



CENTRAL CROSSINGS

MONTHLY NEWS LETTER OF THE

CENTRAL RAILWAY
MODEL & HISTORICAL ASSOCIATION, INC.



Volume 21, Number 7

July 2012

P. O. Box 128
Central, SC 29630

WEBSITE:
www.crmha.org

MUSEUM &
MEETING SITE
108 Werner Street
Central, SC

OFFICERS

President / CEO:
Dan Marett

Vice Presidents:
Joe Fitzpatrick (2nd)

Stationmaster
Ralph Watson

Paymaster
Bob Folsom

Webmaster
Ed Welch

Show Chair:
Jim Reece

Museum Curator:
Jack Green

Editor & Producer:
Robert M. Seel, AIA

IN MEMORIAM

RICHARD L. NICHOLS
RONALD D. KEITH



JOY AND SORROW IN JUNE

It was a busy June for railfans in the CRM&HA. We chased former Southern Railway 630 through the upstate (Clemson above), and witnessed the public debut of two new warbonnets (below). Unfortunately, we also mourn the passing of two great men in our Association, Richard Nichols and Ron Keith – please refer to page 2. **Photos by Rob Seel.**

Next Meeting:

July 5, 2012

7:15 PM

**GREAT
SCOT!**

**at the
Central
Railway
Museum**





RICHARD LAWRENCE NICHOLS

1938 – 2012

Richard Nichols passed away at AnMed Heath Medical Center in Anderson on June 8, 2012.

Richard was born in Clearlake, Iowa on December 27, 1938 and was raised in Memphis, Tennessee. He was a US Army veteran. He had three daughters, a step-son and step-daughter, and four grandchildren.

Richard was the founder and owner of Nichols Electronics in Anderson, SC. As such, he generously provided the CRM&HA with our building security system, audio-visual equipment, and public address equipment for our annual Train Shows in Easley.

Memorial services were held at the McDougald Funeral Home in Anderson, with internment at the M.J. Dolly Cooper Veterans Cemetery. A reception followed at the North Anderson Baptist Church. Memorials may be made to Central Railway Model and Historical Association (*thank you very much - ed*).

We send our deep appreciation and sympathies to Richard's family and especially his wife **Cathy Ann Coyle Nichols** for her support in allowing Richard to give so much of himself to our Association. 🚂



RONALD DOUGLAS KEITH

1940 – 2012

Ron Keith passed away at his home in Keowee Key on June 19, 2012.

Ron was a native of Beaumont, Texas and had two daughters and five grandchildren. He was a former Freemason in Newark, Delaware and an Episcopalian.

Ron travelled the world as a civil engineer for DuPont before "retiring" in Salem. Here, Ron was actively involved in Keowee Key CARE and the Keowee Key Fire Department. With the CRM&HA, Ron was our current First Vice President and liaison to the Central Railroad Festival.

Memorial services were held at the Davenport Funeral Home in West Union, with a reception at the Keowee Key Clubhouse. The family requests that memorials be made to The American Cancer Society / Prostate Cancer, Greenville, SC or the Piedmont Hospice of Duncan, SC.

We send our deep appreciation and sympathies to Ron's family and especially his wife **Cheryl Ervin Keith** for her support and encouragement of Ron's activities and involvement in the CRM&HA. 🚂



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

PROGRAM SCHEDULE

July 5, 2012	Great Scot! Don Baldwin
August 2, 2012	Green on the High Line Rob Seel
September, 2012	Local Railroads, Part 2 Mac McMillin
October 5, 2012	Dale Reynolds 2012 Tennessee Ramble
November 5, 2012	Patents by CRM&HA Family Relatives Bruce Gathman
December, 2012	Christmas Dinner, TBA

2ND SATURDAY

**MUSEUM OPEN TO
THE PUBLIC**

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

JULY 14, 2012
AUGUST 11, 2012
SEPT. 8, 2012

SCHEDULED EVENTS & SHOWS

**July 3-4, 2012 NS Heritage Celebration
 Spencer, NC**

Special gathering of ALL twenty Heritage locomotives with night photo sessions (\$20 extra).
 North Carolina Transportation Museum
 \$25 advance / \$30 at gate.
 Children ages 3-12 -- \$15 advance / \$20 at gate
<http://www.nctrans.org/Events/NS-Heritage-Locomotives--A-Family-Portrait-July-3-.aspx>

**July 7, 2012 NS Steam Excursion
 Roanoke, VA – Pulaski & Bristol, VA**

TVRM, ex-SOU 630 w/ diesels assisting.
 One-way w. bus return
<http://www.tvrail.com/pages/21st-Century-Steam>

**July 8, 2012 NS Steam Excursion
 Bristol, VA – Johnson City & Knoxville,**

TVRM, ex-SOU 630 w/ diesels assisting.
 One-way w/ bus return
<http://www.tvrail.com/pages/21st-Century-Steam>

**July 13, 2012
 CRM&HA FAMILY NIGHT
 & ICE CREAM SOCIAL**

Central Railway Museum

**July 16, 2012 NS Steam Excursion
 Knoxville - Chattanooga, TN**

TVRM, ex-SOU 630 w/ diesels assisting.
 One-way w/ bus return
<http://www.tvrail.com/pages/21st-Century-Steam>

**July 28, 2012
 Pisgah Forest (Brevard), NC**

Train History Day at the Cradle of Forestry Museum
 1914 Climax locomotive, HO switching layout, etc.
www.cradleofforestry.com

**August 11, 2012
 Norcross, GA - 43rd Train Show**

North Atlanta Trade Center
 9:00 – 4:00 \$7.00
www.gserr.com



SERVES THE UPSTATE

GENERAL MEETING MINUTES

By Ralph Watson,
Stationmaster

June 7, 2012

Regular Meeting at the Central Railway Museum

The meeting was called to order at 7:15 PM by President Dan Marett.

We still have an opening for an Education Chairman whose main duty is to come up with the verbiage for each area of the Museum.

CURRENT WORK IN PROGRESS

1. Fascia & Curtains – Fascia is progressing with several people contributing the high quality work.
2. The paper mill continues to join the layout.
3. The outdoor RR crossing lights are finished. Thanks to Don Baldwin.
4. Still investigating construction of a step up for kids to better see the American Flyer layout.
5. We have agreed to take part in the "Honor Their Service" parade to pass thru Central on June 18.
6. We have agreed to take part in a show at the Greenville Museum in October. The portable layout will be used.

Members were told of long time member Richard Nichols' ill health and poor prognosis for recovery.

COMMITTEE REPORTS

Treasurers Report -- Bob Folsom:
Current finances are strong.

Portable Layout -- Jim McInnis:
A folded dog bone plan using some new modules is under development. Existing switches and yard tracks are being replaced to improve reliability. Rail joints

between modules are being replaced with miters to reduce gaps. Since no current modules are being scrapped the layout will have maximum availability for fall and winter events.

Heritage American Flyer -- Dale Reynolds:
A donation that included track cleaning cars has been received. The third track loop still needs wiring work.

Museum Curator -- Jack Green:
We have been invited to participate in a Textile Heritage Festival at the Upcountry History Museum in Greenville on October 6 and 7. The theme is the relationship between textiles manufacturing and railroads. We will be a major exhibitor with the portable layout. 1,200 persons attended this event last year.

Property Inventory Admin -- Steve Humphrey:
Over 450 items are cataloged in the database so far.

Webmaster -- Ed Welch:
Members who do not have photos on the web page may submit their own or Ed will take a photo to be added.

Railfan Report -- Mack McMillin:
1. Southern 2-8-0 No. 630 passed through the Upstate on June 4 with Mac trailing from Westminster to Liberty and Spartanburg to Kings Mountain, NC. The 630 will be leading excursions in North Carolina and Virginia.
2. Hub City Railroad Museum (Spartanburg) flyers were made available. That group is now working on a donated caboose.

Newsletter -- Rob Seel (*not present*):
1. A pictorial of Dale Reynolds' layout will appear in a future issue.
2. Members who took photos of 630's upstate visit are encouraged to submit them for the Newsletter.

Electrical Work -- Howard Garner:
Gremlin eradication and installation of the control stands for the paper mill section are in progress.

Track Work -- Bob Folsom:
There are many irons in the fire and many hands are needed for several areas of track rehab. Peachtree Industrial is an example of a completed section.

Operations Committee -- Howard Garner:
Car cards will not be used to operate the HO layout, an easier and more prototypical approach will be installed.

Scenery -- Sandy Eustis:
Many projects are in process, and hands will not be left idle. See Sandy, Jim Reece, or Jim Kimble for an assignment.

OLD BUSINESS


We are planning an Open House for our families to be held on July 13 at 6:00. This is a Friday. We decided in order to keep it simple to have an ice cream social with members bringing treats to go along with the ice cream.

NEW BUSINESS

The 2013 Train Show will be February 2-3. Vendor letters will be going out around Labor Day.

There is an OLLI outing to Cass, WV at the end of June. Contact Ette Rupert or the OLLI office for details.

PROGRAM

Bruce Gathman presented a pictorial history of the evolution of the railway velocipedes with excerpts and drawing from Patent Office applications. 



Wreck over Pisgah Creek – Little River Logging Company track maintenance car, former Rio Grande Northern camp car No. 04622 was found wrecked off of the Pisgah Creek Trestle on June 7, 2012. The cause is unknown and is under investigation. No one was injured in the incident – yet. **Photo by Don Baldwin.**

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.

Be it known that I,

JAMES DONOVAN,

a citizen of the United States, residing at Three Rivers, in the county of St. Joseph and State of Michigan, have invented certain new and useful Improvements in Railway - Velocipedes, of which the following is a specification, reference being had therein to the accompanying drawings. The invention consists in the construction of a railway-velocipede, and particularly in the following means: first, in the construction of a frame comprising a rigid seat-frame with laterally-extending trusses at opposite ends and which support the axles upon which the wheels are carried; second, in the construction of the drive-axle and its drive mechanism. In the drawings, Figure 1 is a perspective view of the frame without its drive mechanism and with the diagonal braces-omitted. Fig. 2 is a perspective view of the entire machine. Fig. 3 is an enlarged front elevation of a portion of the forward end of the frame. Fig. 4 is a detail section illustrating the construction of the roller-bearing. Fig. 5 is a vertical central longitudinal section. Fig. 6 is a detached perspective of the lamp shelf and bracket. In the prior state of the art it has been usual to make velocipede - cars with three wheels, comprising a frame supported upon two wheels and adapted to run over one rail and an outrigger extending from the frame to the other track, upon which the third wheel runs. The objection to this form of device is that the center of gravity is so near the one side that going around curves accidents frequently occur. My device overcomes this objection by having the seat-support in the middle and employing four wheels. Prior to my construction there have been a number of patents showing four-wheeled velocipede cars; but so far as I am aware they have not embodied the construction of frame and the other points of construction which are herein described and which overcome the objections heretofore existing to such four-wheeled velocipede-cars for railroad use and which makes a light, strong, and durable device.

PATENTLY SPEAKING

Submitted by Bruce Gathman

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No. 611,808.

Patented Oct. 4, 1898.

J. DONOVAN.
RAILWAY VELOCIPEDE.
(Application filed Nov. 22, 1897.)

(No Model.)

2 Sheets—Sheet 2.

Fig. 2.

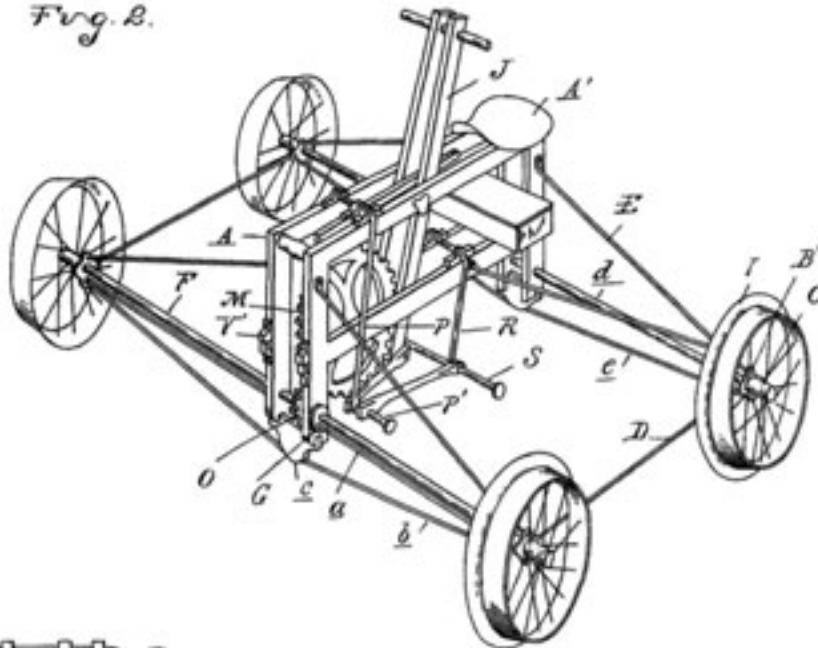


Fig. 3.

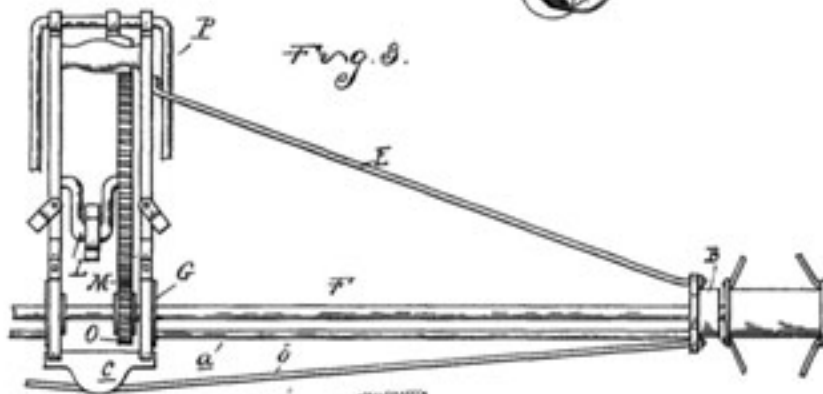
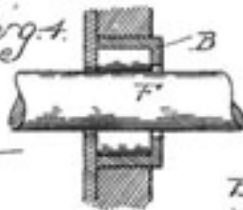


Fig. 4.



Witnesses
Otto F. Rupp
Attorney

Inventor
James Donovan
By *Wm. H. Rupp*
Attys

SOUTHERN 630

FROM WESTMINSTER TO GREENVILLE, SC

JUNE 4, 2012



Steam Returns to the Upstate!

Tennessee Valley Railroad Museum's ex-Southern Railway 2-8-0 No. 630 made a rare appearance in the Upstate on a transfer run from Atlanta, GA to Salisbury, NC on June 4th through 5th. The 630 was originally built by ALCO in 1904 and was returned to service last year after a ten year-long restoration. This summer, the 630 will be pulling a series of excursions for both the public and Norfolk Southern employees in celebration of Norfolk Southern's 30th Anniversary. CRM&HA members were stationed along the tracks from Westminster to Greenville to catch the 630, alerting one another by cell phone to catch the action. The 630 overnighted in Greenville yard on June 4, and **John (JT) Thorpe** was there to greet her upon arrival (**above and right**). It was the first time since Norfolk Southern discontinued its steam program in 1994 that such locomotives graced our rails here.





The late afternoon timing meant dealing with horrible sun angles for north-bound trains. Still, the 630 put on a fine show. **Above, Sue Baldwin** grabbed the train sweeping the curve in Norris, SC, photographed from the SC Hwy 93 overpass. **Left, Gerald Meyers** was positioned in Easley when he noticed the crowds gathered trackside. Good thing Jerry had his camera handy!



HOT STUFF! The 630 and her train were originally scheduled to arrive in Greenville by 2:30 PM. As it was, transfer runs are low-priority, and sometimes gremlins pop up along the way. At about 3:30 PM the train took the siding at Courtenay (Newry, SC) for nearly an hour to cool a hot driver bearing, thus causing a large crowd gathering at the Tugaloo Wood Company. Apparently, the crew exceeded their 30 mph speed limit for a time too long. In addition to an auxiliary canteen tender, the 630 brought her own coal in a MOW gondola behind GP38 (RP-E4C) No. 716 and Life Saver GP40-2 No. 3052 **Above, Rob Seel. Below, Sue Baldwin.**



2012 RAMBLE ONE

RAMBLIN' THROUGH TENNESSEE

BY RALPH WATSON



As a preview of the coming Program, here is a sample of the sites between June 15 through 17, 2012.

Left: The old Depot at Mineral Bluff, GA, home of Tri-State Model Railroad Association, was locked up tight on both our outbound and homeward stops. They have a "Ride the Rails" event coming up on September 15-16, 2012 featuring motor car and hand car rides.

Lower left: Ex-US Army No. 610, a 2-8-0 (blt 1952) awaits its turn in the shops while ex-Southern 2-8-2 No. 4510 is still in the disassembly stage, which is at least three years from completion (six, if you ask our Conductor). The 610 had been in nearly continuous service at the TVRM since 1991.

Lower right: We watched Tennessee Valley Railroad Museum GP7 No. 1824 (ex-US Army) run around a diner on the wye at Grand Junction. The building in the distance is the worldwide headquarters of the NMRA.






Above: The depot at Cleveland, Tennessee looks like a lot of others in a lot of Southern towns. (*Hendersonville, NC comes to mind ~ ed.*)

Middle left: At the Whirlpool stove plant in Cleveland, Tennessee there is no space for the railroad warning sign on the street, so it is on the wall. Neat modeling idea!

Below left: Blue Ridge Scenic Railway GP10 No. 7529 waits for excursion riders to return from lunch in McCaysville, Georgia. Or is it Copperhill Tennessee? The state line goes through the middle of buildings! The GP10 was built as a GP 9 for the New York Central in 1956, sold to the Canadian National (renumbered to 7529) and most recently owned by the Georgia Northeastern Railroad.



Above: Parked on property posted by the Hiwassee Railroad is NC&StL 710, a GP7 rebuilt by TVRM. (Blt 1950, ex-Amtrak 772, exx-L&N 710, nee-NC&StL 710)

Left: A curious sight on the 710 are these wheel clamps located on each corner. They must not have put enough coins in the parking meter. (Flange greasers, per Howard Garner.)



ATSF F-7 UNVEILING WARBONNETS IN GREENVILLE

BY ROB SEEL



Motive Power & Equipment Solutions in Greenville, SC has finished restoring two 1953 F-7 locomotives for the Galveston Railroad Museum. Now decorated as ATSF 315 and 316, these units last operated in commuter service in Connecticut (CDOT 6690 and 6691), both wearing a New Haven "McGinnis" paint scheme. These units never ran for the ATSF in history, but were built as TNO #365 and SP #6443. This was the public "unveiling" ceremony on June 9, 2012.



Above: The F-7s are intended to run mainline excursions between Galveston and Houston, and are equipped for such duty. Both units are lettered in honor of M.R. “Ray” Wells, ATSF engineer, 1945-1986. The original ATSF No. 315 and 316L were also F-7s, rebuilt into CF-7s. Interestingly, the original 315 wore a Yellowbonnet for a time. **Below:** Also on display is South Carolina Ports GP20 No. 2008. The 2008 has an interesting history as it is one of the original four EMD GP20 demonstrator units, specifically No. 5626. The photos on display on the 2008’s side are demonstrator photos. 🚂

