



**SERVES THE UPSTATE**

108 Werner St  
Central, SC 29627

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Newsletter  
J.T. Thorpe

Next  
Meeting  
**August 7,**  
**2014**

7:10 PM

at the  
Central  
Railway  
Museum

## Georgia On My Mind

Report & Photos by J.T. Thorpe

Christine and I periodically take trips to Georgia to visit family. Along the way, we pass by a number of old and repurposed stations, railroad rights-of-way, and the occasional locomotive parked on a siding begging for a little rail fan attention. Not to take away from our wonderful local heritage, but I thought I'd take a moment to share some photos from our last trip.

South and west of Warner Robbins Airforce base, just off Interstate 75 is the little town of Montezuma—so named by soldiers returning from the Mexican War (1846-1848). Since 1950, it has included a thriving Mennonite community. The town has preserved its depot, turning into a local history museum.





## Approach Signal s

Upcoming Events for the

### Central Railway Model & Historical Association

as well as regional shows and events worth mentioning

## PROGRAM SCHEDULE

**August 19:** Scenery "Top Coating": Ground Covers and Vegetation -- with Jim Reece

2<sup>nd</sup> SATURDAY  
MUSEUM OPEN TO THE PUBLIC  
August 9, 2014  
September 13, 2014

## OPERATING SESSIONS

Second Thursdays (usual l y) 7PM

August 14, 2014  
September 11, 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 §

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 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>

August 16, 2014

### Greenville, SC – Trains Day

Hughes Main Library, 25 Heritage Green Place

Saturday: 10am-4pm

Admission: Free

<http://crmha.org>

August 16-17, & 23-24 2014

### Greenville, SC – Miniature World of Trains

7 Camperdown Way

Saturday: 11am-6pm

Sunday: 1pm-6pm

Admission: *See website*

<http://www.miniatureworldoftrains.com>

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>



Sorry, no meeting minutes were available from our July meeting



## > Signal s Ahead š

Report & Photos by Don Baldwin

On July 28, I took a trip to Johnson (aka BASF entrance, west of Norris) milepost 508.

The new southbound signal has been rotated into the final position facing a southbound train. The 'old' style single mast signal (also 2 heads) is still in place.

I did not get a chance to drive to the Liberty side of Norris to see if that intermediate old style signal was still in place. As of last week, no action.

Here are two photos. One from February of 2013, and the other was made on July 28, 2014.

Z



## > Did You Know š

The Norfolk & Western Railway is famous for being the last Class 1 railroad to abandon steam powered locomotives—in 1960. Several of the Norfolk & Western's early engines were Baldwin-built, inherited from predecessors to the N&W.

The Roanoke Shops were established in 1881 as a separate company (The Roanoke Machine Works) and before it was incorporated into the Norfolk & Western, it built 152 locomotives for its owner.

The Shops employed thousands of craftsmen, who refined their products over the years. The A, J, and Y6 locomotives, designed, built and maintained by Norfolk & Western personnel, brought the company industry-wide fame for its excellence in steam power. Norfolk & Western's commitment to steam power was due in part to its investment in the manufacturing capacity and human resources to build and operate steam locomotives, and partially due to the major commodity it hauled: coal.

Today, the Roanoke Shops continue to build and repair rolling stock.



Sources: *Norfolk & Western Railway: Pocahontas Coal Carrier* by Richard E. Prince

wikipedia.org

Photo: © J.T.Thorpe

## > D&J Construction š Report and photos by Don Baldwin

To all, onlookers, critics, and assorted folks, including Supervisors, armchair or otherwise.

Here are two photos of the new book shelves that have been installed in the bathroom and in the meeting room.

We have not finished the work. The big USA railroad map will be mounted above the shelves in the meeting room, and more work may be done on the back of the Lionel room shelves.

Don Baldwin  
Jim Alexander



## > 1994 Saluda Grade Excursion š

Story & Photos by J.T. Thorpe

20 years ago, in November 1994 the Greenville Chapter of National Railway Historical Society sponsored its final excursion up the Saluda Grade running between Greenville, SC and Asheville, NC. The excursion was headed up by N&W's J-class 4-8-4 streamlined passenger locomotive #611 and supplemented by 3 NS diesel locomotives, one of which was GP-59 #4610, painted in Southern Railway's green and aluminum heritage paint scheme to celebrate the 100<sup>th</sup> anniversary of the Southern Railway.

Excerpted from the trip brochure:

*Our trip today is over two vastly different sections of the Norfolk Southern Railway's Piedmont Division.*

*The first segment from Greenville to Spartanburg is over the former Southern Railway's Washington to Atlanta mainline which was completed in 1873 by the Atlanta and Charlotte Air Line Railway. We cross four*

*major rivers on this saw-toothed profile route.*

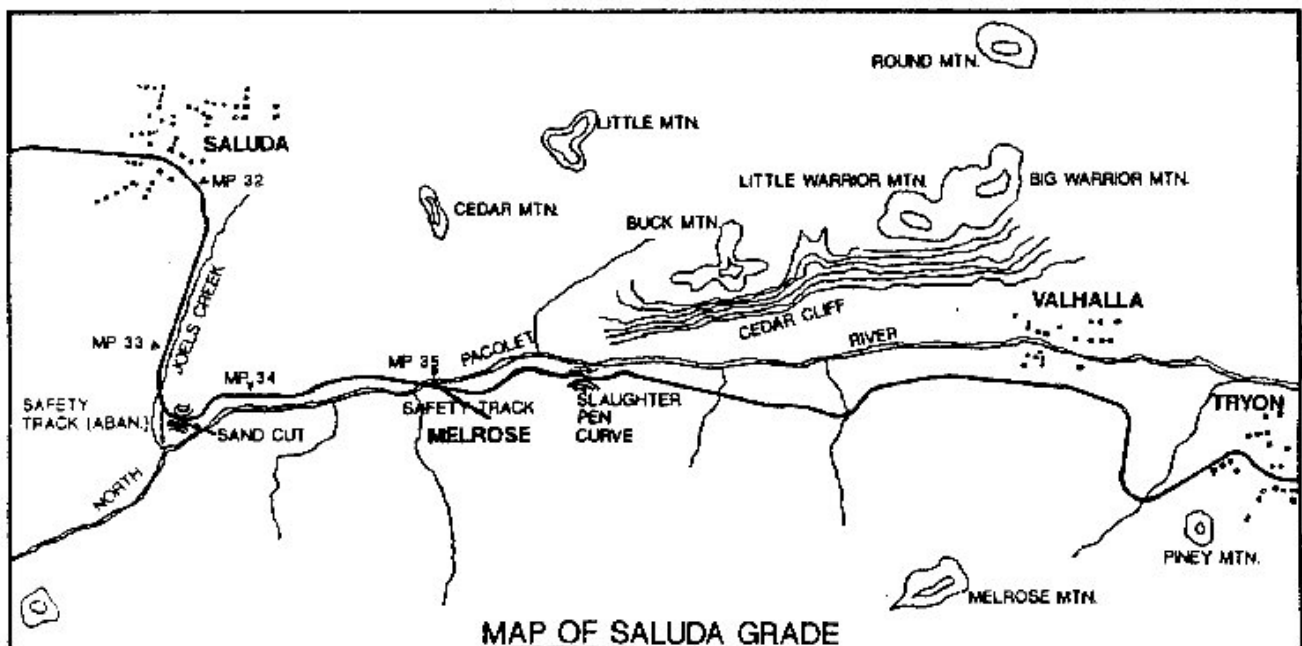
*The Crescent Limited, Piedmont Limited, Peach Queen, and Southerner were among the passenger trains operated over this segment by the Southern.*

*Today (1994), the Norfolk Southern operates 20-25 freights daily and Amtrak's Crescent passes stopping at Greenville and Spartanburg.*

*The Spartanburg to Asheville segment of our trip is known to railroad fans and historians worldwide as it contains the steepest mainline railroad grade in the United States: Saluda Hill. (4.7% grade)*

*The Spartanburg and Asheville Railroad proposed a railroad between the two cities shortly after the Civil War but by 1877 the route was only complete to Tryon. The state of North Carolina became interested in the project and the line was completed to Asheville in 1886. The line became part of the Richmond and Danville Railroad and later, the Southern Railway.*

*The A&S as it is often referred to, is a hilly single*





*track line that once hosted the Jacksonville to Asheville Skyland Special and the Cincinnati to Charleston, SC Carolina Special. Several through freight trains were operated as well. By the 1990s, woodchips bound from Anderson, SC to Canton, NC and the Belmont coal train were practically the only trains on this rural mountain line.*

*Norfolk Southern even announced the shutdown of Saluda, but delays due to the longer routes to move the woodchips and coal seem to require that NS keep operating over Saluda. In fact, in 1994, they began operating another coal train, this one bound for Wateree, near Columbia.*



## > Georgia on My Mind Š

Continued from page 1

Almost every trip, we pass by a garden sculpture factory near Commerce, GA, and there is usually a locomotive parked on the siding. Normally, we are in such a hurry we do not stop to take photos, but this last time, we did.

Hartwell Railroad (HRT) Ex-Conrail #2036, a B30-7R and an ex-Illinois Central # 8396, a GP10.



## > Chaplain's Corner Š

Before we venture into scripture for our monthly encouragement, I want to thank all you folks for the visits, cards, and phone calls while I was in the Hospital and at rehab. The doctor says I am progressing ahead of schedule with a triple bypass and should be back to my time at the Museum real soon. Please keep me in your thoughts and prayers as I recuperate. Now for the Word:

She was performing her ultra-sound test on both of my legs to make sure the veins could be used in surgery. As she was taking internal images of the walls of my veins, I was asking many questions about how the surgeon would use them. After she had answered my questions I was amazed as to how they could be harvested and used in by-pass surgery. She had indicated to me she was amazed with the body's ability to function with or without some parts missing as well, so I popped the question: Are you a believer?

And she assured me she was. She had been looking for a vein the surgeon could use in my surgery, and was successful. Afterwards I wondered, do we look for healing in God's powerful Word, like she does for good veins?

Most of us probably read parts of the Bible at least occasionally, but when we do, do we REALLY read it? I'm talking about divulging it? REALLY studying it? Like a medicine, God's word must be taken as directed. Are you, when you study it, internalizing it's many truths? I have a feeling our health would improve if we did. Check this out as I sign off, and get back to doing as I was told to do.

God's word brings health and healing  
To every sin sick soul,  
But we must take and heed it  
Before we can be whole  
-D. De Haan-

**Chaplain Fred**

## > MODELER'S TIP Š

Most model railroaders get a bird's eye view of our layouts. From that vantage point, we get to see a lot of features that aren't obvious or visible from our normal viewing angle of the prototype...unless of course, you are from the big city. J

The temptation to leave our rooftops plain is tempting because we rarely get a chance to see them in real life. The reality is that rooftops are covered in a wealth of detail. Indoor plumbing means vent pipes. Skylights are often features of buildings from almost every era. Older buildings may have brick chimneys.

Small water towers were often a feature on older buildings, supplying better water pressure for plumbing and serving as a way to douse a fire if such a catastrophe reached the roof of the building.

For something a little different, consider placing a pigeon coop on top of a building with a roof access hatch or door.

If you model the modern era, there will be television aerials, satellite dishes, and cell phone towers. Don't forget rooftop air-conditioning units and external ductwork!

But what about houses? Observe the ones around your own neighborhood. Those plumbing vents and other ventilators are normally placed on the part of the roof that does not face the street.

Adding those rooftop details can certainly enhance the realism of any building.

