



CENTRAL CROSSINGS

MONTHLY NEWSLETTER OF THE
CENTRAL RAILWAY MODEL & HISTORICAL ASSOCIATION, INC



Volume 25, Issue 9

September 2015

SERVES THE UPSTATE

108 Werner St
Central, SC 29627

Website:
www.crmha.org

Superintendent
Dan Maret, Jr.

Vice Presidents
Joe Fitzpatrick
Rob Seel, AIA

Stationmaster
Ralph Watson

Paymaster
Jim Alexander

Curator
Jack Green

Newsletter
J.T. Thorpe

**NEXT
MEETING
SEPT 3, 2015**

7:10 PM

**AT THE
CENTRAL
RAILWAY
MUSEUM**

HOWARD: COAST TO COAST

Photos and report by Howard Garner

Editor's preface: The following is from Howard's notes and photos he shared via email.

August 3rd: Stopped in Rochell, IL and got a couple shots: A unit still in CNW paint and a UP unit that should get a repaint job.

Great operations in Rockford area. 4 layouts and all were outstanding.

The National Transportation Museum in St Louis is worth the stop. Hard to photograph because of the tight spacing. But have you ever seen them redo the trolley reliever rope?



HOWARD: COAST TO COAST – DAY 2

Aug 7: Tonight in Colorado Spring, CO.

- Two photos from a large scale model railroad in Missouri. About a 3 mile run. Partially signaled with RR-Cirkit's equipment.
- BNSF units still in ATSF "Yellow Bonnet" paint in Garden City, KS
- Royal Gorge Bridge, DRGW 499 at the bridge, and the Royal Gorge train at the hanging bridge
- Last is Skyline Drive, Canon City, CO





Upcoming Events for the

Central Railway Model & Historical Association

as well as regional shows and events worth mentioning

PROGRAM SCHEDULE

MUSEUM OPEN TO THE PUBLIC EVERY SATURDAY OF THE MONTH 9AM TO 2 PM

OPERATING SESSIONS SECOND THURSDAYS (USUALLY) 7PM
SEPTEMBER 10, 2015
OCTOBER 8, 2015
The CRM&HA has begun regular operating sessions on the Thursday preceding our Museum's open house each month. Club members interested in learning how to operate the layout and gain their certification in order to be able to run trains on the museum layout are encouraged to attend these sessions.
If you have locomotives equipped with DCC decoders and/or you have a Digitrax handheld throttle, please bring them. This way, we can be assured of having enough equipment to run.

WELCOME NEW MEMBERS
Brandon Langston
T.J. Murrah - Junior Member

SCHEDULED EVENTS & SHOWS

September 12-13, 2015
Chattanooga, TN/Cleveland, TN – 21st Century Steam
Tennessee Valley Railroad Museum
Excursion pulled by Southern #4501
Saturday & Sunday: 10am & 2pm
Tickets: varies
<http://www.tvrail.com/events-exhibits/rides/21st-century-steam/>

September 19, 2015
Columbia, SC – Columbia SC Model Train Show
National Guard Armory, 1225 Bluff Road
Saturday: 10am – 3pm
Admission: \$5, Kids under 12 Free
<http://www.palmettotca.com/>

September 26-27, 2015
Danville, VA – Danville's Old 97 Rail Days 112th Anniversary
Danville Science Center, Old Pepsi Building, the Crossing at the Dan, 677 Craighead St.
Saturday: 10am-5pm
Sunday: 11am-3pm
Admission: No info

September 25-27, 2015
Spencer, NC – Day Out with Thomas: The Celebration Tour 2015
Historic Spencer Shops
<http://www.nctrans.org/Events.aspx>

September 26-27, 2015
Macon, GA/Tennille, GA – 21st Century Steam
Tennessee Valley Railroad Museum
Excursion pulled by Southern #4501
Saturday & Sunday: 8am & 2pm
Tickets: varies
<http://www.tvrail.com/events-exhibits/rides/21st-century-steam/>

GAINES STREET BRIDGE REMOVAL

Photo by Bob Folsom

This summer, the old wooden overpass linking SC 93 with Gaines Street near the entrance to Central Wesleyan was closed to traffic, and during the month of August, the bridge was removed. Bob Folsom caught the demolition work as it progressed.







**Central Railway Model &
Historical Association
Regular Meeting Minutes**

By Ralph Watson
August 6, 2015

SERVES THE UPSTATE

Called to Order at 7:10 Pm by
President Dan Marett

24 Members were in attendance.

Mack McMillin read a tribute “Remembering Bobby Hanson”.

Well we are definitely into summer. These hot months have kept some of you away from the museum and Function Junction.

Well our AC here is working well and with the donation of a new window unit from Bob White and the help of several hard working members to install it, the Function Junction is also comfortable. We are almost finished with the portable layout and have had fun running it.

Work continues on the museum layout and problems that have plagued us for years have been corrected. We have a new way of operation which Bob Folsom will demonstrate tonight for our program. We are concentrating on the town of Central and need some of you to help build it. It is not that complicated and really quite a lot of fun to do. The Steering committee is working on a new member brochure which will include some rules that we do not have written down. The rules are designed to keep the layout operating just like a real railroad and ensure that our equipment is taken care of. Basically if it is not done on the big rails then it should not be done here. I’ve never seen an engine or a railroad car sitting on the ground beside the tracks nor have I ever seen a giant

hand come out of the sky and pick one up. We don’t handle rolling stock unless we are removing it to be repaired.

That is the first of the new rules.

A lot of work is being done to get our signal outside up and working. Bob Folsom is leading that team. We also have had donated two real luggage carts and a hand car. The town has agreed to allow us to put them on display just as soon as we refurbish them.

We will now have our committee reports.

Stationmaster—Ralph Watson

Fred Rimer is still undergoing daily medical treatments and is confident of a good recovery.

1st Vice President—Joe Fitzpatrick

Many structures on the Museum layout and the portable have had lighting added using a plug system to allow removal of the building for transportation.

Museum Building—Glen Nasworthy

Reminded everyone to keep the blinds closed as sunlight and heat are not good for metal rails that need to stay in a fixed location.

Museum Curator—Jack Green

Several vehicle models, some rare, are missing from the Museum Layout. Please be watchful when visitors are present.

Portable Layout—Dan Marett

Steering committee wants us to look at getting the restroom operational. The module transport carts have been revised to simplify loading and unloading modules. Saturday Supervisor is needed to run trains for the public.

Rolling Stock—Jim McInnis

A loan of 20 box cars from the layout at Emerald Farm in Greenwood has supplemented our fleet. All but 3 locomotives

are in good running order. A consist list is being written to keep track of MU trains.

Newsletter—JT Thorpe

Photos, news items, railfan reports, and a new Editor are needed to keep the Central Crossings coming to members on a regular basis.

Publicity—Ette Ruppert

Train Show details have been sent to the NMRA magazine for inclusion in the Club Car column.

Lionel Layout—Mac McMillin

A new siding has been added. Shelves are needed to display more of the collected pieces. A large number of transformers suitable for cleaning and resale, and some Marx track have been donated.

RAILFAN REPORT

Mac McMillin recently rode the Alaska RR, White Pass + Yukon narrow gauge and visited Gold Dredge #8. The visit included Whittier Rail/Road Tunnel. Mac will be traveling the Hartwell line by motorcar in November.

A GP 38-2 from NPBL was spotted in Seneca.

Interior Construction—Jim Alexander

Interior doors in the Museum have been removed. The A/C at FJ works well.

Track Work—Bob Folsom

A new track has been added in Brevard area making switching easier. The revised scenario operating card deck is being implemented.

Scenery—Jim Reece

Lots of good progress has been made. There is much detailing to be done. Trees are needed everywhere and the Town of Central needs prototypical buildings.

Company Store—Roger Smith

The items for sale have been photographed for posting on the CRMHA.org web page.

OLD BUSINESS

We need to remove all the G gauge layout material from Glen's garage.

We are committed to taking the portable layout to the Greenville Library in October.

Many areas including the Fire Department storage, tool closet and FJ restroom MUST be decluttered.

NEW BUSINESS

Josh Phillips will inquire about getting concrete for the signal mast base. Josh also will check with a contact at Haywood Mall about setting up the portable layout, possibly in November.

Shelton Jones asked if there could be a 'bring your own power' operating session.

An intrepid researcher has discovered that Southern Railway did in fact have some black diesel locomotives in 1958.

PROGRAM

Bob Folsom gave a very thorough presentation of the routing and place names with turnout numbers to run The CRESCENT from Atlanta to Greenville and return.



REMEMBERING BOB HANSON: 1937-2015

Article by Mac McMillin

My wife and I moved from Columbia to Seneca in September, 1996, due to a job transfer. While living in Columbia I was active in the Central SC Chapter, National Railway Historical Association, and the South Carolina Railroad Museum in Winnsboro, about 45 minutes north of Columbia.

Not long after moving here I saw a small announcement in the local paper about the next meeting of the CRM&HA. I decided to attend and check out this organization. At that time the monthly meetings were held in the basement meeting room of the First Citizens Bank building in downtown Central. I arrived a little early as did some other attendees. We introduced ourselves and chatted while we waited for the person with the key to arrive. One of the people I met was Bob Hanson. I'm sort of an introvert but Bob's personality made me feel at ease and I enjoyed immensely sharing railroad war stories. Bob told me his main interest was in G gauge or Garden Railroad trains. I told him I had several main interests, among them collecting and restoring old toy trains, and prototype railroading from all eras. I shared that I owned railroad motor cars and a 40-foot ex-Southern Railway boxcar. Then I learned that Bob was the club president and he welcomed me to join which I did immediately.

Bob was excellent at leading an organization and conducting a meeting. Evidently he had learned from experience that meetings could get of hand if everyone wanted to speak so he had a meeting agenda that was followed to the letter. Bob had two containers with each one containing duplicate numbers on a small piece of wood. When each member checked in and got their name badge out of the box, they drew a number out of one of the containers. Depending on how the meeting was progressing time wise,

at a certain time Bob drew several numbers out of the other container. Then Bob asked the people who had the drawn numbers if they wanted to share anything with the club. After these members spoke, if they wanted to, Bob asked if anyone else had anything they wanted to say for the good of the club. Bob ran a tight ship and the meetings were always concluded by 9 PM, especially after we started meeting at the Pickens County public library in Central.

For several years Central had been having an annual Railroad Festival. CRM&HA member Ed Painter was the driving force behind this festival and club members assisted. The modular HO club layout, among others, was displayed during this festival. The club really had no organized fund-raising activity and the idea of having a train show separate from the festival was brought up. Bob and several members took the ball and ran with it, lining up the United Assembly of God Church in Seneca to host this venue. Vendors bought trading tables. Food was prepared, sold, and served from the kitchen. In later years the show was held at the National Guard Armory in Seneca.

Before my wife and I built our home in Seneca, I stored my motor cars in my boxcar at the SC Railroad Museum in Winnsboro. Bob gave me the OK to display and operate my Fairmont M19 motor car at the train show. I went down to Winnsboro and retrieved it from the boxcar using my 16-foot tandem axle trailer. At the show I ran the motor car back and forth on the trailer rails giving rides to anyone who wanted to ride. It was a free 30-foot round-trip ride.

When all the bills were paid, the club cleared about \$1,000 from that first show. The train show was then held annually, led by Bob, and accumulated several thousand dollars in the

treasury. This money was used to expand and upgrade the club layouts. At one point it appeared that we would not use all the money in the treasury so I suggested that we donate to the SC Railroad Museum. One of their SW-8 diesel locomotives had been bad ordered due to brake issues. Bob felt that we could afford \$1,000 to help them with this locomotive repair and a check was sent for that amount. They were extremely grateful and allowed a group from our club to visit for a motor car ride on their track. I credit Bob with raising funds for our club. Bob was a natural at fund raising. He raised funds for a number of local worthwhile organizations.

Eventually Bob decided to move on from the presidency of the club but he remained a member and supporter for many years hence. We owe Bob a debt of gratitude for all he did for our organization. I'm not sure if he was a charter member or not, but we are all fortunate that he came our way when he did.

Bob, may you rest in peace. Thank you for all you did for us. We should always remember. Let us keep Bob's family in our thoughts and prayers in the days to come as they, and us, grieve his loss and make adjustments.



CHAPLAIN'S CORNER

Jack was a name, given to him by our son. He was approximately 1 & 1/2" tall and 6' wide, and you guessed it, he was our back yard resident Black Snake. He enjoyed roaming our back yard that ran along beside the main line of the Amtrak Sunset Limited which ran from east of New Orleans, LA to Orlando, Florida. We lived in Pass Christian, MS at that time where I had just recently built our house. Our son, too, grew up loving trains, but not Jack, he would dart in the nearest hole.

The Bible says in Proverbs 22:6, Train up a child in the way he should go, and he will not depart from it. (FAR) My version. You know, I watched him many times wave at the engineer and in return the engineer would always wave back, and even sometimes he would tap the train horn. Wow, what a thrill! I even remember when I was small too, even wave at the boxcars and say Bye-Bye.

Now, mind you I have since quit waving and talking to the boxcars, but when I do see a long series of boxcars, among others being pulled by a super strong Diesel Locomotive, I often send up a request to God to protect and bless the engineer and crew as they zip along the tracks to their next destination. You may want to do the same.

Our son Todd loved trains, and he and I spent many hours playing with my old Lionel Locomotive and about ten various size cars, but you know, I now look back to those hours and see that floor time spent together helped develop a very good Christian young man before his passing, as a result of an accident March 14, 1989.

Oh yeah, the old box cars today bring back good memories, as well as the tree house, and Amtrak. Bye-Bye, Choo-Choo.

Chaplain .Fred

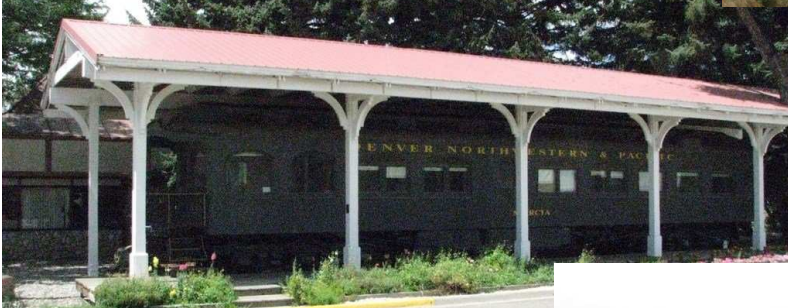
HOWARD: COAST TO COAST – DAY 3

Aug 8: Topped Pikes Peak and then on to a couple hobby shops and the Colorado Railroad Museum. Here are two of their many locomotives.

In Craig, CO, the long time end of the DNWP, D&SL, D&RGW is David Moffet's business car Looks to be in great shape.

Straight north is Wamsutter, WY on the UP main.

Saw some big horn sheep and many antelope or deer along the way to day.



HOWARD: COAST TO COAST – DAY 4

- Three shots from Shoshoni, WY
- Is this the prototype for the cast metal Woodland Scenics tree?
- Empire Builder at Shelby, MT
- The last MILW Electric to pull a revenue train



HOWARD: COAST TO COAST – DAY 5

Yes, I made it all the way to salt water. Long Beach, WA--Claims to be the world's longest beach
A couple old steamers found

The view from my motel room. I needed a down day and spent Wednesday and Thursday night here.

Just stayed in the room and relaxed and read books and watched train go by.

This was in Biggs, OR: UP on the south shore, Trucks on I-84, Barges on the Columbia and BNSF on the far shore.

