



# Central Crossings

Newsletter of the Central Railway Museum



Volume 34, Issue #1

4<sup>th</sup> Quarter 2024

108 Werner St  
Central, SC 29627

**Website:**  
[www.crmha.org](http://www.crmha.org)

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**Treasurer**  
Jesse Cranford

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**V.P. Marketing**  
Position Open

**V.P. of Exhibits**  
Ken Mosby

**Museum Curator**  
Jack Green

**Newsletter**  
Scott Unger

**Webmaster**  
Doug Line

Next Meetings

Newcomers Brief  
1st Tuesday of  
the month  
Club Workdays  
every Thursday

## Presidents message

I am pleased to announce the resumption of a CRMHA Newsletter edited by a 2023 member Scott Unger. Thanks to Scott for taking this responsibility, which also illustrates that at CRMHA longevity is not a criterion for being a major contributor!

The newsletter will allow members to share their hobby related experiences with everyone and allow leadership to keep everyone apprised of important doings at CRMHA.



Bob Folsom President

**TRICK OR TRAIN  
on Main**

**COME TO  
DOWNTOWN CENTRAL!**

TRICK-OR-TREATING • PUMPKIN PATCH  
COSTUME CONTESTS • MINI-TRAIN RIDES  
KIDS ENTERTAINMENT • AXE THROWING  
TOUCH-A-TRUCK • VENDORS & FOOD

**SATURDAY, OCT. 26TH | 1-4 PM**  
**WWW.CENTRALMAINSTREET.ORG**

A FAMILY-FRIENDLY  
EVENT TO CELEBRATE  
ALL THINGS FALL,  
TRAINS, AND  
CENTRAL!



Scott Unger  
Editor

After a bit of a hiatus, two years from what I can figure out, Central Crossings is returning. (The website tells me the last one was for 1<sup>st</sup> quarter of 2022.) While taking on the task of preparing Central Crossings, I will do my best to put together a newsletter that is informative and useful. Today's media requires that our webpage Facebook page and newsletter complement each other. In my opinion, a newsletter offers one thing; the other two do not. It provides a place of record of accomplishment that can be referred to in a way that the other two can't match. I will do my best to coordinate with Doug Line to maintain consistency between the website and this newsletter too.

This issue has been structured as a re-introduction, where the goal is to feature the people who lead us and perform some of the tasks that make the museum run and fun. Obviously, I'm a newbie so I figured having the leaders present some info on what they contribute would educate me along with others who joined since the last publication.

For those who have not met me I joined in August 2023 while visiting the museum and meeting Jim Alexander. Jim convinced me to join, and I put up the \$20 fee.

You can blame my dad for starting me on the train bug, he bought an American Flyer for my first Christmas in 1951 when I was three months old! My parents set up the train every Christmas Eve often working well past midnight as they assembled the layout. We had many Plasticville structures, some of them are just like the ones used in the CRM&HA American Flyer room. Every year my parents painstakingly put down the green sawdust grass and brown sawdust to each road and path. And every year when the layout was dismantled, there would be a shoebox full of the mix. The trains were re-boxed and put into the attic until next Christmas.



Enough about my train life.

Scott Unger

**Central Railway Museum Leadership and Organization**



Ken Greenwood  
Special Projects  
HO Signaling



Bob Folsom  
President



Sandy Eustis  
Model Train Expo



Ken Mosby  
V. P. of Exhibits



Sandy Eustis  
V. P. of Programs

Vice President  
Of Marketing  
Position open



John Johnston  
Secretary



Jessie Cranford  
Treasurer



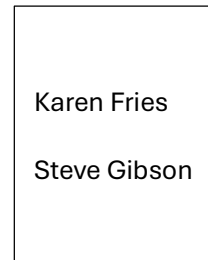
Jack Green  
Museum Curator



Paul Sminky  
Saturday Manager



David Mead  
Digital Media &  
Technology



Karen Fries  
Steve Gibson

Records and  
Data Bases



Harry Kelley  
Buildings & Grounds



Ray Price  
HO Layout



Doug Line/Chris Price  
Engineer Certification  
Operation Sessions



Jackie Bacon  
Schools & Local  
Organizations



Jim Alexander  
Inventories

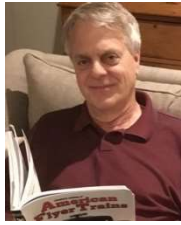


Roger Smith  
Company Store

**Central Railway Museum Leadership and Organization (Continued)**



Scott Manning  
Lionel Heritage  
Layout



Brian Sykes  
Monthly Speaker  
Coordinator



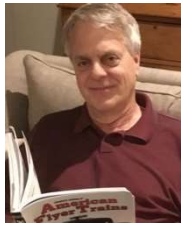
Sandy Eustis  
Festivals &  
Events



Doug Line  
Webmaster



Sandy Eustis  
Membership &  
Socials



Brian Sykes  
American Flyer  
Heritage Layout



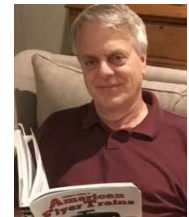
Sandy Eustis  
Modeling  
Workshops



Howard Garner  
NMRA Liaison



Scott Unger  
Central Crossings  
Newsletter



Brian Sykes  
Rail Fan Outings



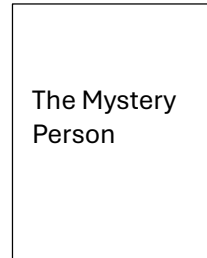
John Johnston  
N Scale Layout



Sandy Eustis  
HO Free-MO.



Jesse Cranford  
Thomas The Train



The Mystery  
Person



Harry Kelley  
G Scale Ceiling

**Personal introductions from our members who make the club work**



Jesse Cranford - Treasurer

We moved to Central SC in 1954, and I lived where I could see trains every day as they serviced the local mills. It just so happened that I also received my first train set then too as a gift from my dad. It is a Marx unit which I still have, (but can't say if it runs). Over the years I have added parts here and there, though I haven't been able to put a layout together since I was stationed around the world serving the country.

In my retirement, I devote my time to the Museum and have made progress to a few of my personal layout designs.

As my final term as CRMHA's treasurer winds down, I'm doing my best to keep our expenditures within the budget limits for us to ensure the museum operates efficiently.

I'm looking forward to focusing on some personal layouts as well as working on the Thomas the Train exhibit. This is where I enjoy the challenge of racing Thomas against other engineers of any age as they run James against me! After several years and thousands of races, I have yet to win my first race, but I'm due!



### Ken Greenwood - Special Projects

Special projects, almost sounds intimidating doesn't it, to me anyway! If you haven't met me in person yet, you can usually find me somewhere underneath the layout. The standing joke is that you can tell me by the pair of legs sticking out from under the layout.

My wife, Madalyn, and I moved to South Carolina about 9 years ago from Memphis-TN, and according to my wife, it was to be closer to our Grandkids. Please don't make that mistake, our oldest Granddaughter is a Junior at USC, and our youngest Granddaughter is a Freshman at Clemson; so, if you think we ever get a chance to see them... :-)

(I am a retired engineer from the Medical (Healthcare) division of GE, where I was a regional support engineer for the MRI and then later PACS (Picture Archive and Communication System). I spent 35 years repairing equipment, teaching other engineers, and developing new methods to test the equipment. Before that, I was the Service Manager for a music store, and repaired home instruments and large Church organs. So, my background is very diverse to say the least!

Together with Howard Garner, MMR (NMRA Certification for Master Model Railroader), we try to keep the electronics working and up to date on the museum layouts. Since the world of electronics keeps progressing, especially in the Model RR field, it means we spend a lot of time on the computer either updating electronic modules, programming JMRI to help control our signals and layout controls, or just trying to understand the new technologies. The latest venture we have taken on, is called LCC (Layout Command Control). Most everyone is familiar with DCC (Digital Command Control), but instead of controlling the trains, LCC is used to control the electronics on the layouts. Currently I am working currently with LCC and learning how to configure/program their modules, as well as documenting the process as I go.

Before the days of COVID, we reserved one Thursday evening during the month, to teach everyone about the hobby, including track work, scenery, and of course, electronics. Before long, we will be implementing LCC technology on the 'N' scale layout, and the main 'HO' layout as well, and once we start back with our training classes, we should know enough about LCC to explain it to everyone else, both on how it works, and how to program it! The most amazing thing about volunteering at the museum, is the amount of diversity among all the folks there. Just ask someone what they used to do, and you will find Music Teachers, Professional/Tournament Fishermen, Engineers, Pilots... Just about everything you can imagine.



### News on the Exhibits from Ken Mosby

As the VP of Exhibits, I am responsible for creating, improving and maintaining all CRM displays, exhibits, and layouts, including our collection of historical artifacts and resource materials, and all of our layouts, including the HO museum layout, the Lionel and American Flyer classic toy train layouts, the HO Free-Mo and N scale portable layouts, the G scale ceiling layout, the Thomas G scale layout and the Brio layouts, the Dambridge Loop HO scale portable layout, the N scale coffee table layout, the T scale micro layout, etc.



### John Johnston - Secretary

If you are around the museum on Thursdays or Saturdays, you probably know me as a pair of feet sticking out from under the N-scale layout. I have also recently taken on the Secretary role and am still figuring out what the job entails (besides bamboozling Scott into writing this Newsletter.) Among other things, I am trying to make sure that our membership lists and email distributions are current, correct, and available to whoever needs them. If you find something that needs updating, please let me know.



Roger Smith - Company Store Manager

What does the Company Store do? Simply put, the Company Store sells all of the items that are donated during the year to the Central Railway Museum. It is the income from these sales that helps us keep the doors of the museum open to the public. The town of Central has been great to the museum but the museum still has to pay utilities such as electricity, phone, insurance, and security bills during the year. Company Store income is also used to maintain and purchase new model train equipment for the various railroad layouts in the Museum.

When donations are received, the first thing that is done is to inventory the donation. Since our Museum is a 501c3 charity, many of our donors want this inventory to claim a charitable deduction against their taxes. Secondly, we ask ourselves, is this donation something we want to keep and display in the museum? If the answer to that question is no, then we begin the process of selling the donation. We solicit attending members at the museum first after which we either price and store item away for train show or in case of high value item, we will list it on e-Bay. Additionally, we will take a few items and put them for sale in the Museum Company Store area. Notice I say items and not specifically railroad items. Over the years, in addition to model railroad layout railroad orientated items, we have had an assortment of other items donated to the museum. We have had boxing equipment, doll house items, 1,000 lb. wheel dollies, bunches of imitation flowers, and one year we even had 15, new in box, Barbie toys, to sell at the train show. (Just a side note, 14 Barbie items sold but I didn't sell the last Barbie item. Rather than take it home, towards end of show gave it to little girl and her parents. They left and a little girl and her parents went smiling all the way out the door). Lastly, within reason, we accept all donations. The Museum accepts cash, checks, and credit card donations. We will make house calls, if requested, to pick up material donations. We will even tear down an unwanted layout and dispose of it. If you have a material donation for the Museum or have a friend that has a donation, please contact Roger Smith 864 882 0487 or Jim Alexander 864 886 1045 for assistance.



Jack Green Museum Curator

One of these many railroad towns is Central, South Carolina.

The Central Railway Museum has three major exhibits which talk about railroads in two major themes: Model Railroading, and Toy Trains.

The main exhibit is an HO scale Model Railroad layout that occupies about 70% of the museum's floor space. It models railroad operations between Charlotte, NC, and Atlanta, GA, circa the Fall of 1958.

In terms of freight operations, railroads connect producers with consumers, and museum visitors are given numerous examples of this walking around this layout. Two traditional local industries that still existed in 1958, lumber and fabric mills, along with others, are prominently featured.

In terms of passenger operations, 1958 was in the middle of the swan song of American commercial passenger service. Streamlined passenger trains, introduced in the 1930s, still speedily traveled across the country at this time.

The most famous of these trains that traveled through Central was the Southern Railway "Crescent", which traveled between Washington DC and New Orleans, LA. Museum visitors see our 1958 version of this famous train course again through upstate South Carolina as part of this exhibit.

Railroad trains were such a part of American life in the first half of the Twentieth Century that electric toy versions around the Christmas tree became the ultimate boys holiday gift. And that is the subject of the Museum's "Lionel" and "American Flyer" Toy Train exhibits.

In the last half of the 19th, and first half of the 20th Century, a Locomotive Engineer was one of the most glamorous blue-collar jobs a man could have. He was responsible for the safe and efficient operation of the very "high tech" steam locomotives of the time, and regularly traveled across the country. These were opportunities the average American did not have, so the toy train gave a young boy of that time the opportunity to have his own train and play the glamorous role of the locomotive engineer.

Through these toy train exhibits the museum visitor learns how these trains changed over time to reflect the changes in railroad technology that were occurring simultaneously.

My job as Curator is to develop the "interpretation" of our exhibits (which is what I have done above) and suggest/implement new temporary National Holiday and other thematic exhibits.



Sandy Eustis, VP of Programs

I've been a member of the CRM since we acquired our museum building and began building our spectacular double-decked HO museum layout in 2007. As your current Vice President of Programs, I'm responsible for ensuring that we continue to offer a wide variety of real and model railroading programs for our members and for museum visitors. Our most important program is our weekly Saturday Open House, when we run as many trains as we can on our museum layouts, attracting about 2500 annual visitors of all ages. CRM member Paul Sminkey is in charge of ensuring we have enough CRM volunteers (hopefully at least 7 docents and engineers) to keep the wheels turning on all six of our current museum layouts.

Our other programs include monthly speakers on various railroading or model railroading topics, modeling skills workshop sessions for CRM members and others looking to improve their modeling skills, railfan trips to regional locations of current or historical railroading interest (that's Brian Sykes' bailiwick), educational outreach programs to area elementary schools teaching regional railroad history and modern-day railroad safety practices (under Jackie and Karl Bacon's leadership), hosted private museum tours for regional student, church, or senior citizen groups, an engineer certification program to train CRM members who want to learn how to operate any of our layouts, realistic monthly operating sessions on our HO museum layout (led by CRM member Doug Line), and our annual Easley Model Train Expo, which every February generates more CRM member volunteer hours and a bigger piece of our annual funding than anything else we do.

In addition to wearing the VP Programs hat, I also currently wear the Model Train Expo Chair hat, the HO Free-Mo Chair hat, and the Member Appreciation Event Chair hat, coordinating our two summer picnics and our annual Holiday party in December.

I'm ALWAYS looking for CRM members to step up and help manage any of these responsibilities. If you're willing to wear what I'm calling a "hat", you will become a member of the CRM Steering Committee, which is our decision-making leadership group. Step up and take a hat off my head. You can reach me at 513-325-8850 if you are interested in helping me manage any of our CRM Programs.



Jackie Bacon – Member Extraordinaire  
 Contact to Schools & Local Organizations  
 OPERATION LIFESAVER

I am a Central resident and member of the Central Garden Club.

I was the VP of Marketing and organized the Annual Meeting and Christmas Dinner. I did these responsibilities for the past 3 years.

My husband, Karl, fellow CRMHA member, and I decided to become Authorized Volunteers for the National and SC Operation Lifesaver, Inc. We do free Rail Safety Presentations to schools and to groups of all ages. Our Association has been kindly financially supporting our endeavor so we can bring Rail Safety materials to share with participants. We were recognized by National for our efforts in SC.

I designed a quilt "Good Place To Catch A Train" that is on display that on the Werner Street side of the museum building. It also is the 300th quilt tile display on the Upstate Heritage Quilt Trail.

I planted perennial lantana around the perimeter of the museum along with two Japanese maple trees and zinnias. My plan for the Fall is to plant perennial bulbs and, in the Spring, more zinnias at the back of the museum. We are attracting bees, butterflies, hummingbirds, and birds of all kinds visiting our flower and bush collection.



Scott Manning -Lionel Legend



The CRMHA O gauge (Lionel) layout embodies all the fun, interaction, and play value Joshua Lionel Cohen envision when he founded Lionel in 1900. Unlike other train gauges, Lionel O gauge was not intended to be life-like scale representations. Lionel was design and engineered for play. Therefore, many of the Lionel cars and accessories do not represent actual rolling stock. Yes, as unlikely as you may think, there was never a car with a balloon hovering over it waiting to be hit by incoming missile. Lionel envisioned children playing with their parents and having fun. The O gauge layout at CRMHA fits that philosophy. All visitors can push the buttons and play. Many a parent has taken photos while their child giggled at the dog running around the fire hydrant. The o-gauge layout allows all to play with horses and cows, load barrels, logs, coal and ice, unload milk cans, watch the police try and try again to catch the robber, blowup the exploding boxcar by firing a missile. What made Lionel stand apart, and what draws Scott to their trains, is the interactive accessories. The O-gauge layout is fun and noise and smiles.



John Johnston talks CRM Nscale

As Covid began to subside in 2022, a small group N-scale enthusiasts met to plan a small modular layout for the museum, with provision to expand it for the Expo and other train shows. Space was very tight. We decided to plan and build the modules together. Then one or more members would complete each one.

Cam Turner designed a main line that is actually two end loop segments. It can be split in the middle to accommodate a wye module, with a bridge on the other side. The stem of the wye conforms to the oNetrak standard, to connect to modules from CRM and/or other groups. The

resulting design is worthy of and will appear in a future column focuses on the four are on display in the Geno and Sammy Bury Gorge” module. It features with boats, swimmers and massive cliffs with rock mountain goats, and hikers bears. You can study it for a without seeing all of the details and visual treats.



its own article newsletter. This modules that museum. adopted “The a winding river, campers, climbers and pursued by long time

The other three museum modules turned into a divide-and-conquer project, according to the needs of the moment, and the available time, skills and preferences. At our first Expo, in 2023, people watched in fascination as Frank Plessinger turned plywood and pink foam into a believable rock quarry in front of their eyes. The Quarry got better and better, as he added subtleties to the rocks and trees. Cam 3D printed beautifully detailed buildings and equipment. John Johnston concentrated on wiring, controls and structures.

The core loop in the museum is now operating for visitors every Saturday. A way freight, or the “Alexander Special” circulates around the main line. Switching operations can take place on the Town, Icehouse and Quarry branches. There are still a few bugs to fix and details to complete, but it is a layout that we are proud to show off.

There is a LOT of work still to do. We need structures. We need scenery. We need carpentry. We need track work, wiring, and rolling stock upgrades. Whatever your interests and inclinations, we can use your help. If you lack skills, we can find someone to teach you. This is a great time to get involved with the project, and to have fun playing with trains.

**News of the Company Store**

For over a year, the Company Store has been selling some select higher end donated products (over \$50) thru e-Bay for two reasons. First with e-Bay being worldwide, the audience is much larger than a train show. Secondly, for the most part, the realized price on item will be higher than that of our train show. Presently, all our eBay sales are being handled by Brian Sykes. He is an expert on all the e-Bay rules, regulations, packaging, and shipping requirements. As a result of some of our large recent valuable donations, we have at times overloaded Brian with donated items to sell. Brian can use some help selling our museum items on e-Bay. If anyone would like

to help the Museum out selling items and also learn from a master how to sell on e-Bay, please contact Brian at 770 331 2432.

Roger Smith

**Acknowledgements and notes of appreciation**

I received this note from Jim and think we do need a section for this. Therefore, it will be featured. Please feel free to send suggestions for use in future issues.

Editor



Jim Alexander  
Master of Atta Boys

Jim says:

1. My first atta boy goes to Harry Kelley for all the work he has done putting in the new carpet to include laying many feet of corner round molding. He has done a super job! And he was assisted by Bill Green and Jesse Cranford.
2. The next thank you should go to the N-Scalers who have done a super job on their Free-Mo layout.
3. A special thank you should go to Roger Smith on his efforts to sort, inventory and price a recent donation of HO scale "pieces and parts." Eleven large containers were inventoried and priced.
4. And thank you to Scott Unger for taking on the challenge of a newsletter.

**CRMHA's HO Modular layout** will be making its second road trip of 2024 to Crossville TN, where we will be a featured attraction for the Crossville Model Railroad Club's train show on October 26-26. Crossville is the Golf Capital of Tennessee, and home to a dedicated group of hard-core model train enthusiasts. Come join the fun!

## Crossville Model Railroad Club

TRAIN SHOW & SWAP MEET

OCTOBER 25 -26 2024 9 AM to 4 PM

OAKLAWN BAPTIST CHURCH 3977 US 70 EAST CROSSVILLE TN

Many vendors in multiple scales of model trains + more

Visiting Modular Free-mo HO layout from Central Railway Museum of Central, SC

Vendor tables \$15 for your own table(s) any size, \$30 each if we provide per 8-foot space

Contact show coordinator at [crossvilletrains@gmail.com](mailto:crossvilletrains@gmail.com) for reservations and details



### **National Railway Historical Society RailCamp**

To Parents of high school students,

I have spoken to some of you about this already, but I didn't mention the possibility of a sponsorship from the club. We are reaching out to see who may be interested in this program.

The National Railway Historical Society RailCamp is an educational experience for high school students who have an interest in railroads and railroading. The program is designed to teach students about 21st century railroad operations, dispatching, and maintenance while providing a simultaneous experience in the early history of U.S. railroads in the development and settlement of our country. Students will learn both modern and historic elements of America's most vital transportation mode, including how diesel, electric, and steam locomotive's function, how track is built and maintained and how early freight and passenger cars were constructed.

With a focus on the ways in which revolutionary technical changes in modern railroading affect today's business, students will attend a week-long camp where they will participate in railroad operations, interact with railroaders, learn about preservation techniques, experience railroad history, career opportunities, and work with real railroad equipment. Camp opportunities are offered in both Newark, DE and Tacoma, WA during the summer months.

RailCamp East has a heavy focus on Amtrak with visits to their training facilities, the Consolidated National Operations Center and a trip to Washington, DC with a tour of the entire Union Station complex. Days will be spent in Strasburg, PA with visits to the Railroad Museum of Pennsylvania and the Strasburg Railroad. RailCamp Northwest includes a trip to Seattle for a day with Amtrak and Sound Transit. Other activities include Tacoma Rail, Northwest Railway Museum and a trip to Portland to visit the Oregon Rail Heritage Center.

The cost for attending either camp location in 2023 was \$1,575.00. We have until April 1 to apply for the 2025 program. Let me know if you are interested.

For more information look at the NRHS website.

[RailCamp | National Railway Historical Society, Inc. \(nrhs.com\)](https://www.nrhs.com)

Thanks,  
Ken



### **Our President travels (and has a beer)**

I took a recent trip to Raleigh and Goldsboro NC. There is a new train station in Raleigh serving the Amtrak Florida trains (4 trains) and the NC service (8 trains). There were approximately 40 people waiting at 10:30 AM. The station is a really imaginative design with a garden on the roof of the concourse! There is also an observation deck for train watching.

In Goldsboro there was a meet up of the “Sippin’ and Switchin’ Society” a group of Free-mo advocates who have 5 meetups a year at large venue like our Expo and set up a huge layout with continuous runs hundreds (if not thousands) of feet in length. 100 car trains are possible. CRMHA member Josh Phillips and friends had no modules (yet) but brought lengthy trains to run. Their entry fee was to help with setup and teardown. I ran Josh’s 90 car intermodal train around one time taking one hour. There were numerous modules with yards big enough to accommodate equipment from numbers of participants



**Jackie was busy during the summer!**

Operation Lifesaver Rail Safety Made a presentation to the Central Young at Heart and Pickens County Meals on Wheels senior citizens.



Jack and his visitors from The Young at Heart Senior Center in Central.



**Save the Date!**

**Central Railway Museum's**



**Model Train  
Expo 2025**

**Fri – Feb 14<sup>th</sup> 12:00 – 6:00 pm**

**Sat – Feb 15<sup>th</sup> 9:00 – 3:00 pm**

**Rock Springs Church – Impact Center**

**207 Rock Springs Road**

**Easley, South Carolina 29642**

**Admission \$8.00 Adults**

Under 10 **Free** with adult  
Admission good both days

**Operating Model Railroads**

**KidZone**

with Thomas & Brio

**150+ Dealer Tables**



**COMPLETE INFO AT: [WWW.CRMHA.ORG](http://WWW.CRMHA.ORG)**

Contact Sandy Eustis – (513) 325-8850 [seustis13@gmail.com](mailto:seustis13@gmail.com)