



SERVES THE UPSTATE

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www.crmha.org

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Vice Presidents
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Stationmaster
Ralph Watson

Paymaster
Christine Grewcock

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Newsletter
J.T. Thorpe

**NEXT
MEETING
FEB. 6,
2014**

7:10 PM

**AT THE
CENTRAL
RAILWAY
MUSEUM**

FIRST ANNUAL HOME LAYOUT TOUR

Report by Sandy Eustis, Photos by Ralph Watson & Bill Baron

January 18th, several members of the CRM&HA opened their homes and layouts to visitors. Here's a quick overview of just two of the layouts on the January 18 tou (more to follow in upcoming months!):



Bob Hanson models in G scale (1:24) BIG models. He has both a permanent layout and a temporary Holiday display, running modern day as well as some older equipment. His permanent layout is the "Westpoint Railroad." It is basically landscaped, occupies a 35' x 12' space, and incorporates an Alpine village, a used car lot and garage, a railcar repair shop, a zoo, and a terminal/depot area. The temporary display includes 3 loops of track on different levels, with over 300 feet of track.



APPROACH SIGNALS



Upcoming Events for the

Central Railway Model & Historical Association

as well as regional shows and events worth mentioning

PROGRAM SCHEDULE

February 6: TBD

The rest of 2014 is Wide Open

**2ND SATURDAY
MUSEUM OPEN TO THE PUBLIC
FEBRUARY 8, 2014
MARCH 8, 2014**

OPERATING SESSIONS SECOND THURSDAYS (USUALLY) 7PM

**FEBRUARY 13, 2014
MARCH 13, 2014**

The CRM&HA has begun regular operating sessions on the Thursday preceding our Museum's open house each month. Club members interested in learning how to operate the layout and gain their certification in order to be able to run trains on the museum layout are encouraged to attend these sessions.

If you have locomotives equipped with DCC decoders and/or you have a Digitrax handheld throttle, please bring them. This way, we can be assured of having enough equipment to run.

SCHEDULED EVENTS & SHOWS

FEBRUARY 1 - 2, 2014

EASLEY, SC

**OUR
SHOW**



February 1-2, 2014

Easley, SC – CRM&HA 2014 Annual Train Show

J.B. "Red" Owens Sports Complex, Bagwell Gymnasium, 111 Walkers Way

Times: Saturday 10am-5pm, Sunday 12pm-5pm

Admission: Adults: \$6, Children under 10: Free w/adult

www.crmha.org

February 16, 2014

Raleigh, NC – Train Collectors Association Southeastern Division Toy Train Sale

Kerr Scott Building, NC State Fairgrounds

Times: Sunday 10am-3pm

Admission: Adults: \$6, Children under 13 with adult: Free

www.se-tca.org

February 28-March 1, 2014

Asheville, NC – Western North Carolina Model Railroaders, Inc. Asheville Model Train Show

WNC Agricultural Center, 1301 Fanning Bridge Rd, Fletcher, NC

Times: Friday Noon-7pm, Saturday 9am-5pm

Admission: Adults: \$5, Children under 13 with adult: Free

www.asheville-trainshow.com



↻ D&J CONSTRUCTION ↻

Photos and Report by Don Baldwin

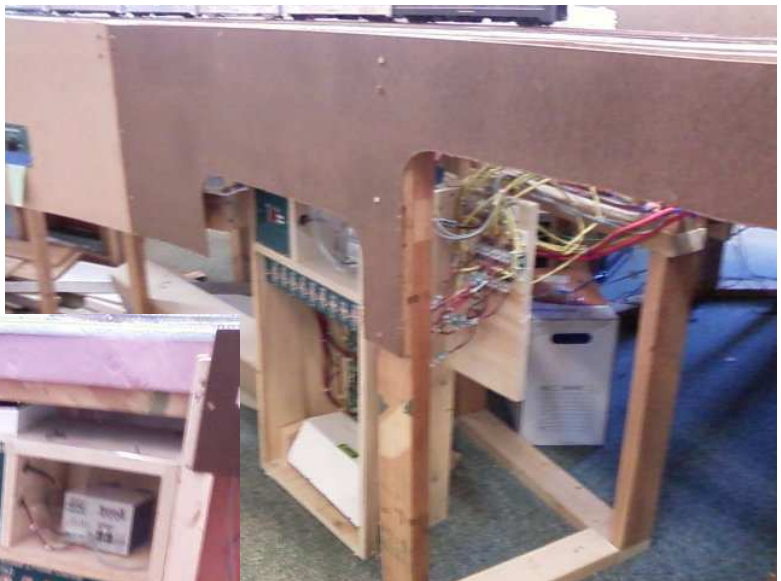
Jim and I worked at the viaduct area, installing fascia paneling. The tall panel at the viaduct is not finished. We will be installing the right hand side panel next, prior to that area being profile cut to suit the river. Do Not modify it!

Here are the photos: Pardon the blurred one. Used my cellphone and wiggled.

Order:

1. Left before
2. Left after
3. Right before
4. Right after
5. Viaduct.

Enjoy. Comments always welcomed. 







General Meeting Minutes

**By Ralph Watson
Stationmaster
January 2, 2014**

Meeting called to order at 7:05 PM by 1st VP Joe Fitzpatrick in absence of President Dan Marett. 15 members including returning member Tom Hullett were present.

First Vice President – Joe Fitzpatrick

Train Show is coming, before next scheduled meeting. A duty sign up sheet was passed around and will be posted online.

Treasurer – Christine Grewcock

Did not file a report.

Second Vice President – Rob Seel

The public hands on 4 x 8 HO layout depicting Dambridge NJ will be ready for the train show.

Secretary – Ralph Watson

Will be speaking at Newcomers Club of the Foothills on February 4 as lead in to Dr Jim Johnson's presentation on The Blue Ridge Railroad and the impact of rail transportation on the Upstate area in the 19th century. CRMHA members are encouraged to attend - more to see Dr Johnson's extensive photographs than to see Ralph falling all over his words.

COMMITTEE REPORTS

Building – Glenn Nasworthy

Air Filters need to be changed in the Museum building. In order to have power and gas for heat at Function Junction CRMHA has paid for repairs and restoration of services. Please remember to shut EVERYTHING down when closing up to minimize the cost of utilities as they are on our dime now.

Train Show – Howard Garner

Train show preparations continue, 120 tables are sold so far. Posters and signs are being made this week.

Publicity for the Train Show is in place, discussions continue with the Greenville News on coverage. Our show is on the calendar at Model Railroad Hobbyist e-magazine.

Operations – Sandy Eustis

Operations on the second Thursday of each month continue. A schematic track diagram has been prepared to assist locating car spots and destinations on the railroad. A large percentage of the cars in inventory are spotted at the correct locations listed in the master files.

Electrical Committee – Howard Garner

Block detection and turn out control wiring are being worked on.

Portable Layout – Jim McInnis

The portable layout will be in good shape for the Train Show with a new steel mill scene added.

Newsletter – J.T. Thorpe

JT Thorpe's excellent newsletter was complimented on.

Home Layout Tour

CRMHA is conducting a home layout tour January 18 featuring layouts in six locations. This will be the last opportunity to see Ron Keith's incredible scratch built S narrow gauge models as his collection is being donated to the Pacific Coast Railroad Museum in San Luis Obispo California. NMRA members from nearby are also invited to participate.

Heritage Layout

"Everything Works!"


Lionel Room
“Room’s Ready”.

Museum Layout
More of the museum HO layout fascia has been completed and scenery is being installed in Seneca yard.
a train on the main line, nature of the problem and fate of the car unknown.

OLD BUSINESS
Discussed the need for a flammables locker. Also we need a 3-drawer file to fit under the Lionel benchwork.

Meeting adjourned at 7:30 PM

Railfan Report
Chevis Crenshaw noted a multimodal car with 6 containers had been parked just west of downtown Seneca for a couple days then moved to Courtney and the containers transloaded onto

PROGRAM
The program was a DVD documentary of some famous train wrecks. 



Piedmont & Northern’s GE class 404-E-120-4-GE-212F 63-ton boxcab electric locomotive #5103 on display at the North Carolina Transportation Museum at Spencer Shops, NC. **Photo by J.T. Thorpe**

THE CRESCENT LIMITED

Part I – Predecessor Trains, adapted from Wikipedia.org

In the 1870s, the Richmond and Danville Railroad established the *Piedmont Air Line Route*, which connected the northeastern United States with Atlanta and New Orleans via Richmond and via Norfolk Southern's present route through Charlottesville and Lynchburg. The *Southern Express* and the *Southern Mail* operated over these routes on an advertised time of 57 hours and 40 minutes.

On January 4, 1891, the R&D launched the *Washington & Southwestern Vestibuled Limited*, which connected Washington and Atlanta and became the direct ancestor of today's *Crescent*. The brochure announcing the train hailed it as "a service second to none in completeness and elegance of detail ... providing all the latest and best facilities for the comfort and enjoyment of its patrons." It was nicknamed the *Vestibule* because it was the South's first all-year train with vestibuled equipment. Consists included drawing-room and stateroom sleeping cars, dining cars, smoking and library cars and observation cars—all that embodied the latest, most luxurious designs. They were gas-lit throughout and equipped with hot and cold running water.

Soon the Washington-Atlanta route expanded via the West Point Route from Atlanta to Montgomery

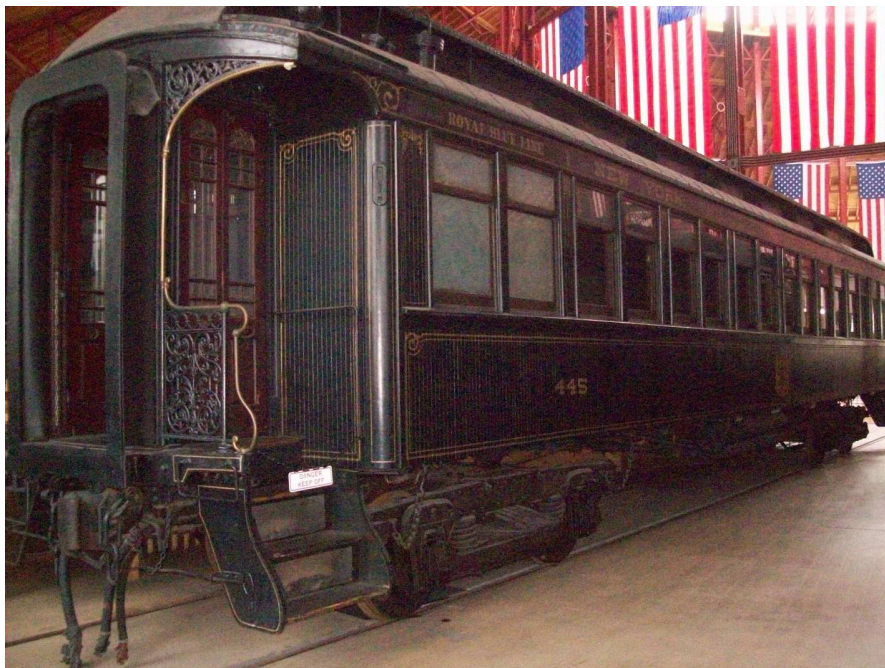
and the Louisville and Nashville Railroad from Montgomery to New Orleans. New York was brought into the schedule via a connection in Washington with the Pennsylvania Railroad's *Congressional Limited*. Scheduled time for the New York-New Orleans run was advertised as a "40-hour, unprecedented" trip. Because of the popularity of this service, the *Vestibule* became a solid train of through cars between New York and New Orleans

After the R&D was succeeded by the Southern Railway in 1894, the southbound train was named the *Washington & Southwestern Limited*, and the northbound became the *New York Limited*.

In 1906, the train was renamed the *New York & New Orleans Limited* and equipped with new club cars and observation cars.

The Southern Railway and Southern Pacific discussed the possibility of running a single

train from Washington, D.C., to Los Angeles via New Orleans, which would have become the first truly transcontinental train. The idea never came to fruition, leaving that distinction to Amtrak's *Sunset Limited*.



Vestibule passenger car at B&O Museum

Photo by J.T. Thorpe



2014 LAYOUT TOUR

continued



Bob's Hanson's Alpine Village as captured by Bill Baron.



Ralph Watson caught an excellent shot of Bob's temporary setup, including a house full of tressles, bridges, and large-scale wooden models of diesel locomotives.



❧ 2014 LAYOUT TOUR ❧

continued

Roger Smith's HO railroad is the "Lehigh Valley, Smith, and Reading." His theme revolves around a Bethlehem Steel mill, and includes a coal mine which supplies the endless tons of coal needed to make steel. The layout is in a bonus room over Roger's garage, measuring roughly 20' X 18'. About 20% of the scenery is finished. Roger notes that the Bethlehem Steel mill from which he retired required 90 carloads of coal and 50-100 carloads of various other supplies to be delivered DAILY, while it shipped 100 outbound carloads of product by rail, plus another 500 loads by truck. That plant and its support buildings would have required a footprint at least 20 times the size of Roger's bonus room to model in full, and therefore required Roger to use a wee bit of selective compression to include the coal mine, a mainline run, and all the mill features he wanted!

Watch for more layout tour photos and updates next month! There's more to come!



CHAPLAIN'S CORNER

WOW, has this year ever started in a fast mode? January is in the past and we are looking at February. It's like purchasing a ticket on the Crescent Limited from Greenville to Charlotte and not realizing that the trip can go so fast. Well, that bit of reminiscence reminds me of two things: my dad's work on the Southern Railroad of more than 28 years and his great love for music. He was a great singer, and loved to sing in the church. I guess that's where I get the same desires, so I thought for this month's Spiritual thought we would look at the words of a favorite and familiar song.

The origin of this song, "Life is Like a Mountain Railroad", is murky. Eliza R. Snow (1804-1887) may have written the lyrics, with M. E. Abbey (a Baptist minister in Georgia in the 1890's) supplying the chorus, and the music written by Charles D. Tillman. At any rate, Abbey and Tillman copyrighted "Life's Railway to Heaven" in 1890. Since then it has been a favorite of all the railroad community.

Please notice the words of the first verse & chorus:

VERSE #1

Life is like a mountain railroad,
With an engineer that's brave;
We must make the run successful,
From the cradle to the grave;
Watch the curves, the fills, the tunnels;
Never falter, never quail;
Keep your hands upon the throttle;
And your eyes upon the rail

CHORUS

Blessed Savior, Thou wilt guide us,
Till we reach that blissful shore,
When the Angels wait to join us
In Thy praise forever more.

-Chaplain Fred-



DID YOU KNOW?

The Atlanta & Charlotte Air Line Railway owned the 268-mile railroad from Charlotte, NC to Atlanta, GA. It was leased for the benefit of the Richmond & Danville Railroad in 1881 after being organized by the Clyde interests (see last month's issue) in 1877 to take over the Atlanta & Richmond Air Line Railway. This 5-foot gauge line had been constructed from Atlanta to Charlotte between 1870 and 1873, being opened for service on September 28 of the latter year. It was sold under foreclosure in 1877. The 3-foot gauge affiliates of the Atlanta and Charlotte Air Line were the Elberton Air Line Railroad between Toccoa and Elberton GA, 51 miles, which was changed to standard gauge in 1895 by the Southern Railway, and the Roswell Railroad operating 10 miles in the same state between Roswell and Chamblee, near Atlanta.

Source: *Southern Railway System: Steam Locomotives and Boats*, by R.E. Prince

MODELER'S TIP

At some point, almost every railroad modeler has to deal with blending a road into backdrop. Sometimes this can present quite a visual challenge. Ending a road abruptly at the backdrop doesn't look good, but if your painting skills aren't good, trying to paint a road fading into the horizon can end up looking unrealistic.

Some modelers have used photographs to address the issue—such as at our museum where the overpass at the town of Seneca intersects the backdrop. Another way to blend a road into the backdrop and have it vanish into the horizon is to "bend" the end of the road up and curve it to a point to one side. By hiding the edges of the road with foliage or providing another view block such as a building, it will give the impression of the road curving off into the distance.