



108 Werner St
Central, SC 29627

Website:
www.crmha.org

President
Bob Folsom

Treasurer
John Johnston

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Doug Line

V.P. of Programs
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David Mead

V.P. of Exhibits
Ken Mosby

Museum Curator
Jack Green

Newsletter
Scott Unger

Webmaster
Doug Line

Presidents message



Thanks to all who attended my 87th birthday party and for your cards and food contributions as well.

It has also been gratifying to see members answer the call for tuning up the museum HO layout in preparation for the operating session for our guests from Columbia on Monday, August 11.

I have really enjoyed interacting with members who attended the track and decoder workshops. I will continue decoder coaching on subsequent Saturdays and plan to begin painting/decaling workshops Saturday, August 9. There will be an airbrush available at the Annex. There is a stack of decals that could yield anything you want!

True to our mission, we will continue to provide helpful member activities. Check our event calendar for opportunities to build, travel, and “wow” the public.

Bob Folsom



Above taken from Bob's home layout.

Follow us on!





Last issue Bob Folsom wrote about his trip to Railroad Experience” museum in Johnson City, TN. He took some photos and placed them on Google Drive. I’m going to post some here along with a link to the rest.

Scott Unger
Editor



Here they are:



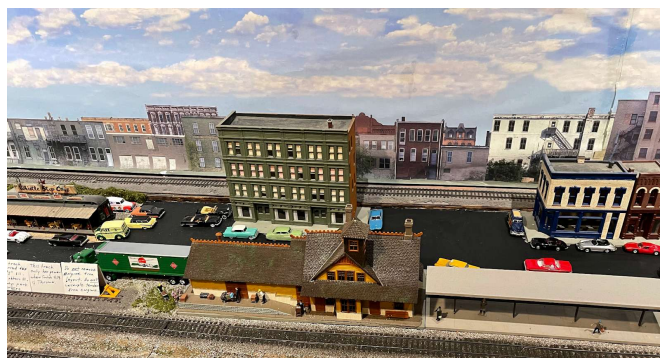
More photos of the Railroad Experience museum in Johnson City, TN.



And still more!



And still more!



Here is the list of videos.
[Johnson City Videos](#)

Bob's Birthday!
Happy 87th.



Bob's Daughters, Forrest and Robyn



"Sage's Corner"

Pictured here is Sage Viehe .

Some of the old members will remember Sage. Sage kept the Lionel layout functional and was our go-to historian regarding the heritage layouts (both Lionel and American Flyer).

Another thing that Sage liked to do was share with everyone stories or videos about Trains (both old and new) for everyone to enjoy and learn from.

Unfortunately, Sage died due to COVID-19 when it hit us the hardest.



From David Mead:

A Youtube video showcasing the Pickens Railway. Just click on the link below.

<https://www.youtube.com/watch?v=RooG88j-NIM>

From Ken Greenwood:

A baboon worked for a South African railroad company in the 1880s.



In 1881, a South African railroad employee named James Wide purchased a baboon named Jack whom he trained to become his assistant. Four years earlier, Wide had suffered a terrible accident in which he lost both his legs, and he was struggling to perform at work. He discovered Jack at a local market, where the baboon was leading an oxcart. Wide was so impressed with the animal's abilities that he purchased the creature and deputized Jack as an employee at the Port Elizabeth Railway Station.

At first, Wide enlisted Jack's help by training him to push a trolley during the morning commute. But Jack really thrived as a signaller, and he was

later taught how to operate the station switchboard. After watching Wide, Jack learned how to throw switches and change tracks, and his work was so impeccable that he never experienced a single incident over the course of nine years. Eventually, Jack could perform the duties without Wide's supervision, and passing conductors had no idea that a baboon was operating the system until they saw it with their own eyes.

Before long, word of Jack's "employment" reached authorities, who decided to give the creature a competency test. To their amazement, Jack passed with flying colors, saving both his and his owner's jobs. Jack was given an official employment number and paid 20 cents a day plus half a bottle of beer each week. Jack continued working for the railroad company until his death in 1890.

May I introduce you to my Great Grandfather J. J. Standley, hopefully you can read this story about his exploits during the Pittsburgh Railroad strike of 1877. — Scott Unger

For more info go to Wikipedia and search for [Pittsburgh railroad strike of 1877](#)

1907
MAY 3 SUNDAY

STUCK TO HIS POST DURING THE RIOT

Pittsburgher Whose Life Was
in Danger in Big Railroad
Strike.

STILL WITH THE COMPANY

J. J. Standley Was Telegraph
Operator at Fatal Twenty
Eighth Street.

STRENUOUS EXPERIENCE

The death of Augustus Dowdell, lately private secretary to Thomas Scott, a former Pennsylvania Railroad Company president, which occurred recently in Philadelphia, has reopened discussion among railroad men regarding the acts of heroism during the riot in Pittsburgh in 1877.

While the late Mr. Dowdell was awarded for his good work during

**J. J. STANDLEY,
GRAND FATHER**



Railroad telegraph operator, who was one of the heroes of the riots of 1877.

riots by being made private secretary to President Scott.

Young Man During Riots.

Mr. Standley, who spent practically all of his life in Pittsburgh, was but a young man when the riot occurred. He was a telegraph operator and was considered one of the best. He is still an operator and is well known to nearly every employe, not only on the Pittsburgh division, but on all parts of the Pennsylvania railroad.

When Mr. Dowdell was rewarded for his work in saving the company's property Mr. Standley went to Colorado, where he remained for a few years. He returned to his birthplace and re-entered the service of the Pennsylvania Railroad Company as an operator. He is about 65 years old and will probably be placed on the retired list in a few years.

Mr. Standley at the time of the trouble was a telegraph operator at the Lawrenceville station, Thirty-third street, where he remained on duty during the stirring events of Friday and Saturday, July 20-21, 1877. On the following morning Mr. Standley found his office in possession of young rioters, in no way affiliated with railroad employes or strikers, who had practically despoiled it. They threatened Mr. Standley, but he protected himself with a pistol and managed to secure some of the instruments and machinery, which were placed with a neighbor for safekeeping.

Leaves Lawrenceville Station.

Standley was compelled to leave the Lawrenceville station about noon and with the aid of a policeman reached the Union station platform with numerous valuable papers belonging to the railroad company. The mob reached the station two hours later and surrounded the operator and S. H. Thompson, a train runner, who was dictating a message to President Scott in whispers, while another operator spread his coat in such a way as to conceal Operator Standley. The machine and key were loosened from the table so that the sound should not betray the working of the instrument.

Those of the mob who had arrived at this point were listening to their orator, who announced the intended destruction of the Union station, grain elevator, Duquesne depot, Adams Express building, old Panhandle station and other railroad buildings. President Scott was advised of the plans by Operator Standley.

Until this time the mob had made but little headway in the telegraph office, but Standley, Thompson and the other employes were instructed to "move on." They secured the telegraph instruments and started. Standley, who was a cripple, was unable to keep up with the others, and fell into the hands of the men, who demanded that the instruments be turned over to them. Standley refused, and was finally knocked down, but he managed to keep the instruments.

Did Not Fear Rioters.

On Monday Standley volunteered to reopen the Lawrenceville office, but the officials thought it would be unsafe. Chief Operator Butler decided to make an effort to reopen the office and Standley was placed in charge. Strikers surrounded Standley's office again, but no damage was done.

Dylan and Toby take a trip to Washington



They found the Southern 1401 hiding out in the Smithsonian Basement! Click on the link to learn more about it.

[Southern Railway 1401](#)



As Suggested by Jim Alexander.
The attaboy for this issue.

Thanks to Eric Daunheimer, the Dambridge layout in the Lionel room can now be operated on both DC or DCC at the flip of a switch. This will be a huge benefit to members with non-DCC equipment!



Flin Coker's trip to NRHS camp.

Dear CRMHA members,

Thanks to your generous donation of \$500 I was able to attend the 2025 NRHS Rail Camp in Delaware. It was a great experience! We stayed in dorm rooms at the University of Delaware and from there we had a daily itinerary. I have attached the brief schedule, but if you are interested in more details, I can provide the daily itineraries. As you can see it was a very busy week. Here is a summary of what we did:

- Day 1 and 2 and Amtrak. There we had tours and hands-on training. We also visited Penn Station in New York.
- Day 3: Strasburg Railroad – there we had a shop tour
- Day 4 and 5: Railroad Museum of Pennsylvania – tours and behind the scenes observation of restoration and archives.



In summary, I would highly recommend this camp and hope I am able to attend again next year.

Sincerely,

Flin Coker



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



David Mead
V. P. Marketing



Doug Line
Secretary



John Johnston
Treasurer



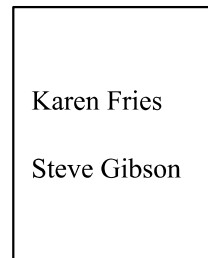
Jack Green
Museum Curator



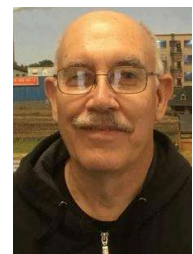
Paul Sminkey
Saturday Manager



David Mea
Digital Media &
Technology



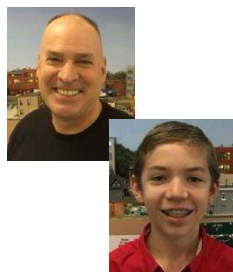
Karen Fries
Steve Gibson



Harry Kelley
Buildings & Grounds



Ray Price
HO Layout



Doug Line/Chris Price
Engineer Certification
Operation Sessions



Jackie Bacon
Schools & Local
Organizations



Jim Alexander
Inventories

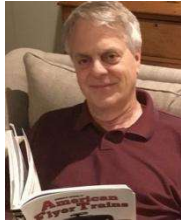


Roger Smith
Company Store

Central Railway Museum Leadership and Organization (Continued)



Scott Manning
Lionel Heritage
Layout



Brian Sykes
Monthly Speaker
Coordinator



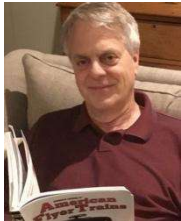
Sandy Eustis
Festivals &
Events



Doug Line
Webmaster



Sandy Eustis
Membership &
Socials



Brian Sykes
American Flyer
Heritage Layout



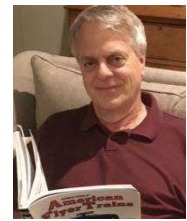
Sandy Eustis
Modeling
Workshops



Howard Garner
NMRA Liaison



Scott Unger
Central Crossings
Newsletter Editor



Brian Sykes
Rail Fan Outings



John Johnston
N Scale Layout



Sandy Eustis
HO Free-MO.



Jesse Cranford
Thomas The Train



Rob Seel
Dambridge



Harry Kelley
G Scale Ceiling

Some website links of interest:

Some YouTube channels

Horseshoe Curve

<https://www.youtube.com/watch?v=ssuM6NJQ2no>

Oh ya, our own!

<https://www.crmha.org/exhibits/train-cam/>

Here is a link to a good website for Z scale modeling

<https://www.zscalehobo.com/>

At the suggestion of Jim Alexander, we have added the following:
This was the lead article in the February 2015 issue of Ventral Crossings.

WHAT EVERY MEMBER SHOULD KNOW

Article by J.T. Thorpe

The town of Central's roots are in the rapid expansion of railroads in the 1870's. In 1873, a rail line linking Atlanta, GA and Charlotte, NC was completed. The original railroad line was formed in 1870 as the Atlanta and Richmond Air-Line Railway--a combination of the Georgia Air Line Railroad and the Air Line Railroad in South Carolina. About a year after the completion of the line, the company went broke and was reorganized in 1874 as the Atlanta and Charlotte Air Line Railway.

Exactly halfway along the route, 133 miles from Atlanta, and 133 miles from Charlotte, the new railroad company created a service facility and station, and descriptively named it "Centre". The town was incorporated on March 17, 1875, and it boomed: a depot and houses were built, and soon after stores to provide supplies and. As a division point, workshops to service and refuel engines were created. Naturally, most of the original inhabitants of the town were railroad personnel and their families.

On the north bank of the railroad track in the middle of the town, a long platform was built for the coal chute where dump carts were kept loaded with coal. At the end of the coal chute was the water tank.



Branching off the right of the track toward the textile mill was the wye switch for a turntable, where engines were turned around or swapped in and out of service. Just below the tank, across from a large grove of trees, a long rambling hotel was built, and became famous up and down the line. The hotel served not only as an eating-house, but also as a home for telegraph operators, dispatchers, as a ticket office, waiting room, and as a sample room for drummers to display their wares for the inspection of local merchants.

In 1894, the Atlanta & Charlotte Air Line Railway went into receivership and was incorporated into the Southern Railway. The newly formed corporation moved the division point from Centre to Greenville in 1897. Trains no longer stopped to change engines, and soon all the railroad workshops and offices were closed. The establishment of Issaqueena Mill and in 1906, Wesleyan Methodist Bible Institute (now Southern Wesleyan University) brought people back to the town. In the

1970's Southern Railway decided to discontinue passenger and regular freight service to Central. The depot was moved to city property just off Gaines St. and has been used as storage up until the present day. There are currently discussions underway to return the depot to the main street and use it for public events as part of a new city park complex.

Two buildings on Church Street in Central are listed on the National Register of Historic Places: Central High School and Morgan House. The Central Roller Mills on Madden Bridge Rd. was listed in 2013.

The Central Railway Model & Historical Association (CRM&HA) was founded in 1991 by a group of local railroad enthusiasts whose shared passion for railroads and for model railroading led them to meeting to share their knowledge and skills with one another.

In 1992, the club started work on the portable layout now on display in Function Junction. The town of Central agreed to lease a house built in 1881 on 108 Werner St. to the club in order to preserve the house, and provide an attraction that celebrates the town's railroad history. In 2009, the members of the museum completed restoration of the house and began construction of the existing permanent layouts.



Central Railway Model and Historical Association Museum Information and Layout Specifications

Address 108 Werner St. Central SC 29630

Telephone # 864-314-6045

Web address www.crmha.org

The Building is a 7 room house and is wheelchair accessible

Scale/gauge on display HO, HON3, S, 027, Standard and N

The predominant railroad on display is in HO scale, which dominates the house as it travels through the building. It is named the Central & Southern Railway

Detailed Information on the HO layout

Prototype of the Southern Railway

Locale SC, NC, and GA

Era Autumn 1958

Layout Style Double Deck

Benchwork Open grid

Layout height 4, 5, and 6 feet

Roadbed ballasted Homasote, Trackwork Flextrack with hand-laid turnouts

Length of mainline 280 ft, plus staging

minimum radius 36 inches

maximum grade 2.5%

Scenery on the HO layout is 95% complete, backdrop is painted and augmented with photos

of turnouts, 104 upper level, 105 lower level, 17 staging tracks

Uses Digitrax controllers, RR circuits Protrack operation

Approximate number of cars 400, Approximate number of locomotives 47

The railroad has 100 customers and approximately 276 spots for cars

Individual displays depicting Lionel, American Flyer and N scale are located in dedicated spaces.



Central Railway Model and Historical Association

P.O. Box 128, Central, SC 29630-0128

Adult (age 18+) Membership Application

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ Email: _____

Emergency Contacts:

Name: _____ Relationship: _____ Tel.: _____

Name: _____ Relationship: _____ Tel.: _____

Please record my membership in the Central Railway Model and Historical Association.

Annual Dues: Regular (voting) member: \$40. Each additional family member (non-voting): \$10

Maximum per family: \$70

Send cash or check payment to:

CRM&HA, Inc., P.O. Box 128, Central, SC 29630-0128

FOR OFFICE USE ONLY (Rev. 07-2022)

Date: _____ Check #: _____ Ref #: _____ Photo: _____

You may also click on the link below where you can join the club via the web.

[tps://www.crmha.org/onlinemembershipform/](https://www.crmha.org/onlinemembershipform/)

Save the Date!
Central Railway Museum's
Model Train
Expo 2026



Fri – Feb 13th 12:00 – 6:00 pm
Sat – Feb 14th 9:00 – 3:00 pm

Rock Springs Church – Impact Center
207 Rock Springs Road
Easley, South Carolina 29642

Admission \$10.00 Adults

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

8+ Operating Model Railroads

KidZone

with Thomas & Brio

180+ Dealer Tables



COMPLETE INFO AT: WWW.CRMHA.ORG

Co-chairs: Sandy Eustis – (513) 325-8850 seustis13@gmail.com

Scott Unger – (412) 491-4655 scott.d.unger01@gmail.com

NEWS FROM MAIN STREET CENTRAL



Super Saturday for Central Tigers
Saturday, August 23, 2025

Central South Carolina Celebrates its 150th Anniversary
Date & time to be determined

Trick or Train on Main Event
Saturday, October 25, 2025

Fall "First Friday" Concert Dates
Historic Depot: Sept 5, Oct 3, and Nov 7 .

Christmas Tree Lighting and Parade
Friday, December 5, 2025