



CENTRAL CROSSINGS

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

Volume 18, Number 10

October 2009

P. O. Box 128
Central, SC 29630

WEBSITE:
www.crmha.org

MUSEUM &
MEETING SITE
108 Werner Street
Central, SC

OFFICERS

President / CEO:
Jim Reece

Vice President:
Ron Keith

**Stationmaster &
Webmaster**
Brian d'Entremont

Paymaster
Bob Folsom

Shows Chairman:
Bruce Gathman

Museum Curator:
Jim Selton

Editor & Publisher
Robert M. Seel, AIA
rmseel@bellsouth.net

Next Meeting:
October 1, 2009
7:15 PM

**Annual
Fall Picnic**
**In Easley at the
Gathman's**
October 3, 2009



NORTHEAST CORRIDOR ACTION

NJ Transit ALP-44 number 4416 (above) leads a midday consist toward Penn Station, seen here in Rahway, NJ on an overcast September 10, 2009. Featured this month is a pictorial of trackside photos taken during an unexpected trip to New Jersey and New York City. **Photo by Rob Seel.**

ALPINE SMOKE & THUNDER!

Also this month we have a special pictorial **layout tour** featuring the Allies and the Axis forces clashing on and above **Jim Selton's** unique, European Theatre layout (left). **Photo by Rob Seel.**



In addition, check out the progress on **Glenn Nasworthy's** Atlantic Coast Line layout, with photos from his Labor Day work session!





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
Geared Locomotive Superintendent
Central Railway Model & Historical Association,
www.crmha.org
864-850-3642H
864-361-4214C

**2ND SATURDAY
MUSEUM OPEN TO
THE PUBLIC
OCTOBER 10, 2009
NOVEMBER 14, 2009
DECEMBER 12, 2009**

PROGRAM SCHEDULE

- October 1, 2009 Herb Schmidt
3-D Cardstock Modeling
- October 3, 2009 **ANNUAL FALL PICNIC**
See information at left
- November 5, 2009 Rob Seel
Railroad Architecture: Then and Now
- December 3, 2009 **Christmas Dinner**
Hosted by Bob Folsom

2010

- January 7, 2010 Dale Reynolds
The Blue Ridge Railroad
- February 4, 2010 Mac McMillin
Lanterns: Kerosene vs. Electric

Open Dates: Hurry and see Dale Reynolds to reserve your spot to tell us what you know!

- March 4, 2010
April 1, 2010
May 6, 2010
June 3, 2010
July 1, 2010
August 5, 2010
September 2, 2010
October 7, 2010
November 4, 2010
December 2, 2010

Historical Marker to Feature New Seal



Thanks to some quick thinking and action by Jim Reece, Bob Folsom, and Rob Seel last year, the Town of Central has decided to copyright this logo as their new official seal! Look soon for a new historical marker to be unveiled downtown.



SERVES THE UPSTATE

GENERAL MEETING MINUTES

By Brian d'Entremont,
Stationmaster

3 September 2009

Regular Meeting at the Central Railway Museum

CEO Jim Reece called the meeting to order at 7:19 PM with 23 members and 3 guests in attendance. Mike Booker, of Winter Haven, Florida, explained about his home club and expressed interest in joining CRM&HA after moving to the house he has purchased in Fairplay. Dave Corless introduced himself as an engineer on the Pickens Railway, resulting in several questions about that railway's operations and his role there. Jim Armstrong was also introduced as a visitor from Keowee Key.

Treasury

Paymaster Bob Folsom gave the Treasurer's report and indicated that the officers had budgeted approximately \$2700 for museum and layout building activities until the February train show. Mr. Folsom reminded members that a Requisition Form is now required prior to any purchase. Mr. Reece said that no invoices had been submitted to the City this month for work on the building, thus nothing was received. However, the City has written us a check for \$850 to buy all the meeting room chairs from the club. Mr. Reece also reported that the City had agreed to consider the security system as-work-in-kind for the next year, so that we will not owe rent until July 2011. He also read Bob Hanson's letter regarding the nature of 501.c3 status, suggesting that it is permissible to use income from sources other than tax exempt donations, particularly member dues, for the benefit of members.

Reports by Chairmen

Mr. Reece offered each committee chairman a chance to report on his committee's status.

- On the subject of the Train Show, Bruce Gathman reported that a committee meeting would be scheduled soon and that a meeting with city officials would follow.

- Dale Reynolds said that he needed a November program and Rob Seel volunteered. Programs are also needed for next year.
- Brian d'Entremont discussed the moving of the club's website from his personal server to a free commercial hosting service and also the need to keep membership list information and mailing lists confidential. Sandy Eustis commented that updates to the website were needed to include new member pictures and that he would like to see more member profile pages.
- As scenery chairman, Mr. Eustis said that we have a large box of plastic structures that need to be painted and that bridges are a high priority since they are more easily installed before the track.
- Rob Seel reported that the Town of Central has asked to secure a copyright for his artwork on the town seal.


Officer Elections for the 2010-2011 Term CEO and Stationmaster

Mr. Reece stated that the Officers desired to move elections forward from the traditional date in December to allow more time for transition. Ron Keith said that he was prepared to make three nominations for Stationmaster on behalf of the Officers. After some discussion regarding the pivotal nature of the clubs current activities and Mr. Reese's involvement in them, Jim Reece agreed that he would be willing to serve another term as CEO. However, it was noted that he is prohibited from doing so by term limit. After further discussion of the permissibility of such an action, Richard Nichols moved and Jim McInnis seconded a proposal that the term limit for CEO be temporarily waved, allowing Jim Reece to run for a third term. The motion, which did *not* include a nomination, passed unanimously. Nominations were opened and discussion began. On behalf of the Officers, Mr. Keith nominated on behalf of the officers Glenn Nasworthy, Don Rumer, and Jim Kimble. A motion was made by Mr. Gathman, and seconded, to close nominations. However, objections were raised by Mr. Eustis and Mr. Garner that closing nominations and holding elections, while perhaps not in violation of the Articles of Association, denied members not present from participating in these unannounced proceedings. Mr. Gathman withdrew the motion. Stationmaster d'Entremont agreed to review the relevant

sections of the Articles of Association e-mail immediately after the meeting and, barring any problems, send a notice that nominations would remain open, that elections would be held on October 1, and explain the procedure for voting by proxy.

Political Campaign

A member brought up a newspaper article featuring Central Mayor Mac Martin's campaign pledge to finish the Central Railway Museum. Mr. Reece reminded the members that IRS 501.c3 status prohibited us from political campaigning and that we should not discuss this at the meeting and risk suggesting that CRM&HA Inc. holds any position with respect to a political race.

The business meeting closed at 8:25PM, with a rail related movie brought by Bob Folsom as the program. The officers announced that they wished to have meeting with the Heritage Committee and it was agreed to meet immediately. 



SERVES THE UPSTATE

OFFICERS & CHAIRMEN MEETING MINUTES

By **Brian d'Entremont**,
Stationmaster

3 September 2009

Officers, Heritage Committee, and Building Committee:

Jim Reece, Ron Keith, Bob Folsom, Brian d'Entremont, Glenn Nasworthy, Mac McMillin, Dale Reynolds, Jim Selton

Discussion with the Mayor


The meeting was opened at 8:30 PM immediately after the general business meeting. Mr. Reece announced that, per action at the August business meeting, he had sent a letter to the mayor asking that CRM&HA be permitted to annex the old kitchen, previously reserved by the city to be torn down to make way for public restrooms, and also to consider allocating money for railroad artifacts. Mayor Martin agreed to ask the City Council to let us acquire the old kitchen, indicating that the public restrooms are probably not needed as they would still be insufficient to handle the events for which they were

planned. The mayor also talked about setting up a committee to distribute funding to the two museums (Railway and Heritage).


Possibilities for the Old Kitchen

In the event that the old kitchen is obtained, four possibilities exist: N-scale, storage, office/work space, and additional heritage displays. The present members agreed that little interest had been expressed for N-scale and that nobody had stepped up willing to take it on. Thus, the best possibility appears to be to divide the room approximately in half, leaving for work space and heritage displays with storage cabinets under the bench work. The old bathroom can be removed but the closet stays; the exterior door will be eliminated. Ron Keith said that the floor joists were solid, but that the floor needed to be replaced. It remains to be seen if the bathroom wall is load bearing and what to do with the HVAC and electrical. Half the room, a 7.5 ft by 15 ft space, was deemed acceptable for a simple oval of O-72 track, but it remains for the Heritage Committee to decide if this is the best use.

Commitment from the Heritage Committee

In order to dedicate the room for this purpose, the Officers expect the Heritage Committee to take charge of the renovation of the room, since the people who spearheaded the work on the rest of the museum are heavily committed to the HO layout. Jim Selton and Dale Reynolds expressed willingness to lead this project, the time frame for which may be 1.5 to 2 years out. In the shorter term, plans need to be developed for the work so that we can access material needs and discuss the budget with the City. 



*Jim has dusted off and pulled together the second installment of the **History of the Central Railway**, as told by John T. Thorpe. Brew some coffee, get comfortable and find the article beginning on page 15. Thank you, Jim! – ed. *



SERVES THE UPSTATE

OFFICERS & CHAIRMEN MEETING MINUTES

By Brian d'Entremont,
Stationmaster

17 September 2009

**Meeting of Officers and HO Committee Chairmen:
Jim Reece, Bob Folsom, Brian d'Entremont,
Sandy Eustis, Howard Garner, and Jim McInnis**

Update on Discussion with the Mayor

Mr. Reece reported that City Council had just approved that \$5000 be moved to a fund to buy artifacts for our museum and for the Central Heritage Society's museum. They intend to form a committee to oversee the distribution of this money. The mayor does not see any problem with our permanently using the old kitchen and, as we don't believe this is specifically addressed in the lease, we need to have no changes made. This needs to be confirmed. Folks from the City proposed putting handicap bathroom facilities in this space, but we are confident that sufficient room exists in the current bathroom to make it accessible.

Upper Level Continuous Run

Mr. Garner reported that the plan for the upper level continuous run is in place and that the run will be complete as soon as the track can be laid. We are currently not experiencing any problems implementing this.

Brevard

The Brevard station area was revised during the work session today, with the mainline in front of the station and the setoff track behind. It was proposed that we should we put the town of Brevard on the curve at the end of the peninsula and add a switch for one spur. Mr. Garner said that there was a railroad in the real Brevard that received flax straw from the mid-west for a cigarette paper plant and that this could be the industry for our Brevard. These plans were approved by all present.

Asheville Staging

Asheville staging will be expanded from 3 to 5 tracks with a compound ladder at each end. Mr. McInnis indicated that some of these changes were expected, given that the original plan was purposely conservative in

estimating what could be fit into available space. In this case, we find that we can fit 5 tracks and it is advantageous to do so. Thus, the change was approved by all.

Asheville Yard

Sandy is redesigning the Asheville yard with ladders in the same direction to put most of the switches on the front edge (easier to get to). This will also give the yard both long and short tracks, which are more useful for operation than equal tracks. The passenger station will be moved to the rear, to accommodate the change in the ladder configuration. The switch lead for the yard entrance will be moved to avoid crowding of the operators from the north end to the south end of the Asheville yard. These changes were approved. The Central Railway's Engine facility at Asheville is under revision and is not yet approved.

Paper Mill


It was noted that with the current plan the paper mill becomes the "flagship industry" of the layout. While there was some discussion of the appropriateness of this role, paper is a big industry in the near, if not immediate, vicinity. Textiles, the dominate industry in the immediate area, will be well represented in smaller, but numerous, installations on the layout. It was agreed that it should be an integrated paper mill with on-site processing of logs and that this was appropriate for the era. However a source of water is required and a river was added along the front edge of the layout with a pond around the operator pit. There was discussion of whether the backdrop should be changed to separate the Pendleton scene from the paper mill near Brevard, given that these are currently contiguous scenically but represent different pieces of railroad many miles apart in real life; this was not resolved.

HOn3 Turntable

There was discussion of adding a turntable for the HOn3 at Little River, to supplement the one already planned at the other end of the line. This issue will effect the selection of rolling stock as geared locomotives can run in reverse, but ordinary rod engines should be turned at the end of the line. If the HOn3 operation is going to host passenger trains, we will also need the facilities for rod engines. Mr. Garner stated that since most clubs run member equipment and the only HOn3 engine known to be in a member's possession is a rod engine, this might limit the decision. However, there eventually seemed to be agreement that, particular with the museum mission, the layout should not be overly focused on running particular rolling stock and that we can acquire some if

needed. There was interest in the turntable at Little River but approval is pending Mr. Eustis's specific plan for fitting it around the Little River sawmill.

Monitoring of Staging

Mr. Garner brought up the fact that we need to budget for cameras or other detection for our hidden staging yards. There are a number of options, but small cameras with an analog switching system attached to television monitor(s) appear to be a good option at this point. Price for the cameras and switch is probably around \$300, but needs to be planned more specifically. 

OFFICERS ELECTION NOTICE

On October 1 regular meeting, we will be holding elections for the positions of CEO (President) and Stationmaster (Secretary). Although this deviates from club tradition of holding elections in December, the manner and timing of elections is not specified in our By-Laws and the current officers wish to advance the elections to allow more time to make the transition. Officers are elected on staggered two year terms, so the Division Superintendent (Vice-President) and Paymaster (Treasurer) are mid-term and will be up for election in late 2010.

Nominations remain open until the October meeting. Don Rumer, Glenn Nasworthy, and Jim Kimble have been nominated for Stationmaster. A motion was passed for an exemption to the two term limit to allow Jim Reece to run for a third term as CEO. If you wish to nominate an additional member for either office, please confirm that the nominee is willing to accept before the meeting.

If you are not going to be present at the meeting, note that under Article VI, Section 1 of the Articles of Association you have a right to authorize, in writing, any other member to vote as your proxy. Please send a signed letter with your proxy, to be presented to the Stationmaster, OR e-mail Brian directly with your authorization of proxy. You must specify whether your proxy is general, covering all business of the evening, or specific to one or more issues.

Full text of the Articles of Association and By-Laws may be read at: <http://www.crmha.org/artofassoc.html>

~ Brian d'Entremont

SCHEDULED TRAIN SHOWS

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

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

25th 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

November 14-15, 2009

NORTH CHARLESTON, SC

11th Annual Best Friend Model Train Show

Danny Jones Armory

10:00 AM – 4:00 PM both days

\$5.00 w/ children 10 and under Free

www.BestFriendofCharleston.org

November 21-22, 2009

NORCROSS, GA

Great Train Expo

North Atlanta Trade Center

10:00 AM – 4:00 PM

\$7.00 w/ children 12 and under Free

www.greattrainexpo.com

November 29, 2009

RALEIGH, NC

TCA Southeastern Division Train Show

N. Kerr Scott Bldg at the NC State Fairgrounds

10:00 AM – 3:30 PM both days

\$5.00

ALPINE SMOKE & THUNDER

(plus Winter Snow, Summer Sun, and Knights In Shining Armour)

Jim Selton's *Deutsche Wunderland*



Wrap-Around Layout Merges Medieval and Modern

Story and photos by Rob Seel

If you've gotten to know our Museum Curator, you already know Jim Selton is a man of many interests. As apparent as that is to see what he's been collecting for the CRM&HA, his personal layout is further, undisputed evidence. Jim has built for himself an Old Country panorama that not only plays upon his younger days but interprets history as well.

"I was born and raised in Europe; actually, born on a military base in Germany. So my roots are to both Countries (US and Germany). I spent a lot of time in Germany as a child and my first trains were purchased in Germany. My layouts have always had a European

flair. I used to ride on tanks during maneuvers in the woods of Germany (Dad was in charge)," Jim says.

Many of us in the club are meticulous in our historical contexts. Jim is as well, but with a touch of whimsy. "My layout is all about things I enjoy. If I like it I try to reproduce it in HO. You will find wildlife, waterfalls, snow, beaches, fishing, hunting, cars, women, dragons, etc. -- All things I find pleasurable.

Jim's layout is one that takes a while to absorb; the more you look the more you see. There are plenty of small details that are fun to seek, besides enjoying the overall picture from dragons storming the castle on the left to the



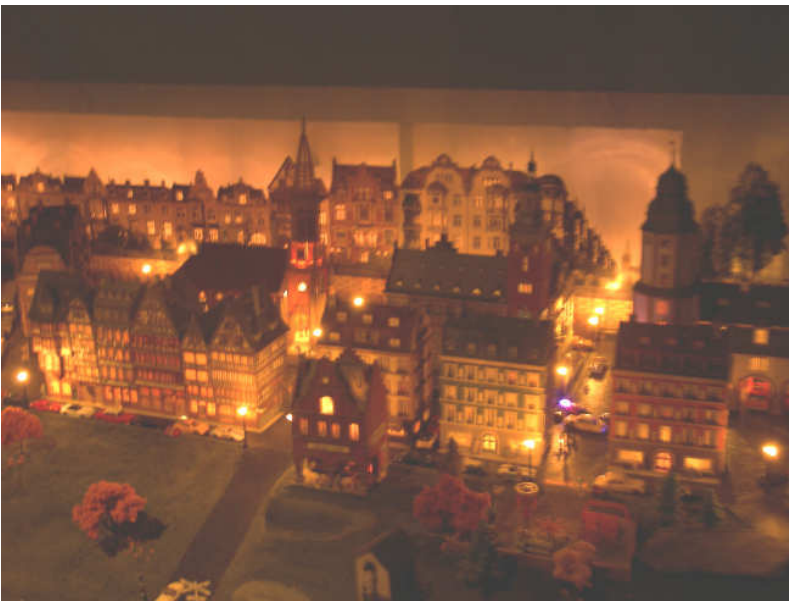
resort beach in the middle to the battleship *Bismarck* emerging through the clouds on the right flank. Snow even falls from the mountainous ski slope in the corner.

“I use my room to escape and relax. I control everything the old fashioned way because I like it that way. The war is my two sides at battle: fighting over the grand prize of a wonderful city full of wonderful people.”



While knights of valor defend the castle from an onslaught of dragons (above left), it’s business as usual in the city (middle left). Jim’s layout also features police cars with flashing lights, and town squares (lower left). Jim even modeled a “typical European beach” scene (parental discretion is advised!) with a flashing lighthouse (among other things flashing) (above).






As for his train operations, Jim prefers to keep things simple, with independent, analog controls and short train lengths. His layout features four different speed control zones, three track levels, and as many as seven independent loops. *“This allows me to control many different engines, at the same time, without having wrecks. To me this is the most fun! Wrecks are easy to fix, I do not have large pile ups that knock out areas of my layout,”* Jim says.



As the war rages on the ground and in the air (upper left, upper right) the city sleeps almost unaware (middle left). Jim did not personally identify the hang glider (above), but it just might be him . . .

“My layout is also very simple, I can teach a kid how to run it and let them go in just a few minutes!” 

A LABOR DAY'S LABOR

WORK SESSION AT GLENN NASWORTHY'S HOME LAYOUT



Photos by Faye & Glenn Nasworthy, Bob Folsom & Jim Reece
Glenn hosted Janie and Jim Reece and Bob Folsom for a Labor Day work session. One of the big items was the inauguration of a significant bridge span. "This was the first time I have had the layout complete enough to be able to keep a couple of trains running. I had just completed the bridge between the two sides of the layout and, thank goodness, it worked," Glenn said.



The new span easily handles a lightweight limited with its E7-A/B team leading (**upper left**). **Lower left and upper right** – Glenn's "Patriotic Train" of Clemson National Football Championship boxcars rounds the curve behind the sprawling service facilities. The special run of Athearn 40' boxcars was produced by in 1982, and they all have the same 2215 number, recalling Clemson's score against Nebraska.. **Above** – An ACL Russian decapod double-header crosses the new span with a string of heavyweight cars. **Below**, Janie explains "just how it is" to Bob.





Bob doesn't look "too sure" as the train approaches, but we can tell he soon feels a lot better midway down the train!



Glenn has probably built the most impressive bridge on the Atlantic Coast Line – way to go, Glenn! 🚂

TWENTY MINUTES IN RAHWAY

Thursday from 2:30 to 2:50 PM - Sept 10, 2009 Photos and Report by Rob Seel



Once in a while an opportunity presents itself for a trip “back home,” and when railfanning is in the cards, I’m there! Our church recently purchased a used digital piano from a seller in Midtown Manhattan that we needed to pick up. Naturally, I jumped at the chance to volunteer to drive up and get it. That way, I could spend two nights with friends in Dover, NJ and even grab lunch in Rahway, NJ, my parents’ hometown and city of my birth. I parked my car downtown and spent a few minutes on the southbound station platform, where I saw no less than eleven trains within twenty minutes. There are six tracks here: Tracks 2 and 3 are in the middle and are Amtrak “through” routes. Tracks 1 and 4 are also through routes, typically for NJ Transit. Tracks 5 and 6 are the outer-most and branch off to the North Jersey Coast Line (the former New York & Long Branch) past Union Tower to the south. This is the former Pennsylvania right-of-way, carrying high-speed electric trains since the 1930s and it’s owned by Amtrak today. This day, Track 3 was shut down, and Amtrak was running down Track 4 on slow orders through the station.

Above: Three at once! An Amtrak Acela slows down to breeze through on Track 4, passing a Northeast Regional train blasting up Track 1. On Track 5, a new NJ Transit ALP-46 pushes a string of new bi-level commuter coaches toward Penn Station. **Below:** The southbound Crescent, led by a single HPP-8 passes though on its way to Clemson, SC and points beyond.






Above: On the platform, looking south. The old Pennsy position light signals are still in use, but have been recently relamped for 2 colored lights instead of three amber. Union Tower, beyond, still protects Union Interlocking, the junction of the Northeast Corridor and the North Jersey Coast Line. **Below left:** Amtrak Metroliner control cab 9638 leads a rare consist pushed by an AEM-7. **Lower right:** NJ Transit ALP-46 No. 4601 pauses it's train of bi-levels on Track 6 on its way to the Amboys and Bay Head. NJ Transit operates its trains push-pull fashion, typically with locomotives leading outbound from Penn Station. Today, though, many trains seem to deviate from this norm.





Freight trains are a rare sight along the busy Northeast Corridor “shooting gallery” any more, but maintenance trains are a common sight. **Above and below left:** A pair of CF7 diesels led by No 579 (ex-ATSF 2438) bring a push-pull ballast train south down usually northbound Track 2. **Below right:** NJ Transit ALP-44 No. 4416 leaves on Track one with its string of Comet III center-door coaches bound for New York. 





SERVES THE UPSTATE

CENTRAL RAILWAY

HISTORY Part 2

By John T. Thorpe

CENTRAL MODEL RAILWAY AND HISTORICAL ASSOCIATION

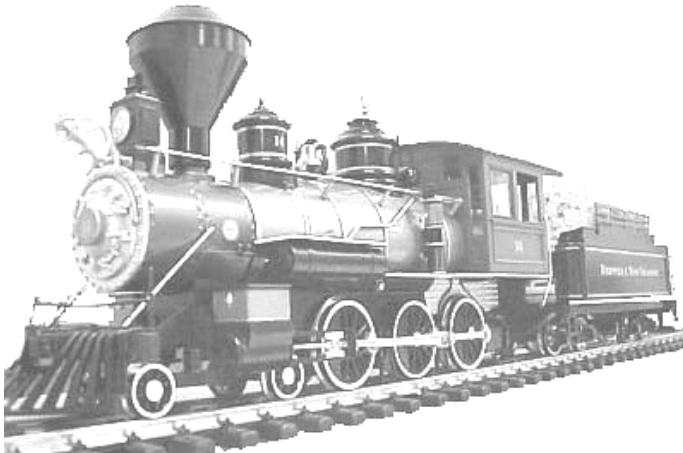
HO DIVISION

copyright 1995 CRM&HA

Original Text: John T. Thorpe

HISTORY OF THE CENTRAL RAILROAD

Continued from last month



Central RR 4-6-0 No. 13, builder's photo: Alco 1876
(Central Railway Archives)

CHAPTER 4

1894 – THE GROWTH OF THE CENTRAL RAILROAD

With the increasing workload on his locomotive fleet, more extensive facilities were required, and in June of 1890, Johnson commissioned an engine service facility to be built. Situated two miles outside of Central, the facility was placed at the end of the Central's classification and interchange yard. Unfortunately, the survey of the land for the facility did not take into account the swampy area

that started encroaching on the yard. In May of 1895, due to heavy rains, the swamp flooded and claimed the turntable. When the floodwaters receded, land near the swamp bog was filled and regraded to prevent future problems.

Late in 1891, Johnson was able to form a deal with the Pullman Palace Car Company and ordered a small number of the cars to be built for the **Central Railroad**. Ten years later, the Overton fleet was replaced by standard Pullman cars. The Overtons were then placed in non-revenue service acting as storage or transportation for maintenance crews.

Over the next several years, the **Central Railroad** managed to absorb a number of local branch lines. In 1901, the **Central** acquired the ill-fated **Blue Ridge Railroad** that made the 34-mile run from Anderson, SC to Walhalla, SC, and crossed the **Central's** main line at Seneca. In 1902, the company purchased an extra 10 miles of track from Anderson to Belton, SC. Originally, the **Blue Ridge Railroad** was created in 1861 to construct a line from Anderson, SC to Knoxville, TN through Rabun Gap. For many years, this company was operated as part of the **Piedmont Air Line**. From 1894 to 1901 it was operated as a completely independent company.

In December of 1902, at the age of 80, Johnson retired from active management of the railroad in favor of his Chief Financial Officer, Jackson Stewart Daniels. Upon Johnson's death in 1905, Daniels dedicated a segment of the **Central Railroad** in his memory. When Jack Daniels took over the railroad in 1902, he was one of the brightest minds in the company, and one of Johnson's most favored employees. Johnson's Will stipulated that his daughter, Jocelyn would receive half ownership of the railroad in trust while Daniels would receive the other half and retain control of the business operations. Daniels was 45 when he was promoted to the presidency. During his tenure as president, he began adding a north-south corridor from Hendersonville, NC to Laurens, SC

through Greenville. The Traveler's Rest to Hendersonville segment was never completed, and eventually the Laurens-Traveler's Rest line was sold to form the **Greenville & Northern Railroad**.



JACK DANIELS

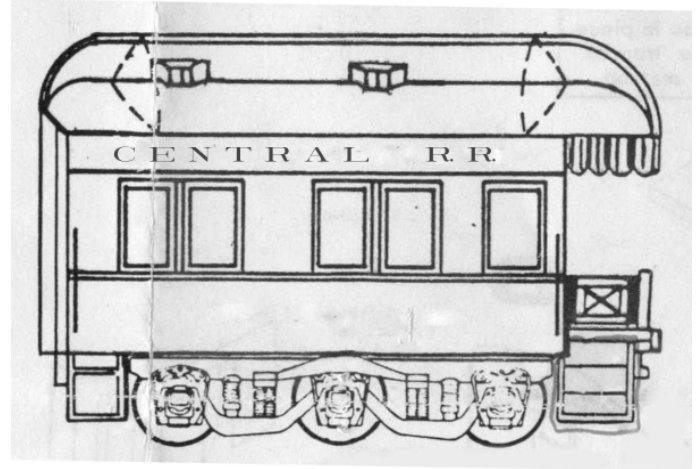
In 1918, Daniels made an economically brilliant move for the **Central Railroad**. Since the 1880's, the **Central Railroad** had charged its competitors (the **Southern Railway** and its predecessors) outrageous rates for trackage rights on its Charlotte to Atlanta segment. Rather than

pay real estate tax and potentially have the **Southern Railway** build its own lines from Charlotte(which was confirmed by inside sources), Daniels sold to the **Southern** the right-of-way from Charlotte to Atlanta. In return for a low sale price, Daniels' contact with **Southern** stipulated that the **Central Railroad** would have trackage rights gratis for the next 50 years. Since the **Southern Railway** system eventually bought the **Central Railroad** 44 years later, Daniels strategy was well worth the price. Local rumor had it that Augustus Johnson spun in his grave on the day the contracts were signed.

During the period between 1910 and 1920, the **Central Railroad** sold most of its original locomotive fleet to western US railroads, retaining only one Baldwin-built 4-8-0. The #13 had the fewest maintenance problems of any of the original steam fleet, and was held back as a reserve unit and was designated for work train duty. As replacements, several American Locomotive Works engines were purchased second hand from various sources. These purchases provided **Central** with a bewildering array of motive power. Luckily, local geography allowed the railroad to make effective use of its spectrum of power.

In 1920, Daniels ordered an 85' business car from the Pullman Car Company. The car was to be used for visiting dignitaries and for Daniels' personal use — somewhat uncharacteristic of Daniels' spartan personality. In March, 1921, a grease fire in the kitchen destroyed over half of the car. The railroad's fire insurance paid for a replacement car, and Daniels ordered

the remains of the old business car to be salvaged and rebuilt. The result was a 26' heavyweight observation car that rested on a single 3-axle truck. **Central** crews quickly nicknamed it "OSCar" for "Observation Short Car".



Jack Daniels' OSCar was an oddity on the Central's roster, as seen by this original concept drawing. (Central Railway Archives)

At the age of 67, Daniels retired from the **Central Railroad** in 1924. At the time of his retirement, there were no strong candidates for his replacement. Feeling that frugality was the best characteristic he could choose from, Daniels selected Tyler N. Rhaille as his successor. His choice was well made given that a few short years later, the country would be plunged into the Great Depression.

CHAPTER 5

1929 – THE GREAT DEPRESSION

Following the Stock Market Crash of 1929, the **Central Railroad** fell on hard times. Unable to raise enough capital to purchase new locomotives, Rhaille was forced to reactivate locomotives that were in the process of being scrapped or that had been placed in non-revenue service. The #13, being a wood burning locomotive, was rebuilt as a coal-fired engine and a larger steel cab was built to replace the deteriorating wooden cab.

Due to the high cost of the Russian Iron Paint, the paint shop manager cut back on costs by using basic black for the locomotives and reserving the Russian Iron for trim—mainly to distinguish the **Central's** motive power from the **Southern Railway's**. Engine lettering changed from gold to white except on locomotives designated for passenger service. Rhaille approved the changes, and the **Central's** new paint scheme was born.

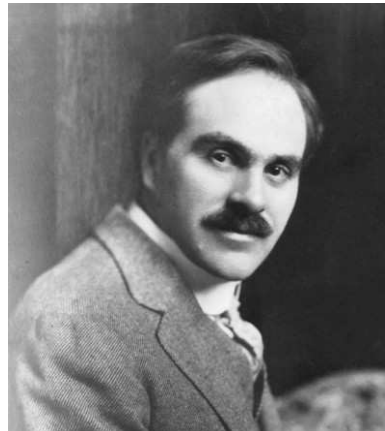
Luckily, the Central was able to hold on through the ravages of the Depression. Since the industries it serviced were primarily agricultural the **Central** was able to retain the majority of its customers, albeit at lower prices. In order to increase the railroad's revenues Rhaille decided to place the railroad on the open stock market with Jocelyn Johnson and Jackson Daniels retaining controlling interest. Daniels and Johnson agreed, but Jocelyn was extremely dissatisfied with the "dispersal" of her father's work. Since railroads were still a relatively valuable stock in uncertain times, the scheme was a success. Unfortunately, the **Central Railroad's** new stockholders felt that Rhaille's presence at the company helm was unlucky – due to his tenure during the market crash. In early 1931, Rhaille was fired at the first quarter stockholders meeting with some prompting by Jocelyn Johnson. No replacement was found until May, 1932 when Kirby Norris was elected to the **Central's** presidency.

Norris was an unprepossessing man, but he made sound, if not brilliant business decisions as the **Central's** leader. Rather than follow the **Southern Railway's** example and home-build equipment for the railroad, Norris chose to buy mass-produced rolling stock locomotives developed to the USRA and AAR standards. By purchasing second-hand equipment from railroads that became defunct during the '29 Crash, Norris was able to create a moderately-sized fleet of rolling stock and motive power that saw service for the next 30 years. However, due to lack of funds, "new" rolling stock was not completely repainted, and had the former roadnames and numbers painted over with "**Central RR**" and the **Central's** reporting marks. The result was a large number of "rainbow" trains operating over the **Central Railroad** until funds were available in 1936 to begin repainting the fleet. Completion of the repainting did not occur until 1947 due to the extensive travel of some cars.

CHAPTER 6

1938 – WORLD WAR II

When the United States first started aiding its British allies during World War II, the **Central Railroad's** business began a steady increase. As textile and machinery production increased to meet the demands for wartime supply, so did the reliance on dependable transportation – to wit, the railroads. Troop transportation to and from the Military College became increasingly important as **Central's** passenger trains were added to **Southern's** consists.



Erwin Lee Painter, Jr.

In 1939, the **Central Railroad's** road foreman volunteered for duty in the United States Marine Corps. To replace him, the **Central** recruited one of **Norfolk & Western's** junior foremen – 35 year old Erwin Lee Painter, Jr. Erwin was thrilled to be able to work with the **Central's** array of

Alco-built locomotives. At the time, the shop management allowed radio broadcasts to be piped through the PA system in and around the shop. On December 7th, 1941 Erwin was bringing switcher 291 into the shop for special maintenance since the engine was beginning to show signs of impending boiler failure due to stress. As 291 rolled into the shop, the radio announcer broke in over the program and announced the Japanese attack on Pearl Harbor. Completely stunned by the news, Erwin failed to apply the brakes on 291, and it gracelessly rolled through the end of Engine Bay #1 and into the swamp that had swallowed the turntable in 1895. Erwin was able to leap to safety once the cab cleared the enginehouse. However, once the superheated boiler touched the cold water of the bog, the boiler cracked and nearly exploded. The hull of 291 was recovered and repairs were attempted. The boiler damage was determined to be too great to repair, and so 291 was relegated to the scrap track for later spare parts and later dismantlement. Norris felt that the circumstances surrounding the accident were mitigating, and merely

suspended Painter for three weeks without pay rather than firing him outright.

After the end of the war, the **Central's** passenger revenues began declining as competition from airlines and the new streamlined trains of the **Southern Railway** began regular service. In order to keep pace with its competitors, new fluted side streamlined cars were placed in service. For local passenger service, the old Pullman standard cars were retained, and the new streamlined cars took over for long distance travel.

The end of World War II also saw the retirement of many of the older steam locomotives that had remained in service long past their expected lifespans. Unsurprisingly, Baldwin locomotive #13 now reaching its 70th year in service to **Central** was finally retired. Still in relatively good condition, it was loaned to the South Carolina State Railroad Museum for preservation in June of 1946. At that time, Norris decided to keep the locomotive on the railroad's books as a tax deduction.

Throughout the war, Erwin Painter was one of the major forces behind the railroad's success. By 1947, his efforts had earned him several promotions until he finally earned the post of Superintendent. Many of the innovations and operating decisions made by the railroad since 1943 can be traced directly back to his suggestions. However, his unvarnished and opinionated viewpoints tended to offend **Central's** stockholders, and prevented his elevation to the railroad presidency in 1948.

In 1948, **Central Railroad** lost Kirby Norris to an automobile accident. Norris was driving home during a snowstorm when his car hit a patch of black ice. Unable to maintain control of his vehicle, Norris skidded over an embankment and into a tree. Stockholders considered Painter as Norris's successor, but decided that his abrasive manner and extremely quick rise within the railroad were too detrimental. Instead, they brought in a replacement from the **Southern Railway** – Ellwood J. Tuggle. Tuggle had been a junior executive in the operations of the **Southern Railway** for several years and, unwilling to recruit and entrenched, higher level executive, the **Central** decided to try youth and skill.

CHAPTER 7

1950 – THE DIESEL ERA

Tuggle presided over the railroad's transition from coal-fired steam to diesel power. Tuggle had closely followed the **Norfolk & Western's** research into the merits of diesel over coal, and during his tenure with the **Southern Railway**, monitored their foray into diesel power. In 1950, Tuggle decided that the economy of diesel power was the way the railroad should go. Superintendent Painter fully supported the decision and had been pushing (first Norris, then Tuggle) to order the new EMD F units for the **Central** to experiment with. However, the decision was a tough personal choice for Tuggle – he had always had an affection for steam power.

With great distaste, Tuggle purchased **Central's** first diesel powered locomotive, a stubby, secondhand EMD F7, from the **Southern Railway** in 1950. After purchasing several more, and several months of the F7's being in service, brand new, larger, more powerful E8's were purchased. At Superintendent Painter's urging, a new paint scheme for the **Central Railroad** was developed. Painter suggested that **Central** follow a paint scheme similar to the **Southern Railway**. Reluctantly, Tuggle acceded to Painter's recommendation in 1953, but firmly held onto the Russian Iron paint feeling that part of Johnson's legacy should be preserved.

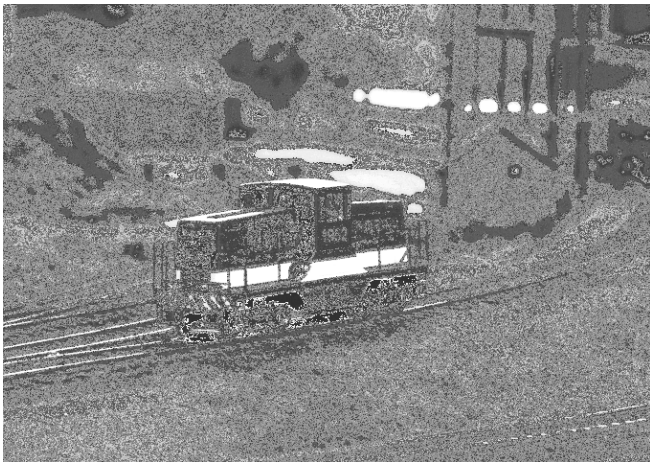
For the new passenger service livery (designated paint scheme P3) Russian Iron with an aluminum stripe and a gold pinstripe was selected. For freight units, scheme F3 was decided to be black with a Russian Iron stripe and gold pinstriping.

One thing that is directly attributable to Ellwood Tuggle is the institution of excursion service on the **Central Railroad**. In 1950, he ordered old Baldwin #13 to be refurbished for railfan trips. With the prevalence of "westerns" in the movies and on the new medium of television, the old diamond stack Baldwin and its Overton cars met with ready approval from the public. In 1946, the Overton cars had been completely retired and were waiting to be broken down for part. Tuggle had them sent to Spencer Shops in North Carolina to be refurbished in 1953. By 1955, repairs on both #13 and the coaches were complete. On a bright day in April 1955,

just in time for the spring blooms to open, #13 pulled its first passenger train since its original retirement in 1920.

As other steam locomotives were retired or replaced by the upstart diesels, a handful were also put into excursion service. #3613, an Alco 4-6-0 that had originally come from the **Southern Pacific** was repainted in the original Russian Iron paint scheme and let loose for excursion work into the mountains in 1951.

In 1957, Tuggle took notice of a new tool to aid in railroad operations and accounting—the computer. In late 1957, Tuggle ordered a UNIVAC a mainframe computer system and began conversion of the **Central's** paper records to computer tape. In a economy move suggested by Erwin Painter, block signaling along the **Central Railroad** became computerized under a second UNIVAC.



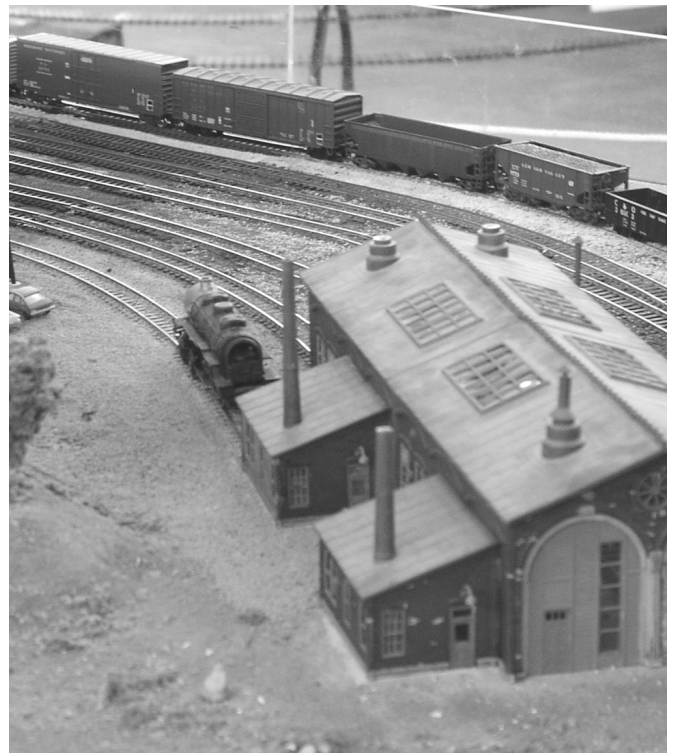
Central 44-Ton switcher No. 1952 was purchased from the Southern Railway for small yard jobs. (Central Railway Archives)

Between 1950 and 1960, the **Central Railroad** purchased a variety of first generation diesels, including a single RS-1, a 44-ton switcher, several GP-7's, GP-10's (including a GP-10 B), GP-18's and a small number of GP-30's. When the **Southern Railway** acquired the **Central Railroad**, several of these units were immediately sold off to other railroads. The disposition of the GP-10 fleet is still unknown, but it is rumored that Tuggle had them rebuilt as GP-18's in 1961 shortly before he retired. The paperwork appears to have been lost, but the disappearance of the GP-10's from the company book and appearance of an equal number of GP-18's without any work orders, receipts, or purchase orders is extremely suspicious. Subsequent interviews with the chief mechanical engineer, Scott Montgomery, of the locomotive shops revealed that Tuggle had said something to the effect of, "Dammit, Scotty, I need more

power" when inspecting the GP-10's, and the comment was taken as an order for rebuilding. Without documentation, the disposition of the **Central's** GP-10s is still officially unknown.

By 1960, the remains of **Central's** fleet of steam engines had been sold, scrapped, designated as work trains, or were operating on excursion runs. No regular service was provided by steam after 1960. All road and switcher units were first generation diesels. It is suspected that once all of the **Central's** steam engines had been retired that Tuggle began losing interest in the railroad operations. In 1961, Tuggle asked to retire from the **Central Railroad** presidency in exchange for becoming Road Foreman for Engines-Steam.

Taking note of the industry and no-nonsense business approach of Erwin Painter, Jr., **Central Railroad** stockholders promoted him to the president's office. One of Painter's first acts was to order the rusting hulk of #291 to be scrapped. Its intended complete dismantlement had been overlooked for years as more pressing business concerns took precedence. Over the years, as parts were needed for other steam engines, the pieces were salvaged from #291 as it sat on the wreck track.



The rusted boiler of 2-8-0 No. 291 still sits in front of the enginehouse in this 1997 photograph. (Central Railway Archives)

To be Continued Next Month . . . 



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.

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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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