



# CENTRAL CROSSINGS

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

Volume 19, Number 1

January 2010

P. O. Box 128  
 Central, SC 29630

WEBSITE:  
[www.crmha.org](http://www.crmha.org)

MUSEUM &  
 MEETING SITE  
 108 Werner Street  
 Central, SC

**OFFICERS**

**President / CEO:**  
 Jim Reece

**Vice President:**  
 Ron Keith

**Stationmaster**  
 Glenn Nasworthy

**Paymaster**  
 Bob Folsom

**Webmaster**  
 Ed Welch

**Shows Chairman:**  
 Bruce Gathman

**Museum Curator:**  
 Jim Selton

**Editor & Publisher:**  
 Robert M. Seel, AIA

**Next Meeting:**  
**Jan. 7, 2010**  
**7:15 PM**

**FOLKSTON  
 RAMBLE!**

**2010  
 TRAIN  
 SHOW**



## INTO THE NEW YEAR FULL THROTTLE AHEAD



**Photos by Rob Seel.** The last year saw many bold steps taken by our CRM&HA, and the new year looks like it will be just as big. December was an especially busy month, beginning with another fabulous dinner party and monthly meeting hosted by **Bob Folsom**. This month's pictorials include ~~~~ **Above:** Cascade Western 4-4-0 No. 162 leads a short local frieght across Dennison Road at Fagans Crossing, at Howard Garner's annual Open House on December 5<sup>th</sup>. **Left:** Santa's helper and CRM&HA's own jolly **Bruce Gathman** greeted and assited children of all ages on the **Greenville & Western's Santa Train**, December 12<sup>th</sup>. Bruce rode the GP-7 and caboose hop from Belton all the way to West Pelzer, with a real fire warming the stove in the caboose. What better ways to gear up for the **Folkston Ramble** and **Annual Train Show** in February? Mark the dates on your **Richard Nichols Railroad Calendars** and join in the fun!



# 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.

**2<sup>ND</sup> SATURDAY  
MUSEUM OPEN TO  
THE PUBLIC  
JANUARY 9, 2010  
FEBRUARY 13, 2010  
MARCH 13, 2010**

## PROGRAM SCHEDULE

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!

**2010  
TRAIN SHOW**

**FEBRUARY (26), 27-28, 2010**  
Bagwell Gymnasium, Easley, SC  
Volunteer, Sign Up, Save the Date, and  
See Bruce before he sees you!




## CRM&HA RAMBLE 2010 ONE FOLKSTON FUNNEL

A Four-Day Extravaganza Trip to  
Savannah, Folkston & Jacksonville

*Highlights to include:*

**The Savannah Roundhouse Museum**

**Nate Stone's fabulous northern end of the  
Clinchfield Railroad in HO scale**

**Railfanning the Folkston Funnel**

**The Jacksonville Model Train &  
Railroadiana Show**

*February 18-21, 2010*

*Dale will discuss the details at the upcoming January  
meeting. Get packing and Don't miss it!*



On-location photos by Dale Reynolds



## GENERAL MEETING MINUTES

By Brian d'Entremont,  
Stationmaster

December 3, 2009

SERVES THE UPSTATE

### Regular Meeting & Christmas Party at Bob Folsom's House

Rob Seel opened the meeting at 8:13PM after dinner during the annual club Christmas party. 20 members and no guests were present.

Mr. Seel indicated that dues were being collected and that he was still seeking content for the newsletter. Mr. Seel spoke of his recent research on the Peach Queen (November 2009 Extra of *Central Crossings*), thanked members for their contributions and passed around photos, purchased from the museum in Kennesaw, on which several people commented.

#### Loss of Trailer


Treasurer Bob Folsom, having arrived in the room, took charge of the remainder meeting. He spoke of dealing with our insurance company over the loss of the trailer, indicating that they had sent a "proof of loss" form which had yet to be completed and turned in.

#### Museum

Mr. Seel described a tour of the museum given to school children from Central Elementary. 51 students visited the museum. Heritage, HO, and Thomas trains were all active. There were also some adult visitors and contributions to the museum this month.

#### Trainshow

Bruce Gathman reported reviewing the Piedmont S-gauge layout and, while modeling is not spectacular, the layout includes user-actuated accessories on each module, which are expected to be popular at the show. The N-gauge from Greenville will be invited rather than Athens Bend track for variety. There will be a few programs, including two offered by Mr. Seel on railroad architecture and painting clouds.

Mr. Folsom announced that there was going to be another Ramble in February, traveling to Savannah GA. There was no other new business and the meeting was adjourned. 



## HO LAYOUT STEERING COMMITTEE MEETING MINUTES

By Brian d'Entremont,  
Stationmaster

December 7, 2009

SERVES THE UPSTATE

Officers: Jim Reece, Ron Keith,  
Bob Folsom, Brian d'Entremont  
Stationmaster Elect: Glenn Nasworthy  
Committee Chairmen: Jim McInnis, Howard Garner  
Committee Member: Jim Kimble, Bruce Gathman

#### General Club Business

Jim Reece said that the Traveler's Rest Historical Society would like to promote railroad history in their town (where all rails have since been torn up). They would like a representative from CRM&HA to fill a vacancy on their presentation schedule for February 16, 2010. It was discussed that this is just before the Trainshow, so we should have suitable slides put together.

Mr. Folsom reported on the current status of the insurance claim on the trailer. Bob had faxed a written inventory, but there was no opinion yet on whether the stuff was covered. He also discussed the finances at the party and the status of his investigation into a poorly written receipt from Blue Ridge Hobbies which resulted in reimbursement of about \$30.

#### Schedule

There was discussion of work schedules for the remainder of the year and it was settled that regular Thursday and Saturday work would continue until Saturday, December 19, and be discontinued for the remainder of the year. After New Year's Day, Mr. McInnis plans to announce a series of regular Monday night sessions to work on the portable layout.

It was noted that we seemed to be losing interest relative to peak attendance during the renovation of the building and was proposed that some of this problem was due to people either not knowing what is going on a particular Saturday and thus not getting inspired to work on it or showing up and finding lack of leadership to put them to work. Mr. Gathman suggested an interactive calendar on the website. However, Mr. d'Entremont replied that this, although technically possible, would be a lot of work and likely to get far less readership than simple weekly e-mail(s) to the allmembers@ list. Mr. Reece reported that

the limited response to his recent e-mail survey suggested that about half of respondents would be interested in agenda for work sessions. At the height of sanding drywall we saw a lot of people and it was suggested that we pull some of those old records and call folks.

As to finding work, it was suggested that we could have work stations set up for particular tasks. Obviously, the Fast Tracks switches are one such task already set up in this manner (although possible to split up further). Another suggestion was a station for painting human figures. After discussion, it was agreed that the latter required some non-trivial skill and was not high priority.

### Scenery

Mr. Reece suggested that we needed to prioritize an area and get some scenes finished on the upper level. After some discussion, those present agreed that the Flat Rock Branch, on the upper level on the front of the front peninsula, should get top priority, but that this needed to be discussed with Sandy Eustis of the scenery committee. Someone had brought a crushed stone quarry building and it remains to be evaluated if this is suitable for the Flat Rock Quarry, some other place, or not at all.


### Track and Bench work

Jim McInnis reported few bench work projects remaining to be done, the only sizable portion being the lower level of the rear peninsula over the large staging yard. Track work will continue on getting the upper level continuous run complete, which may be in place by the end of the year.

There was discussion of the status of switch making with Ron Keith reporting that Bob Eflin was the only one building Fast Tracks switches and that the production rate was thus low. It was discussed that that this work could be reorganized into discrete tasks such as point making or soldering, to be done in mass at one time and that these tasks and the associated equipment could even be farmed out for people to do at home. However, Mr. Folsom, as track chairman, indicated that the current supply of built switches was sufficient for our immediate needs.

There was also discussion of manual throws for switches. Slide switches were generally thought not to work well, with Blue Point, about \$9, generally suggested to be the best option technically. However, Mr. Garner would like to see these in operation before committing to them. It was agreed to buy two for an application on the portable layout and evaluate their performance there. Jim Reece thought that he could get surplus knobs from work.

### Wiring

Mr. Garner, chairman of the wiring committee, said that we need to make a decision on train detection in staging and talked about the two main options. He reported that Richard Nichols had found cameras for \$29 each, thus putting an entire system at, perhaps, \$300 for the cameras and a rough guess of \$500 for the system (monitors at this time being unspecified and unpriced). Mr. Garner reported that he was leaning this way. The alternative would be LED detection units built and installed in each track, which would be about \$300 for the layout. There was general consensus that, with costs appearing similar, this decision should be made based on functionality, not cost. After some discussion, it sounded like there are probably applications best suited to each system on the layout and that both options need to be pursued. 



## **SCENERY COMMITTEE MEETING MINUTES**

**By Brian d'Entremont,  
Stationmaster**

**December 14, 2009**

Officers:	Jim Reece, Ron Keith, Bob Folsom, Brian d'Entremont
Stationmaster Elect:	Glenn Nasworthy
Committee Chairmen:	Sandy Eustis, Jim McInnis.
Scenery Committee:	Jim Kimble (and Eustis and Reece)

### Status of Track

Bob Folsom reported that we should be able to run a train on the upper level on Saturday. It was decided to use thin Homasote for the HON3 roadbed and in the yards. Jim McInnis inquired as to the exact arrangement of the HON3 in the helix. It was settled that it had been drawn as a main with one stub ended siding and that this is sufficient.

### Priority

Mr. Reece reported to Mr. Eustis the discussion at the previous meeting regarding the prioritization of scenery on the Flat Rock Branch. This will offer visitors and esthetically pleasing scene immediately inside the front

door and will allow work to begin on the large Seneca yard below. The small section of scene behind the rear most track in Seneca (immediately below) also be priority to allow work on the yard to proceed. It was agreed that the Zonay Creek scene, behind the helix on the upper level, will be second priority, due to the necessity of finishing the ground under and behind the trestles before they can be installed and the track over them finished. Although track is not laid, there was a general consensus that this could be installed soon and that the Zonay Creek trestle could be holding up an otherwise completed narrow gauge continuous run in a matter of a couple of months if not complete.

### **Authorization of Work**

There was discussion of several scenery projects which had appeared on the layout without the knowledge of the scenery committee. Some have had to be removed. There have also been problems of ideas having been discussed but no decisions made, after which an individual proceeded to conduct that work as if permission had been granted. Mr. Eustis thus laid down the following policy with regard to scenery:

- Discuss and get approval from two of the three members of the scenery committee for a scenery project.
- If you have let an idea sit, check back with a member of the committee immediately before starting the project and keep them updated of progress, so overall plans don't change on you.

Similar procedures should be followed by those working in the domain of other committees on the HO layout.

### **Flat Rock Detail**

Mr. Eustis described in detail the scene on the Flat Rock Branch. In the town of Flat Rock, the track ends in a Y, with a pile of logs in the middle, with a stand of trees behind the track, all on flat ground. A passing siding starts from about the middle of the front wall in the Heritage Room and ends in the area formerly a closet, in front of the quarry. Two spur tracks serve one or two story building rock finishing background buildings on the wall at Flat Rock, one of which will be on the corner of the wall, concealing the corner of the wall. A team track and small station are on the front edge near the corner.

There are two tracks behind the main, serving the quarry itself. We will not use Joe's quarry building, because the quarry is a block quarry, not a gravel quarry. Behind the track, in the corner, in the former closet, there is a hole below track grade and a cut face behind it rising above


the track, giving the effect of a mountain above the track which has been excavated. In front of the quarry, there is a fuel dealer with an office closest to the station, and then a track with a few oil tanks along side and at the end of the fuel track is a coal dump. Passing into the narrow section along the peninsula is a lower hill behind the track.

The track runs close to the backdrop and there is countryside in front at track level. The scene gets narrower up to the midpoint of the peninsula, but needs to maintain at least 3 inches in front of the track to keep cars from falling over the edge onto the lower level. At this narrow point in the middle of the peninsula, there will be a rock cut behind the track. After this point, the half stream enters the front of the scene, runs along the front for perhaps 6ft before going under the track at a bridge, into the log pond. A saw mill building sits behind the pond, but the pond bank goes into the backdrop leaving the end of the mill building facing the end of the peninsula out over the water on piers. The saw mill building wraps around the end of the peninsula wall, with more pond on the other side. There is a slash burner on the front side. There is a conveyor on the side of the building on the back side of the wall. The stream leaves the log pond off the very end of the peninsula. On the back side of the peninsula, between the pond and the track, there will be a log drop, then a shop building inside of the mainline track.

### **Track Weight**

There was discussion of using Code 70 rail for the Flat Rock Branch rather than Code 83. It was at first thought that this would require store-bought switches, which would perhaps double the cost of switches on this branch and add about \$140. However, it appears that Code 70 switches have been built successfully on our jigs without problems. It was agreed to use Code 70 track for this branch.

### **Paper Mill**

Mr. Eustis and Mr. Reese discussed the latter's plan for the paper mill complex. Mr. Eustis liked the track plan, but thought that more mill was needed to justify the extent of the track, with larger tanks and buildings implying more behind the backdrop. There needs to be a lot of overhead piping, but avoiding places where hands need to be for uncoupling cars. 

# SCHEDULED TRAIN SHOWS

January 16, 2010

**NORCROSS, GA**

**38<sup>th</sup> Atlanta Model Train & Railroadiana Show**

North Atlanta Trade Center

9:00 AM – 5:00 PM

\$7.00, Children 12 and under Free

*Golden Spike Enterprises*

February 20, 2010

**JACKSONVILLE, FL**

**32nd Model Train & Railroadiana Show**

Prime Osborn Convention Center

(Old Union Terminal)

9:00 AM – 4:00 PM

\$7.00, Children 12 and under Free

*Golden Spike Enterprises*

March 5-6, 2010

**FLETCHER, NC**

**20<sup>th</sup> 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

**CENTRAL RAILWAY  
ANNUAL TRAIN SHOW**

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



**OUR SHOW  
BE THERE!**

SERVES THE UPSTATE



Many thanks again to Bob Folsom for hosting our annual December Meeting & Christmas Dinner. Members and spouses turnout was super, the food was great and the trains ran smooth. Ed Welch took these photos, too.

# HOWARD GARNER'S OPEN HOUSE CASCADE WESTERN RAIL ROAD



## TIME WARP

Our calendar says Dec. 5, 2009 in Pickens, SC -- but downstairs it's September 1905 in northern Iowa & southern Minnesota.

**Above:** Cascade Western 4-4-0 No.162 blows for the Randolph Road grade crossing at Prairie Creek on its outbound run.

**Right:** The 162 takes its local freight along the ridge, just approaching the flour mill and Cannon River at Sogan, Minn.

**Photos by Rob Seel**



**Above:** The 162 on the return trip approaches Randolph Road and the bridge across Prairie Creek. Setting an SLR camera on the rails provides eye-level points of view that can help modelers see things they might miss “from the air.”

**Left:** Stanton’s Curve shows that even in the upper Midwest the ground is not completely flat. Small hills, like Gruver Hill beyond, and creeks direct stormwater that make numerous culverts necessary all along the right-of-way. Attention to details such as these not only lend interest to the scenery but also aid the impression of distance and lengthen the route.

**Photos by Rob Seel**





# East Ely Watercolor

By Dennis Moriarty

In July of 2008 I attended a subdivision party and found out that one of my neighbors is a watercolor art instructor at the Blue Ridge Art Council in Seneca SC. She was starting a new class for beginners. Being retired I thought that the class might be something interesting to take. I found that I enjoyed the new hobby and have been taking lessons ever since. What does that have to do with our RR Club? Well of course I started looking for interesting pictures to paint from the Internet. I found one that goes with my interest in trains. It is a picture that a fellow took of a steam engine going by a station at night. It is interesting in that the lights from the train and the station made what I considered a fantastic and interesting photograph. I contacted the photographer Mitch Goldman and obtained permission to use his photo for a watercolor painting. He was very obliging and gave me permission.

When I sketched the photo on watercolor paper I noticed that the station said East Ely on the front and over the door was a small sign that said museum. I goggled East Ely and found that the station is in Nevada and houses the *“The Nevada Northern Railway Museum. (NNRM) It is dedicated to the restoration, preservation, interpretation, and operation of the Nevada Northern Railway historic facilities, yards, and rail collection. This evolving*

*museum gives people the opportunity to experience a world-class, historic, working railroad.”*

On doing more research I found that the NNRM was founded in 1983.

Often called the "best preserved" shortline in North America, the Nevada Northern was one of the last mining railroads built in the early 20th century, carrying millions of tons of copper ore from Ely mines.

The railroad operations ended in 1983, and the railroad was donated to the non-profit White Pine Historical Railroad Foundation to operate as a working railroad museum. And so the NNRM was formed. The NNRM was given over 32 miles of track and the East Ely

Complex of machine shops, roundhouse, yards, and rolling stock by Kennecott mines.

We were given the use of a house for our museum. Can you imagine how the local railroad fans must have felt receiving a working railroad?

## **This is a list of some of the museum’s assets:**

- The East Ely depot building including all furnishings, records and 2000' of track in front of the depot and the complete East Ely complex of over 30 buildings including a roundhouse and yards.
- 32 miles of NNR trackage between McGill Junction and Keystone
- 53 passenger cars, many freight cars and other rolling stock including a steam powered wrecking crane and a steam rotary snowplow.
- The McGill Depot, and all historic buildings on the mainline between Cobre and Ely including the Cherry Creek Depot.
- A 1909 Alco 2-8-0-steam locomotive, 1910 Baldwin 4-6-0 steam locomotive, and eleven diesel and electric locomotives including Alco RS-2 and RS-3s.

**Two excursion routes are operated;** each trip is about 1.5 hours. The Keystone route travels around downtown Ely, then passes through tunnel No. 1; one of the few

curved tunnels in the world and up scenic Robinson Canyon towards the mines. Or the scenic "Hiline" route through the Steptoe Valley and towards the former mill and smelter.


In 2006 the U.S. Dept. of the Interior designated the Nevada Northern as a National Historical Landmark. The press release stated:

*Nevada Northern. . . is the best-preserved, least altered, and most complete main yard complex remaining from the steam railroad era.*

The NNRM has a program where you can rent one of the steam or diesel-electric locomotives, receive instructions from a certified engineer and operate the locomotive under the supervision of the instructor.

Getting back to the watercolor painting that started all of this, below is a picture of my painting of Mitch Goldman's photograph.

I have donated the painting to the CRM&HA.

Thank you, Dennis! ~ ed. 



**Above:** Norfolk Southern SD40-2 No. 6160 (*ex-NW 6160, blt 1978*) idles with its MOW train on the passing track before the Maudlin Road grade crossing in Central, awaiting a meet with a northbound general freight on December 17, 2009. **Below:** The 6160 shows off its string of deluxe traveling accommodations for track crews while blasting south through Clemson a few moments later. **Photos by Rob Seel.**



# STATE ARCHIVES TO HOST LECTURES IN COLUMBIA, SC

## RAILROAD LECTURE SERIES Beginning in 2010 at the ARCHIVES & HISTORY CENTER

**MEMBERS:** \$100 for all six sessions or \$25 for individual sessions

**NON-MEMBERS:** \$125 for all six sessions (this price includes an Individual Level Membership) or \$30 per individual session

Registration begins at 5:00 pm — light refreshments will be served and treasures from the Archives' collection will be available for viewing. Lectures begin at 5:30 pm and will end around 6:30 pm.

We accept VISA, MasterCard and American Express or check payable to SCAHF/PO Box 1763/Columbia, SC 29202

**Questions?** Call 803.251.0115 or email [mkmmarshall@capconsc.com](mailto:mkmmarshall@capconsc.com)



## HISTORY OF RAILROADS

### January 20th SESSION I 1800–1860

Covers the early history of railroads, beginning in England. Primary focus is on the development of the South Carolina Railroad. Touches on the development of locomotives and early passenger cars.

### January 27th SESSION II 1860–1900

Highlights the importance of railroads during the Civil War, including the Great Locomotive Chase. Development of the Transcontinental Railroad. Expansion of railroads in SC from 1865 to 1900 using the Port Royal Railroad and the Blue Ridge Railroad as examples.

### February 3rd SESSION III *Safety and Comfort*

Dealing with soot and cinders

Development of brakes, couplers, vestibules

Standardization of time

Track gauge

Development of railroad cars, wooden, heavyweight and lightweight

Sleeping cars (Pullman and others)

### February 10th SESSION IV *Safety and Comfort* (continued)

Parlor Cars

Dining Cars

"Harvey Girls"

History of Cabooses

Orphan Trains

### February 17th SESSION V *Modernization*

Development of Railroad Stations

Logging and phosphate railroads

Interurban railroads (featuring the Piedmont & Northern)

### February 24th SESSION VI *Ridin' the Rails Today*

Amtrak

Tourist Railroads

Motorcars as a hobby (NARCOA)

History of the Rockton & Rion and the

Winnsboro Granite Corporation, 1883-1975

Development of the South Carolina Railroad Museum

---

## REGISTRATION FORM

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

Organization: \_\_\_\_\_

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

City/State/Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

I am interested in:

All Sessions  Session I  Session II  Session III  Session IV  Session V  Session VI

Card Type:  VISA  MasterCard  American Express Exp. Date \_\_\_\_\_

Amount \$ \_\_\_\_\_ Check # \_\_\_\_\_

# Greenville & Western's Santa Train



**Top & Left:** Santa Claus arrives in West Pelzer just before 5:00 PM on Saturday, Dec. 12, 2009, courtesy of Steven Hawkins and the Greenville & Western Railroad. In the stove-warmed comfort of a vintage Southern caboose, it is not known if anyone asked him to save the Piedmont & Northern's West Pelzer depot. We can only hope so. **Middle:** Santa snarls traffic at a grade crossing in Williamston, enroute from Belton to West Pelzer. **Photos by Rob Seel**



## *And Now, a Word from CEO Jim:*

On December 3<sup>rd</sup> Bob Folsom hosted the Association's Christmas Party. I was unable to attend, but I understand over thirty people attended. Everyone I spoke to commented they had a great time. The food was outstanding and trains did run. Thanks to Bob for all your hard work and planning. Sorry I missed the event.

### Happy New Year!

As we start the New Year I will be entering my fifth year as President. I want to thank everyone for all of the help and support received over the last four years. With all the hard work, enjoyment, disagreements and accomplishments I have enjoyed every moment. My New Years wish for CRM&HA is that we achieve many of the important goals we have set for ourselves. But, more important is we have fun and enjoy this venture together.

I look forward to working with each of you in 2010 as we work and play to meet our goals. The future for CRM&HA Inc. looks bright. This coming year we should really start running trains. Janie and I want to wish you and yours the best in the New Year. 



**Cockadoodle-HOOOOOOT!** Ex-Norfolk & Western 2-6-6-4 No. 1218's distinctive whistle wakes up the neighbors just seconds after the early morning fog lifted over Lake Hartwell in Clemson, SC. The one-way trip ran from Greenville, SC to Atlanta, GA on November 3, 1989. Photo by Rob Seel.