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Newsletter
J.T. Thorpe

Next
Meeting
Nov. 7,
2013

7:10 PM
at the
Central
Railway
Museum

CENTRAL CROSSINGS

Monthly Newsletter of the
Central Railway Model & Historical Association, Inc.



Volume 23, Issue 11

November 2013

Train Days at the Spartanburg Library

The Hub City Railroad Museum celebrated Spartanburg's railroad heritage at the headquarters of the County Museum on October 4th and 5th, and was kind enough to invite the CRM&HA to bring our portable layout to enhance the experience. Hub City's set up included video presentations and a plethora of historical literature.

We admittedly had a bit of a rough start. Friday, our crew discovered part of the power module from the portable had been scavenged to replace a problem component on our museum's layout. We learned an important lesson and instituted a new policy about "not robbing Peter to pay Paul".

Saturday morning, our fearless leader, Cap'n Dan, brought and installed the missing component and we were able to provide a better performance for visitors.

Friday's visitor turnout was a little light until school let out, and we had a much bigger crowd on Saturday. We even recruited a new member! Both kids and adults were fascinated by the variety (and sounds) of trains we had running. We had several people asking for ideas on how to setup a model railroad for themselves and their families.

Greenville County Library may be interested in having a similar program in 2014—just in time for the Southern Railway's 120th anniversary. Z

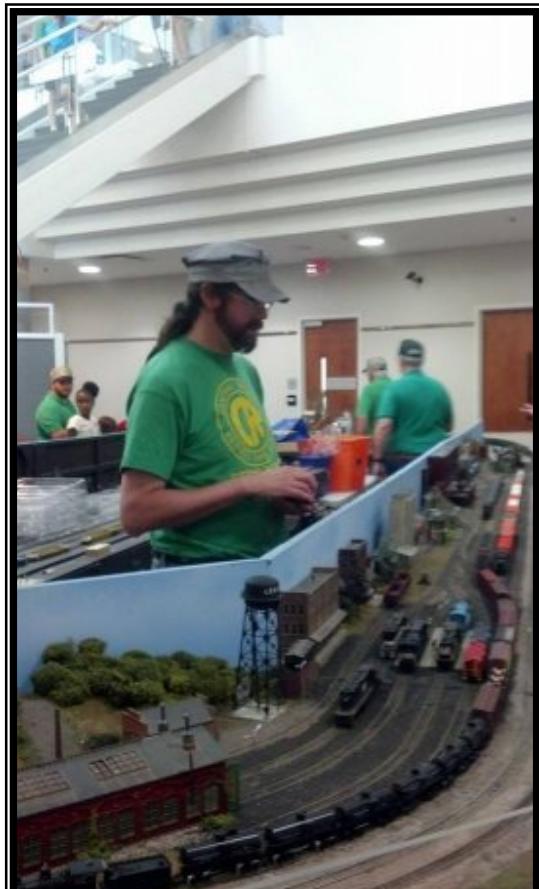


Photo by Christine Grewcock

Until 1883, US railroads each chose their own time standard. Almost all railroads out of New York ran on New York time, and most railroads west from Chicago used Chicago time. On October 11, 1883, in order to avoid government action, the General Time Convention (later the American Railroad Association) adopted the use of five standardized time zones similar to what we use today.



Approach Signals

Upcoming Events for the

Central Railway Model & Historical Association

as well as regional shows and events worth mentioning

PROGRAM SCHEDULE

November 7: TBD

The rest of 2013 is Wide Open

**2nd SATURDAY
MUSEUM OPEN TO THE PUBLIC**
November 9, 2013
December 14, 2013

OPERATING SESSIONS

Second Thursdays (usual ly) 7PM

November 14, 2013
December 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 Š

November 9-10, 2013

Raleigh, NC – 29th Annual Neuse River Valley Model Railroad Club Trains & Railroadiana Show and Sale

Exhibition Building, NC State Fairgrounds

Times: 9am-5pm

Admission: 6 years and up \$6 for both days.

Under 10 with adult free

www.nrvshow.org

November 9-10, 2013

Charleston, SC – Charleston Area Model Railroad Club 2nd Annual Train Show

Danny Jones Armory, 5000 Lackawana Blvd.

North Charleston, SC

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

www.chamrc.com/trainshow.htm

November 16, 2013

Winston-Salem, NC – Thompson's Old Fashioned Model Train Show

Sundance Plaza Hotel

Times: 10am-4pm

Admission: Adults \$5, Children \$2

Thomps01@yahoo.com

November 23-24, 2013

Norcross, GA – The Great Train Expo

North Atlanta Trade Center

Times: 10am-4pm

Admission: Children under 12 free

www.thegreattrainexpo.com

> Portable Updates Š

Thanks to Bob, J.T., Shelton, & Doc we can now run the portable layout in the old configuration if we have a show that cannot accommodate the larger version. The last of the original modules have been wired so they are compatible with the new plugs.

> Computers and Model Railroads Š

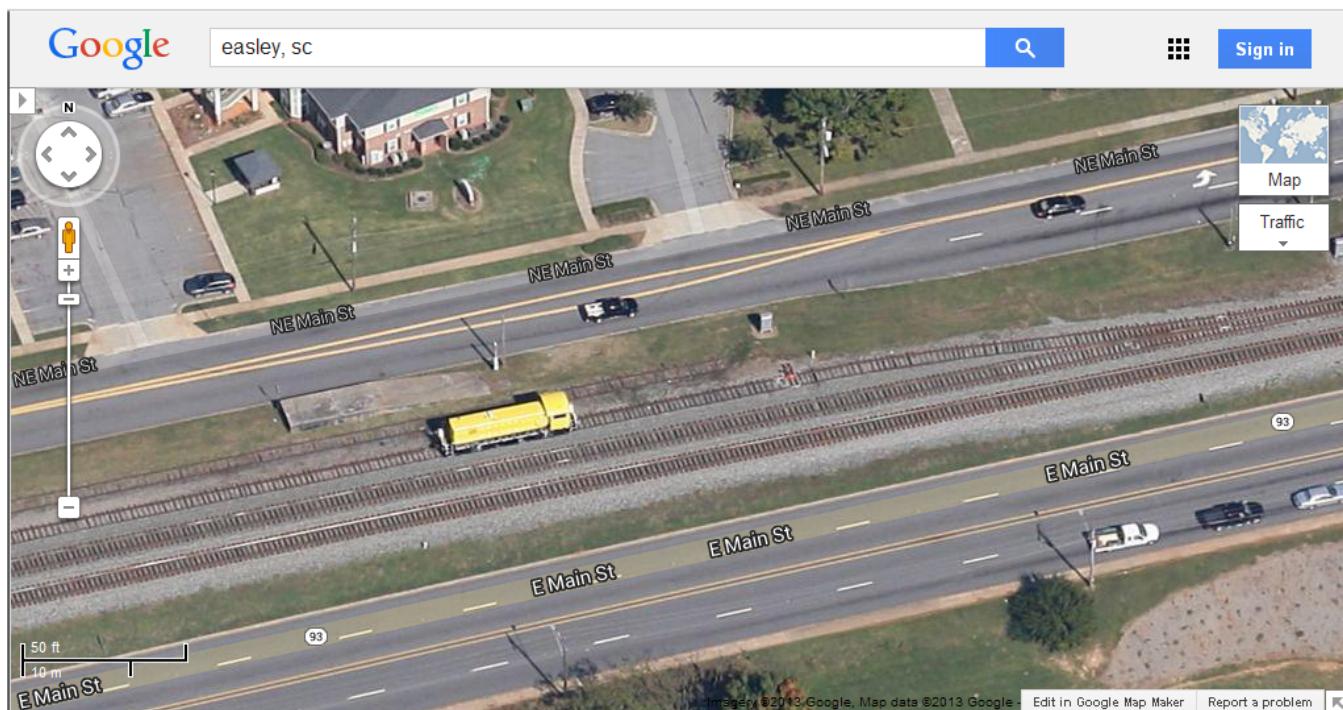
Report & Photos by J.T. Thorpe

Inspired by last month's program on signaling and the prospect of seeing it work with the museum layout, I downloaded a copy of JRMI's PanelPro software to test out how to use it without interfering with the museum's setup. Acquiring and installing the software is a snap, but as I do not have a working layout or interface for one, I have yet to try and configure it. However, I am still able to experiment with the basic tools.

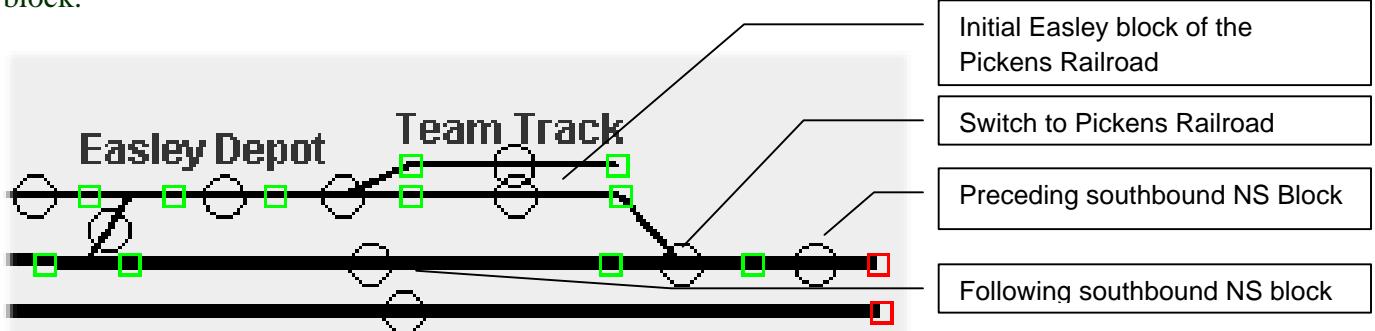
The first step is to create the layout. There are a couple of options you can use. One is to design your layout in another tool and import it into PanelPro, and the second option is to use JRMI's Layout Panel editor.

The layout editor interface turned out to not be as intuitive as I had hoped, and my days supporting CAD systems made me a lot more conscious of things not lining up correctly. After a few false starts and periodic mistakes, I got the hang of the tool and started to see if I could create a small and realistic layout. I decided to model the Pickens Railroad line between Easley and Pickens as a "simple" example.

My first challenge was to create the Easley terminus of the railroad and its junction with the Norfolk Southern main line. Google Maps' satellite view was great for helping me plot this out. Luckily, Google Maps still shows the tracks in place (and a yellow switcher parked near the old team track). Alas, "Street View" doesn't correspond to the satellite image, so I have no idea whose switcher that is.

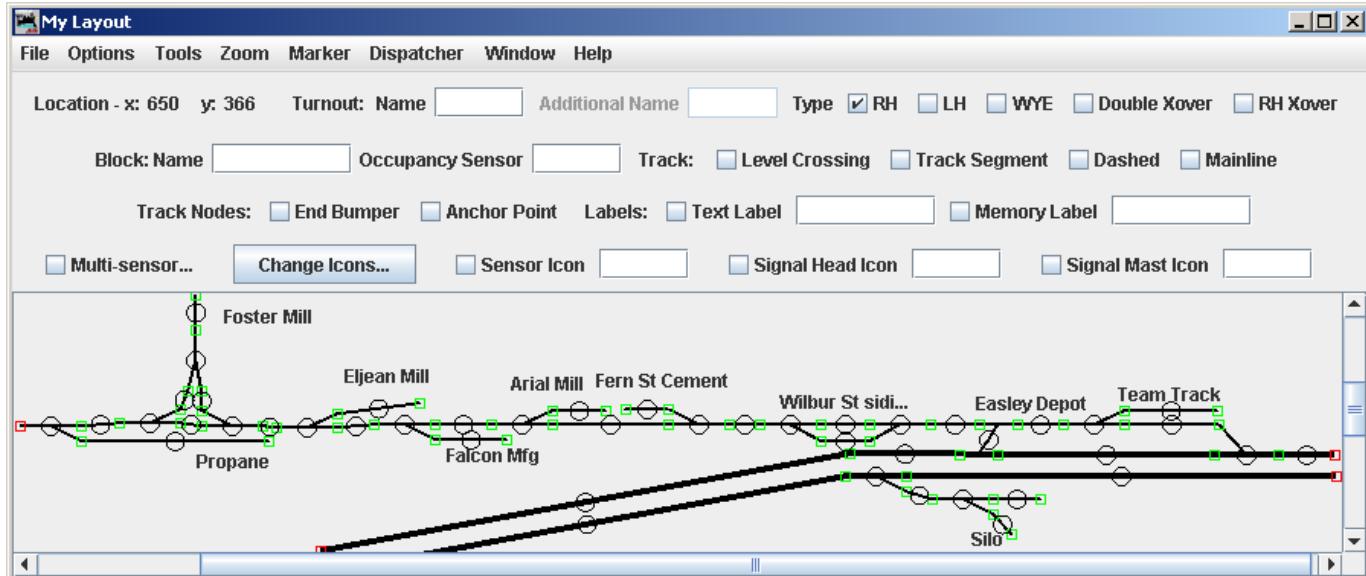


The two mainlines were easy to create, but my first challenge was hooking in that first switch. You can not simply insert it. Essentially, one switch creates three blocks. The obvious one is the block that results from the branching off of the mainline. The other two are the block preceding and the block following the switch. If I wanted to show the NS mainline preceding the switch, I had to add another block.



The thing to remember here is that PanelPro is about segmenting the layout into logical occupancy blocks to support signaling, train detection, and turnout control. As a result, my PanelPro layout is definitely **NOT** to scale.

In about an hour, following the line via Google Maps and adding segments, switches, and crossovers as needed, I had a rough approximation of the Pickens Railroad at least up to Foster Mill. The Pickens end of the line is still a work in progress while I try to add the old Poinsett Lumber and Manufacturing facility to the layout tool. But that may be a topic for next month...



What I am learning as I go is how easy it is to plan a layout using a real railroad as your guide. With some help from Google Maps and its street view, I can get a number of ideas and inspiration to design a layout. In addition, vintage photographs the local library has put online have helped me figure out some track and building placements that no longer exist. Now, if only building my layout would only go as quickly as this did. Z

> Update on the Red Rock Northern Š

Report & Photos by Don Brady

Hi guys and gals! Sorry it has been so long since any contact from me, but things have not been the best. I have several points to discuss so here goes.

1. As some of you know, my wife had major surgery in January but had a few complications. She is recovering nicely so far, but it has been a long tough road and I have not been able to do much for taking care of her.
2. I have finished a few more structures for scenery, the latest being “Payne clinic and Pharmacy”. Dr. I. M. Payne and his wife Sarah came from the East because of her “consumption”, and settled in Red Rock, AZ. His full name is Isaac Michael, but everyone just calls him Dr. Mike. It is truly a family affair! Sarah is healed thanks to the dry climate and is the business manager. Rebecca, their daughter, is the nurse; graduating with Honors from University of Phoenix. She hopes to get her Masters and become a Family Nurse Practitioner. Their son Isaac Jr. drives the ambulance and hopes to become a nurse to work with his Dad.



3. To bring you new people up to date on the Red Rock Northern, it is a fictitious service facility in Red Rock, Arizona; which by the way actually exists just off I-10 between Tucson and Phoenix. I try to have a story behind every thing I do, hence the little story above. Some of you may remember the story about Patrick and Phoebe?



4. I have been redoing the backdrop supports around the layout. I finally decided on the Walthers background scenic for the desert SW and I hope I can get them up smoothly. I had to put in new supports as you can see to accommodate the higher (24") backdrop.





As you can see, I still have a lot of work to do. Hopefully during the cold weather that is soon to hit us, I will be able get some things done and dream of the warm Arizona sunshine. I hope to have a decent effort done for Sandy's tour in January. I have some track issues to fix, but can still run at least one train.

Hope to join you again soon.

Z



It is that time again to elect association officers.

President, First Vice President, and Secretary are up for another two year term. The incumbents Dan Marrett, Joe Fitzpatrick, Ralph Watson were all nominated for re-election at the October meeting. Additional nominees are welcome and encouraged. Any member in good standing may serve as an officer. Self nomination is allowed. Nominations will remain open until the December General Meeting when ballots will be cast. You must be present to vote. If you want to be part of the leadership of CRMHA this is your opportunity to participate.



General Meeting Notes

By J.T.Thorpe
Newsletter Editor
October 3, 2013

Regular Meeting at the Central Railroad Museum

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

President - Dan Maret

Challenged members to keep the museum clean and will be giving a "Pig Pen No-Prize" and a stern admonishment to the spouses of club members who fail to keep their work areas tidy.

Treasurer – Christine Grewcock

Bank balance of +/- \$6000. Benchwork budget has been transferred to the Rolling Stock budget to accommodate our current focus.

Secretary – Ralph Watson

Ralph & Jim and Fred attended Newcomers Club in Seneca again, and talked to 12 people. Alas, most people were only interested in liquidating their collections.

COMMITTEE REPORTS

Museum Building – Glen Nasworthy

Nothing to report.

Museum Curator – Jack Green

We received a donation of new books.

Property Inventory – Steve Mills

Inventory of the museum's rolling stock continues apace.

Rolling Stock – Jim McInnis

The budget has been spent

Trackwork – Bob Folsom

New spurs have been placed in Flat Rock, the Seneca Engine terminal. Shelton has been working diligently to install the new Augusta staging yard.

Computer – Howard Garner

The new computer is in place in the new dispatcher's "office".

Operations – Howard Garner

Detector coils for the signaling system are still being installed.

Webmaster – Ed Welch

No news

Newsletter Editor – J.T. Thorpe

Thank you for the articles and PLEASE keep the content coming. Railfan reports and photos as well as layout tours are great newsletter articles.

Train Show – ??

Etta brought up advertising for the February train show. A motion to advertise was made, and suggestions were offered.

Railfan Reports

January 18th is the date for our members' Open House tour of model railroads. If you are interested in participating, contact Sandy.

80 autoracks per day from BMW are headed to Charleston. Estimate 15 cars per autorack for a total of 1200 BMWs headed to the port. This is significant because there were two recent derailments because crews did not reset switches once their train had cleared them. Some VERY costly mistakes!

The South Carolina State Railroad Museum invited folks with railcars to run down to where the tracks had washed out. Unfortunately, the first of the 5 motorcars stirred up a nest of

yellow-jackets that dispensed their wrath on the following cars' occupants.

Norfolk Southern had a derailment in WV. The engine toppled off the tracks. As this occurred on tracks maintained by the customer, NS is not liable for the problem.

BNSF is experimenting with gas locomotives again.

A question was raised about the depots in Anderson. Sandborn Insurance maps show insured buildings and railroads, such as the P&N, C&CW, and Blue Ridge. These maps are updated every six years.

Lionel Room—Jim Alexander

Planning for the layout is underway. Thanks to Don Baldwin for the bad car order shelf that has been installed next to the workbench.

Operations – Sandy Eustice

Bob Folsom will be running the operations session next Thursday.

OLD BUSINESS

None

NEW BUSINESS

The Great Escape in Greenville requested assistance in dismantling their display layout. It is over 20 years old and has been run 6 days a week. The current hobby store manager would like to simplify it. Unfortunately, there seem to be some second thoughts, so we aren't sure when or if we'll be called in.

PROGRAM

Howard Garner demonstrated automated signaling and detection with a small switching layout. He also demonstrated how sophisticated (and large) our waybill system is and how the museum has over 90 customer "spots" to send and receive cars.

Z



Happy
Hallowe'en
from the
Haunted
Rails!

> Lionel Room Progress Š

Report by Don Baldwin, Photos by Don Baldwin & Jim Alexander

Oct 10

Jim Alexander and I worked on the layout. Jim had precut the modular frame pieces earlier, and today we assembled 4 of the 6 frames. Paul and Anthony helped us.

We were able to assemble one frame with legs, as shown. The legs are somewhat adjustable vertically to help level the layout.

I think the next step will be to get the carpet installed, so that we can put the modules in their correct position.



Oct 16

Here's a photo taken this afternoon. All but one module is complete [w/o deck]. Floor moulding has been installed along the walls which will be behind the layout.

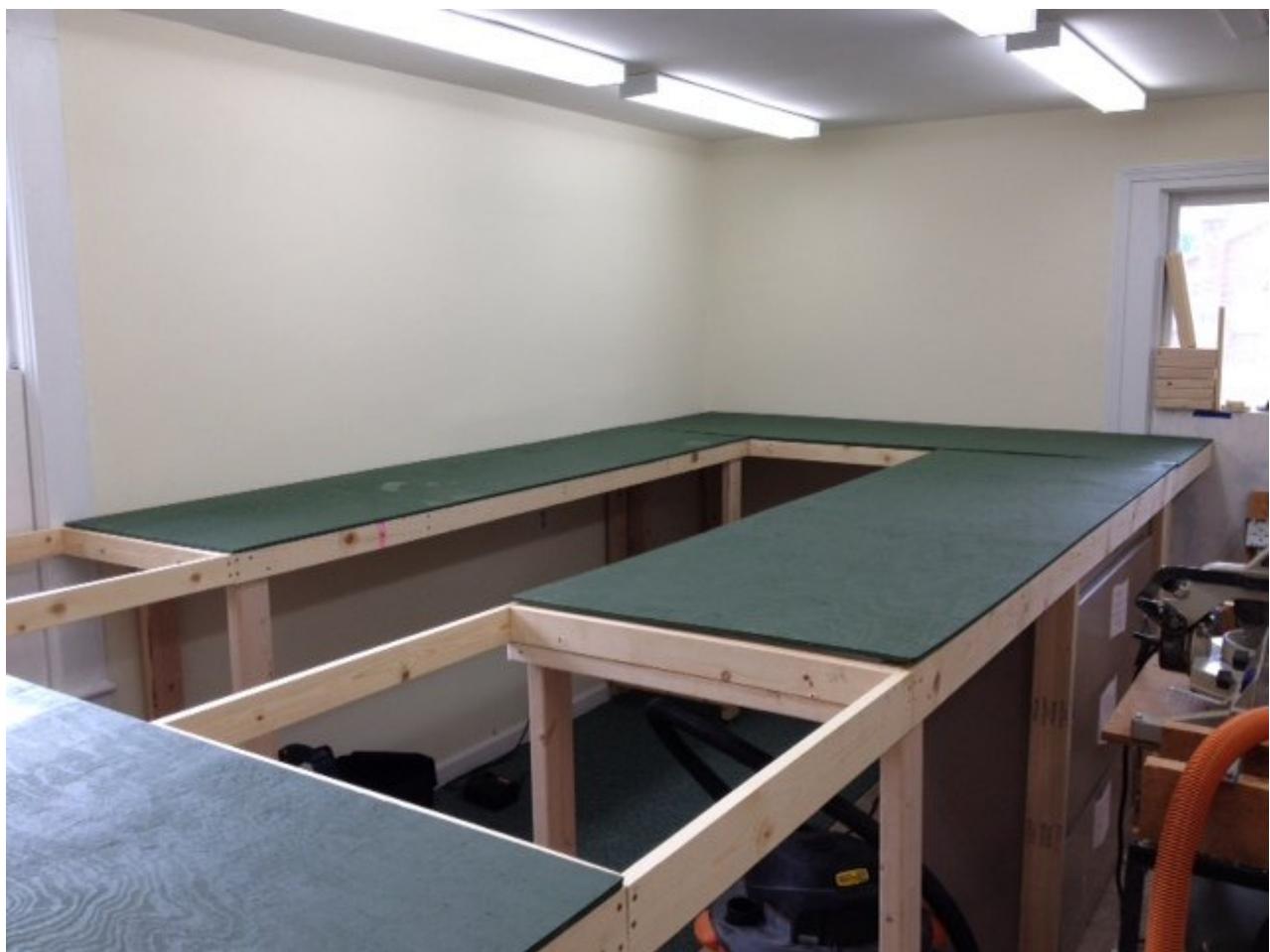
The modules shown in the photos are pretty close to their actual position. The lift-out module will be made after the others are in their final position.

Oct 22

Here are two photos of the layout showing work that Jim Alexander did yesterday, Monday.

The two short modules have been added, and at this point the short module nearest the aisle, is temporarily fastened to the rest of the layout. Plans are to make that section hinged, but will have to wait until all the plywood has been installed.

Z



› Modelers' Tip ☈

Most of us know that one of the tricks of model railroad forestry is to place detailed trees in the foreground to help provide the illusion that all the trees in the background forest are as nicely detailed as those ones in the front. In this case, it is OK to not see the forest for the trees.

The same principle can be applied to the people on your model railroad. A lot of the nicer figures you can purchase are relatively expensive, so populating your layout exclusively with these pricey people can be quite costly. Pick the right foreground vignettes for the detailed figures, and use less expensive bulk packs of figures to fill in the background scenes, building interiors that won't be seen close up and inside passenger cars and vehicles.

An interesting debate about populating a model railroad is whether the figures should be in static poses or dynamic poses. One school of thought is that the model is a snapshot—similar to a photograph. Our layouts are therefore in a state of suspended animation.

The second view is that these frozen moments destroy the illusion of our modeling efforts and that people should be in static poses, such as sitting, reading, or standing still, so that their obvious lack of motion doesn't distract from the scene.

It is up to you to decide which concept you want to follow, but I find that a lot of figures that are in seated poses look like store mannequins—they are too stiff. Scenes where people are caught in mid-action help tell a story. What stories do you want your layout to tell?

› Did You Know? ☈

The Piedmont and Northern Railway was created in 1914 and remained in service until 1969. It consisted of two disconnected segments, one in North Carolina from Charlotte to Belmont, and one in South Carolina, from Spartanburg to Greenwood, with a 12-mile branch from Belton to Anderson.

It was the first 1,500-volt DC system built to steam railroad standards on a private right-of-way. The P&N did not operate trains with high frequency as the railroad's emphasis was on carload freight interchange traffic. The most important commodity that P&N handled was utility coal (primarily for Southern Power Company, a.k.a., Duke Power), followed by cotton and agricultural products. As a result of good management and location in a fast-growing region of the country, the P&N showed a profit in every year of its operation.

The P&N operated about 18 daily passenger trains until 1932 when a combination of the rise in personal automobile use and textile mill layoffs caused the railroad to discontinue all but four passenger trains. At that time, the state of South Carolina required the railroad to operate a minimum number of passenger trains regardless of demand. The railroad had been charging 3 cents per mile and dropped the rate to about 1 cent per mile. The result was a tenfold increase in passenger traffic: 5,000 fares per month in 1931 to over 50,000 fares per month in 1933. Three additional round-trip trains per day were then scheduled between Spartanburg and Greenwood.

Following World War II, passenger traffic declined again, and the last passenger train on the P&N in South Carolina was on October 31, 1951.

In 1950, the P&N received ten new RS-3 diesel-electric locomotives from ALCO. The 40-year-old overhead electrical system that ran the P&N was in need of a very costly overhaul, and rather than incur the cost, it was cheaper to replace the electric locomotives with modern diesel power.

In 1969, the P&N merged with the Seaboard Air Line, over a petition by the Southern Railway that it be allowed to take over the P&N's South Carolina division in 1968.

Source: *Greenville Railroad History Since 1853* by Craig A Myers.

