



SERVES THE UPSTATE

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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
July 3,
2014
7:10 PM
at the
Central
Railway
Museum

Happy 120th Anniversary Southern Railway!

In 1893, the Richmond and Danville Railroad went into receivership. As was common with so many early railroad line, they had overextended themselves. In July 1894, the Southern Railway was formed by J. P. Morgan out of the Richmond and West Point Terminal Railway and Warehouse Company, a holding company which owned or controlled several rail lines in the South, including the Richmond and Danville Railroad, the East Tennessee, Virginia and Georgia Railway, the Georgia Southern & Florida Railroad, the Memphis and Charleston Railroad, and the Alabama Great Southern Railroad.

Southern and its predecessors were responsible for many firsts in the industry. Starting in 1833, its predecessor, the South Carolina Canal and Rail Road, was the first to carry passengers, U.S. troops and mail on steam-powered trains, and it was the first to operate at night.

On June 17, 1953, the railroad's last steam-powered freight train arrived in Chattanooga, Tennessee, behind 2-8-2 locomotive No. 6330.

From dieselization and shop and yard modernization, to computers and the development of special cars, the unit coal train and Radio Controlled Mid-Train Helper Locomotives, Southern often was on the cutting edge of change, earning the company its catch phrase, "Southern Gives a Green Light to Innovation".

In 1966, a popular steam locomotive excursion program was instituted under the presidency of W. Graham Claytor, Jr., and included Southern veteran locomotives such as Southern 630, Southern 722 and Southern 4501, along with non-Southern locomotives, such as Texas & Pacific 610, Canadian Pacific 2839 and Chesapeake & Ohio 2716. The steam program survived the 1982 merger which the Norfolk and Western to form the Norfolk Southern. The program was discontinued in 1994 but was reinstated on a limited basis in 2010 as the 21st Century Steam program.





Approach Signal s

Upcoming Events for the

Central Railway Model & Historical Association

as well as regional shows and events worth mentioning

PROGRAM SCHEDULE

7/24: Rolling Stock – with Jim McInnis

8/21: Making Realistic Terrain: Mountains and Valleys: Rockwork, Tunnels, Water Features, etc. -- with Sandy Eustis

9: Scenery "Top Coating": Ground Covers and Vegetation -- with Jim Reece

2nd SATURDAY
 MUSEUM OPEN TO THE PUBLIC
 July 12, 2014
 August 9, 2014

OPERATING SESSIONS

Second Thursdays (usual l y) 7PM

July 17, 2014
 August 14, 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 §

July 13-19, 2014

Cleveland, OH- NMRA National Convention

New Cleveland Convention Center
 300 Lakeside Avenue
 Cleveland OH 44114
www.2014cleveland.org

26-27 July 2014

Stone Mountain, GA—15th Annual Smoke Rise Model Railroad Exhibit

Smoke Rise Baptist Church (gymnasium), 5901 Hugh Howell Rd.

Sat, Jul 26: 10:00a - 5:00p public display

Sun, Jul 27: 12:00p - 3:30p public display

Admission: Free (Donation Boxes are available)

August 9, 2014

Norcross, GA—47th Atlanta Model Train Show

North Atlanta Trade Center, 1700 Jeurgens Court
 Sat: 9 AM to 4 PM

Admission: Free

<http://www.gserr.com/shows.htm>

August 17, 2014

Raleigh, NC -- The Train Collectors Association Southeastern Division Toy Train Sale

Kerr Scott Building, NC State Fairgrounds

Sunday: 10am-3:30pm

Admission: \$6 for 13 years old and up. Under 13 with adult, Free

<http://se-tca.org>

August 9, 2014

Spencer, NC—NCTM Model Train Show

Historic Spencer Shops

Sat: 9am – 5pm

Sun: 10am – 4pm

Admission: \$5 Adult (+\$11 museum fee), 12 and under, free (+\$4 museum fee)

<http://nctrans.org>

> A Trip to Spencer Shops š

Photos by Sage Viehe

Sage took plenty of photos at Spencer Shops during the Streamliner event. Although the streamlined diesel locomotives were parked around the round house like the modern Heritage Units were last year, Sage found another favorite to photograph—Norfolk & Western #611. 611 has been brought to Spencer for restoration—hopefully to return to excursion service in 2015. Z





> Did You Know š



About 1898, Thomas H. White purchased a Locomobile steam car and found its boiler unreliable. His son, Rollin, set out to improve its design.

Rollin H. White patented his new design in 1900 and offered it to, among others, Locomobile. Finally, he persuaded his father, founder of the White Sewing Machine Company, to allow the use of a corner in one of his buildings to build an automobile.

A 1907 White steamer was one of the early vehicles in the White House when Theodore Roosevelt, the 26th President of the United States, allowed the Secret Service to use the car behind his horse-drawn carriage. In 1909, president-elect William Howard Taft converted the White House stables into a garage and purchased four automobiles: two Pierce-Arrows, a Baker Electric, and a 1911 White. This \$4,000 car was one of the last steam cars produced and proved a favorite of the President who uses bursts of steam against "pesky" press photographers.

The last steam car was built in January 1911 as the company made a transition to gasoline-powered vehicles. The company continued to show them in their catalogues as late as 1912. About 10,000 White steam-powered cars were built, more than the better known Stanley.

Source & photo: wikipedia.org

> Clemson Station š Report and photos by Don Baldwin

June 18, Don reports:

Well as of yesterday, the latest ballast to be added is now up to the top of the bridge concrete floor. Last week, as shown in the photo, the big rock ballast was put down on top of the finely compressed roadbed.

I think some track may be laid in the next week or two. Will try to check on that as my time permits.



> Signals Ahead š Report by Howard Garner

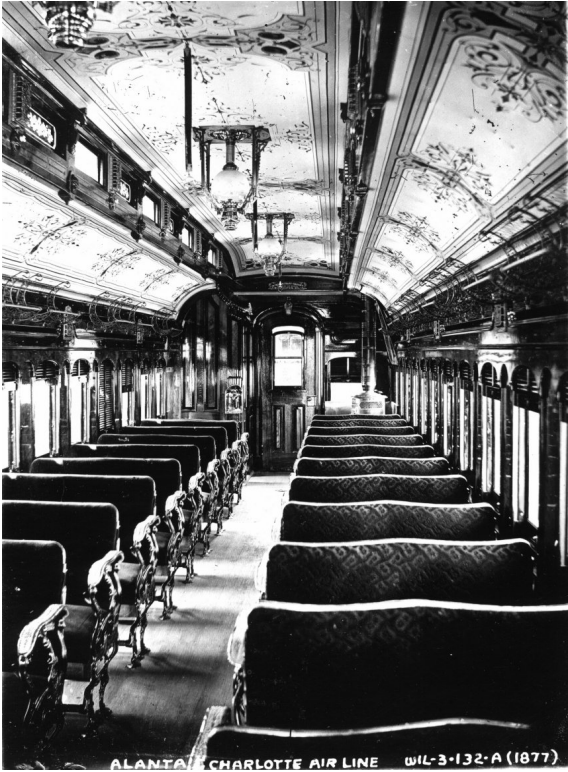
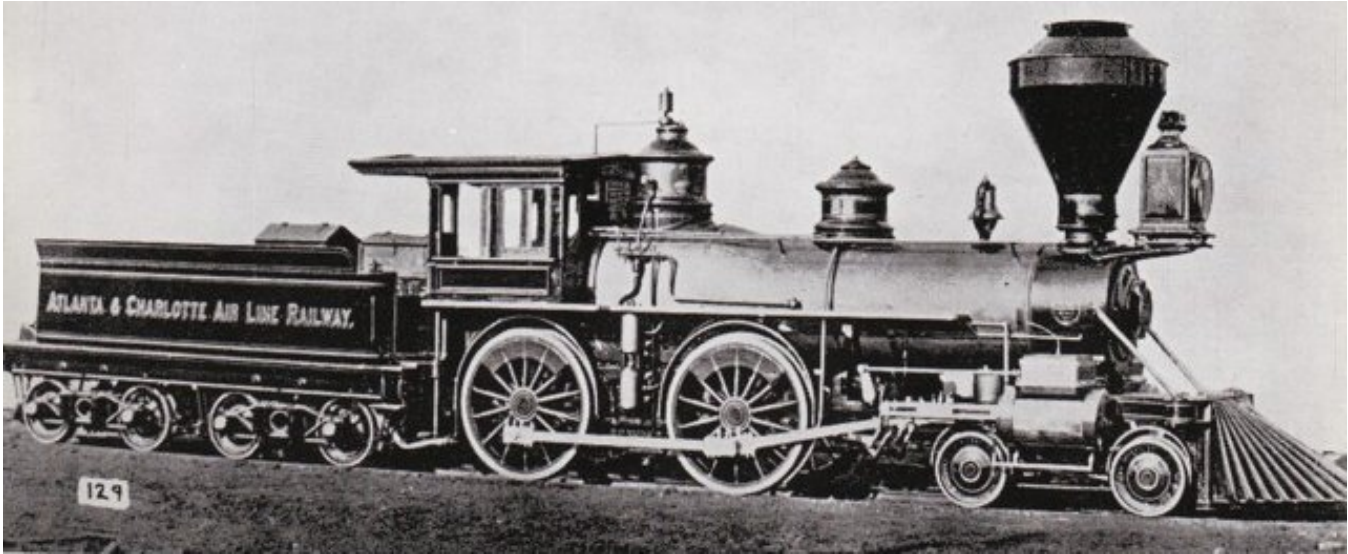
NS is proceeding with the replacement of the existing signals. Howard offered an update:

HAYWOOD near Rail & Spike and the intermediate in downtown Easley are operational. METLER behind Wilbert Plastic Services has the new heads aligned but bagged.

Next in line would be the intermediate by the asphalt plant then TRABER, but the signals were upgraded after the wreck, just need to cut over.

Another intermediate between TRABER and JOHNSON. Looks like that should be there soon. The bridge is torch cut to remove it.

› Atlanta & Charlotte Air Line Railway Š
 Photos from Delaware Public Archive



1877 photos of some of the Atlanta & Charlotte Air Line Railway passenger equipment. The passenger Cars were built by the Jackson Sharpe company—a competitor to the Pullman Company. The American 4-4-0, by Baldwin Locomotive Works Photos From the Delaware Public Archive.



General Meeting Notes

**By Ralph Watson
Station Master
June 5, 2014**

Meeting called to order at 7:10 PM by 1s Vice President Joe Fitzpatrick. 20 members were in attendance.

President Dan Marrett, Jr. was not in attendance, but a written greeting was read. Dan described the railfan experience at Bob Folsom's house. He reminded people to close and lock all the doors and activate the alarm when closing the Museum. Security at Function Junction is also important

Treasurer—Christine Grewcock

Bank balance of \$8980 + nearly \$1300 from the sale of Ron Keith's estate items. All areas are within budget.

Secretary—Ralph Watson

Will be donating a book on the Great Locomotive Chase to the museum.

Noted all our safety glasses are still in their wrappers.

Offered a modeling tip: use a flower bouquet wrapper as a paint glove.

Jim Alexander is helping organize a 9/11 memorial at Walhalla High School.

June 23rd : Wounded Warrior Ride comes through Central.

First VP—Joe Fitzpatrick

Display shelves are in place in the Lionel room and just needs some trim work.

Second VP—Rob Seel

No report

Building — Glen Nasworthy

No report

Curator – Jack Green

We need a book storage area. We have received full rosters for the Southern Railway, Seaboard, and the Atlantic Coast Line.

Computers/Electronics – Howard Garner

1 booster has been repaired and a second one needs to be repaired. New color cameras and monitors make seeing the location of trains in the walls and the helix much easier.

Operations—Sandy Eustice

We will have our normal working session.

Portable Layout – Jim McInnis

We are investigating a new locking mechanism to ensure the modules connect together solidly.

Rolling Stock – Jim McInnis

A Trainmaster locomotive from Ron Keith's collection needs a decoder before adding it to the roster. There are 3 new locomotives available on the portable layout.

Newsletter – J.T. Thorpe

July's newsletter theme will be around the Southern Railway's 120th anniversary. If you have contributions, please send them for inclusion in the July newsletter!

Education – Sandy Eustice

June: Joe will be doing detailing and lights for structures.

July: Doc will be discussing rolling stock.

August: Sandy will discuss basic scenery.

September: Jim Reece will present how to finish scenery with vegetation

Heritage Layout –Dale Reynolds

Noticed pre-war American Flyer tinplate station has been added to the collection (courtesy of JT & Christine).

Diesel locomotives for the Heritage Layout are currently being repaired.

Lionel Layout –Mac McMillin

Ready to start laying 072 and standard gauge track in the Lionel room. Please do not use the benchwork as a dumping ground for loose items.

Railfan Report

Several railfan reports including members that had been to Spencer, NC for the Streamliner event. Noted Streamliner event at Spencer. President of NS indicates N&W 611 will be restored by 2015.

TTX has a new open sided car

NS selling the Murphy to Silva line to Watco. NS also selling the lines from Biltmore to Flat Rock, an Hendersonville to Pisgah Forest.

NS is not abandoning the Saluda Grade. May be available in 2015 for excursions.

CSX being sued for knocking out an overpass in Monck's Corner.

Tom Clover of Parks& Rec is working on a grant to restore the nonfunctional spur from Hwy 93 in Central to Pepper Mill. Remote possibility that Palmetto Rails may have rail available

Interior Construction—Don Baldwin

Entry door repairs are underway at Function Junction. Also, Plexiglas shields are being added to the portable layout.

Trackwork—Bob Folsom

Arrival & Departure tracks for Seneca yard are in place. Quarry spur has been installed by Shelton Jones. Bob will be working on the Central spurs.

Scenery—Jim Reece

Quarry is mostly done—trees to be added and a photo backdrop. Next to work on is the viaduct between Central and Clemson.

OLD BUSINESS

Subject of hats and shirts was brought up again. Bruce Gathman may have a contact we can use to investigate.

Our revamped brochure needs to be sent out to the printer.

NEW BUSINESS

Meeting adjourned at 7:45 as there was no program.

Z

> Salisbury Station

Submitted by Sage Viehe



My wife and I stopped by the Salisbury, NC station. In addition to the station architecture and the arrival of the North Carolinian we met Mr. Dan Fisher, Facilities Project Engineer, NCDOT, Rail Division. He is in charge of that aspect of the NC Railroads and facilities owned by NC. He invited any of us to communicate with us regarding questions about the NC system. He was on sight to retrieve a set of aluminum steps from the North Carolinian to be used at the Spencer Shops Amtrak display. His vehicle is the yellow pick up pictured. In addition to the Amtrak arrival we also watched 3 intermodals all within 20 minutes.



The importance of the signage just beyond the canopy was that Cheerwine was alleged to have been developed in Salisbury.

About Cheerwine:

Born in the South. (from Cheerwine.com)

Created in 1917 in Salisbury, North Carolina by a general store owner named L.D. Peeler, this singular soft drink with a hint of wild cherry and a bubbly effervescence became an immediate hit. Folks from all around the county came to L.D.'s store to give it a try.





The *North Carolinian* arrives at the Salisbury station platform



> Chaplain's Corner Š

I read a Bible text the other day, that went something like this: "Make a joyful shout to God, all the earth." (Psalm 68:1) It reminded me of many times when I have had good reason to shout, or to make a lot of noise, and one of those times is just a few days away. You see, holidays hold different meanings for different people—but one thing is for sure: we all like to have a reason to celebrate.

As I stood on the lakeshore one summer holiday and saw hundreds of people boating, swimming, picnicking, or just simply walking together, I thought of the value of celebrating important events with friends or family.

Did you ever try to celebrate something by yourself? Take for instance, a fireworks show, a birthday party, an anniversary, or even an occasion to see the Southern Crescent Limited come rolling through little old Central, SC at sunrise. Those are occasions to celebrate. "Yeah, hot coffee, doughnuts, biscuits and gravy, etc." That sounds like something Bob Folsom would pull off sometime, doesn't it? "Thanks Bob for a great time together."

You see, as Believers, we have much to celebrate—and not alone, or just several times a year either. The psalmist encouraged all of us to recall "the works of God" and lift our voices together in praise to Him (Psalm 66:5-8). Hey, why don't we celebrate this love and goodness with those who share our excitement. It's the 4th July in just a few days, let each of us praise our God and Country.

Chaplain Fred

> MODELER'S TIP Š

Joe Fitzpatrick offered some great lighting tips during the June educational program.

Lights for buildings, signs and vehicles can be achieved by any number of types of lights: incandescent, LED, mini-fluorescent, or fiber optics. Starting with a 12-volt DC power source, such as the accessory terminals of an old train set power pack or a "wall wart", you can wire up one or more buildings to show off the interior of buildings or give the impression of occupancy.

Tip 1: If you want to show off a building's interior, place the lights near the front of the room. Putting it at the back will cause shadows that will make it difficult to see all your modeling work.

Tip 2: Buy Christmas light strings when they go on sale for bright white or blue white lights.

Tip 3: Depending on the era you model, the color of lights in your buildings makes a big difference. For a pre-Eisenhower era, yellow or incandescent bulbs are more appropriate. For later periods, white or blue white is better to represent fluorescents.

Tip 4: Wiring lights in series means that the brightness of the lights will be lower. Wiring the lights in parallel means the lights will still be relatively close to their full brightness.

Tip 5: Very small red LEDs can be used to represent buildings' emergency exit signs.

Tip 6: Soldering wires does not actually have to involve a soldering iron and wires! There are various conductive paints that can be brushed on or applied with a "pen". The "pen" applicators can act like solder, holding electronics in place, and are great for keeping circuitry low-profile .