



# CENTRAL CROSSINGS

MONTHLY NEWS LETTER OF THE

CENTRAL RAILWAY  
MODEL & HISTORICAL ASSOCIATION, INC.

Volume 21, Number 5

May 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:  
Jim Reece


Museum Curator:  
Jack Green

Editor & Producer:  
Robert M. Seel, AIA

**Next Meeting:**  
**May 3, 2012**  
7:15 PM  
at the  
**Central  
Railway  
Museum**



## DIGNITARIES PASSING THROUGH

The heatwave finally broke in the Upstate last month, but the rails were still hot! **Bruce Gathman** caught this fantastic shot (**above**) of the Norfolk Southern brass sweeping the curve at Latham, between Easley and Greenville on Saturday, April 14, 2012. **Below**, Paul Lator of Atlanta, GA brought his NKP 779 Berkshire and fifteen-car train to Bruce Gathman's spring Steam Up (see page 11), the weekend of April 20-22, 2012. Photo by **Rob Seel**. 





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

---

## PROGRAM SCHEDULE

---

May 3, 2012	<b>Austrian OBB</b> Don Baldwin
June 7, 2012	<b>Railroad Patents by South Carolinians</b> Bruce Gathman
July 5, 2012	<b>Scotland Steam!</b> Don Baldwin
August 2, 2012	<b>Green on the High Line</b> Rob Seel
September, 2012	<b>Local Railroads, Part 2</b> Mac McMillin
October 5, 2012	<b>Open Slot</b> Wonder Who?
November 5, 2012	<b>CRM&amp;HA Family Member Patents</b> Bruce Gathman

**2<sup>ND</sup> SATURDAY**

**MUSEUM OPEN TO THE PUBLIC**

***COME RUN TRAINS & HAVE SOME FUN!***

**MAY 12, 2012**

**JUNE 9, 2012**

## SCHEDULED EVENTS & SHOWS

**May 4-12, 2012**  
**Mauldin, SC**  
**Mauldin Train Show and Exhibit**  
 Friday – Sunday, two weekends. Free!  
 Mauldin Cultural Center

**June 1-3, 2012**  
**Gatlinburg, TN**  
**NMRA Southeastern Region Conference**  
[www.ser-nmra.org](http://www.ser-nmra.org)

**June 23, 2012**  
**Charlotte, NC**  
**9<sup>th</sup> Annual NC Rail Fair**  
 Metrolina Expo Center  
 \$6.00 Ages under 12 free.  
[www.gserr.com](http://www.gserr.com)

**August 11, 2012**  
**Norcross, GA**  
**43rd Train Show**  
 North Atlanta Trade Center  
[www.gserr.com](http://www.gserr.com)

**2012 RAMBLE ONE**



**JUNE 15-17 2012**  
 Trip to Chattanooga and Knoxville\*  
 (Knoxville if Lindie 203 is running)  
**DETAILS AT THE MAY MEETING**  
**NOTE THE DATE CHANGE**  
 Call Dale to reserve your spot!  
 864-646-2585



SERVES THE UPSTATE

## GENERAL MEETING MINUTES

By Ralph Watson,  
Stationmaster

April 5, 2012

### Regular Meeting at the Central Railway Museum

The meeting was called to order at 7:15 PM by President Marett. 20 members were in attendance.

The Treasurer reported expenditures of \$3,600 so far this fiscal year.

### PRESIDENT'S REMARKS:

Dan noted the completion of the main layout lighting, off-site storage transfer, and paper mill installation projects.

A request was made for a volunteer to become Education Officer. This person would develop programs and exhibit scripts for each area of the Museum and the layouts.

### OLD BUSINESS:

To date no progress has been made in securing a flammables storage cabinet.

Ten pair of safety glasses are available. Please be mindful of personal safety while working in the Museum.

### COMMITTEE REPORTS:

**Train Show:** Jim Reece will be Train Show Chair for 2013.

**Museum Building:** It is noted that gutters over the front door have been installed by Kevin Campbell and the projection screen in the meeting room has been installed. Glenn Nasworthy reported visitors from NMRA Palmetto Division, members of the Station 187 and

Apple Valley clubs had been at the museum on March 24th and gave positive feedback.

**Central Railroad Festival:** Date is April 28. Function Junction, portable layout and Thomas, staffing the caboose, assisting with loading the tractor train ride, and opening the museum HO and Flyer layouts will be our tasks. There is a great deal of housekeeping to be done at the Museum and Function Junction. A job roster sheet was distributed for volunteers to sign up. This is our chance to give back to the community.

**Portable Layout:** After the Central Festival there are plans being developed to update renovate and reconfigure the portable HO layout including new modules, replacement of most of the track and elimination of the need to crawl under for access. An Acela train set has been added for high speed rail service.

**Lionel Room:** Lighting, insulation and drywall repairs are in progress.

**American Flyer:** There is a need for some wiring work on the third loop of track. There also needs to be a decision on building short step platforms for youngsters to better see the layout, keeping safety and aisle width considerations in mind.

**Programs:** Dale Reynolds has had some volunteers. This is an essential part of our mission as a Museum and not just a club. Members are encouraged to present programs.

**Webmaster:** No report

**Newsletter:** No report. Rob was in New York collecting data for a program. Thou go and do likewise!

**Museum Curator:** No report

**Railfan News:** Mac McMillan described a recent incident that led to Amtrak having to park a locomotive in Seneca for a short time after a grade crossing collision.

**Property Inventory Administrator:** Work continues on the property database.

**Publicity:** No report

**Computer Administrator:** No report

**HO Layout:** No report


**Operations:** An operations scheme is under study.

Plans are being made for a ramble event in May to Chattanooga featuring ex-Southern 2-8-0 locomotive No. 630.

**PROGRAM:**

**NEW BUSINESS:**

President Dan would like to schedule an Open House for families and friends in June or July to show them what it is we do while away from home.

Mac McMillan gave an excellent slide presentation of a number of his railfan trips from the 1970s and 80s. In addition to topical photographs Mac also has significant knowledge and insight which he presented very effectively. 



***THE VIEW FROM HERE IS FANTASTIC!***

Dear Members:

First off, let me say that **this club is totally amazing.** Every time I visit the museum I see something new. The quality of workmanship is incredible. When you stand back and look it's as if you are viewing an actual scene of a 1958-vintage railroad. There are some areas that look like they are incomplete, but that is how this thing works. I was told at the very beginning of my membership that the museum layout would never be finished. I think I have grasped that concept now.

For those of you that don't get to the museum that often, let me bring you up to speed. The upper level, by my standards, is probably 80% complete. The rock quarry at high point is still under development. The area in the meeting room still has a long way to go, but the rest is pretty much complete. There are small jobs going on in all of the upper areas, but that will probably always be true. The paper mill is in, but much support work has to be done on that project.

The American Flyer Heritage Room continues to improve. No matter what the status of that area is it always runs when visitors are present. That's quite an accomplishment.

The Lionel Room is in its construction stages. The lights have been hung and the walls are approaching the stage when they will be patched, sanded and painted. This project, hopefully, will be ready for layout-build by the end of the summer.

The railroad crossing sign out back should be in operation soon, thanks to several dedicated members of the club. All in all, we are looking good. Housekeeping continues to be a challenge, but a gentle reminder now and then puts it back into shape.

By the time you read this the Central Railway Festival will be history. Let me take this time to thank all of our members who volunteered to make this event successful.

One note that I do not like to bring up. We are experiencing a small amount of abuse on our website email. Some members are sending out jokes and non-railroad related articles to all of our members by batch email. This has to STOP, and STOP now. Our website is for railroad related information and is not intended for forwarding cute stuff that you have received from someone else. If it continues the offending members will be barred from using the site. We are a museum and must behave as one. Please don't jeopardize our status in the community by thoughtless emails. 'Nuff said.

Remember, this is your club. We value your membership and really look forward to seeing you on a regular basis. We work on the layout every Thursday from 9, or whenever the first person with a key arrives, until about 2:30. We work every Saturday, usually about the same hours. We operate the layout on the second Saturday of every month from 9 till 12. Our regular meeting is on the first Thursday of every month at 7:15. Please come out and contribute.

Thanks ~ Cap'n Dan, President CRMHA

# PATENTLY SPEAKING

*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.

**Feb 12, 1952**

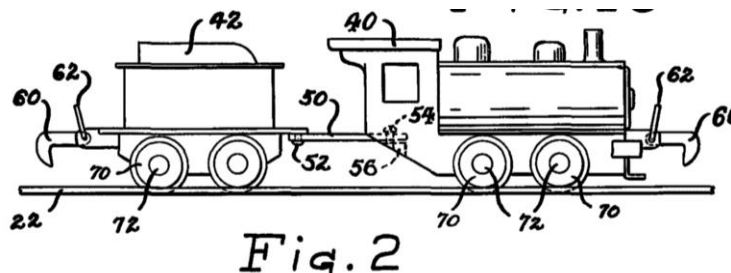
**M. S. DUNKELBERGER**

**2,585,754**

## **TOY TRAIN AND TRACK**

The invention relates to a toy train and more particularly to a toy train of the type using a manually operated tiltable track and a gravity operated train. One object of this invention is to provide a toy train which may be manufactured and sold at a low -cost and yet is durable and fascinating to operate. More specifically, it is an object of this invention to provide a gravity operated train or the fin which the center of gravity is low enough to cause the train to leave the track when curves. A further object of this Invention is to provide an improved supporting arrangement for a manually movable track having both straight sections and curved sections for guiding a gravity operated train. Further objects and advantages of the present invention reside in the construction and combination of parts and in the mode of operation as will be apparent from the following description, reference being had to the accompanying drawings herein a preferred form of the present invention is clearly shown.

In the drawings: Figure 1 is a perspective view of a preferred form of my invention; Figure 2 is an elevational view showing the locomotive coupled to the tender; Figure 3 is an elevational view showing the passenger coach; Figure 4 is a similar view showing the caboose; Figure 5 is a plan view of the link and pin coupler arranged between the tender and the locomotive; Figure 6 is a bottom view, partly in section, showing the construction of the passenger coach; Figure 7 is a fragmentary elevational view showing the hook coupler on the front end of the engine to a raised position which position the coupler is prevented from coupling when pushing another car; Figure 8 is a fragmentary elevational view showing the coupler on the front end of the engine coupled to a car; Figure 9 is a side elevational view of one of the wheels; Figure 10 is a front elevational view showing the construction of one of the wheels; Figure 11 is a fragmentary side elevational view showing one form of mounting for the table on which the train track is mounted; Figure 12 is a view similar to Figure 11 showing a modified arrangement for mounting the table; and, Figure 13 a fragmentary perspective view showing the construction of the track.



# PATENTLY SPEAKING

Submitted by Bruce Gathman

Feb. 12, 1952

M. S. DUNKELBERGER

2,585,754

TOY TRAIN AND TRACK

Filed April 10, 1947

2 SHEETS—SHEET 1

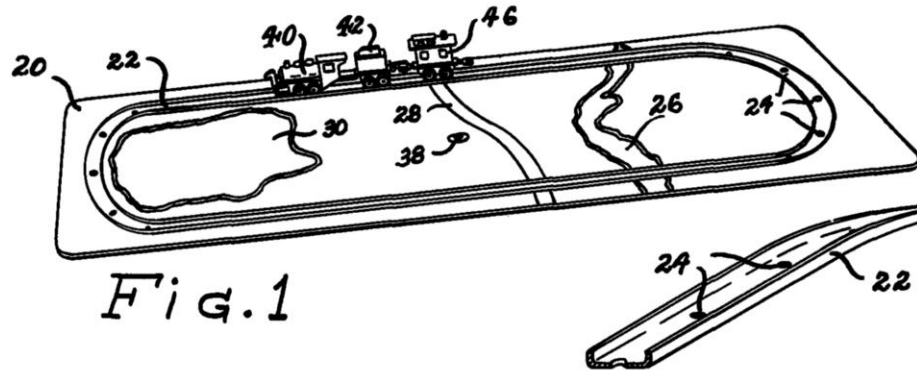


Fig. 1

Fig. 13

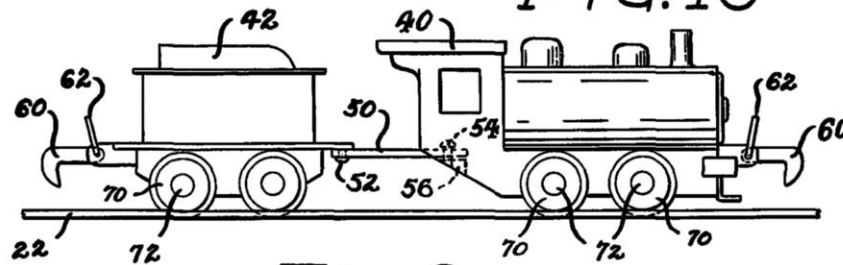


Fig. 2

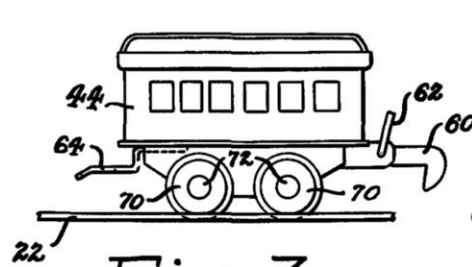


Fig. 3

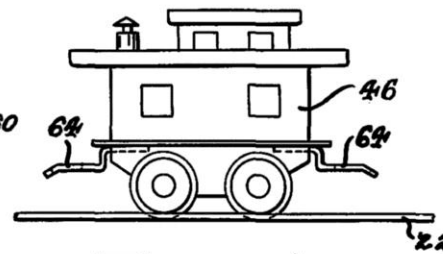


Fig. 4

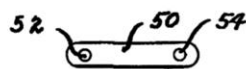


Fig. 5

Inventor  
Milton S. Dunkelberger  
By Dybrog & Dybrog  
His Attorneys

# PATENTLY SPEAKING

Submitted by Bruce Gathman

Feb. 12, 1952

M. S. DUNKELBERGER

2,585,754

TOY TRAIN AND TRACK

Filed April 10, 1947

2 SHEETS—SHEET 2

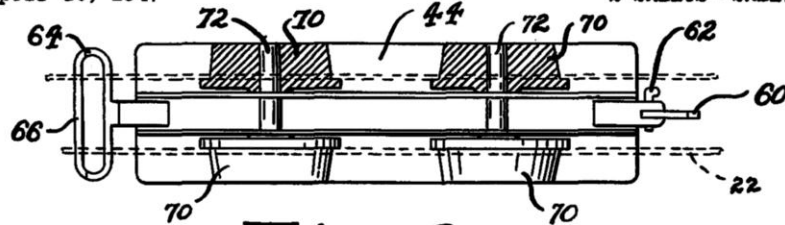


Fig. 6

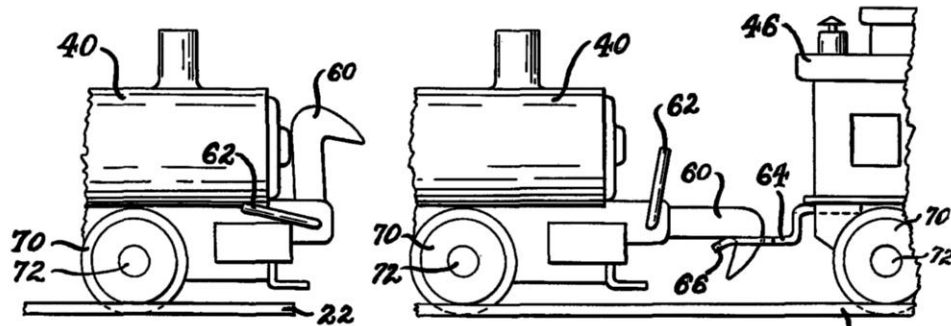


Fig. 7

Fig. 8

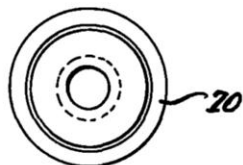


Fig. 9

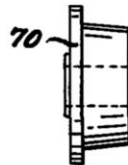


Fig. 10

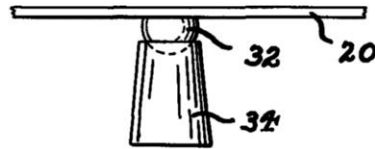


Fig. 11

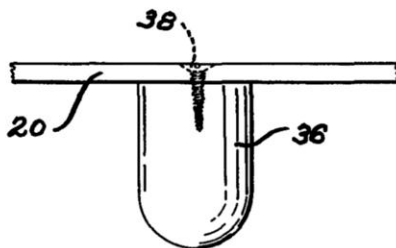


Fig. 12

*Inventor*  
Milton S. Dunkelberger  
By *Dybvig & Dybvig*  
His Attorneys

**SAGE'S PAGES**  
**☞ CORDELE & ARABI, GA ☞**  
PHOTOS BY SAGE VIEHE



Sage caught this military shipment going through Cordele, GA on a bright Easter Sunday, April 8, 2012. According to Sage, "I parked between two of three tracks to get this picture. The engineer would not move the train until I backed up six feet!" The two-unit lash-up was led by NS 9109, a C40-9W, blt 1997.

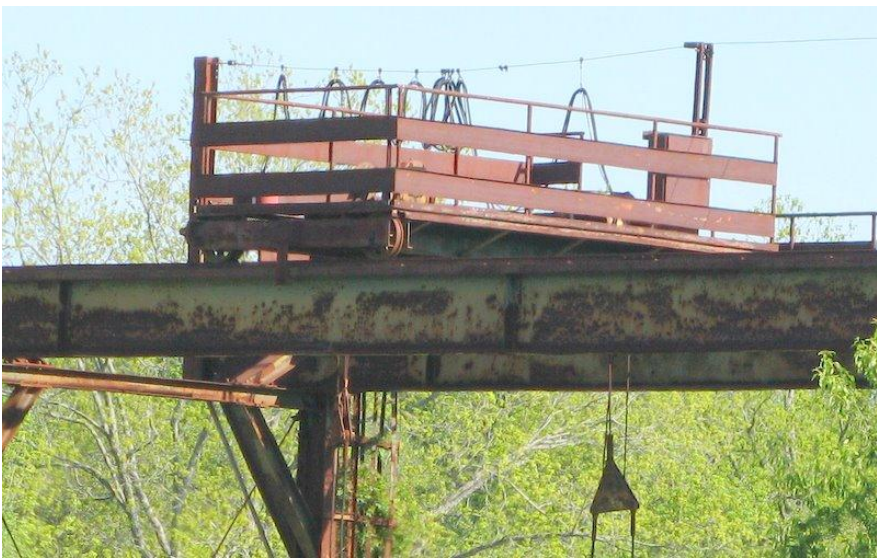




**Top and Middle:** Also in Cordele, Sage discovered an oddity, for sure. He writes, “The Chessie caboos (probably used for track repair/shoving platform) and boxcars were being held for repair, which I came across accidentally when rounding a corner.” **Bottom:** Sage took some interesting photos of grain silos and this livestock barn / corral. He believes that these would make simple yet impressive modeling subjects, so please see him for more photos!



Down the road in Arabi, GA (south of Cordele, on I-75) is a curious, trackside ruin of a by-gone era. Again, interesting references for modeling a scene for a rail siding. The bridge crane straddling the overgrown tracks and the buildings at the end seem to speak of a timber loading operation. Insights, anyone? 🚂



# PLUMES ABOVE THE PIEDMONT

BRUCE GATHMAN'S ANNUAL STEAM-UP!

PHOTOS BY ROB SEEL



**Easley, SC** Attendance was from far and wide, and the rain held off for Bruce's annual Live Steam, back yard convocation. Friends from as far away as Florida and Illinois came to the Upstate for three days of smokin' up the neighborhood on the elevated, 160 foot-long, double-tracked main line. The event this year was held from April 20-22.

**Above:** Ernie Noah of Monticello, IL tends to his British 0-6-0 on the outside track while Scott McDonald's 1860s-era 4-4-0 chugs through on the inside. The weather was very good for gently-drifting displays of smoke from these fascinating, alcohol-burning marvels.



**Below:** Just like the real thing, these live steamers require proper and on-going maintenance and lubrication. Here, Gerald Pierce of Asheville, NC prepares his British 4-6-0 for its first run of the day.

Most of these locomotives run flat-out, with little regulation on speed. Some of the larger models, however, are radio-equipped for speed and direction control. This is handy, as Bruce's yard has a slight grade.



**Above:** Malcolm Schaeffer of Charlotte, NC prepares his Piedmont Central 0-6-0 No. 5 for its first run of the day. According to Malcolm, the No 5 is twenty years old, and still in fine-running condition. As seen here, **middle**, she climbed to the top of Gathman Grade effortlessly with cars in tow.



**Below left:** Ernie Noah's smart, little 0-6-0 is building pressure for an early run. Running a small fan above the stack creates draft for the fire and helps the water to heat up quicker. Ernie scratch-builds a lot of his own equipment, and his work is remarkable.

**Below right:** Scott McDonald of Woodbridge, VA (and *Steam in the Garden* magazine) lights the fire in his 4-4-0 before his first Saturday run.





**Above left:** From the relatively simple mechanics of Bill Boyle's shay from Tallahassee, FL (as if a shay was simple) to the complexities of Paul Lator's 2-8-4 (**above right and below**) -- and let's not forget the ones that have run at our annual Train Show -- these trains are real crowd pleasers. The visiting NKP Berkshire not only has operating lights and radio speed control, but also a built-in feedwater heater. The relative scales are different, but the track gage is the same at 45 mm. Some trains are whimsical, while others are meticulously detailed. Even so, the entire operation is fascinating to watch from the pre-run checklist to the last drop of pressure. If you have not made it out to a Steam Up you owe it to yourself to do so. Thanks again, Bruce! 🚂