



SERVES THE UPSTATE

108 Werner St
Central, SC 29627

Website:
www.crmha.org

Superintendent
Dan Maret, Jr.

Vice Presidents
Joe Fitzpatrick
Rob Seel, AIA

Stationmaster
Ralph Watson

Paymaster
Jim Alexander

Curator
Jack Green

Newsletter
J.T. Thorpe

Next Meeting
June 4,
2015

7:10 PM
at the
Central Railway
Museum

SAFETY FIRST!

Photos by J.T.Thorpe & Dan Maret, Jr.



At Spencer Shops, the safety motto is prominently painted across the top of the car shop where it can be seen by staff and visitors alike: **BE CAREFUL.**



Proper safety rules must be followed both on the real railroads as well as in model railroading. We nearly re-enacted the final scene of *Silver Streak* at Function Junction. With the bridge out of the way, there should **ALWAYS** be a skewer placed at the end of the lead to the bridge to prevent a tragedy like what almost happened here!

One of the primary rules of the road is to return mainline switches to their mainline position. Unfortunately, not following protocol plus the missing roadblock came close to disaster. As Cap'n Dan says, let's not let this happen again!

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

JUNE 11, 2015
JULY 9, 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 §

June 5-7, 2015

Greenville, SC – 2015 SER Convention – Palmetto Express

Greenville Marriott, Parkway South.
<http://www.palmetto-excursion.org/>

June 20, 2015

Charlotte, NC – 12th Carolina Rail Fair

Building 1, Metrolina Expo Center
<http://www.gserr.com/shows.htm>



SERVES THE UPSTATE

Meeting Minutes **By Ralph Watson** **Stationmaster** **May 7, 2015**

Meeting called to Order on time at 7:10 Pm by President Dan Marett. Twenty five members were present.

President—Dan Marett

As President of this organization, I have many times sat in front of my computer and tried to figure out what I am going to have to say to the members at our monthly meeting. This time it was not what to say but how to say it. For the past months we have been driven to get the museum and Function Junction in a condition that we could proudly show them to the public and maybe even our own Mothers. A lot of work had to be done to get it all cleaned up, fix operational problems, repair rolling stock, repair track problems, repair electrical problems, get our toy train displays operating as best we can and find members to work the Central Railroad Festival. At the end of the day I was able to look at everything that went on and realized all went well. Thanks to the members that took time out of their busy schedule to give their time to this club, our event went off without a hitch. I am

proud to be the President of this wonderful club and museum. My main job was to worry how to fix the many problems that I knew would pop up. My job turned out to be watching a well-oiled machine in motion and even to run trains in both locations. My Mom would have been proud.

COMMITTEE REPORTS

Secretary Report—Ralph Watson

1. Noted the passing of Jack Merrill and his significant contribution to the Museum building renovations.
2. The current issue of Trains magazine features F unit locomotives.
3. Fire up 611 will have live online video of the first firing on May 9 at trains.com.
4. Dr Rodger Stroup, Curator of the South Carolina Railroad Museum, will speak in Pendleton on May 14. His topic is ‘South Carolina, A Leader in Railroad Development’.
5. CRMHA business cards have been printed. They are at the Museum front door and in the file cabinet.
6. 2015 Membership cards are ready for distribution.
7. Green and yellow Central Railway cloth patches have been ordered from A&B Emblem in Weaverville NC after a quoted price of \$.83 each and will be ready soon.
8. Please use the safety glasses that have been provided for your protection.
9. SER/NMRA Palmetto Excursion is June 4-7.
10. As a 501(c)3 charity we can place display ads in the Seneca Journal at reduced rates, \$8 per column inch and further reduced for multiple insertions.

1st Vice President—Joe Fitzpatrick

Plexiglas protection barriers have been added in the Seel Viaduct area. LED lights have been added to many buildings.

2nd Vice President—Rob Seel

Central Railroad Festival was very successful, the Town leadership is HAPPY. Visitor count at CRMHA and Function Junction was 1540. A big **Thank You** to all who volunteered.

Museum Curator—Jack Green

Declined a donation of G scale magazines, will refer the donor to Piedmont Garden Railway Society.

Portable Layout—Dan Maret

The layout is looking good in the steel mill area and the trains run well. A photo of a major incident involving the removable bridge was distributed by email recently.

Rolling Stock—Jim Mcinnis

Already over-budget and soliciting donations to get more sound decoders.

Newsletter—JT

Copy submissions and help with layout are encouraged.

Education Coordinator—Sandy Eustis

The Dambridge and Thomas layouts are booked at the Clinton SC ‘Rhythm on the Rails’ festival on May 16. Volunteers are needed to assist with transport and operating. A group is being formed to set up an On30 modular layout with a goal of running trains at the 2016 CRMHA train show.

Operations—Sandy Eustis

Current focus is preparation for NMRA layout tours on June 6 and operating session on June 7. On May 21 instead of a work day there will be a daytime operating session to fine tune the scenarios.

Lionel Layout—Mac McMillin

Number 681 PRR steam turbine locomotive with a rehabbed tender and 3 passenger cars named for towns in New Jersey was shown and described. Also a 1956 #6257 caboose donated

by Anthony Smith. Members are again asked to place NOTHING on the layout benchwork, it is not a shelf.

RAIL FAN REPORT

Two private cars were attached at the rear of an Amtrak train seen in the area recently.

The NS Heritage unit, #911 and an SP loco have been seen on local trains.

Southern 4501 will run Atlanta to Toccoa round trip October 3rd and 4th.

Norfolk & Western J 611 will do photo run bys on May 28 and then run Spencer, NC to Roanoke, VA May 30.

Track Work—Bob Folsom

Have areas to repair/replace, will mentor. The bad track card system is working well.

Scenery—Jim Reece

A backdrop of Clemson as it looked in 1958 is needed. Bare spots in ground cover are the current emphasis.

NEW BUSINESS

Removable loads of coal, lumber, and sawdust for open hopper cars are needed for the NMRA operating session in June.

Removing the interior doors on either side of the meeting room will help traffic flow.

Aprons with pockets will be made available for operator convenience. The portable HO layouts are signed up for the Greenville Library in October.

PROGRAM

Anthony Smith showed his in the cab view of the entire Museum layout in a video taken using a Matchbox car camera.

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> Did You Know Š

The Southern Railway and its subsidiaries owned and operated a number of GE 44-ton centercab switchers. I could only find photos or information on those numbered 402, 403, 1951, 1952, 1953, and 6010.

The GE 44-ton switcher is a 4-axle diesel-electric locomotive built by General Electric between 1940 and 1956. It was designed for industrial and light switching duties, often replacing steam locomotives that had previously been assigned these chores. This locomotive's specific 44-short ton weight was directly related to one of the efficiencies the new diesel locomotives offered compared to their steam counterparts: reduced labour intensity. In the 1940s, the steam to diesel transition was in its infancy in North America, and railroad unions were trying to protect the locomotive fireman jobs that were redundant with diesel units. One measure taken to this end was the 1937 so-called "90,000 Pound Rule": a stipulation that locomotives weighing 90,000 pounds (41,000 kg) – 45 short tons – or more required a fireman in addition to an engineer on common carrier railroads. Industrial and military railroads had no such stipulation. The 44-ton locomotive was born to skirt this requirement.

The locomotives were available with a choice of prime movers. Most were built with a pair of Caterpillar's D17000 V8 180 horsepower (134 kW) engines, but three other engines types were used. Southern's stable were all Caterpillar-powered..



Wikipedia.org

Southern Motive Power 1968-1982, Withers & Sink

> Chaplain's Corner š

It was just a little café in the West end area of Greenville. You would think that every person in the world knew where the joint was, because it was a place where you didn't have to dress up to order one of the best hot dogs in town. Yeah, it was Jacks place, or commonly known as Tuckers Soda Shop. Lots of railroad men frequented the place because it was just down the dirt bank from Greenville's West Yard area. I remember one night as I was sitting on one of the stools in walked my dad with his railroad work cloths on, which were always dirty so I ask him where did he get the red mud on the back of your overalls, and he reminded me of the dirt hill out back where the railroad men had to slide down the bank to get a dog. I said, man you look like you purchased those cloths at one of the many second hand clothes places in West Greenville. The reason I mentioned the thrift stores I guess is because even today I still like to look around in many of them, "cause" I got it from my dad, the old "Car Peck."

But you know, as much as I loved my dad, I realized that I could not live off of the ways of my parents. In fact, the Bible tells us that no generation can even live off the FAITH of the previous generation. Every generation needs a First Hand Faith. Now watch the next few words. Those who are second, third, or even forth generation Christians have a wonderful legacy, to be sure. However, there's no second hand faith, so let's choose the firsthand Faith. You know, it's like buying a better looking locomotive or box car, most of the time you're money ahead by buying the new one. "Huh, who am I to be talking?"

Chaplain Fred

> In Memoriam š



John Fletcher "Jack" Merrill
August 16, 1946 - April 22, 2015

Born in Brooklyn, NY, he was a son of the late Carl and Laura Fletcher Merrill. Jack was a retired as an electrical engineer from IBM, spending most of his working career in Raleigh, NC. He moved to Seneca, SC in 2000 and was a long-time volunteer at the Habitat for Humanity Store there. He was also a Master Gardener, a member of the Keowee Key History Club, and a member of the CRMH&A, and a member of the Building & Grounds Ministry at Fort Hill Presbyterian Church.

Jack was a knowledgeable railfan and a good travel companion on railfan Rambles. He was also instrumental in the renovations to our museum's Werner Street home.

Jack is survived by his wife, Raenota Storm Maas Merrill, and by several step-children, grand-children, and one great-grandson.

Museum Scenes

Photos by Sage Viehe



Autumn 1958 at the Little River engine house and railway station. Passengers can exchange between the Brevard & Rocky Flats line to the narrow gauge that serves the logging camp near the state line.

