



CENTRAL CROSSINGS

MONTHLY NEWS LETTER OF THE

CENTRAL RAILWAY
MODEL & HISTORICAL ASSOCIATION, INC.

Volume 20, Number 8

August 2011

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
Glenn Nasworthy

Paymaster
Bob Folsom

Webmaster
Ed Welch

Show Chairs:
Ette Ruppert &
Al Costa

Museum Curator:
Jack Green

Editor & Publisher:
Robert M. Seel, AIA

**Next Meeting:
August 4, 2011**

7:15 PM

**2010
NARROW GAUGE
CONVENTION**

**with Bruce
Gathman**



In this month's issue, Bruce Gathman, Ralph Watson, and Sage Viehe share their recent trip photos and some interesting curiosities. **Above:** Georgetown Loop Railroad 2-6-2 No. 12 (Baldwin 1929) is wearing fresh black livery, much more like her other Colorado sisters. The 12, however, started life hauling pineapples and cane for the Kahului Railroad in Hawaii and wore a green boiler jacket until recently. **Photo by Bruce Gathman, June 16, 2011.**



Below Left: Great Western Railroad (Colorado) 2-8-0 No. 60 (blt Alco 1937) has been at home in New Jersey since 1965 on the Black River & Western. She's just finished a major rebuild over the last 10 years and will return to service soon – albeit, not in time for **Rob Seel** to snap this photo in Ringoes, NJ on July 9, 2011. The unusual extension on the smokebox is a concession to the lignite coal that the GWR burned, as it produced more smoke than bituminous coal. Her sister in Strasburg, PA, No. 90, has just had her extension removed.



**SCHEDULED
EVENTS & SHOWS**

August 13, 2011
Norcross, GA
41st Atlanta Model Train Show
 North Atlanta Trade Center
 9:00 – 4:00 www.gserr.com
 \$6.00 / Children 12 and under Free

September 2-5, 2011
Chattanooga, TN
Tennessee Valley Railfest
 Tennessee Valley Railroad Museum's 50th Birthday!
 Steam excursions, music, night photo session
www.tvrail.com

September 7-10, 2011
Hickory, NC
National Narrow Gauge Convention
 Hickory Metro Convention Center
www.tarheelpress.com/ngc

October 8, 2011
Hendersonville, NC
French Broad eNpire's Autumn Rails 2011
 Whitmire Activity Center
 10:00 – 3:00 www.fbe-ntrak.com
 \$5.00 / Children under 13 and Scouts in Uniform Free

October 15-16, 2011
Myrtle Beach, SC
Myrtle Beach Model Train Show
 Lakewood Conference Center
 \$5.00

November 5-6, 2011
Norcross, GA
Great Train Expo
 North Atlanta Trade Center
 Free Clinics!
 10:00 – 4:00 www.greattrainexpo.com
 \$7.00 / Children 12 and under Free

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

PROGRAM SCHEDULE

- August 4, 2011 **2010 National Narrow Gauge Convention, St. Louis**
Bruce Gathman
- September 1, 2011 **Need a Program!**
See Dale
- October 6, 2011 **Your Big Shot at Fame**
Sign up and don't miss it!
- October 29, 2011** **NMRA Palmetto Division**
Not here - Back in Greer!
- November 3, 2011 **Opportunity Knocks!**
See Dale before he sees you
- December 1, 2011 **Christmas Dinner, TBA**

2ND SATURDAY
MUSEUM OPEN TO THE PUBLIC
COME RUN TRAINS & HAVE SOME FUN!
AUGUST 13, 2011
SEPTEMBER 10, 2011
OCTOBER 8, 2011

LAST MONTH, SPEWING SPARKS. THIS MONTH, FLYING DUST

Photos by Ralph Watson



Maintenance of Way trains are very curious things. The machinery is unusual and specific, and support cars are often adapted from older rolling stock. Often, these MoW trains are stored in freight yards or even at special maintenance sidings along the main line at strategic locations. Modeling them, though, is not something we hear much of. But, we know that a lot of time and expense is afforded to keeping the infrastructure in serviceable (if not top) condition. Last month, Howard Garner sent us a photo of a Loram rail grinder coming through Seneca. This month, Ralph Watson sends us photos of a ballast reconditioning train he saw parked in Seneca, early morning of June 28, 2011. Loram runs several cleaning apparatuses like this one owned by Norfolk Southern. It is designed to scoop up the shoulder ballast, clean it, and reapply it neatly to preserve good drainage and erosion control. By removing mud pockets and sediment, drainage is improved to extend the life of the ballast and ties. It also helps to prevent frost heaves in the winter. 🚂

☪ SAGE'S PAGES ☪ FROM GREENWOOD TO ROYSTON

PHOTOS BY SAGE VIEHE



On June 25, 2010, Sage visited the **Railroad Heritage Center in Greenwood, SC**. Many of us have probably driven by this roadside curiosity on South Main Street without ever noticing it, since it actually sits hard against the side of the former owner's house. In the past few years, however, the collection is now owned by the Greenwood Museum and is open for tours on Saturday afternoons from April through October. The foliage is overgrown making photography difficult, at best. But, this collection hidden treasure is under cover and somewhat protected. The train of six cars is led by ex-Rockton, Rion & Western 2-8-2 No. 19 (blt BLW 1906) (**left**). In line are ex-Piedmont & Northern interurban 2102, an ex-Seaboard Air Line coach, ex-Erie diner No. 746, ex-Erie-Pullman sleeper "American Liberty," and (**above**) ex-P&N executive car "Carolina," and ex-P&N caboose X-23.



What makes this museum special is that, with three cars, it is the largest collection of Piedmont & Northern equipment in one place. The P&N dipped down into Greenwood, its southern-most branch. **Left:** The “Carolina” was built as observation car 2201 “Saluda” in 1914. It was converted to a business car in the 1920s. Even on the electrified P&N, the “Carolina” was always a trailer car. **Below:** CSX SD50-2 No. 2487 (blt 1983) leads a solo gig manifest freight through town later that same day. **Middle:** On July 6, 2011 Sage visited Royston, GA but reported no action that day. The depot has been preserved and is now a community center sponsored by the local Lions Club. 🚂



A VISIT TO THE GEORGETOWN LOOP

Photos by Bruce Gathman



Bruce visited the Georgetown Loop on June 26 and shares some interesting narrow-gauge history from near Denver. **Top & left:** 2-6-2 No 12 leads an afternoon excursion across Devil's Gate Bridge. **Right:** 44-ton critter No. 21 began life with Colorado Fuel & Iron, working a steel mill in Pueblo.

A History of the Georgetown Loop

From the Railroad's website:

www.georgetownlooprr.com

Summer 1859: Following the great gold rush, the Griffith brothers from Kentucky (George and David) traveled to Central City. Finding the area overcrowded, they continued on following the south fork of Clear Creek toward the gold discoveries at present Idaho Springs. Within two days, on June 17, George Griffith hits pay dirt. The news travels quickly and a small and growing settlement begins, known as "George's Town."

1864: After the collapse of the gold-mining era, silver is discovered in the area and Georgetown booms again, bringing experienced miners from California and Nevada who realize previous mining attempts in the town and surrounding mountainside had been weak, leading to the formation of the Argentine Mining District.

1866: By year's end, Georgetown is growing faster than any other Colorado community. Small hotels are opening up for tourists but the town still lacks a railroad.

October 1871: Representatives from Georgetown meet with officials of the Colorado Central Railroad to discuss a better way to transport the millions of dollars of ore coming out of the region.

December 1872: The first railroad line up Clear Creek Canyon reaches Black Hawk. The construction, funded by bonds from Clear Creek and Gilpin Counties, was organized by William A.H. Loveland, a fifty-niner and proponent of the Colorado Central railroad.

1877: The railroad reaches Idaho Springs in June, thanks to financier Jay Gould who controlled the Union Pacific (UP) and supplied the necessary funds to complete both the route to Idaho Springs and the later route to Georgetown, completed in August 1877. The railroad makes access open for freight, ore, consumers and passengers to Georgetown. The Rocky Mountains are open for tourists.

1879: Georgetown becomes the "Silver Queen of Colorado" for only a short time that year when news of large silver strikes spread across the region from Leadville, one of the greatest strikes to date. Gould strives to have the Colorado Central be the first rail line to reach Leadville. The track to reach Leadville from Georgetown is an obstacle due to narrowing of the

valley west of the city and an area where the average grade is over 6 percent (too steep for most trains). UP chief engineer, Jacob Blickensderfer, devises a system of curves and bridges, reducing the average grade to 3 percent. The plan includes three hairpin turns, four bridges and a 30-degree horseshoe curve from Georgetown to Silver Plume.

1884: The first trains arrive in Silver Plume. Another line, the Denver & Rio Grande (D&RG), is completed into Leadville from the south Gould's interest in pushing the Georgetown line over the mountains wanes. The Georgetown, Breckenridge and Leadville Railroad line ends permanently a few miles past Silver Plume.

1880s and into the early 1900s: The community and the Georgetown Loop become a tourist center for those who venture west to encounter the wild ruggedness and romance. Tourism in the West develops around railroad excursions. With seven trains a day running out of Denver at the height of its popularity, the Georgetown Loop is Colorado's scenic "must see" and a deal at only \$3 round-trip. Guidebooks, pamphlets and postcards help send the images of the steep canyons and mountain peaks accessible by train across the nation.

Early 1900s: The advent of the automobile brings mountain tourists to Colorado but dramatically reduces excursion train trip revenues for the railroad. The Georgetown Loop runs two trains a day from May through September only.

1940s: The demand for manpower on the battlefields and in supply production during World War II prompts the final closing of Georgetown's gold and silver mines, compounding railroad losses.

1941: The final miles of track from Golden to Idaho Springs are closed.

1959: The centennial celebration of the discovery of gold in Georgetown and the surrounding areas is formed under the leadership of James Grafton Rogers, chair of the Colorado Historical Society's board of directors. Almost 100 acres of mining claims and mills are donated, including the Lebanon-Everett mines. The Society begins a program of land acquisition and lease with plans to eventually reconstruct the entire length of the Georgetown Loop.

1969: Work begins on opening the Lebanon mine tunnel. The tunnel is cleared its full length and wired for lighting. Excavation outside uncovers the sites of four

mine buildings apparent in historic photographs, including a blacksmith shop, a miners' change room or "dry," a mine manager's office and a tool shed.

1973: Construction of the rail line begins after the Union Pacific donates the track and ties for the reconstruction of the Georgetown Loop. Rolling stock is gathered and bridges set in place.

1975: The first operating season of the new Georgetown Loop operates on a small portion of completed track.

1977: The line slowly lengthens from Silver Plume and tracks reach the upper end of Devil's Gate.

1978: The historic buildings at the Lebanon mine are reconstructed and opened to the public and visitors. The Lebanon Mill is stabilized and rebuilt through the Society's work with historians, archaeologists and a preservation architect.

1982: A \$1 million grant from the Boettcher Foundation, in honor of E. Warren Willard, a former partner of Boettcher & Company and a member of the Colorado Historical Society's board of directors, finances the final segment of the railroad's reconstruction, the Devil's Gate High Bridge.

August 19, 1985: The Colorado Historical Society turns its attention to increasing visitor facilities and historical interpretation along the route. In August 1985, the Morrison Valley Center, now known as the Devil's Gate Station, is dedicated. The station currently includes boarding and ticketing areas, visitor facilities, and parking.

1985: The historic Silver Plume Depot is restored.

1986: An engine house is completed to service locomotives. The Colorado Historical Society also completes a series of interpretive markers throughout the park ranging from historic events to the park's geology and natural history. This interpretation is made possible with a grant from the National Endowment for the Humanities, which also sponsors the publication of a book, *The Georgetown Loop: A Capsule History and Guide*.

1987 to present: Additional visitor amenities have been added, including hiking trails and restrooms, and new loading platforms. At the Silver Plume Depot, a new car building interprets and displays rolling stock and other railroad-related exhibits.



August 1, 1984: Governor Richard D. Lamm dedicates the Devil's Gate High Bridge, and the entire reconstruction of the Georgetown Loop is complete and open for visitors along the entire route.

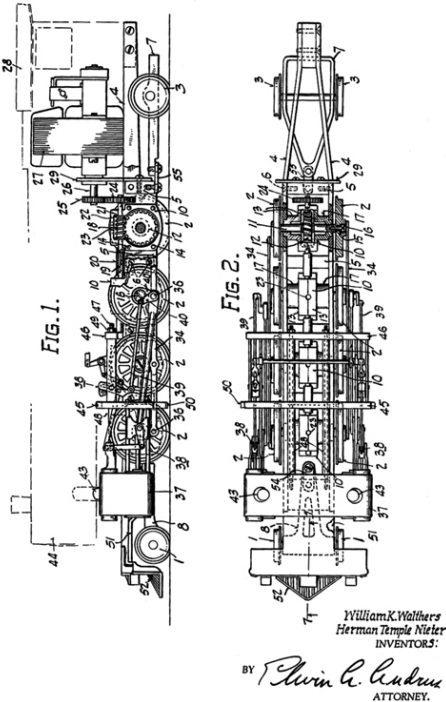


PATENTLY SPEAKING

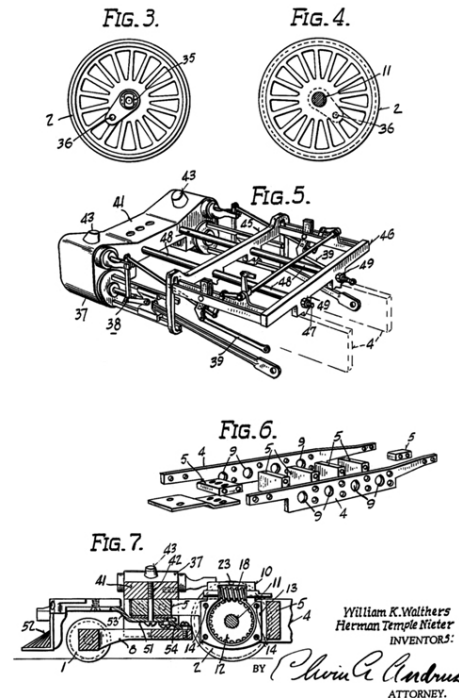
Submitted by Bruce Gathman

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

Nov. 25, 1941. W. K. WALTHERS ET AL 2,263,711
MODEL RAILWAY LOCOMOTIVE CONSTRUCTION
Filed Nov. 29, 1939 3 Sheets-Sheet 1



Nov. 25, 1941. W. K. WALTHERS ET AL 2,263,711
MODEL RAILWAY LOCOMOTIVE CONSTRUCTION
Filed Nov. 29, 1939 3 Sheets-Sheet 2



“This invention relates to model train construction in which standard parts are utilized for making up model locomotives patterned after various prototypes. Heretofore, in the attempt to standardize on parts so as to decrease costs by volume production of parts, there has been a considerable sacrifice in freedom of design and also in operating efficiency of the locomotive. The general object of the present invention is to provide a model locomotive construction in which the design of various prototypes can be followed closely with standard parts and at the same time locomotives of higher efficiency and pulling -power can be built. A more specific object of the invention is to provide a combination of standard gear drive units with standard wheel sets for mounting in sheet metal side frame members in making up locomotives of various sizes and types. Another object is to provide an improved drive for model steam locomotives in which all of the drive wheels are driven directly from the motor, allowing the side rods to be mounted loosely to avoid binding. Another object is to provide a method of quartering the wheels which allows the builder of the model to assemble the -wheels onto the axles with ease and certainty as to proper quartering. Another object is to provide a simple and efficient means for obtaining various gear ratios for driving different types of locomotives and at the same time eliminating end thrust on the motor shaft. Another object is to provide a new construction for the valve gear mounting whereby the valve gear is mounted on the cylinder block as a unit independently of the locomotive frame and super-structure. Another object is to provide a sheet metal side frame construction for model locomotives in which bearings are assembled in holes in the members as distinguished from split bearings assembled in slots as heretofore.”

Nov. 25, 1941.

W. K. WALTHERS ET AL

2,263,711

MODEL RAILWAY LOCOMOTIVE CONSTRUCTION

Filed Nov. 29, 1939

3 Sheets-Sheet 1

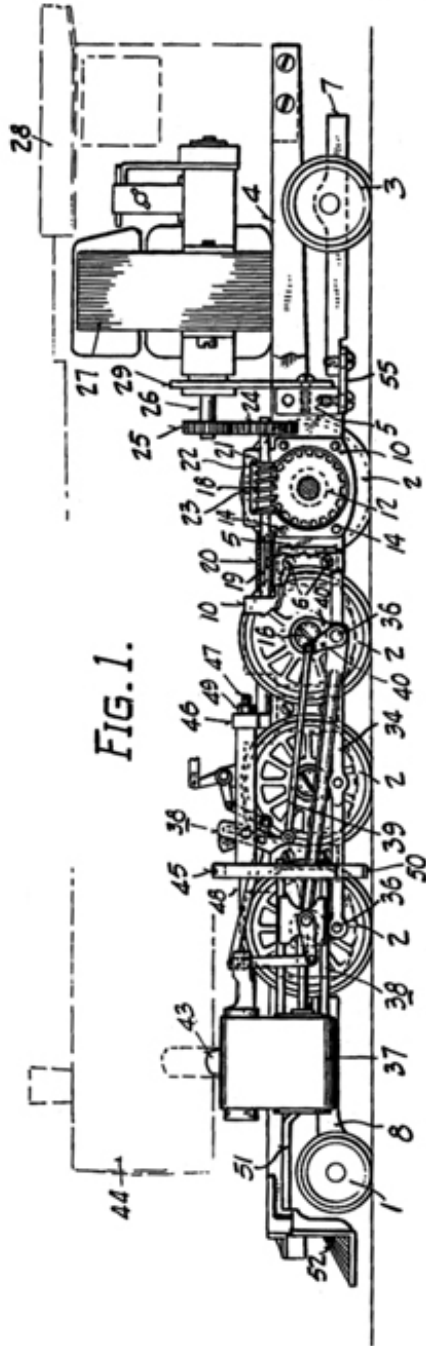


FIG. 1.

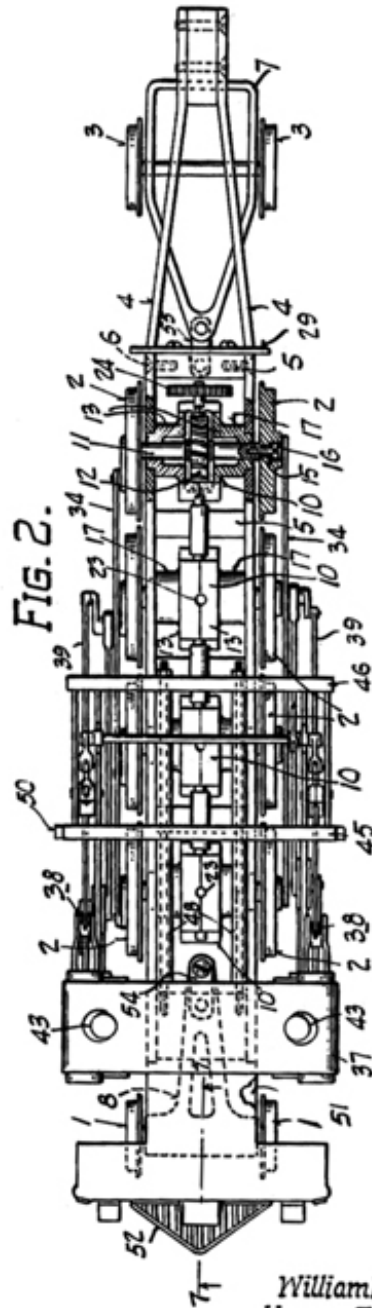


FIG. 2.

William K. Walthers
Herman Temple Nieter
INVENTORS:

BY *Clavin C. Andrus*
ATTORNEY.

Nov. 25, 1941.

W. K. WALTHERS ET AL

2,263,711

MODEL RAILWAY LOCOMOTIVE CONSTRUCTION

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3 Sheets-Sheet 2

FIG. 3.

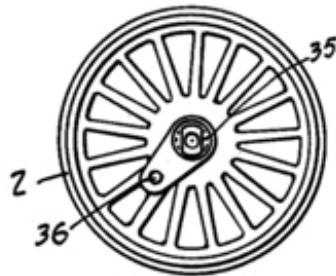


FIG. 4.

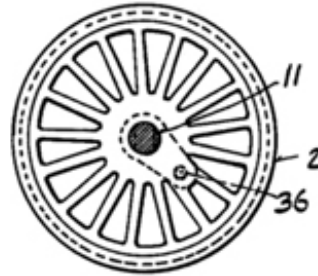


FIG. 5.

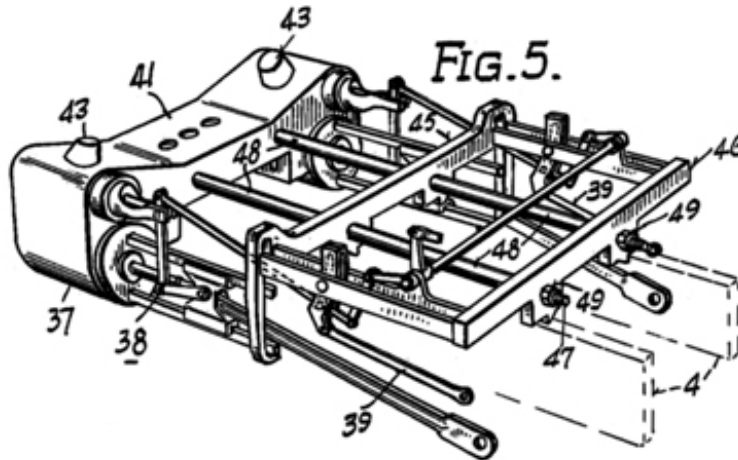


FIG. 6.

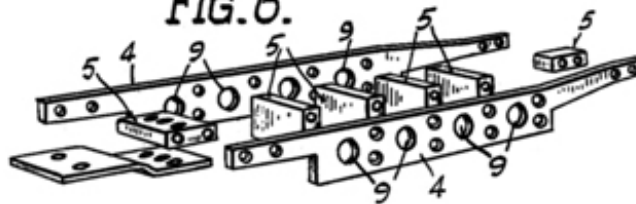
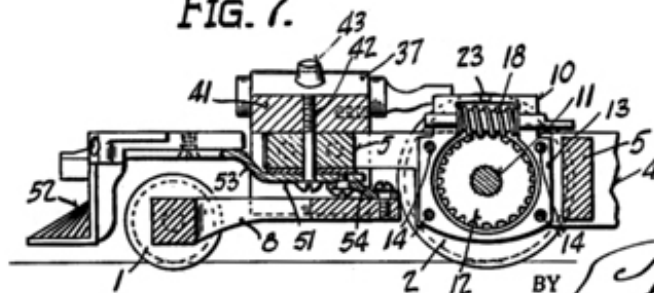


FIG. 7.



William K. Walthers
Herman Temple Nieter
INVENTORS:

BY *Clavin C. Andrews*
ATTORNEY.

Nov. 25, 1941.

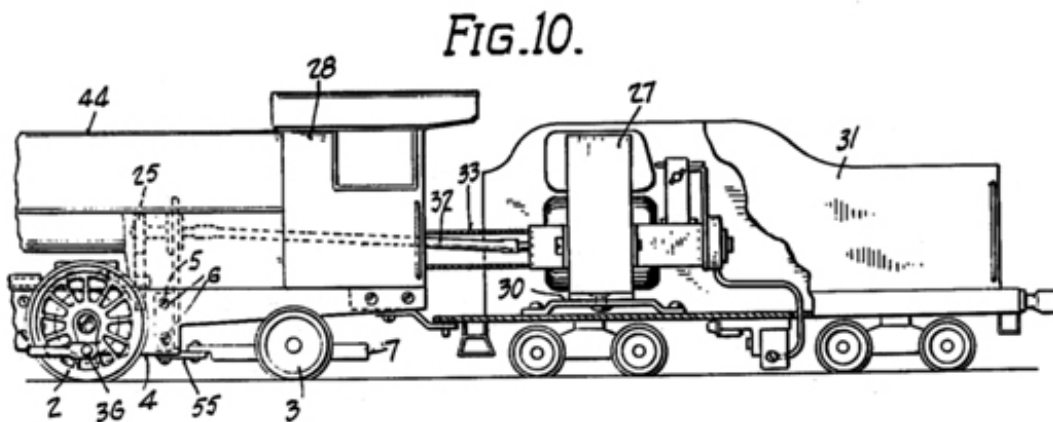
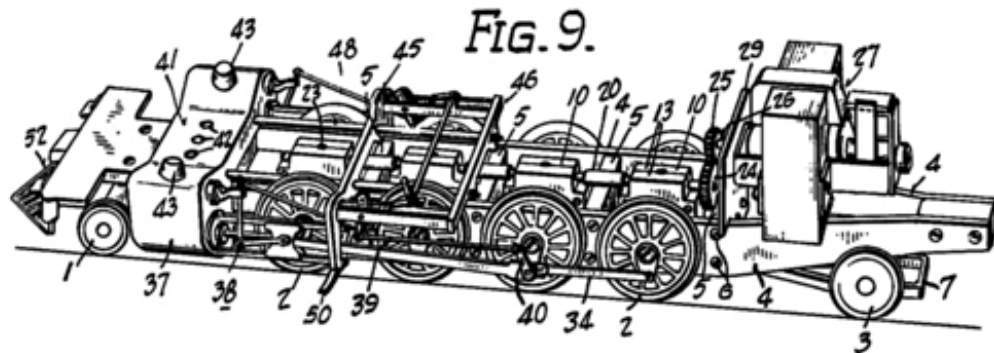
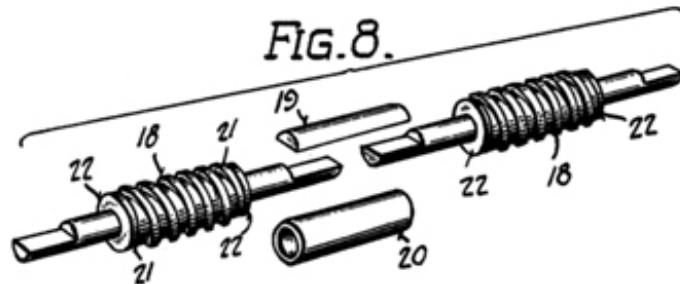
W. K. WALTHERS ET AL

2,263,711

MODEL RAILWAY LOCOMOTIVE CONSTRUCTION

Filed Nov. 29, 1939

3 Sheets-Sheet 3



William K. Walthers
Herman Temple Nieter
INVENTORS:

BY *Alvin C. Andrus*
ATTORNEY.



GENERAL MEETING MINUTES

By Glenn Nasworthy,
Stationmaster

SERVES THE UPSTATE

July 7, 2011

Regular Meeting at the Central Railway Museum

The meeting was called to order by President Jim Reece. Nineteen members were in attendance.

There was one new member, Elliott Morgan, who was introduced to the club, and one guest, Mike Booker who was welcomed.

The Treasurer reported that the state of the treasury is good.

OLD BUSINESS:

There are no reimbursements from the City for the month of June. The project to date receipts are \$14176.12. We need any invoices for June expenditures.

Our hosting of the Palmetto Division of the NMRA meeting in October has been cancelled since we cannot find a suitable site to hold the meeting without having unbudgeted expenses.

Jim Reece, Bob Folsom and Glenn Nasworthy met with the City of Easley's Mayor and Parks Administrator and agreed to hold the next Train Show the first weekend in February 2012 with us splitting the gate with the City on a 60/40 basis. The City will help us with advertising and other details we have been paying for, such as a fire marshal.

Jim announced that we have received a \$2500 Pickens County Accommodations grant.

This money is to be put in a separate and use must be accounted for. We will plan the use at another time.

The museum will be on display for the National Narrow Gauge Convention, Friday Sept. 9, 2011. We will need to have trains running at that time and there was some discussion about what we need to do and how we are going to do it.

A discussion on a Boy Scout merit badge was delayed due to Joe Frizpatick's absence.

The Newcomers Club in Seneca wants to visit in late July. Jim is to suggest the fourth Thursday in July or August.

President Jim Reece asked those on the Steering Committee to meet after the regular meeting since there is no program, the overhead projector is of order.

COMMITTEE REPORTS:

Train Show: See above

Museum Building: No report

Central Railroad Festival: Ron Keith reported this year was the best yet. They will meet again in August or September.

Portable Layout: Jim McInnis said they are still trying to figure out how a walk through gate can be put in to make entrance into the operating area easier.

Lionel Room: Nothing to report. No work being done until the room can be available.

American Flyer: No report.

Programs: Dale Reynolds was absent so there was no report.

Web Master: No Report

Newsletter: Rob Seel was absent but would have again asked people for their pictures and made a plea for material for the next letter. (*You betcha! ~ ed.*)

Museum Curator: Jack Green said we have received a copy of the film done for Tourism. We have been offered equipment from the Greenwood group. After discussion it was decided not to pursue this.

Property Inventory Administrator: Steve Humphries is waiting on an inventory program.

Computer Administrator: No Report

HO Layout:

Benchwork: Unless we make changes the bench work is finished.

Wiring: No Report


Rolling Stock: Jim McInnis said is still working on the Southerner. Several of the cars are complete.

Trackwork: Bob Folsom said it is basically done after the Central relocation is complete.

Scenery: Sandy was absent but the scenery work is progressing.

NEW BUSINESS:

John Thorpe, who was a member in 1994, brought a stock certificate that the club issued when raising funds to build the modular layout.

The meeting was adjourned and the officers went into a Steering Committee meeting. 



SERVES THE UPSTATE

MEETING MINUTES

By Glenn Nasworthy,
Stationmaster


July 7, 2011

Steering Committee Meeting at the Central Railway Museum

GENERAL: There was discussion on how to use the \$2500 Accommodation Grant money we have received. It was stated that we need to keep this in a separate account so we can pinpoint where it was used.

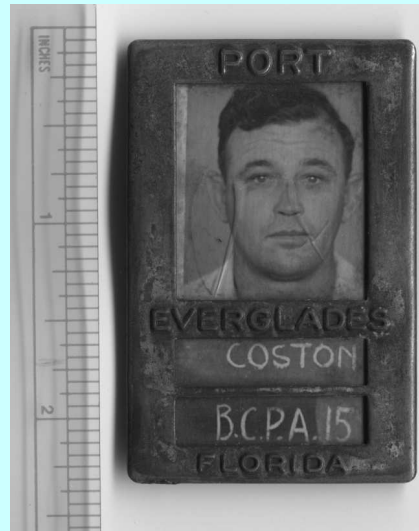
Some ideas put forward were:

- 1) A museum management program \$700
- 2) A minimum internet connection data line?
- 3) A computer back up system \$100
- 4) A new Quicken program \$100
- 5) Rolling stock \$500
- 6) Curtain for layout?

These ideas are to be researched by those present and reported on at the next meeting. 

ANOTHER PUZZLER !

by Ralph Watson



Out of the blue, one of the staff members at Oconee Medical Center came to see me in the Pharmacy Department. "You are a train guy, aren't you?" he asked. Turns out his father worked at the port in Ft. Lauderdale on

the rail line there, and, in going through some family belongings, came across a Broward County Port Authority name badge that had belonged to a friend of his father, or so he guessed. He gave me the badge. It is brass 1.5 x 2.25 inches with the word Port Everglades Florida in block letters on the front and a picture in the upper section and the name COSTON, apparently written by hand in the center section and B.C.P.A. 15 in the lower section. It is quite heavy with a large pin on the back. The acetate cover is yellowed and brittle, but still clear enough.

I Googled several search terms related to railroads and locomotives at the port and could only find a 1964 photo (below) of a very baby blue SW1 BCPA #400 by Marty Bernard (www.rpicturearchives.net). Is there anyone with a Gold Coast background have a feeling for who Coston might be or if BCPA 15 was a train or just his badge number?

