

To Be Continued . . .

A PUBLICATION OF THE UPPER DORCHESTER COUNTY HISTORICAL SOCIETY

Mission Statement: To Research, Record and Preserve Dorchester County's History

PO Box 15, Dorchester, SC 29437

May 2015

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DON'T FORGET THIS DATE

Thursday, May 21st 7:00 PM

Membership Meeting

At Koger House

NOTE: LOCATION

A MESSAGE FROM THE PRESIDENT

Dear Members,

Our annual Spring Tea at Brosnan Forest last Saturday was a huge success and brought in a profit of \$2011. Thank you to Norfolk Southern Railroad for the use of their wonderful facilities, to the hostesses for making the lodge so beautiful, to Tammy Jackson of Southern Creations Catering for the delicious lunch, to Nell Westbury, comedienne and Jessie Cockcroft, musician for the entertainment and special thanks to all members for their attendance and continued support.

The Dorchester County Archives and History Center is celebrating its 6 month anniversary. Remember to turn over your family genealogy so that all family names can be input into the database. You can donate or loan for 90 days. It is up to you to preserve your past history for your grandchildren.

The marker for the St. George School is still underway. Soon it will be ordered and hopefully erected this fall.

Our newest item to sell is a print of the Colleton District, Mills Map. This was the first official map drawn of South Carolina dating back to 1825. It is a wonderful piece to have in your collection. Names of early residents and the earliest roads that existed are shown. Notice, I said Colleton District; Dorchester County was not established until 1897, thus this entire area was Colleton District in 1825. The prints can be ordered through the archives. Also, the Diary of David Gavin (1855-1874), A View of the Past (homes and sites prior to 1940 in Upper Dorchester County), and Memorial Stones (over 15,000 cemetery inscriptions in all cemeteries in Upper Dorchester County; as well as 13 from Colleton County and two from Orangeburg County).

All periodicals and the Mills Map would make a wonderful Mothers Day or Fathers Day Gift and are available at the Archives.

You can reach Director Christine Rice, at the Dorchester County Archives & History Center at 843-563-0053 to set up a time to visit.

Dean McCracken will be our guest speaker at our May 21st meeting at the Historic Koger House at 7 PM. Look forward to seeing you there.

Phyllis

MEMORIAL GIVEN IN LOVING MEMORY OF:
Connie Louisa Heatley Peters By Phyllis Hughes

Special Thoughts and Prayers
Family of Connie Heatley Peters
Family of Fannie Blanton Owens

Membership Dues
Payable by March 1, 2015
Annual dues: \$25.00
Lifetime Membership: \$250.00
Please Mail to:
Mrs. Jean Behling
113 Bryant St.
St. George, SC 29477
(Please include current home and email address.)

Get Well
Edith Axson
Fitzhugh Sweatman
Bobby McKinnon
Bettie Berry

Welcome New Lifetime Member
Sarah Lyle Koger Round O, SC
Mark Clark Grover, SC

Memorial Stones

To date over 270 books have been sold. Contains over 15,000 cemetery inscriptions in all cemeteries in Upper Dorchester County; as well as 13 from Colleton County and two from Orangeburg County This book is a wonderful source of genealogy.

A View Of The Past

Recently our society received 200 reprinted copies of *A View of the Past*. This book is a collection of homes and sites in Upper Dorchester County prior to the 1940s. This is our 3rd printing.

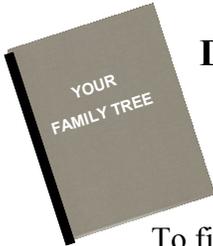
If you would like to have a copy of either books for your collection or for a gift, you can pick up locally at the Dorchester County Archives & History Center, Ridge Street, St. George or by mail: UDCHS, POB 15, Dorchester, SC 29437. The books cost \$45 add \$6 for S/H if purchased through mail.

2015 Calendar of Events:

Membership Meeting	Thursday, May 21	7 PM	Koger House
Membership Meeting	Thursday, August 20	7 PM	DCA&HC
			St. George, SC
Membership/Awards Meeting	Thursday, November 19	7 PM	DCA&HC
			St. George, SC

Please check our website for updates at www.upperdorchestercountyhistoricalsociety.com

MEMBERSHIP MEETING
At Koger House
Thursday 21 May 7:00 PM
Guest Speaker: Dean McCracken



FAMILY TREES
Dorchester County Archives and History Center
is now offering printed & spiral bound Family Trees

Up to 20 Pages \$25.00

Up to 40 pages \$35.00

\$1.00 per page for each page over 40

To find if we have your family in our records please contact
Christine Rice at (843)563-0053 or crice@dorchestercounty.net

Historian Dean McCracken To Speak At UDCHS Meeting

The quarterly meeting of the Upper Dorchester County Historical Society will be held May 21 at 7:00 PM at the Dorchester County Archives and History Center on Ridge Street. The featured speaker will be Dean McCracken of Lake City, Florida. He will be speaking on two St. George men, David M. Horn and James C. Wilson, who were in Company C of the 24th Regiment South Carolina Volunteer Infantry.

Mr. McCracken attended Youngstown State University with a major in History. He is co-historian and life member of the UDCHs. He holds membership in the following organizations: Oswego Town Historical Society (New York), Ohio Historical Society, South Carolina Historical Society, Waring Library Society (MUSC), and others.

His articles have been published by the Historical Marker Database, the Medical University of South Carolina, as well as other venues. He has donated research to libraries, historical societies, and museums, including the Dorchester County History and Archives Center. One interesting item he has donated to the DCA&HC is a Confederate two-dollar bill which had been in the possession of the late Mrs. Minnie Minus whose home was on Murray Street, St. George.

DCA & HC

It was decided by the Board of Directors, to extend the Charter Membership Drive (\$100) until November 15th, 2015. A plaque will be placed in the center listing all charter members. Please come and join.

This center will be an invaluable tool for future citizens in search of the county's history.

Annual membership is \$50 per person and \$25 for teachers and students.

The benefits of becoming a member are:

- Research during hours of operation.
- Every 3 years, an updated printed copy of your family tree, providing you furnish updated information to the center.

Special Note: Membership is on an individual basis, not a company.

Electronic Newsletter

Once again we are asking you to share your email address with us so we can send your newsletter electronically to save on postage costs. Please provide your email address to Bill Blakely, Corresponding Secretary at the address below and put in the subject line 'UDCHS Address'. Thank you for your continued support.

bill.blakely@upperdorchestercountyhistoricalsociety.com

Working On The Railroads During Mid 1800s

Railroads existed in Europe before they began in America. The first railroad in America was the Baltimore and Ohio Railroad, but it consisted of iron rails only; the cars were pulled by horses. The first steam powered railroad was the Charleston & Hamburg, later renamed the South Carolina Canal and Railroad, running between Charleston and Hamburg, SC, in 1830. By 1857 the North Eastern railroad began operation between Charleston and Florence. Each emerging railroad company designed and built (or purchased from Europe) their own locomotives and cars, each with a different distance between the rails. Railroad equipment was crude by today's standards, and working conditions were deplorable until the enactment of the Railroad Safety Appliance Act in 1893. Safety equipment was available in 1868, but the railroad owner's attitudes were that manpower was cheaper than safety equipment. Southern railroads in particular refused to install safety equipment until forced by law. The following describes some of the jobs required to operate these early trains.

Brakeman

The Brakeman, known as a shack, held the toughest job in the train crew. Before the invention of the air brake (invented in 1869, adopted in 1873), the locomotive brakes stopped only the locomotive. The remainder of the train was stopped by a hand-operated brake on each car, operated by a brakeman, who would run along the tops of the cars to reach the hand wheels. After the train was stopped, the brakeman had to again run to each car and release the brakes. The brakeman set the brakes when the engineer gave him a hand signal. The steam whistle evolved to provide this signal when a bright engineer found that releasing steam from a valve in the locomotive would alert the brakeman. If the brakeman set the brakes too tightly and caused a wheel to drag, a flat spot on the wheel resulted. The railroad company would then take the cost of repairs out of the brakeman's pay. Brakemen were the most likely crew member to discover hoboes, tramps, or bums hiding between cars. Sometimes the brakeman would accept money to allow them to ride, but more often, they would throw them off the train, at whatever the speed when they were discovered. Many brakemen fell to their deaths between the rocking cars, especially when a chain snapped. As a consequence of the hard life they lived, brakemen were a rough lot, hard drinking, profane, violent and argumentative. They knew they were tough, were noisily pessimistic, and tended to tear a town apart on payday.

Fireman

If a worker survived the job of brakeman, he could move on to the job of fireman, called a *tallow pot*, on his way to becoming an engineer. The name came from one of his duties, that of oiling the valves on the engine while pulling a train of cars. When the engineer gave the order, the fireman took his tallow pot and climbed through a window onto the running board. Clinging to the handrail along the blisteringly hot boiler, in even the coldest of winter wind, he crawled to the steam chest. When the engineer thought he was in place, he would shut off the throttle for an instant. During that instant, the fireman would pour oil (tallow) into the vent in the steam chest. The fireman's main duty, though, was to keep wood in the firebox, which usually left him some free time. The fireman would fill this time by throwing pieces of wood at any hoboes who had hitched a ride in the blind spot between the baggage car and the engine tender.

Conductor

Brakemen could also ascend to the job of conductor, known as a *Con*. All freight conductors and most passenger conductors were brakemen earlier in their careers. Conductors were the crew members who received orders from the telegraph operators, and passed them to the other crew members. From this, the position evolved into the boss of the train. The conductor was the representative of the company, so was better dressed on passenger trains than the other crew members. They often carried a silver plated lantern with their name and lodge affiliation etched on the glass. More often than not, conductors were grouches, perhaps reflecting their hard life as brakemen.

Engineer. Everyone wanted to be an engineer, known as a *Hogger*. An engineer knew everything there was to know about the operation of a train, as he came up through the ranks. He had to be a pretty good mechanic also, as he had to answer for the condition of his locomotive when it went into the shop. A good engineer was a valuable asset to the company, as too much throttle would devour fuel at an appalling rate.

Track Maintenance. Track maintenance employees were known as *Gandy Dancers*. They were responsible for a section of track, usually ten miles long, which they would patrol constantly in hand-powered cars. They usually lived in cheap houses, built by the railroad company, near their section of track.

To Be Continued.....