



SERVES THE UPSTATE

108 Werner St
Central, SC 29627

Website:
www.crmha.org

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Dan Marret

Vice Presidents
Joe Fitzpatrick
Rob Seel, AIA

Stationmaster
Ralph Watson

Paymaster
Christine Grewcock

Curator
Jack Green

Newsletter
J.T. Thorpe

Next
Meeting
October .
2, 2014
7:10 PM
at the
Central
Rail way
Museum

Postcards from the Edge

It is nice to know our fellow modelers and museum members are thinking of us on their travels. Dale Reynolds sent us a few pictures from his pilgrimage to Maine. Here is a portrait of a happy man seated in the cab of New Hope & Ivyland's Alco Century # 7087. Dale also sent us a photo of Kevin Campbell riding in the cab of the 2-ft narrow gauge Wiscasset, Waterville & Farmington Railway' Forney locomotive #10.



Approach Signal s



Upcoming Events for the

Central Railway Model & Historical Association

as well as regional shows and events worth mentioning

PROGRAM SCHEDULE

October 16: Scenery "Top Coating": Ground Covers and Vegetation -- with Jim Reece

2nd SATURDAY
MUSEUM OPEN TO THE PUBLIC
October 11, 2014
November 11, 2014

OPERATING SESSIONS

Second Thursdays (usual l y) 7PM

October 9, 2014
November , 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 §

October 3-4, 10-11, 17-18, 24-25, 31, 2014

Blowing Rock, NC—Ghost Train Halloween Special

Tweetsie Railroad: 7:30pm-11:30pm

Admission: see website for details

<http://tweetsie.com/plan-your-visit/special-events-schedule/>

October 4, 2014

Selma, NC—Railroad Days Festival

Selma Union Depot 500 East Railroad Street

Saturday: "all day"

Admission: free

October 10-11, 2014

Chattanooga, TN—Southeast Garden Railway Show

Chattanooga Convention Center, 1 Carter Plaza

Saturday: 9am-5pm, Sunday: 9am-4pm

Admission: Adults \$10, Kids 16 and under free
www.segrs.info

October 11-12, 2014

Fletcher, NC-- French Broad e'N'pire NTRAK Club Autumn Rails 2014 All Scales Model Railroad Show

Expo Building, Western North Carolina Agricultural Center, 1301 Boyleston Highway, Gate 5

Saturday: 10am-5pm, Sunday: Noon-3pm

Admission: Adults \$6, Childen under 12 and Scouts in uniform,free
www.fbe-ntrak.com

November 1-2, 2014

Spencer, NC – Autumn Train Excursions

NC Transportation Museum & Watuga Valley Railroad Historical Society

Saturday: Virginia Autumn Special to Appomattox, VA & return

Sunday: Georgian Autumn Spedal to Toccoa, GA & return

Fees: see website below
nctrans.org



Regular Meeting Notes

By **Ralph Watson**
Station Master
September 4, 2014

Meeting called to order one minute early at 7:09 pm by Vice President Rob Seel. Twenty four members and one guest, Bill Morehead's son, were present.

Opening Remarks submitted by President Dan Marret:

The steering committee met last Thursday and has taken some positive steps for our Association. One of the changes is that starting on Thanksgiving weekend we will start operating both the museum and the Junction every Saturday from 9 until 2. Naturally we will need dedicated operators for both locations. Please think about this and plan to help at least once a month. If the same people show up every Saturday to operate they will burn out fast.

We also need to concentrate on finishing the portable layout. There is a lot to be done there. I will be leading this operation until I can get a volunteer to take on this responsibility.

I have finally realized that under the umbrella of the museum there does indeed exist a club. Don't get excited about retrieving your dollar for calling this a club. That won't happen.

In saying this let me point out at that we have regular club operating sessions that use pre-consisted trains on the layout. If you are running for the public and you take cars from one of the yards, please be sure to return those cars to where you found them.

We are looking into getting internet service for the Museum. This will allow us to run the system that shows where all trains are located

that come thru our area. This would be a nice benefit for the Association.

Finally it is time to start getting ready for our annual train show in Easley. I have spoken with Scott Frye and he has us on the books to run the show January 30 thru February 1

We look forward to having Fred Rimer and Joe Fitzpatrick back with us soon.

Treasurer—Christine Grewcock
Bank balance \$8220 as of 8/31

Stationmaster—Ralph Watson

I have made inquiries into installing internet access at the Museum. Costs range from \$40 to \$90 monthly. I will check to see if we can piggyback from the Fire Department WiFi. Newcomers Club meetings resumed last Tuesday. Jim Alexander and myself spoke with several 'novices' and handed out some brochures and membership applications. The 3 step stools have been recalled for further enhancements.

2nd Vice President—Rob Seel

Central Railroad Festival will be in April, plans are underway. The Town is exploring the idea of moving the old depot to the stone filling station site for use as a park pavilion.

Museum Curator—Jack Green

Developing a presentation for next month - "1958" designed to remind/inform our members what the world and Southern Railway was like in that time.

Property Inventory Administrator—Steve Humphrey

Still cataloging properties.

Operations—Howard Garner

Operations night scheduled for next Thursday. If you run a train on public open days please return it to the original starting location and

consist configuration. After the operating session major surgery is planned for the double crossover at the bottom of the helix underneath Lake Pendelton as this element has failed.

Portable Layout—Jim McInnis

Three new building kits have been assigned to builders. A tire plant (Michelin?), a stamping plant, and automobile assembly plant are being located on the end module.

Interior Construction - Jim Alexander

Painting continues at Function Junction. Plastic report cover splines are just the thing to join the plexiglas panels on the portable layout, members are asked to look around for any surplus they may have in desk drawers and file cabinets. The front door transom needs the '131' portion of the address reverse painted on the back of the glass to match the 'W Main St' portion.

Rolling Stock—Jim McInnis

Can motors from Micro-Mark are being installed in switchers, which will in turn allow for Athearn motors in road units to be updated. \$\$\$ponsorship opportunities are available.

Webmaster—Ed Welch

The Web site is up and running.

Newsletter—JT

Always can use photos and articles. Regular columnists and an apprentice/heir apparent would be most welcome.

American Flyer—Dale Reynolds

All the broken stuff is fixed.

Lionel Layout—Mac McMillin

Many of the pieces donated over the years need cleaning restoration and lubrication. Lionel grease becomes petrified after years of heat and humidity exposure.

Railfan Report

Steamtown not only has no steam engines operating, now the turntable is out of service due to major rust damage.

TVRR 4501 is back in steam.

Amtrak recently allowed the Acela to depart New York without loading any passengers. They had been directed to the wrong track and the train ran on time, empty.

Mauldin Model train show is next week.

Great Escape Hobbies stores are closed in Anderson and Spartanburg. The Greenville store remains open under a new owner with greatly reduced inventory of railroad items.

A NS GE Dash 8 has been parked at Seneca depot for several days with ? Mechanical issues.

A disabled flatbed trailer carrying a red Duke Energy locomotive shell for a 70-ton switcher was sighted on the shoulder of I-85 near Woodruff road.

The hardwood loader near Newry is now using tie gondolas in place of bulkhead flats. Watco's holdings in western NC were reviewed.

OLD BUSINESS

A small run of the new brochures has been printed.

Don Baldwin has prepared a strategy for refurbishment and erection of the signal head and mast.

Removal of Dennis Moriarty's home layout will be scheduled for later in the month.

A Steam excursion from Spencer to Toccoa and return will be run in early November.

NEW BUSINESS

Anthony Shelton and Ben are beginning careers as volunteers at the Spencer NC transportation museum.

RMC and RR will remain in publication by a new owner.

Meeting adjourned at 8:05

PROGRAM

A railroad herald quiz was offered by Sandy: How many Railroad Heralds can you identify just by the shape and graphics? Mac McMillin had the most right answers and Howard Garner only missed one. Z



Last Look at a Layout
Photos & Report by Jim Alexander

Jim Alexander took some photos of Dennis Moriarity’s layout earlier in the month before the CRM&HA crew dismantled it on September 25th, and he offers a special thanks to Cap'n Dan, Roger, Joe, Anthony, Sheldon, Sage and Sandy for all their good work.



> Did You Know ☞

It is said that regularly during the month of April on the anniversary of Lincoln's death, a phantom funeral train rides the exact same tracks that bore Lincoln's body home to his home town of Springfield Illinois in 1865.



The route begins in Washington DC, travels through New York State, and heads westward to Illinois. There are reports that the funeral procession is actually two trains, the first steam engine passes, pulling several cars draped in black, adorned with black streamers. One of the cars is a military car, from which the sounds of dirges can be heard being played on black instruments, spirits gathered about. The second steam engine pulling a flatcar then passes, carrying the President's coffin home. Watches and clocks in surrounding areas are said to stop during the ghostly procession, resuming once it passes, and found to be 5 to 8 minutes behind. The phantom train never reaches its destination. Is that because it is rumored that Lincoln's grave is empty?

The description of the ghost train doesn't quite match the historical facts however: The funeral train consisted of nine cars, including a baggage and hearse car. Eight of the cars were provided by the chief railways over which the remains were transported; the ninth was the President's car which had been draped in mourning and contained the coffins of Lincoln and his son. The train was preceded [10 minutes ahead] by a pilot locomotive and one car to see that the track ahead was unobstructed.

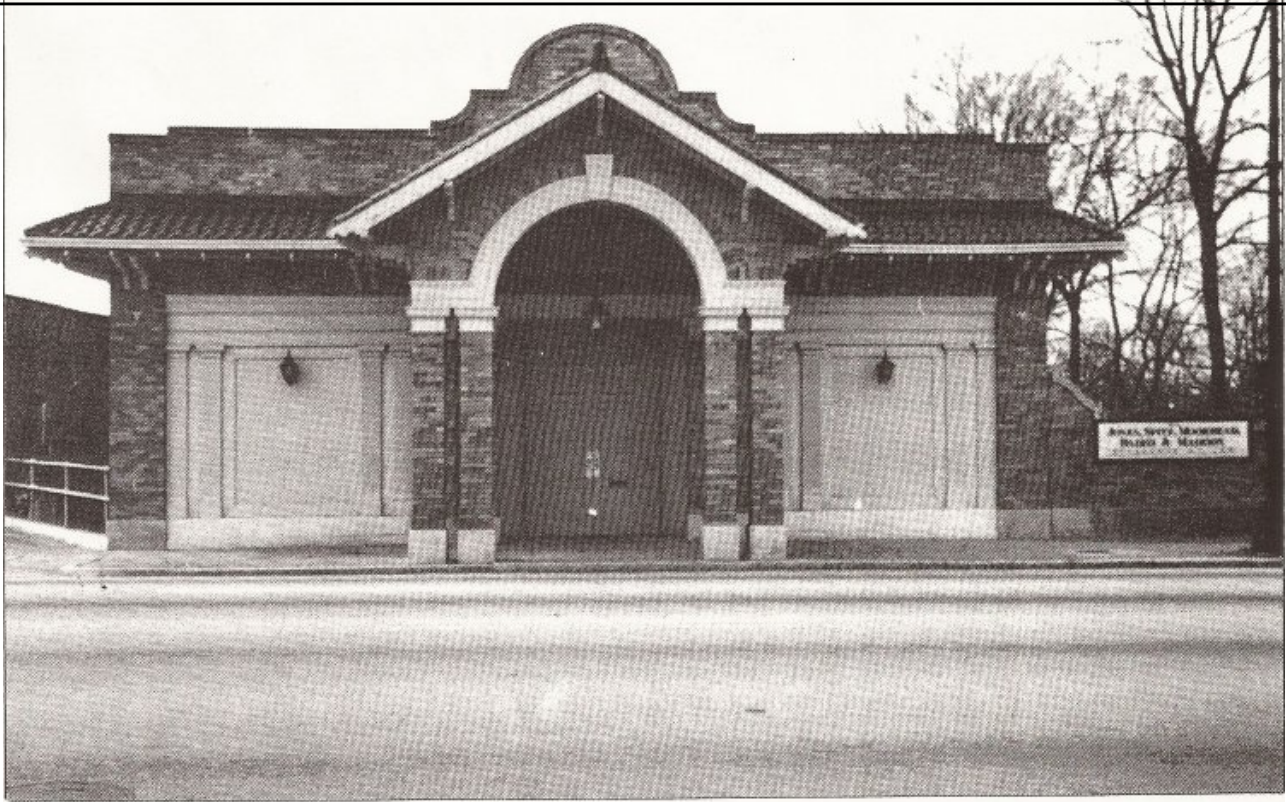
Hallowfreaks.com
Wikipedia.org
Photo: Public domain

Layout Dismantling Photos by Jim Alexander

CRMHA members carefully dismantle Dennis' layout, preserving as much as possible. Below, Sandy, Shelton, Joe, and Roger are hard at work.



> 415 North Main Street §
Article & Photo by Will Moorehead, reprinted with permission



415 North Main Street

Will Moorhead

The site of the corner of North Main Street and Tribble Street has had a busy and varied history. The inter urban station of the Anderson Traction Company, a railed trolley system was moved to a house at this location around 1907. Later the house was replaced by the two story Piedmont and Northern Station. The Piedmont and Northern Electric Passenger Terminal was constructed sometime after 1914.

This building is significant because it was the first of its kind in the area serving electric railway systems. Upstairs in the terminal were the offices for the railroad, and downstairs were the loading platforms and freight receiving docks. Many local businesses had bins on the lower level where freight that came in each day was stored and then picked up by the business to make its way to the customer.

In the 1930's and 1940's the building was the Jolly Grocery Store. Many local residents remember purchasing live chickens there to be eaten for Sunday dinner or to be raised for egg pro-

ducers. In the 1950's, Anderson Printing Company worked out of the building. Later in the 1960's, the building became the Trailways Bus Terminal.

In the 1970's the building was purchased by a group of local lawyers. Over a period of 11 months this dilapidated building was renovated, at a cost of \$300,000, to become a unique office building. Not much of the buff colored outside was changed with the exception that many of the windows were bricked.

There are noteworthy architectural features such as the entry way and front elevation design, the tile roof, which is supported by a series of "outriggers" that are decorative, and the brick tile and granite exterior. The present physical appearance of the exterior is believed to be the same as the original.

The major change on the interior was the re-designing of a 10 foot wide staircase to provide wall space for offices both upstairs and downstairs. The center portion of the upstairs is used as a law library with books reaching to the

top of the 13 foot ceiling. The biggest problem encountered by the architect was the interior walls made of concrete block covered in plaster. The main entrance was designed to face Murray Avenue on the original back side of the building with parking in the old terminal area.

Presently the building is occupied by the law firm of Jones, Spitz, Moorhead, Baird, and Maddox. The senior member of the firm is Oren O. Jones who began practicing in 1949. Ted Spitz specializes in tax law and comes to Anderson from the Charleston area. Bill Moorhead holds a specialization in estate planning. Carolyn Baird was one of the first women lawyers in Anderson. Cordell Maddox, who has a general practice, is the youngest member of the firm. Jones, Spitz, Moorhead, Baird, and Maddox are not only involved in professional activities, but also in many civic endeavors as well. Activity still continues at this location today, but instead of electrical trolleys, there are fax machines and computers.

> 415 North Main Street, continued §

On this site once stood the Anderson terminus of the Piedmont & Northern Railway Company founded in 1911 by James B. Duke, the tobacco and electric power tycoon. In 1910, Duke and his partners organized two electric rail companies, the Greenville, Spartanburg & Anderson Railway to serve upstate SC, and the Piedmont Traction Company to provide service between Charlotte and Gastonia, NC. Later that year, the G S & A bought the Anderson Traction Company (incorporated in 1892), our electric trolley system.

In September 1912, the Greenwood to Belton and Anderson section of the P & N opened for traffic, followed in December that same year by the section from Belton to Greenville. In March 1914, the Greenville to Spartanburg line was finished, thus completing the Upstate portion of the Piedmont & Northern Railway.

The P & N Freight Depot was built circa 1912, and served in that capacity through 1969 when the Seaboard Coast Lines RR (later CSX) took it over from the P & N. By 1987, the building was vacant, and remained so until 1997, when it became the Whistlestop Antique Mall.

The warehouses on Wholesale Row were constructed circa 1914, and served a variety of grocery and dry goods businesses through 1971. They remained dormant until the Anderson County Arts Council purchased the building in 1999. Their plans for the six two-story units include artist's galleries and studio spaces, performance and mixed-use retail space and expansion of the Arts Council's education program.

The P & N Passenger Station, designed by the Charlotte, NC architect Charles Christian Hook (who penned all the P & N stations), opened circa 1925 and served its customers until 1939. The building later housed a bus station until 1974, was vacant through 1976, and was converted into law offices in 1977. It is now the home of the law firm of Jones, Spitz, Moorhead, Baird & Albergotti, P.A.

In July 1975, a few dedicated farmers began selling locally grown produce in a parking lot one block north of here, moving in 1977 to a covered structure at Market & Tolly streets where it remained through the 2001 growing season.

The Anderson County Farmer's Market & Electric City Depot officially opened at Murray Avenue & Tribble Street on April 19, 2002, with a short section of track placed behind the Market to pay homage to the rich rail history of this area. The Market is an important link between our local farmers, area residents and visitors to the county, providing easy access to nutritious, fresh foods and boosting our local economy. It also serves as a gathering place for various civic and cultural events during the off-season or when not in use by Anderson County growers.

This information was compiled from various sources including the P & N Railway Archives at the UNC, Charlotte Library, the USC Caroliniana Library, and the South Carolina Room of the Anderson County Library.

Bill Moorehead provided this article that was prepared by his son, Will. He writes:

I have summary info on the original P&N passenger terminal in Anderson, of which I still own 1/5 and which serves as the law office from which I am retired. We even have plats, bldg specs etc. if our modelers would ever want to model it for a site on the layout.

> Chaplain's Corner Š

For some of us our wish has always been that we would be physically fit right up to the end of the road for us, but as you can see right now in our group we have several real dedicated people that wished they could do more for the club, but can't. My wife and I have been blessed with a nice setting on Lake Hartwell, which several years ago we had built for us a big screened-in porch.

Since then, I saw from the porch, a flock of geese fly past our house in a "V" formation. I could tell it was a planned flight pattern for their migration path, and I was fascinated by all I saw. Each bird was flapping it's wings and creating an upward lift for the one following him. So I studied the phenomenon, and boy, were my eyes opened. You see, if a bird begins to lag behind, and off course, the other birds "Honk" it back into position. As the lead bird begins to tire, he simply drops back, and another takes his place. I am told, as a group they can fly almost twice as far, as one can fly alone.

The birds offer us a lesson or two about life, and especially about our faith. For the person that's trying to live right, you must always realize that life is full of ups and downs. It's not always smooth and easy, and if you're like me, "The old Layout" sometimes will prove that to be true. BUT GUESS WHAT, here's where the rest of the flock comes in. Let's flap our wings just a little bit stronger and better, because the guy behind us may need a special lift today. It's like the lead locomotive facing that big hill up ahead, and knowing it'll only take a little push or shove, so lets be that helper engine they need, or maybe even flap our wings a little stronger.

Chaplain Fred

> MODELER'S TIP Š

One of the keys to a good paint job on a model is good preparation—just like painting your house, an automobile, or...pretty much anything. In a previous article, I mentioned a Penn Line industrial switcher I am in the process of "rescuing". After getting the motor working and installing a decoder, I decided it was time to invest in a new paint job on the cast metal shell. Let me offer some tips on what **NOT** to do.

First mistake: I got lazy. VERY lazy. Rather than stripping all the paint off, I simply scraped off what looked like it would peel away and left a lot of brush-painted old black paint on it.

What I should have done is soaked the shell in solvent of some kind—I normally use brake fluid with good results, but it isn't a very environmentally friendly method. I'm open to suggestions for a good way to remove paint without toxic solvents and without damaging my models.

What I did do correctly was to make sure I had cleaned off all the dust and dirt that had built up on it.

Second mistake: I chose a particularly humid day to attempt my painting, and I chose an enamel spray paint (Testors). Again, I got lazy. The paint spit, clumped, and coated poorly—perhaps I held the can too close, and the bad preparation job didn't help matters. The humidity made the paint cure very slowly, and as a result it "pooled" in the corners.

What should I have done? I should have waited for a less humid day, set up the paint booth, and an airbrush. Previous models that I have "rescued" got better treatment and they turned out very well. I should have stuck with what works rather than getting impatient. Now I have to redo all my paint work if I want to make this model a nice one. Being in a hurry actually **COST** me time. Let that be a lesson to learn.

> More Postcards From our Members š

Several of our CRMHA members and families have sent us photos of their travels. Don Baldwin offers a couple of examples of Austrian railroading such as the Austrian city express pulled by a Hungarian electric locomotive and rather complicated 0-4-0 named “Herman”. Dale Reynolds shared views from his trip to Maine, such as the depot at New Hope, PA and a CSX coming up the grade at Sand Patch.

