



SERVES THE UPSTATE

108 Werner St
Central, SC 29627

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Joe Fitzpatrick
Rob Seel, AIA

Stationmaster
Ralph Watson

Paymaster
Jim Alexander

Curator
Jack Green

Newsletter
J.T. Thorpe

Next
Meeting
May 7, 2015
7:10 PM
at the
Central
Railway
Museum

611 Homecoming

(from Norfolk Southern webpage)

The 611 is going home again, coming back from its second restoration to headline Norfolk Southern's 21st Century Steam excursions in 2015.

Sixty-five years after the Class J 611 was built at Norfolk & Western Railway's shops in Roanoke and placed into service for the first time May 29, 1950, the locomotive is scheduled to return under steam May 30, fulfilling the dreams of its Virginia Museum of Transportation owners and rail enthusiasts worldwide.

Chairman and CEO Wick Moorman, who launched plans for 21st Century Steam in 2010, and President Jim Squires will be aboard a J-powered train from Spencer, N.C., where the 611 has been undergoing restoration at the North Carolina Transportation Museum since June 2014.

Neither progress of rail industry dieselization nor ravages of time spent lying dormant on display for decades could defeat the 611, which survived the scrap heap of other steam locomotives and two retirements to take its place among a trio of iconic engines that will power 21st Century Steam this year. The others are Southern Railway 4501 and Nickel Plate Road 765.



VMT is a new sponsor with Norfolk Southern, joining the Tennessee Valley Railroad Museum and the Fort Wayne Railroad Historical Society to operate excursion trips between June 6 and Oct. 11. Tickets and schedule details will be available on the websites of trip sponsors.

Southern Railway's 4501 was the pioneer locomotive in Norfolk Southern's initial steam excursion program that operated from 1964 to 1994. The 4501 returned to excursion service in 2014 after being rebuilt at TVRM's Chattanooga shops. Nickel Plate Road 765 was built in 1944 by Lima Locomotive Works at Lima, Ohio, and has been used in excursion service since 1979.

Approach Signal s



Upcoming Events for the

Central Railway Model & Historical Association

as well as regional shows and events worth mentioning

PROGRAM SCHEDULE

MUSEUM OPEN TO THE PUBLIC
Every Saturday of the Month
9am to 2 pm

OPERATING SESSIONS Second Thursdays (usual l y) 7PM

May 14, 2015
June 11, 2015

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.

Progam Nights
Third Thursdays @ 7:15pm
90 minute model railroading clinics
and other programs

> SCHEDULED EVENTS & SHOWS

May 2 & 9, 2015

Winnsboro, SC – Steam Trains 2015

110 Industrial Park Road

Saturday: 10am, 12pm, 2pm & 4pm

Admission: Coach \$15, Open Air Car \$20

<http://www.scrm.org>

May 9, 2015

Toccoa, GA – National Train Day

Admission: Free

May 16, 2015

Clinton, SC – Rhythm on the Rails

Main St

Saturday: 9:00am – 9:00pm

Admission: Free

www.citofclintonsc.com

May 20 or 21, 2015

Spencer, NC – N&W J 611 Test Run

Norfolk & Western #611 is expected to make a test run from Spencer to Greensboro, NC

www.railserve.com/events/norfolk_southern_steam.html

May 23-24, 2015

Spencer, NC – 611 Send-Off Celebration

North Carolina Transportation Museum

www.railserve.com/events/norfolk_southern_steam.html

May 30 – 31, 2015

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

Kerr Scott Building, NC State Fairgrounds

Saturday & Sunday: 10:00am - 3:30pm

Admission: 13 & up \$6; under 13 w/Adult, Free

<http://www.tca-se.org>

June 5-7, 2015

Greenville, SC – 2015 SER Convention – Palmetto Express

Greenville Marriott, The Parkway

<http://www.palmetto-excursion.org/>

2015 Central Railroad Festival

Messages from Rob Seel & Mac McMillin, Photos by Jim Alexander

We can breathe a well-earned, relaxed breath now that the Festival has passed. MANY THANKS to you all who were there to make the day a very successful one, despite the weather.

It was touch-and-go regarding weather for the whole week, and even up until 8:00 AM Saturday. Yet, the weather may also have been a friend to us. It seemed to me, from the scene on the street, that the skies may have delayed many folks from coming out – thus spreading out the numbers throughout the day. Usually, the busiest time is from 11 to 2. Yesterday, things appeared to maintain a consistent level all day until about 4:15.

The Festival Committee will have a wrap-up session on May 5 where we will talk in detail after-the-fact. But from what I can tell so far, the CRMHA looked really good – THANKS TO EACH OF YOU.

The Festival was such a success because of everyone who played a part. Of course, we have some Very Significant Standouts. I must (and will heartedly) give All Star credits to:

- > Police Chief Khristy Justice for flawless traffic routings
- > Phillip Mishoe and the Town's folks for the orchestrated logistical stuff such as toilets and trash
- > Ed Welch for festival graphics and advertising
- > Patsy Dale at First Citizens for keeping the money straight
- > SUPER STARS Kathi Dimmock from the Chamber of Commerce and Bobby Ballentine who coordinated just about (seriously!) everything on the street from the vendors and attractions to entertainment.

Thank you again on behalf of the Festival Committee and myself

~Rob





SERVES THE UPSTATE





**Meeting Minutes
By Ralph Watson
Stationmaster
April 2, 2015**

SERVES THE UPSTATE

Meeting was called to order early at 7:05 PM by President Dan Marret. Nineteen members and guests were present.

Doug Hicks who we met at the Train Show, a retired NS Engineer presented a fascinating program on his experiences and the general requirements for several railroad job titles historically and contrasted with the present day. Many audience members had questions related to the day to day activities of train member crews. Mr Hicks will be asked to return for a future program.

President—Dan Marret Jr.

Dan noted that much has been accomplished to prepare for the Central Railroad Festival April 25th and encouraged all members to sign the duty roster and to contact Rob Seel for any questions. We have been invited to set up the portable HO layouts in Toccoa May 9, Clinton May 16 and at the Greenville Library in October. There are plenty of jobs to be done, work is progressing on skirting and scenery at both the Museum and Function Junction.

Committee Reports

Treasurer—Jim Alexander

Presented an updated budget and commented that Finances are in good shape with a bank balance of \$11,350 as of March 28. Donations and gifts continue to be received.

Secretary—Ralph Watson

He will be at Newcomer's Club on Tuesday, nearly all our members have paid 2015 dues, he is looking forward to SER Palmetto Excursion in June and that he appeared as a guest on the Model Rail Radio podcast recorded March 14.

Look for show #130 on iTunes. CRMHA business cards are now available in the second drawer of the tall file next to the kitchen door. Central Railroad Festival

2nd Vice President—RobSeel

Noted that a job roster is available, many members will be needed to guide visitors and protect our assets from thousands of curious fingers. The date is April 25th from 10Am to 5PM. CRMHA will be responsible for manning the train ride and the caboose in addition to the Museum and Function Junction areas. Dambridge Loop will be put into safe storage to preserve it for the NMRA visit in June.

Museum Curator—Jack Green

Has sorted out boxes and stacks of magazines calendars videos and catalogs and marked them as free to a good home to our members and visitors. Everyone should get a take home item on April 25th.

Portable Layout/Rolling Stock—Jim McInnis

Noted that the 3 old endcap modules for the short version setup have been made electrically compatible and are ready for use in a space limited environment.

Jim McInnis reported the container ship module will need to use rail joiners to bridge module joints so extra caution will be required in assembling and taking down this section. The legs of the Steel Mill module have been leveled. A bay window caboose is missing. 6 others need decals.

Operations—Sandy Eustice

A new system of scenario based switch lists is being implemented to replace Protrack to eliminate cumbersome car number searching and reduce the amount of handling to preset the operating session. This will also reduce handling induced damage to the models. During upcoming sessions the scenarios will be

debugged leading up to the SER Palmetto Excursion OpSig session in June.

American Flyer—Sage Viehe

Locomotives are being painted in the Southern green and black scheme. Train show acquisitions are being rebuilt.

Lionel Layout—Mac McMillin

We will have trains running for Central Railroad Festival! A Magnetractor tender has been located and a 1950 #681 S2 steam turbine has been donated.

Railfan Report

Norfolk Southern heritage units Central of Georgia and Penn Central, and the Veterans unit have been seen in the area in recent days.

Southeast Rail Museum Festival Caboose Days is April 11 and 12.

Track work—Bob Folsom

Thanks to a group effort the new Peachtree yard track is complete. All 5 continuous run tracks including the narrow gauge performed flawlessly for 5 hours last week.

OLD BUSINESS

Southeast Region NMRA Palmetto Excursion in Greenville is June 5 and 6. CRMHA and Members' layouts are featured on the tours.

A photorealistic interior has been added to Atlanta Terminal Station.

Three Mantua steam locos 2 B&O 1 NYC NIB are for sale by David Meade.

A new telegraph key and sounder have been added.

The Town of Central has determined that moving the depot back across to the south side of the tracks is not economically feasible.

NEW BUSINESS

The program next month will feature Anthony Smith's iCar tour of the layout.

In June another 1950's railroading quiz is under development.

Meeting adjourned at 8:30

Z

611 Homecoming

(continued from page 1)

But it is the powerful sleek N&W Class J 611 with its bullet nose and tall-as-a-man driving wheels on a 4-8-4 configuration that many associate with the halcyon days of steam railroading. Its initial restoration in 1982 after two decades of retirement was occasion for a movie, "Going Home," produced by Norfolk Southern. "The J being alive of course is the greatest joy that we true rail fans have had in many many years," an appreciative fan says in the movie. The resurrection kept the J chugging in excursion service until 1994, when Norfolk Southern concluded its steam program, and 611 was retired a second time and put on display again at VMT.

Norfolk Southern's 2010 announcement of plans to operate 21st Century Steam prompted hope that the 611 might ride the rails yet again. In 2013, VMT launched a study and then a capital campaign, "Fire Up 611!" to fund restoration of the locomotive. Norfolk Southern donated \$1.5 million from proceeds of sale of a Mark Rothko abstract expressionist painting. The 611 was towed to the North Carolina Transportation Museum in May 2014 for display among a group of historic locomotives, and the restoration began there in June. Z

Local Rail fanning

Rob Seel caught the Norfolk Southern heritage unit leading a pair of Union Pacific locomotives on a stack train on March 22 around 4pm at the Banks Street crossing in Central.



New Operations Setup

Editorial by J.T. Thorpe

April's Operating Session was quite an interesting experience. Simple train orders with directions for each job were handed to operators. No car numbers were required—just a list of car types to drop off and to pick up at each destination. Priority for trains was by train number—lowest number having the right-of-way.

It was simple, and minimal physical preparation was needed. Operators were able to start running trains right away, and wait times at the yards were generally short.

Up until this point, operations have consisted of train order lists and cut lists. Cars have to be spotted at the appropriate industries and yards prior to the operating sessions. As the "Rules of the Road" article—published a couple months ago—indicated, it takes a big effort to find all those cars and make sure where they were where the computer said they were or to update the computer.

In retrospect, even with published rules, *someone* isn't going to be happy. Members who just want to "run trains" fret about the rules and the paperwork that they get handed and get a little frustrated with the "work" of running an operating session

Members who want operations to be as realistic as possible have a legitimate grumble about the effort it takes to set up each session, and the difficulty of finding and placing the rolling stock needed for those operations.

Each system has its merits and its proponents. Considering we have a very diverse membership in terms of what people enjoy doing, we should be able to come up with a compromise solution that satisfies the desire to "run trains" with some semblance of realistic operating goals that doesn't require a lot of effort to set up and maintain.

We could also consider a second operating session each month to satisfy those who want more realistic operations—bearing in mind the extra effort it would take to ensure cars were spotted in the correct places at the beginning of each session! Z

Museum Scenes

Photos by Sage Viehe



On a lazy autumn afternoon in 1958, boys from Little River rush to the tree house to get a good view of the Brevard-bound passenger train coming out of a tunnel on its way from Asheville. Just down the street, the competing intercity bus stops in town to let its passengers take a break and maybe a burger at the local drive in.



> Did You Know §

Prior to the introduction of diesel power for the Norfolk & Western passenger trains, the typical steam engines were black with gold lettering with the exception of the streamlined 'J' class locomotives that had a stripe of Tuscan Red, gold lettering and pinstriping. After the steam era, there were several changes. Via *HOSam.com*:

PASSENGER UNIT SCHEMES:

The first passenger diesels were EMD GP-9's #762-767 purchased in 1955. These were delivered in Scheme P-1. These were repainted in Scheme P-2 and renumbered #500-505 in 1958.

P-1 1951-58 All black with Gothic gold lettering "NORFOLK & WESTERN" on hood sides, matching that used on steam locomotives.

P-2 1958-63 Tuscan Red body with block style gold lettering "NORFOLK & WESTERN" on hood sides and Gothic herald on cab sides. Herald also mounted on a round plate on the hood ends. Known as "Redbirds" by modelers.

P-3 1963-66 Tuscan Red with block style gold lettering "NORFOLK & WESTERN" on hood sides and half-moon herald on cab sides and hood ends.

P-4 1965-82 Blue body with block style gold lettering "NORFOLK & WESTERN" on hood sides and half-moon herald on cab sides and hood ends.



Photo by J.T.Thorpe

> MODELER'S TIP §

What is right glue for the right job? Over the years, I've used different glues without real regard to whether they were "right".

My first attempts to build structures for my future pike were plastic Atlas, Tyco, and AHM buildings assembled with Testors plastic model glue. The buildings are still in one piece, but my application technique left a something to be desired, because of the excess that squeezed out between items I was fastening together—a little goes a long way and I didn't think to use toothpicks or pins to apply the glue.

I tried the Walthers brand "goo", and it pretty much stuck whatever I wanted together, but it didn't really *hold* things rigidly, so 10 years later, my cast metal models are sagging.

I tried CA glues (aka SuperGlue) because I thought they would give my models strength. All I got was frosted windows and crazed plastic surfaces—until I started using wires and pins as applicators to make sure I had the minimum amount necessary to make the bond. CA does work well, but it can mar the paint if applied after painting (such as during repairs). CA is good for almost any type of smooth surface to be glued to another, including metal.

I tried Tenax and MEK, which are plastic solvents, and again, using them requires minimal amounts of the glue in precise placement.

So, in the end, having the right glue in the right amount is the key to building well.

> Chaplain's Corner §

This month it is our turn to send messages, good wishes, encouragement, and prayers for Fred Rimes as he recovers from surgery.

Hope to see you back at the museum soon!