



Central Crossings

Newsletter of the Central Railway Museum



Volume 36, Issue #2

April- May 2026

108 Werner St
Central, SC 29627

Website:
www.crmha.org

President
Doug Line

Treasurer
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Sandy Eustis

V.P. Marketing
David Mead

V.P. of Exhibits
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Newsletter
Scott Unger

Webmaster
Doug Line



Presidents message

What a Great Spring We've Had!

What an exciting spring it's been for the Central Railway Model & Historical Association! From March through April we've enjoyed some truly memorable experiences. Herb organized a very informative tour of the Greer Inland Port, we've had several excellent presentations at our association meetings, and on a personal note I was able to join our member Mac on his railcar with North American Railcar Operators Association (NARCOA) for a run on the beautiful Hiawassee Loop in Tennessee. During that same trip we visited the Mineral Bluff Depot, where another railroad group is doing some really creative things to engage the public. Seeing them run operating sessions and put the throttle right into visitors' hands gave us some fresh, impactful ideas we can use to make the experience at our own museum even better. We're also making steady progress on several outreach efforts, including solidifying our support for a Boy Scout merit badge program we hope to launch this fall. A huge thank you to all the members who have been donating their time, effort, and energy to our heritage layout. Special recognition goes to Jack, our curator, Will Hyatt, Harrison & PJ for their tremendous work rearranging the display of rolling stock into proper time periods. This helps us better tell the story of how trains and railroads evolved over time, as companies merged and the hobby itself changed. We've also moved items off the tops of the display cases into wall-mounted holders, allowing us to showcase our railroad history and heritage more effectively while still providing clear information to the public. It's also with heavy hearts that we note the passing of one of our most outstanding and impactful members, Bob Folsom. Bob left some very big shoes to fill—his experience, skills, and dedication will be deeply missed. If you've been thinking about stepping up, now is the perfect time. Just a reminder that we won't have any association meetings during June, July, or August. We'll be back together in September, but we'd still love to see you at work sessions or special events this summer. Your energy and ideas are what keep our museum vibrant and welcoming. Thank you again for all you do. Let's keep those trains rolling!

Doug Line

President, Central Railway Model & Historical Association

Follow us on!





Robert "Bob" Jonathan Folsom, 87, passed away peacefully at his home in Central, South Carolina, on May 18, 2026, surrounded by his loving family.

Born and raised in the Morgan Park neighborhood of Chicago, Bob was a man of extraordinary range. He earned a bachelor's degree in music from Roosevelt University and a master's degree in conducting from Northwestern University, going on to become a celebrated concert oboist, concert pianist, and conductor of symphony, band, and choir. He studied under Ray Still, principal oboist of the Chicago Symphony Orchestra, and was widely regarded as one of the finest solo oboists and oboe teachers in the Chicagoland area. Among his

many artistic achievements, he arranged works by Paul McCartney for symphonic band and classical pieces for orchestra, led an award-winning high school marching band, and collaborated with his wife, Jeanne, on a landmark production of Stravinsky's Firebird ballet, for which he wrote the arrangement and she choreographed the dance.

After retiring from music, Bob and Jeanne relocated to Clemson, South Carolina. Ever curious, Bob returned to his engineering roots and worked with Clemson University, where he played a pivotal role in launching the Clemson Area Transit (CAT) bus system, a name he is credited with creating. He contributed to route planning, system design, and early management, helping to shape public transportation in the region.

Bob's lifelong passion was model railroading. From his boyhood bedroom layout to the elaborate HO gauge masterworks of his later years, trains were his art form and his joy. He was an early member of the Central Railway Museum in Central, South Carolina — where he made his home after Jeanne's passing and served the organization as both treasurer and president. He was instrumental in securing and rebuilding the museum's location, shaping the direction of its layout and collection, and mentored countless enthusiasts with the same generosity he brought to everything he loved.

He is survived by his two daughters, his son-in-law, and the vibrant community of railroad enthusiasts who were privileged to share his passion and his friendship.

A memorial celebration and luncheon will be held for family and friends on Saturday, June 13, 2026, at 11:00 a.m. at 922 Gaines Street, Central, South Carolina, followed by an open house and tour of his model railroad.

In lieu of flowers, the family welcomes donations to the Central Railway Model & Historical Association at www.crmha.org.

Taken from Bob's Facebook announcement

Some thoughts on Bob.

Taken from some email responses.

"Last week. Roger, Jim, and I visited with Bob and had the opportunity to tell him what a wonderful mentor he had been for all of us, not just by helping us learn new modeling skills, but more importantly, just by sharing his endless enthusiasm for real and model railroading with all of us. Whenever we encountered major problems at the museum, he would become downright cheerful about ripping it all out and starting over, even while the rest of us were still stuck on scratching our heads and bemoaning the problem. His relentless positive energy was infectious and a huge factor in our growth and success to date. I already miss him terribly."

Sandy Eustis

"I cannot begin to describe the emptiness I feel now that Bob is no longer around! To try and put into words everything that Bob taught me would probably fill a book. Bob was a great mentor to everyone, and since we both had a great love for music, as well as the Trains, I will miss sharing musical experiences with him as well. As much as I would like to say a few words, I just can't narrow down anything in particular. Bob taught me so many things about Signaling and was always ready for questions, and if it was something he wasn't sure of (electronics), he would point folks in my direction. Bob and I shared the same love for music, since I worked in the music industry for over 10 years before going to work for GE. So we both had a lot to talk about. He would share information regarding the Oboe, and I would tell him little unknown facts about Organs. So I can't just narrow it down to a few words, except that I will deeply miss some of our talks and times together."

Ken Greenwood

"Where did he get that hairstyle?"

Gene Bury

"Bob Folsom was one extra fine man always in all ways."

Bob Earle

"I only knew Bob for 2 years, but he was the person who welcomed me into the museum. He was patient as he took me under his wing and showed me the ropes. He was a true train person through and through and his presence at the museum will be greatly missed. I hope when I get to see him again he's running the big Southerner in heaven"

RIP Bob.

Paul Sminkey



Scott Unger
Editor

There are times when you get to meet truly special people. Bob Folsom was one of those people for me. He had such a unique presence — and it wasn't just the socks or suspenders.

As I got to know him, I learned about his love of music, engineering, and of course, railroads — both the big ones and the small ones. Bob's skills seemed limitless. He mentored me in signal repair and tried to teach me how to hand-lay a switch using scale rail and solder. He even taught me that the ties on an HO railroad are glued, not nailed.

Last year at the EXPO, I saw his perseverance at its best. He was determined to get the supports under the station on the HO layout in place. He worked right up to the last minute, only to discover that the Amtrak train couldn't fit because the track had shifted. It still looked impressive, with the appearance of sturdy block arches. It's a shame he won't get to see the finished result next year once the tracks are properly aligned. We should also make sure the station's streetlights are operational — he put a lot of effort into getting those working too.

His home layout was enormous. The best way to describe it is a building that happened to have a massive HO layout inside, with an apartment attached. That's where I saw the full culmination of Bob's skills: magnificent trackwork, bridges, tunnels, and digital control on an elegant multilevel layout. The lighting was beautifully placed, and the top-level staging areas held more rolling stock than Norfolk & Western ever did, I'm sure.

I know his contributions to the Central Railway Museum's HO layout can't be easily summed up here. On that, I'll defer to the members who have more experience with the museum.

Bob was president when I joined, and he encouraged me to take on tasks like the newsletter. He took me to my first EXPO as a club member — or maybe I took him, since I drove. He encouraged me to take the lead on the HO Free-Mo that day because he said I knew enough to do it. So I helped the younglings keep their trains from running into each other, and I guess I succeeded and proved I was worthy of the responsibility.

I will miss him.

More from the Editor

Please take the time to view these videos.

- ▶ I Got a PRIVATE Tour of a 1958 Model Railroad... You Won't Believe the Size and the Detail!
- ▶ From Z Scale to Live Steam: The 2026 Model Train Expo in Easley, SC



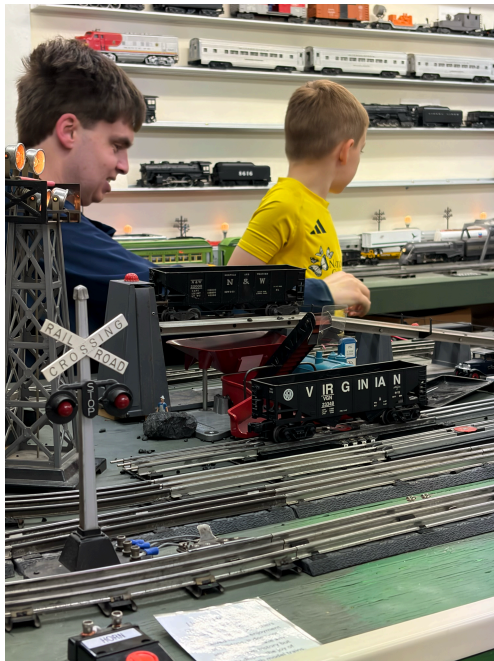
The gentleman pictured here is Bob Rao. He stopped with a group on March 7th. Boy does he have a story for us. Bob was in the management of Tyco and Mantua before they were acquired by Mattel and left the model railroading hobby.

We are hoping to have him in for a short talk at a regular club meeting, keep your fingers crossed.

April has returned as has Jackie!



How to spend your Saturday!

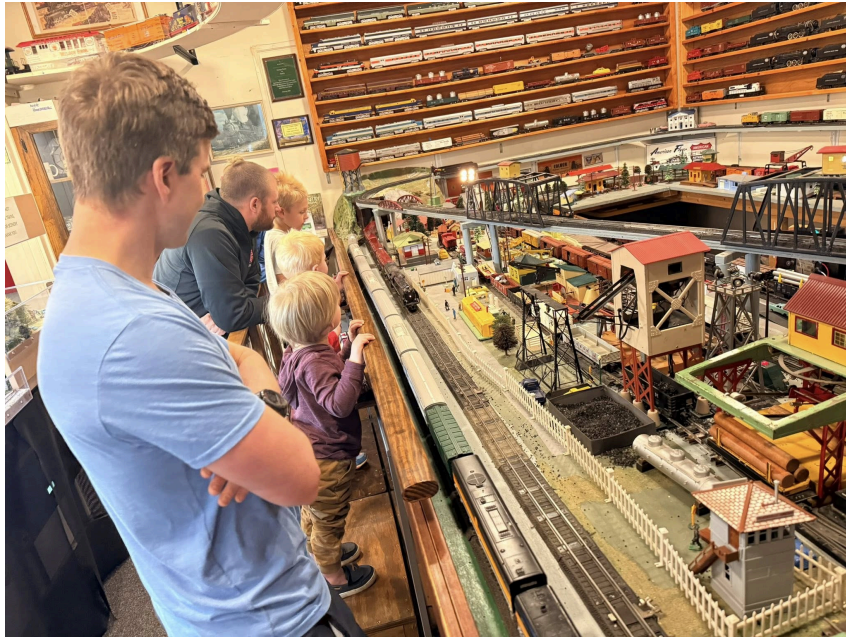


Playing

OR



Or Fixing!



Everyone is watching the American Flyer pick up and drop off the mail!



This is our young man Jake. Here he is helping re-rail the coal train and making some repairs with the helpful guidance of PJ. Next time our Photographers will attempt to show his face!

More Visitors



From the bottom left, Carissa Jett (age 3), Aiden Jett (age 5), Brandon Jett and our own Jim Alexander. Thanks to Brandon for the selfie! The little boy first started coming to the Museum three years ago and always comes to see the trains and Mr. Jim when he comes to visit from Indiana. His grands live in Central.

More Saturday Visitors

This young man, John, accompanied by his mom visited us on May 9th. He is a remarkable young guy extremely gifted. We gave him a throttle for the Crescent and accompanied him as he ran it. He quickly picked up the nuances and was stopping the train at each station blowing the horn at crossings and sounding the bell at the stations. We can expect more visits from him and his family.



We also were visited by the Millers on May 9. They are from Tega Cay, SC.

Pictured here are Kate, Allison, Mom Laura along with Dad David.

Here is their reaction to their visit:

“Yes, we did have a good time. It certainly exceeded my expectations and I don’t think they had any real expectations.
I’m glad I was able to check it out in person. The small details help make it both impressive and fun. “

Also pictured are Harrison and PJ of the museum in their official Red shirts!



Look at all of the visitors!

Dad sent me a message!

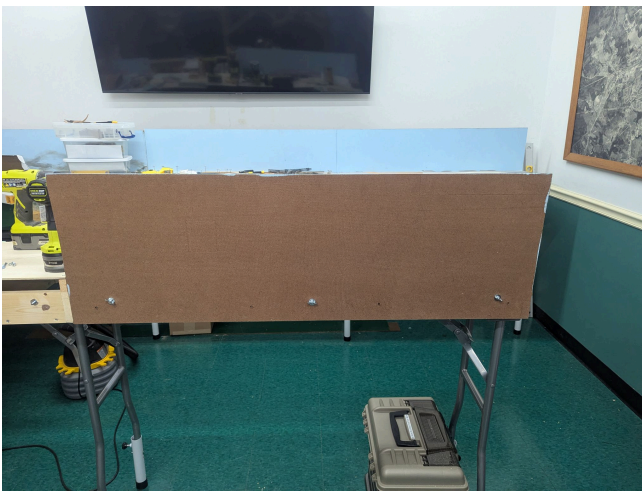
N Scale news

Well, a plumbing problem kept me at home Thursday but I made it over to the annex today. (Saturday May 30th)

I finished laying the cork on the yard extension. And I painted half of the extension roadbed with a ballast grey color. I still need to cut the slots for the Tortoises on the second half of the yard extension.

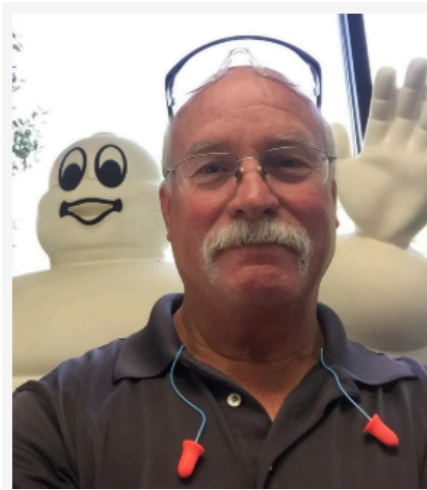
I also got the backdrops modified to be removable on cross junction. I am hoping to get the second half of the yard extension painted tomorrow, the slots and frog feeder drops cut and to finish fascia on cross junction, maybe tomorrow. If so, track laying on the extension will start on Thursday.

Cameron



Exciting Leadership Transition for Our HO Portable Layout – Welcome Tom Langdale!

By Doug Line, President



I'm happy to share some positive news about our HO portable layout. Tom Langdale, pictured, has stepped forward to take over management of the layout. Tom already has a strong group of folks lined up to help, but he's going to need additional hands if we want to have the layout ready and fully operational for our February expo.

This effort is part of what we're calling the "Sandy Eustis – I Need to Take a Break" project. I want to take a moment to thank Sandy Eustis for his dedicated leadership, especially in the HO portable arena over the past several years. Sandy has done a tremendous amount of work, and we're grateful for everything he has contributed.

Tom plans to build on the main strengths of the existing layout while also bringing some fresh ideas for changes. It's important that as many members as possible get involved in thinking through these updates so we can focus our resources effectively. Our goal is simple: turn the portable layout into a reliable, functional, and exciting display that we're proud to share with the public.

We especially encourage members who would like to gain hands-on experience with wiring layouts and layout framework to get involved. There will also be some minor modifications needed on the legs — nothing major, but important work that helps the whole layout come together smoothly.

To make this project successful, we're keeping our priorities clear and in the right order:

Track work first. If rolling stock can't roll smoothly over the track, nothing else matters.

Electricity next. Once the track is solid, we need correct, reliable electrical connections so the layout can be taken apart and reassembled easily while remaining electrically sound. This will support a variety of locomotives as well as all the ancillary lighting projects on the portable layout.

Scenery after that. Only once the track and electrical systems are working correctly, will we move on to buildings, ground foam, ballast, and all the finishing details that bring the layout to life. Please join me in welcoming Tom Langdale as he takes on this important role. If you'd like to be part of the team — whether you have experience or are looking to learn — reach out to Tom directly. Your help will make a real difference in getting our HO portable layout ready for the February expo and beyond.

Thank you, Tom, for stepping forward. This is a great step in the right direction for our portable layout and for the club as a whole.

New HO Layout Operating Resource Now Complete

By Doug Line, President

I'm pleased to announce that a project I began in February 2022 has finally been finished. It builds directly on an excellent timetable and map that earlier members created years ago. That original work already gave us a clear picture of the entire HO layout — every yard, every siding, and the car capacity of each siding. It has been a valuable reference for anyone running trains on our exhibit.

What I've added is something I hope will make day-to-day operation even smoother: clear identification of the control points throughout the layout. These markers show you exactly where to look for the buttons that operate the powered turnouts. When you see a turnout on the map or timetable with a control point noted, you'll know to head to that specific location and use the push-button control.

If a turnout is shown without an associated control point, that's your signal that it is a manual throw. On most of the layout you'll find one of our familiar pull knobs. However, the turnout near Southern Junction uses a small black hand-throw lever instead — easy to spot once you know to look for it.

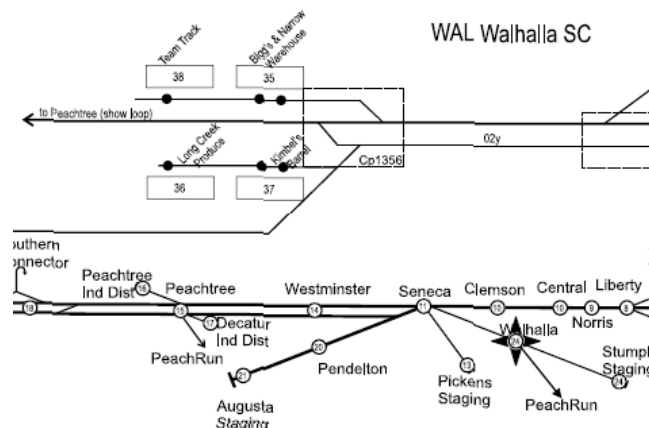
I'm making the finished timetable and map available to everyone in two convenient formats. I will be emailing a PDF copy to all members shortly so you can review it at home or on your devices. In addition, I have placed 14 printed copies in the dispatch room. You'll find them in the cabinet above the computers, in the left cabinet. These are ready for use whenever you're at the museum working on or operating the HO layout.

I'm grateful to the earlier members who laid such a solid foundation with the original timetable and map. Their work made this enhancement possible. I hope you'll find the finished version useful the next time you're at the HO exhibit — whether you're planning a session from the PDF or grabbing a printed copy while you're here.

If you have any questions about using the new control-point markings or suggestions for future improvements, please feel free to reach out. I'm always happy to walk through it with anyone who wants a quick orientation.



Printed Timetable



CRMHA Tour of Inland Port Greer by Herb Mayer



What is more fun than railfanning? Railfanning at the Inland Port Greer and being up close and personal with inbound and outbound intermodal freight!

On Monday April 6 a group of twenty-three CRMHA members toured the Inland Port Greer (IPG). IPG is owned by the State of South Carolina and operated by 68 state employees on 97 acres, which 64 acres is concrete. IPG is the 8th largest container port in the United States. Our tour was led by Jarel Bradley, the manager of IPG. Jarel had all the facts and figures about IPG and answered all the questions from a group of train nuts without notes!

Import containers are off loaded from ships at the Port of Charleston. The containers are taken to the Norfolk and Southern intermodal ramp for loading on trains. Loaded trains then make the 212 mile trip from Charleston to Greer. The trains are placed in IPG sidings and are available to unload by the IPG team by 8:00 AM the next day. Trains make the trip 6 days per week. The IPG team loads the import containers onto trucks, or they are placed on the yard from the just arrived train. Inbound IPG containers via trucks are unloaded seven days per week 24/7, these are export and empty containers. Trucks are coming and going. In 2025 each truck spent an average of 11.9 minutes on the port property arriving, loading and exiting! Now that is fast!

After unloading the inbound containers from trains that were placed overnight, trains are then loaded with empty containers and export containers for the trip back to Charleston. Our group observed all this activity while NS locos stood by waiting to assemble the outbound train. A second train arrived at IPG during our visit with an additional set of containers and some empty car carriers to be spotted at BMW.

The Greer team handled 178,638 containers in fiscal year 2024. Please click on the link below to see a map of the IPG. BMW is one of the largest customers of IPG. There is even a group of farmers in North Carolina that export bulk Tofu soybeans to Japan using IPG. One of their trucks arrived during our tour.

<https://scspa.com/wp-content/uploads/motor-carrier-map-inland-port-dillon-website.pdf>

IPG has 9 container crane handlers, with one new crane purchase a year ago that has a capacity to handle over 100,000 pounds. 10 yard trucks, 1 top loader and 6 empty handlers, think of forklifts on steroids, all equipment moves about the yard like a well-orchestrated symphony. To say the operation runs like a Swiss watch is an understatement. A system of scanners is used to read the trucks and containers that make the complex system of tracking containers seem rather easy and seamless.

After our tour we had lunch at The Wild Ace in Greer. The food was great along with the comradery with our fellow members. If you are ever in Greer and looking for good New York style pizza served fast and hot, make sure you dine at The Wild Ace.

Visit <https://scspa.com/> The facilities, cargo and about tabs will give you all the information about the ports of South Carolina. See data sheet on the next page about IPG.



DETAILS ON THE SOUTH CAROLINA INLAND PORT IN GREER, SC



SIGN UP FOR OUR E-NEWSLETTER AT WWW.SCSPA.COM

Meet the new innovative intermodal facility located 212 miles inland and halfway between Atlanta and Charlotte on I-85. Inland Port Greer is a powerful point to serve the growing Southeast region.

Address: 100 International Commerce Blvd. Greer, SC 29651. Located on US Highway 29, Exit 58 off of Interstate 85.

Operations: Owned and operated by the SC Ports Authority

Operating Hours: Open for the receipt/delivery of containers 24-hours/day, 7-days/week

Terminal Manager: Jarell Bradley / 864-868-7930

Operations: 864-868-7900

Drivers Assistance: 864-868-7901

Rail Service: Provided exclusively by Norfolk Southern

Train Schedule: Overnight express shuttle service between the Port of Charleston and Greer, SC six days per week. See chart below for full details.

Chassis and M&R: Chassis pool is on-site with maintenance provided by Container Maintenance Corporation.

Trackage: Initial rail infrastructure to consist of 2600 ft

Payment: All expenses are billed to the account of the ocean carrier. Cargo owners must request rates from their ocean carriers. Those rates will include the lift to/from rail on both ends, NS CHS in-gate/out-gate charges, and drayage between NS Seven Mile Yard and Port of Charleston marine terminals.

Port of Entry: Located in the Greenville-Spartanburg (GSP) port of entry. Cargo may move under the ocean carrier's bond to SCIP where it remains until a subsequent transaction. Per CBP, certain exams and inspections will continue to be performed in Charleston and also at bonded facilities in GSP. Ocean carriers or agents wishing to prevent delivery of equipment at SCIP may place holds in Orion. A separate summary of systems is available for ocean carriers. The SC Inland Port FIRMS code is M682.

Tracking: The requirements and processes for motor carriers doing business at the SCIP are essentially the same as in Charleston, except TWICs are not required. Draymen must have an SCPA Orion motor carrier code, which can be obtained from the SCPA's Help Desk at 843-577-8124.

Drayage To/From Marine Terminals in Charleston: Provided by SCPA Rapid Rail trucker dispatch or your ocean carrier. Import RapidRail boxes will be moved to rail within 24-hours of becoming available (meaning released by Customs, EIR in order and physically on the marine terminal). With proper coordination, RapidRail boxes can be moved to rail the same day as being offloaded from the vessel.

Norfolk Southern Train Schedule: SC Inland Port

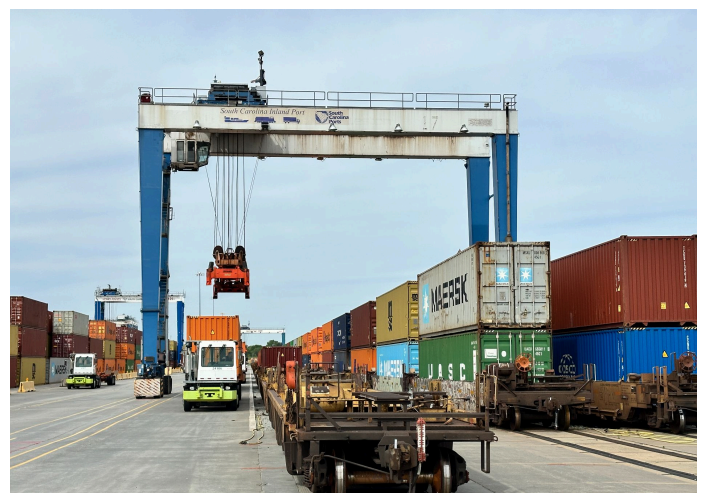
IMPORTS			EXPORTS		
	Charleston Cut-Off	Available In Greer		Inland Port Greer Cut-Off	Available In Charleston
Monday	Monday 1:00PM	Tuesday 8:00AM	Monday	Monday 3:00PM	Tuesday 4:00PM
Tuesday	Tuesday 1:00PM	Wednesday 8:00AM	Tuesday	Tuesday 3:00PM	Wednesday 4:00PM
Wednesday	Wednesday 1:00PM	Thursday 8:00AM	Wednesday	Wednesday 3:00PM	Thursday 4:00PM
Thursday	Thursday 1:00PM	Friday 8:00AM	Thursday	Thursday 3:00PM	Friday 4:00PM
Friday	Friday 1:00PM	Saturday 8:00AM	Friday	Friday 3:00 PM	Monday 12:00 PM
Saturday	Saturday 12:00PM	Monday 12:00PM	Saturday	Saturday 3:00PM	Monday 12:00PM
Sunday	--	--	Sunday	--	--

Sky view



The best and brightest of the CRMH&A





"Sage's Corner"

Pictured here is Sage Viehe .

Some of the older 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 John Johnston:

Big South Fork Scenic Railway

On April 23, 2026, Nancy and I rode the Big South Fork Scenic Railway from Stearns KY to the Blue Heron Mine tipple, and back. Stearns is on US 27, between Whitley City KY and Oneida, TN, on an active Norfolk Southern mainline. It was founded in 1902 by Justis Smith Stearns, a Michigan lumber baron who bought 50,000 acres of hardwood forest, and later added another 40,000 acres. Much of that land is now part of the Daniel Boone National Forest.

The BSFSR is an old Kentucky & Tennessee Railroad line, running 14 (16?) miles down Roaring Paunch Creek to the Blue Heron Mine tipple on the Big South Fork of the Cumberland River. In places the grade exceeds 3.5%. The bridge across Roaring Paunch was bought from the New York Central, shipped to Kentucky, and installed upside down to fit the terrain.

Stearns originally built the K&T to haul timber, opened the Barthell mine in 1902 to fuel the locomotives, and expanded to handle the growing coal business. Blue Heron opened in 1937, Justus Mine in 1974, using the Blue Heron tipple. The last mine closed in 1987. Company houses were brought in on flat cars, and shipped out again when the mines closed. There are excellent exhibits on their sites today, and two Southern 3-bay coal hoppers under the tipple. The tipple, and the dioramas there, were closed when we visited.

Of a dozen steam locomotives that ran between 1901 to 1963, the last two Mikados still exist. Both are at the Tennessee Valley Railroad Museum. No 12, formerly Southern No 4501, has been restored to operating condition in its original Southern livery and number. No 10 has been "awaiting restoration" for over a decade. The conductor told me not to hold my breath. The original diesels, ALCO S-2s, were retired after the last mine closed in 1987. The current motive power is an EMD GP11, a Paducah rebuild of an old GP9. The passenger carriages are simple boxes built on old Southern (1937) flat cars.

The train operates Wednesday through Sunday, April through December. Our tickets were \$43.00 each. You reserve a specific car, but not a specific seat. Fortunately, it wasn't crowded. We took the last row in the last car, and had a "windshield" view for the return. The attached link takes you to some pictures and video we took on the trip.

 Big South Fork Scenic RR.mp4

News of Company Store

The Company Store is looking for someone to help with our eBay sales. Our museum ebay sales have grown considerable over the last couple of years. Brian Sykes does the basic listing, and selling on eBay, and is a recognized expert. He is willing to train one of our members on how to sell on eBay, Roger Smith does the packaging, labeling, and shipping and is also willing to train a member in these functions. If you are interested in learning about eBay sales, please contact one of these individuals.

For Sale

CRM had a very large, handmade, wooden, railroad bridge donated to us.



It was originally a custom S gage bridge built for a large home layout. The bridge is 69" long, 17" high, and 5 ½" wide between the supports. The bridge is a work of art done by a master craftsman. As mentioned, it was used as an S gage bridge with two S gage tracks on each level. Once we had it in the museum and looked it over, it was apparent that O gage and HO could also use the bridge. In the case of HO, up to 3 tracks could operate on each level. The present plan is to sell it at our EXPO for \$100. However, at this time, we are offering it to our members for \$50. If interested, Roger Smith, Jim Alexander, or Paul Jamieson. The bridge is located in the annex.

Second item for sale:

CRM recently had a working Dell monitor donated that we do not need in the museum. It is a Dell Model S2009Wb, 20" wide screen, LCD monitor, 1600x900 resolution. Price \$40. If interested, see Paul Jamieson.

Monitor is located in the annex.

Don't forget about our outing in August to see the Greenville Drive play

We will be joining the Foothills Mustang Club.

Date and price: August 7 \$36/ticket food info etc.

RSVP to Herb Mayer @ 4bucksfarm@gmail.com

(We have 40 seats set aside for us, let's fill them!)



Central Railway Museum Leadership and Organization



Ken Greenwood
Special Projects
HO Signaling



Doug Line
President



Scott Unger
Model Train Expo



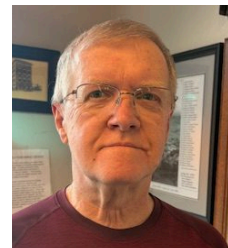
Ken Mosby
V. P. of Exhibits



Sandy Eustis
V. P. of Programs



David Mead
V. P. Marketing



Bill Pike
Secretary



John Johnston
Treasurer



Jack Green
Museum Curator



Paul Sminkey
Saturday Manager



Jackie Bacon
Schools & Local
Organizations



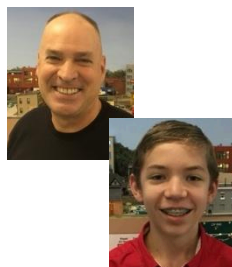
Roger Smith
Company Store



Harry Kelley
Buildings & Grounds



Ray Price
HO Layout



Doug Line/Chris Price
Engineer Certification
Operation Sessions



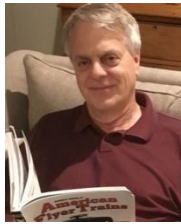
David Mead
Digital Media &
Technology



Jim Alexander
Inventories

Central Railway Museum Leadership and Organization (Continued)

Scott Manning
Lionel Heritage
Layout



Brian Sykes
Monthly Speaker
Coordinator



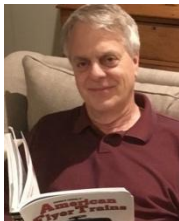
Sandy Eustis
Festivals &
Events



Doug Line
Webmaster



Sandy Eustis
Membership &
Socials



Brian Sykes
American Flyer
Heritage Layout



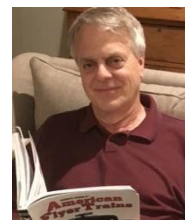
Sandy Eustis
Modeling
Workshops



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



Erik Daunheimer,
Dambridge



Harry Kelley
G Scale Ceiling

Some website links of interest:

- ▶ I Got a PRIVATE Tour of a 1958 Model Railroad... You Won't Believe the Size and the Detail!
- ▶ From Z Scale to Live Steam: The 2026 Model Train Expo in Easley, SC

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 Central 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.



Explore DOWNTOWN CENTRAL, SC

SLOW DOWN. LOOK AROUND. ENJOY YOUR TOWN.



Grab a coffee at
**JITTERS
BREWING
COMPANY.**

104
Madden Bridge Rd



Browse the local
gift and home
decor shop
**URBAN
CENTRAL.**

211 W
Main St



Visit the
**CENTRAL
HERITAGE
MUSEUM**
and stroll its
beautiful gardens.

416
Church St



Have a glass
of wine at
**STEMS
AT THE MILL.**

300
Madden Bridge Rd



Grab a New Zealand
meat pie or an
ice cream treat at
**CENTRAL
SWEETS &
SAVORY.**

137 W
Main St



Sign up for a
creative class at
**COLLABORATION
STATION.**

214
Bank St



Indulge in
authentic Mexican
dishes at
THE MEXICAN.

217 W
Main St



Find fun gifts and
books for adults and
children at
**THE BEE'S KNEES
TOYS AND BOOKS.**

300
Madden Bridge Rd



Locate that
perfect piece of
furniture or decor at
**CONSIGN.
AND DESIGN.**

119 W
Main St



Enjoy a delicious
meal of Thai cuisine
from
**BANGKOK
STREET FOOD.**

233 W
Main St



Try the hibachi
menu at
**HACHI EXPRESS
JAPANESE GRILLE.**

107
Church St



Pick up lifestyle
products and decor at
**AGAINST THE GRAIN
MERCANTILE.**

300
Madden Bridge Rd



Listen to live music
each first Friday at
**HISTORIC
TOWN DEPOT.**

413
Gaines St



Fill up on
casual Mexican at
**PANCHO'S
MEXICAN
RESTAURANT.**

111 W
Main St



Learn the railway
history of our town at
**CENTRAL
RAILWAY MUSEUM.**

108
Werner St



Eat a quick
hot dog lunch
outside at
THE DEPOT DOG.

218 W
Main St



Meet your
health goals at
**CROSSFIT
EPOCH.**

704 W
Main St



Pick your produce
and farm items at
**TIGER VALLEY
FARM & MARKET.**

703 W
Main St



Reconnect with
yourself at
**THE LOFT
WELLNESS STUDIO.**

300
Madden Bridge Rd



Satisfy your
sweet tooth at
BECK'S BAKES.

300
Madden Bridge Rd



Feast on pizza
and subs at
TIGERS PIZZA.

870 W
Main St



Devour true
Mexican Cuisine at
TAQUERIA TEXAS.

859 W
Main St



Try some new ink at
**SACRED KINGDOM
TATTOO.**

135
Watkins St



Quench your
thirst with a
loaded tea at
**TURTLE BAY
NUTRITION.**

225
Broad St



Drive thru for a
craft coffee at
MUG SHOT COFFEE.

210 E
Main St



Save time with a
delicious pizza from
**JOE'S PIZZA
CENTRAL.**

302 E
Main St



Savor authentic
Thai dishes at
**BAKE AND
COOK THAI.**

133 W
Main St



SCAN ME!
Discover more
shops, events,
and specials!



WALK THE
SHOPS
DOWNTOWN



SIT OUTSIDE
AND STAY
AWHILE



FIND
SOMETHING
HANDMADE



CHAT WITH A
LOCAL SHOP
OWNER



DISCOVER
SOMETHING
NEW



TAKE A PHOTO
THAT FEELS
LIKE "HOME"



BRING A
FRIEND
ALONG



SUPPORT A
SMALL
BUSINESS



LAUGH WITH
SOMEONE YOU
RUN INTO



PARK ONCE,
WALK
EVERYWHERE



COMPLIMENT A
STOREFRONT
DISPLAY



LEAVE WITH
SOMETHING YOU
DIDN'T PLAN ON

Shop local. Love local. It's what keeps our town special.



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