



CENTRAL CROSSINGS

MONTHLY NEWS LETTER OF THE

CENTRAL RAILWAY
MODEL & HISTORICAL ASSOCIATION, INC.

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P. O. Box 128
Central, SC 29630

WEBSITE:
www.crmha.org

MUSEUM &
MEETING SITE
108 Werner Street
Central, SC

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Vice President:
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Paymaster
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Shows Chairman:
Bruce Gathman

Museum Curator:
Jim Selton

Editor & Publisher:
Robert M. Seel, AIA

Next Meeting:
March 4, 2010
7:15 PM


**ANNUAL
TRAIN SHOW
Feb. (26) 27-28
THIS
WEEKEND!**



RAMBLE ONE TAKES TWO ROUTES

Photos by Rob Seel. The first Ramble of the year was a big one, and we'll take two issues of *Central Crossings* to cover it. This month, we'll follow Rob Seel's path from Dublin and Statesboro, Georgia to Savannah, where he met up with Dale Reynolds, Bob Folsom, Roger Smith, Jack Merrill, and Ralph Watson. From there, the guys journeyed on to Folkston, GA and Jacksonville, FL, while Rob made it home by way of Millen, GA. **Above:** Ramblin' Guys Ralph, Bob, Jack, Dale & Roger lend their jackets to ex-Central of Georgia 2-8-0 No. 233, which seems



to have lost her jacket some time ago. **Left:** The Georgia Central Railway continues to serve agricultural clients in Dublin, GA, even though most of the yard tracks have been removed. There was no train there on that day, but Rob caught up with one in Savannah 



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.

**2ND SATURDAY
MUSEUM OPEN TO
THE PUBLIC
MARCH 13, 2010
APRIL 10, 2010
MAY 8, 2010**

PROGRAM SCHEDULE

March 4, 2010 Steve Powell
Recent Travels

April 1, 2010 Perhaps YOU?!

Open Dates: Hurry and see Dale Reynolds to reserve
your spot to tell us what you know (before he sees you!)

CENTRAL RAILWAY ANNUAL TRAIN SHOW

February 27-28, 2010
EASLEY, SC
Bagwell Gymnasium
\$5.00 for Both days!
10 and under Free



SERVES THE UPSTATE

**OUR SHOW
BE THERE!**

This is our **PRIMARY FUNDRAISER** for the
year, and our biggest **OUTREACH** event, and
we **NEED** everyone to help. Brian won't be
with us for long, which makes Rob the longest-
running, youngest member. Rob will be 44 in
May, so come out and help save our hobby for
future generations!

SCHEDULED TRAIN SHOWS

March 5-6, 2010

FLETCHER, NC

20th Annual Model Train Show

Western NC Agricultural Center

Friday 12:00 PM – 7:00 PM

Saturday 9:00 AM – 4:30 PM

\$5.00/day, Children 13 and under Free

Land 'O Sky Division

March 6-7, 2010

NORCROSS, GA

The Great Train Show Expo

North Atlanta Trade Center

10:00 AM – 4:00 PM both days

\$7.00, Children 12 and under Free

March 13-14, 2010

ATLANTA, GA

The Model Train Show 2010

Cobb Galleria Centre

Saturday 10:00 AM – 5:00 PM

Sunday 10:00 AM – 4:00 PM

Piedmont Division

March 27-28, 2010

WINSTON-SALEM, NC

The Great Train Show Expo

Dixie Classic Fairgrounds

10:00 AM – 4:00 PM both days

\$7.00, Children 12 and under Free

April 17-18, 2010

KNOXVILLE, TN

The Great Train Show Expo

Knoxville Expo Center

10:00 AM – 4:00 PM both days

\$7.00, Children 12 and under Free

April 24, 2010

HENDERSONVILLE, NC

Spring Rails 2010

Whitmore Activity Center

Hendersonville, NC

10:00 AM – 4:00 PM

\$5.00, Scouts in uniform & Children 12 and under Free

French Broad e'N'pire Ntrak Club



SERVES THE UPSTATE

GENERAL MEETING MINUTES

By Glenn Nasworthy,
Stationmaster

February 4, 2010

Regular Meeting at the Central Railway Museum

Meeting was called to order by President Jim Reece at 7:15 PM

We had two guests: Scott Henson, of Bellingham, WA; and Mayor of Central, Mac Martin.

Mayor Martin told us about a new "Welcome to Central: gateway sign that is going to be put in place where SC 18 meets SC 93. The sign will feature the Southern Railway's "Peach Queen." We will be advised of the unveiling date. Mayor Martin also presented us with an addendum to our lease to include the old kitchen annex. Thank you, Mr. Mayor and Central City Council!

Rob Seel gave the following report relating to guests:

On January 20th, the CRM&HA hosted a walk-through of the Central Railway Museum for Ms. Michelle McCollum and Ms. Elizabeth Harm, both of the South Carolina National Heritage Corridor. Mrs. Anne Sheriff, of the Central Heritage Society, and Bob Folsom made arrangements, and Rob Seel was on hand to lead the tour. Both ladies were very impressed with what they saw and what Rob shared about our organization and goals.

Also, on January 29th Rob again met Ms Allison Fowler. She is a Central resident pursuing a graduate degree in Historic Preservation at the Savannah College of Art and Design. The purpose of the meeting was to discuss local attitudes and possibilities for preservation, and Central's railroad history was the primary avenue of focus. After a brief discussion of Central's railroad history, a Museum visit and center-town walking tour followed.

TREASURERS REPORT

The Treasurer reported the Club has received a donation of \$500.00 from the Exxon Corporation. We thank Dale Reynolds for his help in our receiving this gift.

PRESIDENT'S REPORT

- 1) Some chairmen still need to turn in committee member lists and any written "how to" lists.
- 2) He and Bob Folsom will be making a slide presentation to the Travelers Rest History Society on February 16, 2010.
- 3) Budget planning for 2010 is in progress. Committee chairman need to get in their requests.
- 4) We have received a donation of a lumber and plank mill from Woodland Scenics.
- 5) **Membership dues are due.**

COMMITTEE REPORTS

- 1) **Building:** Glenn reported nothing new.
- 2) **Annual Train Show:** Bruce reported the advertising is now set. There will be ads in area papers and 52000 views in "The Greenville News Online."
- 3) **Central Railroad Festival:** Ron Keith reported the festival is to be held one day only and will go from 10:00AM until 9:00 PM.
- 4) **Portable Layout:** Jim McInnis reported work continues to spruce up the layout and correct any wiring problems. Work is being done every Monday night at 7:00 PM.
- 5) **Monthly Program:** Dale reported the next program will be Steve Powell with pictures of a Canadian trip he made.
- 6) **American Flyer Room:** Dale Reynolds said they have received a gift of road bed. The new lease addendum allows work toward the Lionel Room.
- 7) **Museum Curator:** Jim Selton reported he has found and old railroad safe if we are interested. It is \$800.00 and is in good condition. He also asked us to be on the lookout for silver and crystal to complete the place setting he has of diner dinnerware.
- 8) **Webmaster:** Ed Welch. In Ed's absence there was no report.

9) **HO Layout:**

- a. **Benchmark:** Jim McInnis. Work on the large viaduct is next.
- b. **Trackwork:** Bob Folsom. The upper level; continuous run is ready. The Branch line is next and then Tortoise installation.
- c. **Wiring:** Howard Garner. Howard said the wiring is ahead of the track layers.
- d. **Scenery:** Sandy Eustis. In Sandy's absence it was pointed out the front side is primary.
- e. **Rolling Stock:** Jack Merrill. No report.

NEW BUSINESS

Brian reported he will be attending a meeting on the Clemson campus being held to determine if there is any interest for an on campus club.

PROGRAM

Mac McMillin presented a very interesting program on the lanterns used by railroads, both kerosene and battery.




Jim (left) and Bob (lower right) were privileged to represent – and to present – the CRM&HA to the Travelers Rest Historical Society. It appears that their appearance was well-attended and that they were well-received. Photos provided by Jim Reece.



Invited by the Program Chairman of the Travelers Rest Historical Society, Bob Folsom and I spoke to that group on February 16, 2010. They were interested in how our Association has been successful in working with the City of Central to develop our museum, also the growth of our membership, the expansion of our activities, and our museum layout.

I spoke to them about the importance of simply asking the City for what you want and being prepared to explain how both parties will benefit. I explained the importance of the Hospitality Funds that the City has access to from the State of South Carolina. I also talked about the importance of having a permanent home for their society. Working with the City allowed us to create a permanent home, and having that structure spurred our membership growth. With that membership growth we were able to get involved in more railroading activities.

Bob Folsom spoke to them about the importance of the City of Central in the earlier railroad days, about the layout we are building in the Museum and how it will represent the Southern Railroad and a fictitious Central Railway around 1960. He mentioned the American Flyer and Lionel rooms and a future garden layout.

The program lasted about thirty-five minutes; there were about forty people in attendance of which many of them plan to visit the Train Show. They have also linked CRM&HA to their website and asked the *Travelers Rest Monitor* to print information about the show. 



2010 RAMBLE ONE PART 1 – ROB’S SOUTH GEORGIA TREK

Photos and Story by Rob Seel



The Georgia Central's engine house may be clearly seen from the Winge Road grade crossing east of Lyons, GA. Parked outside on February 17, 2010 were ex-Southern U23Bs No. 3965 and 3933. The gray ghost in between is Vidalia Railway's GP7 No. 184 (ex-Railway of Alabama).

I am always looking for a good excuse to visit Savannah. It's one of my favorite places to visit, and this year's first Ramble was just the ticket I needed. But, with my personal economy being what it's been, I decided to travel down a day ahead of the rest of the group, spend my nights in Statesboro with my parents, and meet up with the guys for the day in Savannah. My trip took an unexpected turn, however. I needed to be in Dublin, GA that week since my father-in-law passed away the Friday before. The memorial service was on the Tuesday before the Ramble, but my wife, Frances, insisted that I keep my plans to go to Savannah afterward.

So, instead of traveling to Statesboro via Augusta, I followed the Georgia Central Railway (not to be confused with the old Central of Georgia) from Dublin eastward on Wednesday, February 17. The GC operates the former Macon, Dublin & Savannah Railroad from Macon to Vidalia, and the former Seaboard Air Line from Vidalia to Savannah. The

locomotive paint scheme is far from impressive, but the roster itself makes up for it with an abundance of three dozen GE U23B, U30B and U33B units with a smattering of EMDs for good measure. I usually see a general bulk commodities freight crawl though Dublin, with its vast, inactive yard area downtown, but not today. So, I headed out of town toward Soperton and Vidalia, thinking I would see a train along from the state highways running along the tracks.

The Georgia Central's primary maintenance facility and engine house is in Lyons, about midway between Savannah and Macon (**above**). I didn't want to bother the folks in the business office, nor did I have time to explore, so instead I just took a while to look over the units parked in front of the engine house from the county road grade crossing.

My trip continued eastward. Instead of following the tracks to Claxton and Pembroke I turned north at

Collins, GA and headed to Metter. Once in Metter, I followed the Georgia Midland Railroad (ex-Ogeechee Railway, ex-Southern, nee-Central of Georgia) into Statesboro, where I would spend the night with my folks.

If Statesboro, GA is known for anything railroad-wise, there would be two things. First, that Statesboro was a Big Loser when the Central of Georgia first came through in the late 1830s. Legend has it that Statesboro/Bulloch County's affluent farmers protested against the snorting, belching locomotives that would frighten their cattle. So, instead, the railroad bypassed Statesboro to the north, going through Oliver, Dover, and Millen enroute to Macon. Statesboro has only ever been served by a dead end branch line from Dover (near Sylvania) through Statesboro and ending in Metter. The second thing noteworthy is that in the rats' nest of switching tracks in Statesboro, a crossing

diamond occurs in the middle of a five-way street intersection at US Highways 301 and 25 and GA Highway 67.

As a high school age teenager living in Statesboro in the 1980s, seeing a train of any kind in Statesboro was a Big Deal. There were maybe three trains per week that came through town, nearly all pulled by a single Southern Railway GP38 high-nose. Lately, though, I've spotted an occasional GP30 and GP35 parked at various places. A curiosity (**lower left**) is GP35 No. 1325 (ex-N&W 1325), which has been sitting on a downtown siding for about two years now. There is also a prime mover sitting out in the weather on a concrete loading dock. I believe they belong together, but not sure if they did originally.

On Thursday, the 18th, it was time to drive into Savannah to meet up with the other guys in the Ramble traveling down that day. I had plenty of time to spend before I met the guys, so I ventured out to see Savannah's passenger station in Garden City (misnomer), which I had never seen before. Along the way some of the road directions to the station are clearly marked, but other intersections are not marked at all. Fortunately, in the midst of the industrial shipping environment, I made the correct decisions and found the station "the first time." The station was built in 1963 in a style mimicking that which Frank Lloyd Wright designed Florida Southern University's main campus: relief-cast concrete piers and cantilevered, precast concrete

roofs. I admit, though, that I made the mistake of snapping photos before checking in with the station master who came out to greet me, so to say. After a minute of uneasy questions and polite, confident answers, I managed to convince him that I was not "suspicious" -- in the illegal sense, anyway. We had a pleasant conversation after that, I took a few more photos, and I went on my way. After all of that, I decided not to ask him about the Amfleet café car that was parked on a stub track (**next page**).

I got back to my car and tried to figure out how to drive into the city from a place I'd never been before. I did not follow the way I had come in, but tried my luck at another direction. And yes, it did turn out to be a





Savannah's "new" train station was built in 1963



A solo Amtrak café car is a curious sight since Amtrak has no facility in Savannah

winner of a decision. Just as I reached the on-ramp to I-516 I spotted a trio of Georgia Central locomotives parked beneath the highway overpass: 3917, 3938, and 3950, (**upper right**) all former Southern Railway U23Bs. It took a few turn-arounds and drive-bys to find a decent camera angle, but I managed to get a few acceptable photos.

Getting downtown was easy from I-516, and soon I felt like I was back in my familiar habitat. It was



Georgia Central U23Bs standing by in Garden City



The Pacific Fruit Express reefer sports beautiful, new paint at the Roundhouse Museum.

only half past noon, so I dropped in to visit a friend with Independent Presbyterian Church who works downtown until the other Ramblers showed up. I had a very pleasant lunch visit over chicken fajitas and rice (awesome queso) before Bob Folsom called me to meet them at the Roundhouse Museum at around 2:15.

The Central of Georgia began work on their Savannah Shops (**middle right**) in 1830s on the same site that saw the Revolutionary War's Battle of Savannah (1779). It was in use until the Southern Railway closed it down in the early 1960s, along with the demolition of the Southern Railway Terminal adjacent to the site. Today, the shops are maintained and admirably preserved by the non-profit Coastal Heritage Society. Unfortunately, the staff know very little about the collection (or even general railroad knowledge, for that matter) other than what is prepared and scripted. Nevertheless, the \$4 admission price is well worth it and there are some very interesting pieces on display.



click between opposing traffic I managed to capture two shots of the SW1200, Rail Link No. 203 (**upper left**) as it cleared the crossing. While this is not considered to be a recommended driving habit, God's providence was smiling upon me with two decent photos and no wrecks.

Ten minutes later down the highway we arrived at Nate's house on Skidaway Island, greeted by a green signal in Nate's yard. He first took us out to his boat dock where the low-tide visibility was clear. It was there, also, that Nate shared his first-hand experience on how fishing can cost more than model railroading.

Nate is an accomplished modeler and his Clinchfield Northern Railroad is especially well-known among Clinchfield enthusiasts. His multi-level layout depicts the mainline run from Spartanburg, SC to Elkhorn City, KY, as much as practical. The main is nearly all scenicked in Appalachian green foliage and shear rock faces. His track ballast work is impeccable. Nate can also represent three different time periods (early 1960's, 1974, and 2004) very easily by simply switching out locomotives, rolling stock and a handful of buildings. I did not ask him at the time, but if he has modeled the entire diesel roster, with a Challenger steam locomotive or two

When it was time to leave the museum and drive over to our next appointment, we got our heads together. As a rabid Clinchfield Railroad enthusiast, Dale had visited Nate Stone and his HO scale layout before, but was unsure of the route to take. I however, had never been to Nate's house before but know my way around town pretty well. So, naturally, I drove my car ahead of the other five in Ralph's van down River Street and made sure to hit every cobblestone along the way. Actually, I wanted the guys to see the restored Australian trolley car running along the river, and we surely did. An unexpected surprise afterward, though, was being stopped for a switching move on President Street, just before driving onto the Truman Parkway. With my eyes on the road ahead and the luck of the shutter

for good measure, my hunch would be confirmed. There are first-generation F's and GP's, second generation GP's and SD's, and current-day CSX power, all neatly stored in pull-out drawers. Of particular interest is a full-scale model of the Pound River bridge at Pool Point, KY, beautifully done.

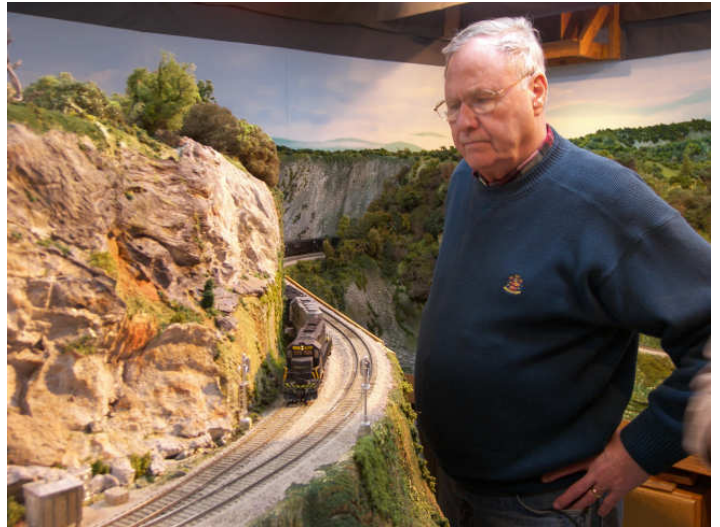
No matter how good a layout looks, the quality of experience boils down to electrical and mechanical performance. Nate has been diligent there too, and trains ran smoothly at prototypical mountain speeds. But he did not stop there; the layout room is also equipped with an audio system featuring remarkably clear-sounding speakers.



Ralph, Dale, Bob, Rob, Jack, and Roger pause at the marshes before heading for the mountains in Nate's basement. Photo by Nate Stone



Left: SD40s No. 3015 and No. 3005 wait for their signal to proceed at Rocky Siding. **Lower right:** Jack observes the scene on location. **Middle left:** Bob looks over passing freights into the yard and engine facilities at Dante, VA **Lower left:** SD45-2 No. 3616 and SD45-2 No. 2051, still wearing her Seaboard Coast Line paint and number climb toward Pool Point. **Middle right:** One of many cabooses of the companies that ran over the Clinchfield.





Top: GP40 No. 2009 does a solo act with a short string of loaded coal hoppers southbound across the impressive Pound River bridge at Pool Point, KY. Not long afterward (**lower right**), SD40s No.3009 and No. 3010 bring their hoppers northbound over the same route. **Lower left:** Wack-a-Mole! A raised operators' platform above Toe River provides a panoramic view of the layout, across the mountains toward Dante, VA. Bob's on the far left, with Nate, Ralph, and Dale following right. Jack is barely seen on the far right. When branch lines are completed, Nate estimates he will have over 800 feet of track, with a 463 ft mainline. Minimum radius on curves is 30" with electric-powered No.8 turnouts on the main. Yard turnouts are manually-thrown and No. 6 minimum. Railheads vary from 38" to 69" above the finished floor level.



Above left: SD40s No.3009 and No. 3010 slip into the tunnel at Pool Point and emerge at dusk (**middle left**) just before reaching the duck-under leading to Elkhorn City. **Middle right:** Later that evening northbound SD45-2 No. 3616 forgets to dim his lights as southbound GP40 No. 2009 passes. **Lower left:** An A-B-A set of F7s led by No 819 brings a long unit coal train up the grade at Toe River. **Above right:** Nate points out the finer aspects of what he believes to be an authentic Clinchfield signal to Ralph, Roger and Jack. Yes, the green light is on top, opposite from street traffic lights – a throwback to ball signals. His signal guards the entrance to what Nate calls the “last tunnel on the Clinchfield” – the Spanish moss covered passage to his marsh causeway and boat dock seen in the distance.



On Friday, the guys headed from Savannah south to Folkston, GA. I, however, headed back home to Clemson from Statesboro. Along the way, I spent a few minutes in Millen, GA to catch some switching action. Millen is on the old Central of Georgia and is currently a busy yard and wye for Norfolk Southern. The mainline runs between Savannah and Macon; the wye branches off to Waynesboro and Augusta. Like Folkston, where the others were headed, Millen has a covered train watching platform for railfans where I spent a few minutes.

Left: Norfolk Southern SD40-2 No. 3282 (ex-SOU 3282) dosey-does the yard, assembling a string of tanks and center-flo covered hoppers.



Next month we'll continue with the "other story" as Dale, Bob, Ralph, Roger, and Jim tell of their different route and journey down to Folkston and Jacksonville.

To be continued 🚂



STUFF YOU SHOULD KNOW:

The forms necessary for donations to the club can be found online at the home page and are at the following addresses:

Monetary Donations Form for someone wishing to make a monetary donation. Please fill out in duplicate - one copy goes back to the donator after signatures and the other is for the club records.

http://www.crmha.org/media/CRMHA_Donation_Monetary_2010.pdf

Material Donations Forms for someone wishing to donate equipment or other material type items. Please fill out in duplicate - one copy goes back to donator after signatures and the other is for the club records. The second page is where the items are listed with the values assigned by the donator, again in duplicate.

http://www.crmha.org/media/CRMHA_Donation_Material_Item_2010.pdf

Thanks for sending in this handy tip, Bruce!