



SERVES THE UPSTATE

108 Werner St
Central, SC 29627

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Rob Seel, AIA

Stationmaster
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Christine Grewcock

Curator
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Newsletter
J.T. Thorpe

Next
Meeting
May 2,
2013

7:10 PM
at the
Central
Railway
Museum



Last Locomotive From Pickens

On April 2nd, 2013, Howard Garner witnessed the end of an era for the Pickens Railroad. A U18B #9052 from the Chattahoochee Locomotive Corporation, pulled through Easley, SC towing the last overhauled locomotive from the shops. CLCX #12132 was simply painted in primer and was on its way from Pickens to Anderson for finishing. This move leaves no operable locomotives at the Pickens, SC facility.

Pickens Railroad #2, a Baldwin VO-660 purchased in 1946, is still parked at the Pickens facility, next to the shops along with an old work camp car—an outside braced wooden boxcar with some bits of Pickens blue paint still clinging to it. Final disposition of the locomotive and car as to whether they will be scrapped (presumably in place) or donated as display pieces has not been announced. The *Pickens Courier* noted that the April 2nd move was the last on the line from Easley to Pickens, closing the chapter on the railroad's history that began in 1898 with the original 8.5 miles of track from Easley to Pickens.



Photos by Howard Garner



Upcoming Events for the
**Central Railway Model & Historical
 Association**

as well as regional shows and events worth mentioning

PROGRAM SCHEDULE

May 4: Don Baldwin completes his presentation on the *Snowfighters of Donner Pass*

The rest of 2013 is Wide Open

2nd SATURDAY
MUSEUM OPEN TO THE PUBLIC
 May 11, 2013
 June 8, 2013
 July 13, 2013

3rd THURSDAY
OPERATING SESSIONS, 7PM
 May 16, 2013
 June 20, 2013
 July 18, 2013

The CRM&HA has begun regular operating sessions on the third Thursday of 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 go around.

> SCHEDULED EVENTS & SHOWS

May 4, 2013
Raleigh, NC – TCA Southeastern Division Toy Train Sale
 Holshouser Building, NC State Fairgrounds
 Times: Sat. 10-3:30
 Admission: \$5 for ages 13 and up. Under 13, Free
www.se-tca.org

May 11, 2013
Toccoa, GA – Rail Days
 Blue Ridge Scenic Railway
 Times: Sat. 9-6pm
 Admission: Free
www.brscenic.org

May 17-19, 2013
Spencer, NC – "The Lowcountry Limited" Excursion
 North Carolina Transportation Museum & Watauga Valley Railroad Historical Society
 Three-day excursion with vintage and modern passenger cars from Spencer, NC to Charleston, SC
<http://nctrans.org/Events/EXCURSION---The-Lowcountry-Limited.aspx>

June 22, 2013
Charlotte, NC – 10th Annual North Carolina Model Train and Railroad Artifact Show & Sale
 Metrolina Expo Center
 Times: Sat. 9am-4pm
 Admission: \$7 for ages 12 and up. Under 12, Free
www.gserr.org

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> PORTABLE PROGRESS Š

Report from J.T.Thorpe

The second re-wiring of the portable layout is mostly complete and seems to be working well. A new rotary switch needs to be put in place (or the existing one will need to be rebuilt) for the staging yard, and all the tracks on the intermodal port have been installed.

The load transfer facility has a pair of tracks as does the budding "tank farm" and engine service facility. To round things out, there are three stub end storage tracks. The next major projects for the module are additional buildings, ballast, and scenery. Our diligent crew cut 6-inch diameter PVC pipe to start creating the oil storage tanks, but the details aren't likely to be complete until the May railroad show in Toccoa.

We did have a mishap cutting PVC pipe, and a section of it shattered. After a brief discussion, we decided that it would be in poor taste to display a post- or in-progress oil tank fire on the layout.

Anyone interested in learning how to lay track or wire a layout still has an opportunity to do some basic and intermediate-level installation work. The opposite end of the portable layout still has a lot of potential. Z

> Signal Update Š

Report from Don Baldwin

Last Thursday while on the way to the museum, I stopped and talked to a signal maintainer at the Baines St crossing.

I learned the following:

New signals are being 'hooked up' in the Spartanburg area and I think south to Greenville.

The Greenville to Atlanta signal hookup will take longer as they will be part of the new PTC (Positive Train Control) system to be installed in 2014 or later. Gonna be interesting to see how all that works.

If any of you have newer information about the signals, let us all know. I may have to stand corrected.

In earlier email mentioned a flashing red Stop indication on the signal just north of Central. The signal maintainer thought that it might have been caused by a signal relay that was "chattering" or had an intermittent connection. He said he would check it out. Also, would re-aim the signal lights and boost the red signal voltage up to brighten it.

He also asked that if any of us sees a problem with crossing gates and signals, please call the toll free number [located at the crossing gates] and report it. The dispatcher will send someone out to check it out.

That's all for now. Z

HELP WANTED!

We seem to have a number of photos available of current and past locomotives operated by the Pickens Railroad, but very few images of equipment other than boxcars they used to build and lease.



Does anyone have photos of other rolling stock that is (or was once was) owned by the Pickens Railroad? Are you willing to share them with your fellow modelers and railroad enthusiasts?

> Clemson Ballasting

Report & Photos from Don Baldwin

Sunday, April 14th, Norfolk Southern replaced ties and ballast at the Clemson station, MP 514 and toward the lake. I think they started back at the single to double track at Keowee.

Friday or Saturday an NS truck was supervising the dumping of many loads of ballast on the "new roadbed" adjacent to the station. When asked, I was told it was only for track maintenance work on Sunday. There is no plan to complete the bridge and shoo-fly at this time as NS is waiting for Amtrak to figure out the plan.



Sunday at 10:30 I saw the track alignment machine and a ballast tamper just north of the station. At 12:30pm the alignment machine was on track 1 [near the Central post office] while a northbound intermodal was passing on track 2.

At 3:30pm all the work at the station area was done. So enjoy. I suspect that the work will continue on toward Central.

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> Maintenance Parade š

Report & Photos from Bob Folsom

Last Thursday morning (April 18th) I was walking to the museum when I saw all this equipment lined up on the main, I walked back to the house to get my camera. When I returned, they were all gone! I did



get that photo of a N/B on the passing track.

Later, at around 2 PM, all that equipment started returning. Each implement was blowing its horn copiously at each grade crossing which was amusing in itself, but when the gates started working all at the wrong times, it got hilarious.



> Maintenance Parade II š

Report & Photos from Bob Folsom

One of the pix shows a white truck with a trailer waiting to cross. The gates are up, but he had to wait for another oncoming piece of equipment. Then the gates came down! When they went back up, he made a mad dash for it right in front of the next oncoming implement!



> Maintenance Parade III š

Report & Photos from Bob Folsom



> Maintenance Parade IV š

Report & Photos from Bob Folsom



> Sage's Pages š

Photos by Sage Viehe

Sage Viehe made a trip to McBee South Carolina and brought back photos of the Seaboard Air Line Railway Depot that now serves as the town library. Z







General Meeting Minutes

By Ralph Watson,
Stationmaster
April 4, 2013

Regular Meeting at the Central Railroad Museum

Meeting called to order on time at 7:10 PM by
President Dan Maret.

Twenty three members were present.

Owing to the time constraints of our guest
speaker, the program was held before the
regular meeting's business was conducted

President – Dan Maret

Reminded the members that Central Railway
Festival is April 27 and much needs to be done
to get the modular HO layout ready as well as
the need to clean up the Function Junction space
as we have been asked by the owner to cease
use of that space. Also we have accepted an
invitation to participate in Train Day at Toccoa
on May 11.

Treasurer—Christine Grewcock

Reported the current bank balance. \$1,100 has
been spent recently on the museum HO layout.
Secretary Ralph Watson reported only a handful
of non-renewed members remain and 2013
membership cards will be available at the next
meeting. Officers have been given access to the
membership roster via Google Drive.

First Vice President –Joe Fitzpatrick

Noted that the Lionel room subfloor needs
some preparatory work before finish flooring
can be laid.

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 nuts and
bolts of crowd control and visitor access were
discussed.

Committee Reports

Museum Curator—Jack Green

A collection of books including C&O Power
has been donated by Herb Reed.

Portable Layout—Jim Mcinnis

All but one of the modules has been converted
to the new electrical plug system. There is a
great deal of work to be done on track and
scenery before the Central Festival.

Rolling Stock— Jim McGinnis

To begin Operations many more locomotives
and freight cars will be needed. Member
supplied equipment can be used if in
compliance with standards for DCC decoder,
couplers, weight, and wheels.

Benchwork—Jim McGinnis

Modifications in the large trestle/viaduct area
are in planning stages.

Operations—Sandy Eustis

A system of skills qualification check off will
be implemented with many levels of
participation in different tasks during operations
sessions. Operating Sessions will begin April 18
and be on the third Thursday night of each
month.

Electrical— Howard Garner

Powering the turnouts in the Seneca Yard area
as well as detection and signaling work for the
entire Museum HO layout is underway.

Newsletter—JT Thorpe
Keep the content coming.

Webmaster— Ed Welch
Member photos are needed for the web page. Ed can use submitted pictures or make a new photo.

Track work—Bob Folsom
Work in Seneca yard will be started in June.

Heritage Layouts—Sage Viehe
The Flyer layout is undergoing Spring Cleaning with some organizing of storage and rebuilding of operating accessories.

Scenery - Jim Reece
The Seneca town scene and the abattoir are nearly complete. Many buildings around the layout are being wired for lights. A water pour at Little River and power poles and trees are being installed.

New Business
A three night Ramble to Cass WV is being planned for June.

GP60 locomotive #4610 is missing from the meeting room display case. Items in the display case should ideally be placed behind Plexiglass or other protective material for viewing.

Program
Special Guest Speaker Brian Gwin for Norfolk Southern Industrial Development in South Carolina gave an interesting and thorough review of the history and future of the rail transportation business in the Upstate. He provided an overview of the company and had insights into modern dynamics and economics, as well as proposed future improvements.

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> Did You Know Š

Southern Railway used wooden cupola-style cabooses until 1962. These cabooses were painted a dark red with steps, ladders, grabs, and brake wheels in safety yellow. The lettering was yellow with the roadname centered under the cupola and below the window line in Railroad Roman lettering or block style. Road numbers were below the roadname in a matching font.



Southern Railway first started building all steel bay window cabooses in 1941. The first series were 38 feet in length and painted the same colors as the cupola cabooses.

The railroad name SOUTHERN was painted in yellow on the upper left of each side in block lettering. The road number was painted below the roadname just under the window line.

Southern continued building these cabooses and using this color scheme from 1941 to 1962. From 1962 to 1968, the caboose color scheme changed to a boxcar brown with white lettering. Safety equipment continued to be painted safety yellow.

From 1968 to 1982, the paint scheme changed again to a classic “caboose red” with white lettering, with the safety appliances being painted safety yellow.



Source: S.A. McCall www..hosam.com/srr/srr.html

> Modelers' Tip Š

While testing the portable layout following its second rewiring, we discovered a disconcerting issue with regard to our Digitrax command center and MRC mobile decoders.

We have a DCS 100 as the master control unit for the layout, and a DCS 150 daisy-chained to it as a booster. When following standard shut-down procedures, the master control unit shut down track power, but for some reason, the slaved control unit was still providing about 10 volts of power to some staging tracks in spite of the units being “off”.

No signals were being sent to the decoders, but three locomotives took off at nearly top speed. Physically switching off the system was the only way to stop them. Everything seemed normal when we switched power back on. We were able to repeat this phenomenon several times, but were unable to find any physical issues with the wiring.

After a bit of head-scratching and a little bit of experimentation, we think that someone had attempted to use the system to run a DC locomotive. Digitrax allows you to use address 00 to control track voltage to non-DCC-equipped locomotives. It turns out that the system “remembered” that voltage, and in the absence of any other information, the booster unit simply set the track voltage to that value.

A feature of MRC decoders is they allow you to run your locomotives using DCC *or* DC, and all three of those runaway locomotives had MRC decoders in them. The combination of the booster providing signal-less power to tracks occupied by locomotives equipped with MRC decoders is what caused our issue.

The moral of the story:

If you have a DCC system with a master control unit and one or more boosters, set address 00 back to “0” percent power before shutting down your layout, otherwise, you could experience having ghost engineers operate your trains, too.