Central Crossings

Newsletter of the Central Railway Museum

Volume 35, Issue #6 August/September 2025

108 Werner St
Central, SC 29627

Website:
www.crmha.org

Presidents message

We received information from our Past President “Cap’n Dan” Merrit who is now living at RC CAMPBELL Veterans Facility Home, 4605 Belton Hwy, Anderson, SC 29621. His letter follows.

I believe “Cap’n Dan” was president for 5 years but I don’t have the dates. We would like to make it possible for him to come to club activities - he would need a ride. Anyone willing to fulfill that need please let me know.

Speaking of former presidents, I just heard from Jim Reece who resides in Lakeland, FL. I helped him move his Family Lines “mushroom” design layout from his garage in Easley to Lakeland. Regrettably he is now dismantling it. He has a lot of salvageable track including double crossovers. Also a Steve Zonay curved trestle and Digitrax control equipment. It would be worth a trip to Lakeland considering its all free for the taking!

I tapped Jim to be my successor as president. He admitted later he was planning to drop out of the club for lack of activities. Lol along came the Central Railway Museum! Jim is just a down-to-earth regular guy who had only been in the club a couple of years. It proves that ANYONE can be president, secretary, or Vice President of Exhibits. Those posts are now open. Terms are two years. These are volunteer posts that give you recognition not only in the Town of Central, but actually throughout the world! You get to make new friends with very worthy individuals. Please contact me, Doug Line, or Ken Mosby if you are “thinking about it” but would like more details.

Bob Folsom

Follow us on!

Facebook YouTube Instagram

Bob received the following message from Cap'n Dan as a reply to an email. (I edited it slightly S.U.)

Because of my Parkinsons I have to be in a constant care facility. I am in the RC CAMPBELL Veterans Facility Home. I can no longer do anything. Not how I thought I'd spend my final time. My Daughter and her Hubby come and get me on Sunday's and take me to church, which I joined and was Baptized so when I do leave here I will go to the best Home. I miss the museum the most mainly because of the members.

Love Yall Cap'n Dan.

Dan Marett

Past President 3
CRMHA engineer

Central Railway Museum

Editor's note:

At the October 2nd association meeting there was a suggestion to have a member pick up "Cap'n Dan" at his new home and bring him to the museum. Details to Follow.

Scott U.

Scott Unger
Editor

You will also notice this issue has more pages than the others. I'm grateful for contributions from:

- Jackie Bacon, read about her quilt.
- John Cook, who is researching the impact of the railroad in the town of Central, this might become a regular feature.
- Scale Trains is planning a visit
- Jim Alexander and his Notice to all members (NOTAM)
- Jackie Bacon received an email from the Town ofCentral
- Mac Mcmillin and Railroad Motor Cars
- Cameron Turner A New Coal Mine in the N Scale Module

Here are 34 of my friends from the Central Railway Model & Historical Association and the Foothills Mustang Club of South Carolina. We attended the August 8th Greenville Drive game against the Rome Emperors, the Drive had a bad night losing 6 - 0.

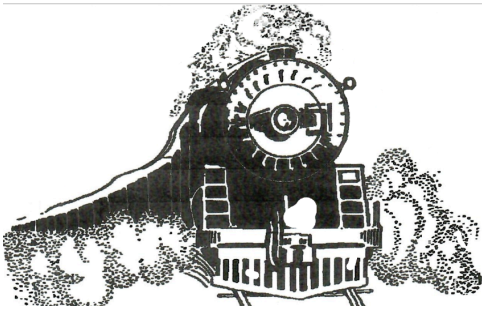
Visitors!

Some of the members of NMRA Aiken, SC club visited us on Monday August 11th for an operating session. Plus Caleb, Sandy and Doug.

Thanks to Cindy and Brian Sykes for hosting the member appreciation picnic at their home.

Click on this link for info on Autumn Rails 2025, October 10 & 11 We will be a participant.

Autumn rails is presented by the FRENCH BROAD E'N'PIRE N-Scale Model Railroad Club



Autumn Rails 2025 - French Broad ENPire

Friday, Oct. 10 12-6 pm Saturday, Oct. 11 10 am-4 pm

www.fbemodelrr.org

Check out these changes in the HO layout.

Bill Pike's handmade Multiple switch! Smoothing out the Seneca yard.

Check out the latest Upstate Heritage Quilt! It's located at the Central Train Depot, 101 Wood Street, Central, SC 29630

Upstate Heritage Quilt Trail (UHQT) is a non-profit, all volunteer organization. Their mission is to celebrate area heritage through artistic quilt panels that tell a story with color and design reflecting the timeless tradition of quilting.

Quilt #307 on the UHQT is now on display at the Historic Train Depot.

CRMHA members Karl and Jackie Bacon made this gift to the Train Depot possible. The quilt honors CRMHA member Rob Seel who was the architect for the Historic Train Depot Renovation.

Upstage Heritage Quilt Trail
Name: ALL ABOARD
Designer: Jackie Bacon
Quilter: Linda Bell

This quilt was crafted by local quilter Linda Bell. The vintage black and white photos were colorized by Len Costello.
The photos depict The Central Railroad Hotel, a steam engine with the wooden water tower in the background, Railroad Agent John Sims in the depot office, and a view of the area from the railroad tracks. The border is blackberry vines because blackberry pie was a dessert specialty at the hotel. The area depicted paralleled Gaines Street near mile marker 510.

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"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.

John Cook has done some research on the completion of the railroad that runs through Central.

WALHALLA, S. C.:
Keowee Courier
Friday Morning, Sept. 5, 1873.

The Air Line Railroad.

The last spike was driven at Seneca river, on the 26th ult, by President BUFORD; and a train passed over the road on the 27th.

Regular passenger trains will commence running on the 4th instant; leaving Charlotte at 3.35 A. M.; and arriving at Atlanta at 11.55 P. M.; making the distance of two Hundred and sixty five miles in eight hours and twenty minutes.

THE COURIER.

☞ The celebration of the completion of the "Atlanta and Richmond Air Line Railway," is to take place at Atlanta at an early day. The celebration promises to be a most interesting affair. 12 Sep 1873

Keowee Courier 26 Sep 1873

1873 ☞ The celebration of the completion of the Atlanta and Richmond Air Line Railway has been postponed "to a more convenient season."

Here are two pages of the right of way acquisitions along the route that John obtained during his research..

Right-of-Way to Airline Railroad

Persons who sold or gave a right-of-way to the Air Line Railroad. These records are located in the Clerk of Court's Office in the Pickens Court House located at Pickens, South Carolina.

Name	Book	Date of Instrument	Date of Record	Location
William Couch	B/2 p. 24	1871	1872	3 m fr. Pickensville
Abner O'Dell	B/2 p. 25	1871	1872	18-Mile Crk.
J. F. Hendricks	B/2 p. 26	1871	1872	12 & 15 & Golden
Rachael Vandiver	B/2 p. 27	1871	1872	Goldens Creek
Perrin O'Dell	B/2 p. 28	1871	1872	Adj. Bradley etal
W. D. Garrison	B/2 p. 29	1871	1872	
Z. B. Floyd	B/2 p. 30	1871	1872	
Benjamin J. Johnston	B/2 p. 31	1871	1872	R/W
S. D. Stewart	B/2 p. 32	1872	1872	R/W
Sidney Stegall	B/2 p. 33	1871	1872	
Elias Day	B/2 p. 34	1872	1872	R/W
W. S. Campbell etal	B/2 p. 35	1871	1872	R/W
Robert N. Smith	B/2 p. 36	1871	1872	R/W
L. C. Young	B/2 p. 37	1872	1872	R/W
B. Mauldin	B/2 p. 38	1871	1872	R/W
Charles Graham	B/2 p. 39	1871	1872	R/W
Abner Mullinax	B/2 p. 40	1871	1872	R/W Goldens Crk.
Joel Bradly	B/2 p. 41	1871	1872	R/W Goldens Crk.
Margaret Hendrix	B/2 p. 42	1871	1872	R/W 15 Mile Crk.
James A. Liddle	B/2 p. 43	1872	1872	R/W
Samuel Parsons	B/2 p. 44	1871	1872	R/W
William Fant	B/2 p. 45	1871	1872	R/W
I. L. Smith	B/2 p. 46	1871	1872	R/W
Sterling H. Turner	B/2 p. 47	1871	1872	R/W
James A. Gaines	B/2 p. 48	1871	1872	R/W
John Jamison etal	B/2 p. 49	1871	1872	R/W 15 Mile Crk.
H. B. Hendrix	B/2 p. 50	1872	1872	R/W 15 Mile Crk.
Robert Johnston	B/2 p. 51	1871	1872	R/W
J. M. Hallums	B/2 p. 52	1872	1872	R/W
Abraham Graham	B/2 p. 53	1871	1872	R/W
M. Mauldin	B/2 p. 54	1871	1872	R/W
Elidia Wilson	B/2 p. 55	1871	1872	R/W
George W. Davis	B/2 p. 56	1871	1872	R/W
Spencer Stegall	B/2 p. 57	1871	1872	R/W
Sara E. C. Arnold	B/2 p. 58	1872	1872	R/W
J. W. Crawford	B/2 p. 59	1871	1872	R/W
T. C. Spencer	B/2 p. 60	1871	1872	R/W
W. A. Mauldin	B/2 p. 61	1871	1872	R/W
T. E. Willard	B/2 p. 62	1871	1872	R/W
Alex H. Moon	B/2 p. 63	1872	1872	R/W
L. T. Addington	B/2 p. 64	1872	1872	R/W
R. A. Cochran	B/2 p. 65	1872	1872	R/W
W. A. Clyde	B/2 p. 66	1871	1872	R/W
Catherine Templeton	B/2 p. 67	1872	1872	R/W
W. B. Lawrence	B/2 p. 68	1871	1872	R/W
E. C. Poe (by atty)	B/2 p. 69	1872	1872	R/W
James H. Laurence	B/2 p. 70	1871	1872	R/W
D. B. Mauldin	B/2 p. 71	1871	1872	R/W
Henry White	B/2 p. 72	1871	1872	R/W
Elias Kennemore	B/2 p. 73	1871	1872	R/W
Martha A. Boggs	B/2 p. 74	1871	1872	R/W
O. W. Garrison	B/2 p. 75	1871	1872	R/W
Lon Brackins	B/2 p. 76	1871	1872	R/W
Warren Hamilton	B/2 p. 77	1871	1872	R/W
E. T. Leavell	B/2 p. 78	1871	1872	R/W
John Owens	B/2 p. 79	1871	1872	R/W
M. J. Stegall	B/2 p. 80	1872	1872	R/W

James S. Smith	B/2 p. 81	1872	1872	R/W
McDuffie Hamilton	B/2 p. 82	1872	1872	R/W
Mary Leathers	B/2 p. 83	1871	1872	R/W
Edmund Martin	B/2 p. 84	1871	1872	R/W
J. C. Watkins etal	B/2 p. 85	1872	1872	R/W
R. P. Hamilton	B/2 p. 86	1872	1872	R/W
Dennis Dodd	B/2 p. 87	1872	1872	R/W
Mt. Tabor Church (by Trs)	B/2 p. 165	1872	1873	R/W
Elizabeth Day	B/2 p. 192	1872	1873	
Joel Bradley	B/2 p. 332	1873	1873	R/W
Clayton Reid etal	B/2 p. 338	1873	1873	R/W

Atlanta and Richmond Air Line Railway Company Records

R. A. Lancaster etal	A/2 p. 360	1870	1870	Atlanta fr. Richmond
Basil Callaham	B/2 p. 136	1872	1872	18 Mile Creek
Basil Callaham	B/2 p. 372	1873	1873	Liberty Spring
Bengamin Mauldin	B/2 p. 415	1873	1873	Easley Station
Temperance Madden(by Tr)	C/2 p. 227	1874	1876	12 Mile River
B. J. Johnston	C/2 p. 267	1876	1876	R/W
W. J. Smith etal.	D/2 p. 55	1876	1876	Goldens Creek
Aaron Boggs	D/2 p. 57	1872	1878	12 Mile River
J. C. Eaton	D/2 p. 58	1873	1878	Near Railroad
E. T. Leavell etal	D/2 p. 60	1873	1878	Adj. J. Eaton etal.

Atlanta and Charlotte Air Line Railway Company

S. D. Stewart etal.	C/2 p. 564	1877	1877	Liberty
Mt. Olivet Ch. (by Trs)	D/2 p. 7	1878	1878	Easley
Moses Taylor etal	D/2 p. 102	1877	1878	Bet. Atl. & Charlotte
Edmund W. Holland	D/2 p. 572	1879	1880	R/W

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Any of our friends listed?

Central travels to Greer for their Railfest.

Jim Alexander, Paul Sminkey and Harrison Anneaux get ready for the visitors.

Jim notes the following:
The Company store at Greer did very well. We sold at least $464 worth of stuff that included the MTH train set. Most of the other items were HO horn hook rolling stock and the small $5.00 trucks. The best thing I learned was every kid in Greer between the ages of 3 and 10 opened every item we had boxed at least 27 times, well, maybe it was only 23 times. I am sure a few items did not get paid for and a few were damaged but overall it was a great day.
Paul, Scott and Harrison did a great job with Thomas and the Dam Bridge loop. The kids loved them!The city of Greer also did a great job. They provided us with water and pizza for lunch. If invited, suggest we attend again as we were able to share information on the Expo and the museum. We can't forget to mention Pete Loeffler who was part of the set up crew on Friday

Our Friends from Piedmont N scale.

Palmetto's T-Track display.

Scale Trains is planning a visit to the Club on October 8th,
Here is a link to their website SCALE TRAINS .
We are listed on their page as a “Road Trip”

A reminder from Jim Alexander.
Notice to all members (NOTAM)

If you are in need of lumber for your layout upgrade or construction, please visit the old jail near the old Central Train Depot. We have many pieces of various sizes.
Keys to the jail are in the Key Box in the Museum. If you have any questions, see Harry Kelley or me.

Jackie Bacon received this email from the Town of Central!

Check out what's blooming at the Model Railroad Museum then go in and check out the massive layout. Take time to hit the shops and restaurants on Main Street and across the tracks at the Roller Mill.
Central is growing and thriving !! A place you want to visit to experience uniqueness.

Look what's blooming at the Central Railway Museum! Zinnias and lantana bushes are attracting bees, butterflies, and hummingbirds.


COME TO DOWNTOWN CENTRAL!
TRICK OR TRAIN
ON MAIN
1:00 - 4:00 PM
SATURDAY, OCT 25
MAIN STREET, CENTRAL
• TRICK-OR-TREATING
• ENTERTAINMENT
• LOCAL MUSIC
• & MORE!
CENTRALMAINSTREET.ORG

Bob's boys are learning all about decals!

Bray and Calib are studying hard.

All About "Motor Cars"!

Some time ago Mac McMillin gave a nice presentation to the group about his personal motor car. He was gracious enough to prepare the following article.
Scott Unger Editor

RAILROAD MOTOR CARS

BY MAC MCMILLIN

When railroads became viable transportation options in the early-to-mid-1800's, track inspection and maintenance became a very necessary requirement if the railroad was to offer continuous safe and dependable transportation service.

To make this task manageable, railroads were divided into sections of varying lengths, typically 8 to 10 miles. A crew of men was assigned as a section gang and their responsibilities were to keep the track safe for reliable operation. A section foreman was chosen, and his job was to supervise the men who performed track inspection and maintenance. Railroad-owned housing was provided for the men and their families. Section houses came into being.

Track had to be inspected often for defects and problems. Initially, a man or two would have to walk the entire length of the section looking for these defects and problems. Obviously, walking the line would be time-consuming, so a means of speeding up this inspection was needed.

The railroad handcar was invented. The handcar was a small 4-wheeled vehicle that could be propelled down the track by one to four men pumping a "walking beam" contraption on the car. The handcar greatly sped up the inspection process. The wood-bodied handcar was kept out of the weather in a small building or shed next to the track. The handcar would be rolled out of the shed and several men could lift the handcar and set it on the track. If the car was out on the line and a train was coming the men could set the car off and out of the way of the train. Short lifting handles were built into each end of the handcar for this purpose. The handcar was fitted with foot-operated brake pedals.

The track inspector(s) carried a few track tools on the handcar and could make minor track repairs when needed. If the found problem was major and beyond the inspector's repair capability, the inspector would note the location and severity of the problem and report it to the section foreman. Then track materials, more track tools, and additional men would be loaded on the handcar and a trailer car and then moved to the work location. The repair and maintenance crew was known as the "section gang."

The track foreman soon discovered that pumping the handcar miles down the track, loaded with tools, materials, and men was very tiring, and the crew would arrive exhausted at the worksite, being too tired to do much work.

In the late 1800's, the small internal-combustion engine operating on gasoline was invented. The foreman discovered that this type of engine could be mounted on the handcar and used for propulsion, thus leaving the men rested when they arrived at the worksite.

Thus the "railroad motor car" was born. The "walking beam" was removed and the engine was rigged with a belt powering one of the car's axles. Initially, the track foremen paid out of their pockets for the gasoline and engine. Eventually, the foremen were successful in convincing railroad management of increased work efficiency using the motor car, and the railroad began paying for the gasoline and for engines to convert the handcars.

Manufacturers of railroad track construction and maintenance materials soon discovered the market for railroad motor cars and began developing a line of motor cars to offer to the railroads. Among these manufacturers were Buda, Fairbanks-Morse, Kalamazoo, Northwestern, Fairmont, Tamper, Woodings, Beaver, and several others. So, motorcars "evolved" primarily during the early 1900's.

The railroads demanded several sizes of four-wheel motorcars, depending on the intended purpose. Inspection cars were fairly small cars, designed to carry two men and a few small tools. Four men could squeeze onto the car if required. If the railroad desired a car to carry up to six men and possibly pull a trailer car, the result was the section car. If it was required to carry 8 or more men and pull multiple tool and material trailers, the result was the gang car. So, the three main types of motor cars evolved into the inspection car, the section car, and the gang car.

Perhaps the most popular cars were produced by Fairmont Railway Motors of Fairmont, MN. This company was dedicated to on-track-equipment (OTE) only and did not produce track tools or materials. They identified the basic need for dependable transportation of men, tools, and materials and focused only on the machines to achieve this objective.

Therefore, this article will focus on Fairmont motor cars because they evolved over the years as the producer of the majority of motorcars in the United States.

The gasoline engine of inspection and section cars was connected to the rear axle by a rubber-impregnated canvas belt. A clutch was created by using a belt idler pulley mounted on a hand-operated lever. The belt was actually a little too big in length so the engine could run without providing power to the axle. To make the car move, the belt lever was moved which gradually tightened the belt. After the car was moving satisfactorily, the belt lever was latched in a notch on the control panel. If the motor car needed to be stopped, the belt must first be disengaged and then the brakes can be applied using a hand-operated lever. If the brakes were applied while the belt was still engaged, the engine would likely choke down and have to be restarted. The motor car operator had to understand how everything worked and then learn the proper step sequence to successfully start and stop the car.

The motor cars needed the capability to operate in either direction, both forward and backward. There was no transmission, only a belt drive, so there was no reverse gear. Gasoline engines come in two major varieties, two cycle and four cycle. Explaining the major differences is beyond the scope of this article. However, the two-cycle engine has a unique feature that lends itself well for motor car operation. The two-cycle engine has the capability to run in either direction depending on the setting of the ignition timing. There is a hand-operated lever that adjusts the timing for the chosen direction. Thus, the engine is hand-cranked in the direction desired for the motor car operation. The car then runs equally well in either direction without the need for a transmission with a reverse gear. Another lever is hand-operated to apply the brakes with a notch in the control paned to provide a “parking” brake.

To summarize, the motor car with a two-cycle engine has four hand-operated levers to provide the required functions. One lever controls the belt tension and acts like a clutch, a second lever operates the throttle which adjusts the speed of the car, a third lever sets the timing for the desired direction, and a fourth lever provides the braking to stop and/or park the car.

Since there is no transmission and no gears to shift, to get a belt-drive car moving is like getting a straight-drive automobile moving with its transmission in high gear. To try to move an automobile this way would result in choking the engine down unless the clutch pedal was repeatedly pushed in and let off. This action is called “slipping the clutch” and is not recommended because it causes undue strain and wear of the drive-line components. However, in a two-cycle belt-drive motor car, this is the required method to get the car moving without choking down the engine. Thus, to be successful in operating this machine, the operator MUST understand how it works and develop the skills required to get the car moving. Once the car is moving, the car’s speed may be adjusted by using the throttle or brake, or both.

A common characteristic of a two-cycle engine is that the lubricating oil must be mixed with the gasoline. This fuel mixture is required because there is no crankcase as in a four-cycle engine, where the lubricating oil is contained in the crankcase and is circulated throughout the four-cycle engine.

The Fairmont two-cycle single-cylinder engine comes in two basic sizes depending on the application in either an inspection car or a section car. Inspection cars utilize the smaller engine which generates five to nine horsepower depending on RPM. Section cars can utilize either the smaller engine or a larger engine which produces eight to thirteen horsepower. Section cars not needing to pull a trailer car can use the smaller engine. The larger engine is required when a trailer car will be pulled. The smaller engine also comes in a two-cylinder version. The two cylinders fire at the same time, thus doubling the horsepower of the single-cylinder version.

All of the Fairmont two-cycle engines are water-cooled, but do not utilize a water pump. Instead, a water jacket surrounds the cylinder(s). As the water is heated into steam the steam rises into a condenser where it is cooled and condensed back into water. Some water is lost as steam because the system is not closed. Extra water must be added periodically and is carried in a container on the car.

The two-cycle engine has a carburetor which contains two valves. The carburetor has a hand-operated choke that can be used when cranking a cold engine. It also has a hand-operated mixture control which manually adjusts the air-to-fuel ratio as required.

The ignition system is basically similar to that used on a Model T Ford automobile. It uses a “buzz box” coil that produces a spark with a long dwell time. It was originally designed to operate on 6 volts derived from four 1.5-volt number 6 dry cells connected in series. Over the years the electrical system has evolved into a 12-volt system utilizing an alternator and an automotive-type 12-volt battery. This system will power headlights, tail lights, flashing warning beacons, electric bells, and two-way radios.

Inspection cars come with two wheelbases, either 30 inches or 36 inches. The 30-inch wheelbase car uses pressed-steel wheels 14 inches in diameter. It is designated as model M9. The 36-inch wheelbase car uses pressed-steel wheels 16 inches in diameter. This car is designated model M19.

The section cars come with either the small or large engine as mentioned earlier. They have a 36-inch wheelbase using 16-inch wheels. The car with the smaller engine is designated model M14. The car with the larger engine is designated model S2 (for section car).

Larger cars including gang cars utilize four, six, or eight-cylinder, four-cycle engines very similar to automotive or tractor engines. A three or four-speed transmission without a reverse gear is used. The reverse function is contained on the powered rear axle. Gang cars come with varying wheelbases and car lengths. Most gang cars have 12-volt automotive-type electrical systems.

The smallest gang car has a 36-inch wheelbase, uses 16-inch wheels, and has a small 4-cylinder engine. It is designated model A3 and can carry up to 6 men.

The next largest gang car has a larger 4-cylinder engine, either by Ford or Wakesha, and a longer wheelbase depending on the specific engine. It is designated either A4 with a Ford engine or A5 with a Wakesha engine. It can carry up to 8 men. If optional running boards are applied, up to 16 men can be carried.

Next up in size has a Ford 6-cylinder engine, 20-inch cast steel wheels, and is designated model A6. It can carry up to 10 men.

Even still larger are cars with a Ford V-8 engine and a longer wheelbase. These cars are designated A7 and A8 and are scarce as not many were sold.

In the 1970s a new engine began to be supplied in the M19 and M14 cars. This engine was an air-cooled two-cylinder four-cycle manufactured by Onan. These Onan-powered cars also utilized a two-speed transmission with a reverse gear and chain drive from the transmission to the rear axle. Since a transmission was utilized, the model M19 was changed to model MT19, and the model M14 was changed to Model MT14, the “T” indicating “transmission.” However, caution must be used when mentioning a model MT14 as there were some M14 cars supplied with a two-speed transmission and the two-cycle engine. Also, the two-cycle S2 car could also be supplied with the two-speed transmission, making it a model ST2.

Fairmont cars proved very popular with railroad men and management. Fairmont’s slogan was “Performance on the job counts,” and railroad men could attest that the Fairmont cars performed as needed, when needed, if proper maintenance was provided. Today motor cars have been retired and many were scrapped. Highway vehicles with retractable railroad wheels called “high-railers” have replaced motor cars.

Mac and his young admirers!

All about Mac's personal vehicle.

FAIRMONT RAILROAD MOTOR CAR, MODEL M19-G

FORMER SOUTHERN RAILWAY No. 3695

2-PERSON INSPECTION CAR

BUILT IN 1967 BY
FAIRMONT RAILWAY MOTORS
FAIRMONT, MINNESOTA

1 CYLINDER, 2 CYCLE, WATER-COOLED GASOLINE ENGINE, 5-8 HP, HAND-CRANKED, MODEL T FORD TYPE IGNITION, 12 VOLT ELECTRICAL SYSTEM, WITH BATTERY AND ALTERNATOR

BELT DRIVE TO REAR AXLE, NO TRANSMISSION, ENGINE RUNS FORWARD OR BACKWARD SO CAR WILL GO IN EITHER DIRECTION, TOP SPEED 28 MPH, 30 MILES PER GALLON OF FUEL MIXTURE, 4.5 GAL.

OWNED AND OPERATED SINCE 1991 BY

C. VADEN "MAC" McMILLIN, JR.
SENECA, SC

FOR MORE INFORMATION ABOUT
THE MOTOR CAR HOBBY GO TO

narcoa.org

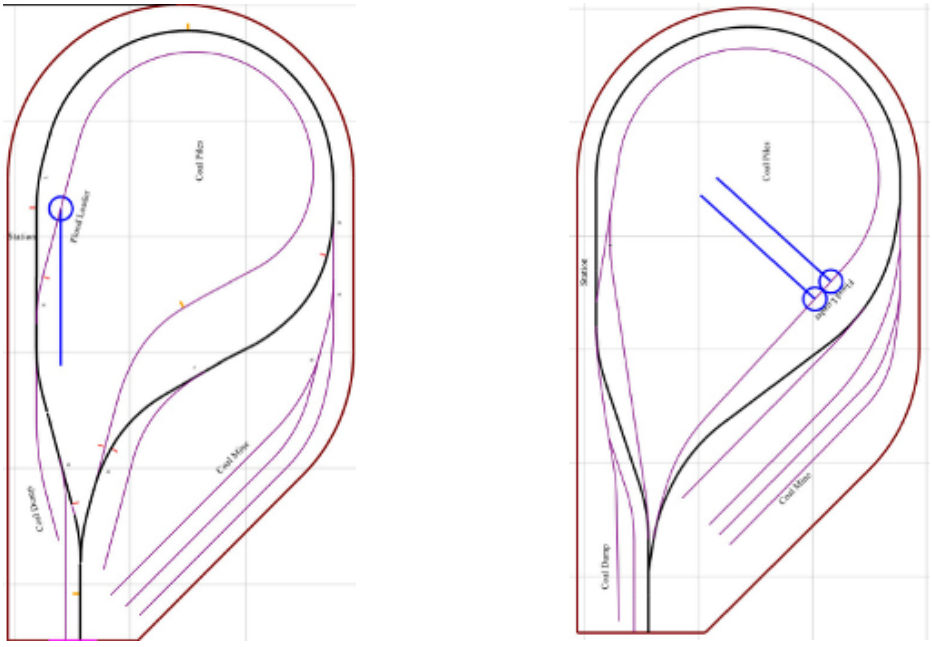
THIS CAR RUNS HUNDREDS OF MILES
EACH YEAR ON NARCOA EXCURSIONS---GREAT FUN!!

N Scale Update

A New Coal Mine (Module)
By Cameron Turner

They say that the third time is the charm, and so back in February at the train show, the N-scale crew decided that a third attempt at the coal mine module was needed. The original module, shown in Figure 1, was based on Kato Unitrak. While most of the module functioned well, one wye turnout proved to be unsatisfactory for running the Alexander Express passenger train. Once we had identified this problem, we decided that the best way to resolve it was to strip the module back down and replace the track with Peco code 55 track products. The old and new track plans are shown in Figure 2.

Figure 1 The Version 2 Coal Mine at the Easley show in February 2025.



Old Track Plan (Version 2) New Track Plan (Version 3)

Figure 2. The track plans of the version 2 and version 3 modules.

N Scale Coal Mine Continued

The Kato Unitrak and all the wiring was stripped off of the module. We routed down the foam 1/8 of an inch to recess a ¼" plywood subroadbed into the module top. This cleaned off the majority of the scenery on the module and gave us a blank canvas to work from in the construction of version 3. We laid a cork roadbed and then painted the entire roadbed and subroadbed a ballast gray color as shown in Figure 3.

Figure 3. The module with the roadbed and subroadbed installed.

Nearly a scale mine (almost 33 feet) of track including 11 turnouts were laid on the new module. Every turnout had its frog individually powered via a frog juicer and two reversing loops with autoreversers were wired into the module. These reversing sections are longer than the reversing sections in the version 2 design and should function more effectively. Track was secured with caulk adhesive with a few track nails to secure particular high stress track locations. The track laying process is shown in Figures 4 and 5. Wiring of the module was completed soon after the track laying was completed.

Figure 4. Track Laying begins.

N Scale Coal Mine Continued

Figure #5. Track laying is substantially complete.

Following track laying, the version 3 module gained something that none of its predecessors ever had – its own legs and fascia. The module is supported by one paired set of two legs, and two individual legs. Unfortunately, this arrangement was necessary because the framework for the version 1 module had not been designed with legs in mind, so it was a challenge to find suitable locations that did not interfere with existing wiring, future switch machine locations, and yet provided adequate structural stability. Figure 6 shows the module standing on its own legs with Jesse for scale. The addition of legs has been useful and allowed us to test the module over the summer in the annex, while the addition of fascia dramatically finished the look of the module.

Jesse Cranford inspects Figure 6.
The Version 3 coal mine on its own legs for the first time.

N Scale Coal Mine Continued

Over the summer we relocated the coal mine to the annex for testing of the track and wiring using the wye, the bridge module and a pair of end loop (180 degree modules) named Wiggle and Waggle. This gave us a continuous look to test the coal mine's functionality with for the duration of the summer. Testing allowed us to identify a few minor points of trackwork that were remedied and a few minor electrical issues that were also quickly resolved. Most importantly, the new track configuration appears to be compatible with long steam engines such as the 4-8-4 used to pull the Alexander Special.

While testing was conducted, it was time for scenery. While the previous version had received basic scenery, the goal for this version was to do a much more substantial job at completing the scenery to a new level. Foam was added to create hillsides and a set of coal piles near the flood loaders, as can be seen in Figures 7, 8 and 9.

Figure 7. Installing foam hills.

Figure 8. Developing the foam coal piles.

N Scale Coal Mine Continued

Figure 9. Pete Loeffler is hard at work adding color and texture to the scenery.

With the basic terrain in place, Pete and John Johnston took over the scenery by covering the exposed foam with plaster and paint. While the initial module looked a bit like it was a winter wonderland, the skillful addition of paint, ground foam, texture, track ballast and coal to the layout rapidly brought the module to life. This is shown in Figures 10 through 13.

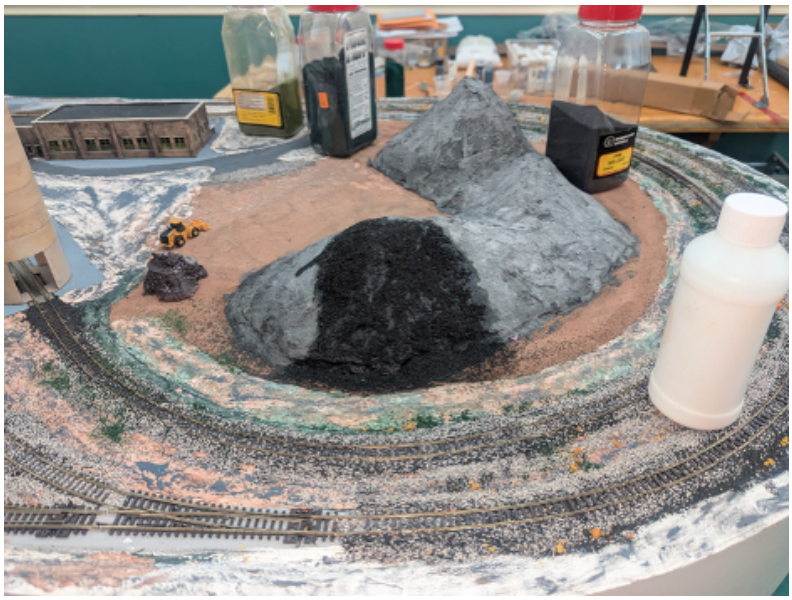


Figure 10. Coal being secured to the coal pile.

N Scale Coal Mine Continued

Figure 11. John is painting rock outcrops near the future coal mine tipple.

Figure 12. A view of the substantially finished module, including a freight house structure weathered by Geno Bury.

N Scale Coal Mine Continued

Figure 13. A view from the coal pile end of the version 3 coal mine.

Recently, we've been adding details to the module and working to complete the buildings and tipple conveyor system. Track bumpers have been added, roads have been paved, grade crossings are being built, and a number of other structures are planned to be completed if not for the AutumnRails show in October, for the 2026 Easley train show in February. The track bumpers are shown in Figure 14.

Figure 14. Track bumpers added to the five spur tracks on the module.

N Scale Coal Mine Continued

Another dramatic transformation occurred earlier this month, with the fascia receiving its green paint for the first time (Figure 15). Now the module looks more like it belongs in the layout. There are still a lot of details to be completed, but work continues weekly on this and other modules for the N-scale modular layout. A special thank you to all who have contributed to this process of re-imagining the coal mine for a third (and hopefully final time). And for those that want to join in the fun, reach out to any of us N-scalers.

Figure 15. Fresh in its green fascia paint scheme, the Version 3 Coal Mine Module!

Figure 16. The coal mine as of the end of September 2025, seven months into the rebuild process.

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
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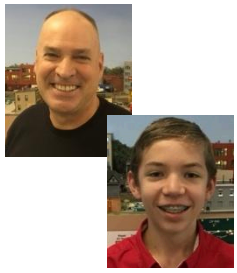
DataBases

Harry Kelley
Buildings & Grounds

Ray Price
HO Layout



Doug Line/Chris Price
Engineer Certification
Operation Sessions

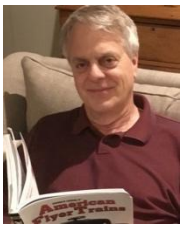
Jackie Bacon
Schools & Local
Organizations

Jim Alexander
Inventories

Roger Smith
Company Store

Central Railway Museum Leadership and Organization (Continued)

Scott Manning
Lionel Heritage Layout

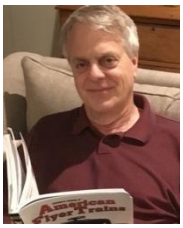


Brian Sykes
Monthly Speaker Coordinator

Sandy Eustis
Festivals & Events

Doug Line
Webmaster

Sandy Eustis
Membership & Socials

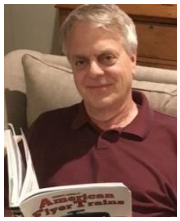


Brian Sykes
American Flyer Heritage Layout

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:

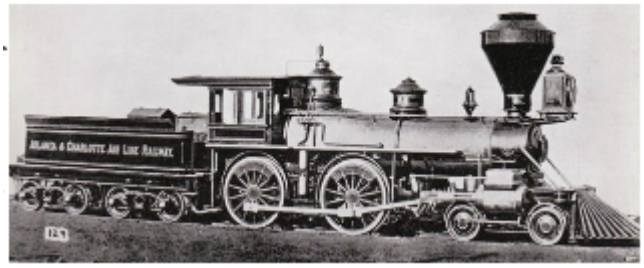
Some YouTube channels
Horseshoe Curve
https://www.youtube.com/watch?v=ssuM6NJQ2no
Oh ya, our own!
https://www.crmha.org/exhibits/train-cam/
Here is a link to a good website for Z scale modeling
https://www.zscalehobo.com/

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

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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/

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

Green Crescent Trail 10 Year Celebration
Central Roller Mill: Saturday, Sept 25, 6 - 8 pm

Community Canned Food Drive
Bolick Field: Saturday, Sept 27, 10 am - 2 pm

Central Homecoming Parade
Main Street: Wednesday, Oct 1, 6:30 pm

Fall "First Friday" Concert Dates
Historic Depot: Oct 3 & Nov 7 .

Second Saturday Makers' Market
Tiger Valley Market: Oct 11

Halloween Karaoke Costume Contest
Historic Depot: Friday, Oct 24, 6 pm

Trick or Train on Main Event
Main Street: Saturday, Oct 25, 1 - 4 pm

Urban Central 5 Year Anniversary
Main Street: Thursday, Dec 4, 5-8 pm

Christmas Tree Lighting and Parade
Main Street: Friday, December 5, 2025

Wreaths Across America Ceremonies
December 13 & 14, 2025