Central Crossings

Newsletter of the Central Railway Museum

Volume 36, Issue #3 June-August 2026

108 Werner St
Central, SC 29627

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www.crmha.org

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Presidents message

What a Summer — and How We Keep Rolling

What a summer it's been for the Central Railway Model & Historical Association! Association meetings took a break in June, July, and August, but the museum sure didn't. Thursdays and Saturdays kept humming, the picnic and Greenville Drive baseball night brought us together, several of us made it to the NMRA convention, and our HO portable rebuild and N-scale crew have been moving like they mean it. That's not downtime. That's who we are: people who show up, fix what's broken, and leave the place better than we found it.

A huge thank-you to everyone who kept the doors open and the trains running while we were "off." Special shout-outs to Bill Otter for diving back into Scouting as a Railroading merit badge counselor — we've already hosted Cub Scout and Scout visits, with more to come this fall; to Herb for another solid summer of socials (and for thinking ahead on next year's picnic and Christmas party); to Roger and the company store team for auctions and eBay that keep underwriting the museum; to Ken, Tom, Herb, Sandy, and the portable crew for rebuilding modules for the February Expo; to Jack, Harrison, PJ, and Will for the heritage and display work that helps visitors actually see the story; and to Paul S. and everyone covering Saturdays. If you were soldering, sweeping, talking to a visitor, or just making a new member feel welcome — that was the summer that mattered.

And a hard-earned thank-you to Harry and PJ for emptying out the City's jail site. That was hot, heavy, unglamorous work — the kind of job that never makes a brochure and still has to get done. They did it, and they did it well. Clearing that space didn't just tidy up a town relationship. It reminded us that if we're going to keep growing — more layouts, more storage, more room to work, more ways to serve the public — we can't keep stuffing everything into the same handful of rooms forever.

So we're forming a small group to investigate funding options for the museum's next chapter. Not a shopping spree. Research. What grants and partners might help us with things like additional space, potentially rolling stock, assisting with the Seneca Depot effort, or — someday, if the numbers and the law allow — purchasing space of our own. The Depot is still a live conversation. Seneca is still pushing hard on the railroad side of that story. We owe ourselves a clear-eyed look at what's possible before we need it in a hurry. If you've got grant-writing experience, nonprofit finance sense, local connections, or just the willingness to make phone calls and dig through paperwork, I want you on this team. Talk to me. We'll keep it practical, local, and honest: research first, report back, then decide — never instead of the museum we already have, only in addition to it. Central is where it all began, and will remain centered.

We're also watching Facebook do real work for us. One passenger-train reel pulled over 74K of views, and in August, we're averaging around 101K views a week with more than 2.4K people following the page. That's neighbors and railfans who can still walk through our door on a Saturday. Here's how you help: when you're here on a Thursday or Saturday, take a couple of photos and send them along with a short caption. We'll put them to work.

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Looking ahead — fall is full, and we need you in it:

- Come back to Association meetings. We meet again in September and will continue to have Association meetings on the first Thursday of the month at 7pm. Don't wait for "next month." Come this month.
- Railfest is September 26 — one busy day, lots of kids, Dam Bridge and Thomas going out. If you can help for even a few hours, tell Sandy or Paul.
- Expo 2027 is already on the clock. Tables are filling. Marketing needs to start now — not in January. Hang a flyer, remind the church about their newsletter, or help Scott with ads and floor layout. Door count is what keeps vendors coming back.
- The HO museum layout needs love. Motive power and the Crescent cars especially. Same for Dam Bridge and Thomas — we need folks willing to own those chairs.
- Boy Scout counselors. Bill can't do this alone, and youth protection means we never counsel one-on-one. A couple more vetted counselors changes everything for those young men.
- Join the funding-options research group. Space, rolling stock, Seneca Depot support, or purchase possibilities — start with curiosity and a few hours, not a blank check.
- Record your hours. Members > Record Volunteer Hours at https://www.google.com/url?q=https://www.crmha.org/record-hours/&source=gmail&ust=1788915114588000&sa=E. It takes a minute and it tells the story of what this club really does.

One more thing. Sandy's membership survey told us something we already feel in our bones: people join because they love trains and want to meet folks who share that. Some of us put in hundreds of hours a year. Some of us mostly wear a red shirt at Expo and write a check — and that matters too. What we can't do is grow the museum on a wish list. Tell us what you're willing to spend time on, then show up for it. New faces walking in the door need a hello, an invitation to the workbench, and someone who remembers their name next Thursday. That's how shy members become regulars. That's how we honor the big shoes Bob left for us to fill — not by talking about them, but by stepping into them.

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We've got the tools, the layouts, the Expo, the scouts, and a community that still feels like home. What we need is you — on a Thursday, on a Saturday, at Railfest, on the portable crew, behind a camera, on the funding research team, or just saying "come sit with me" to the next person through the door.

Let's keep those trains rolling.

Doug Line
President, Central Railway Model & Historical Association

Follow us on!



Save the Date!

Central Railway Museum's

Model Train

Expo 2027

Friday – February 19th 12:00 – 6:00 pm
Saturday February 20th 9:00 – 3:00 pm

Rock Springs Church – Impact Center

207 Rock Springs Road

Easley, South Carolina 29642

Free Parking and Parking Shuttle

Admission $10 Adults

Under 10 **Free** with adult

Admission good for both days

8+ Operating Model Railroads



Kidzone

With Thomas & Brio

180+ Dealer Tables

Complete INFO At: WWW.CRMHA.org

Chair: Scott Unger – (412) 491-4655, Trainshow@crmha.org



Scott Unger
Editor

Over the past few months we have been establishing a relationship with the Boy and Cub Scouts. In this issue there are several photos depicting the Boy Scouts as they become familiar with the Museum while they are tutored by the club's members. The end result for the Boy Scouts will be attainment of the Railroad Merit Badge.

On Friday August 14 Cub Scout Pack 145 from Walhalla visited the Museum. We welcomed 32 enthusiastic Cub Scouts (and their leaders/families) who had an extraordinarily great time exploring the museum.



Just one more look at Bob Folsom's fantastic layout, just click in the link below
A Model Railroad Legend Is Gone… One Last Look at Bob Folsom's N&W Roanoke Division

Thanks to Joe Mayeur, Doug Line and Caleb Owens for the large selection of photos taken at the NMRA convention.

Photos from Bob Folson's memorial
They were taken from the N&W Roanoke Division Model Railroad Facebook Page





Josh Phillips delivers a eulogy



Robin





Sammy, Geno, Howard, Scott U and Caleb



Will Frosty Carol and Robin

The Scouts visit the museum to begin their quest for the Railroading Merit Badge,

On July 20th and 21st, our museum had the pleasure of welcoming several local Boy Scout troops as they worked toward earning their Railroad Merit Badge. It was a great opportunity to introduce these young men to the rich history of railroading and give them some hands-on learning. This was our first time, and we're really encouraged by the interest. We hope to make sessions like this a regular offering for scout troops across the region. Big thanks to the scouts, the scout leaders, and our museum volunteers for making it such a success.



Herb Mayer begins the introductions.





Herb has their complete attention.



Bill Otter explains it all!



The world's finest instructors!

The Cub Scouts visit us too!



Jackie has their attention!





Visitors









"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.

Here are some contributions that fit this page.

Fred Burton has some things to share.

What do you do with that empty space between the track and the edge of the table? It's about 1 to 1.5 inches wide and can be a distracting bare space.
Place power or communication lines? NO! Sooner or later those will be snapped while reaching for a piece of rolling stock. And no matter how careful you are, visitors are not.
You'll want something with a low profile which you'd normally expect to find along the tracks.....

Suggestion 1: Stockpiled MofW materials, i.e., Rails resting on partial crossties or cast concrete blocks, spare turnout frogs stored the same way, neatly stacked replacement cross ties. Maybe stacked details or turnout cranks plus barrels of spikes or fishplates.







Suggestion 2: Stockpiled ballast - put those cheap looking, symmetrical plastic 34ft hopper coal loads to good use after painting them dirty gray as ballast and weathering them with a few blades of grass and/or MofW crew debris

Suggestion 3: Roughly gouge a small stream or drainage ditch. No need to be neat or accurate, the more irregular, the better. Paint to represent old exposed dirt, freshly exposed mud, something glossy to represent water, gloss brown for stagnant water or covered olive green to represent floating algae. Add tufts of weeds/grass and trash (especially accumulating at choke points). There IS an example of this on our portable layout.

Suggestion 4: Trackside utility items, i.e., interlocking throw rods, snow melter gas lines, compressed air or gas cylinders to operate snow melters or pneumatic turnouts, low relay and circuit boxes for

the operation of turnouts, ice melting and crossing detection relays. Battery boxes to power crossing gates and turnout motors..

Suggestion 5: standard lineside signs such as mile posts, whistle posts, etc. instead of empty, wasted, distracting space, you'll have details to bring your layout's realism to a new level.

Suggestion 6: Use ordinary thin shirt cardboard. It makes an excellent concrete roadway or platform; they're very nearly the same color. Draw in asphalt-sealed cracks and joints with a black pen. A dirty finger rubbed lengthwise down each lane makes a convincing middle-of-the-lane exhaust stain.

Suggestion 7: Gotta cut a length off some flex track? Have some old brass Snap Track? Replacing a Snap track turnout? Save the rails & ties & fogs & inside guard rails & point rails as R/W - MofW scenery items. Re-use those tacky plastic coal/gravel load inserts for hoppers & gons to place along the R/W as ballast piles.

On Monday, June 15, 2026, **Doug Line** wrote:

I happened to see this information about NC passenger rail progress and plans.

Click on this link for the picture below https://www.youtube.com/watch?v=_PRsplwYNf0&t=1450s



They just keep working on it.. small steps.

Subsequently, Fred Burton, AKA “Buzz” the yardmaster, replied with the following.

Yes, as a Civil Engineer with NCDOT in Charlotte, I've been involved with some of this. In surveying I had to obtain data on the location of tracks, R/W, adjacent properties and physical features of the land. Where? Widening curves and building new bridges along the NS to the north of Charlotte.

After retiring, I got a job with National Railroad Safety Services, a firm providing project safety oversight. As a safety observer I had to give any construction crew to which I was assigned a 5-minute safety briefing and then advise them of any approaching trains, instructing them to cease

work until it had passed. Passing trains would be watched for problems and their passage broadcast to other observers down the line. When my crew had to cross the tracks or foul the clearance limit, I was to first get permission from an NS operations person. For these tasks I was given a NS frequency radio, an alarm clock, safety gear and paid $20/hour (later $21/hr) ... and most days were 12hrs long. Not bad pay for being a glorified railfan! (I got a reputation for being especially reliable - if someone called in sick at the last minute, they KNEW I could be called in to take his place ASAP.)
In addition to Charlotte, I was also occasionally sent a week at a time to Morrisville (near Durham) NC for the same work.

A couple of other things about NCDOT Rail Division passenger service:
1) Whenever possible, they'd use Historic Preservation funds to restore an unused RR station to museum quality rather than build a new station. In some cases, they'd go 50-50 with another government agency and build a joint-use structure. In Apex, NC they went 50-50 with a DMV tag office - passenger patronage increased so much, they eventually had to evict the DMV! In Burlington, NC, the city had already relocated the SOU station for other purposes, so the NCDOT simply restored the NCRR's trackside pre-Civil War locomotive shop as a station and museum.

2) You'll note, NC passenger trains are composed of older equipment. Engines and cars have been 2nd hand equipment that has been thoroughly rebuilt. 1st Engines were ex-CNJ/NJ Transit hood units. Replaced by ex-GO Transit (Toronto) engines. Passenger cars were ex-KCS and ex-UP cars, the last streamlined passenger cars built (in 1964). EXCEPT for the combines: former WWII US Army Hospital cars now used as crew/baggage/refreshment cars - vending machines plus FREE water, coffee and iced tea! All these have carpeted floors and curtains rather than tinted window glass. Plus, being heavier, they ride far, far smoother than the Amfleet crap elsewhere. (Note: Charlotte-NY "Carolinian" does use standard cramped Amtrak equipment; "Piedmont" trains are NCDOT equipment) NC provides premium service on a shoestring budget!

Is the service well-used? HELL, YES! Trains are usually on-time and often FULL for all or part of their trips. I recall being at Charlotte's station on a Sunday evening when kids are returning to the several colleges along the route. Automobiles of parents dropping them off were parked on the station's entire lawn!
If you have the chance to ride one of the 'Piedmont' trains out of Charlotte, even if it's just a short round trip to Kannapolis or Salisbury - DO IT!

The other wild thing about NC rail is the fact there'd been no precedent for daylight express passenger trains on key lines of their current passenger network. Greensboro to Goldsboro, for instance, had only 2 all-stops locals each way when Southern Railway operated the line. One had a Raleigh-NY Pullman via Greensboro, many miles in the opposite direction! Another Pullman between Raleigh and Asheville had a multi-hour layover in Greensboro in the middle of the night.

ACL, SAL and SOU had plenty of trains, but they were mostly designed to transport businesspeople and vacationers between the Northeast and Florida or Atlanta overnight. Any place off the main line was of secondary importance.

As contract safety observers, we were instructed to ignore the presence of private individuals on the property, their activities and their danger! I couldn't abide with this and if I saw a member of the public getting into grave danger, I'd violate my instructions. (1) A man was walking down the middle of the single track with his 2 young daughters. The signals were set for a 70MPH passenger train to come at them from behind, indeed it was close enough I could clearly hear his horn around a curve

half a mile away. I got them off the track onto the freshly graded roadbed for the 2nd track to be installed. (2) One fellow was walking southbound on the track, and a 60MPH Piedmont was approaching from the north. I couldn't communicate with him, so I radioed the train's engineer to advise him to sound his horn to alert the man. I got a grateful "Thank You!" from the engineer. (3) I had possession of the radio while off duty - great for railfanning! One Thanksgiving en route to visit my son in Clemson I heard a northbound call signal in downtown Easley. Then I spied a family at Haywood Interlocking sitting ON the cleared track while the father took photos of them! I yelled at them - they seemed irritated - and radioed the crew to sound the horn for people on the track within the block. They did but there was a lot of radio discussion as to who was making the call. Since we weren't to use the radios off the job, I kept silent.
I've worked for SCL as a General Yardmaster in Portsmouth, VA and Tampa, FL and was sent on computer projects in Rocky Mount, NC and Waycross, GA. I was also sent to do time-and-motion studies on the GaRR, Miami, Charleston, Tallahassee, Savannah.

During college summers and between college, the Army and SCL I worked for the Long Island Rail Road (yes, 2 words) as a bartender/Parlor Car attendant. Those were the days LIRR ran passenger Alco C-420's and multiple all-parlor cars (15 cars long and with both open end and streamlined observation cars!) weekend expresses to the Hamptons. (Since LIRR was relatively isolated from the perspective of railfans, such highly unique operations went unknown.)

I also have a friend who worked in the summers for LIRR and the newly-formed-PC (both NYC and NH regions) as a ticket agent.

Frdd/Buzz





NMRA convention Photos
From Joe Mayeur



The Train in motion!

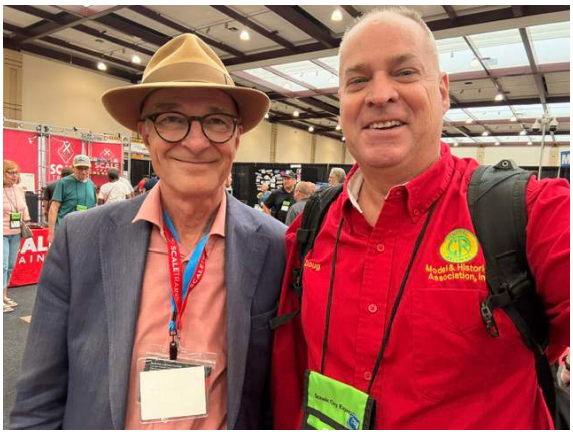








From the vast collection of our President Doug Line (How could you tell?)



Doug pictured with Pelle Søeborg (often spelled Soeborg).
ScaleTrains brought him in as a special guest for the 2026 NMRA National Convention (Scenic City Express) in Chattanooga. He was featured at their open house so people could see his well-known HO scale Daneburg Subdivision layout, he gave presentations, and he rode the ScaleTrains-sponsored Summerville steam excursion behind Southern 4501.
He's a Danish modeler famous for extremely realistic modern-era U.S. prototype scenes (especially Union Pacific in Nebraska-inspired settings). His layouts have been featured in Model Railroader and other publications for years. ScaleTrains has also used his Daneburg layout in product videos.



Doug, Fin, Lee Calkins, current NMRA Western District Director, Calib and Tom



Doug, Tom and Ed Crowe

More from Doug



Ralph, Keith, Sandy, Myron Pensyl, Herb, Tom & Doug



Doug making a new friend



Doug and Ed Painter, another old CRMHA member



Doug and Howard



Taken from a seminar

Doug and some photos from Pelles layout







Doug's collection continued



Bill, Ed, Tom and Doug (Again)



Tom

Doug's collection continued





Joe has a new hat!



From Calib











Legos!

More Photos from Claib









More Photos from Calib.
Roger, these two are for you!







Sandy sends these:

Here's an incredibly detailed scene going around a corner, built with several linked T-Trak modules, although several highways don't quite line up. Well, that's the nature of modular layouts with multiple exhibitors! The full video pan shows a pair of modules with a fabulously intricate city park (including a wedding in process), next to two modules depicting a July 4 parade running through a couple of modules. There are hundreds of local N scale folks watching the parade, and almost as many participants strutting down the parade route in various sections. Finally, these modules were linked to the two modules on the left, one with a concert in the park, and the second with a downtown festival in the park going on. WOW! This is all totally over-the-top intricate scenic modeling, AND it's all in 14" squares!



Sandy provided a video for the photo below clock on this link: 20260802_115821.mp4



More from Sandy:





More from Sandy:





Bill Otter meets up with the "BIG BOY"



Union Pacific Big Boy 4014 stopped overnight at Bloomington, Illinois on July 17 on its way home to Cheyenne, Wyoming from the America 250 Celebration in Philadelphia. Bill Otter was part of the team on hand to help. A special safe viewing area in Bloomington Yard was provided for the public and a reception was held next to the train for UP employees and their families. UP purchased 25 Boy Boys built in 1941-1942 to haul freight trains over the Rocky Mountains.



Later, Bill enjoyed a cab ride in the Southern 401, a beautifully maintained oil-fired 2-8-0 at the Monticello Railroad Museum, for a 30 MPH trip on Monticello's main line.

Wednesday, July 22, 2026 Lifestyles Pickens County Courier 1B



Quilt honors Central's railroad heritage and the legacy of local architect Rob Seel

CENTRAL — A new addition to the Upstate Heritage Quilt Trail is celebrating the rich railroad history of Central while paying tribute to one of the community's most dedicated historians and preservationists.

The quilt, "ALL ABOARD," is Quilt No. 307 on the Upstate Heritage Quilt Trail. Its quilt tile display is prominently featured at the Historic Central Train Depot on Wood Street, where it serves as a colorful reminder of the town's deep railroad roots and the people who worked to preserve that history.

Created by local quilter Linda Bell, the quilt was commissioned by Central residents Jackie and Karl Bacon to commemorate the community's railroad heritage and honor the late Rob Seel, who served as architect for the Historic Central Train Depot renovation project.

The design incorporates a series of vintage black-and-white photographs that were beautifully colorized by Len Costello. The images highlight important moments and landmarks in Central's history, including the Central Railroad Hotel, a steam locomotive with the community's wooden water tower in the background, railroad agent John Sims working inside the depot office,and a historic view of the area from the railroad tracks.

Surrounding the images is a border of blackberry vines, a nod to the blackberry pie that was once a signature dessert served at the Central Railroad Hotel. The scenes depicted represent the area that once paralleled Gaines Street near mile marker 510.

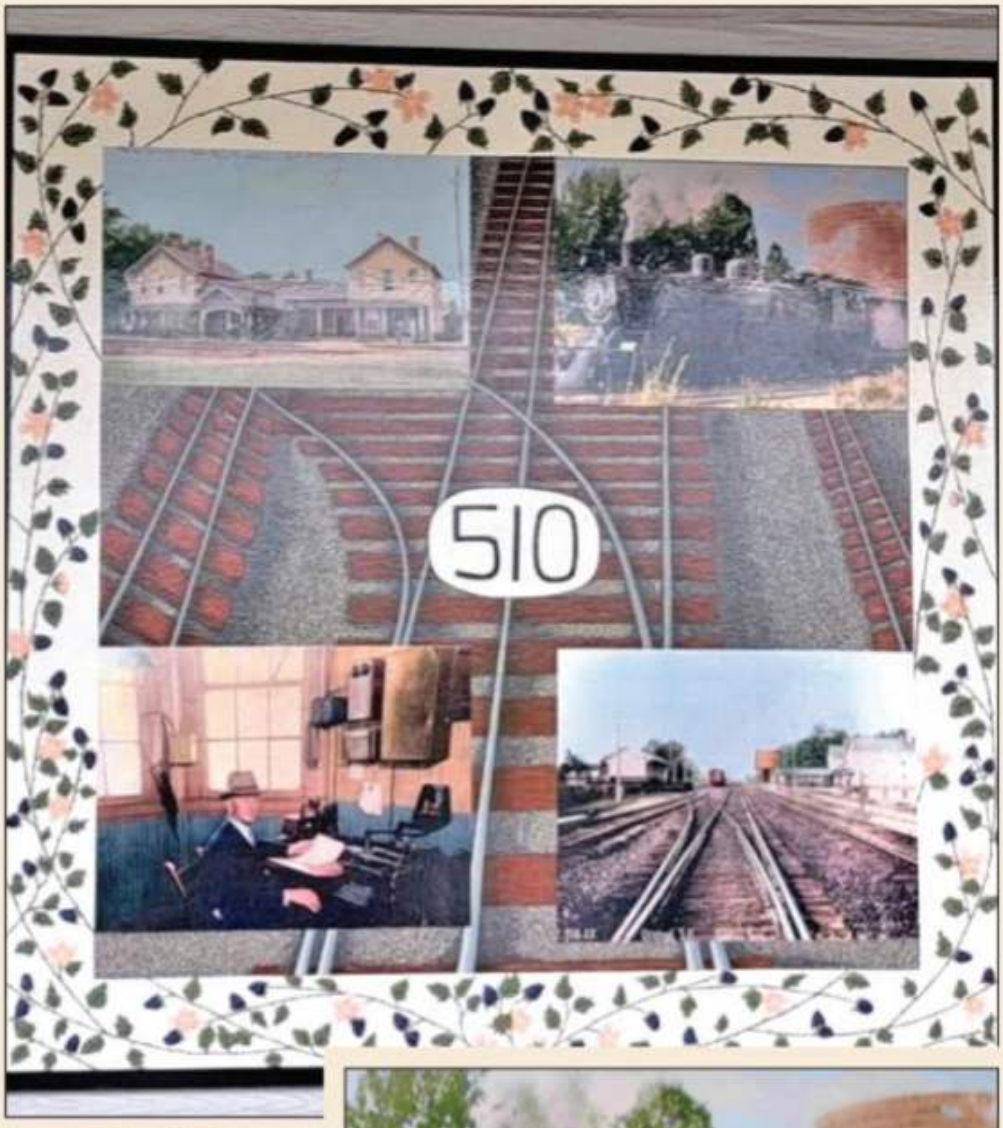
Several volunteers helped bring the quilt tile display to life. Cindy Blair with the Upstate Heritage Quilt Trail coordinated the installation. Cindy Woods completed the detailed painting on the tile display, while Amy Morris handled the protective sealing. Clemson Graphics reproduced the colorized photographs used in the display.

Jackie Bacon, Karl Bacon and Seel were all members of the Central Railway Model and Historical Association (CRMHA), an organization dedicated to preserving and sharing the area's railroad history through the Central Railway Museum, located at 108 Werner St. in Central.

Seel played an instrumental role within the association, helping create model train layouts and conducting extensive research into the history of Central and its railroad. He also authored Central Focus, a pictorial history of the town that has become a valuable resource documenting the community's past.

Beyond his work as a historian, Seel was the architect responsible for the restoration of the Historic Central Train Depot, helping preserve one of the town's most recognizable landmarks for future generations.

Seel passed away in November 2025 following a long and courageous battle with cancer. Friends remember him not only as a talented architect and artist, but also as an enthusiastic model railroader, respected historian, and beloved musician throughout the Upstate. His contributions continue to leave a lasting impact on the community he loved.





Above: The "ALL ABOARD" quilt at the Historic Central Train Depot celebrates Central's rich railroad history through vintage images and honors the late Rob Seel, whose work helped preserve the depot and the community's history. Right: A steam locomotive passes through the town of Central with the community's wooden water tower in the background. Courtesy photos

Today, the "ALL ABOARD" quilt serves as both a celebration of Central's railroad heritage and a lasting tribute to Seel's passion for preserving local history.

The Historic Central Train Depot is available as a rental venue. For additional information, contact Central Town Hall.

[Click on this link for a clear view of this article]

Taken from USAToday August 14, 2026

Proposed 72-hour NY to LA train stalls over deal with Amtrak

AmeriStarRail hopes to begin service in May '28

Nathan Diller
USA TODAY

More than a year after a company shared a proposal for speedy coast-to-coast U.S. train service, operations have not yet begun.

AmeriStarRail's Transcontinental Chief train would carry passengers, truck drivers and their tractor-trailers between Los Angeles and New York in under 72 hours, a July 2025 news release said. The company said at the time that the train – using private financing – could begin operating on May 10, 2026, ahead of America's 250th birthday and the FIFA World Cup, subject to operating agreements with host railroads.

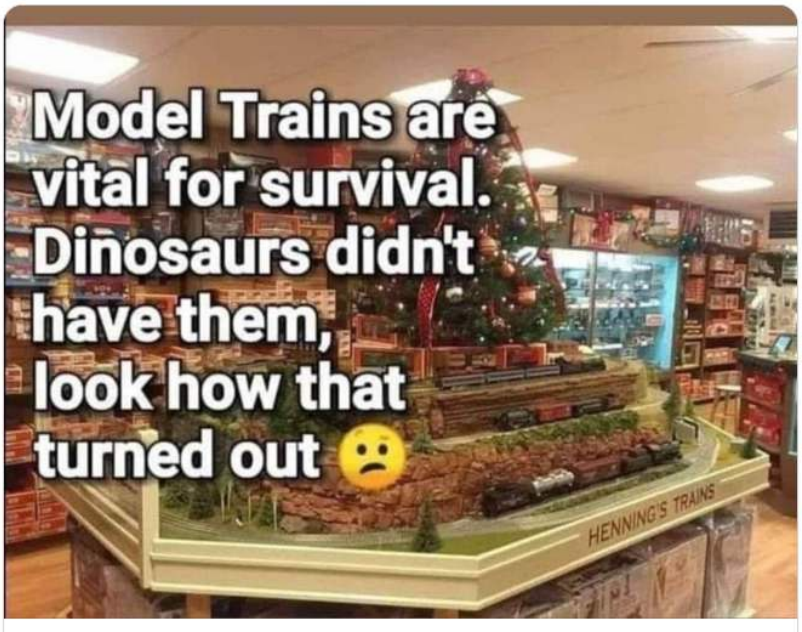
AmeriStarRail presented the project to Amtrak, saying that the route would be more profitable than its current long-distance service.

However, Scott Spencer, AmeriStarRail's chief operating officer, said the company was not able to meet that launch date because it does not yet have a joint venture agreement with Amtrak.

"The key approval needed is from Amtrak because we need a joint venture to partner with them," he told USA TODAY in an email. "This is because the Transcontinental Chief needs to be operated, branded, ticketed and marketed as an Amtrak train in partnership with AmeriStarRail as required by congressional statutes and the host freight railroads."

Amtrak did not immediately respond to requests for comment. Amtrak spokesperson Beth Toll previously said in a statement that the company reviewed a letter from AmeriStarRail and determined that it was "lacking a fundamental business case to support its lofty proposal."

Spencer said AmeriStarRail "is still actively pursuing this opportunity with many mayors, economic development interests, (chambers of commerce) and logistics owners and investors, across the country along the route," and now intends to begin service in May 2028 in time for the Summer Olympics.



Activities Page

Friday, August 7th, watching the Greenville Drive play



Club Picnic at the Sykes



More Picnic Photos:









Central Railway Museum Leadership and Organization



Ken Greenwood
Special Projects
HO Signaling



Doug Line
President



Scott Unger
Model Train Expo



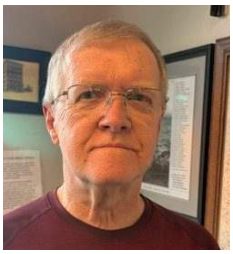
Ken Mosby
V. P. of Exhibits



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



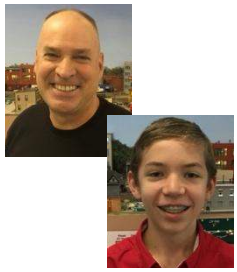
Roger Smith
Company Store



Harry Kelley
Buildings & Grounds



Ray Price
HO Layout



Doug Line/Chris Price
Engineer Certification
Operation Sessions



David Mead
Digital Media &
Technology



Jim Alexander
Administrator

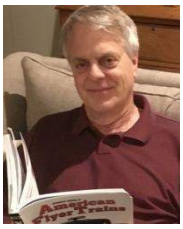


Paul Jamieson
Inventories

Central Railway Museum Leadership and Organization (Continued)



Scott Manning
Lionel Heritage Layout



Brian Sykes
Monthly Speaker Coordinator



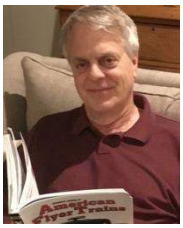
Sandy Eustis
Festivals & Events



Doug Line
Webmaster



Sandy Eustis
Membership & Socials



Brian Sykes
American Flyer Heritage Layout



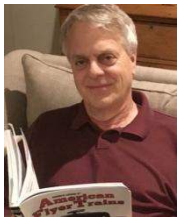
Sandy Eustis
Modeling Workshops



Howard Garner
NMRA Liaison



Scott Unger
Central Crossings Newsletter Editor



Brian Sykes
Rail Fan Outings



John Johnston
N Scale Layout



Tom Langdale
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 the **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 the **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/