



# CENTRAL CROSSINGS

MONTHLY NEWS LETTER OF THE

CENTRAL RAILWAY  
MODEL & HISTORICAL ASSOCIATION, INC.

Volume 21, Number 1

January 2012

P. O. Box 128  
Central, SC 29630

WEBSITE:  
[www.crmha.org](http://www.crmha.org)

MUSEUM &  
MEETING SITE  
108 Werner Street  
Central, SC

#### OFFICERS

President / CEO:  
Dan Maret

Vice Presidents:  
Ron Keith (1<sup>st</sup>)  
Joe Fitzpatrick (2<sup>nd</sup>)

Stationmaster  
Ralph Watson

Paymaster  
Bob Folsom

Webmaster  
Ed Welch

Show Chair:  
Al Costa

Museum Curator:  
Jack Green

Editor & Producer:  
Robert M. Seel, AIA

**Next Meeting:**  
**Jan 5, 2012**  
7:15 PM  
at the  
Central  
Railway  
Museum



**Fresh Paint for a New Year!** January opens a new chapter, but some railroads get an early start. New Hope & Ivyland recently repainted ex-PRR GP30 No. 2198 and celebrated ex-L&C 2-8-0 No. 40's return to service after a year-long rehab on December 19, 2011. Also, the Whippany (NJ) Railway Museum has ex-CNJ Blue Comet "Jersey Coast" decked out for annual Santa Train excursions on December 17, 2011. **Photos by Rob Seel.**







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




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## PROGRAM SCHEDULE

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January 5, 2012	CRM&HA Meeting
February 2, 2012	CRM&HA Meeting
February 4-5, 2012	<b>ANNUAL TRAIN SHOW</b>
March 1, 2012	CRM&HA Meeting
April 5, 2012	CRM&HA Meeting



**RMSArchitecture** is providing concept and design services for the new Heritage Park. The phased development includes the preservation of the stone service station's masonry arches as gateways, the eventual relocation and restoration of the Central depot and an historic replica of the Central Railroad Hotel's porches and front façade. After 75 years Central will get its front porch back!  
**Plan by Rob Seel**



SERVES THE UPSTATE

## GENERAL MEETING MINUTES

By Glenn Nasworthy,  
Stationmaster

December 8, 2011

### Annual Meeting at the Keith & Sandy Eustis' House

The meeting was called to order by President Jim Reece. Twenty two members were in attendance.

The Treasurer reported that all bills were paid to date.

### OLD BUSINESS:

The "Coats for Tots" program was discussed. Josh Phillips and Bob Folsom are to have the portable layout in Mauldin Saturday morning, December 17 to be set up. Several others volunteered to be present to help with the program.

On December 13<sup>th</sup> we are to have sixty three third graders visit the museum at 10:00AM. Dan Marett and Joe Fitzpatrick plan to be there along with other volunteers

Past Perfect museum software: The city has agreed to this purchase and it is supposed to be in transit.

Membership dues for 2012 are payable from November 1 until the first meeting in the New Year. That will be January 5, 2012.

### COMMITTEE REPORTS:

**Newsletter:** Rob Seel thanked everyone for the information they had provided and promised he would get the newsletter out even with holidays.


### NEW BUSINESS:

Sandy Eustis, for the Nominating Committee, announced we have three nominees, one each for the offices of President, Secretary and a new position of 2<sup>nd</sup> Vice President. They are: Dan Marett for President, Ralph Watson for Secretary and Joe Fitzpatrick for 2<sup>nd</sup> Vice President. Nominations having been closed at the

November meeting the above names were submitted to the club for their vote. All three were unanimously elected by voice vote. Congratulations to the new officers for 2012 -2013!

Special recognition of appreciation was given to outgoing President Jim Reece for his exemplary three terms of service.

### PROGRAM:

There being no program, and a wonderful scent of food coming from above, the meeting was adjourned for a wonderful meal. 



## Thanks to You All!

December 12, 2011

Friends,

At the end of the year my duties as President/CEO of the Central Railway Model & Historical Association, Inc. will come to an end. I want to thank each of you for the part you played in the success that CRM&HA has enjoyed over the past six years. We have grown in many ways. Membership has grown from less than 20 to over 60. We moved from meeting in the Public Library to having the Museum as a home. We grew the annual Train Show from less than 300 guests with 3 or 4 vendors to 2,000 guests with over 60 vendors. And very important to our community we are no longer a little known organization, but an organization that every month draws visitors to the Upstate. Without everyone playing the part they could, success would not have been possible. I appreciate all of your help and support.

CRM&HA is strong and vital to the Upstate. With your continued support, a new President/CEO, and some new ideas we still have much we can accomplish. I look forward to working with Dan Marett, the new President, and you in the future.

Happy New Year,  
**Jim Reece**  
CRM&HA

# 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/pating.htm> by entering the patent number in the “view patent” box.

## **TOY CRANE AND SELF UNLOADING CAR**

*This invention relates to accessory apparatus suitable for use as part of a toy railroad system and especially adapted for operating performance intended to appeal to the imagination of boys in its ability to imitate realistically certain industrial operations commonly associated with actual railroading, as for example, the loading and unloading of freight train cars with logs or other materials of industry.*

*One object of the invention is to provide a miniature apparatus of this kind which can operate to pick up imitation logs or other portable toy load articles one by one, and then convey each such log or article in turn and deposit-it upon the platform of an open toy freight car or upon some other designed receiving structure, and if desired, to pile such logs or articles accumulatively one upon the others.*

*Another object is to provide a toy vehicle, as a "flat" car, which shall be operative automatically to dump or discharge its carried load of such logs or other toy load articles whether the latter have been deposited thereon in the manner described or otherwise.*

*Another object is to guide the travel of such logs when discharged from such self-dumping freight car so that the discharged logs shall reach a predetermined location from which each such log may be picked up, conveyed and re-deposited or re-loaded by the apparatus upon the same freight car. In this manner repeated loading and unloading movements of the same log with respect to the same freight car may be accomplished by the cooperative performances of a combined loading apparatus and self-unloading railway car jointly embodying the present improvements.*

*Another object is to provide loading apparatus capable of performing movements like a combined crane and derrick structure.*

*A further object is to arrange an elevated portion of such crane-like structure so that it is disposed to bridge over a toy railway track and toy car that may stand and travel upon such track.*

*A still further object is to dispose the runway of a crane structure at an incline above and crosswise a toy freight car standing upon a toy track, and thus to provide room for a toy train, including such car, to arrive at and depart from a position beneath the included runway for receiving logs deposited by the crane and/or unloading logs under such runway.*

*A further object is to construct an apparatus which shall act for the foregoing purposes without dependence upon springs or similar delicate parts which would be liable to derangement when carelessly played with by a child.*

*A further object is to make use of a balance of weights of gravity motivated parts as a factor in the operating performance of the apparatus, in a manner to call for the exercise of some degree of mechanical sense or skill in manipulating the controls in order to produce interesting variations in the timing and performance of different parts of the crane and derrick mechanism, particularly for determining just when and where the crane shall discharge its toy logs or other load articles.*

*A further object is to construct the crane and derrick apparatus as a unitary structure which may selectively be placed at and removed from different locations along a chosen stretch of track in a toy railway system:*

*A further object is to equip a toy car, having a load receiving and load dumping platform, with electromagnetic means adapted through electrical control to cause the platform to; dump its load and then become restored to load retaining position while the car is located at a point remote from the operator!*

*A further object is to operate the crane and derrick apparatus by the expedient of a simple flexible cable designed to be pulled for motivating the crane and derrick parts in one direction and adapted when released to permit gravity caused action of said parts in opposite directions.*

*A still further object is to provide an: electrically controlled and/or electrically powered prime mover for automatically pulling upon and releasing such cable at desired times.*

April 10, 1945.

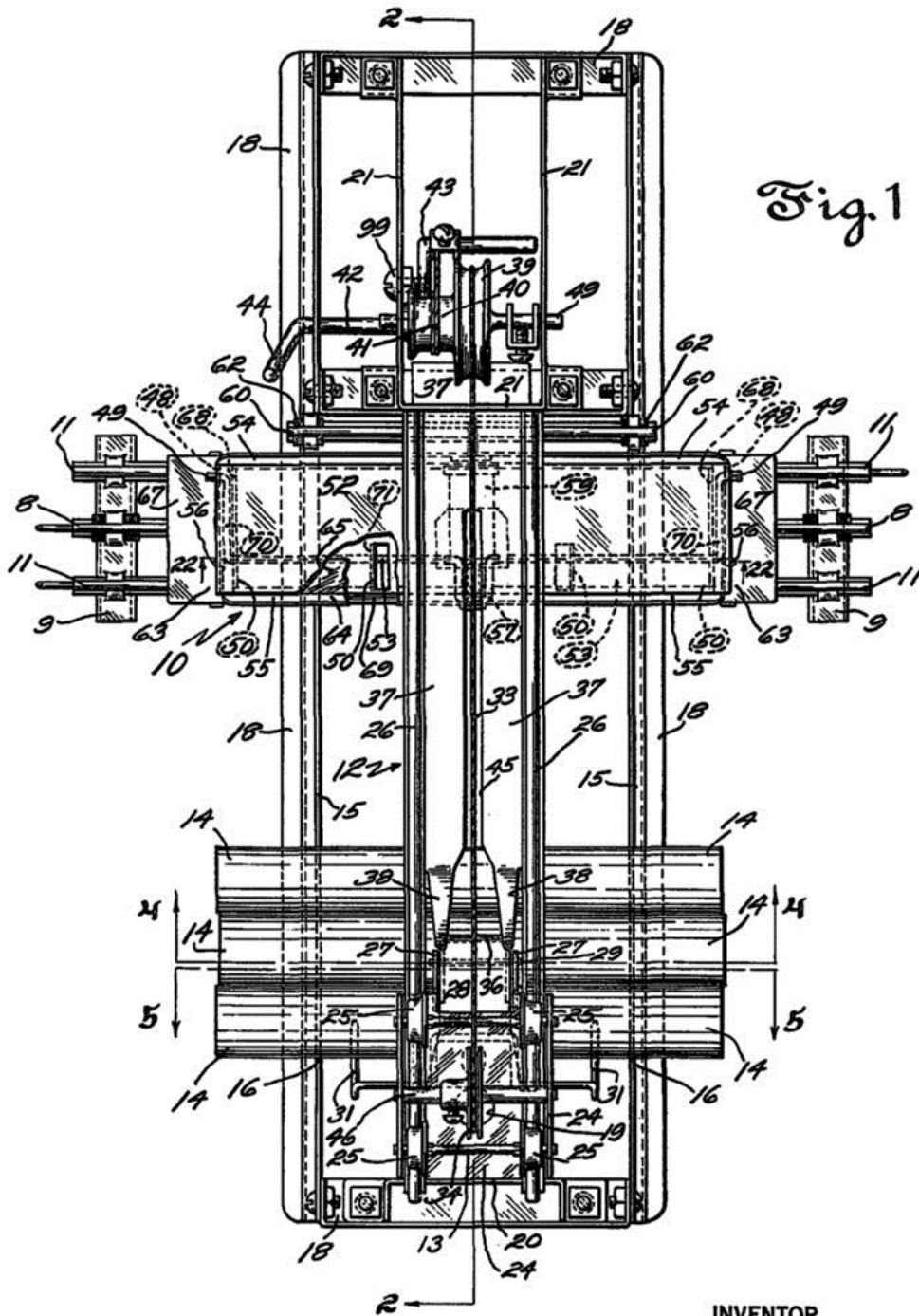
R. G. SMITH

2,373,271

TOY CRANE AND SELF UNLOADING CAR

Filed Aug. 21, 1941

6 Sheets-Sheet 1



INVENTOR  
Richard S. Smith,  
BY  
*R. S. Smith*  
ATTORNEY



April 10, 1945.

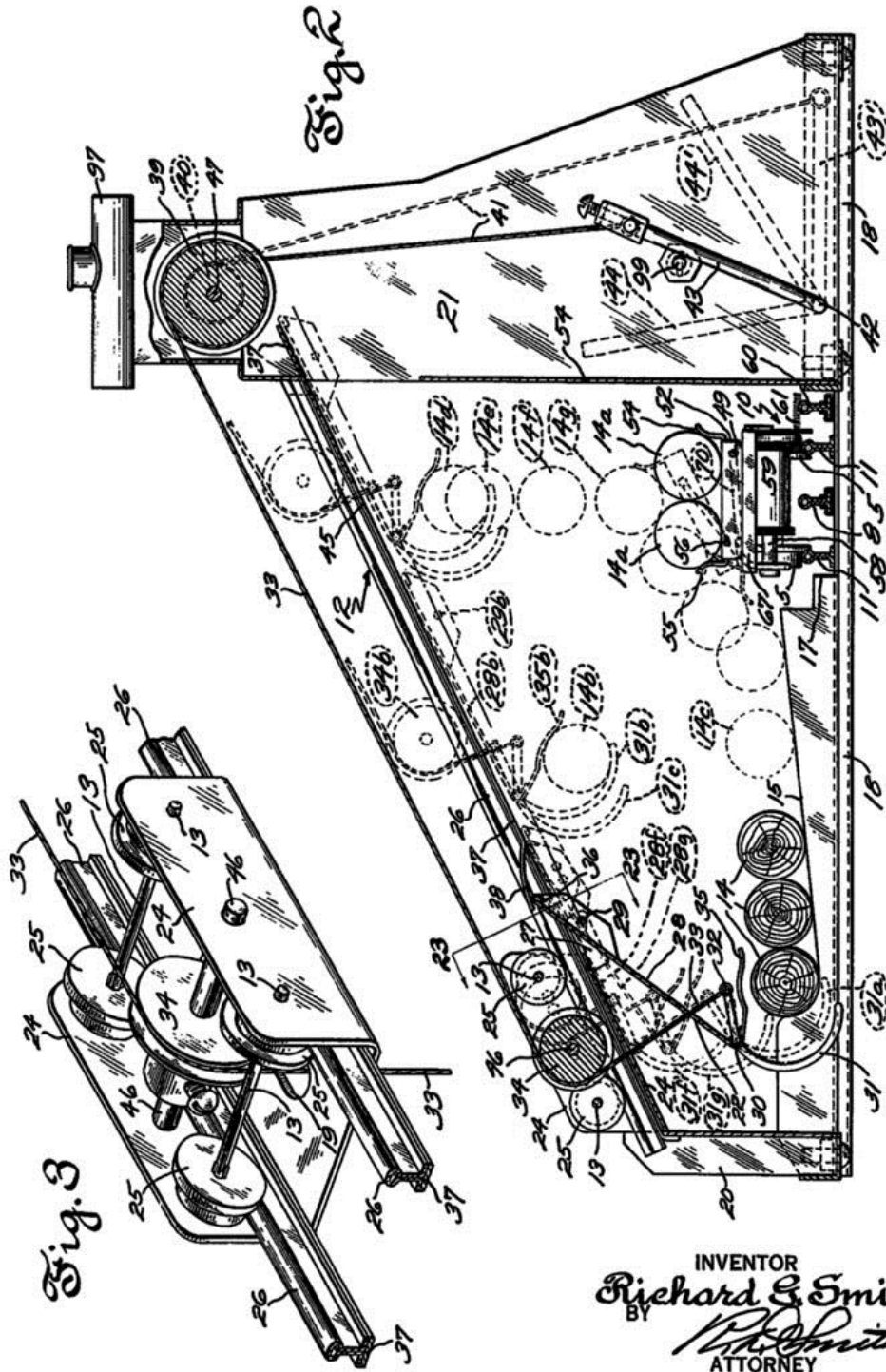
R. G. SMITH

2,373,271

TOY CRANE AND SELF UNLOADING CAR

Filed Aug. 21, 1941

6 Sheets-Sheet 2



INVENTOR  
*Richard G. Smith,*  
BY  
*R. G. Smith,*  
ATTORNEY

April 10, 1945.

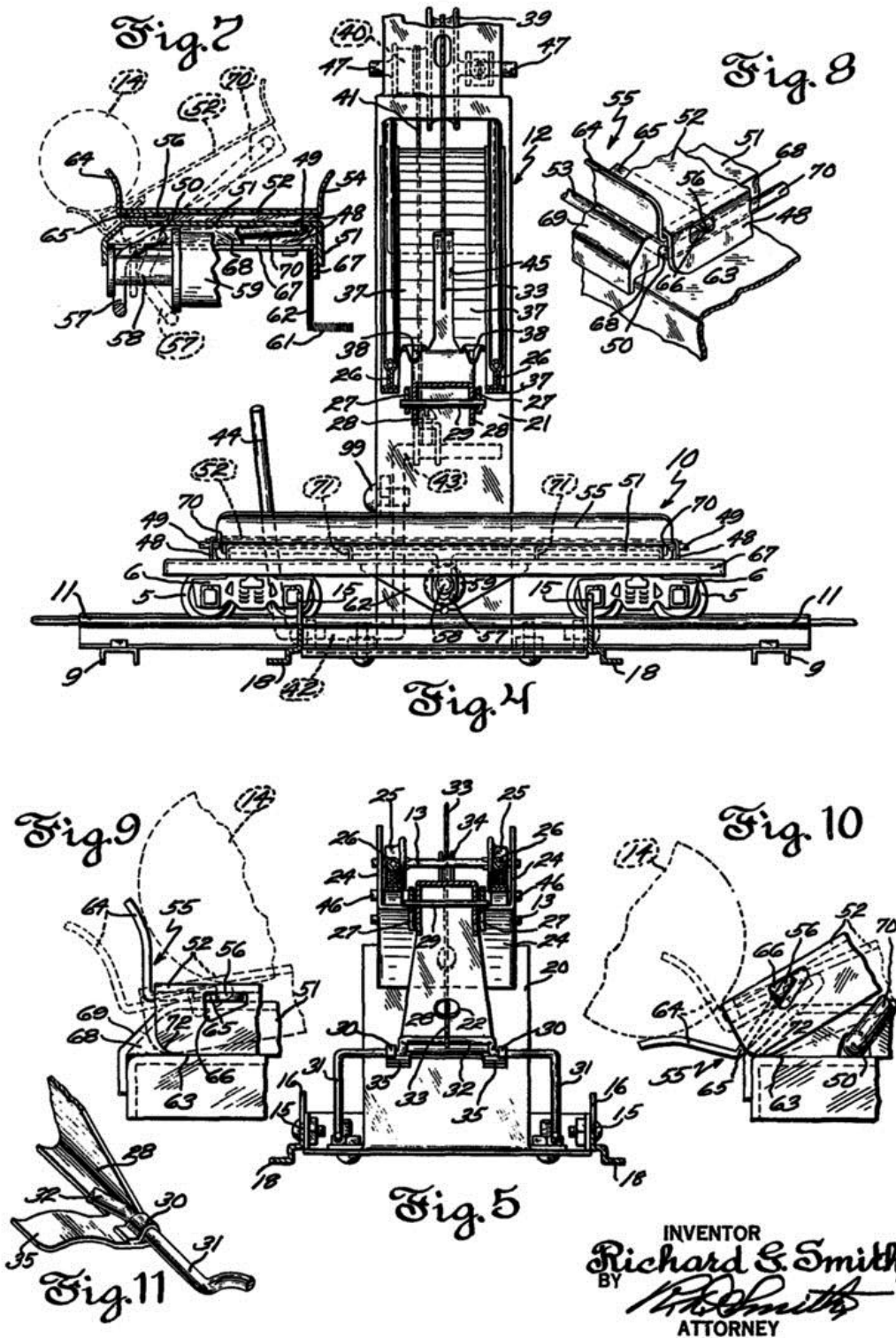
R. G. SMITH

2,373,271

TOY CRANE AND SELF UNLOADING CAR

Filed Aug. 21, 1941

6 Sheets-Sheet 3



INVENTOR  
Richard G. Smith  
BY *R. G. Smith*  
ATTORNEY

# SAGE'S PAGES

## LINCOLNTON, NC

PHOTOS BY SAGE VIEHE



Sage visited Lincolnton on August 22, 2011 and sent in these photos. The town was established in 1785, but prosperity arrived in 1813 with the first cotton mill built south of the Potomac. **Left & below:** The caboose is ex-Norfolk Southern No. 376, from the 1930s.



**(Below)** The tracks through town were removed and paved as a rail-trail in the 1998. The path is only one mile long. The tracks through Lincolnton, connecting Lenoir, NC with Chester, SC are relocated. The Main Street overpass is in the distance.



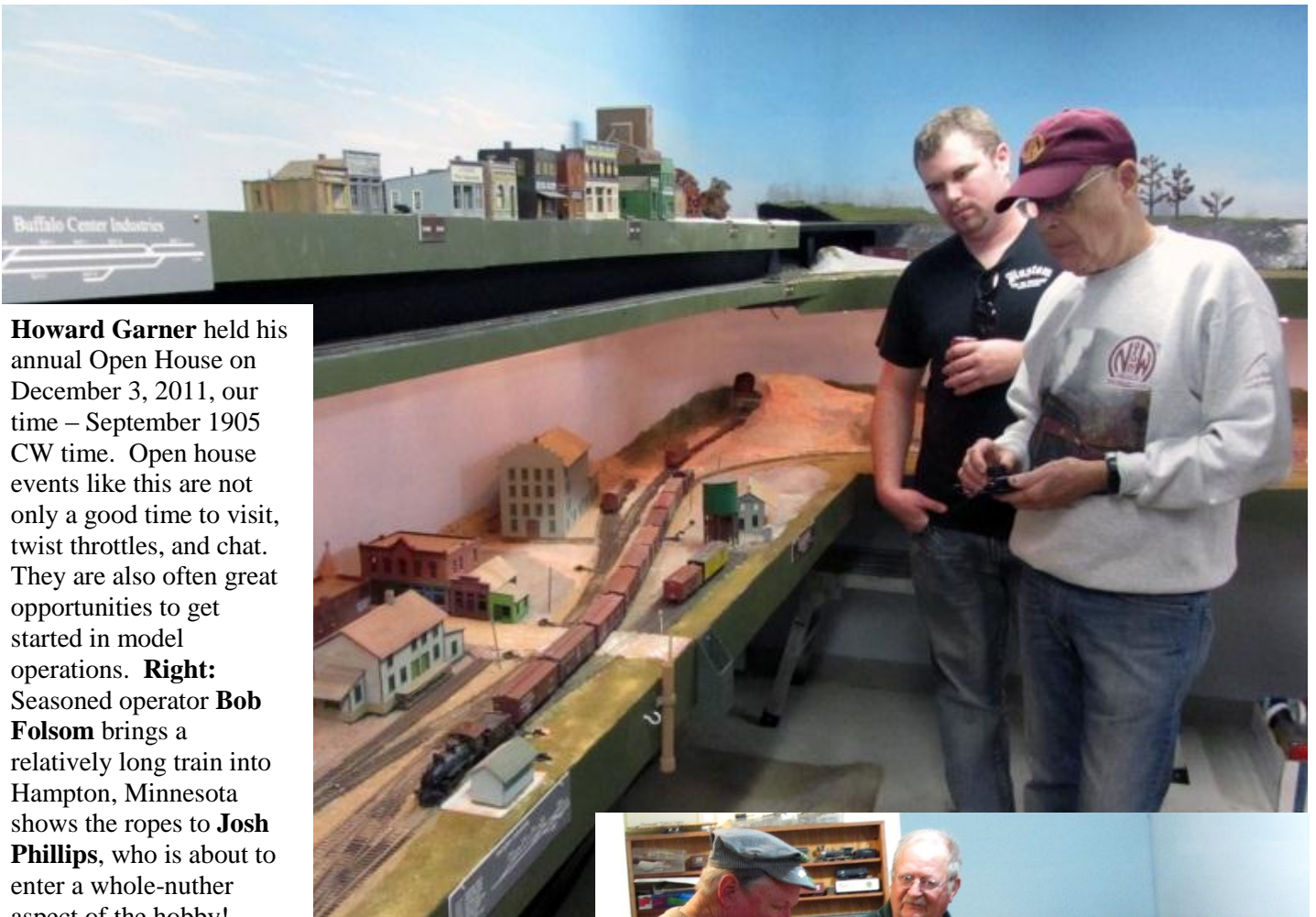
The 1929 freight depot on Poplar Street (**above right**) has seen better days, but is still a smart-looking structure that would be easy to model. 🚂



# ANNUAL OPEN HOUSE ON THE CASCADE WESTERN RAIL ROAD

☞ PICKENS, SC ☞

PHOTOS BY BRUCE GATHMAN



**Howard Garner** held his annual Open House on December 3, 2011, our time – September 1905 CW time. Open house events like this are not only a good time to visit, twist throttles, and chat. They are also often great opportunities to get started in model operations. **Right:** Seasoned operator **Bob Folsom** brings a relatively long train into Hampton, Minnesota shows the ropes to **Josh Phillips**, who is about to enter a whole-nuther aspect of the hobby!



**Above:** As **Howard Garner** explains the finer points of Cascade Yard to Dan Maret, veteran operators **Steve Zonay** and **Gordon Fewster** kick back in the Dispatcher's office (left). 🚂

# PART 2 - BUILDING THE RED ROCK NORTHERN



BY DON BRADY



**Hello gang.** Don Brady, again, with the continuing saga of the Red Rock Northern. You can thank this issue (and blame, if you want) to Sandy Eustis for the brainstorm and design of the cornerstone of my layout. I have already told you that I am working in a limited space and the track plan that I had selected is not working out as I had hoped. I needed some way to transition between the 2 levels of the layout, but was at a loss on how to do it. Thanks to Sandy, here is the solution. He has also given me a whole new area to populate and explore. The corner lift out/duckunder has become semi-permanent as a focal point to the whole layout. I could not have transitioned the two levels without his help and expertise.

Here **below**, you can see a “Goodyear” blimp view of the corner section. What you do not see, is the difference in elevation on the left side. The center section is at a 2” level from the main level (0”). The left fork goes UP to a 4” level, while the right fork goes down to the 0” level and the yard complex.

I also figured that since there was a yard spur already servicing this area, that a hostler track would be

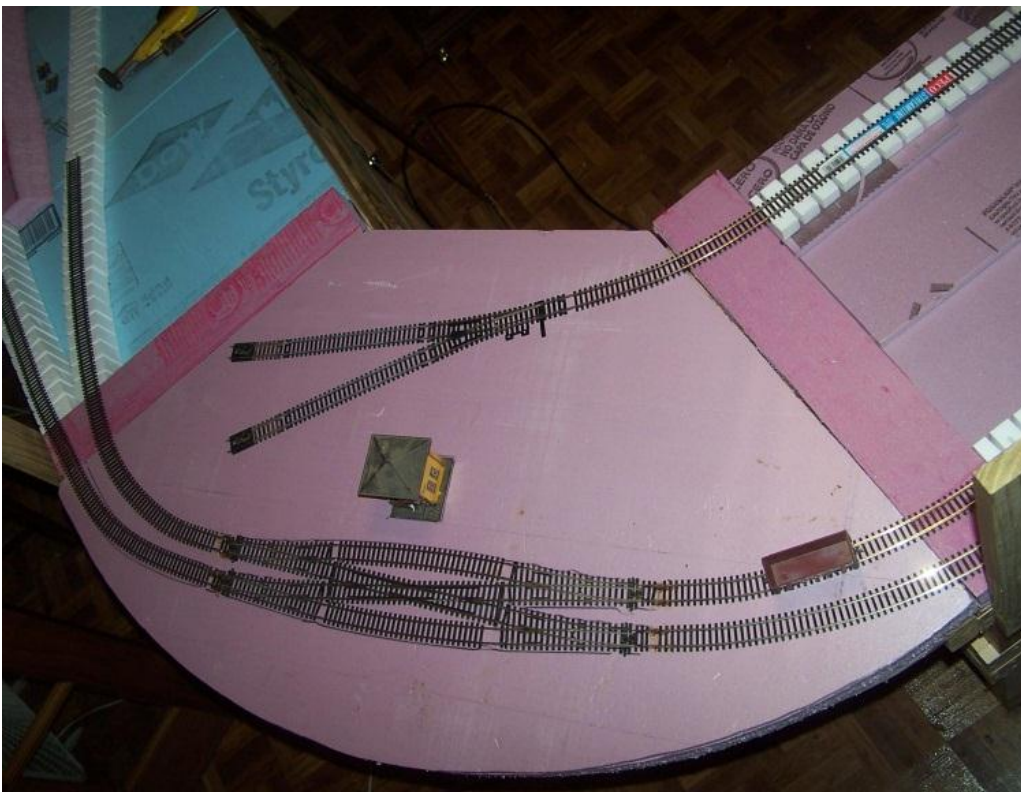
appropriate, as well as the railroad housing facility that would go next to the tower.

What is great about this design is that I can transition from a double runaround to two separate individual systems, or any combination thereof. Everything is soldered and works flawlessly. The painting and scenery will be in the next article. Sandy said that this is where I needed to start, and start I have done. **THANK YOU SANDY!**

I still have a lot of work to do to get the scenery and my towns ready for placement, but I would have never realized this level of achievement without the CRM&HA and their staff. Thank you so much to all of you.


Remember what I said last month about clearing hurdles? Well --- guess what?

This is a follow-up to the article I wrote the other day. I was just in getting ready to paint the subroadbed and wire the interchange, when it hit me. **I HAD A WIRING NIGHTMARE!**



IF, I use DCC, it may make the interchange easier to wire and more reliable. DC will have to have isolating slots cut into the interchange to isolate the various turnouts and directions. I didn't even think about that when I soldered everything! I was just so happy to be able to get some track put together. Let this be a lesson to everyone to think everything through thoroughly before “nailing” everything down, ‘cause it will bite you every time.

Howard --- if you have any ideas, I could sure use them now.

See you next month. 

*Don has a solution! Stay tuned - coming next month! ~ ed*



# CENTRAL RAILWAY'S PASSENGER CARS DELIVERED !



By Rob Seel -- Central, SC --  
December 27, 2011

The Central Railway is very proud to announce that its long-awaited passenger car fleet has arrived in Asheville for final upfitting. The cars arrived directly from the RMSArchitecture Model Shops under a cloak of darkness to avoid the certain rally of train chasers along the way.

Included in the order are:

Railway Post Office 201  
Railway Post Office / Express 202

Day Coach 301  
Day Coach 302

Business/Office 100

All cars are equipped with metal wheels and grabs. Howard Garner provided the CENTRAL lettering and car numbers.

The coaches have vestibule walls, end gates, and interior seats.

Business Car 100 is named "Liberty." It is equipped with three roomettes, a bar lounge with conference table, and company photographs on the corridor wall. Marker lights are mounted on the rear, and will eventually be wired for operation.

The Central Railway plans to run the cars in two daily trains between Anderson and Asheville.



Photos by Rob Seel

