



CENTRAL CROSSINGS

MONTHLY NEWS LETTER OF THE
**CENTRAL RAILWAY
 MODEL & HISTORICAL ASSOCIATION, INC.**

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November 2009

P. O. Box 128
 Central, SC 29630

WEBSITE:
www.crmha.org

MUSEUM &
 MEETING SITE
 108 Werner Street
 Central, SC

OFFICERS

President / CEO:
 Jim Reece

Vice President:
 Ron Keith

**Stationmaster &
 Webmaster**
 Brian d'Entremont

Paymaster
 Bob Folsom

Shows Chairman:
 Bruce Gathman

Museum Curator:
 Jim Selton

Editor & Publisher
 Robert M. Seel, AIA
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Next Meeting:
Nov. 5, 2009
7:15 PM
 ~ ~ ~
**CHRISTMAS
 DINNER**
**at Bob Folsom's
 House**
Dec 3, 2009



CHRISTMAS IS COMING . . . F A S T !!!



In fact, the “Spirit of Christmas Yet-to-Come” blasted through Central twice this past month. To promote the November 6th opening of its holiday film, “A Christmas Carol,” the Walt Disney Company ran a special train, specially wrapped in Hawthorne Village fashion, across the country since before Memorial Day. The short consist of four exhibit cars and one private staff car is pulled by Amtrak P42DC units 157 and 71. **Above:** Having already passed through Central on its way from Baltimore to Duluth, GA, the train is shown here backtracking toward Spencer, NC on October 8, 2009. Originating in Los Angeles on May 22, 2009, the train will have visited forty cities before terminating at New York’s Grand Central Terminal on October 30, 2009.

Left: Don’t miss our next meeting where Rob Seel will present a past and future look at the drama that is **railroad architecture**, including a look at Washington, DC’s Union Station. **Photos by Rob Seel.**



APPROACHING HEADLIGHTS

Upcoming Events for the
Central Railway Model & Historical Association
For other shows and events, please see the list at the end
of the newsletter.

**2ND SATURDAY
MUSEUM OPEN TO
THE PUBLIC
NOVEMBER 14, 2009
DECEMBER 12, 2009
JANUARY 9, 2010**

PROGRAM SCHEDULE

- November 5, 2009 Rob Seel
Railroad Architecture: Then and Now
- December 3, 2009 **Christmas Dinner**
Hosted by Bob Folsom
- December 5, 2009 **CASCADE WESTERN**
Annual December Open House & Drop-In
Hosted by Howard Garner

2010

- January 7, 2010 Dale Reynolds
The Blue Ridge Railroad
- February 4, 2010 Mac McMillin
Lanterns: Kerosene vs. Electric
- Open Dates:** Hurry and see Dale Reynolds to reserve
your spot to tell us what you know!
- | | |
|-------------------|------------------|
| March 4, 2010 | April 1, 2010 |
| May 6, 2010 | June 3, 2010 |
| July 1, 2010 | August 5, 2010 |
| September 2, 2010 | October 7, 2010 |
| November 4, 2010 | December 2, 2010 |



CRM&HA RAMBLE 2010 ONE FOLKSTON FUNNEL

A Four-Day Extravaganza Trip to
Savannah, Folkston & Jacksonville

Highlights to include:

The Savannah Roundhouse Museum

Nate Stone's fabulous northern end of the
Clinchfield Railroad in HO scale

Railfanning the Folkston Funnel

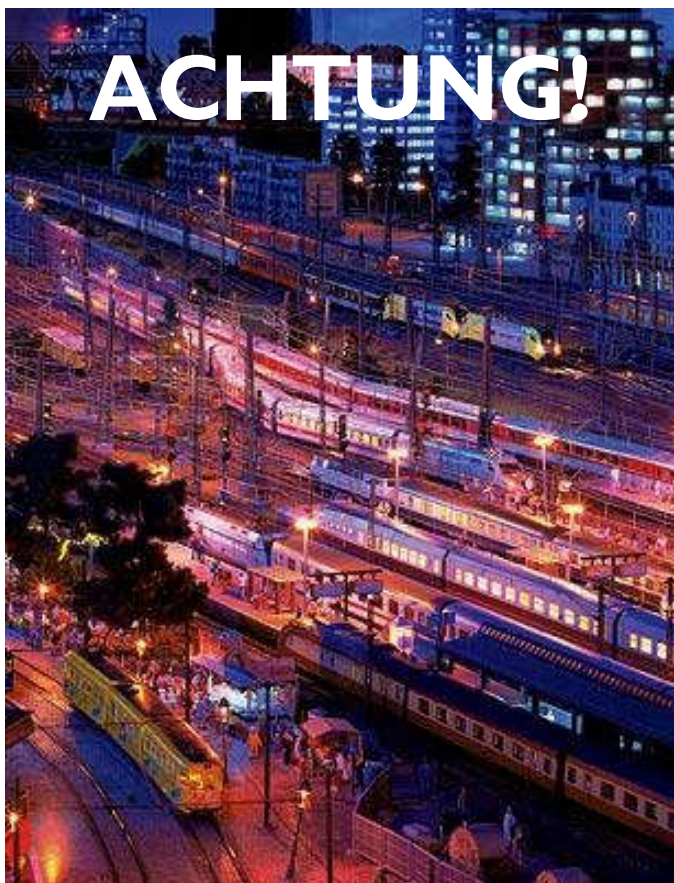
**The Jacksonville Model Train &
Railroadiana Show**

February 18-21, 2010

*Dale will discuss the details at the upcoming
November and December meetings. Don't miss it!*



On-location photos by Dale Reynolds



Thanks to Dennis Moriarty for sending along some amazing photos of the *Miniatur Wunderland* in Hamburg, Germany. Many of us have seen the video that's gone around by email, as well as their website: www.miniatur-wunderland.com. Be sure to see it when you're over there. If you can't wait until then, call Jim Selton and ask to visit his layout featured here last month!



Carolina Piedmont SW-1 No. 1, ex-CofG resides "back home" in the Savannah Roundhouse. The No.1 was the first diesel loco purchased by the Central of Georgia in 1939. See it and lots of other neat stuff on the upcoming FOLKSTON FUNNEL RAMBLE! Photo by Rob Seel

SCHEDULED TRAIN SHOWS

November 7-8, 2009

RALEIGH, NC

25th Annual Model Train & Railroadiana Show

Exposition Center at the NC State Fairgrounds

9:00 AM – 5:00 PM both days

\$6.00 w/ children 10 and under Free

www.nrvshow.org

November 14-15, 2009

NORTH CHARLESTON, SC

11th Annual Best Friend Model Train Show

Danny Jones Armory

10:00 AM – 4:00 PM both days

\$5.00 w/ children 10 and under Free

www.BestFriendofCharleston.org

November 21-22, 2009

NORCROSS, GA

Great Train Expo

North Atlanta Trade Center

10:00 AM – 4:00 PM

\$7.00 w/ children 12 and under Free

www.greattrainexpo.com

November 29, 2009

RALEIGH, NC

TCA Southeastern Division Train Show

N. Kerr Scott Bldg at the NC State Fairgrounds

10:00 AM – 3:30 PM both days

\$5.00



History Found in Buried Treasure, Pt 3

CEO Comments by Jim Reece

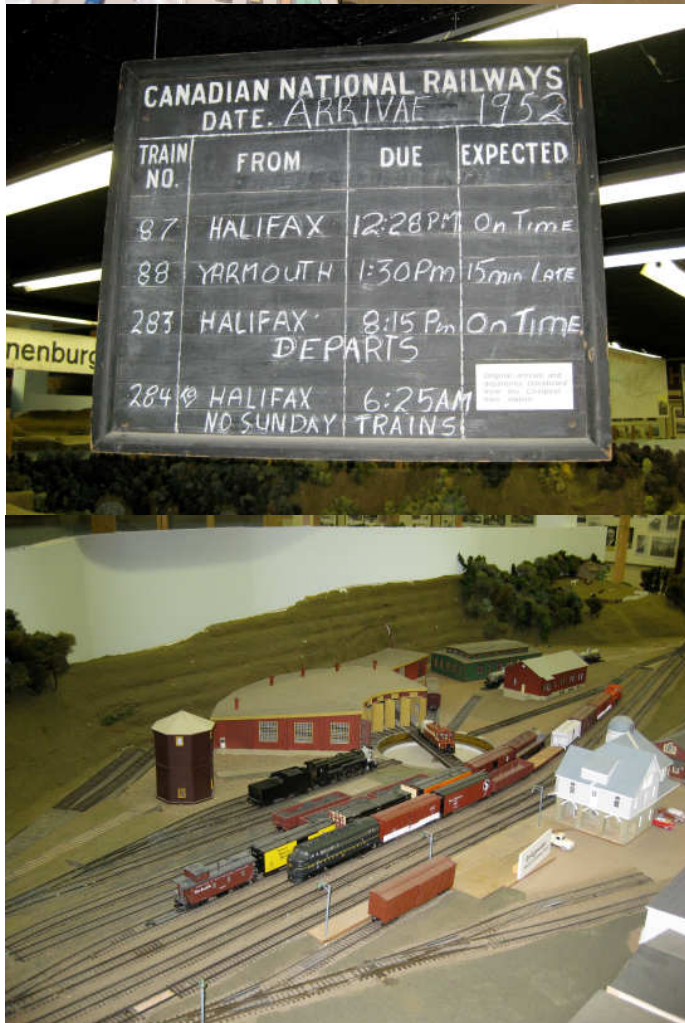
*Jim has dusted off and pulled together the third and final installment of the **History of the Central Railway**, as told by John T. Thorpe. Find the article beginning on page 7. Thank you, Jim! – ed. 🚂*

THE HALIFAX & SOUTHWESTERN RAILWAY MUSEUM




“Did I visit the **Halifax & Southwestern Railway Museum**, located in beautiful Lunenburg, Nova Scotia, Canada?”

“You betcha!,” says Steve Powell, who sent us these photos from a trip he took recently. According to Steve, “The museum is a one man (Duane Porter, Curator, **below right**) creation, and the amount and variety of HS&W memorabilia was donated by local families whose grandfathers worked on the railroad.” The museum boasts an amazing collection of artifacts, tools, appliances, and furniture, most of which were used in Bridgewater, Nova Scotia in the 1950s. One such example is the reproduced ticket office (**upper left**). Other items trace the H&SW from the railway’s creation in 1901 up through its last days (and abandonment) as part of the Canadian National system in the 1980s.



The featured exhibit, however, is probably the extensive and architecturally researched model railroad (**bottom left**). In S-scale, the layout is centered around Bridgewater and includes a reproduction of the passenger station that was destroyed by fire in 1982. The track is even hand-spiked on carved wood ties.

Photos by Steve Powell 



SERVES THE UPSTATE

GENERAL MEETING MINUTES

By **Brian d'Entremont,**
Stationmaster

1 October 2009

Regular Meeting at the Central Railway Museum

President Jim Reece called the meeting to order at 7:15 PM with 24 members in attendance. One guest, Herb Schmidt was also present, for the purpose of giving a presentation on cardstock modeling after the meeting.

Treasury

Treasurer Bob Folsom reported that about \$800 had been spent on supplies since budgets had been set for the museum and that this process was going well. No invoices were submitted to the city for the past month; thus no money was received.

Publicity and Public Hours

There was discussion about activities for national model railroad month. The NMRA has decided not to use our facility for a meeting, but we could have an open house. No specific proposal was made as to what would differentiate this from our normal open hours on the second Saturday of each month. Another proposal was that a "golden spike ceremony" might be in order for the upper level continuous run loop around that time. No decision was made to do anything special for November. It was noted that the Pickens County News had put our meeting time in the paper, we think at the request of Rob Seel. It was also decided that there would be no work session on Saturday, Oct. 3, due to the club picnic.

Museum

Mr. Reece stated that the city is putting together a committee of about three people to distribute funding for artifacts for the two museums, ours and the history museum down the street. Annexing the kitchen is still a goal. Mr. Reece said that, while specific rooms were not mentioned, our lease does specify that an area is being set aside for the city to install restrooms, and that he has asked the mayor for an amended lease removing this provision.

Committee Reports


- **Stationmaster Brian d'Entremont** put out an e-mail to committee chairmen earlier in the month, seeking full membership list for each committee and standards documentation. He hasn't received much response.
- **Building Chairman, Glenn Nasworthy** reported that we hosted 54 people from the Heritage Corridor bus tour last month. This tour represents people that have a stake in the promotion of the Heritage Corridor and could be helpful in attracting out-of-town visitors. Mr. Nasworthy said that they seemed to be impressed with the museum.
- **Train Show Superintendent, Bruce Gathman** reported nothing new, but is planning to schedule a meeting with city officials from Easley soon.
- **Festival Chairman, Ron Keith** reported a meeting with representatives of other organizations involved in the Central Railway Festival, at which it was decided that the festival would be held on April 24th and be only one day. This avoids the weekend of Blueridge Festival and occurs when Clemson University is still in session. The committee is looking for four bands, with a DJ to fill time in between. They are also looking to expand the venue to include trips to Collins Old Town, the Central History Museum, the Roller Mill, and the Freedom Hill Church on the campus of Southern Wesleyan University. It is also desired that we get an outdoor "train" that doesn't envelop the driver with exhaust fumes as the one this spring did.
- **Jim McInnis** reported nothing new on the portable layout.
- **Program Director, Dale Reynolds** was still seeking programs or clinics for all meetings in 2010.
- **The Heritage Committee** reports that they are continuing to work and improve the track plan of the "American Flyer Room," as they have now branded the front room in anticipation of putting the other heritage displays in the old kitchen. We now have 17 American Flyer engines, but are short of roadbed for this display.
- **Curator Jim Selton** reported on recent donations and acquisitions
- **Scenery Chairman, Sandy Eustis** reported that he had recently completed two overlays on the master upper level drawing, which are posted on the meeting room wall.
- **Trackwork Chairman Bob Folsom** said that we have roadbed in all the way around the upper level continuous run and should have this operational by the end of the year.

Elections

Nominations remained open from the last meeting, at which a motion approved Jim Reece to run for a third term, but failed to nominate him or anyone for the position. Dale Reynolds nominated and Richard Nichols seconded Jim Reece to close this procedural need. Glenn Nasworthy, Don Rumer, and Jim Kimble remain nominated for stationmaster and Dennis Moriarty moved that nominations for the two positions be closed. This was seconded and passed unanimously. A vote for the contested position of stationmaster was held and Glenn Nasworthy was elected stationmaster for the 2010 - 2011 term.

Mr. Gathman suggested that the bylaws should be changed to get rid the currently mandated staggered terms and promote succession from division superintendent (vice president) to CEO (president). Mr. d'Entremont suggested that additional structure for the election procedure might be a good idea as well. Roger Smith and Dale Reynolds spoke in against of amending the bylaws, arguing that the current system has worked. Others suggested that a succession could be arranged without change in the bylaws by simply letting the Division Superintendent resign to accept promotion after one year. Mr. Nichols said that he was in favor of codifying the 30 day notification in the bylaws, but that we do not need the change in succession. Mr. Eustis spoke in favor of the idea of succession planning for the position of CEO, regardless of the procedural means of its implementation, by either change of bylaws or not. No action was taken on the issue of bylaw changes.

Program

The meeting adjourned to the program by guest Herb Schmidt on cardstock modeling. 



ANNUAL FALL PICNIC

Hosted by Bruce Gathman



Photos by Brian d'Entremont Smoke filled the air over Easley, SC on October 3, 2009 as Bruce Gathman hosted the CRM&HA's Annual Fall Picnic. Besides the meat on the grills live steam trains provided sights and smells detectable for blocks around. Thanks again, Bruce!





CENTRAL RAILWAY

HISTORY Part 3

By John T. Thorpe

CENTRAL MODEL RAILWAY AND HISTORICAL ASSOCIATION

HO DIVISION

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Original Text: John T. Thorpe

HISTORY OF THE CENTRAL RAILROAD

Continued from last month

CHAPTER 8

THE MODERN ERA: 1962 AND BEYOND

1962 – The Central Railroad Re-incorporates

Under Erwin Painter's leadership, the **Central Railroad** re-incorporated and reformed as the **Central Railway**. Given the declining fortunes of the railroad due to loss of several staple industries coupled with the impending end of **Central's** trackage rights to the Greenville-Toccoa corridor, Painter began organizing a merger with the **Southern Railway**. In 1962, the **Central Railroad** officially re-incorporated into the **Central Railway** as a subsidiary of the **Southern Railway** system. As part of the merger agreement, Painter remained as the **Central's** president.

As a result of the merger, Painter immediately ordered that all of the **Central's** motive power repainted in **Southern's** paint schemes, citing that he was "tired of those damn blue engines". An elderly Jocelyn Johnson and the descendants of Jackson Daniels required that at least the excursion trains retain the original paint scheme that was a part of the railroad's heritage. Reluctantly, Painter was forced to agree.

As **Central's** road units came into the shops for maintenance, they were repainted in the **Southern Railway** livery, although they retained the **Central's**

name and reporting marks. By 1965, the last of the **Central Railway's** diesels pulled out of the paint shop wearing **Southern** livery.

In 1963, Painter retired the last of the steam engines that were not in excursion service. At this point in the **Central's** history, the only steam locomotives left operating in regular service were pulling work trains. As of 1963, the earliest of the **Central's** diesels were relegated to work train duty and to road switching in favor of newer, more powerful engines on revenue freights.

196? – Traveler's Rest to Laurens sold to Greenville & Northern

196? – Pickens to Greenville sold to Pickens Railroad

Shortly after the **Central's** Centennial Celebration in 1977, Erwin Painter retired from the **Central Railway** after a 48-year career with the company. Following his retirement, a series of uninspiring **Southern Railway** junior executives filled and vacated the subsidiary's presidency with alarming regularity. Fearing tremendous losses due to the instability and unreliability of company leadership, **Central Railway** stockholders asked the **Southern Railway** to buy them out in a stock trade. **Southern** eventually agreed and in a 2 for 1 stock trade, the **Central Railway** became a division of the **Southern Railway** in 1980.

1982 – Central Railway Becomes a Branch Division of Norfolk Southern


In 1982, following the merger of the **Southern** and the **Norfolk & Western** railroads into **Norfolk Southern**, the **Central Railway** became a branch division of the **Norfolk Southern Corporation**.

When **Norfolk Southern** decided that having train crews ride in cabooses was too dangerous, they replaced them with FREDs on the last car of a consist. Most cabooses were either donated to various historical societies or sold

to smaller railroads and branch lines. The **Central Railway** division superintendent decided to keep the old **Central** cabooses for transportation of work crews.

1992 – Central Today

When the **Norfolk Southern** reorganized and became (yet again) the **Southern Railway**, it dissolved all of its divisions, including the giants such as the **Norfolk & Western Division**. Sadly, in November 1994 the **Norfolk Southern Corporation** discontinued its steam excursion program and retired its entire steam fleet in January 1995.

Luckily, the **Central Model Railway & Historical Association** (formed in 1992) was able to “rescue” the old **Central Railway** locomotives and coaches before they went up for auction at the **Norfolk Southern’s** steam shops in Birmingham. With extensive assistance from **Norfolk Southern** track crews (tax deductible, of course), **CMR&HA** was able to restore some of the original lines around Central and under Federal 501(c)(3) tax codes was able to establish a “rare mileage” excursion route of about 41 miles down the former **Blue Ridge Railway** segment of the **Central Railway** that runs from Walhalla to Belton. 



Above: The water tank is gone, but most of the foundation piers are still there, as seen in this June 9, 2009 photo, directly across the tracks from Church Street in Central. **Above right:** The old Central depot spur track with ballast bumper has seen better days.

Photos by Rob Seel



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APPENDIX A-1

CENTRAL RAILROAD/RAILWAY PAINT SCHEMES

Models built “for” the club/Central Railroad need to have a consistent paint and detailing scheme. Members will need to adhere to the paint schemes outlined in this Appendix when detailing their rolling stock and motive power for the club. Eventually, it is hoped that the club will obtain suitable custom decal sheets to ensure consistency.

This Appendix is organized by general class, era, and subtypes as appropriate.

LOCOMOTIVES

1877- 1929

Baldwin: Russian Iron w/brass rim, silver smoke boxes

Lettering: Railroad Roman Gold

Alco: P1 (passenger): Russian Iron w/brass trim, silver smoke boxes

Lettering: Railroad Roman Gold

F1 (freight): Black, silver smoke boxes, Russian Iron cabs

Lettering: Railroad Roman White

1929 – 1962

Steam: Black, silver smoke boxes, Russian Iron cabs

P2(passenger) lettering: Railroad Roman Gold

F2(freight) lettering: Railroad Roman White

Diesel: P3(passenger): Russian Iron, aluminum stripe, gold/yellow pinstripe

Lettering: Southern San Serif Gold/Yellow

F3(freight): Black, Russian Iron stripe, gold/yellow pinstripe

Lettering: Southern San Serif Gold-Yellow

1962 – present

Steam (excursion trains):

“Heritage”. Russian Iron, w/brass trim silver smoke boxes

Lettering: Railroad Roman White

Diesel: F4(freight): Black, aluminum stripe, gold-yellow pinstripe

Lettering: Southern San Serif Gold/Yellow

P4(passenger): Green, aluminum stripe, gold-yellow pinstripe

Lettering: Southern San Serif Gold/Yellow

APPENDIX A-2

CENTRAL RAILROAD/RAILWAY PAINT SCHEMES

ROLLING STOCK - FREIGHT

1877 – 1910

| | |
|------------|--|
| Hoppers | All: Oxide Red, White Railroad Roman lettering |
| Box Cars | All: Oxide Red, White Railroad Roman lettering |
| Flat Cars | All: Oxide Red, White Railroad Roman lettering |
| Gondolas | All: Oxide Red, White Railroad Roman lettering |
| Stock Cars | All: Oxide Red, White Railroad Roman lettering |
| Tank Cars | All: Black, White Railroad Roman lettering |
| Reefers | All: Reefer Orange, Black Railroad Roman lettering |

1910 – 1945

| | |
|-----------------|---|
| Hoppers | Open: Oxide Red, White Railroad Roman lettering Covered: White, Green Railroad Roman lettering |
| Box Cars | All: Oxide Red, White Railroad Roman lettering |
| Flat Cars | All: Oxide Red, White Railroad Roman lettering |
| Gondolas | All: Oxide Red, White Railroad Roman lettering |
| Tank Cars | All: Oxide Red, White Railroad Roman lettering |
| Coil Steel Cars | All: Oxide Red, White Railroad Roman lettering |
| Stock Cars | All: Oxide Red, White Railroad Roman lettering |
| Reefers | All: Reefer Orange, Black Railroad Roman lettering |

1945 – Present

| | |
|-----------------|---|
| Hoppers | Open: Oxide Red, White USA Gothic lettering Covered: White, Green USA Gothic lettering |
| Box Cars | 50' plug door: Southern Green, White USA Gothic lettering |
| Flat Cars | 40' wood deck: Red, White USA Gothic lettering |
| Gondolas | Black, White USA Gothic lettering |
| Tank Cars | Black, White USA Gothic lettering |
| Coil Steel Cars | Oxide Red, White USA Gothic lettering |
| Stock Cars | Oxide Red, White USA Gothic lettering |
| Reefers | Reefer Orange, Black USA Gothic lettering |

APPENDIX A-3

CENTRAL RAILROAD/RAILWAY PAINT SCHEMES

ROLLING STOCK - PASSENGER

1877 – 1901

Overtons: Dark Blue, White Trim, Gold Railroad Roman lettering
Pullman STD: Dark Blue, Gold Railroad Roman lettering

1901 – 1945

Overtons: Grey, Black Railroad Roman lettering
Pullman STD: Coach Green, Yellow or Gold Railroad Roman lettering

1946 – Present

Overtons:
1946 – 1953: Grey, Black Railroad Roman lettering
1953 – present: Dark Blue, White Trim, Gold Railroad Roman lettering
Pullman STD: Southern Green, Yellow or Gold Railroad Roman lettering
Streamlined: Silver/Aluminum, Black Gothic lettering

ROLLING STOCK – NON-REVENUE

CABOOSES

1877 – 1950

Bright Red w/ Black roofs, White Railroad Roman lettering

1950 – 1962

Bright Red w/ Reefer Yellow grabs, White USA Gothic lettering

1960 – Present

Bright Red w/ Reefer Yellow grabs, Silver roof , White USA Gothic lettering

MAINTENANCE OF WAY

1877 – Present

Grey w/ Black Railroad Roman lettering, no heralds

APPENDIX B-1

CENTRAL RAILROAD/RAILWAY ROSTER

REVENUE CARS *

| Car Type | Range | Type/Style | Mfr. | Class# | Block | Own | Color |
|--------------|-------|--------------------------|------|--------|---------|-----|----------------|
| Hopper | 100 | 4 bay 70-ton hopper | Tyco | 100 | 000-049 | 36 | Oxide Red |
| Box | 200 | 50ft modern plug door | Tyco | 280 | 350-399 | 36 | Southern Green |
| Flat | 300 | 40 ft wood deck flat car | Tyco | 320 | 500-550 | 36 | Caboose Red |
| Gondola | 400 | | | | | | |
| Tank | 500 | | | | | | |
| Coil Steel | 600 | | | | | | |
| Thrall/Stack | 700 | | | | | | |
| Stock | 800 | | | | | | |
| Reefer | 900 | | | | | | |

NON-REVENUE CARS

| Car Type | Range | Type/Style | Mfr. | Class# | Block | Own | Color |
|-------------|--------|----------------------------|-----------|--------|-----------|-----|-------------|
| MoW ** | | floodlight car | Tyco | 300 | 1 | 36 | MoW Grey |
| Caboose *** | A-Z,00 | wood, 2 window, bobber | Rivarossi | 0 | 13 | 36 | Caboose Red |
| | | wood, 3 window bobber | Bachmann | 0 | 7 | 36 | Caboose Red |
| | | steel, bay window | Athearn | x | 435 | 39 | Caboose Red |
| | | steel, 5-window, cupola | Athearn | x | 1064 | 39 | Caboose Red |
| | | steel, 5-window, cupola | Roco | x | 2001-2010 | 36 | Caboose Red |
| | | steel, wide vision, cupola | Bachmann | z | 101 | HOD | Caboose Red |

* Car class and blocks are to be assigned randomly to ease number limitations with decal sheets
 Specialty cars (e.g. tobacco cars) will be assigned to the closest classification that they fit
 Blocks of numbers are assigned in lots of 50 unless other wise requested

** MoW equipment will take the first digit of its car type as its first digit if possible and be limited to 4 digits

*** Caboose numbers may begin with a letter and are numbered randomly
 Early era caboose numbers are up to 2 digits

APPENDIX B-2

CENTRAL RAILROAD/RAILWAY ROSTER

PASSENGER CARS ****

| Car Type | Range | Type/Style | Mfr. | Class# | Block | Own | Color |
|--------------|-------|-------------------------------|----------|--------|-------|-----|--------|
| Baggage | 10 | | | | | | |
| RPO | 20 | 72ft streamlined RPO | Athearn | 23 | 0 | 36 | Silver |
| Dup/Roomette | 30 | | | | | | |
| Diner/Tavern | 40 | | | | | | |
| Coach | 50 | 85 ft 1920's STD Coach | IHC | 52 | 1 | DH | Green |
| | | 72 ft streamlined Coach | Athearn | 53 | 0.5 | 35 | Silver |
| Dome | 60 | 72 ft streamlined Vista Dome | Athearn | 63 | 0.5 | 36 | Silver |
| Observation | 70 | 26 ft OSCar Heavyweight | Walthers | 71 | 0 | 36 | Blue |
| | | 72 ft streamlined Observation | Athearn | 73 | 0 | 36 | Silver |

**** Passenger cars are limited to 4 digits, and may be named to avoid duplication
 Once an owner reaches ten cars for a class, his next set is placed in a new classification

LOCOMOTIVES *

| Engines | Range | Engine Type | Manufacturer | Class | Number | Own | Color |
|---------|-------|----------------------|--------------|-----------|--------|-----|-------------------|
| Diesel | 700 | 70 ton switcher | Bachmann | Switcher | 713x | 36 | Sou. Blk w/stripe |
| Diesel | | SD-45 | Athearn | Freight | | 36 | Sou. Blk w/stripe |
| Diesel | 100 | GP-10 | Athearn | Freight | 164 | 39 | Sou. Blk w/stripe |
| Diesel | 100 | GP-10 B | Athearn | Freight | 167 | 39 | Sou. Blk w/stripe |
| Diesel | 2600 | GP-30 | Athearn | Freight | 2631 | 39 | Sou. Green Schem |
| Diesel | 400 | RS-1 | Atlas | Switcher | 404 | 39 | Sou. Green Schem |
| Steam | 4500 | 2-8-2 Mikado | Mantua | Freight | 4513 | 36 | Black w RI cab |
| Steam | 3600 | 4-6-0 Ten Wheeler | MDC | Passenger | 3613 | 36 | Black w RI cab |
| Steam | 0 | 4-8-0 Twelve Wheeler | Mantua | Passenger | 13 | | Russian Iron |
| Steam | 200 | 0-8-0 "Chattanooga" | Tyco | Switcher | 291 | HOD | Black w/blue cab |

* Diesel Locomotives will follow the numbering scheme for the Southern Railway, filling in holes in Southern's roster

Steam Locomotives will attempt to follow Southern's numbering scheme, but may be randomly assigned