

Carolina Conductor



Volume 6 Number 7

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

© July 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

Officers:

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

Directors:

Lee Dobbs - 864-268-3939
Bruce Gathman - 864-850-3642
Duane Heard - 810-623-7444
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

Newsletter Editor:

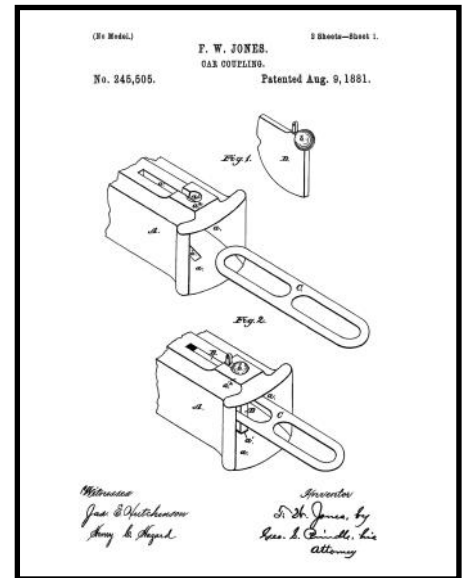
Bruce Gathman
shaygearhead@bellsouth.net
Articles can be submitted anytime.

Couplers

Couplers have been in continual use in trains from the early 19th century to contemporary times. A modern freight train can include more than one-hundred cars and be over a mile long. Couplers hold the cars together, from the first tug of the engine, as its force overcomes the inertia of each car, to the end of the train. A coupler requires extraordinary strength and flexibility to maintain its hold over hills and dips, around curves, and over rough track.

In 1863, when the Union Pacific and the Central Pacific Railroads were breaking ground, the most common coupler in use was the link-and-pin. This was a simple, elongated iron loop that was fitted into an opening at the end of each car's drawbar. The loop was anchored in place by an iron pin dropped through a socket in the top of the drawbar. The pin passed through the link and through another socket in the bottom of the drawbar.

The link-and-pin construction was inexpensive to manufacture, making it the predominant coupler in use until the 1870s. However, the link-and-pin, as well as other early railroad couplers, had disadvantages that became more problematic with the expansion of railroad systems, the increase in locomotive power, and train length.



1881 Link & Pin Coupler patent from Spartanburg.

Excessive slack between cars ensured a jarring, uncomfortable ride that could harm passengers and cargo when a loosely-coupled train pulled out of a dead stop and each car started forward with a violent lurch. In 1863, Ezra Miller successfully patented and marketed the first model of his coupling device that became known as the "Miller Hook" or "Miller Platform." The Miller Platform eliminated slack between the cars and included a shock-absorbing spring and a buffering platform that prevented damage from cars' bumping into one another during sudden stops. Because of its high cost, the Miller Platform was used on passenger trains, while freight trains continued to use the

Continued on Page 4 - Couplers

President's Message

June Meeting

The June meeting was held at 7:00pm at the Woodmen of the World Lodge in Greer on June 21, 2019. The program for the evening was presented by Steve Baker, which highlighted his overseas tour of a Czech Republic manufacturing facility and a "Steam Up" at a local park. The manufacturer forged couplers and associated mechanisms for European railcars. The "Steam Up" was an annual event and the park had a dual gauge track (5" and 7/2"). The types and scales of the equipment that was running was quite amazing. Everything from live steam to battery powered to diesel and gas powered locos.

July Meeting

It is time for our annual Photo Contest. Take 3 of your best photos, have 8x10 inch prints made and bring them to the July 19th meeting. We will number all the prints and the members present will judge them. There are 3 categories; Steam, Diesel, and Other. Submit 3 photos into one category or spread them

around. Color and Black & White prints are both acceptable. Check out the Contest Rules for more information. See you at 7:00 at the Woodmen of the World Lodge.

Calendar of Events

Mark your calendars for the following events:

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 Taylors 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



Whistle Truck at the Depot

On Saturday, June 29, the Watauga Valley Whistle Truck was at the Depot from 10am to 2pm. Mike Tilley and company set up the Wa-

tauga Valley Whistle truck in the parking lot and we all had an opportunity to make some noise. Our visitor turnout was less than we had expected, but those who were there had a good time blowing steam whistles and air horns.

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. 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 have rescheduled a number

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

of activities for June, July, and August that would normally have been part of Train Day. Check the Calendar listing above. The next one will be Kids Day on July 20th. Please take copies of the attached flyer and distribute them to folks you think would enjoy the day. The Bounce House, 50' Inflatable Crawl-Through Train and the Trackless Train ride will be there along with Tomas and



Company Lionel layout. We will also have drinks and snacks available and the Shaved Ice Truck. If you would like to help on the 20th or any of the other rescheduled dates, please let Dave know.

August 3rd Touch a Truck Day

We will be having a Touch a Truck Day at the Depot on August 3rd from 10 - 2. We hope to have a Fire Truck, Police K-9 Unit Vehicle, Spartanburg Water Construction Equipment, Railroad Motorcars and a Farm Tractor. We are also talking to NS and the Carolina Piedmont RR to see if a Hi-Rail Truck might



join in the festivities.



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 Model Train N-Scale T-TRAK layout will be there. The Palmetto Division of the NMRA will have a display and information on their organization. We are working with the Central Model Railroad and Historical Association and Model Trains Station to see if they will join us.

In addition, Stephen Milley of Scale Rails Models will have a table with the very well done HO craftsman kit of the Spartanburg Depot (Baggage Building) on display and for sale. 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 rolling stock kits and other items available at special Model Train Day prices.

Visit the 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.

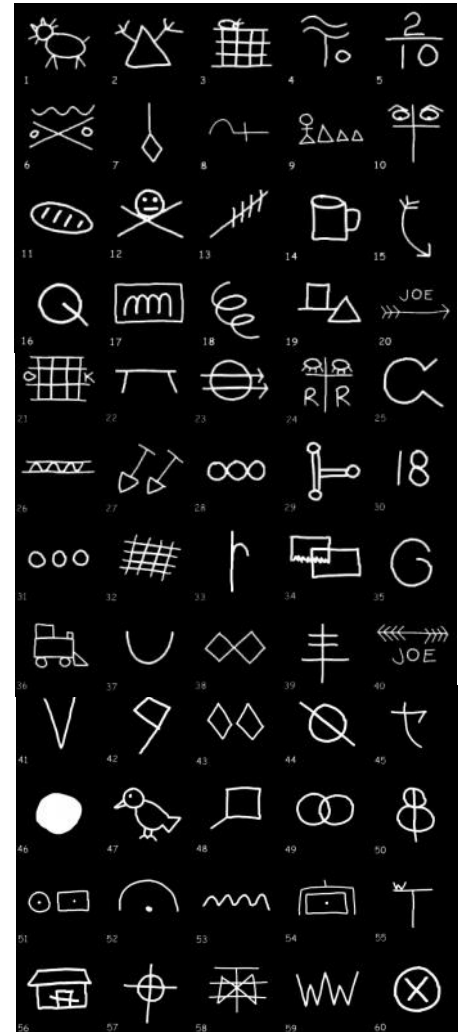
We have loaned the Spartanburg History Museum, located in the Chapman Cultural Center, a number of items that they have included in their Trains, Planes and Automobiles of Spartanburg display. The display was open to the public on April 25 and will run for several months.

May and June Minutes

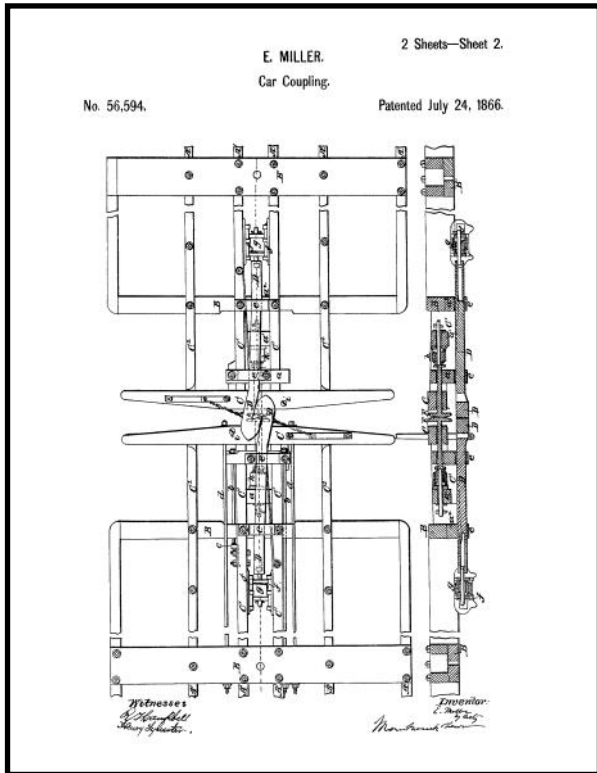
Minutes of the May and June Directors' meeting are attached.

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

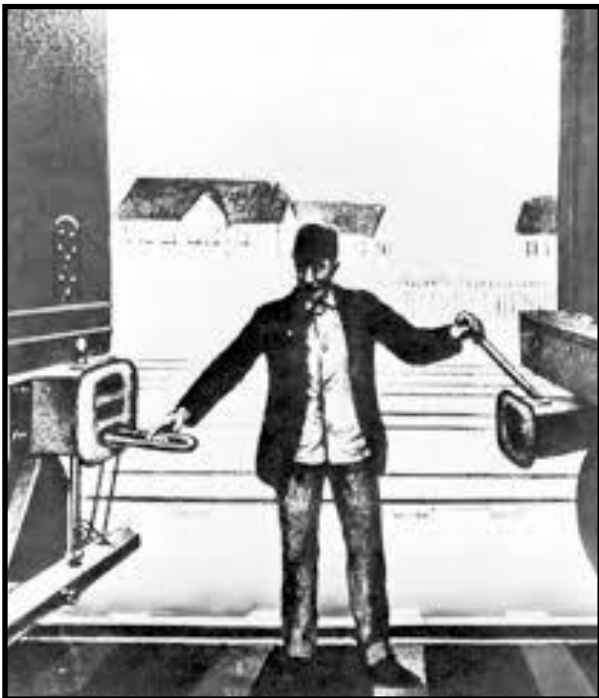
Hobo Symbols



Continued from Page 1 - Couplers



Plan view of Ezra Miller's coupler as applied to the bottom of adjoining rail cars.



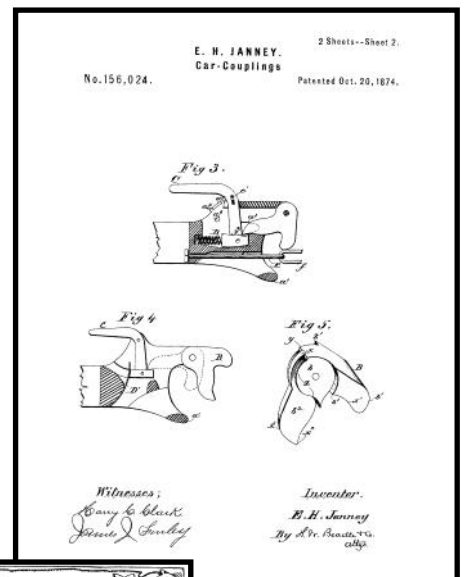
The dangers of coupling Link & Pin couplers.

link-and-pin couplers.


The link-and-pin was also slow and inefficient to operate, requiring a worker to stand between the cars and effect every coupling and uncoupling. The switchman, also called "brakeman," who worked in the yard with the link-and-pin coupler had a dangerous job. Crushing accidents were common. Mangled hands and missing fingers were the badge of the experienced worker. Standing between cars as they were being pushed together and holding the iron link up to guide it into place, working around the "dead wood" buffers that kept the cars from telescoping together, the switchman would only need a moment of lapsed attentiveness to lose a finger, a hand, or his life.

In 1879, Eli Janney, a shop clerk and skilled

whittler, patented his first coupler design. He whittled a wooden model of his "knuckle" coupler and commissioned a draftsman to make a drawing of it for his patent application. With a few subsequent revisions, Janney's coupler, which resembles two hands with fingertips hooked together, solved more than the safety problem. The Janney coupler automatically engaged without the need for a man to stand between the cars. It held train cars without slack, enabling smoother acceleration and more efficiency around curves, but with enough play to secure the train over hills. It also functioned as a buffer, preventing damage to passengers and cargo.



THE JANNEY FREIGHT CAR COUPLER



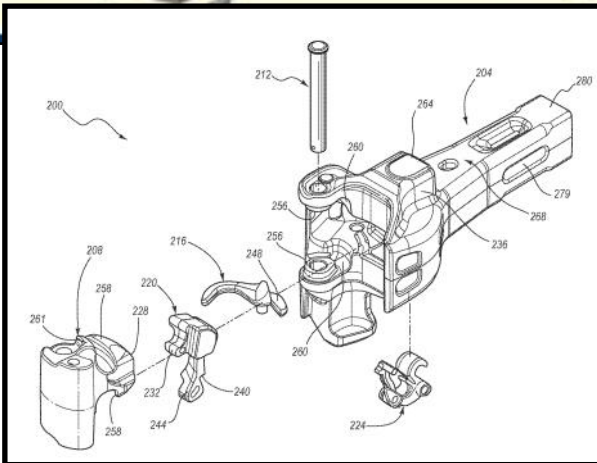
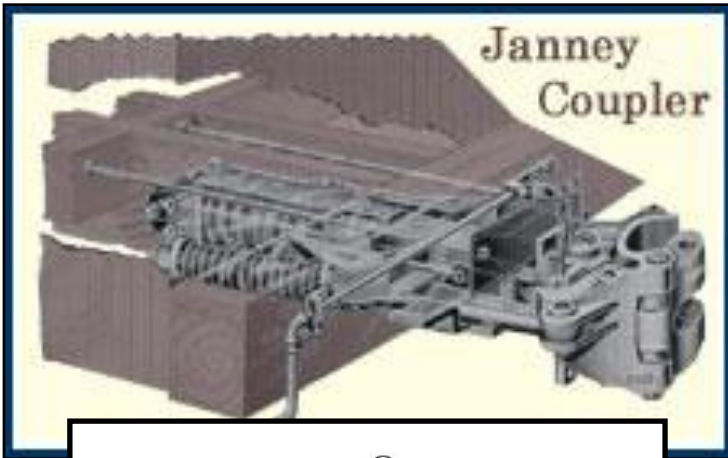
THE MC CONWAY & TORLEY CO.
W. MC CONWAY, PRESIDENT
48th St. & A.V.R.R. PITTSBURGH, PA.
Agents & Manufacturers For
THE JANNEY-HIEN COMPANY

After testing and comparing the performance of many coupler designs, in 1888 the Master Car Builders Association received a partial waiver of patent rights over the Jan-

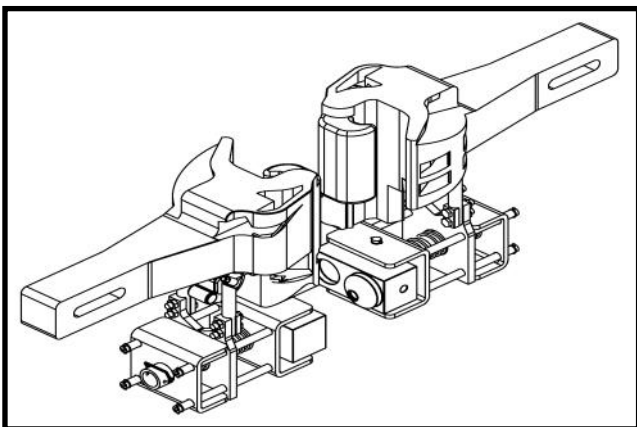
Continued on Page 5 - Couplers

Continued from Page 4 - Couplers

ney-style coupler. The Janney-style coupler became the standard for U.S. railroad cars.



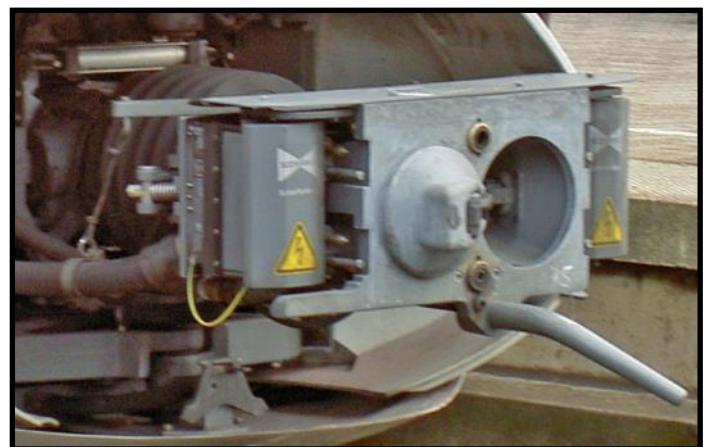
The AAR Type H Tight Lock coupler is a Janney automatic coupler typically used on North American mainline passenger cars. Type H couplers have mechanical features to reduce slack action and improve safety, but remain compatible with Janney AAR Type E and Type F couplers.



Proposed automatic coupler with automatic air-line connection.



Screw-tensioned three-link coupling. The narrow buffers of the left-hand vehicle are sprung, the thicker buffers on the right contain a hydraulic damper. Typically European in use.



Designed in 1903 by Karl Scharfenberg in Germany, the coupler has gradually spread from transit trains to regular passenger service trains, although outside Europe its use is generally restricted to mass transit systems. The *Schaku* is superior in many ways to the Janney coupler because it also automates electrical and pneumatic connections and disconnections. The main disadvantage of the Scharfenberg coupler is the relatively low maximum tonnage it can support, which makes it unsuitable for freight operations.

Heroes of American Railroading

PRESIDENTIAL MEDAL OF HONOR

In 1905, Congress passed the Medals of Honor Act which provided for the awarding of a bronze medal by the President to any persons who, by extreme daring, endangered their own lives in saving or endeavoring to save others from a railroad disaster. Up to the present, 76 medals have been awarded — 65 to railroaders, and 11 to others.



Mr. Elwood D. Crotty, fireman on the Erie Railroad, on September 16, 1931 saved the lives of another freight train crew at Graham, New York. The boiler on Crotty's locomotive exploded, instantly killing the engineman and the brakeman. Despite his own serious injuries, he secured a lamp from the rear of the tender and walked up the track to flag a following train. After this heroic effort he collapsed and died in a hospital the following day. For this inspiring valor, Crotty was awarded a bronze medal by the President of the United States.



Mr. Fred G. Wolff, car foreman on the Chicago & North Western, was aboard a train near Pecatonica, Illinois on July 2, 1935 when it derailed due to a bridge abutment failure. After the accident, he noticed that the express car was in flames because of the rupturing of one of its gasoline tanks. Observing that the express messenger, Henry E. Wilson, was missing, Wolff entered the burning car and carried Wilson to safety, just a second before a second gasoline tank exploded, damaging the car beyond repair. For this valorous deed, he was awarded a bronze medal by the President of the United States.

Continued on Page 7 - Medal

Continued from Page 6 - Medal



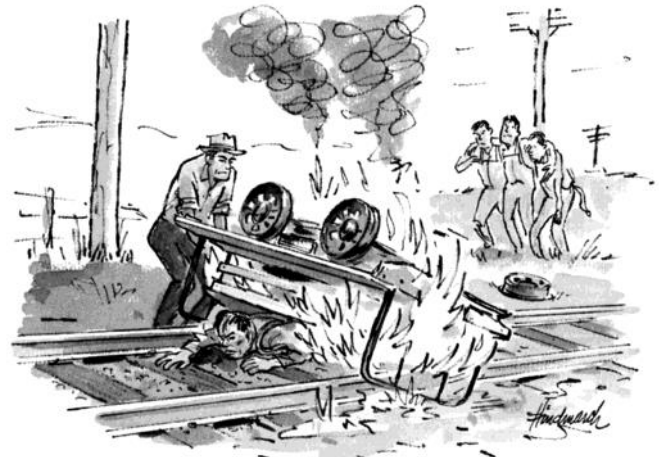
Mr. Arnold F. Haack, a switchman on the Chicago, St. Paul, Minneapolis & Omaha R.R. on January 7, 1937, noticed a woman, 53, frantically re-crossing the tracks at Superior, Wisconsin to retrieve her dog that was in the path of an oncoming train. Haack reached the scene just as she was hit and tried to drag her from under the car, but because of ice, he also fell. However, he was able to roll her body over his, free of the track. The woman lost a foot through amputation and Haack was uninjured. For this act of daring, Haack was awarded a bronze medal by the President of the United States.



Mr. George Karsten, a switchman on the Chicago & North Western, tried to save a woman's life on September 29, 1909, at Allis Station near Milwaukee, Wisconsin. The woman entered the tracks with a switch engine approaching. Karsten ran to the scene and tried to push her from the tracks, but she resisted his efforts until the engine struck them. The woman died from the impact. Karsten fell between the rails and the train passed over him without serious injury. For this act of heroism, he was awarded a bronze medal by the President of the United States.



Mr. Robert S. Elrod, a fireman on the Southern Railway, was on duty when his locomotive was overturned in a collision on September 3, 1937. As the cab was filling with steam and hot water, Elrod managed to escape through the ventilator on the roof. When he noticed that the engineman, Robert L. Crenshaw, was missing, he returned to the cab and found him caught by his clothing and unable to free himself. Fireman Elrod heroically pulled the engineman to safety. Both were severely burned. For this undaunted daring, Elrod was awarded a bronze medal by the President of the United States.



Mr. Arthur F. Woodrick, a Burlington track foreman, came upon a burning track motor car near Batavia, Illinois on June 19, 1943. A four man section crew was riding on the car when its axle failed and overturned pinning Walter E. Rundle, a CB&Q track laborer, to the ground. Quickly, gasoline from the fuel tank covered Rundle and ignited. Woodrick lifted the car, dragged Rundle to safety, and beat out the flames with his bare hands. Then, stopping a motorist on the highway, he obtained transportation to a hospital in Aurora. Both men were hospitalized for many days with second-degree burns. For this display of bravery, he was awarded a bronze medal by the President of the United States.

Continued on Page 8 - Medal

Continued from Page 7 - Medal



The modern day equivalent. Ed.

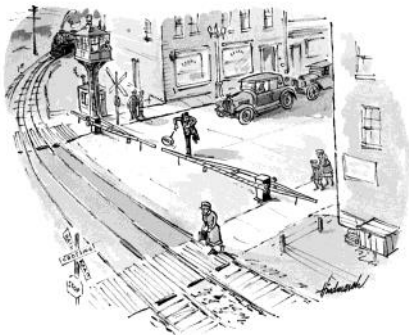
The Presidential Citizens Medal is an award bestowed by the President of the United States. It is the second-highest civilian award in the United States, second only to the Presidential Medal of Freedom. Established by executive order on November 13, 1969, by President Richard Nixon, it recognizes an individual "who has performed exemplary deeds or services for his or her country or fellow citizens." Only United States citizens are eligible for the medal, which may be awarded posthumously.



Mr. Will Leggins, a shop employee of the Atlantic Coast Line, attempted to rescue an ACL engineman on November 11, 1915. Approaching Thomasville, Georgia, a train derailed and the locomotive turned over on its side, pinning H. B. Taylor, the engineman, under the wreckage. Disregarding the escaping steam and scalding water, Leggins entered the cab and extricated the victim. The engineman died shortly thereafter, but Mr. Leggins survived without serious injuries.



Mr. James A. Underwood, a Kansas City Southern switchman, on January 3, 1923 was riding a switch engine foot-board at Shreveport, Louisiana, when an elderly couple entered the tracks directly ahead of his train. Speedily, Underwood locked his right arm in the hand-rail, and stretching forward, shoved the man to safety with his shoulder. Simultaneously, he grabbed the lady with his left arm but lost his grip on the hand-rail. They both fell outside the rail where Underwood held her securely until danger had passed. The lady was severely bruised and the husband slightly injured. For this deed of valor, Underwood was awarded a bronze medal by the President of the United States.



Mr. Henry Naumann, flagman for the Michigan Central Railroad at the Hohman Avenue crossing in Hammond, Indiana, attempted to save the life of an elderly lady, Mrs. Anna Smith, on March 30, 1927. After the gates were lowered, she started to cross the tracks in front of an approaching train. Running swiftly, he grabbed her arms and almost reached safety when both were struck by the train. The woman was killed and Naumann's leg was crushed requiring amputation. For this daring act, Naumann was awarded a bronze medal by the President of the United States.



Mr. Alfred G. Gish, an engineman on the Rock Island Lines, saved the lives of his train's passengers near Hydro, Oklahoma, on October 20, 1928. Despite the train's warning signal, a loaded gasoline truck entered the crossing. Gish applied the air brakes in full emergency, reducing the train speed, but not enough to avoid a collision. The gasoline ignited and enveloped the entire train in flames. With his clothing afire, Gish heroically pulled his train away from the inferno, and rescued the passengers. He was badly burned and became permanently disabled. For this heroic act, he was awarded a bronze medal by the President of the United States.



Mr. Elwood D. Crotty, fireman on the Erie Railroad, on September 16, 1931 saved the lives of another freight train crew at Graham, New York. The boiler on Crotty's locomotive exploded, instantly killing the engineman and the brakeman. Despite his own serious injuries, he secured a lamp from the rear of the tender and walked up the track to flag a following train. After this heroic effort he collapsed and died in a hospital the following day. For this inspiring valor, Crotty was awarded a bronze medal by the President of the United States.

CHECK OUT THE HCRM:
WWW.HUBCITYRRMUSEUM.ORG
WWW.FACEBOOK.COM/HUBCITYRRMUSEUM/

CHECK OUT THE CRHA:
WWW.HUBCITYRRMUSEUM.ORG/CAROLINA-RAILROAD-HERITAGE-ASSOCIATION
WWW.FACEBOOK.COM/GROUPS/CRHA/NC/