



CENTRAL CROSSINGS

MONTHLY NEWS LETTER OF THE

CENTRAL RAILWAY
MODEL & HISTORICAL ASSOCIATION, INC.

Volume 21, Number 10

October 2012

P. O. Box 128
Central, SC 29630

WEBSITE:
www.crmha.org

MUSEUM &
MEETING SITE
108 Werner Street
Central, SC

OFFICERS

President / CEO:
Dan Maret

Vice Presidents:
Joe Fitzpatrick (2nd)

Stationmaster
Ralph Watson

Paymaster
Bob Folsom

Webmaster
Ed Welch

Show Chair:
Jim Reece

Museum Curator:
Jack Green


Editor & Producer:
Robert M. Seel, AIA

Next Meeting:
October 4, 2012
7:15 PM
at the
Central Railway
Museum
Another Great
Ramblin' Dale
Reynolds
program!



SMOKIN'!

It's been several years since the Great Smoky Mountains Railroad dropped the fires suspended their steam program. Two "family members," 1702 and 722, remain scattered about in kit form, and who knows when the ex-B&ML Swedish train will arrive? That doesn't stop Bryson City from celebrating Railfest, however, with visiting dignitaries from Indiana. Jerry Meyers was on the scene to see Lehigh Valley Coal Company 0-6-0 No. 126 (blt Vulcan, 1931) on Saturday, September 15, 2012 (above). As an added bonus, Jerry even got to meet Ranger Bill (left)!

Photos by Gerald Meyers 



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

PROGRAM SCHEDULE

- | | |
|------------------|--|
| October 5, 2012 | Dale Reynolds
2012 Tennessee Ramble |
| November 5, 2012 | Patents by CRM&HA
Family Relatives
Bruce Gathman |
| December, 2012 | Christmas Dinner, TBA |

2013 Programs We are WIDE OPEN

2ND SATURDAY

**MUSEUM OPEN TO
THE PUBLIC**

OCTOBER 13, 2012
NOVEMBER 10, 2012
DECEMBER 8, 2012

November 3, 2012
**Spencer, NC – Appomattox, VA
 Autumn Excursion**
 North Carolina Transportation Museum
<http://www.nctrans.org/Events/Fall-Excursions---Appomattox,-Va--and-Toccoa,-Ga-.aspx>

SCHEDULED EVENTS & SHOWS

October 13-14, 2012

Myrtle Beach, SC – Model RR Show
 Grand Strand Model Railroad Club
 Lakewood Conference Center
 Layouts, clinics, sale, etc.
 Sat 10-5, Sun 10-4 Adults: \$5 / Ages 6-12: \$3
<http://www.isfans.com/gsmrrc/index.php>

October 13-14, 2012

Fletcher, NC – Autumn Rails 2012
 French Broad e'N'pire
 WNC Ag Center Expo
 Layouts, sale, all scales, Live Steam, too!
 Sat 10-5, Sun 12-4
 \$6 / Under 12 and uniformed Scouts Free
www.fbe-ntrak.com

October 13 – November 24, 2012

**Greater Atlanta, GA
 10th Annual Piedmont Pilgrimage**
 Home layout tours!
 Hosted by the NMRA Piedmont Division
 Free!! Check the schedule for more info
<http://www.piedmont-div.org/pilgrimage/>

October 27-28, 2012

Norcross, GA – Great Train Expo
 North Atlanta Trade Center
 10:00 – 4:00 \$7.00 / Under 12 Free
<http://www.greattrainexpo.com/info.html>

November 3-4, 2012

Raleigh, NC – Neuse River Valley Show
 State Fairgrounds Exhibition Center
 9:00 – 5:00 \$6.00 / Under 10 Free
http://www.nrvclub.net/Annual_Show.html

November 4, 2012

**Spencer, NC – Toccoa, GA
 Autumn Excursion**
 North Carolina Transportation Museum
 Additional boarding in Spartanburg, SC
<http://www.nctrans.org/Events/Fall-Excursions---Appomattox,-Va--and-Toccoa,-Ga-.aspx>



GENERAL MEETING MINUTES

By **Ralph Watson,**
Stationmaster

SERVES THE UPSTATE

September 6, 2012

Regular Meeting at the Central Railway Museum

Meeting was called to order at 7:10 PM by President Dan Marett.

Eighteen members and one guest, Ed Rimer- who joined during the meeting, were present.

Much progress is being made by the working members on the museum and portable layouts. What we need are more working members. The work is fun, training is available, and the pay is great!

WORK IN PROGRESS:

An Education Chairperson is still needed.

Sandy Eustis has taken the lead on developing the fifty-plus area descriptions as a starting template. Thanks, Sandy. [see comment above re: working members]

A group visit to Station 187 Open House on September 15th is being considered.

Walmart has given us a \$1,000 grant which we will share with Central Railroad Festival.

Flammables policy and step-up benches are still in limbo.

Insulation of the walls in the Lionel Room is to be done on September 7th.

Train Show vendor packets have been mailed.

The Train Show is February 2-3, 2013.

An ambassador to Newcomers Club of the Foothills is needed for the First Tuesday of each month except December.

The money for the headlight artifact has been committed to by Town of Central.

The Greenville Textile exhibit meeting is to be held on September 11th. Jack Green and Dan Marett are to attend.

COMMITTEE REPORTS:

Treasurer's Report -- Bob Folsom.
Finances are "Good."

American Flyer -- Dale Reynolds. No Report.

Electrical Work -- Howard Garner. No Report.

Lionel Room -- Mac McMillan. No Report.

Museum Building -- Glenn Nasworthy. No report.

Museum Curator -- Jack Green. The Past Perfect computer program is running, and new donations are being cataloged.

Museum Property Inventory Administrator -- Steve Humphrey. New donations are being processed

Newsletter -- Rob Seel. Thanks for the contributions! Please be selective, though, and send in your better half-dozen photos with high resolution and descriptions.

Operations Committee -- Howard Garner. No Report.

Portable Layout -- Jim McInnis. Good progress is being made on the six new modules. They will be ready for track soon.

Publicity -- Ette Rupert. No report.

Railfan Reports -- The Hub City group is in need of funds for a caboose restoration project. Brochures are available in the Museum.

Rolling Stock – Jim McInnis. Fourteen cars recently added to the fleet were found to have electrical short circuits in the wheel sets. We are reminded that **ALL additions to the layouts need to be checked** for wheel gauge, coupler height, and weight to be in compliance with established standards.

Scenery -- Sandy Eustis. More scenic elements are coming into place, and new industries are being established.

Trackwork -- Bob Folsom. Wholesale track replacement is in process for the Westminster area just inside the front door.

Webmaster -- Ed Welch. No Report.

OLD BUSINESS:

Cheryl Keith will be at the Museum on 9/13 to help with planning the drape construction for the museum and portable layouts. Material is in hand for this.

NEW BUSINESS:

Plans are starting to be made for the annual Christmas meeting and family event. Holding the annual meeting at the Museum and then adjourning to the Main Street Deli for supper and social hour is being considered.

PROGRAM:

Mac McMillin presented a series of slides taken on railfan trips on several railroads. As his usual the narration was sharp and filled with interesting details.



CRM&HA Gathering No Moss: A Word from Dan Marett

Dear Members,

As usual, a lot has been happening at the museum since my last message.

The Lionel room has had the insulation blown in, and now we are ready to complete the sheetrock work and get it painted. From there we do the floor treatment, add the storage cabinets on the front wall, the workbench, and lower cabinets. We can then move the computer station in place and get out of the way for the Lionel guys to build their layout.

The railroad crossing sign is now operational thanks to several members' hard work.

A team went to a home in Clemson on Thursday the 20th of September and dismantled a very nice layout that was donated to our club. We received a great deal of switches (or turnouts if you are around Doc), lots of track, scenery, bridges, castings and trees. There was a lot of lumber that will be used on our layouts also. Thanks to Doc, Joe, Don, and Bob for helping with this project. Oh yeah, I was also there.

The modular layout is currently in an update stage with problem turnouts removed and replaced with different track configurations. Problem track is also being replaced. The new end modules have been constructed and will soon be ready for track and scenery.

The museum layout continues to improve with more scenery being added every work day and new areas developed. Sandy is doing a great job adding descriptive signs to the layout.

Our next meeting is October 4 at 7:10 PM. We hope to see you there.

Capn Dan ~ President CRMHA 

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.

Be it known that I,

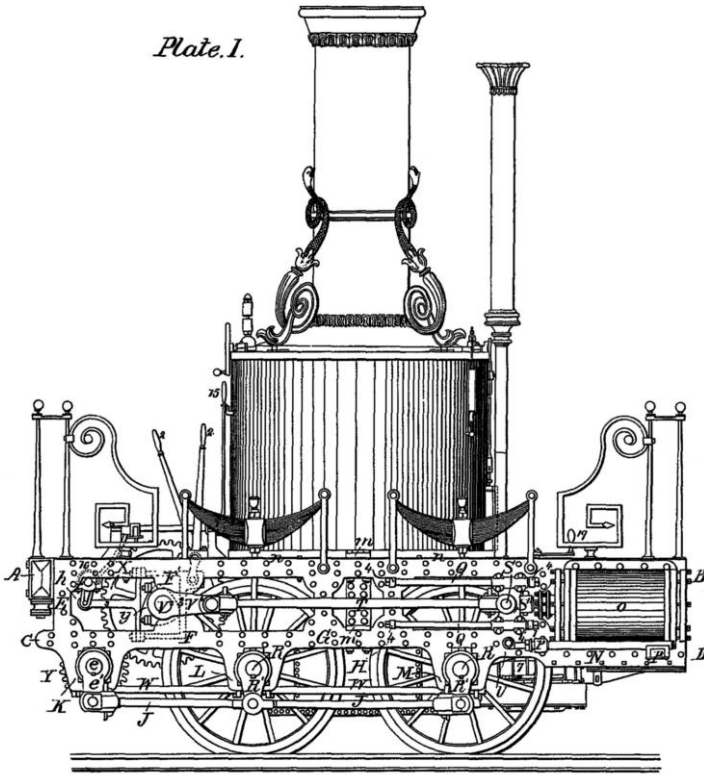
Ross Winans,

No. 305.

Patented July 29, 1837.

of the city of Baltimore, in the State of Maryland, have invented a new and useful Improvement in the Mode of Constructing the Side Pieces or Lateral Framing of Carriages of Locomotive-Engines; and I do hereby declare that the following is a full and exact description thereof. In the locomotive engines generally in use, the side pieces consist of a horizontal rail of wood, plated with iron; or of iron, either casting a single piece, or composed of several pieces of cast or wrought iron, or both, united so as to answer the purpose, and produce the effect of a single horizontal rail, from which depend iron slides, consisting, where a combined iron and wood rail is used, of an extension downward of the iron plating properly stiffened, or, where the iron side piece is used, of suitably constructed fixtures of iron, in which; the boxes of the journals of the road wheels play up and down, conforming thereby to the action of the springs that support the carriage on the wheels.

Plate I.



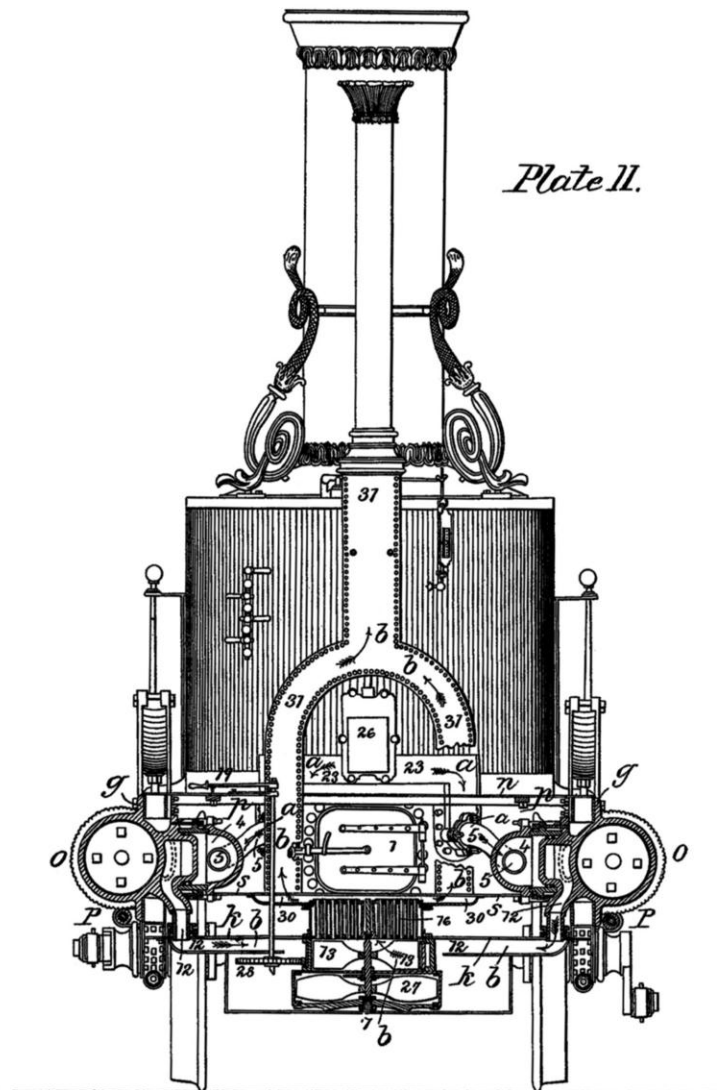
PATENTLY SPEAKING

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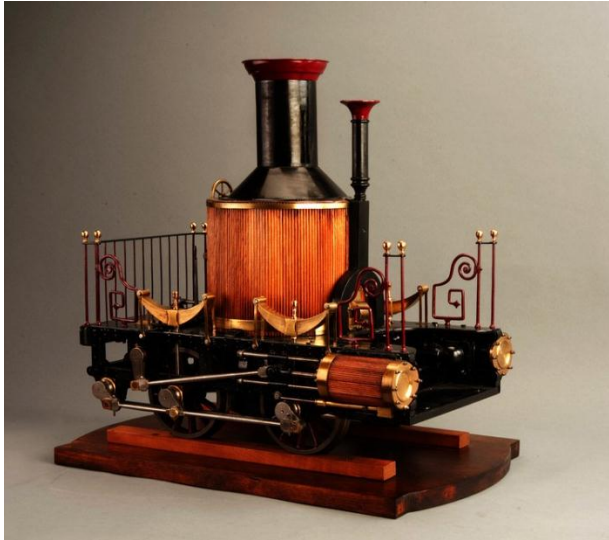
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No. 305.

Patented July 29, 1837.



ROSS WINANS' RAILROAD HISTORY



Note: The following text from Wikipedia was forwarded to us by Bruce Gathman to accompany this month's Patently Speaking feature. I take no ownership of the content, nor the quality of the writing – ed.

Winans came from a New Jersey family of horse breeders, but successfully made the transition to other forms of motive power.

In 1828 he developed a friction wheel with outside bearings which established a distinctive pattern for railroad wheels for the next one hundred years or so. In the late 1820s also he became associated with the B&O, eventually entering their service as an engineer. One of his first and more important tasks was to help Peter Cooper build the Tom Thumb locomotive. By 1831 he was appointed assistant engineer of machinery on the B&O. He invented and patented an improvement in the construction of axles, or bearings on July 20. Also in this productive year he built the "Columbus", his first double-truck car, which he immediately patented, even though he was not the first individual to build one.

In 1835 Winans went into partnership with George Gillingham and in 1836 they succeeded to the 1834 lease of Phineas Davis and Israel Gardner of the B&O's company shops at Mt. Clare and continued the manufacture of locomotives and railroad machinery. *"As far back perhaps as the year 1836, the firm of Gillingham and Winans, and, after the dissolution of that firm, I myself, down to 1841 or 1842, manufactured a Rail Road Wheel..."* (letter #322).

In 1841, he opened his own shop adjacent to the B&O Mount Clare Shops, with that railroad as his primary customer. He was a pioneer in the development of coal-burning locomotives. He was eccentric, and his locomotive business made him independently wealthy. His customer relations were simple—he built engines his way, and you bought them. Bored with the business, and having a design disagreement with the B&O, he closed his shops, which were later leased to Hayward & Bartlett. He went on to do significant work for the Czar's railroad from St. Petersburg to Moscow in Russia. All of the listed engines are type 0-8-0, called the "Camel." They were all acquired from predecessor roads. Engine sales to Cumberland and Pennsylvania Railroad (C&P) were recorded in 1863. James Millholland, the C&P Master Mechanic, was familiar with keeping these Camel engines running, and making improvements to them.

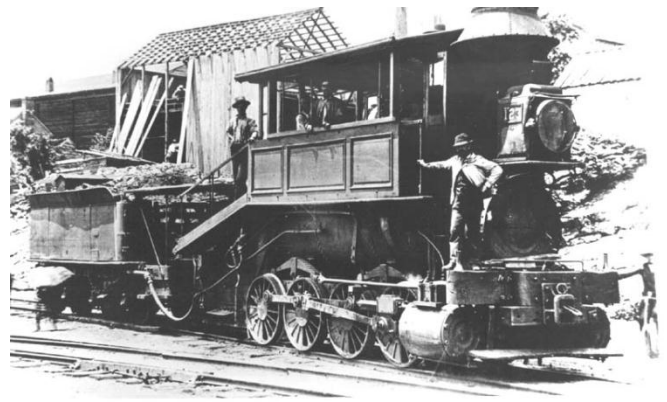
Winans set trends in locomotive and car design rather than followed them. His locomotives, popularly known as "Crabs," "Muddiggers," and Camels were used all over the fledging rail network of the eastern United States, from the 1840s until after the turn of the 20th century. The B&O was Winans' largest locomotive customer, with one hundred and forty locomotive deliveries going to that road. Winans had a disagreement with Mr. Hayes of the B&O, which delayed delivery of some engines into 1863. Winans' second best customer was the Philadelphia and Reading Railroad. These two customers represented 70 percent of his sales. Winans typically offered a thirty day trial period at the customer site.

About two hundred and sixty-seven engine deliveries to twenty-six American railroads by Winans are documented during the period 1843–1863. The Winans engine designs impressed a Russian delegation, and he was asked by the Czar to build the Imperial railroad from Moscow to St. Petersburg. Winans sent his two sons, as well as engineer George W. Whistler to Russia for several years for that project. Winans may have sold as much or more equipment in Russia as he did in the United States. Winans' son returned to build a Russian style estate in Baltimore, named Alexandrofsky and a country estate named Crimea. Alexandrofsky, located near what is now Hollins Market, was demolished to expand the housing stock of the city and Crimea was sold to the city, with money donated by Mr Leakin, to create a park called Leakin Park. The contents of Crimea were sold at auction. Luckily, twenty-three boxes of Winans papers and journals were donated to the Maryland Historical Society in Baltimore for safekeeping. The City Park hosts a large outside model train club layout and the original house and canon embankment (his attempt to deter Northern troops from camping on his grounds) and water wheel still exist.

Winans' next important development in locomotive design was an 8-wheel connected freight locomotive in the early 1840s. In 1843 Gillingham and Winans built their own shop to maximize their profits. The company's most notable product was the camelback locomotive. Winans quit the locomotive business in 1857 after a dispute with Henry Tyson, then head of motive power for the B&O, over the use of leading bogies (trucks) on his locomotives. Winans generated a great many patents and was heavily engaged in litigation over ideas he claimed as his own.

The majority of the Winans engines were burden (freight) as opposed to passenger type. Engines delivered after June 1848 are almost all of the Camel 0-8-0 type, favored by Winans. The early models are sometimes referred to as the Baltimore engines. The Camel name derives from the first of class of that name, delivered to the B&O in 1848. All Camel

engines were of the 0-8-0 wheel arrangement. Winans did not believe in the use of leading (pony) trucks.



The Camel engines were all low-speed, heavy haul units. The speed was limited to 10–15 miles per hour by the steam capacity of the boiler, and the lack of a pilot truck. However, at that speed, a single Camel could haul a 110 car train of loaded coal hoppers on the level. The most distinctive feature of the Camel was the cab atop the boiler. They had a large steam dome, slide valves, and used staybolts in the boiler. More than 100 iron tubes, each over 14 feet (4.3 m) long, were installed in the boiler.

A Camel was about 25 feet (7.6 m) long, with an 11-foot (3.4 m) wheelbase. There were three major variations: the short, medium, and long furnace models. The small units had 17" × 22" cylinders, and the others had 19" × 22" cylinders. The medium unit had about 23 square feet (2.1 m²) of grate area, expanded to more than 28 square feet (2.6 m²) in the large furnace model. The long furnace model had a firebox more than 8 feet (2.4 m) long, requiring lever-operated chutes for the fireman to feed the front of the fire. The fireman worked in the tender, as the firebox was behind the drivers. This design required that the drawbar passed beneath the firebox, and it typically heated to a cherry red color. Even after rebuilds with a more conventional cab design, the fireman worked in the tender. The standard Camel engine had 43" wheels, and was painted green.

Camel tenders were 8-wheeled, generally with brakes on the rear truck only. They held 5 tons of coal, and

8½ tons (more than 2000 gallons) of water. Fully loaded, the tenders weighted 23 tons, only 4 tons less than the locomotive.

Ten Camels were delivered to the Baltimore and Susquehanna Railroad, including one “engine sold them from Maryland Mining Co., \$8000 cash.” Ten more sales are recorded to successor line Northern Central Railway. Two units went to the Elmira & Canandagua in New York, and were subsequently sold to the Cumberland & Pennsylvania. The P&R engine Susquehanna is described in detail in White's book (ref. 71). Two Winans engines went to the Huntingdon & Broad Top Mountain (H&BTM) Railroad in southwestern Pennsylvania in 1863. One unit blew up in 1868, with the loss of four lives. The H&BTM ran along the west side of Broad Top Mountain, best known for the narrow gauge line on its east side, the East Broad Top Railroad. The C&P interchanged with the H&BTM at State Line, Pennsylvania.

Most of the Winans Camel engines sold for around \$10,000. Engine sales were expedited by syndicates of what we would now call investment bankers, such as Mr. Enoch Pratt. Banks did not yet have the accumulated capital to make loans for commercial purposes. The records of the Philadelphia & Reading

contain detailed information on Camel engine mileage's and rebuildings. This line received a series of forty-eight deliveries from 1846 to 1855. By 1858, the P&R had racked up in excess of 3.5 million miles on its 44 engines, with the Camel fleet representing 20 percent of the P&R motive power roster. In 1865, 28 of 48 engines had not yet been rebuilt. By 1870, only 4 of the 48 were not yet rebuilt, but these four had accumulated almost one million miles of road service. The average service life before a rebuild was about thirteen and one-half years. Similar data for the B&O gives an average service life of 8.5 years before rebuilding. A total of 15 Camel rebuilds are recorded at the C&P shops in Mount Savage, from 1866 through 1875.

There are only three documented catastrophic failures in Camel engines. Non-catastrophic failures were more prevalent, but fewer were documented. Roberts (reference 48) gives the performance of a Winans Camel on the B&O's 17-mile (27 km) grade, circa 1855, as 144 trailing tons. Dilts (reference 17) gives the performance of B&O engine 71 as 117 trailing tons up a 2.2 percent grade at 18 mph (29 km/h). Engine 71 was a Winans Camel, built in April 1851. The Winans engine could haul 40 empty coal hoppers up the Eckhart Branch, based on a tare weight of 3 tons for the Winans designed 6-wheel hoppers in use in 1854.



Howard Garner sent us this photo of Norfolk Southern's geometry train near the BASF underpass near Norris, SC on September 18, 2012. The middle unit, NS 34, was built from SD35 No. 1530. No 5609, a GP38-2, leads. The 5609 often is assigned to special trains such as this one.

SAGE'S PAGES

THRONATEESKA HERITAGE CENTER IN

ALBANY, GA

PHOTOS BY SAGE VIEHE



On September 12, 2012, Sage visited Albany, Georgia and spent some time at the Thronateeska Heritage Center. The Center is a campus of buildings sited around the 1912 Union Station (**upper left**), which once served the Central of Georgia, Seaboard Air Line, Atlantic Coast Line, Georgia Northern, and the Albany & Northern railroads. Passenger service to Albany ended in 1971, and the Thronateeska Heritage Foundation began restoration efforts in 1974. The complex includes science and historical museums, a planetarium, archives, and (best of all) trains!




The museum has several featured railroad artifacts in various stages of restoration. One prominent is ex-Georgia Northern 4-6-2 No. 107 (**lower left**). The 107 was built by ALCO in 1911 as No 88 for the Florida East Coast Railroad, and displays many, typical FEC characteristics. The locomotive was originally to be sold for scrap in 1930, but was rescued by the Georgia Northern. They ran the 107 until retiring her in 1950. In 1957, the 107 was donated to the City of Albany for display in Tift Park. The City, then donated the 107 to the Heritage Museum in 1979.

Sage sends his thanks to Phyllis, Justin, and Cheryl for museum access and a casual tour, as the museum was closed that day.



The Heritage Center's railroad equipment and model railroad are maintained and interpreted through a cooperative arrangement with the Flint River Model Railroad Club. The model railroad, itself (**middle right**), is located inside of ex-Southern baggage/express car No 518 (blt 1939). The car has been restored to its 1940's appearance as it was utilized by the Railway Express Agency (**below right**).

Below: Georgia Northern Railway caboose X153 was built in 1969 as Southern Railway X401 



A CABOOSE FOR HUB CITY SPARTANBURG, SC

BY MAC McMILLIN



This is the caboose that I have been involved with. We tried to restore its exterior to as-built 1947 appearance or pre-1960's paint scheme as much as possible. \$9,000 worth of DuPont Imron paint was donated by DuPont. I did some of the truck spring work and installed new wood planks in the trucks. The springs are wrong; they are coil type and should be leaf type. When caboose was retired the updated roller bearing trucks were retained, and a pair of worn box car trucks were substituted before disposal of the caboose by the railroad. Brakes are non-functional as caboose was to be static. At least the trucks are not roller bearing type!

Note: The caboose was delivered to the Hub City Railroad Museum on September 6, 2012. It was built in Southern Railway's Hayne Car Shops in Spartanburg. The X3115 has come home! ~ ed.

YOU CAN HELP

the on-going restoration effort! Talk to Mac McMillin or Bruce Gathman, and make your tax deductible donation payable to:

**The Spartanburg County Foundation,
C/O Caboose Fund,
424 East Kennedy St.,
Spartanburg, S.C., 29302**

BRINGING UP THE MARKERS

OBSERVATIONS AND SWITCHES

BY ROB SEEL



New Hope & Ivyland 2-8-0 No. 40 steams up to pull the 2:00 PM excursion to Lahaska on August 26, 2012. Photo by Rob Seel.

It's hard to believe that it's been nearly four years since I assumed the role as editor and producer of the CRM&HA's newsletter. And what a four years it's been! By the end of this year I will have produced a total of fifty issues, since there were two "extras" along the way.

Naturally, this milestone would not have been reached without contributions from you. Thanks for making this newsletter what it's become! From the beginnings of the CRM&HA until the time I assumed this position, Dennis Moriarty put in an amazing amount of work to pull together a bimonthly newsletter full of tips and tidbits, feature stories, meeting minutes and recollections. My goal was to build on what Dennis had started, and to include (through the magic of digital photography) members' railfan photos – to make it more of a "news letter," with current events. And, by stepping up to a monthly schedule we could, perhaps,

improve meeting attendance by publishing a week in advance. The effects of that proposal have varied, but I can say that you who have contributed have helped to make a remarkable stride in this little publication.

Fifty issues is a milestone, indeed. It also seems to be an opportunity for this GG1 to pass the train to a fresh K4 or E8, as they did for fifty years in South Amboy. Unlike most of you, I still have a family to support and business to build, and these last four years have been very difficult for me and my profession. It has become apparent over the past few months that I ought to concentrate on more lucrative activities, as well as to reserve more time for beneficial things – such as regular, sufficient hours of sleep. This is to say that the coming December issue of *Central Crossings* will be my last. I look forward to seeing the next generation of newsletters, and who the folks will be to make improvements greater still. Cheers!

