



CENTRAL CROSSINGS

NEWSLETTER OF THE
CENTRAL RAILWAY MUSEUM



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NEXT MEETINGS

WATCH FOR
LIVE ZOOM
MEETING
INFO VIA
EMAIL

FROM THE EDITORS:

Only October? Seems like the year is just dragging on. Can we just hit the fast forward button and get it over with? Please? No? Well, I guess we all just carry on...

So, a couple bright spots of normalcy. #1) I am running late on the current issue, #2) The Town of Central is finally able to host their 2020 Central Railroad Festival (info on page 2), #3) Clemson Football is Undefeated (as of this writing), and #4) We are planning our yearly Train Expo!!! (info on page 3).

So, the Museum has not been open since March, much like many other places. The big difference is that while many other business and venues have reopened, we have not. The two biggest issues we are dealing with is how to reopen with the mandated social distancing measures in place and how to keep the displays and relics clean without damaging / destroying them. Until we can solve those issues, the doors stay closed.

What's in a number? Check out page 4 for a great story by Don Baldwin on a project he just wrapped up here at the Museum.

A project that has long been in the works was finished just a few hours ago. David Mead advised all the members this afternoon (Oct 15th) that the Live Train Camera that we have been wanting to get setup for a number of years is finally up and running. The project has been quite the challenge, mainly in getting the right location. Well, we are past that pesky issue now, thanks mainly to power being established at the Town's Caboose. You can check it out on our website, or by clicking <https://www.crmha.org/exhibits/train-cam/>. Thanks to David and many others for this unique feature for our Museum.



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Central Railway Museum

Presents

Model Train Expo 2021



SERVES THE UPSTATE

Rock Springs Church – Impact Center

207 Rock Springs Road

Easley, South Carolina 29642

Friday – Feb 12th 1:00 pm – 7:00 pm

Saturday – Feb 13th 10:00 am – 4:00 pm

Backup Dates: Fri-Sat May 14-15

Admission \$8.00 Adults

Under 10 **Free** with adult admission

Admission good both days

**Hands-On Thomas the Tank
& Junior Railroader Activities**

7 Operating Model Railroads

160+ Dealer Tables



COMPLETE INFO AT: WWW.CRMHA.ORG

Contact Sandy Eustis – (864) 719-0096 seustis13@gmail.com

What's in a number?

Depends on the number and who is using it. Folks that deal with mathematics use 3.14 (pi) for measurements and such. Railroads use numbers for measurements as well. For example, railroads do not normally use town names of landmarks for their maps and their timetables, they use Mileposts. They start at one specific location, in our example - Alexandria, Virginia (MP 0) and go from there on their trackage. MP 0 is the start of the NS Piedmont Division, with Howell, GA (MP 635.0) being the end of the division. That is also the eastern entry into Inman Yard in Atlanta, GA.

Now, several of our favorite spots are pretty easy to find on a map, like Central, SC, Clemson, SC and Buford, GA. But could you find them if all you had was MP510.14, MP514.2 and MP599.8? Hint, the MPs are listed in the some order as the towns I mentioned.

Where is this taking us you may ask? Good question. Let's discuss MP514.3. Now, everything on a railroad is on a MP. Crossings, signal boxes, detectors and the signals themselves. MP514.3 is the location on the west end of Clemson Station the was the home of a dual headed intermediate signal. Just past the bridge west of the Clemson station. Of course, many may also recognize that the MP514.3 signal sits on the property of the Museum.

Now, as you can see in the photo, the 3 in 5143 is damaged. So, where does one get a matching replacement number for a signal that was retired and probably built 50 or so years ago? Easy answer - you don't. The photo to the right was taken in 2018, two years after it was installed where it currently stands by a great group of volunteers.

Fast forward to 2020 and enter Jim Alexander and Don Baldwin. I will let Don tell it from here.

Date: 6 October 2020
Subject: CRMHA 5143 Signal repair
D Baldwin



"This project started several months ago, when Jim Alexander gave me a "new" number 3 to replace the damaged one that was on the signal. He received it from Peter Lewis. I later replaced the broken '3' with the new one, but noted it and the other numbers on the signal needed a new paint job.

About two weeks ago, I decided to remove the numbers, and with them, the silver number sign. That was a chore in that all of the mounting hardware was rusted. Got the numbers and sign removed and taken home for reworking. This left the vertical steel bar that hold the sign and in turn is mounted to the two circular clamps that are on the signal mast.

The numbers were then wire-brushed, and repainted with a good outdoor flat black enamel paint, 3 coats on the front and 1 coat on the back. Looked good. The 'sign' was cleaned with solvent and 4 coats of silver-aluminum paint applied.

I then made a trip to the signal to clean the vertical steel bar that supports the 'sign'. BTW: All these parts may have been fabricated by workers at the Southern Railway shops. The front surface of the bar was rusting and needed to be wirebrushed and cleaning. I used a brown rustoleum paint to refinish that surface. In use, it is hidden behind the 'sign' and will not be seen.

The final assembly of all this was next. The new 'sign' and numbers were mounted again. The vertical bracket was then tightened to the support rings. I used some flat washers as spacer to tightly hold the bracket to the circular mounting rings.

Job done. Enjoy !"

Some photos taken during the project will be on the next page.



CLOSING THOUGHTS...

In my last issue, I omitted the second part of Sage's Stories and the second part of my own 'Laying Tracks", promising that they would appear in this issue. Now, we are in the closing of this issue and those items are still not included.

There are really good reasons for this. I really need to fix the formatting for the last page of Sage's Story, as it broke the layout of the entire issue, and I really need to reboot my article of the building of my train layout. At this point, I may actually finish the layout before even getting to the start of it in the story - yes, I am babbling that much.

Usually, in the end of year issue, I am talking about Officer elections for the Museum and the Annual Dinner that those elections are held at. However, I don't have any information on that at this point, so there will be a follow up email at the very least with that information.

Until next time, be healthy and keep running those trains,

Wayne