at The Children's Museum

We participated in a Train Day event at the Greenville Children's Museum located at Heritage Green in the old Greenville Library building. The event happened on April 28th from 11 to 3. Mac brought his motor car, Bruce had his Lionel Thomas the Tank layout, and we had a table with museum artifacts and photos. We showed old railroad videos, and the P'n'S

The event was successful and we had many small children enjoy seeing the trains and actually running Thomas and his Friends on Bruce's layout. Operation Lifesaver had a table and we were able to obtain a number of handout items they had left at the end of the day. We will use them at our Train Day event at the Depot on May 12.

The Children's Museum may also participate in our Train Day event at the Depot.

Train Day at the Depot

May 12th from 10—3 is our big event of the held at



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Presidential Ramblings con't



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The Hub City RR Museum at 298 Magnolia Street, Spartanburg. We will have a trackless train ride, a bounce house, a crawl through train, Hub City Kids Booth, Thomas and Friends Layout, Live Music, John Fowler, Wilson Casey and other authors. Food and beverages will be available and we will have a dessert trailer selling snow cones and other treats. The Museum and Caboose will be open as well. We will need many volunteers to manage the crowds that we expect. If you are available, we can use you at the event. Please call me and we will find something for you to do, even if you cannot spend all day

with us, your help will be appreciated.

Future Programs

If you would like to present a program to the group in 2018, please let Steve Baker (864-297-0918) know of your desire. We will be glad to schedule you into an open date.

Volunteers Needed

Volunteers are always needed at the Spartanburg Museum and Caboose on Wednesdays and Saturdays from 10:00 AM to 2:00 PM. Typically at least one Director will be there to open and close the facility, but members are needed to welcome guests, receive donations

and handle sales of items. For the first 3 months of 2018 our visitor number have increased by approximately 35 percent. Your help as a volunteer would ensure that every visitor leaves having an enjoyable visit. Please let me know at the email or phone number below if you have a day you would like to spend as a volunteer. Volunteering one day each month would help us out greatly. Thanks go out to those who have volunteered recently.

March Minutes

Approved April Board of Director's Minutes are attached.

Thanks, Dave Winans, 864-963-4739, dwinans4739@charter.net

Departures

Continued from Page 1 - *Davenport*

turing Corporation; or simply, Davenport Locomotive Works. Interestingly, while Davenport and the Whitcomb Locomotive Works would eventually come to compete in the diesel switcher market, for their first 25 years in the business

in the French trench railways moving material and troops for the war effort. Through the late 1920s Davenport's business was centered around saddle tank switchers such as tiny 0-4-0Ts and 0-6-0Ts (also known as "dinkies"), which became its most popular models during its early

years in the business. Buyers for these

ers such as H.K. Porter certainly were and had been in the business since just after the end of the Civil War. Since that time Porter became the leading manufacturer of light duty and small steam locomotives building thousands through World War II. After a long decline after World War I Porter was acquired by Davenport in 1950.

In 1933 the Davenport Locomotive Works was reorganized as the Davenport-Besler Corporation and had manufactured its first die-



Davenport loco built narrow gauge for Panama Canal construction and later converted to standard gauge for Alaska Railroad, now restored and on display.

this was not so much the case since the former built steam-powered models and the latter gasoline designs and later transitioning to diesels.

They were similar, however, in another way. During the World War I conflict both companies manufactured reliable and durable narrow-gauge locomotives for use

locomotives could be found in every imaginable industry outside of common-carrier railroads from mining companies (i.e. coal, copper, or ore) to sugar plantations and cement companies.

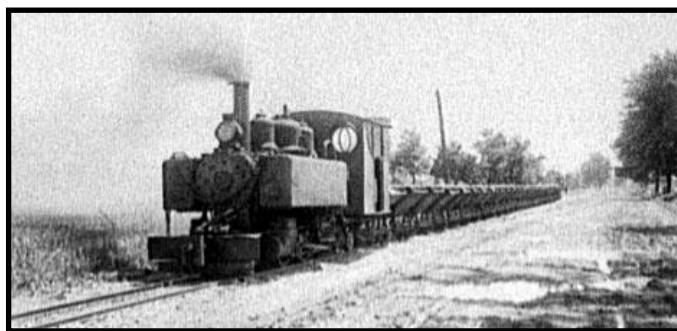
After 1910 the manufacturer began to branch out somewhat and

produced slightly larger locomotives including 2-4-0s, 4-4-2 Atlantics, 2-6-0 Moguls, and even 2-6-2 Prairies. While Whitcomb was not an initial competitor to Davenport oth-

sel switchers in 1927 for the Northern Illinois Coal Company of Indiana, a 30-ton design. As the company began transitioning from steam to diesel interest for its locomotives grew among the general railroad industry. While the advent of diesel-electrics in main line applications did not catch on until the 1939 introduction of Electro-Motive's FT, builders like Baldwin and the American Locomotive Company (Alco) had been constructing small switchers since the early years of that dec-



Northern Illinois Coal Company Davenport switcher.



Standard trench locomotive design built by Davenport.

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Manifest

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Typical Davenport 44-tonner on the Frisco Railroad.

ade. Railroads were growing to like diesels for use in switcher and light duty work during this time due to the savings they afforded.

As it were, Davenport's most popular model seemed to be the 44-ton type, which General Electric also found to be of high demand with a switcher it constructed of the



Rock Island Railroad #799 a Davenport B-B trucked locomotive.



A restored Davenport 44-tonner on the Heber Valley Railroad.

same weight. The company was still finding some success in the light

6-0 for use in the African campaign, and later in Europe as the war pro-

gressed. These reliable locomotives were also built by Porter and Vulcan Iron Works with nearly 400 manufactured for the war effort. Once again, Davenport's equipment performed so well that the U.S. Army bestowed upon the company its "E" Production Award for Excellence in War Production.

Following the war, the builder focused almost exclusively on diesel switchers. Its largest turned out to be one of its last, the 112-ton model, a center-cab design that looked

like a big brick on B-B trucks. In May 1955 Davenport-Besler was purchased by the Canadian Locomotive Company and a year later, on May 17, 1956 its plant was shut down ending more than 50 years of locomotive production. Despite its closing, because Davenport locomotives were small and lightweight they became excellent for restorations by tourist lines and railroad museums due to their much lower cost compared to larger models. As a result, several can still be in use around the country.

USATC (United States Army Transportation Corps)

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Marker Lights



Davenport Odd-Balls



P&PU #200 a Davenport built in 1957.



US Army gas turbine built in 1957.



A Davenport loco running in Thailand.



A fireless "cooker" industrial locomotive.

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.



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