

Carolina Conductor



Volume 6 Number 6

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

© June 2019

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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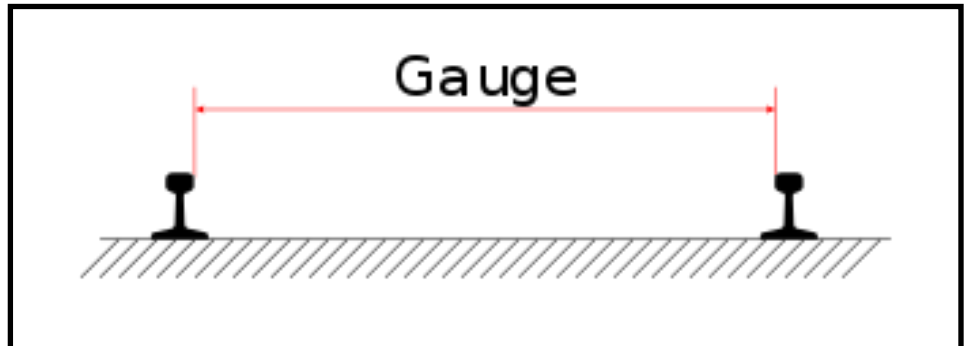
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Track Gauge

George Stephenson, who built the first practical steam locomotive in England, laid his rails based on the width of coal wagons. Laying the rails five feet apart and accounting for two inch wheels and a bit of leeway, the resulting space between the rails, or the rail gauge, was four feet eight and a half inches. Stephenson used that gauge in 1830 when designing the Liverpool and Manchester Railway, the first rail line in England. The width came to be called the "Stephenson gauge." Opinions varied on the best rail gauge and a few British railroads chose different, wider gauges. However, they soon realized their tracks would ultimately have to become compatible with the Stephenson gauge or offload the passengers and freight to a new train when incompatible rails met. By the mid-1840s, by act of Parliament the Stephenson gauge became the designated standard gauge for England.



American railroads would also eventually adopt the Stephenson, or standard, gauge. Both the Central Pacific and Union Pacific railroads laid rails with the four-foot-eight-and-a-half-inch gauge while building the transcontinental railroad, but the American path toward standardization was not nearly as straightforward as England's.

Because the British were the first to build railroads, some American engineers went to England to study railroad construction and tended to use the Stephenson gauge. The first railroad in the state of New York, the Mohawk & Hudson, opened in 1831 using the Stephenson gauge, and a few others followed suit, but rail gauge was often chosen per the inclination of the engineer in charge and some believed that a wider

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President's Message

May Meeting

The May meeting was held at 7:00pm at the Woodmen of the World Lodge in Greer on May 17, 2019. The program for the evening was Railroadiana Night. This was our first time with this program and it appeared to be very successful.

Everyone was asked to bring a railroad artifact (lantern, RR watch, RR china, etc.) and to let us know the story behind the item. We had quite a variety of items from a steam locomotive whistle to railroad passes and china.



Member Bo Brown talks about the whistle he brought and told us its history.

June Meeting

The June meeting will be held at 7:00pm at the Woodmen of the World Lodge in Greer on June 21, 2019. Steve Baker will be giving the presentation. He had a tour of a Czech forge shop that supplies virtually 100% of Europe's rail car draft gear (passenger and freight). You'll see the fabrication process from forge die machining to



painting the finished product. Also, he attended a big scale railway model steamup at the Park Railway Olympia in Brno, Czech Republic. The track is 1.7 kilometers (1.0 miles) long, and the club has a roundhouse, covered passenger boarding area and other buildings. Big scale models of locomotives from all over Europe and the US were seen.



Calendar of Events

Mark your calendars for the following events:

June 21, 2019 - CRHA meeting at the Woodmen of the World Lodge, 7:00pm

June 29, 2019 - Watauga Valley Whistle Truck will be at the Hub City RR Museum in Spartanburg, 10am - 3pm

July 1, 2019 - CRHA Directors' meeting at Taylor's Library, 6:30pm

July 19, 2019 - CRHA meeting at the Woodmen of the World Lodge, 7:00pm

July 20, 2019 - Kids Day at the Depot - Hub City RR Museum, 10am - 3pm

August 3, 2019 - Touch a Truck Day & Hub City Kids at the Depot, 10am - 3pm

August 5, 2019 - CRHA Directors' meeting at Taylor's Library, 6:30pm

August 6, 2019 - Train Lover's Lunch at the A&P Restaurant, Hwy 14, Greer, 11:30am

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

September 28, 2019 - Greer Railfest, City Hall complex, Greer

Caboose Renovation

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. Seven of the new replacement window frames have been fabricated for the caboose windows. Thanks to Duane, Marv, Bruce and Jim for all the time



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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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they have spent working in the Caboose. In the interim, please visit the Museum. The HO model train inventory has been relocated to the Museum lobby. We have established a GoFundMe account to help with the renovation costs and appreciate all donations that are being made. We will be relocating the HO model Railroad, Caboose Stove and the Desk so we are able to work without them in the way. This will help us with the floor renovation as well. If you would like to help with the renovation, please contact Duane Heard at 810-623-7444 or Dave Winans at 864-963-4739.

Train Day Events Rescheduled

We have rescheduled several activities for June, July, and August that would normally have been part of Train Day. Check the Calendar listing above. The first will be the Watauga Valley Whistle Truck on June 29th. If you would like to help on any of the rescheduled dates, please let Dave know.



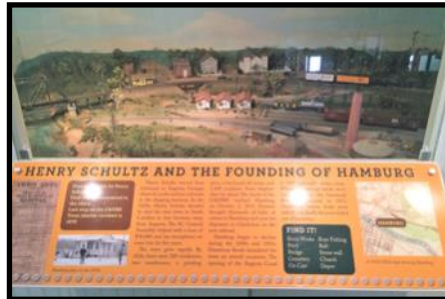
Aiken Field Trip

A field trip to the Aiken Visitors Center and Railroad Museum was held on May 23. 18 attendees joined us for lunch at the Whisky Road Cracker Barrel restaurant in Aiken. Dennis and Susan Lockwood drove up from Hilton head to join us for lunch. We want to acknowledge the

very well behaved youngsters who also ate with us. After lunch we toured the museum located on the second floor of the Visitor's Center. Jesse Guillory was able to join us at



the Visitor's Center. Don Barnes gave us a detailed talk about the dioramas and the history of the towns that are depicted. This is a very well done display and is worth seeing.



While at the Visitor's Center, the Aiken Railroad gave us a run by as part of its normal switching routine. After our tour, the group split up. Some of us visited Don's model railroad, and some visited the County Historical Museum.



Visit our Hub City RR Museum

Our latest Museum display is a

tribute to the Trans-Continental Railroad, which celebrated its 150th anniversary on May 10th. Stop by to see the new display. The Hub City RR Museum is open from 10 to 2 on Wednesdays and Saturdays.

We have loaned the Spartanburg History Museum, located in the Chapman Cultural Center, a number of items that they have included in their Trains, Planes and Automobiles of Spartanburg display. The display was open to the public on April 25 and will run for several months.

May Minutes

No minutes are available for the May Director's meeting.

Thanks,

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

THE ALLEY

*Before a freight train may proceed
The yard track must be clear, indeed.
So down "The Alley" one can't steam
Until the green light is agleam!
Until the green light is agleam!*

For many years, visual communication has been the principal protection against collisions. When the green light came on, the crews knew they had clearance until the next signal. This great distance looked like a gigantic alley.



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gauge would give a locomotive more stability.

Comparison of some railroad gauges: Scotch, narrow- 4 ft. 6 in., Common English & American- 4 ft. 8.5 in., Eastern counties & Blackwall, England -5 ft., Scotch, broad, Canadian Grand Trunk, East Indian -5 ft. 6 in., Irish - 6 ft. 2 in., Great Western (English broad) - 7 ft.

American railroads were planned to serve cities and their surrounding areas with little thought that these networks would eventually meet. From the 1830s through the 1850s, the number of gauges proliferated. For example, the Camden & Amboy railroad, though near the Mohawk & Hudson, chose a four-foot-nine-and-three-quarter-inch gauge. In the South, the Charleston & Hamburg railway was built with a five-foot gauge. Nearby states that wanted to interact with the line, copied the gauge, so by 1861, over 7,000 miles of track with this wider gauge had been laid throughout the South.

The Ohio legislature established a four-foot-ten-inch gauge of for the state. The state of California chose a gauge of five feet, and some railroads in Missouri and Texas chose six feet. By the 1870s, there were over twenty different gauges in use in America.

Gauge choice was not always an engineering decision. In some cases, rails already existed that had moved coal using horses or mules to pull the cars, so the decision was made to continue that gauge. Some

railroads thought it was a good market strategy to use an odd gauge to fend off competitors. The New York & Erie Railroad not only believed a broader gauge was more stable but also that a six-foot gauge would prohibit rivals from connecting to their rails. Canada chose a five-foot-six-inch gauge as a military strategy: American trains could not operate on Canadian rails. As railways proliferated and travel expanded in the 1850s and 1860s, the breaks in gauge presented continual problems.

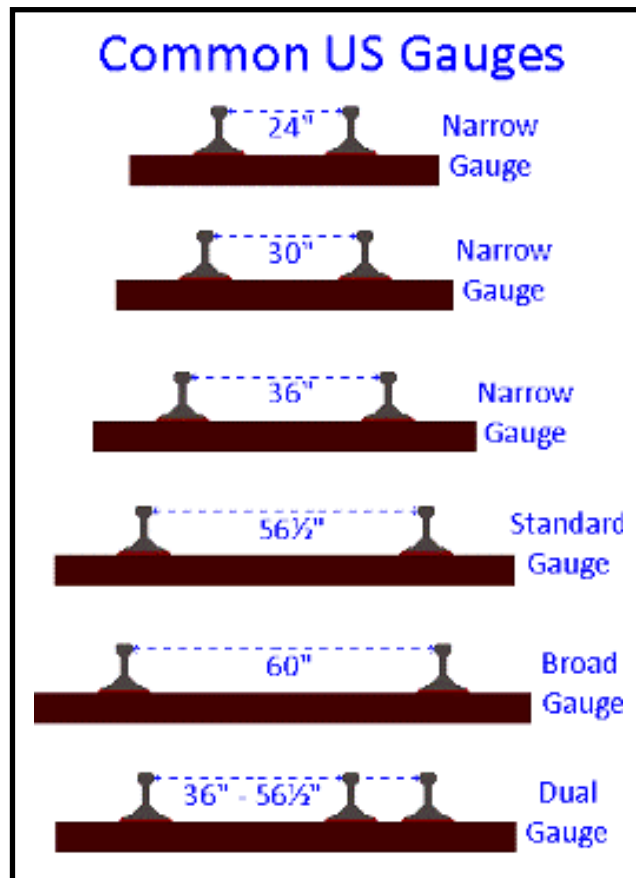
Several remedies were attempted. "Compromise cars" were built with 5-inch-wide wheels, an inch wider than normal, to allow them to travel on standard tracks and on four-foot-ten-inch-wide tracks. Eventually thousands of compromise cars were built but they only worked on some

of the railways and could not bridge the gap to run on the South's five-foot rails. Rail officials were opposed to the cars because the wide wheels sometimes slipped off the rails, resulting in accidents such as the Angola, New York, disaster caused when two compromise cars derailed and the coal stoves in the cars set everything ablaze, killing forty-nine people.

Charles Tisdale tried a different approach. His 1863 invention allowed car wheels to slide along a bar, so they could be manually widened or narrowed to travel on tracks of various gauges. Though it looked like a good solution, this design, too, was prone to careless handling and wear, and caused many accidents.

Another solution was intended to carry narrower gauge cars over broad gauge roads and involved hoisting the narrower gauge cars onto rails placed atop broad gauge trucks. However, this made the car top-heavy and unstable and it only worked one way; the broader gauge cars could not sit atop trucks on the narrower rails.

Some railroads used steam-powered cranes or hoists to lift cars off one set of trucks and onto another. John Imboden patented a steam powered lifter manufactured by the Richmond Car-Lifter Company that raised a car off its current truck then lowered it onto a truck with wheels of the appropriate gauge. Though such systems could refit eight to ten cars per hour, it was still a rather slow and expensive process.



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Sometimes the problem was attacked at the track level. Some companies laid a third rail inside or outside existing rails to accommodate trains of two different gauges.

As markets widened and railroads began to move products outside local networks, it became evident that the only reasonable solution was to standardize rail gauges. One by one, railroad companies moved toward the Stephenson, or standard, gauge.

Changing the rails was an expensive process, both in actual labor costs, with some companies hiring thousands of workers to change all their rail lines all at once, and in loss of revenue due to railroad down time. But once the decision was made change came quickly. For example, the Illinois Central hired 3,000 men



Modern track gauge checking device.

How many track gauges are represented and where would this track be found? Prize to be awarded to the person with the correct answer.

to change their Southern line to the standard gauge, changing all 547 miles of track in one day. The Louisville & Nashville hired 8,000 men to change their 2,000 miles of track to the standard gauge, also in one day.

The South, which had been isolated by the Civil War and Reconstruction, was the slowest to change, but by the end of the 19th century most railroad tracks in the U.S. had changed to the standard gauge. Even Canada, no longer concerned about an American invasion, had changed to the standard gauge.

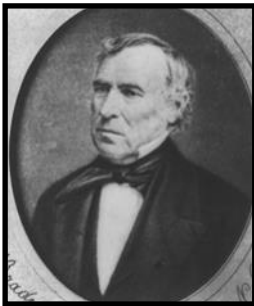
Presidential Funeral Trains

Compiled by David Winans

There have been several presidential funeral trains over the past 178 years. Here is a brief description of the final rides of the twelve presidents who used trains to move to their final resting place. Some of these trips were very formal affairs and some were informal. Some crossed the Country while others were very short.

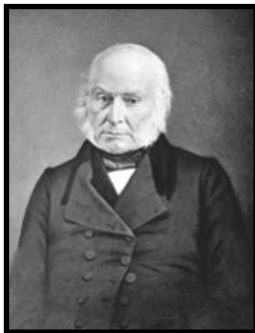
William H. Harrison

The first presidential funeral train occurred in 1841 when the remains of President W. H. Harrison went home to Ohio part way by rail. Initially his remains were placed in Washington's National Burial Grounds for more than 2 months after his death. He was relocated to Johnstown, Ohio, moving across Pennsylvania, on a trip by canal boat, railroad and cable-wound inclined planes.



John Q. Adams

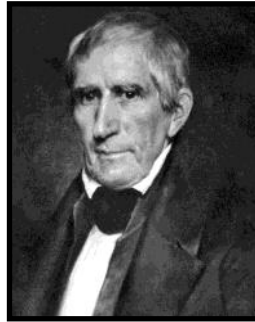
President J. Q. Adams collapsed in the House chamber on February 21,



1848. His body was moved by train and steamboat from Washington to Boston and eventually to Quincy, Mass. for burial in the family cemetery.

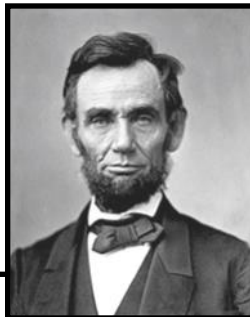
Zachary Taylor

President Z. Taylor's remains were kept in Washington for several months after his death on July 9, 1850. His funeral train departed Washington on October 25 via the B&O to his final resting place in Harrisburg, PA. Going along for the ride was Old Whitey, the white horse Taylor rode in the Mexican War.



Abraham Lincoln

Lincoln was shot on April 14, 1865. His funeral



train departed Washington, D.C. April 21 on its 180-city, seven state journey to Springfield, Illinois. The car used for the funeral train was specially built for Lincoln by the US Military Railroads car shops in Alexandria, VA. However, he refused to use it while alive, because of the high charges involved. The car was modified in order to carry Lincoln's silver trimmed casket. Union Pacific purchased the car in 1866 and used it for directors and other important travelers during the construction of the transcontinental railroad. It was destroyed in a fire in 1911.

Ulysses S. Grant

Grant died on July 23, 1885 at his mountain hide-away at Mt. McGreg-



President Grant's funeral train.

or, NY. His funeral train transported his body from Mt. McGregor to Sarasota Springs, NY and then to New York City.



Modern reconstruction of the Lincoln funeral car.

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There was a fight over where Grant should be buried. Washington argued that he should be interned in the nation's capital, but New York City won out since it was his home for years after the war.

James A. Garfield

Garfield was shot July 2, 1881, outside the Baltimore & Potomac



train station in Washington, D.C. President Garfield later died on the New Jersey seashore where he had been taken to recover from his injuries. He died on September 19, 1881. His body was transported back to D.C. in an elaborately decorated funeral car.

Chester A. Arthur

The New York Central and Hudson River provided a funeral train on November 22, 1886, four days after his death. The train ran up the Hudson River from New York City to Albany where he was buried in Rural Cemetery.



William McKinley

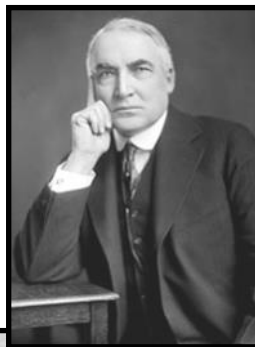
McKinley died September 14, 1901, in Buffalo, NY. Two days later



Railroad provided two trains for his funeral trip. One funeral train pulled out of Exchange Street Station in Buffalo and made its way to Washington, D.C. The second carried McKinley from DC to Canton, Ohio.

Warren G. Harding

On August 2, 1923, Harding died in San Francisco, California. His



he left Buffalo the same way he had arrive – by train. The Pennsylvania

body was transported to Washington, D.C. for the state funeral, via the Sothern Pacific, the Chicago & North Western and the B&O. The last leg of his journey was from D.C. to Marion, Ohio, via the Pennsylvania RR, where he was buried.

Franklin D. Roosevelt

Roosevelt died April 12, 1945, in Warm



Springs, GA. His body was transported to Washington, D.C. by Southern Rwy for the state



Roosevelt funeral train stopped in Clemson.

funeral at the Capital. His body was then transported by the Pennsylvania RR to New York City and then up the east side of the Hudson River by the New York Central RR to

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Hyde Park, NY, where he was buried on his estate grounds. A second train carrying the Cabinet and Supreme Court Justices also made the trip to Hyde Park.

Dwight D. Eisenhower

Eisenhower died March 28, 1969. Ceremonies were held in Wash-



B&O, N&W and UP railroad tracks were used for the trip.

George H.W. Bush

Nearly 50 years after the Eisenhower funeral train, President Bush had a specially painted



locomotive, UP #4141, lead his funeral train from Houston to College Station, TX on December 6, 2018. In addition to the special locomotive, the Council Bluffs baggage car was fitted with transparent side panels to allow for the viewing of his casket.

References:

The President Travels by Train by Bob Withers

Presidential Funeral Train Will Be First in Nearly 50 Years – www.klove.com

All Aboard for A Voyage Through the Amazing History of Presidential Trains – www.thedrive.com



Eisenhower funeral train.

ington, D.C. and Abilene, Kansas, the general's home town. Eisenhower's body was taken by train to Abilene where the second funeral service was held. The 10-car funeral train included specially prepared baggage car which carried the president's casket. The train passed through seven states before reaching its destination in Kansas. The C&O/



George H.W. Bush funeral train.



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