



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

Volume 20, Number 9

September 2011

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
Glenn Nasworthy

Paymaster
Bob Folsom

Webmaster
Ed Welch

Show Chairs:
Ette Ruppert &
Al Costa

Museum Curator:
Jack Green

Editor & Publisher:
Robert M. Seel, AIA

Next Meeting:
September 1,
2011
7:15 PM

***DON'T YOU
MISS IT!***




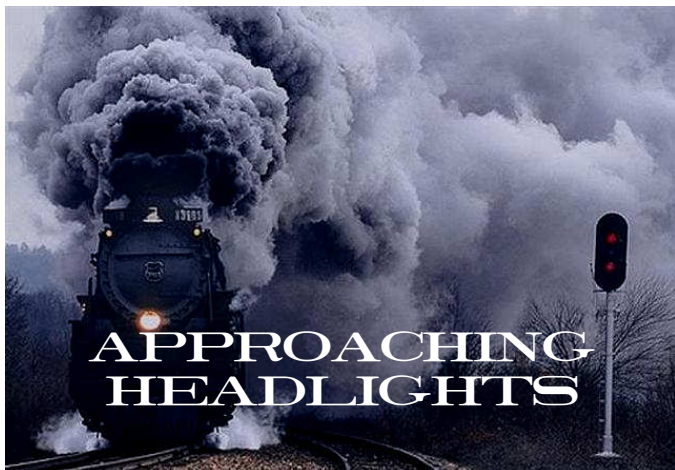
G R E A T S C O T !

By Don Baldwin. July 23, 2011 -- Strathspey Railway locomotive number 828, with coaches, departs Broomhill station at 10:30 AM for Aviemore, via Boat of Garten, Scotland. Our locomotive, No.828, is the sole surviving member of the 812 Class which was designed and built by McIntosh for express goods trains, excursion traffic and the Clyde Coast fast boat trains connecting with the Company's steamers.

No.828 was built by the Caledonian Railway Company at their St. Rollox engineering workshops in the Springburn district of Glasgow. She is one of 20 of her class which were built at St. Rollox between May and November 1899. The 828 was delivered at the end of August 1899. After a successful re-entry into traffic in July 2010 the locomotive has settled into regular use on the Strathspey Railway. She is running very satisfactorily. Total mileage run in 2010 amounted to around 6,500 miles.

(The Strathspey Railway currently has ten historic steam locomotives on the roster, dating from 1899 to 1953, eight of which are either operating or serviceable ~ ed.)

Cylinders – [2] 18-1/2 bore x 26 inch stroke, internal to drivers. Stephenson valve gear, internal. / Drivers - 5 ft diam. / Wheelbase 16ft-9in. / Boiler Pressure – 160 psi
Tractive effort [at 85% boiler pressure] 20,169 lbs / Weight: Locomotive 45 tons,
Tender 37 tons. **Photo by Don Baldwin** 



Upcoming Events for the
Central Railway Model & Historical Association
 as well as Regional shows and events worth mentioning

PROGRAM SCHEDULE

- September 1, 2011 **Need a Program!**
 See Dale
- October 6, 2011 **Your Big Shot at Fame**
 Sign up and don't miss it!
- October 29, 2011** **NMRA Palmetto Division**
Not here - Back in Greer!
- November 3, 2011 **Opportunity Knocks!**
 See Dale before he sees you
- December 1, 2011 **Christmas Dinner, TBA**

Don't wait for Amtrak (or this Newsletter) to arrive on time – Sign up for a program! Spaces are wide open, unless you want to paint HO scale people!

2ND SATURDAY

MUSEUM OPEN TO THE PUBLIC

COME RUN TRAINS & HAVE SOME FUN!

SEPTEMBER 10, 2011

OCTOBER 8, 2011

NOVEMBER 12, 2011

SCHEDULED EVENTS & SHOWS

September 2-5, 2011
Chattanooga, TN
Tennessee Valley Railfest
 Tennessee Valley Railroad Museum's 50th Birthday!
 Steam excursions, music, night photo session
www.tvrail.com

September 7-10, 2011
Hickory, NC
National Narrow Gauge Convention
 Hickory Metro Convention Center
www.tarheelpress.com/ngc

October 8, 2011
Hendersonville, NC
French Broad eNpire's Autumn Rails 2011
 Whitmire Activity Center
 10:00 – 3:00 www.fbe-ntrak.com
 \$5.00 / Children under 13 and Scouts in Uniform Free

October 15-16, 2011
Myrtle Beach, SC
Myrtle Beach Model Train Show
 Lakewood Conference Center
 \$5.00

October 27-30, 2011
Cary, NC
Mid-Eastern Region NMRA Convention
 Embassy Suites Raleigh – Durham
www.mer2011.org

November 5-6, 2011
Norcross, GA
Great Train Expo
 North Atlanta Trade Center
 Free Clinics!
 10:00 – 4:00 www.greattrainexpo.com
 \$7.00 / Children 12 and under Free

October - November, 2011
Chattanooga, TN
Autumn Steam Excursions
 Round trips to Summerville, GA
 featuring ex-SOU 2-8-0 No. 630
www.tvrail.com



GENERAL MEETING MINUTES

By Glenn Nasworthy,
Stationmaster

SERVES THE UPSTATE

August 4, 2011

Regular Meeting at the Central Railway Museum

The meeting was called to order by President Jim Reece. Twenty-nine members and three guests, Tom Eagle, Chris Elliott, and Eric Fernandez, were in attendance.

A new member, Paul Fielding, was introduced to the club.

The Treasurer reported that the state of the treasury is good.

OLD BUSINESS:

There are no reimbursements from the City for the month of June. The project-to-date receipts are \$14176.12. We need any invoices for July expenditures.

Al Costa reported the "Coats for Tots" program is still on but nothing will be happening until winter. He will follow up on this program.

The Train Show is scheduled for Feb. 4th and 5th, 2012. Howard is sending info to the dealers so they can mark this date.

The Boy Scout Merit Badge program is on hold until the scouts start up in September. Joe Fitzpatrick will follow up on this.

The museum layout will be on display for the National Narrow Gauge Convention September 9, 2011. We will need members here that date so mark your calendars.

The Newcomers group in Seneca was invited to visit the 1st, 2nd, or 4th Thursday in August but nothing has been heard back. Dan said he will be available to run trains.

The Pickens County Accommodations Grant of \$2500 has been received. The Steering Committee is in the process of allocating the funds. A report will be made later.

It was discussed that we have progressed far enough that we need to change our mindset to reflect that we are a working museum rather than a building project. With this we should keep the facility ready for visitors at any time. While we have posted open hours, we frequently have visitors drop in whenever the doors are open so the building should be presentable at all times.

Sandy Eustis is again conducting an OLLI program on model railroading. Club members may join at no cost.

Repairs are being made to the overhead projector. It is estimated the cost will be about \$100. It should be back Saturday. We now have an extra bulb.

COMMITTEE REPORTS:

Train Show: See above

Museum Building: Glenn Nasworthy reported we need to invest in a good carpet sweeper. This will be brought up to the Steering Committee.

Central Railroad Festival: Until their next meeting there will be nothing to report.

Portable Layout: Jim McInnis said they have figured out how a walk through gate can be put in to make entrance into the operating area easier. They will report later if this is successful.

Lionel Room: Nothing to report. No work being done until the room can be available.

American Flyer: No report.

Programs: Dale Reynolds was absent so there was no report.

Webmaster: Ed reported everything is working as far as he knows.

Newsletter: Rob Seel was absent but would have again asked people for their pictures and made a plea for material for the next letter.

Museum Curator: Jack Green said he has gotten more information on what we have been offered from the Greenwood museum. He may visit to see what is there. Also, we received a donation of American Flyer equipment tonight. It has not been evaluated yet.

Property Inventory Administrator: Steve Humphries nothing new to report.

Computer Administrator: No Report

HO Layout:

Benchwork: Unless we make changes the bench work is finished.

Wiring: No Report

Rolling Stock: Jim McInnis said nothing new to report.

Trackwork: Bob Folsom said it is basically done after the Central relocation is complete and the viaduct is in.

Scenery: Sandy reported we are making progress but need help whenever you can come. The Atlanta station, while not yet finished, is in. Rob is doing a great job with it. *(Thank you! ~ ed.)*

NEW BUSINESS:

Al Costa brought up the question of club shirts. Dan Marett said he has a source and Ron said we could also get them from the previous source. Al and Dan are to work this out.

The meeting was adjourned.

PROGRAM:

Bruce Gathman presented a good program on the St. Louis Narrow Gauge convention. 🚂



MACON IT THROUGH A SECOND CAREER

A trio of Georgia Central Railroad U23B's, all former Southern Railway units by the same numbers 3912 (blt 1974), 3917 (blt 1974) and 3946 (blt 1975), bask in the sweltering afternoon sun on May 21, 2011, awaiting their next assignment. The Georgia Central terminates in Macon, near Central City Park. **Rob Seel** captured this photo after the 2011 Southeastern Region NMRA Convention had wrapped up, before hitting the highway home. For a more detailed look at the U-Boat Heaven that is the Georgia Central, see the March 2010 issue of *Central Crossings* 🚂

☯ SAGE'S PAGES ☯ A DAY IN ASHEVILLE

PHOTOS BY SAGE VIEHE



On May 11, 2011, Sage took these interesting photos around South Asheville. These two here were taken at the junction and wye of Southern Railway's Salisbury and Spartanburg lines. **Above:** GP38-2 No. 5065 (ex-SOU 5065) and GP59 No.4608 (ex-EMD Demonstrator No. 10) round the curve with a manifest freight, including wood chip hoppers.

Left: Biltmore Station is seen to the south of the tracks, with US Hwy 25, McDowell Street bridge in the distance.



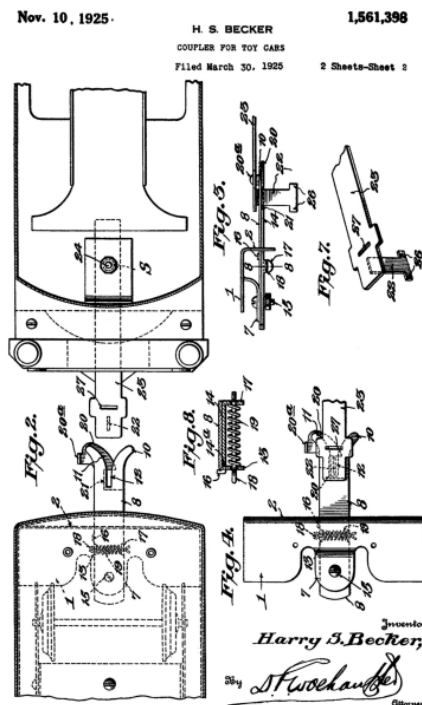
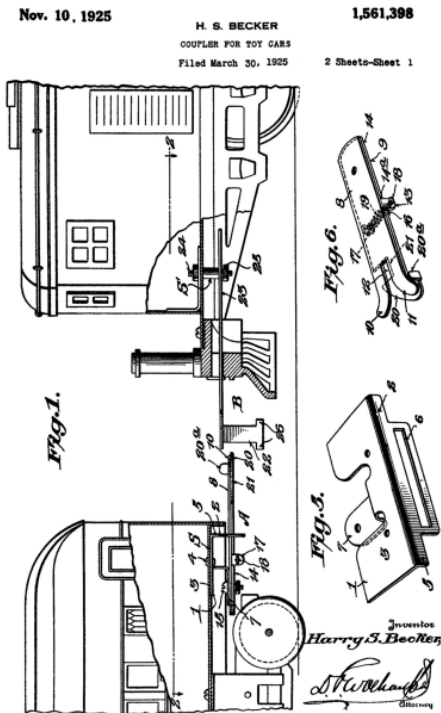
Above and left: The half-timbered Biltmore Station was designed by Architect Richard Morris Hunt, who also designed the less-understated Biltmore Estate for George Vanderbilt. Built in 1895, Biltmore Station was located two miles away from the main terminal on Depot Street. When the main terminal was demolished in 1968 to make way for a parking lot, the Southern Railway renamed Biltmore as Asheville and continued to provide passenger service until 1975. Consequently, legend has it that the ghost of George Vanderbilt will haunt those who would demolish Biltmore Station. It is a restaurant and lounge today. The imposing, federal-style, railroad station-looking building next door is the former Biltmore-Oteen Bank, currently up for sale. **Below:** The roundhouse still serves as a busy maintenance facility. 🚂



P A T E N T L Y S P E A K I N G

Submitted by Bruce Gathman

There are generally two parts to patent submissions: a written description of the invention and drawings (not to scale) that are keyed to this written description. Depending on the complexity of the invention more than one page of descriptions and/or drawings may be required to fully explain the merits of the design. You may find these descriptions online at—<http://patft.uspto.gov/netahtml/PTO/patimg.htm> by entering the patent number in the “view patent” box.



Be it known that I, HARRY S. BECKER, citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Couplers for Toy Cars, of which the following is a specification. This invention relates to toy railways, and has particular reference to a novel improvement in car couplers for connecting the cars in train formation. To that end the invention contemplates a coupling device for toy trains that will permit of the coupling of one car to another; a car to a locomotive; or a locomotive to a locomotive. In that connection the invention has in view a coupler of the automatic type, using as few parts as possible, and these parts being of strong and substantial construction thereby to successfully withstand the severe handling to which toys of this type are sometimes subjected. A further and important object of the invention is to provide a coupler which will not buckle when pushing cars around a curve. That is to say, it is proposed to provide a coupler which will transmit the pushing force of the locomotive from one car to another through the rigid coupling itself rather than cause the coupling to break at the point of connection and move to one side so that the pushing force is imparted by car-to-car contact if there is enough play in the couplings to permit, or cause the force to result in a side thrust that has a tendency to derail the cars. When cars are being pulled the couplers of course readily stay in proper alinement but when cars are being pushed there is always a tendency in couplers heretofore constructed for the parts to break alinement and move to one side or the other at the point of connection of one coupler with the other. The present construction however, obviates that objection and provides a coupling which will not buckle on curves when cars are being pushed or being pulled.

Nov. 10, 1925

H. S. BECKER
COUPLER FOR TOY CARS
Filed March 30, 1925

1,561,398

2 Sheets-Sheet 1

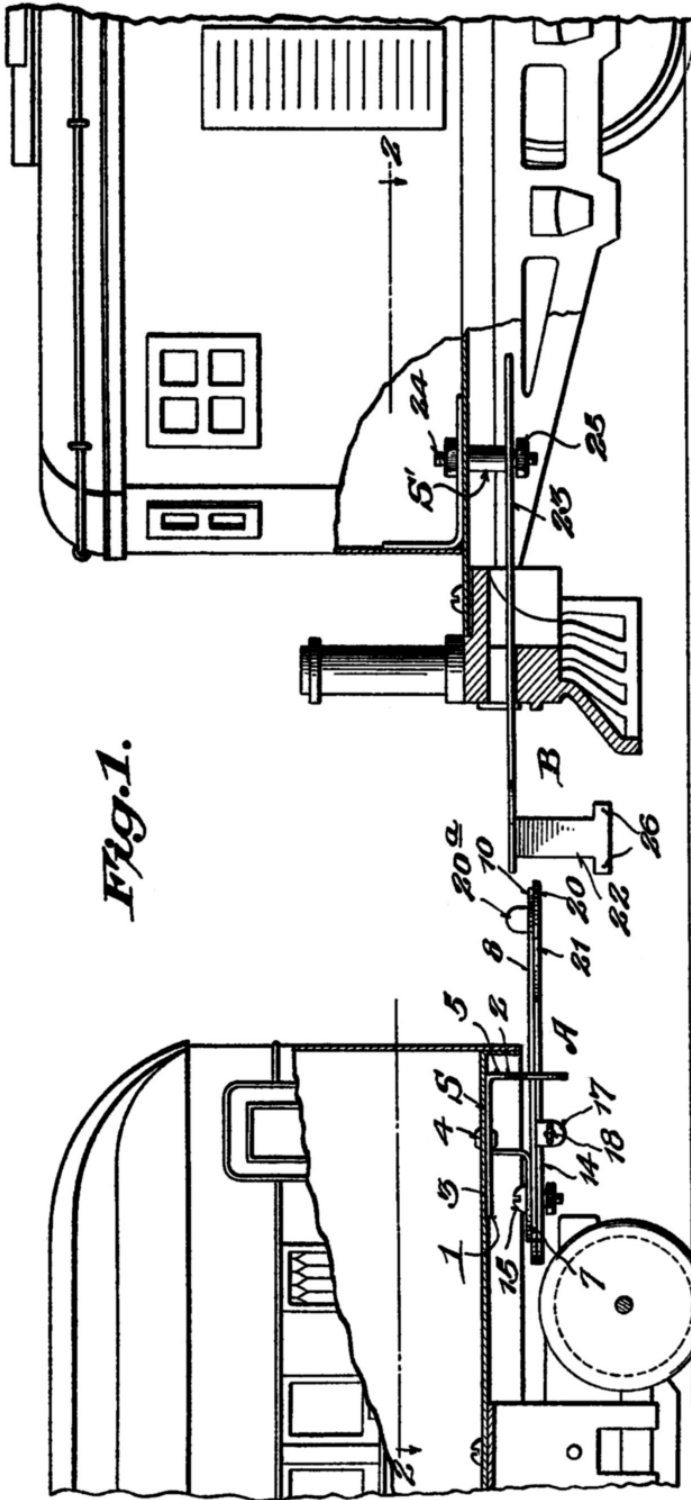


Fig. 1.

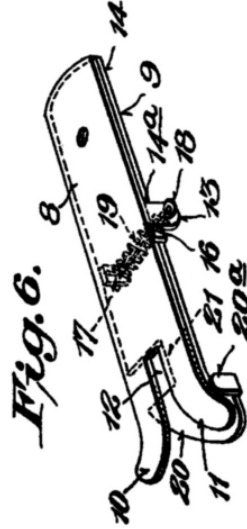


Fig. 6.

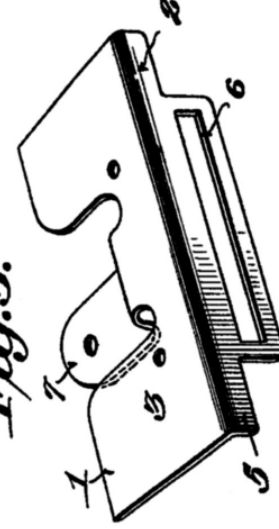


Fig. 5.

Inventor
Harry S. Becker
S. W. W. W.
 Attorney

Nov. 10, 1925.

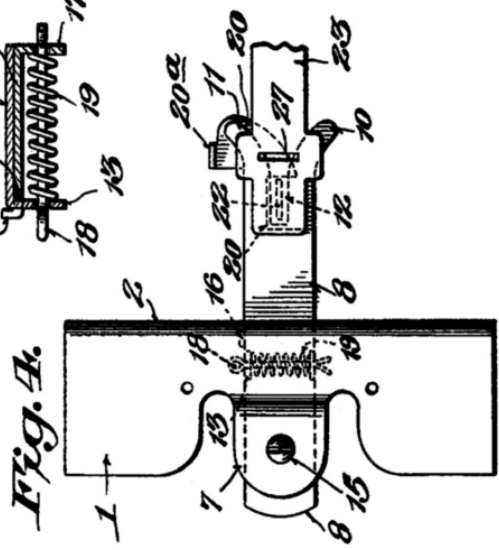
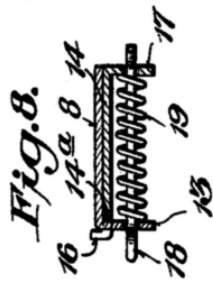
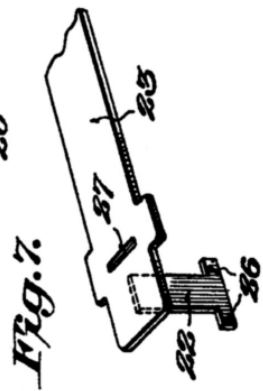
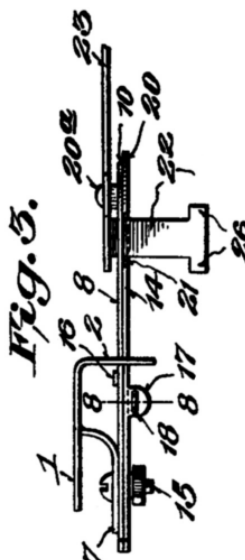
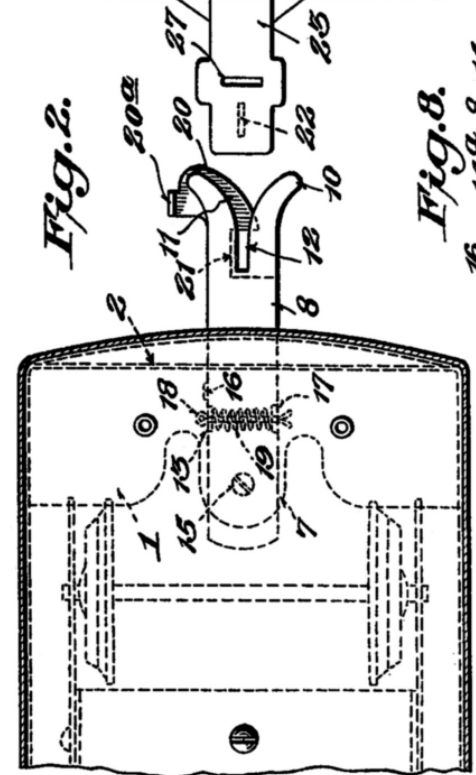
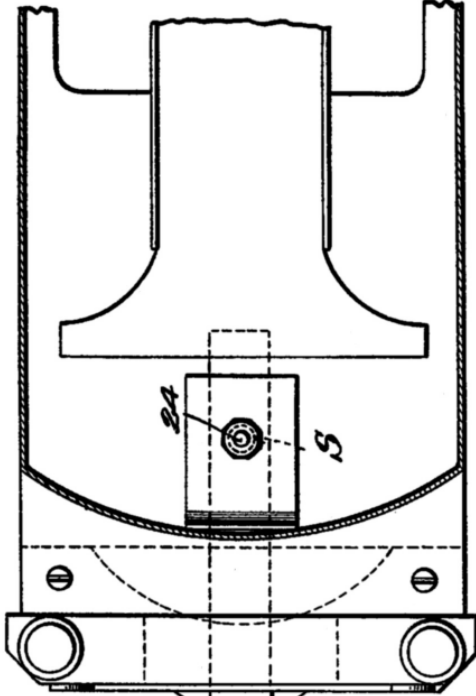
1,561,398

H. S. BECKER

COUPLER FOR TOY CARS

Filed March 30, 1925

2 Sheets-Sheet 2



Inventor
Harry S. Becker,

By *S. F. Wochan*
 Attorney

