



SERVES THE UPSTATE

108 Werner St  
Central, SC 29627

Website:  
www.crmha.org

President  
Dan Marrett

Vice Presidents  
Joe Fitzpatrick  
Rob Seel, AIA

Stationmaster  
Ralph Watson

Paymaster  
Christine Grewcock

Curator  
Jack Green

Newsletter  
J.T. Thorpe

Next  
Meeting  
August 1,  
2013

7:10 PM  
at the  
Central  
Railway  
Museum

## National Train Show

Report & Photos by J.T. Thorpe



**PEACHTREE EXPRESS**  
NMRA NATIONAL CONVENTION

Peachtree Express 2013, the NMRA's national convention and train show has come and gone. Several members of the club traveled to Atlanta to attend clinics, present clinics, and to enjoy the National Train Show. The last Saturday of the convention, our own Rob Seel hosted clinics on modeling kudzu, and an historical comparison of railroads vs. canals.

Your intrepid newsletter editor made the trip down for the Saturday of the National Train Show armed with a low-end cell phone camera and a low spending limit. Hopefully others will take up the narrative about the layout tours and clinics, and will share their (hopefully superior) pictures and memories

Portable layouts in almost every scale were on display, from Z-scale to G-scale, and even a modular LEGO layout. The HO modular group from the Texas/Arkansas/Louisiana region had a very interesting support and transit system for their modules. They were gracious enough to give me a guided behind the scenes tour of their setup. The stands were welded angle iron rectangular frames that a module could sit on for display or slide onto for transport, and the frames were stackable. All they needed to do to move them was install garden cart wheels and a custom tow-bar. Adjusting for uneven floors was via wooden shims. Pretty ingenious!

As you can see, they've got a lot of action going on in a six-foot long module. The yellow blur at the top center of the photo is a biplane buzzing the city's traffic jam.

*Continued on  
page 7*





## Approach Signal s

Upcoming Events for the

### Central Railway Model & Historical Association

as well as regional shows and events worth mentioning

---

## PROGRAM SCHEDULE

---

**August 1:** Mac McMillin presents

**The rest of 2013 is Wide Open**

2<sup>nd</sup> SATURDAY  
MUSEUM OPEN TO THE PUBLIC  
August 10, 2013  
September 14, 2013

## CHANGE!

OPERATING SESSIONS, 7PM

August 8, 2013  
September 12, 2013

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 §

August 10, 2013

### Norcross, GA – 45<sup>th</sup> Atlanta Model Railroad Show

Golden Spike Enterprises

North Atlanta Trade Center, 1700 Jeurgens Court, Norcross, GA

Times: Sat. 9am-5pm

Admission: \$7 for ages 12 and up. Under 12, free  
<http://www.gserr.com>

August 18, 2013

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

Kerr Scott Building, North Carolina Fairgrounds, Raleigh, NC

Times: Sat. 10am-3:30pm

Admission: \$6 for ages 13 and up. Under 13, Free

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

August 24-25, 2013

### Spencer, NC – NC Transportation Museum Historic Spencer Shops Model Train Show

Southern Railway Spencer Shops, 411 S. Salisbury St., Spencer, NC

Times: Sat. 9am-5pm, Sun. 10am-4pm

Admission: \$5+Museum Admission (\$11) for ages 13 and up. Under 13, Museum admission only (\$4)

<http://www.nctrans.org>

## In Sympathy

The CRM&HA extends its sincere condolences to fellow model railroader, Ed Krech, on the passing of his wife, Donna Krech.

## > Hobby News š

While at the NMRA's 2013 National Train Show, I caught a glimpse or two of some of the products that will be arriving in the near future. The representatives from Rivarossi, Bachmann, and Walthers were very nice and took the time to chat with me about what of they choose to produce with regard to models for the southeast region of the US. The best explanation for why they don't produce many Southern Railway locomotives is because the Southern Railway heavily modified a lot of locomotive designs rather than using standard equipment straight from the manufacturer—at least until the diesel era.

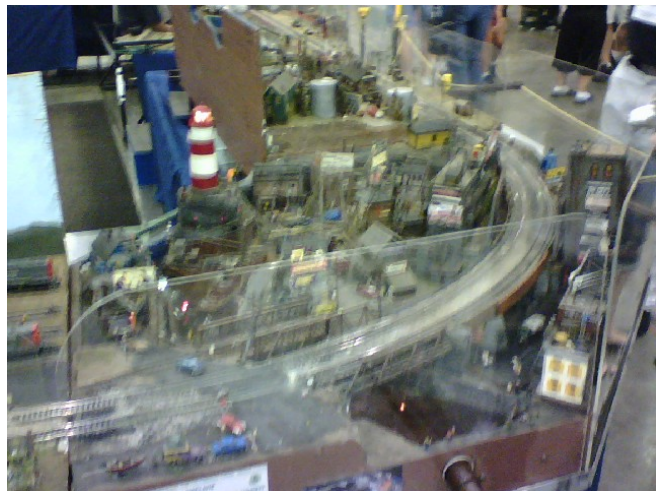
They didn't take any umbrage when I pointed out that almost every one of the major manufacturers had a version of N&W's J-class #611, and how non-standard the Pennsylvania Railroad's equipment was yet so many manufactures produce those unique designs as models. They acknowledged that perhaps I had a point. As Bachmann has already produced a model of the Southern #722, I suggested that it might be appropriate to produce a model of the 630 now that it is in active excursion service and is getting some attention from railfans.

I also had the opportunity to visit some of the smaller manufacturers of model kits. I got some great inspiration from CMR's owner/designer, and from Nick and Nora of Nick & Nora Designs. I discovered that Sylvan Models has a relatively local hobby dealer in the Atlanta area that carries vehicle kits. Alas, not every manufacturer there understood that they should really leave their politics at home when trying to attract and engage customers.

Z



## > Bigfoot Sighted? š



Can you spot Bigfoot in the picture above? Neither can I, but the picture quality is about as good as many of those xenobiologists who trying hunting for it. At any rate, the Texas/Louisiana/Arkansas group had “Can you find the ...?” puzzles on several of their modules. Sometimes it was ordinary things, sometimes amusing things.

Z

## > Haute-Loire š

Report & Photos by J.T.Thorpe

In 2011, I had an extended overseas assignment in France. Christine joined me for two weeks, so we decided to take a trip that involved the TGV (Train de Grande Vitesse / High-Speed Train) and some scenic routes. Here are some photos from the scenic route from Clermont-Ferrand to Nîmes.



Our train to Nîmes was due to depart at 7:15 am from the *gare* (station). This little “TER” (Transport Express Régional) isn’t it, but ours looked just like it. It took roughly 3 hours to get to our destination, and the trip was through the scenic Haute-Loire was worth it. Trying to travel that distance via Autoroute and National roads would have been an all-day affair. The first stop was Brioude.





A lot of 12-th century architecture survives in this region of France thanks to the difficulty of traversing the mountainous terrain, and even though the trains are powered by electricity or diesel fuel, the SNCF has kept the old water towers intact.

Mountains mean viaducts, tunnels, and bridges. This one was particularly beautiful. Alas, the windows on these trains don't open, so the glass interfered a bit with the picture.



Each TER is associated with certain municipalities, and they are brightly decorated to represent the regions they serve.

And like all railroads, a little track maintenance is required.



Around lunchtime, we arrived in Nîmes to check out some of the historic sites such as the Roman coliseum that has been preserved and is in use for various events. The Gare de Nîmes resembles the coliseum.



Z

## > NMRA Convention

Continued from Page 1

Of all the layouts on display I have to admit that I was puzzled by one thing: nearly every one of them at the convention had a swamp scene! Most everyone had animation somewhere on the layout—anything from circling biplanes, running water, to operating construction cranes and crazy switchback modules.



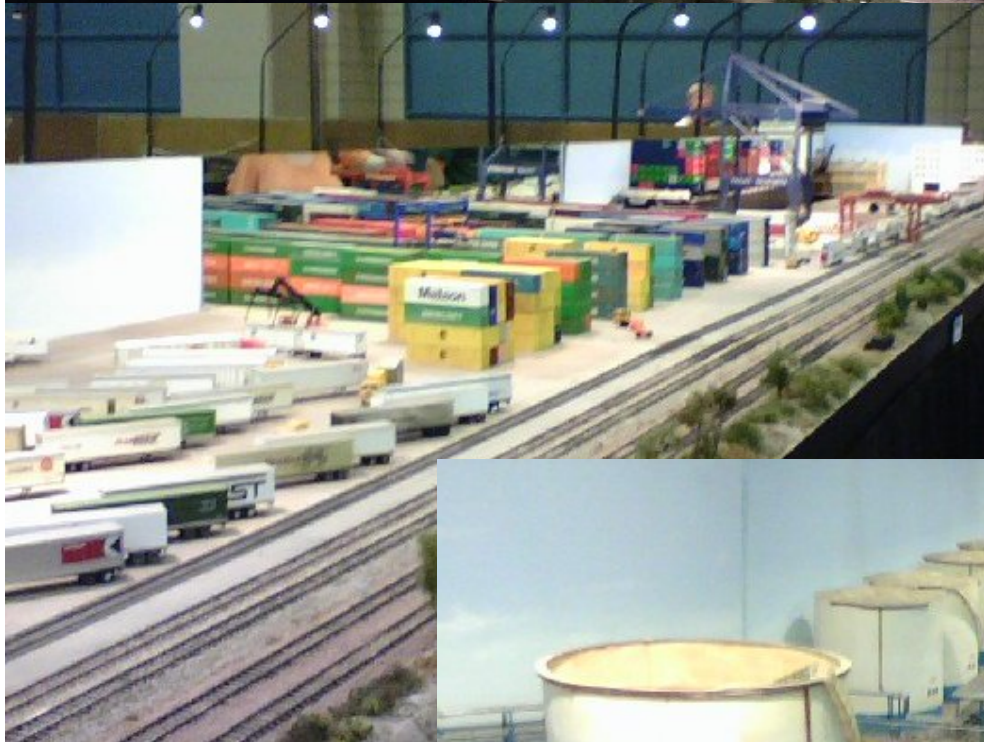
At left is pictured a very small portion of the 2500 square-foot double-tracked modular LEGO layout. The layout featured an operating mine scene complete with “automated” dump cars, a replica of the Cincinnati railroad terminal, and numerous landmarks—all built to “minifig” scale. This particular layout uses LEGO’s 12-volt track system, which has been phased out in favor of infrared R/C control.

Proportions can have a huge impact on a small space. This modular section of a Z-scale layout depicting a canyon scene really seemed a lot more detailed than it actually was, simply because the proportions of the mountain scene to the trains looked more realistic than larger scales that use the same amount of space.





Mirror, mirror, on the wall, how can you make this scene look as big as the hall? This HO modular layout had a fairly substantial port facility, refinery, and tank farm. Through the effective use of mirrors, they made several small areas look huge.



They also realized that lighting in large spaces is a problem so they also incorporated a series of lamps into the layout to help provide good illumination for viewers and photographers.

Z







## General Meeting Minutes

By J.T. Thorpe,  
Newsletter Editor  
July 11, 2013

### Regular Meeting at the Central Railroad Museum

Meeting called to order on time at 7:10 PM by  
First Vice President Joe Fitzpatrick.

#### President—Dan Maret

In order to allow new operators to practice  
their skills we are moving the Operators’  
Training night to the Thursday preceding the  
Museum’s normal open days on the second  
Saturday—normally, this will fall on the second  
Thursday of the month.

#### Treasurer—Christine Grewcock

Bank balance of [positive]. We’re still within  
budgets.

#### Secretary—Ralph Watson

Absent, no report

#### First Vice President—Joe Fitzpatrick

Jim Alexander has lined up a contractor for  
the flooring in the Lionel room.

#### Second Vice President—Rob Seel

Rob has a new gallery showing at the  
Westminister depot.

### Committee Reports

#### Museum Building—Glenn Nasworthy

Nothing to report.

#### Museum Curator—Jack Green

Nothing to report

#### Computer Administrator—Howard Garner

Nothing to report

#### Electrical Committee—Howard Garner

Electrical work is nearly complete for the  
detection system. Preparations for installing  
signaling is underway

#### Newsletter Editor—JT Thorpe

I’ve exhausted my supply of photos and  
articles from fellow members. If you have  
modeling tips or techniques please share, but  
please don’t use copyrighted material.

#### Webmaster—Ed Welch

Our ISP has had some issues with the  
password protected are of our website  
redirecting people to a different website. We  
may be switching ISPs.

[*Ed. Note: We have switched ISPs, but the  
website name is the same as it was:*  
<http://www.crmha.org> ]

#### Rolling Stock—Jim McInnis

We have sponsors for 5 RS-3 units, and there  
are new F7 (A&B) and FT (A&B) units in  
Southern green and faux aluminum in service on  
the layout. If you are interested in leasing a unit  
to the club, the cost is \$115 per unit.

#### Scenery—Jim Reece

Lighting of structures continues. The lumber  
mill at Rocky Flats now has lighting. More  
structure kits are on order, and if you want a  
chance to hone your building skills, we’ll have  
opportunities for you.

#### Operations—Sandy Eustis

A couple of our newest members have  
achieved the certification for operating yards.  
We will be posting information on the  
certification on the web “real soon”.

#### Heritage Layout—Dale Reynolds

We received a significant donation to the  
American Flyer layout, including a “talking  
station”, which has been restored to working  
order.

## Railfan Report

Mac noted some trackwork being done in Anderson and speculated it was due to heavy rains washing out part of the road.

Rob Seel made a visit to the Hub City Railroad Museum and endorses it.

Bruce Gathman provided an object lesson for keeping the railroad's 800 number handy in your cellphone's list of contacts. He witnessed a truck catching and pulling a crossing gate into the path of an on-coming train, and was immediately able to inform the dispatcher of the incident.

Mac reminded us that when he was growing up, the peaches grown, packed, and shipped from Spartanburg county exceeded the entire production of the state of Georgia, thus challenging their status as "The Peach State".

In 2015, Greenville will play host to the NMRA's Southeast Region convention. Bruce Gathman is the layout tour chairman.

## Program

Program canceled due to hardware compatibility issues (we can't show Windows Movie files). Dale proposed we purchase an up-to-date DVD player.

## > Did You Know š

In the 1960's LEGO was distributed through the Samsonite company—yes, the same company whose advertisements featured the luggage-smashing gorilla. LEGO bricks as we know them today were introduced in January 1958.

The early "Town" themed sets from the 1960s were designed to be roughly the same scale as HO train sets, and included scenic details such as cars, trucks, trees, and road signs. In 1978, LEGO developed what has become known as the "minifig", and most of the current building and train-themed sets are proportioned to match the "minifig scale". A rough approximation seems to put them slightly larger than O-scale.

Modeling real railroads in LEGO is a challenge as compromises are often made, due to LEGO's railroad wheels being modeled on European styles, but that doesn't seem to matter to the folks who attempt it. Part of the fun of the challenge is to see how you can turn various LEGO bricks and shapes into something that resembles a real-world train and landmarks.

## > Modelers' Tip š

When lighting buildings or vehicles, don't overdo it. Most of us are familiar with small incandescent bulbs that produce a soft "warm" lighting effect, but now that LEDs are more popular as a result of their low cost and our ability to use more of them for the same voltage incandescent bulbs use, we have an interesting dilemma.

While at the train show this weekend, several vendors had displays of super bright LEDs—which were way too bright for lighting buildings or vehicles. They were eye-catching as well as eye-watering. A mere 4 or 5 were like staring into a camera's flashbulb or an arc welder's torch. Although great for illuminating your rail yard or other nighttime work areas, those super bright lights can easily overwhelm your scene or light up your entire your building walls instead of just show through the windows. Admittedly, if we were to have "scale lighting" we probably wouldn't be able to actually see much detail so having "brighter than scale" enhances our scenery, but too much can easily overwhelm it and ruin the effect we are hoping for.

Lowering the voltage, or using translucent or slightly opaque material to soften the effect of bright LEDs may be a good idea.