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Newsletter
J.T. Thorpe

**NEXT
MEETING
APRIL 4,
2013
7:10 PM
AT THE
CENTRAL
RAILWAY
MUSEUM**

SGNISSORC LARTNEC

EHT FO RETTELSWEN YLHTNOM
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Volume 22, Issue 4

April 2013



A VISIT TO THE BLACKTAIL & MYSTIC RAILROAD

Story & Photos by Rob Seel

On January 26, 2013, the NMRA Palmetto Division conducted a local layout tour, with our own club members hosting. Layouts on the tour included our Museum and Function Junction, Bob Folsom's 1954 Norfolk & Western, Jim Kimble's 1960's Southern Railway, Howard Garner's 1905 Cascade Western, and Jerry Meyers' Blacktail & Mystic Railroad.

Jerry's layout is a fictitious route in the Midwest and westward. Scenery is in various stages of completion, but includes industrial cities, farmland, river valleys, and desert mountains. There is no specific time era, but the 1970s prevail, with the Burlington Northern and Santa Fe companies exercising trackage rights.

Photo 1 – BTM No. 890, a second-hand U28B pauses at the midtown diamonds, awaiting clearance from the tower.

Continued on page 4



APPROACH SIGNALS

Upcoming Events for the

Central Railway Model & Historical Association

as well as regional shows and events worth mentioning

PROGRAM SCHEDULE

April 4: Jim Alexander presents “Norfolk Southern History” (tentative)

May 2: Don Baldwin completes his presentation on the snowfighters of Donner Pass

2ND SATURDAY
MUSEUM OPEN TO THE PUBLIC
MARCH 9, 2013
APRIL 13, 2013
JUNE 6, 2013

🌀 SCHEDULED EVENTS & SHOWS 🌀

April 6, 2013
Columbia, SC –AMROC’s Annual Spring Show **CANCELLED**

April 6, 2013
Hickory, NC – 11th Annual NC Railroad Expo

Alexander Chapter of the NRHS
 Hickory NC Metro & Convention Center, Hickory, NC
 Times: 9am-3pm
 Admission: Adults \$5, under 12 free
www.tarheelpress.com/Trainshow

April 13, 2013

Spencer, NC – 21st Century Steam Excursions: Spencer to Barber

Tennessee Valley Railroad
 North Carolina Transportation Museum, Spencer, NC
 Times: 9:15 am, 12:15pm, 3:30pm
 Admission: Adults \$40, Children (3-12) \$30, under 3 free
www.tvrail.org/pages/21st-Century-Steam

April 20-21, 2013

Asheville, NC – 21st Century Steam Excursions: Asheville to Old Fort

Tennessee Valley Railroad
 NS Yard, 33 Meadow Road, Asheville, NC
 Times: Sat & Sun 8 am, & 1pm
 Admission: Adults \$60, under 3 free
www.tvrail.org/pages/21st

SOLD OUT!

April 27, 2013

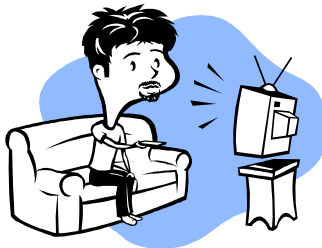
Central, SC –Central Railroad Festival

Admission: FREE!
www.crmha.org

April 26 - 28, & May 4-6 2013

Mauldin, SC – Trains, Trains, & More Trains

Mauldin Chamber of Commerce
 101 East Butler Rd., Mauldin, SC
 Admission: FREE!
www.mauldinchamber.org



AS SEEN ON

TV

The Central Railway Museum was featured on WSPA’s Your Carolina on Tuesday March 26th. If you missed the segment, you can still see it online at

<http://yourcarolina.tv/video/entry/railroad>

☞ MORE SIGNALS AHEAD! ☜

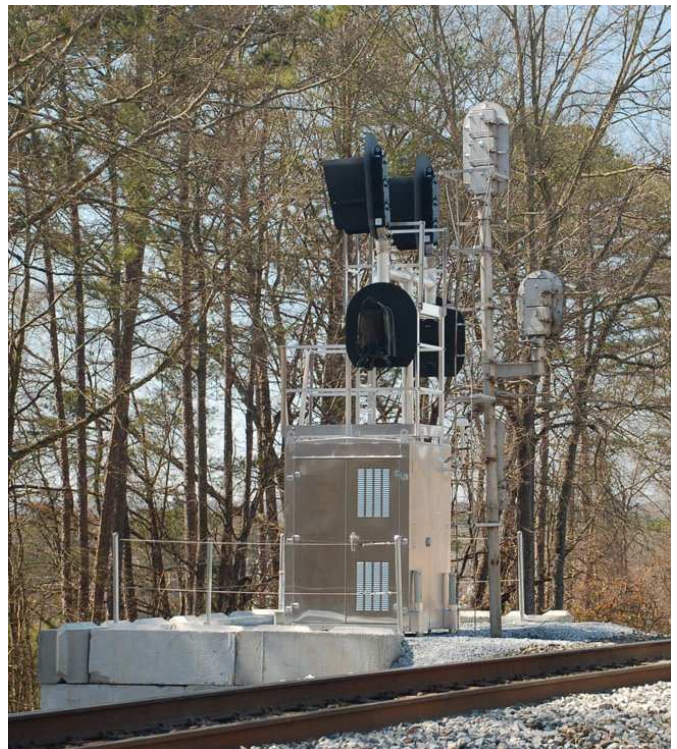
Report and Photos by Don Baldwin



Don Baldwin continues to monitor and document the upgrades to Norfolk Southern's local signals. This update is from the first week of March 2013.

I took some photos of the new installation at milepost 514.3. Location is just south of the Clemson station, halfway to the lake. [aka: Seneca River]

New mast assembly, and base installed on east side of track, at the same location as the old signals. Both the northbound and southbound new signal heads are located on the mast as opposed to old style, with a signal and mast on each side of the track.



↻ A VISIT TO THE BLACKTAIL & MYSTIC RAILROAD ↻

Continued from Page 1



Photo 2 – The midtown scene is a bustling industrial center. The elevated highway provides an effective screening device for the track to pass through the wall beyond.

Photo 3 – The BTM local quietly drifts into the industrial canyon, just outside of midtown. Trains passing between tall structures and landforms enhance the sense of travel distance and break up views into separate scenes.





Photo 4 – The BTM local



Photo 5 – This grain elevator provides one of many switching opportunities.



Photo 6 – Jerry’s layout is an around-the-walls design, lending itself to “industrial canyon” scenes like this one. The numerous industries provide lots of work for local switching crews.

Photo 7 – The BTM local wayfreight pauses on the siding while the CB&Q hotshot passes by.





Photo 8 – This nicely weathered country store is one of several finely detailed scenes on Jerry’s layout.

Photo 9 – CB&Q F7A, No. 167-A slips smoothly across a busy rural crossing, not far from the country store.





General Meeting Minutes

By Ralph Watson,
Stationmaster
March 7, 2013

Regular Meeting at the Central Railroad Museum

Twenty four members and 2 visitors were present. Bill Baron became a member during the meeting.

President—Dan Maret

Reported on the adoption in committee of a workable budget. “There was no bloodshed, no lost friendships or fights.” He also described current efforts underway for obtaining pieces of signaling equipment being replaced on the NS in the Central area.

Treasurer—Christine Grewcock

Reported the current bank balance. Committee chairs have been given budget information for their areas.

Secretary—Ralph Watson

Current paid members total 48 with still some 2012 members that have not renewed. A reminder email will go out asking the remainder to renew.

Corrections of omission from February minutes: Sage Viehe had reported on taking photos in the Anderson area of track repairs following a derailment. The correct date of the Central Railroad Festival is April 27.

First Vice President—Joe Fitzpatrick

The Lionel room will be getting flooring as a final step before layout construction can begin.

Second Vice President—Rob Seel

Updated the group on Central Railroad Festival to be held on April 27. Our responsibilities will

be much the same as in the past. The 2013 poster was designed by Ed Welch’s daughter. Rob also has submitted a proposal that he build a small HO layout that is more oriented to operation by the public versus the modular that is for members only operation.

Committee Reports

Portable Layout—Jim Mcinnis

A new system of electrical connectors ‘Jones plugs’ which are sturdier and do not require jumper wires is being installed.

Newsletter—JT Thorpe

Submitted items are welcomed including descriptions and photos of home layouts. The ‘Malfunction Junction’ column will continue until errors are no longer made.

Railfan Reports

Mac McMillin gave details on the activities and events leading to speculation on the possibility that NS would be reopening service on the Saluda grade. There was also discussion of Amtrak scheduling service from Salisbury to Asheville, and speculation about a transload facility being developed in Westminster.

Lionel Room—Mac McMillin

A signup sheet for construction volunteers was circulated.

Scenery—Jim Reece

The Seneca town scene and the abattoir are progressing. Lights are going in at the paper mill and Brevard. Completing the saw mill scene is next on the project list.

Old Business

Cheryl Keith is still on board for sewing the skirting for the HO and modular layouts.

New Business

Our use of the Function Junction storefront for the modular layout may be in jeopardy as the owner has plans for using the property as a business. Dan will work with the owner and the City to assure that we can stay until the Railroad Festival at the end of April.

Members of the Central City government have expressed appreciation to our organization for creating a desirable attraction in the City.

Program

Cheryl and Bill Moorhead presented 'The Misty Mountain Railroad' the largest privately owned O gauge model railroad in the country located in Blairsville Georgia.



PORTABLE PROGRESS

The re-re-wiring of our portable layout is well underway. A crew lead by Jim McInnis & Bob Folsom have been putting in extra hours on Thursdays and Saturdays to have the new wiring ready and the layout operable in time for the Railroad Festival.

Soldering the new flush-mounted Molex plugs takes longer than assembling the simple pins of the old connectors, but they will definitely will provide a more stable and effective connection that is out of the way of layout operators. So far, the new plugs that have been installed seem to be working as planned from a mechanical standpoint.

The modules hook together smoothly with minimal effort, so we are looking forward to the first electrical tests of the new wiring in the next couple of weeks.



APRIL FOOL?

H.L. Mencken once stated, *A man can be a fool and not know it...unless he is married.* Sometimes, we can figure that out for ourselves, and even the smartest or most educated can still do something quite foolish. Early CRM&HA member, Dr. Richard Harshman came up with a clever way to mix his model paints by making a harness to hold a paint bottle on an orbital sander. It actually worked reasonably well, and we used it while building the portable layout.

However, he observed that his cleverness got the better of him when he related the following story to us. He tried to improve on his idea when he wanted to salvage some paint that had separated out from its oil binder.

Remembering that aerosol cans have a ball bearing inside the canister to help agitate the paint and keep things stirred up evenly, Dick put a couple of BBs into the glass paint bottle before strapping the bottle into the harness and switching on the power to the sander.

Following an extensive cleaning process resulting from the glass paint bottle shattering from high velocity BBs, Dick had to admit he shouldn't have tried putting BBs into a glass bottle and then shake it up.



Caboose at Spencer Shops Photo by J.T. Thorpe

SENECA & YARD

Photos by Don Baldwin

Not only has Don Baldwin been documenting the progress of Norfolk Southern's signal upgrades, he captured a few images of the museum's layout in progress—namely the installation of the town of Seneca and the yard that will be the first feature visitors to the museum will see when entering the building.



MALFUNCTION JUNCTION

Alas, we misidentified one of our display groups from the railroad show. The modular S-gauge layout was provided by the Atlantic Coast S-Gaugers. Apologies to our guests for the mix-up!

As you can tell by the calendar, Jim Alexander's presentation is scheduled for April 4th at our regular meeting, NOT on the 11th as previously listed.

No you aren't seeing things! The newsletter's masthead has been mixed up in honor of April Fools' Day



❧ DID YOU KNOW ❧

Before freight car manufacturers began building covered hoppers in the 20th century railroads used boxcars to transport grain and other bulk materials that needed to be protected from the weather.

However, boxcars are not generally designed to handle such cargo, so it was very hard to use any form of bulk material handling to load or unload them. As a result, a large amount of product was liable to be lost, either during loading or unloading, or in transit - since the cars had to be boarded up, rather than using the doors, to enclose the products.

However, grain can also be transported in boxcars designed specifically for that purpose; specialized equipment and procedures are required to load and unload the cars. Rotary dumps and hydraulic lifts that would turn the boxcar over were used by some railroads, such as Canadian National.

A more cost effective measure was to create a covered hopper that would allow gravity to do all the work, and American Car & Foundry was able to deliver. However bulk loads still are transported via boxcar & companies such as Straight International still produce mechanisms to unload them

Hoppers with bays are used for different purposes - two-bay hoppers are used for the most dense loads (such as sand), while four-bay hoppers are more suited to lighter loads. This is due to axle load limits - for example, dry cement is very heavy in bulk quantities, and a four-bay hopper of sand would be very likely to exceed these limits, while also having problems with increased strain upon the central span. Therefore, by trading off cubic capacity, two-bay hoppers are able to transport these heavy loads. As technology has advanced, some of the heavier loads formerly assigned to two-bay hoppers have been assigned to larger, more efficient three-bay hoppers.

Source: wikipedia.org, straightinternational.com

❧ MODELERS' TIP ❧

Contributed by J.T. Thorpe

While browsing through the dealer tables and our company store, it occurred to me that just because someone made a model of it, doesn't mean there is an actual prototype. Case in point is the Virginia & Truckee floodlight car in the photo below. According to Steve Zonay, this is a model of a toy. Considering the placement of the car sides, one is left to wonder how useful it would have been on an actual work train.



Sometimes the prototype does exist, but the model manufacturer needs a clue. Case in point is the model shown below: an HO-scale ACF Centerflow hopper. The prototype was created as a joint venture between the New York Central and American Car & Foundry in the 1950s. However, the cars were marked for NYC and its successor, Conrail. Alas, Enjay Plastics did not own any of these cars, and the NEW and BLT dates Roco marked on them is bogus.

