



# CENTRAL CROSSINGS

MONTHLY NEWS LETTER OF THE  
CENTRAL RAILWAY  
MODEL & HISTORICAL ASSOCIATION, INC.

Volume 18, Number 9

September 2009

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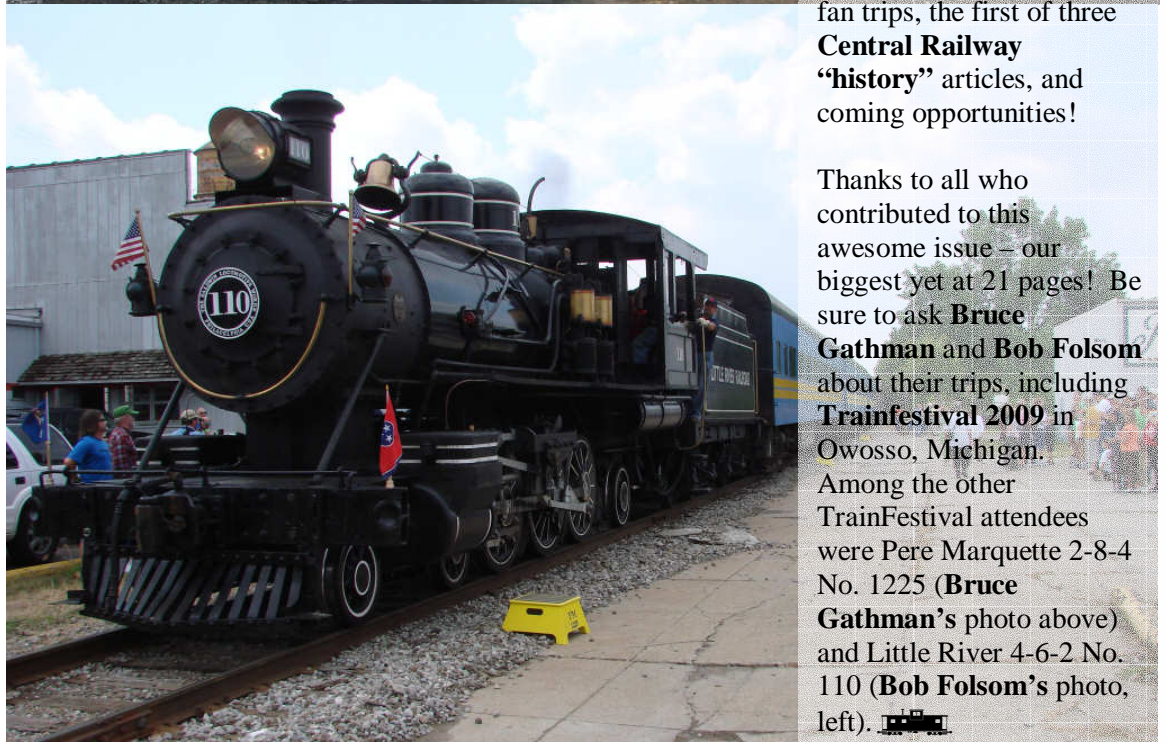
**Next Meeting:**  
**Sept 3, 2009**  
**7:15 PM**


**Museum layout  
work sessions  
continue on  
Thursday and  
Saturday  
mornings!**

## SUMMER RAILFAN EXTRAVAGANZA ISSUE !



This month's newsletter is **PACKED** with articles from our officers, exciting photos from our summer fan trips, the first of three **Central Railway "history"** articles, and coming opportunities!



Thanks to all who contributed to this awesome issue – our biggest yet at 21 pages! Be sure to ask **Bruce Gathman** and **Bob Folsom** about their trips, including **TrainFestival 2009** in Owosso, Michigan. Among the other TrainFestival attendees were Pere Marquette 2-8-4 No. 1225 (**Bruce Gathman's** photo above) and Little River 4-6-2 No. 110 (**Bob Folsom's** photo, left). 



## APPROACHING HEADLIGHTS

Upcoming Events for the  
**Central Railway Model & Historical Association**  
For other shows and events, please see the list at the end  
of the newsletter.

## ANNUAL FALL PICNIC

**Saturday, October 3, 2009**  
**Bruce Gathman's House in Easley, SC**  
**118 Richland Drive**

Hours will be: run live steam trains from 10 to 12, eat and socialize 12 to 2, then run more trains until 4 or so. For the newer members this is co-ed, so bring the wife along to get acquainted with the other wives.

Bruce kindly requests help with providing canopies for shade, a second grill, and especially a new quadruple deck parking structure (Hint: Car-pooling would help with the limited parking available!). People are asked to bring a dish to pass and a meat selection, of your choice, to be grilled. A selection of soda, tea & water will be provided and other beverages are BYOB. If you want to insure chairs to sit in you might bring your own.

NOTE: regularly scheduled business meetings and programs for the month of October will NOT be affected by this event. Please be sure to come to our October 1 meeting!

Bruce Gathman, [trainshow@crmha.org](mailto:trainshow@crmha.org)  
Geared Locomotive Superintendent  
Central Railway Model & Historical Association,  
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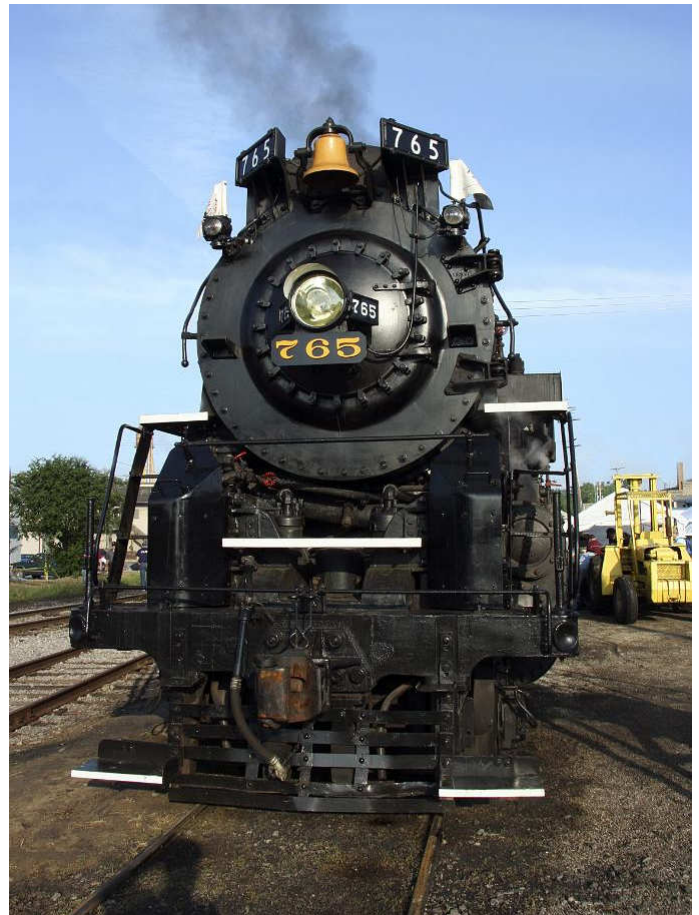
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## PROGRAM SCHEDULE

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- September 3, 2009      **TBA**
- October 1, 2009      Herb Schmidt  
                                 **3-D Cardstock Modeling**
- October 3, 2009      **ANNUAL FALL PICNIC**  
                                 **See information at left**
- November 5, 2009      **Open**  
                                 *Still room for YOU!*
- December 3, 2009      **Christmas Dinner**  
                                 Hosted by Bob Folsom
- January 7, 2010      **Open**  
                                 *Beat the New Year Rush and sign up now!*
- February 4, 2010      **Open**



**Nickel Plate 2-8-4 No. 765 stepped up to the "Plate" to haul excursions when No. 1225 came down with the flue (a.k.a. four-tube failure) at TrainFestival 2009. Bruce Gathman photo.**





SERVES THE UPSTATE

## GENERAL MEETING MINUTES

By **Brian d'Entremont,**  
**Stationmaster**

**6 August 2009**

### **Regular Meeting at the Central Railway Museum**

CEO Jim Reece started the meeting at 7:15PM and introduced two guests, including Anne Sheriff from the Central Heritage Society. Paymaster Bob Folsom gave a treasury report.

#### **Central Museum Schedule**

This coming Saturday is the second Saturday of the month and we are committed to being open. We can have trains running, but last month we had no visitors during this time. The South Carolina Quarterly Bus Tour is planning a visit in September and we need someone to have museum open at that time. Howard Garner, following up on his suggestion last month, reported that there is interest in a divisional NMRA meeting. It was proposed that we do this on the second Saturday of the month when we are planning to have the museum open and Howard will check with the NMRA.

#### **Museum Building**

We received a check from the city for \$834.56 for a project-to-date reimbursement of \$13672.03. Chair donations are still being accepted and are tax deductible. Following up on confusion with the insurance company last month, Glenn Nasworthy reported that we are covered through March with both liability and property insurance. The air conditioner was reported to be malfunctioning because the thermostat was set too low causing the evaporator to freeze. This is the second time that air conditioning work has been required and may require additional work on the air return.

#### **Heritage Committee and Space**

Mr. Reece stated that the Heritage Scales Committee had been making an outstanding contribution and have been receiving a lot of donations, but using all of it effectively will require more space. There was discussion about asking the city for permission to use the old kitchen and the idea of putting additional heritage track over the HO layout. Standard gauge would be most practical near the ceiling, since we don't have a large collection of rolling stock and little incentive to change cars. However, this installation would also be loud, detracting from the HO

layout experience. There was also discussion that there may be more interest in N-scale and that perhaps some additional space could be used for this. It was established that the original plan to tear down the old kitchen was primarily due to the rotten floor in this area of the house; it is also under-serviced by the current electrical system and does not have HVAC. However, there was general agreement that we could use the space, and thus Jim Selton made a motion to request permission from the City to use that room permanently, for an unspecified expansion, not necessarily limited to Heritage Scales. Jim Reece proposed an amendment to additionally ask the City to finance the material cost for the renovation of the room in the same manner as they have done for the rest of the building. Bob Folsom seconded the amended motion and it was approved without opposition.


#### **HO Layout**

Jim Reece gave a report of the activities of the officers and committee chairmen in steering the overall direction of the HO layout. Brian d'Entremont read a summary of Minutes for the officer and committee chairmen's meeting on Monday. Jim McInnis described work to stabilize the layout, by gluing and screwing bench work and modification that include raising the upper level by 4 inches. Bob Folsom talked about plans for building switches from scratch using the Fast Tracks system. Howard Garner described operations scheme and the fictitious history that resulted in the railroad as it appears in the model. Sandy Eustis described the scenery plan in detail, going down the entire line.


#### **Central Railway Festival**

Ron Keith reported that the festival committee is just getting started. The festival will probably be the last weekend in April to avoid conflict with other things in the area. The City did well financially at the last festival, coming in under budget and making a little extra money as well. The committee is hoping that by 2011 we can have the railway right of way ready. Mac McMillin stated that the City needs request railroad materials from NS and clean the right of way with their grading equipment before we can lay track.

#### **Other Business**

Museum Curator Jim Selton says that we have started a library, and that members can borrow what they want, as long as they are returned. Rob Seel reports that he is interested in layout pictures for the newsletter and will personally photograph layouts upon request. The business meeting was followed by a program by Anne Sheriff on the history of railroading in Central. 



Just recently while looking through some old files given to me when I became CEO of CRM&HA Inc., I ran across an interesting document. It was titled “**Central Model Railway and Historical Association HO Division**” **History of the Central Railroad**, by John T. Thorpe, 1995. I have decided to reprint this document in three different segments over the next three months. I think you will find it interesting. Perhaps one or some of you might like to pick-up on what John Thorpe started and make some revisions to bring this history of the Central Railway and the work we are doing today more in line with each other. As John wrote, as with any model railroad, the layout (and its history) are always subject to change. *(Be sure to check out this mini series in this and the next two issues – ed.)* 



SERVES THE UPSTATE

## OFFICERS’ MEETING MINUTES

By Brian d’Entremont,  
Stationmaster

3 August 2009  
Central Railway Museum

### Officers’ Meeting with Committee Chairmen

**Officers: Jim Reece, Bob Folsom, Ron Keith, and Brian d’Entremont**

**Plus: Howard Garner, Jim McInnis, Ralph Watson, and Sandy Eustis**

#### Summary

This meeting was called by Jim Reece for the officers to get meet with the committee chairmen and approve an official track diagram for the HO layout and establish the general terrain type for each area of the layout. It was

agreed to prioritize the upper level. A plan for the upper level, dated Aug. 3 and draw by Sandy Eustis, was signed by the officers and it was agreed that any deviation will require prior approval from this group. A lower level plan was discussed and amended, but not finalized.

#### History of the Central Railway

The group discussed Mr. Garner's document *CRM&HA Operations* describing a "history" of the fictitious railroad that we developed and the few changes to the railroad that are required to make this operating possible. This justifies interactions shown in the diagram that Bob Folsom drew after the last officers’ meeting, but requires some changes to make it operational. Sandy presented a recently draw track plan incorporating Howard's changes and Howard offered to make the necessary changes to Bob's line diagram. Jim Reece proposed that changes be finalized after the meeting, requiring approval of this steering committee for any future changes.

#### Town Names

Since the Southern ends at the yard before the staging, different names may be needed for the Southern yards in staging and Central yards on the layout at Asheville and Atlanta. One idea is that we need something like "Biltmore" or "South Asheville" on the layout, before staging, on the upper level and “Suburban Atlanta” on the lower level. The elevated street scenery, previously started in the heritage room, will be moved to the Southern's Asheville yard in the meeting room. Mr. Garner and Mr. Eustis named the logging camp "Little River", which is an actual North Carolina town, but better one in Tennessee is better known, possibly leading to confusion. There was discussion of changing the name of the town and it was agreed to authorize Mr. Garner and Mr. Eustis to make the final decision.

#### Spaghetti Bowl

There was considerable discussion, prompted by Ron Keith, that the layout may be looking too much like a "spaghetti bowl" with too much track forcing too much vertical scenery and other scenes looking too urban. There was particular discussion about the scene around Steve's trestle, the number of tracks in the yard and whether anything could be done to reduce the flyovers in the Walhalla scene. Some industrial areas were reduced slightly in the drawing, but no major modifications to the amount of track were made. After discussion, there appeared to be consensus that the amount of track was

acceptable to all and appropriate balance of operations and scenery.

### **Terrain Type on the Upper Level**

It was agreed that we needed to establish a general description of the type of terrain in each area of the layout, particularly to promote a consistent transition from the flatter land in the Central area to the more mountainous land around Asheville. The following descriptions were approved for the upper level: The "Zonay Creek area" is the most vertical area of the layout with streams, trestle, pools, and a granite cliff. Rosman is a flatter, valley area, with some rolling hills. Out of Rosman, the main line goes into the Rock Ridge Cut. At the discretion of the scenery committee, the scene on the upper level at the end of the rear peninsula can be continued over the lower level scene to the floor, if desired. Brevard is flat with rolling hills in the backdrop. The main line disappears under the narrow gauge. Going on to the branch line on the front peninsula, between Brevard and Little River, the scene is moderately vertical with about 8" to 9" separation between the branch and the narrow gauge, getting flatter toward Little River. The terrain ranges from flat to rolling hills in the Flat Rock area. Out of Little River to the quarry, rolling hills with a couple of rock cuts are on the scene facing the door front face of the layout.

### **Track Layout Revisions**

Mr. McInnis discussed track changes required for operations. The whole upper level needs to be raised 2.5 inches, and this has been done on the rear peninsula. Changes also have been made to the lower level staging so that trains from staging can be originated in either Atlanta or Asheville. Mr. Garner described changes made to the Seneca yard plan to support the idea that the railroad arose from a history of gradual construction. There was discussion of a reverse loop originating at Seneca, but Mr. Garner indicated that it was not required for operations and Mr. Eustis that it was not required for display. The reverse loop was removed from the drawing. Mr. Eustis also brought up the number of trains that can be stored in the helix and originated from Pendleton during operations, but after discussion, it was decided that three is acceptable and no amendment was made to the plan.

### **Prioritization of Work**

It was decided to prioritize work on the upper level and focus on finalizing the plan for this area only at this meeting. The entire upper level of the front peninsula

needs to be raised 2.5 inches. There was discussion of breaking the layout in to permanent discrete sections to be signed off by committee chairmen as complete, but the committee chairmen agreed that we would hand over completed sections as needed from committee to committee without formal definition of districts.

### **Benchwork Committee**

Mr. McInnis reported that the front peninsula stabilization is done.


### **Trackwork Committee**

Mr. Folsom suggested using up the Central Valley track, except on curves, on the lower level. This idea met with considerable resistance that we were sacrificing reliability for the sake of using already purchased materials and that we had already established that we were not installing any more Central Valley. Alternative track and switch materials, including Microengineering, Atlas, and Fast Tracks were discussed with samples passed around. Fast Tracks switches were generally agreed to be preferred due to outstanding quality at low unit cost after investment in the jigs. Homasote road bed, although blamed for previous problems, was deemed acceptable with stiffer track than the Central Valley track that had been used. Atlas code 83 track was favored over Microengineering due to considerably lower cost and only negligibly inferior appearance. However, Atlas is not available in code 70, required for the Seneca yard. Thus, the following standards were agreed by all present for the standard gauge track:

- \*Roadbed: Home-made Homasote (as previously used)
- \*Standard switches: Fast Track #5 or #6
- \*Custom switches: selected as needed, but Atlas will need to be modified electrically.
- \*Standard Track: Track Code 83 Atlas
- \*Light Track: Code 70 Microengineering
- \*Hidden Track: Code 100 or Code 83 Atlas

NO more Central Valley track will be installed and all will be removed as we get to that area of the layout and before installing scenery. There was discussion of various options for manual switch activation including Blue Point and Bullfrog and the specific interactions of the track and scenery committees on issues such as ballast. No decision was made on the switch activation.

### **Company colors**

There were discussions as to the Central Railway logo, whether previous standards were available, and whether with the start of a new layout we wanted to conform to them. No decision was made. 



SERVES THE UPSTATE

## OFFICERS' MEETING MINUTES

By **Brian d'Entremont**,  
Stationmaster

**22 August 2009**  
**Central Railway Museum**

**Bob Folsom, Brian d'Entremont, and Jim Reece,**  
plus Steve Zonay

This was brief meeting at a Saturday work session to discuss the progress of HO committees and the need to meet with committee chairmen from other areas of club operations.


### Current Status of Committees

It was established that committee chairmen had largely been meeting with committee members on Saturday mornings at thus overly fulfilling the expectation that they meet monthly. However, documentation of and advance invitation to these meetings has largely been lacking. Mr. d'Entremont reported that the Scenery, Train Show, and Heritage Layout chairmen have defined full slate of members while Benchwork, Building, Rolling Stock, and Wiring chairmen have reported none. Trackwork now has one additional member. The Structures committee has been incorporated back into Scenery, with Jim Reece defined as the structures specialist and Jim Kimble the backdrops specialist. Mr. d'Entremont agreed to send an e-mail to the chairmen reiterating the requirement for members. We still need detailed plans and standards from the committees.

There was talk about the recently imposed policy of requisition forms and a recent incident in which two people, nether authorized, went to concurrently purchase plaster for the same job. Mr. Folsom committee chairmen have been notified of their budget allotments following establishment at the August 16 officers' meeting.

### Meeting with Committee Chairmen

Mr. Reece proposed that we have a meeting with each of the of non-HO committee chairman as we have done with those working on the HO layout. From Heritage, the officers would like to discuss authorizing other people to run the Heritage layout for display and the logistics of renovating the old kitchen if we can obtain it from the City. The officers would like to meet jointly with the Building committee chairman and the Curator, get a

written outline of the theme for each wall and plans for future display cabinets. The idea of requesting City money for materials to build cabinets as part of the renovation was discussed and is part of the motivation for requesting that these committees have a concrete plan available that we can propose so that we can address the City with our needs. The Building committee also needs to address the use of remaining floor space, filing of documents, and the "Rules of the House." It was also proposed that we establish a committee to address the laying of track for the real railroad on the mill spur right of way. 

## SCHEDULED TRAIN SHOWS

**September 19-20, 2009**

**CHARLOTTE, NC**

**Great Train Expo**

**Metrolina Tradeshow Center**

10:00 AM – 4:00 PM

\$7.00 w/ children 12 and under Free

[www.greattrainexpo.com](http://www.greattrainexpo.com)

**October 9-10, 2009**

**PISGAH FOREST, NC**

**Narrow Trak '09**

**Transylvania County Recreation Center**

Fri 1:00 PM – 9:30 PM, Sat 8:30 AM – 9:30 PM

Min-convention

Info email: [plans@citcom.net](mailto:plans@citcom.net)

**October 10, 2009**

**HENDERSONVILLE, NC**

**French Broad E'N'pire Autumn Rails**

**Whitmire Activity Center**

10:00 AM – 4:00 PM

\$5.00 w/ children 12 and under Free

**November 7-8, 2009**

**RALEIGH, NC**

**25<sup>th</sup> Annual Model Train & Railroadiana Show**

**Exposition Center at the NC State Fairgrounds**

9:00 AM – 5:00 PM both days

\$6.00 w/ children 10 and under Free

[www.nrvshow.org](http://www.nrvshow.org)



**CRM&HA**  
**HO GAUGE MUSEUM LAYOUT**  
**MANAGEMENT STANDARDS**  
 Adopted by CRMHA Officers 8/15/09

In order to give structure to or to clarify management of the HO gauge museum layout project, the officers of the CRM&HA have developed the following guidelines:

1. No portion or aspect of the layout may be assigned to an individual or individuals for development without oversight of the collective officers and area committees.
2. All portions or aspects of the layout must be developed in accordance with the master track plan and layout standards as approved by the collective officers and area committees.
3. No individual or individuals shall perform work of any kind on any portion or aspect of the layout without the express consent of the area committee responsible for that area of development.
4. No work shall be performed on any portion or aspect of the layout without the presence of a member of the appropriate area committee, unless special permission has been granted.
5. The judgment of quality of any work performed rests collectively with the officers and with the committee associated with that particular area who may, at their discretion, call for removal or revision of said work.
7. Location of cabinets, waste containers, supplies, records, etc. is the collective responsibility of the museum committee, custodian, and officers. Such items may not be moved from their present locations without approval of the custodian or museum committee members.
8. Layout workers must clean up their work areas after each work session
9. Interpretation of all standards, rules, or guidelines rests with the collective area committees and officers.



SERVES THE UPSTATE

**CRM&HA**  
**LINE ITEM BUDGET –**  
**REMAINDER OF 2009**

RENT	\$ 0
UTILITIES	0
INSURANCE	0
CUSTODIAL (toilet tissue, paper towels, soap, etc.)	50
HERITAGE LAYOUTS (discretionary)	100
MUSEUM HO LAYOUT	
Benchwork	200
Electrical (connectors)	100
Track	790
Turnout throw mechanisms, powered or manual	225
Circuit board ties	40
Fast Track supplies	300
HOn3 track	225
Scenery	500
Lighting	0
Rolling Stock	0
Structures (arch bridge materials \$15 already spent)	100
MODULAR HO LAYOUT (possible tour expenses)	200
OTHER LAYOUTS (N scale at Heritage Museum)	50
CENTRAL RAILWAY MUSEUM (\$392 already spent)	500
TRAIN SHOW BUFFER	5000
CONTINGENCY RESERVE	775
<b>TOTAL</b>	<b>\$8365</b>

# SUMMER ON THE ROAD

Story and Photos by Bob Folsom



I made a trip north in July and had some interesting railroading experiences. On I-65, I encountered a bridge member of some kind being hauled on the highway (**top right**). I stayed a couple of nights in Indianapolis at the Crowne Plaza which is located in the former Union Station track shed (**top left**). They had white statues of people you might have seen in the station in its heyday. I stayed in one of the heavyweight passenger cars which have been converted into hotel rooms (**middle and bottom**).







While visiting in Indianapolis, I drove up to Linden, IN which has a museum in the former Monon/Nickel Plate depot (**left**). They had a small loop of standard gauge, an O-gauge tinplate layout, and an HO layout, but the HO layout was nowhere near the scope of ours (**below right**). It is an interesting overall display, but not always open. While visiting in the Chicago area, I went to see the train viewing platform in Homewood, IL along the CN. It is all concrete and wrought iron with a nice bench, and has a loudspeaker hooked up with the local dispatcher so you can hear train orders being issued.



I spent one day at the Steam Festival at Owosso MI. They had two Berkshires, several tank engines, Little River 4-6-2 #110, and Southern Pacific 4-8-4 #4449 all in steam. I took a one-hour trip behind #110 (**front page**). There was a large non-operating model of N&W #611 (**bottom right**), and two extensive G-gauge layouts. Our own **Bruce Gathman** was among the participants in the steam-up (**above left with Jeanne Folsom's Uncle Arnold**). After my Chicago area visit, it was on to Columbus, OH, Roanoke VA, Florence, SC and then home. I had heard that there was a notable HO layout in Wheeling, WV. I went there and found out that it was no longer open to the public, but that there was another railroad museum at an estate just out of town. They had an O-gauge layout, but on the order of MTH equipment. Again, our HO layout will be at a much greater degree of realism. 🚂



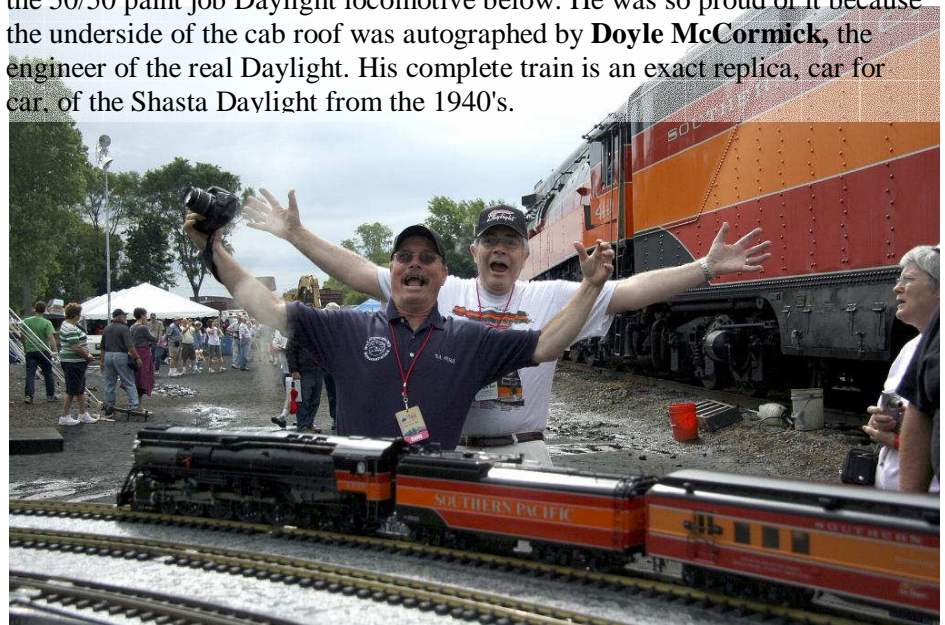


# TRAINFESTIVAL 2009

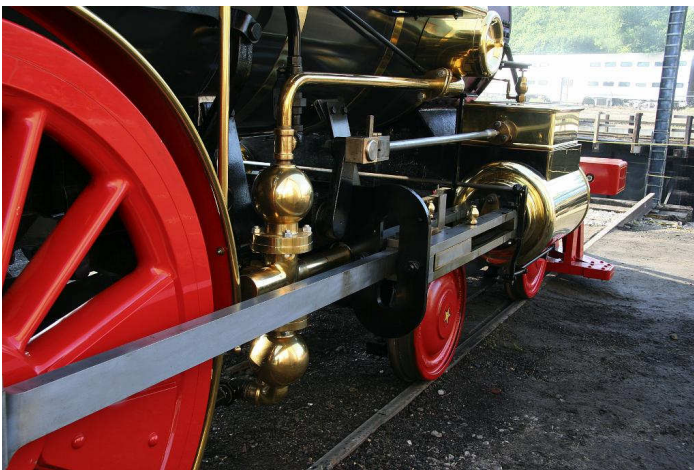
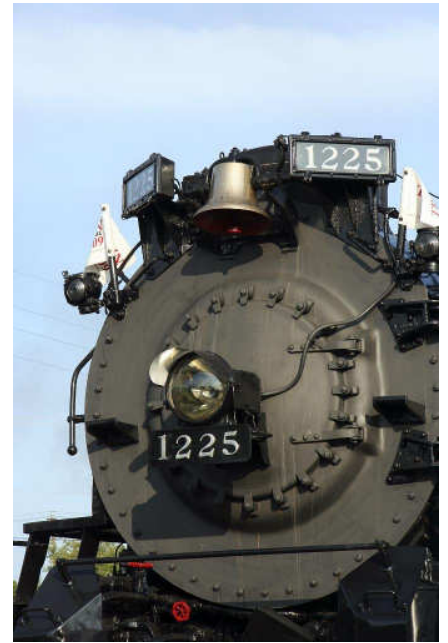
OWOSSO, MICHIGAN - JULY 23 - 26 Photos and Report by Bruce Gathman



No fish story! Charles Bednarik, from NJ (left), and Allan Redeker, from NY (right), show just how big the real 4449 is. Allan is the proud owner of the 50/50 paint job Daylight locomotive below. He was so proud of it because the underside of the cab roof was autographed by Doyle McCormick, the engineer of the real Daylight. His complete train is an exact replica, car for car, of the Shasta Daylight from the 1940's.







**TrainFestival 2009** was held, in part, to raise funds for completing the overhaul of **Pere Marquette 1225** (top of previous page, and upper right) for the coming **Polar Express** excursion season. You may recall the **1225** (numbered appropriately) co-starred with **Tom Hanks** in the 2004 film *The Polar Express*. The 4-4-0 **No. 63**, named "**Leviathan**," is actually America's newest steam locomotive! Based on a 1860's design and scratch-built, the West Chicago-based **63** made her public debut at TrainFestival 2009 (upper left and middle left). **Viscose 0-4-0T** (lower left) is a privately-owned touring locomotive from Dunkirk, NY, built by Baldwin in 1924. **Little River No. 110** (above) is the smallest operating 4-6-2 in America. Custom-built by Baldwin in 1911 for the Little River Railroad in Townsend, TN, she now resides in Coldwater, MI and hauls tourists.





Flagg Coal 0-4-0T No. 75 (above left) and Little River 0-4-0T No. 1 (above right with Little River stable mate No. 110) contributed to the event's glorious carbon footprint, along with the featured guest, **Southern Pacific Daylight No. 4449 (middle)**. The Daylight made history by pulling a sold-out excursion all the way from her home in Portland, OR for the Festival. Live steam model railroads were also a treat for guests, thanks to the Michigan Small Scale Live Steamers and our own **Bruce Gathman** who brought some of his own equipment to run (4-4-0, lower right).





Organizers estimate up to 36,000 people attended over the four-day event and likely from every state in the Union.



Bruce also attended a railfan event at the **Crossroads Village and Huckleberry Railroad**, near Flint, Michigan on August 2, 2009. There were live steam whistle demonstrations (left) and half-hour long excursions, courtesy of **D&RGW No. 464** (above). The 464 is a 2-8-2, K-27 class built in 1903 for the Denver & Rio Grande Western, acquired by the Huckleberry RR from Knott's Berry Farm in 1981.



SERVES THE UPSTATE

# CENTRAL RAILWAY

## HISTORY Part 1

By John T. Thorpe

### CENTRAL MODEL RAILWAY AND HISTORICAL ASSOCIATION

#### HO DIVISION

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Original Text: John T. Thorpe

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### HISTORY OF THE CENTRAL RAILROAD

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SPECIFICATIONS**

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### CHAPTER 1 INTRODUCTON

In late 1993, the HO Division of the Central Railway & Historical Association decided to model a fictional railroad to be based in Central, South Carolina. The consensus of the Division members was to model scenery appropriate to the piedmont and foothills area of the Carolinas and to include Central, South Carolina as part of the layout. There was little debate as to the construction techniques – the Division decided that modular construction was the optimal way to build the layout. The Division acquired a copy of the Blue Ridge Railroad Club specifications and standards for their modular layout, and has adopted them as the Club Standard. The reasons for the decision were very simple. The layout had to be mobile. The club does not have a permanent home, and members felt that taking the layout to conventions, club meets, and festivals would generate more interest. Also, members could “adopt” modules to develop scenery on. Members are allowed to take modules home to work on if that is more convenient for



them, but are asked not to keep them there too long - a layout missing a module is hard to operate!

Financing for the layout is done in three ways:

1. members buy/trade for shares in the layout for \$25 per shares:
2. members donate materials and time:
3. donations from shows and displays.

To indulge the creative talents of club members, the scenery design of individual modules is left to the discretion of those who adopt a module. The only restriction is to keep within the overall theme. The era for the layout scenery is transition era (approx 1945-1962). By using transition era models, we can cover a broad range of motive power and rolling stock. By replacing vehicles and some strategic structures on the layout, almost any era can be depicted although anything prior to 1920 is probably pushing the envelope a bit... Of course, modules owned by individuals may be decorated in whatever manner the owner feels is appropriate.

To give the Central Railroad a context in which to operate, a historical fiction is necessary, as well as a fictional track plan. Bits and pieces of other local railroad history may, can, and will be revised and incorporated to help fit the Central Railroad into the railroad system of the Carolinas. Considerable license has been used to create a self-consistent history for the railroad. As with most model railroads, and element of humor is intended for both club members and for the general public to see. If you see something you don't like, feel free to propose an alternative history before we start naming industries, businesses, rolling stock, and engines after our "historical" characters- otherwise, you'll just have to live with it.

As with any model railroad, the layout and its history are always subject to change. This history should be viewed as a work in progress and may be used as a guideline if you would like to model something specifically for the "Central Railroad". The appendices of this document contain the suggested paint schemes for the Central Railroad/Railway, the known roster of HO scale locomotives and rolling stock that have been built for use by the Club, the Blue Ridge Railroad Club (HO) Modular Layout Standards, and the Central Model Railway & Historical Association HO Division wiring standards.

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## CMR&HA DISPLAY HISTORY

- |      |             |  |
|------|-------------|--|
| 1992 |             | CMR&HA formed  |
| 1993 | Nov 4:      | HO modular track plan begun.                                       |
| 1994 | Jan 2:      | Construction of HO modular layout started                          |
|      | Feb 17:     | Basic construction of HO modules completed and ready for trackwork |
|      | May 6:      | Scenery Committee decides on general guidelines                    |
|      | June 9:     | Initial wiring of HO modules started                               |
|      | July 16-18: | Walhalla Library display (HO & N)                                  |
|      | Sept 3-5:   | Central Railroad Festival<br>Scenery construction begins           |
|      | Dec 1-4:    | Lunney Museum: Seneca, SC  |
|      | Dec 10:     | Central Santa Parade   |
|      | Dec ?:      | Duke Power Company Christmas Party                                 |
| 1995 | May 13:     | Seneca Heritage Festival   |
|      | July 16-23: | Crossroads: Atlanta NMRA Convention                                |
|      | Sept 2-3:   | Central Railroad Festival  |

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## CHAPTER 2

### REVISIONIST HISTORY: OUTLINE

- I 1875 – The Beginnings of the Central Railroad
  - A. Meet the President: Augustus Davis Johnson
  - B. 1877 – Foreclosure on the Atlanta & Charlotte Air Line Railway
    - 1. Reincorporation of A&CAL Ry and subsidiaries
    - 2. 1879 – Acquisition of Greenville & Columbia RR
    - 3. 1880 – Acquisition of Charlotte, Columbia & Augusta RR
  - C. Central Railroad regauges
  - D. The industries
  - E. Passenger services – Overton cars bought from UP & CP
- II 1881 – The Central becomes part of the Piedmont Air Line Route

- A. 1890 – Engine servicing facility constructed
- B. 1891 – Introduction of high volume passenger service
  - 1. 1891 – Pullman cars put in service
  - 2. 1901 – Overton cars retired and put in MOW service
  - 3. 1921 – President’s OSCar built
- C. 1894 – Southern Railway formed
- D. 1902 – Johnson retires from railroad, Jackson Stewart Daniels becomes president
- E. 1918 – Southern buys track from Central, Central retains trackage rights (gratis for 50 years)
- F. 1920 - #13 retired to reserve service
- G. 1924 – Daniels retires, replaced by Tyler N. Rhaille

### III 1929 – The Great Depression

- A. Change of paint scheme
  - 1. Old = Russian Iron
  - 2. New = Silver smokebox, black body & tender, Russian Iron cabs
- B. Stumphouse tunnel excavation ends
- C. #13 rebuilt and recommissioned due to lack of funds
- D. 1931 – Rhaille fired by stockholders
- E. 1932 – Norris Kirby elected Central RR president

### IV 1938 – World War II

- A. Boom Times for the Central Railroad
- B. 1941 – The wreck of the #291
  - 1. Why the engine house got boarded up
  - 2. #291 retired and put on scrap track
- C. 1946 - #13 Retired again, preserved in museum
- D. 1946 – The streamliners
- E. 1947 – Painter promoted to Superintendent
- F. 1948 – Kirby dies in accident. Ellwood Tuggle is replacement.

### V 1950 – The Diesel Era

- A. 1950 – Central buys its first diesel
  - 1. P3 (passenger): Russian Iron, Aluminum stripe, gold/yellow pinstripe  
Lettering: Southern San Serif Gold/Yellow
  - 2. F3 (freight): Black, Russian Iron stripe, gold/yellow pinstripe  
Lettering: Southern San Serif Gold/Yellow

- B. 1950 - #13 rebuilt for excursion service
- C. 1951 – #3613 retired, put in excursion service
- D. 1953 – Overton cars refurbished for excursion service w/ #13
- E. 1955 – first excursion run for #13
- F. 1961 – the missing GP-10’s
- G. 1961 – Tuggle retires. Painter elected president
- H. 1961 – #291 finally put to the torch

### VI 1962 – The Central Railroad Re-incorporates

- A. Central Railroad becomes Central Railway
- B. Central Railway merges with the Southern Railway
- C. 1962 – Travelers Rest to Laurens sold to Greenville & Northern
- D. 1962 – Pickens to Greenville sold to Pickens Railroad
- E. 1963 – remaining (non-excursion) steam engines retired
- F. 1977 – Central celebrates 100<sup>th</sup> anniversary
- G. 1977 – Painter retires

### VII 1982 – Central Railway Becomes a Branch division of Norfolk Southern

### VIII 1992 – Central Today

- A. 1992 – CRM&HA formed
- B. 1994 – NS cancels steam excursion programs

## CHAPTER 3

### 1875 – THE BIRTH OF THE CENTRAL RAILROAD

During the years following the American Civil War, the South underwent a drastic economic and social upheaval due to Reconstruction. Few of the wealthy remained so during hard economic times. One man in particular managed to survive the War with the majority of his fortune intact.

Augustus Davis Johnson was the son of a banker, and as such, followed in his father’s footsteps. Early in his career, Augustus decided that there was more money to be made in stock trading than in land ownership. Shortly before the War, at the age of 38, Augustus inherited his father’s bank and properties. Not wishing to manage low profit margin interests of land ownership, he sold the majority of his property and reinvested it in the coal, textile, agricultural and tobacco industries.

It did not take him long to realize how much of his potential profit was being eaten away by the high costs of transportation: time to market, the actual freight charges, storage, etc. Using the profits from his investments, Johnson began proceedings to either acquire or build a railroad line from Central to other nearby railroad interchanges such as Atlanta and Charlotte. In 1875 Johnson was able to obtain the mortgage on the 268-mile long **Atlanta & Charlotte Air Line Railway**. Because of its heavy debts and extensive rebuilding following the American Civil War, the **Atlanta & Charlotte Air Line Railway** defaulted on its mortgage payments, and Johnson foreclosed on the railway in 1877. Following Johnson's acquisition, he reincorporated the railroad and its affiliates, **Elberton Air Line Railroad** and the **Roswell Railroad**, into the **Central Railroad**. Having paid a ridiculously small amount for a railroad, Johnson extended credit to his own railroad through his bank and used the loan to acquire both the **Greenville & Columbia Railroad** in 1879 and the **Charlotte, Columbia & Augusta Railroad** which was later absorbed by lease in 1880. Both railroads were eliminated during acquisition and became part of the **Central Railroad**.

Realizing the potential profit in having a standard gauge for the railroad (he could use his own cars for transportation from one end of the route to another), Johnson decided to regauge the railroad to match that of the other railroads that had interchange service in Atlanta and Charlotte. Hiring workers from Seneca, Central, Easley, Six Mile, and several bright, young civil engineers from Clemson Military College, Johnson resurveyed all of his routes and standardized the mix of 5' and 3' gauge routes to 4'8 1/2". Within 2 years, the last mile from Atlanta to Charlotte was completed. During the reconstruction phase of the railroad, Johnson purchased sixteen Baldwin wood-burning locomotives to replace some of the A&CAL Ry locomotives that had been reclaimed by Baldwin. Naturally, the railroad's rolling stock had had to be modified to run on the new standard gauge. After meeting the challenges of consolidating several railroads and managing to outmaneuver the Clyde interests, Johnson felt he enjoyed overseeing his railroad mini-empire, and retained his presidency and sole ownership of the **Central Railroad**. To help continue financing his railroad operation, he retained his bank and stock investments.

In 1880, when the **Richmond & Danville Railroad System** was created, the **Central Railroad** was one of the (very) few routes that William Clyde was unable to obtain. By retaining ownership of the most direct Atlanta

to Charlotte segment of track, Johnson had considerable leverage over his rival, and charged the **Richmond & Danville Railroad** outrageous rates for trackage rights over the **Central Railroad**. In 1881, the **Central Railroad** joined the **Piedmont Air Line Route** that had been organized by the **Richmond & Danville Railroad** president, William P. Clyde. In this manner, Clyde was able to secure a direct route from Virginia to Georgia.

Several industries were served by the **Central Railroad** in its formative years – (Rolling Mill, tobacco farms, Milliken ---). It did not take Johnson long to realize that more extensive passenger service between Charlotte, Atlanta, and Columbia could easily double or even triple his profits, and in 1882, he bought ten "Overton" cars from the newly merged **Union Pacific** and **Central Pacific's** passenger fleet.

*To be Continued Next Month . . .* 🚂



Portion of a 1893 map of the Richmond and Danville Railroad, incorporating the Central Railroad and its subsidiaries. This map stirred great controversy since the Central's right-of-way was not indicated as such. *Internet photo from Wikipedia.*







The South Carolina Railroad Museum, Inc.

Post Office Box 7246

Columbia, South Carolina 29202-7246

# ***Railroad Fans***

**Would you like to experience the thrill of being an engineer on a steam train?**

**or**

**How about controlling an operating diesel locomotive?**

**Well, here's your chance!**

The South Carolina Railroad Museum is offering three half days of “**hands on**” railroading with each half day event limited to only eight participants. The eight rail fans will be divided into four two-person crews. The four crews will be transported from our Rockton Station to and from our Rion Yard aboard the Museum's dining car while enjoying refreshments and snacks.

Upon reaching the Rion Yard, each crew will spend one hour at each doing the following:

- operating an 0-4-0T Saddle Tank Steam Engine
- operating a Diesel Locomotive
- exploring the vintage railroad equipment in the Rion Yard
- riding on a Motor Car (Speeder) exploring the seldom seen west end of the museum's track

***Space is limited to the first twenty-four applications received.***

**FEE:** \$300.00 Payable in full with this reservation

*Please proceed to the Reservation and Membership forms on the following pages ~ ed.*

*Reprinted by request of Mac McMillin, CRM&HA and South Carolina railroad Museum member*

# RAILROAD FAN RESERVATION FORM

## REQUIREMENTS FOR ALL PARTICIPANTS. ALL PARTICIPANTS MUST:

- Be insured under the museum's insurance.
- Become a member of the museum to be insured (see attached application).
- Have a valid drivers license.
- Be at least 21 years of age to operate equipment.
- Be physically capable of climbing steps.
- Attend a mandatory safety meeting the Friday evening before the operating weekend.

## SCHEDULE:

<u>Group</u>	<u>Date</u>	<u>Day</u>	<u>Time</u>
A	10/24/09	Saturday	7:30 a.m. to 12:30 p.m.
B	10/24/09	Saturday	1:00 p.m. to 6:00 p.m.
C	10/25/09	Sunday	1:00 p.m. to 6:00 p.m.

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Telephone Number \_\_\_\_\_

E-Mail Address \_\_\_\_\_ @ \_\_\_\_\_

First Choice:            ( ) A            ( ) B            ( ) C

Second Choice:        ( ) A            ( ) B            ( ) C

If you have any questions or require additional information, please call Joe Palma at (803) 788-3666.

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**The South Carolina Railroad Museum, Inc.**  
**P. O. 7246, Columbia, SC 29202-7246**



**Membership Application**

New  Renewal

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Province: \_\_\_\_\_ ZIP/Postal Code: \_\_\_\_\_

Country: \_\_\_\_\_ Phone #: \_\_\_\_\_

Occupation/Skills: \_\_\_\_\_

Email Address: \_\_\_\_\_

My employer has a matching donations program.  Yes  No

**Regular Memberships (Please check only one type of membership, Regular or Lifetime):**

- Individual - \$25.00 (Age 19 & Older)  Family - \$35.00 (Carries only 1 vote)  
 Youth - \$17.00 (12 To 18 Years Old)  Senior Citizen \$18.00 (Age 62 & Older)

**Lifetime Memberships (Please check only one type of membership, Regular or Lifetime):**

- \$1,000.00 (Ages 20 to 30)  \$600.00 (Ages 41 to 50)  \$200.00 (Ages 62+)  
 \$800.00 (Ages 31 to 40)  \$400.00 (Ages 51 to 62)

**Areas of Interest (Please check all that apply)**

- |  |  |                                      |
|--|--|--------------------------------------|
| <input type="checkbox"/> Car Restoration       | <input type="checkbox"/> Gift Shop     | <input type="checkbox"/> Advertising |
| <input type="checkbox"/> Equipment Maintenance | <input type="checkbox"/> Gallery       | <input type="checkbox"/> Tour Guide  |
| <input type="checkbox"/> Track Maintenance     | <input type="checkbox"/> Display Train | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Grounds Maintenance   | <input type="checkbox"/> Train Crew    |                                      |
| <input type="checkbox"/> Newsletter            | <input type="checkbox"/> Car Host      |                                      |
| <input type="checkbox"/> Ticket Sales          | <input type="checkbox"/> Charters      |                                      |

**Skills (Please check all that apply):**

- |  |                                      |
|--|--------------------------------------|
| <input type="checkbox"/> Carpentry                 | <input type="checkbox"/> Computer    |
| <input type="checkbox"/> Electrical                | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Plumbing                  |                                      |
| <input type="checkbox"/> Welding                   |                                      |
| <input type="checkbox"/> Painting                  |                                      |
| <input type="checkbox"/> Heavy Equipment Operation | _____                                |

**Benefactor Donations (These donations do not include memberships.):**

I would like to join other rail and history aficionados in supporting the development of the Rockton and Rion sites at the South Carolina Railroad Museum. Enclosed is my Donation as indicated:

- Brakeman's Club - \$100 - Receives 2 free passes in the First Class Coach good for anyone on any operating day.  
 Ticket Agent's Club - \$500 - Receives 5 free passes in the First Class Coach good for anyone on any operation day.  
 Engineer's Club - \$750 - Receives 10 free passes in the First Class Coach good for anyone on any operating day.  
 Conductor's Club - \$1,000 - Receives 15 free passes in the First Class Coach good for anyone on any operating day.  
 Superintendent's Club - \$1,500 - Receives 20 free passes in the First Class Coach good for anyone on any operating day.

Please make checks payable to South Carolina Railroad Museum and mail to:

Membership Secretary, South Carolina Railroad Museum, P. O. Box 7246, Columbia, SC 29202-7246.

For Museum Use Only: Date Rec'd: \_\_\_\_\_ Check #: \_\_\_\_\_ Cash: \_\_\_\_\_

Date Membership Card Mailed: \_\_\_\_\_ Membership from/to (dates): \_\_\_\_\_

Comments: \_\_\_\_\_

SCRM Membership Form.doc Rev. 4/27/08

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