



CENTRAL CROSSINGS

MONTHLY NEWS LETTER OF THE

CENTRAL RAILWAY
MODEL & HISTORICAL ASSOCIATION, INC.

Volume 21, Number 11

November 2012

P. O. Box 128
Central, SC 29630

WEBSITE:
www.crmha.org

MUSEUM &
MEETING SITE
108 Werner Street
Central, SC

OFFICERS

President / CEO:
Dan Maret

Vice Presidents:
Open Office
Joe Fitzpatrick (2nd)

Stationmaster
Ralph Watson

Paymaster
Bob Folsom

Webmaster
Ed Welch

Show Chair:
Jim Reece

Museum Curator:
Jack Green

Editor & Producer:
Robert M. Seel, AIA



EX-HERITAGE UNIT VISITS CENTRAL

Norfolk Southern has generated a lot of publicity and excitement lately. The steam excursions with ex-Southern Railway 2-8-0 No 630 and a rainbow fleet of Heritage diesels have refueled railfanning in the east, and we in the Upstate have seen quite a bit. The new Heritage diesels, though, have been assigned primarily to the coal and Conrail regions. However, for a few days GP59 No 4610 was seen working the local Seneca-Easley area wayfreight. Re-painted in Lifesaver Black earlier this year, the 4610 is better known for wearing 100th Anniversary, commemorative Southern green since 1994. **Above:** Southbound 4610 leads C40-9W No. 9027 and SD70M No. 2583 with a short, mixed freight through Central on October 10, 2012. Just three hours earlier, she was the center unit in a 5-unit lash-up heading north. **Photo by Rob Seel.** And, **Don Rumer (photo below)** has been traveling again. Check out his photos in this issue!



Next Meeting:

Nov. 1, 2012

7:15 PM

at the

Central Railway

Museum

Bruce

Gathman's

Special Patents

Program!



Upcoming Events for the
Central Railway Model & Historical Association
 as well as Regional shows and events worth
 mentioning

PROGRAM SCHEDULE

November 1, 2012	Patents by CRM&HA Family Relatives Bruce Gathman
December 6, 2012	ANNUAL CHRISTMAS DINNER – Main Street Deli & Coffee House, Central, SC

2013 Programs **We are WIDE OPEN**

OFFICER NOMINATIONS for Vice President and Treasurer are NOW OPEN and will close at the NOVEMBER MEETING

The VP slot is the office formerly held by Ron Keith, and no one wants to lose Bob Folsom as Treasurer but he is term limited and must step aside.

Any member in good standing is eligible, and self nomination is allowed. The election will be at the November meeting. Please submit nominees as a reply to this message or to Dan at

President@CRMHA.org

2ND SATURDAY

**MUSEUM OPEN TO
 THE PUBLIC
 NOVEMBER 10, 2012
 DECEMBER 8, 2012
 JANUARY 12, 2013**

**SCHEDULED
 EVENTS & SHOWS**

October 13 – November 24, 2012

Greater Atlanta, GA

10th Annual Piedmont Pilgrimage

Home layout tours!

Hosted by the NMRA Piedmont Division
 Free!! Check the schedule for more info

<http://www.piedmont-div.org/pilgrimage/>

October 27-28, 2012

Norcross, GA – Great Train Expo

North Atlanta Trade Center

10:00 – 4:00 \$7.00 / Under 12 Free

<http://www.greattrainexpo.com/info.html>

November 3, 2012

Spencer, NC – Appomattox, VA

Autumn Excursion

North Carolina Transportation Museum

<http://www.nctrans.org/Events/Fall-Excursions---Appomattox,-Va--and-Toccoa,-Ga-.aspx>

November 3-4, 2012

Raleigh, NC – Neuse River Valley Show

State Fairgrounds Exhibition Center

9:00 – 5:00 \$6.00 / Under 10 Free

http://www.nrvclub.net/Annual_Show.html

November 4, 2012

Spencer, NC – Toccoa, GA

Autumn Excursion

North Carolina Transportation Museum

Additional boarding in Spartanburg, SC

<http://www.nctrans.org/Events/Fall-Excursions---Appomattox,-Va--and-Toccoa,-Ga-.aspx>

November 10-11, 2012

North Charleston, SC – Best Friend of Charleston Train Show

Danny Jones Armory Complex
9:00 – 5:00 Sat. 10:00 – 4:00 Sun
\$5.00 (for both days) / Under 12 Free
<http://www.chamrc.com/>

December 8, 2012

Nashville, TN – Christmas TCA Train Show

Tennessee State Fairgrounds
Show and operating layouts
9:00 – 4:00 Sat.
\$7.00 (for both days) / Under 13 Free
www.dixiedivisiontca.com

January 12, 2013

Norcross, GA – Annual Train Show

Golden Spike Enterprises
North Atlanta Trade Center
10:00 – 4:00 \$7.00 / Under 12 Free
www.gserr.com



END OF THE LINE FOR THE PICKENS RAILWAY'S EASLEY BRANCH

Compiled from Local News Sources – On September 27, 2012 the Pickens Railway Company filed for Abandonment of the 8.5 miles of track between Pickens and Easley, prompting a flurry of conflicting, local interest groups over what shall become of the line. Constructed in 1898, it was intended that, in case of abandonment, that the right-of-way ownership would revert back to the adjacent property owners. However, since “rail banking” was instituted in 1983 the local property owners are steamed up over denial of property and the potential of a recreational trail being built on the roadbed. Outright sale of the right-of-way was declined by Pickens County, and its purchase opposed by the Pickens County Taxpayers’ Association. Nevertheless, the Cities of Pickens and Easley are still investigating ways to acquire the line for a Rails-to-Trails project.



Meanwhile, work at the Chattahoochee Locomotive shop in Pickens is winding down and expected to close soon. **Courtesy of Howard Garner:** JRWX 90 (left) is seen in Easley en-route to Omnisource Southeast, Kernersville, NC. It is listed as a Alco S2-repowered with insured value of \$420,000

There are still at least two in-process locomotives in Pickens: The South Carolina Railroad GP-10 No. 8383 is undergoing overhaul. The Pickens, ex-CSX, U18B No 9502 is there also.

Baldwin VO-660 No. 2 is still at the end of the tracks, on display.

STATUS REPORT

FOR THE RED ROCK NORTHERN

BY DON BRADY

Hi there guys and gals! Sorry it has been so long since the last episode, but things have been pretty hectic here. Work has been progressing even though it has been slow. Labor and time has been at a shortage. It seems that we came home one day after one of our driving thunderstorms and the front bedroom bed was all wet. So, I have been installing a new roof. Maybe I need to go hire some helpers?

Let us take it in sections, okay?

Track – All of the main line is installed and soldered, and I have actually run trains through it all. Most of the spurs are in place except for a few in the roundhouse/engine service facility.

Electrical – The main bus and all of the feeders are installed, as are the control switches for the spurs. I have a switch on the main bus that I can change from DCC to DC to run some of my older equipment. I hope to install three DCC boosters (NCE) on the three main modules as time and money will permit. The short module and the corner will run off the bus, as there is nothing more than main line there.


Scenery – This is the most time consuming. The town of Red Rock is coming along nicely. The entire base coat is done, as are all the structures and the cemetery to be built. The engine service facility, roundhouse and turntable are still under construction, as well as Phoebe Lane. There is so much to do and I try to do a section at a time, but then I get bored with that section and move on to another one -- until I get bored with it and go back to the first. I have so many kits that I have collected over the years, and trying to put them

together and arrange them in a believable fashion is a challenge. I hope I am able to master it! I still have to figure my backdrop also and get it mounted. So much to do!

The cemetery is coming along as I get things put together and arranged. I will take some photos as soon as I get it established. The “old” chapel is on the upper cemetery level, the two mausoleums are on the middle level facing each other, with stairs connecting the lower level and the “new” church to the other two levels. The mausoleums hold the remains of Patrick and Phoebe. She lived to be 97 and wanted to face Patrick, so that on Resurrection Day they would be the first to see each other. The cemetery section is probably the only green area on the layout, as it has its own pump house and well to service the cemetery and the chapel.

The engine service facility is also coming along nicely. The cooling tower, sand station, oil-fueling facility, cinder tower and associated structures are in position. It is just a matter of getting the turntable and roundhouse completed.

There is plenty more work to do on Phoebe Lane, and I have decided to add two or three extra leaves to the edge of the layout to extend the surface area. This will then include more structures and give the area a more believable town atmosphere. At the rate I am going, it will turn out to be a desert town in the middle of nowhere. BUT, that is okay; it has been fun so far.

Talk to you again soon and will send pictures as they come available. 

ANNUAL CHRISTMAS DINNER
SOCIAL GATHERING AT THE
CENTRAL RAILWAY MUSEUM
FOLLOWED BY DINNER AT THE
MAIN STREET DELI AND COFFEEHOUSE
DECEMBER 6, 2012 *See Meeting Minutes for Details*

RUMER HAS IT! RIDING THE EMPIRE BUILDER ROUTE

❧ CHICAGO TO EAST GLACIER PARK ❧

BY DON RUMER



My wife and I took a tour out west in August. Part of the way we traveled on the Empire Builder from Chicago to East Glacier Park. We started out from Chicago's Union Station. We boarded in the caverns and left promptly at 2:15 PM. The train traveled north through Milwaukee, then headed northwest past the Wisconsin dells. While we were in the dining car, towards LaCrosse, Wisconsin. At LaCrosse we crossed the Mississippi River and began following the





river, heading toward Minneapolis. Night then came and, after reading for a while, we went to sleep in our bunks. In spite of the heat (the A/C blower was not working properly) I did sleep amazingly well. Sylvia didn't because of the movement of the train. During the night, she commented on the brightness of the stars. The morning sunrise over the prairie was also quite impressive. After breakfast, we went back to our compartment and I took a few pictures of the North Dakota landscape.





The train stopped at Minot, North Dakota (**above**) for refueling and to repair the A/C with no success. I got off to walk around and took some pictures of the Superliner cars and P42 Genesis locomotives.

The vast plains of North Dakota and Montana extend well into Canada. One photo shows covered hoppers in a circle being loaded from a grain elevator, and it reminded me of wagon trains circling for an Indian attack (**right**).



The train made a service stop at Havre, Montana, and I took photos of an impressive Great Northern S-2 steam locomotive on display.





East Glacier Park station (**above**) was built in 1913.

The impressive timbered lodge (**below**) was partially constructed from trees around 600 years old. It was built by the Great Northern to promote rail travel and tourism. 🚂

The red "jammers," or tour buses, (**below**) were originally built by White in 1936 to take tourists from the station to the lodge. They have been totally rebuilt with Ford engines and transmissions and are used today to tour this beautiful National Park. 🚗



P A T E N T L Y S P E A K I N G

Submitted by Bruce Gathman

There are generally two parts to patent submissions: a written description of the invention and drawings (not to scale) that are keyed to this written description. Depending on the complexity of the invention more than one page of descriptions and/or drawings may be required to fully explain the merits of the design. You may find these descriptions online at—<http://patft.uspto.gov/netahtml/PTO/patimg.htm> by entering the patent number in the “view patent” box.

Be it known that I,

James Nolan,

a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Stock-Cars for Transporting Live Poultry, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to new and useful improvements in poultry-cars intended for the transportation by railway of all kinds of live poultry; and the invention consists in the peculiar construction, arrangement, and combination of different parts, whereby provision is made for conveniently housing a large number of live poultry in coops permanently provided for in the car, and for providing them with fresh air and for others attending to their comfort and wants while in transit, all as more fully hereinafter described, and shown in the accompanying drawings, in which—Figure 1 is a side elevation of my improved poultry-car. Fig. 2 is a diagram plan. Fig. 3 is a vertical longitudinal section of the car in diagram. Fig. 4 is a similar section through the coops on one side of the car in line X X in Fig. 2. Fig. 5 shows a portion of Fig. 4 enlarged. Fig. G is a cross-section of the car through the center of one tier of coops, and Fig. 7 is a plan of a portion of the car with the car-roof removed.

PATENTLY SPEAKING

Submitted by Bruce Gathman

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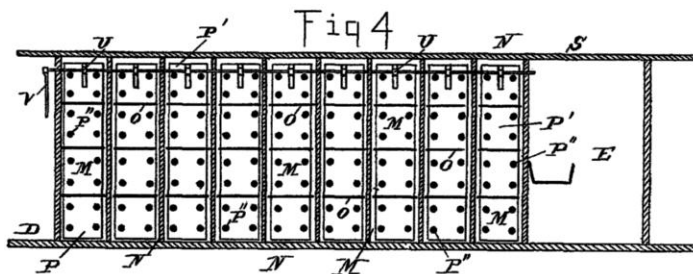
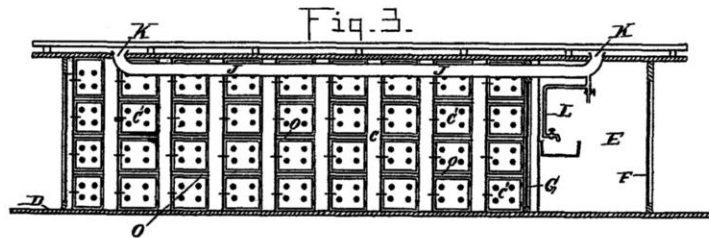
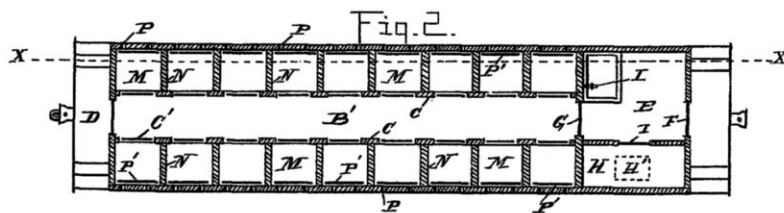
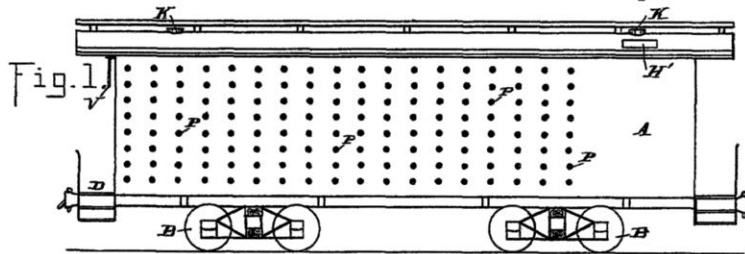
(No Model.)

2 Sheets—Sheet 1.

J. NOLAN.
POULTRY CAR.

No. 425,241.

Patented Apr. 8, 1890.



Witnesses:

Geo. A. Gregg
J. Paul Mayer
4

Inventor:

James Nolan.

By *Thos. S. Sprague & Son*

Att'y:

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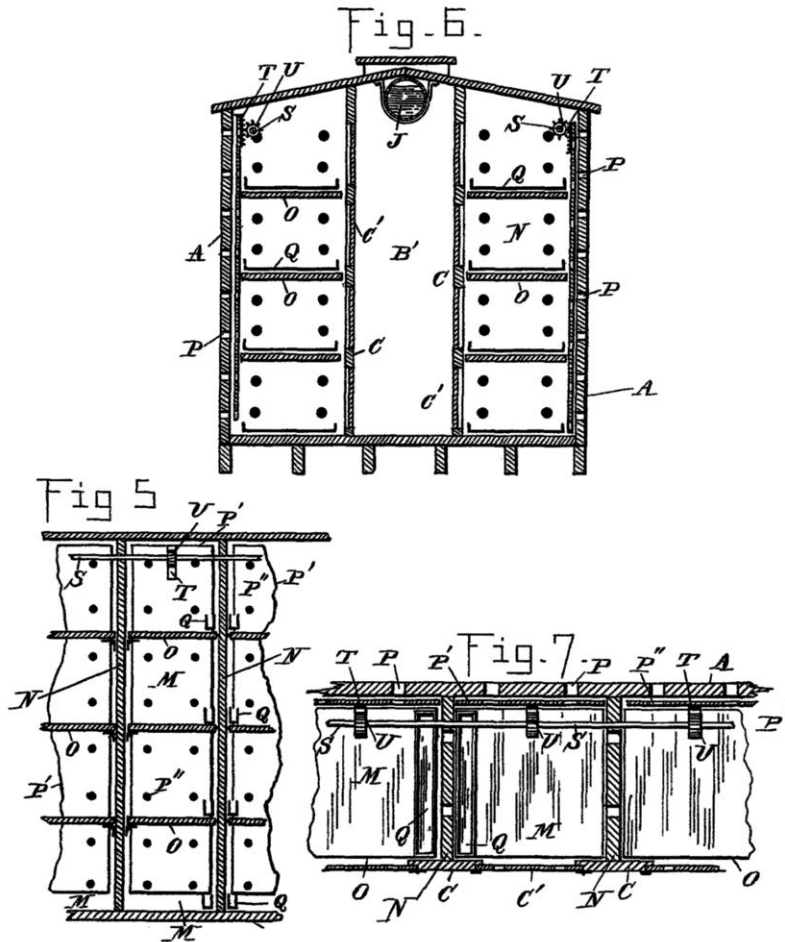
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GENERAL MEETING MINUTES

By Ralph Watson,
Stationmaster

SERVES THE UPSTATE

October 4, 2012

Regular Meeting at the Central Railway Museum

Meeting was called to order at 7:10 PM by President Dan Marett. Twenty four members were in attendance.

Dan reminded everyone to be sure all doors are locked and the alarm system is armed when the last person leaves for the day.

WORK IN PROGRESS:

Education Chair: This position remains open. A volunteer is urgently needed for this important function.

Group Visit to Station 1:87: Bob Folsom and Steve Zonay went to an Open House which was enjoyable. There was no interest expressed in our groups collaborating on future projects.

Flammables Locker and Policy: Josh Phillips will ask Duke Power if a surplus unit is available for donation/sale.

Lionel Room Walls: Insulation is complete. One bid for drywall is in hand. We are looking into a second bid. Josh Phillips has a potential contact.

Step-Up Benches in Heritage Rooms: No plan is made yet.

Train Show February 2 – 3, 2013: Vendor materials have been sent out and an ad has been placed in Model Railroader. A printer will need to be contracted to produce our large format graphics.

Ambassador to Newcomers Club: A volunteer is still needed for the first Tuesday morning of each month to attend a meeting in Seneca to promote new membership in the CRM&HA.

Greenville Museum Show in October: We are all set. The portable layout will be loaded on Friday October 5th and assembled at the Upcountry History Museum in Greenville for the Saturday and Sunday event. Take down will be after the show closes on Sunday. Volunteers are needed for all three days. A signup sheet was circulated.

COMMITTEE REPORTS:

Treasurer's Report -- Bob Folsom: Bank balance is +/- \$9800. There is discussion of creating a Purchasing Agent position to handle the approval of requisitions and establishing a credit card account to reduce the number of checks written.

American Flyer -- Dale Reynolds: We have a letter from Curt Ehmann offering donation of his 48-inch oval American Flyer layout, including his being willing to deliver to us. The Paschal donation is still pending.

Electrical Work -- Howard Garner: New power booster units are on order.

Lionel Room -- Mac McMillan: See Work in Progress..

Museum Building -- Glenn Nasworthy: No report.

Museum Curator -- Jack Green: See below.

Museum Property Inventory Administrator -- Steve Humphrey: A huge amount of material and properties donated from the layout of Dr. Vogel in Clemson is being processed. Also, there were two large boxes of rolling stock and scenery items found in the building recently from an unknown source.

Newsletter -- Rob Seel: Rob will be 'retiring' from editing and producing the newsletter effective in December. J T Thorpe has volunteered to assume the duties. *Huge thanks and a Tip O' the Hat, JT!*
~ ed.

Operations Committee -- Howard Garner: No Report.

Portable Layout -- Jim McInnis: Ready for the show this weekend, leveling feet are all repaired. The six new modules are ready for track.

Publicity -- Ette Rupert: An ad for the Train Show has been submitted to Model Railroader magazine. There was discussion from the floor that it should also appear in Classic Toy Trains and Model Railroad Hobbyist.

Railfan Reports: No Report.

Rolling Stock -- Jim McInnis: No Report.

Scenery -- Sandy Eustis: Jim Reece has made remarkable progress on the ground cover and tree installation in the Seneca area. The results are outstanding. His work was greatly facilitated by the use of a Topside Creeper generously donated by Roger Smith.



The Central Railway's southbound daily mail and day coach pauses at Brevard, NC on its way from Asheville, NC to Anderson, SC. The steamer is on borrowed time, as well as what little passenger revenue remains. After all, this is 1959. Were it not for the Railway Express and the US Mail, this two-car train would have been discontinued years ago.

Photo by Rob Seel.

Trackwork -- Bob Folsom: No Report.

Webmaster -- Ed Welch: No Report.

OLD BUSINESS:

A motion was made, seconded, and approved that the Christmas Dinner and December meeting be held at the Museum with supper served at the Main Street Deli. The Deli will provide the main course, side dishes and desserts to be potluck style. The date is December 6, family members are invited.

NEW BUSINESS:

Nominations were opened for offices of Vice President and Treasurer to be elected at the November meeting with terms to begin in January 2013. The VP position is currently open. Bob Folsom is term-limited as Treasurer.

PROGRAM:

Dale Reynolds presented a slideshow of photos taken on the June Ramble to Chattanooga.



ON THE ROAD WITH RALPH



NEAR HONESDALE, PA



BY RALPH WATSON



I took a bunch of pictures during my visit to Steamtown in September, but call this the serendipity find. On September 26, 2012, on a private (and prominently posted), VERY rural property near Honesdale, PA are these artifacts. The photos were taken on Alden Road near Long pond which is a 'cabin in the woods' area north and east of Carbondale, PA off PA Road 170 and US Highway 6. Simpson and Carbondale are two adjoining blue collar towns are just a few miles from Scranton. My wife's father joined the US Army Air Corp to avoid coal mining which used to be the about the only career path in town. Also nearby is the Nicholson Viaduct, which I did not go see and will be kicking myself until I go back.



Editor's note: The internet has made it very easy, in many cases, to find out background information on the things we see sitting out in fields by roadsides. I must admit, though, that this collection has me stumped. I have found no definitive information. My best guess is that the coach may be an ex-CNJ commuter coach, possibly once used on the Stourbridge Railroad tourist line out of nearby Honesdale. The Stourbridge had a half-dozen of these ex-CNJ coaches. The cabooses may be of Delaware and Hudson heritage. The depot is obviously relocated, but I have found no information. Maybe Ralph will no more in time for his program next year! 🚂