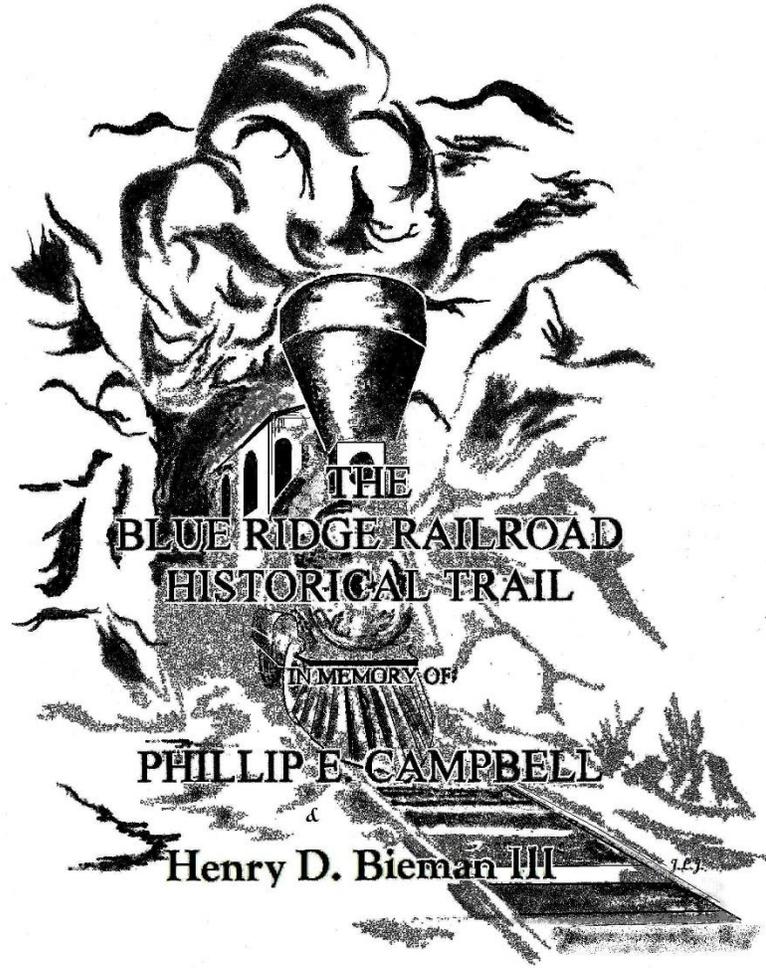


# Leader Guide



## Cover

**Phillip E. Campbell:** was the Music and Education Minister for the Seneca Baptist. When approached by some church youth, he recognized the need for a Boy Scout Unit at the Church. He approached the Baraccus Men's Sunday School Class to sponsor the Troop, and they agreed. When it came time to form the troop, Mr. Campbell was the unanimous choice for the Committee Chairman position. Tragically, during this period of time for a developing scout troop, Mr. Campbell passed away from cancer. Many of those first scouts remembered this kind and caring person and thought it befitting to name the trail a Memorial to his memory.

**Henry D. Biemann III:** was an Eagle Scout and later Scout Master and Explorer Advisor in Walhalla, S.C. of the Oconee District, of the Blue Ridge Council (S.C.). Henry cared for our youth and tried very hard to instill in them a deep appreciation for the outdoors. He was also a volunteer fire fighter, and in keeping with philosophy of youth and the outdoors, organized and started a Fire Explorer Unit. Tragically again, Henry passed away due to cancer. The Sea Scouts of Ship 219 thought it would quite fitting for the trail to be a Memorial to his memory.

**Cover back drop:** A pen and ink depiction of a ghost 4-4-0 (American) steam engine, exiting the dream of a finished Stump House Tunnel; done by Dr James L. Johnson, Scoutmaster & Later Skipper of Troop & Ship 219 respectively.

**Pamphlet and leader's Guide:** was an Eagle Project done by Christopher B. Dennis, Boatswain for Sea Scout Ship 219. Updated by the Blue Ridge Rail Road Historical Trail Committee (Oct.2012).

## **The History and Purpose of the Blue Ridge Railroad Historical Hiking Trail**

The Blue Ridge Railroad Historical Hiking Trail [BRRRHHT] presently follows 1.5 miles of the uncompleted railroad bed in the Stumphouse Mountain Tunnel Park of Oconee County, S.C. The trail begins at Isaqueena Falls, passes Middle Tunnel, and terminates at Saddle Tunnel. The out and back hike covers roughly 3.0 miles along relatively flat terrain. Future trail development hopefully will extend the trail to Franklin, N.C., following the uncompleted and past completed, but removed tracks of the original road bed of the BRRR. This trail was conceived and developed by Boy Scout Troop 219 and Sea Scout Ship 219 in Seneca, South Carolina. It is now a registered trail in the National Register of Historic Railroad Trails as well as a registered Hiking Trail for the Boy Scouts of America.

The purposes of this trail are: (1) to create greater interest in our American Heritage and South Carolina history through research and actual travel over historic sites; (2) to stimulate the study of nature and natural resources; (3) to promote interest in hiking; (4) to encourage better physical fitness through exercise and; (5) to promote youth leadership.

### **History of the Blue Ridge Railroad**

In the late 1820's and early 1830's Southern businessmen desired a rail line connecting the Midwestern farm lands with Charleston's (S.C.) seaport. A company was organized in 1837 under the presidency of General Hayne (S.C.), to explore the prospects of such a construction. Possible routes were surveyed through South Carolina, Tennessee, and Kentucky. It may be of interest that John C. Calhoun was on one of the original surveying teams whose job it was to map out the proposed route for the railroad. But due to current economic reasons, the venture was terminated.

One route surveyed went through Rabun Gap, Georgia, and in the early 1850's, separate companies were formed in the four states that this route would follow. The Blue Ridge Rail Road Company would lead this construction.

Preliminary work began in 1852, while actual construction on the Rail road started in 1854. In 1852 it was projected that thirteen would be necessary, with the hardest and most costly construction being that in Mountains of South Carolina and Eastern Georgia. Stumphouse Tunnel would be the toughest and longest at 5,863 feet.

### **Blue Ridge Railroad Trail Tunnels**

The Blue Ridge Railroad Company planned the immediate creation of five tunnels totaling some thirteen miles: three in South Carolina, two in Georgia, and one in Tennessee. Stumphouse, Middle, and Saddle Tunnels were planned for the Pickens District, the area of Upstate South Carolina including modern Oconee and Pickens

Counties. Though South Carolina spent over one million dollars on Stumphouse tunnel, construction ceased in 1859 when the state could not continue to fund the project. Middle Tunnel's construction was completed as the only earthen tunnel in the Blue Ridge Railroad plan. Located a fourth mile from Stumphouse Tunnel, Middle Tunnel's construction was the only tunnel completed as well as the only earthen tunnel in the Blue Ridge Railroad plan. Located a fourth mile from Stumphouse Tunnel, Middle Tunnel's Northern and Southern entrances are marked, but, due to alluvial deposits, only the Southern entrance is accessible. The remainder of the tunnel was purposely collapsed in the 1970s, and a small part is still accessible and presently acting as home to a small population of *Myotis Lucifugus*, or little brown bats. The last of the South Carolina tunnels, Saddle Tunnel, is located about a mile and a half from Stumphouse Tunnel. It has remained mostly intact, but a small lake fills the entire construct. Only one entrance is visible; the Northern entrance is also covered with alluvial deposits.

## **Stumphouse Mountain Tunnel**

Stumphouse Mountain Tunnel was to be the longest of all the tunnels, five thousand, and eight hundred sixty three feet. Its construction was contracted to George Collyer in May 1856. When the work was abandoned in 1859, four thousand, three hundred sixty three feet had been excavated from the tunnel from ten faces – west end and east end faces plus two faces for each shaft. During 1859, the workers were cutting two hundred feet per month, using hand tools, drills and blasting powder. The increase in cost for materials and labor caused the company to exceed its budget. Because of the pending turmoil with Northern Abolitionists, the state of South Carolina granted no more funds. Work on the Blue Ridge Railroad halted.

Shaft number one can be seen through the grated door at the east entrance and is approximately one hundred eighty eight feet deep. Shaft number two is twenty feet off of South Carolina highway 28, the shaft is two hundred thirteen feet deep, and fully filled. Shaft numbers three and four are located down the dirt road on top of Stumphouse Tunnel. During the period of tunnel construction a thriving town of fifteen hundred inhabitants developed around shafts two and three. These workers lived in a non-permanent housing settlement at the top of Stumphouse Mountain. The town called "Tunnel Hill", and was made up primarily of foreign laborers mostly Irish. The town had a newspaper, a school, a Catholic church, cabins, shops, and plenty of saloons. It was a brawling town, with its share of killings and tunnel deaths.

## **Clemson Blue Cheese**

In 1940, a Clemson College professor envisioned the possible use of Stumphouse Mountain Tunnel for the curing of Blue Cheese. With this thought in mind, the Clemson College Dairy Department began experimenting with the manufacture of Blue Cheese and curing it in the abandoned tunnel.

World War II intervened. Clemson lost the skilled specialist; the milk used for cheese was needed for aviation cadets quartered on campus; and litigation arose as to the ownership of the tunnel.

In 1951 Clemson College was successful in purchasing the tunnel. With adequate milk supplies again available, "Operation Blue Cheese" was re-initiated. The cheese was manufactured on campus, transported thirty miles, and cured in the tunnel. The tunnel measures twenty five feet high by seventeen feet wide and extends one thousand six hundred feet through a granite formation into the heart of Stumphouse Mountain. At the midway point, a sixteen by twenty foot air shaft ("old" shaft #1) extends upward two hundred feet to the surface. Underground springs and the condensation of moisture from warm air entering the shaft produce a constant wetness in the tunnel. The resulting high humidity is favorable for curing Blue Cheese.

With the construction of the modern R.F. Poole Agricultural Center in 1956 on Clemson's main campus, air-conditioned cheese rooms were installed to replace the curing facilities of the tunnel. In 1958, all manufacturing and curing of Blue Cheese was conducted on campus. The ownership of the tunnel is still by Clemson University, but the City of Walhalla manages the park. The south entrance to the tunnel has become an historic landmark in South Carolina. The cool, refreshing breeze which blows out of the tunnel is long remembered by summer visitors. (contributed by Jack J. Janzen, Ph.D., professor of Dairy Science, Clemson University) (1975).

## **Stumphouse Tunnel Park and Issaquena Falls**

The park and falls are located approximately 7 miles N.W. of Walhalla, S.C., directly off of S.C. highway 28. The park is opened daily from 10:00am to 5:00pm. The park does not poses camping facilities or drinking water. There are two outhouse restrooms, numerous picnic sites and a picnic shelter. Camping facilities are available at nearby (1) Oconee State Park as well as (2) High Falls County Park.

**Oconee State Park**  
624 State Park Road  
Mountain Rest, S. C. 29664  
phone #: 864-638-0844  
fax: 888-803-0844  
Web.: [oconee@scprt.com](mailto:oconee@scprt.com)

**High Falls County Park**  
671 High Falls Road  
Seneca, S.C. 29672  
phone #: 864-882-8234

## **Directions (from Walhalla S.C. to Stumphouse Tunnel Park)**

From Walhalla, follow S.C.28 North for just over **five** miles. On the left will be seen the Yellow Branch Picnic Area; immediately beyond (approximately 200ft.) on the right will be the Stumphouse Tunnel Park turn off. Follow the road (it is somewhat windy) down into the park for approximately 1/2 a mile where it will dead end into a parking lot. Look immediately in front and somewhat up and you will see the tunnel entrance. If you turn

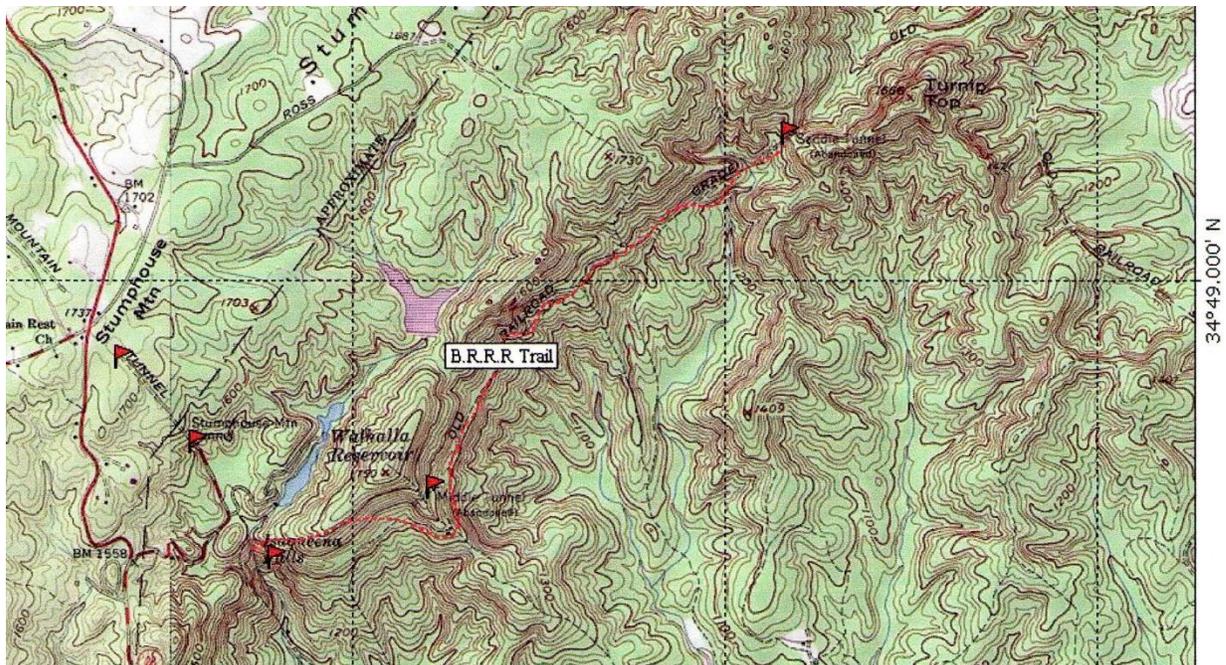
around and head back the way you came for approximately 500yds., the car entrance to the picnic shelter and parking for the Issaquena Falls will be on your left. Immediately after turning left if you again turn left you will go to the picnic shelter or if you turn right you will enter an unpaved parking area for the falls. It is from this parking area the Blue Ridge Railroad Historical Trail starts.

## The Blue Ridge Railroad (Stumphouse to Saddle Tunnel) Hiking Trail Map

The hiking trail begins at the **B.R.R.R. Trail** sign/marker. Follow the Yellow paint marks on the trees and you will remain on the trail until you reach Saddle Tunnel (the end). At this point you have hiked ~2.5mi. Now return the way you came and end at the Issaquena Falls Parking lot.

See figure 1.

**Figure 1. The Blue Ridge Railroad Historical Trail [section 4] (Stumphouse to Saddle Tunnel).**



## Trail Patch and Medal

### Requirements: Patch and Medal Patch:



- 1- Hike a section of the trail.
- 2- Wear a group affiliated item.
- 3- Participate in a small group discussion; comment on any indicative markers of the Blue Ridge Railroad. (e.g. *the railroad bed, a quarry, Abutments, geographic cuts*)

[Future Note: a segment patch will accompany each renovated section of the trail]

### Medal:



- 1- Hike the forth section of the trail, from Stumphouse Tunnel to Saddle Tunnel
- 2- Wear a group affiliated item. (*This identifies you to private landowners.*)
- 3- Scout Leadership on the Blue Ridge Historical trail\* .
- 4- Visit the Oconee Heritage Center (Museum)\*\* in downtown Walhalla, S.C. and complete the questionnaire related to the B.R.R.R. and the hiking trail.
- 5- Complete, as a group, a service project on one section of the BRRR trail (e.g. *replace trail marking, remove litter, clear fallen brush*)

## **\*Scout leadership on the Blue Ridge Historical Trail**

The Blue Ridge Railroad trail presents an excellent opportunity for a scout to actually lead a portion of the trail. The amount of time leading would depend on the number of scouts and each scout should take his or her turn. The designated “youth leader” should always be at the front and other scouts should not pass him or her so the unit does not get scattered.

The leader shall be responsible for the primary navigation of the trail, alerting other scouts to slippery trail portions, overhead obstructions, poison ivy, water breaks, animal life, and so forth. If there is a particular tree that is marked and may need to be more closely observed, he or she will call for the hikers to stop as necessary. Anyone that wants the group to stop for any reason should alert the scout leader. After the scout leader has completed his portion, the next scout in line, the “on-deck leader” who had been backing up the leader, will assume the position of leader. The on-deck leader is responsible for keeping track of the time to change leaders and be available to discuss any aspect of the hike with the leader and do a numerical count and report all scouts present and accounted for as he or she assumes the leader position. This rotation process should continue throughout the hike until each scout has had a turn in leading the hike.

Specifically, youth leaders will:

- 1) note tree and/or plant identification markers,
- 2) observe and adhere to yellow trail marks
- 3) direct the group’s attention to the approaches for Middle Tunnel and Saddle Tunnel which will be marked.

Having a designated scout leader will help foster an integrated team approach where each scout has an opportunity to be actively involved. It is recommended the sequence of leader rotation be decided before the hike begins to allow for a smooth and quick transition. It is anticipated that more senior scouts will be initial leaders to set the example. Also, it should be emphasized that each scout, whether leading or not, should always be cognizant of straying off trail, observing if another scout is looking ill or overly fatigued, or requesting a temporary halt to note a particular marked tree.

The act of being an integral part of the team at all times fosters cohesiveness, confidence, and responsibility. It will also provide members a greater knowledge base for any follow-up discussion or written assignment. While obviously the Adult Scout Leaders are ultimately in charge, it is recommended they interject only as warranted, staying “hands off” to the extent possible. The goal of integrating scout leadership is to make the whole experience for the scout more rewarding, more challenging, and to build a greater sense of accomplishment.

**IT IS HIGHLY RECOMMENDED THAT ANY SCOUT THAT ACTS IMMATURE, DISRUPTIVE, OR UNCOOPERATIVE SHOULD NOT BE AWARDED A MEADAL FOR THAT PARTICULAR HIKE. SIMPLY**

**AWARDING UNDESERVED MEDALS WILL SET A POOR EXAMPLE AND CHEAT THOSE THAT ARE TRULY DESERVING.**

**\*\* Oconee Heritage Center (Museum):** Please make prior arrangements with the museum staff, letting them know how many youth and adults will be attending, and giving the approximate time and date of attendance.

*Oconee Heritage Center  
123 Brown Square Drive  
PO Box 395, Walhalla, S.C., 29691*

*phone #: 864-638-2224  
e-mail: info@oconeeheritagecenter.org  
Leslie White - curator/director*

## **Trail Guides**

If you feel that your unit would be better served by having a local youth and or an adult, who is familiar with the trail accompany them during the hike, we have set up a trail guide group of local venture scouts, senior scouts and adults, whom upon request will help guide you along the trail. Also some of our adult guide members, can also upon request, help you find local camping and motel accommodations as well as local historical sites, museums, and any perennial activities going on during units stay. If you could please give two months advance notice to allow time to complete the request. All information gathered will be forwarded to said unit leader to make his final trip plans.

Please forward all inquiries to:

Blue Ridge Council  
Boy Scouts of America  
1 Park Plaza  
Greenville, S.C., 29607

Phone # 864-233-8363  
E-mail: <http://www.blueridgecouncil.org>

or:

Dr. James L. Johnson  
401 Dalton RD.  
Seneca S.C. 29678

Phone #: 864-882-9765  
E-mail: [jljohns47@yahoo.com](mailto:jljohns47@yahoo.com)

This trail was originally devised and maintained Boy Scout Troop 129 sponsored by the Baraccas Men's Class, and by Sea Scout Ship 219, sponsored by the Co-Ed III Sunday school Class, of the Seneca Baptist Church, Seneca, South Carolina. As of 2012 the Blue Ridge Rail Road Trail Committee [of the Blue Ridge Council B.S.A. of S.C.] has been set up to oversee and develop the trail for the future.