



SERVES THE UPSTATE

108 Werner St
Central, SC 29627

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www.crmha.org

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Vice Presidents
Joe Fitzpatrick
Rob Seel, AIA

Stationmaster
Ralph Watson

Paymaster
Christine Grewcock

Curator
Jack Green

Newsletter
J.T. Thorpe

**NEXT
MEETING
FEBRUARY
7, 2013
7:10 PM
AT THE
CENTRAL
RAILWAY
MUSEUM**



PORTABLE LAYOUT GETS A MAJOR FACELIFT

The CRM&HA's 20-year old portable HO-scale layout is receiving a major update just in time for the February Train Show. Over the summer and fall months, a small but dedicated crew spent time replacing track, switches, and ballast as a first step in sprucing it up. However, bigger things were on the horizon. The latest change—to be debuted at our February train show—is a pair of loops that can be exchanged for three “end modules”. The new loops will allow operators easier access to the staging area as well as expanding our operational opportunities such as an intermodal port with container ship and crane, a tank farm, and a second locomotive service facility. We will retain the three end modules to allow us the flexibility to display the layout in venues that cannot accommodate the two loops.

Additional upgrades include a new power source with higher voltage and separate power districts for improved operations. Some major rewiring was performed as part of the effort to get power to the new loops, and will facilitate hooking the modules together: no more crawling underneath to make electrical connections!

Both loops will be operational for the show, but only one will have scenery and the capability for some switching operations. A big thank you to all the crews who responded to the “all-hands” effort to get the layout ready and “ship shape” in time for the show! For more “in progress” photos, see page 3. **Photo by J.T. Thorpe**



APPROACH SIGNALS

Upcoming Events for the

Central Railway Model & Historical Association

as well as regional shows and events worth mentioning

PROGRAM SCHEDULE

February 7: Don Baldwin presents

March 7: Bill Moorehead presents the “Misty Mountain RR”

April 11: Jim Alexander presents “Norfolk Southern History” (tentative)

The rest of 2013 is Wide Open

2ND SATURDAY
MUSEUM OPEN TO THE PUBLIC
FEBRUARY 9, 2013
MARCH 9, 2013
APRIL 13, 2013

SCHEDULED EVENTS & SHOWS

FEBRUARY 2 – 3, 2013
EASLEY, SC

OUR SHOW

February 2 -3, 2013

Easley, SC – 2013 Annual Train Show

Central Railway Model & Historical Association, Inc.
 Bagwell Gymnasium, J.B. Owens Sports Complex
 111 Walker Way, Easley, SC 29642

Times: Sat. 10-5, Sun 12-5

Admission: \$6 for ages 11 and up. Under 10, Free if accompanied by an adult

www.crmha.org

March 2 -3, 2013

New Bern, NC – 18th Annual Train Show

Carolina Coastal Railroaders
 Sudan Temple 403 East Front Street
 New Bern, Mid East, NC 28562

Times: Sat. 10-5, Sun 10-4

Admission: \$6 for ages 12 and up. Under 12, Free

www.carolinacoastalrailroaders.org

March 9, 2013

Columbia, SC – Semi-Annual Train Show

TCA Palmetto Chapter
 Westminster Presbyterian Church, 1715 Broad River Rd, Columbia, SC

Times: 9am-2pm

Admission: \$3 donation ages 6 and up. Under 6, Free

www.palmettochapter.net

April 6, 2013

Columbia, SC –AMROC’s Annual Spring Show

Associated Model Railroaders of Columbia
 Arsenal Hill Facility, Arsenal Hill, Columbia, SC

Admission: FREE!

www.amroc.org

April 26 - 28, & May 4-6 2013

Mauldin, SC – Trains, Trains, & More Trains

Mauldin Chamber of Commerce
 101 East Butler Rd., Mauldin, SC

Admission: FREE!

www.mauldinchamber.org





At left, the new power system for the layout courtesy of Howard Garner. The container ship shown above is a Sylvan Models assembled and detailed by Joe Fitzpatrick. The intermodal terminal in progress is below. Most of the track is in place and the harbor has been painted and it waiting for the "water" to be poured. A test run of the Acela demonstrates the new power supply ensures us plenty of pep for our trains.

Photos by J.T. Thorpe



❧ IN MEMORIAM ❧



**EDMUND RICHARD
"DICK" HEEBNER**

❧ 1917 - 2013 ❧

Dick Heebner passed away on January 4, 2013 at age 95 in Clemson, SC.

A native of Waterbury, CT, Dick was born December 25, 1917. He was twice married, had 2 children, a step-daughter, seven grand children, and 4 great-grandchildren.

He was a Mechanical Engineer for Sanford & Sons. He was a veteran of the Army Air Corps and served in WWII. Dick was very active his whole life in community and civic organizations, including the VFW, Lions Club, The American Legion, Board of Education, and served as a Justice of the Peace.

A memorial service was held at Clemson Downs.

In lieu of flowers, memorials may be made to Oconee Hospice of the Foothills, ATTN: Foundation Office, 298 Memorial Drive, Seneca, SC 29672.

We send our deepest sympathies to his family and friends.

❧ ARRIVAL TRACK ❧
NEW MEMBERS

The CMR&HA welcomes several new members who have joined us over the last couple of months.

Jim Alexander

Christine Grewcock

Fred Rimer

Christopher Stark

**CENTRAL RAILWAY MUSEUM
WELCOMES FOREIGN VISITORS**

Chinese students visiting the upstate paid the museum a visit on January 5. Club members were on-hand to greet our visitors, operate the layouts, and offer a brief history of railroading in the upstate.

NMRA VISIT

On January 26th, a dozen members of the Palmetto Division of the Southeast Region of the NRMA toured the museum and Function Junction as part of a series of Winter Open House tours.

Also on the NRMA tour were CRM&HA members' layouts: Bob Folsom's HO-scale Norfolk & Western Railway, Jim Kimble's N-scale Southern Railway, Howard Garner's HO-scale Cascade & Western, and Jerry Meyer's Blacktail & Mystic Railroad.

Ed. Note: Hopefully, reports on those visits will be forthcoming (HINT!)



MORE THAN “MEETS” THE EYE AT THE CENTRAL CROSSING

A southbound intermodal headed by Norfolk Southern C40-9Ws 7612, 5087, and GP38-2 2545 paused in Central waiting for a northbound mixed freight. When it stopped just short of the crossing, the gates raised—which explains them just starting to close just as 7612 creeps up to them in the next photo.



Photos by J.T. Thorpe



General Meeting Minutes

By Ralph Watson,
Stationmaster
January 3, 2013

Regular Meeting at the Central Railroad Museum

Meeting called to order on time at 7:10 PM by
President Dan Marett.

Twenty one members and one former member
Brian d'Entremont [now living in Switzerland]
were present.

President's Remarks: We are starting off our
new year with continued progress on the
museum layout. Howard Garner has installed
new power supplies that have increased our
operating voltage. Jim Reece is busy working on
scenery in the Seneca area and other projects are
being worked in other areas. We had successful
runs **every** Saturday in December and corrected
several problems discovered during these runs.
Our major event of the year is less than 1 month
away. All members are Public Relations people
and should be placing and distributing flyers to
advertise our Train Show.

I am proud to announce that we now have a
Chaplain. Fred Rimer is a retired minister and
has agreed to take this position. He will help us
keep track of members in distress and members
that are sick.

Treasurers Report—Robert Folsom

Bank balance of \$9600 +/- at present. Budget
performance bar graphs are available to
chairpersons on request.

Secretary Report—Ralph Watson

Thus far 33 members out of 55 on the roster
in 2012 have renewed membership.

Museum Curator—Jack Green
Cataloging of artifacts continues.

**Computer Administrator/Electrical
Coordinator/Operations Administrator** -
Howard Garner

The new DCC boosters are installed on
the museum HO layout. A speedometer has
been placed as a guide for maintaining scale
speeds. A new power control box for the
portable layout is ready to be installed prior to
the train show. An operations scheme for the
HO layout is under development, with
simulation testing as a next step.

Portable Layout—Bob Folsom

The portable is NOT ready for the train
show. Wiring additional track feeders and
module jumper wires are lacking. No additional
track is to be added now but existing track needs
to be finished. Scenery and painting is also
incomplete. There will be operator training
sessions to explain how and how not to run
trains on the portable layout. Extra work crews
and work sessions are needed to get the layout
ready and to pack it up for transport to Easley.

Bench Work/Rolling Stock—Jim McInnis

Members are reminded that all locomotives
and cars must meet standards for wheels
couplers weight and DCC compatibility to be
placed on the Museum or portable layouts.

Webmaster—Ed Welch

Web page updates are being made. Photos are
missing for some members still

Newsletter—JT Thorpe

The first issue of Central Crossings for 2013
included two new columns; Modeler's Tips and
Did Did You Know? Contribution of modeling
tips/tricks/secrets and items of local historical
interest are encouraged from the members.

Publicity—Ette Ruppert

Train show ads have been placed.

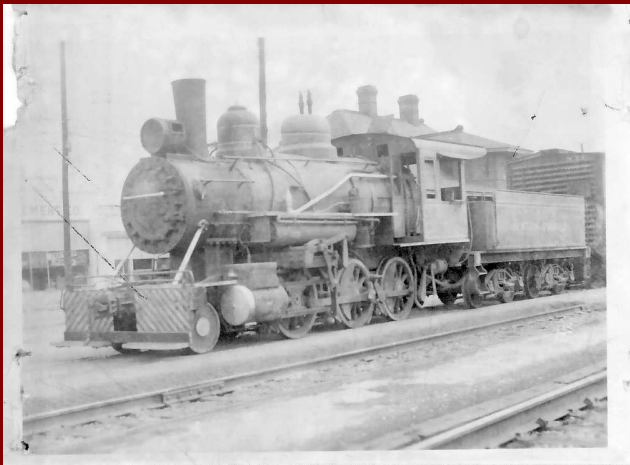
Program:

Ralph Watson showed photos and shared experiences from a visit to the Scranton and Carbondale Pennsylvania areas in September featuring Steamtown and the D+H as well as some roadside ‘artifact’ discoveries.



⌘ DID YOU KNOW ⌘

... how the Pickens “Doodle” got its name?



The Pickens Railroad was chartered in 1890 to build a 19-mile line from Easley, SC to Olenoy Gap via Pickens. When the 9-mile line between Easley and Pickens first opened in 1898, the locomotive was not able to turn around between runs, so the engine was forced to return to Pickens backwards, looking like a “doodle bug”.

The first locomotive to pull the Doodle was a secondhand 4-4-0, and was derailed on its first trip by a group of boys who had put spikes on top of the track “to see what would happen”. The 4-4-0 was replaced in 1909 with a new 2-6-0 Baldwin.

Source: <http://wikipedia.org>
Photo © Pickens County Library System

⌘ MODELERS’ TIP ⌘

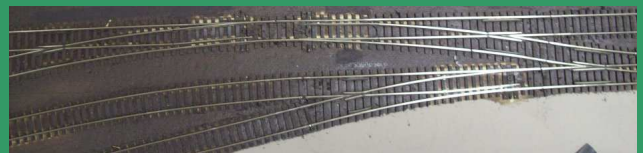
Avoid S-curves when laying track. A sudden reversal in track curvature can lead to cars uncoupling or derailments especially if the cars have a tight clearance (such as long passenger cars with diaphragms).

A good rule of thumb is to place a car-length section of straight track between reversing curves. This type of problem is sometimes overlooked when placing turnouts or double-slips—particularly when we are tempted to maximize space in yards and sidings by placing them close to one end of a curve, and then compound the problem using small-radius turnouts.

Depending on how the siding is to be placed, you will end up with one S-curve, or a double S-curve that is almost guaranteed to give you trouble.



However, an S-curve in a yard isn’t necessarily a mistake. Most trains can negotiate them at “yard speed”, and a larger radius curve or turnout will definitely mitigate issues.



Photos by J.T. Thorpe

BLUE RIDGE REHABILITATION PROJECT

Photos and Story by Dale Reynolds


This month, Norfolk Southern is doing the most extensive rehab of the former Blue Ridge RR--now the Norfolk Southern's Anderson branch--in at least the past 15 years. The branch begins in downtown Seneca and ends in downtown Anderson. Switches to the site of the razed J.P. Stevens mill in Clemson, Milliken's Pendleton finishing plant, the closed Pendleton oil mill, and probably

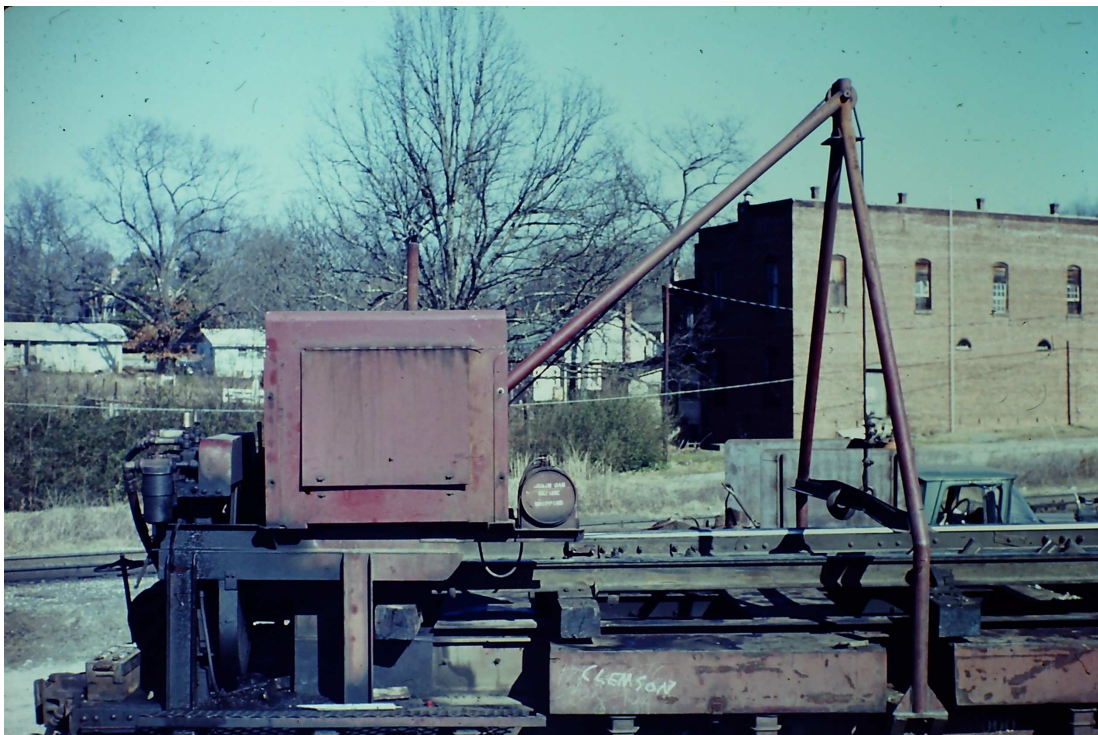


others were removed. Thousands of ties are being replaced, grade crossings renewed, and ballast cleaned/added. The picture of the big hi-rail truck shows metal from the Pendleton oil mill switch being picked up by an electromagnetic crane. The picture of the ballast cleaner is at the site of the Pendleton depot, moved many years ago.





On January 15th, Dale caught a MOW crew and equipment in operation replacing rails on the line at the former J.P. Stevens mill site. We can tell the site is now a very colorful housing development. 



WHAT IS IT? Coattailing on Dale's report, I found the following image dated February 1968 in a set of Dr. Harshman's slides. It looks like an MOW car carrying a switch or section of track. Can anyone confirm what it is and where the slide was taken? My best guess is that the car and its load were destined for the depot at Clemson. – **J.T.**

EN ROUTE TO LOOKING THINGS UP

Contributed by J.T. Thorpe

En route to finding other things out I discovered a tidbit about the cost of passenger fares on the Pickens Railroad. Although the Pickens Railroad ceased passenger operations in 1928, such rates were established and governed by the Railroad Commission and voted into law by the SC General Assembly. The following Order comes from the 1920 *Forty-Second Annual Report of the Railroad Commission of South Carolina*:

ORDER NO. 221.

In the Matter of Increased Passenger Fares and Charges. Pickens Railroad Company.

Pickens Railroad Company:

The Commission in regular session today considered petition of Pickens Railroad Company, filed in this office August 21, 1920 for increased passenger rates.

The Commission has gone into the figures submitted by the Pickens Railroad Company, which were not sworn to but which the Commission will accept as correct unless question arises, and notices the deficit that is being maintained by said railroad. The Commission realizes full well that if the Pickens Railroad is to continue as a common carrier, so far as passenger service is concerned, it will under present conditions have to have relief, and in the opinion of the Commission, the only way this can be done is to authorize an increase in passenger rates as provided in law at the 1920 session of the General Assembly. Therefore,

IT IS ORDERED, That on and after November 1, 1920, the legal rate to be charged for transportation of passengers over the Pickens Railroad shall be five (5) cents per mile for adult passengers and two and one-half (2 1-2) cents per mile for children over six and under twelve years of age, with a minimum of ten (10) cents for adult passengers and five (5) cents for children over six and under twelve years of age.

This order to remain in effect until the further orders of the Commission.

By the order of the Commission.

FRANK W. SHEALY,
Chairman
(Seal)

J.P. DARBY, Secretary.