



SERVES THE UPSTATE

108 Werner St
Central, SC 29627

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www.crmha.org

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Stationmaster
Ralph Watson

Paymaster
Christine Grewcock

Curator
Jack Green

Newsletter
J.T. Thorpe

Family
Holiday
Party
Dec. 5,
2013

6 PM

at the
Central
Railway
Museum

More Progress on the Museum Layout

Don Baldwin has plenty to report about progress on the museum layout. New fascia is going in, extending the “finished” look in several areas--even the ones with scenery still in progress.

I'd like to thank Jim Reese for working on the Liberty Paper Mill area, shown in the photograph, while he was up here last week.

The parking lot paving was completed. Bushes were added along the open seam between scenery sections, and the trackside shrubbery added on the upper tracks. All of this needed to be done prior to further work with the substation and transmission lines.



Speaking of the substation, the fencing contractor is back at work. This past week all of the horizontal supports for the fence have been installed. Support painting and fence installation are coming up.

Photo and Report by Don Baldwin



Approach Signal s

Upcoming Events for the

Central Railway Model & Historical Association

as well as regional shows and events worth mentioning

PROGRAM SCHEDULE

December 5: Holiday Party at 6pm; Meeting & Holiday Dinner at Pancho's at 7pm

Saturday November 30 and
Every SATURDAY in December
MUSEUM & FUNCTION JUNCTION
OPEN TO THE PUBLIC
9am – 12pm

OPERATING SESSIONS

Second Thursdays (usual l y) 7PM

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 §

November 29 – December 4

Anderson, SC – Christmas Model Train Show

Sponsor: Rev. Mike Vandiver

St. John's Methodist Church, 515 S. McDuffie St.

Times: 5am-9pm except Sunday Dec 1. Sun Dec 1, 11:30am – 2pm

Admission: Voluntary donations; proceeds to go to Family Promises

December 6 - December 11

Anderson, SC – Christmas Model Train Show

Sponsor: Rev. Mike Vandiver

Trinity United Methodist Church gym (use Anderson St entrance)

Times: 5am-9pm Admission: Voluntary donations; proceeds to go to Family Promises

December 7-8, 2013

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

Kerr Scott Building,, NC State Fairgrounds

Times: 10am-3pm

Admission: \$6 (\$5 with flyer or newspaper ad)

Children under 13 with adult free

www.tca-se.org

December 7-8, 2013

Winston-Salem, NC – Southbound Model Railroaders Open House

South Fork Recreation Center, 120 Park Ridge Circle

Times: Sat: 10am-4pm, Sun: 1pm-5pm

Admission: by donation

www.sbmrr.org



Happy
Holidays from
the Central
Railway Model
& Historical
Association!

> Chaplain's Corner Š

By Rev. Fred Rimer

Who's driving this train? Let me off, would you please?

The plan was that these two men were to spend the next two days in the heart of Kenya. On the way to their camp, their attention was captivated by two large herds of Zebras and Wildebeests (not wild beast). They were migrating from one area to another as their guide explained that the two groups of animals travel together because the Zebras have good eyesight, but a poor sense of smell, while the Wildbeests have bad eyesight, but a good sense of smell. WOW! By traveling together, both were less vulnerable to their predators. To me, this was a plain picture of a Creator, or a higher power. You see, God makes animals with different strengths and weaknesses, and He makes people the same way. Not only are we dependant on Him, but also on one another. As we enter into this Christmas season, let's be sure to remember Him, but also to remember one another.

Who's driving this train? He is, so "Get on board little children, get on board little children, get on board little children, there's room for many, many more". Now, do we really want off? NO WAY! Our club will be better off as we work together, and invite new members to join. Z

Cascade Laser in the NG&SL Gazette

Congratulations to Howard Garner!

His Monson Combine in 7/8"-1' received a nice review in the Narrow Gauge & Short Line Gazette.

A Modest Proposal

With the more continuous operation of the museum layout in swing for the holidays, a modest proposal has been offered with regard to club participation. If you will be working on the layout or running trains, you **MUST** be able to demonstrate the following before participating:

- 1) Understand what the vacuum cleaners look like
- 2) Know where to find the vacuum cleaners and their accessories
- 3) Know the operations of the vacuum cleaner and where it is appropriate to use them
- 4) Know how and where to empty the vacuum cleaner
- 5) Know where to return the vacuum cleaners and accessories

> Modelers' Tip 1 Š

Tip #1 this month is courtesy of Jim Kimble:

Some N-scale modelers may have experienced issues like Jim's when programming and addressing their Bachmann brand DCC-equipped locomotives using Digitrax's Zephyr throttle system.

If the locomotive will not accept the address or CV updates from the throttle, put a 12-volt bulb across the track. Jim followed these instructions from online and they worked for him!

> Sage's Pages š

Info & Photos by Sage Viehe

This unnamed RR is for the grand kids. These Lionel O27 gauge trains are from 1946 to 1954.

Besides the oval 4x8 for running there is a city with train depot (the only modern piece), a housing area and livestock area with school, church, park and a recently developed industrial area near the fire station. Streets and roads are in progress. A separate industrial area control section is in place with controls for the kids to operate the coal loader, barrel loader, log unloader, milk car unloader, and car uncoupler sections.



The track sections for freight train, passenger train and switchers are controlled separately so that each one can be parked and turned off while any other one is running.

While extensive perhaps by 1950's standards it nonetheless exhibits many of the types of things available to the Lionel enthusiast from that era.

Z





General Meeting Notes

By **J.T.Thorpe**
Newsletter Editor
November 7, 2013

[J.T. – sorry, the notes are partial, we were running late]

Regular Meeting at the Central Railroad Museum

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

Treasurer—Christine Grewcock

We have money and budgets are on track

COMMITTEE REPORTS

Museum Curator – Jack Green

New brochure is ready for train show.

Electrical – Howard Garner

Boards for detection and end of track lights are in place

Train Show – Howard Garner

Flyers have been sent out.

Portable Layout – Jim McInnis

Steel Mill & Petrochemical Refinery will be installed on remaining end module, and tracks have been realigned

Lionel Room – Mac McMillin

Lionel Room is ready for building the new layout. Work won't begin until after New Year's. Vintage track will be used (Mac has it), and painting where the roadbed will go needs to be done.

Railfan Report – Mac McMillin

Talked about a motor car & hirailer he took near Lavonia, GA. Noted a bad section of track that was a result of a locomotive grinding down the rails when one of its companion locomotives it was MUed to stalled out.

There has been some unreasonable speculation about the Highway 133 bridge replacement in Clemson, and whether it will be used for high-speed rail or light rail. Neither is likely.

There are no more operating steam engines at Steamtown.

Norfolk Southern (original) heritage unit was at the Spartanburg depot with 11 other locomotives being run somewhere, including units from CSX, Union Pacific, BNSF, and NS (current)

SOU 630 is on the move heading north to Knoxville and then to Asheville

OLD BUSINESS

We still need a program director

We have a new DVD player

NEW BUSINESS

The Spartanburg Library director was “ecstatic” about our presence at Train Days.

The Greenville Main Library is interested in having a similar presence in spring 2014. There are three meeting rooms that can be combined or segmented to have the layout in one area and a presentation room in another. This isn't a bad idea to do for the Southern Railway's 120th anniversary.

Z

> Mal function Junction Š

From the Did You Know column, it was the Seaboard Coast Line that the P&N merged into in 1969. However, the original request for merger came from the Atlantic Coast Line before it was merged with the Seaboard to form the SCL.

Last month's railfan report was based on some sketchy notes I took.

A quick note about the SCRM: It is not affiliated with the South Carolina State Museum, I misstated the name.

Mac sets the record straight on the collisions: NS suffered 2 disastrous collisions around 2005, so the word "recent" is misleading. The first collision occurred in Graniteville, SC where a main line train was diverted into a siding on which another train was parked. A tank car of chlorine was ruptured and nine people died as a result.

Shortly after that a BMW train met the same fate near Pacolet, SC and about 400 new BMWs were damaged. As a result of these two preventable collisions some NS management heads rolled and training was greatly stepped up to stress the importance of relining main line switches after switching moves.

Thanks for the corrections and clarifications, Mac!



It is that time again to elect our CRM&HA 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.

> Modelers' Tip 2 Š

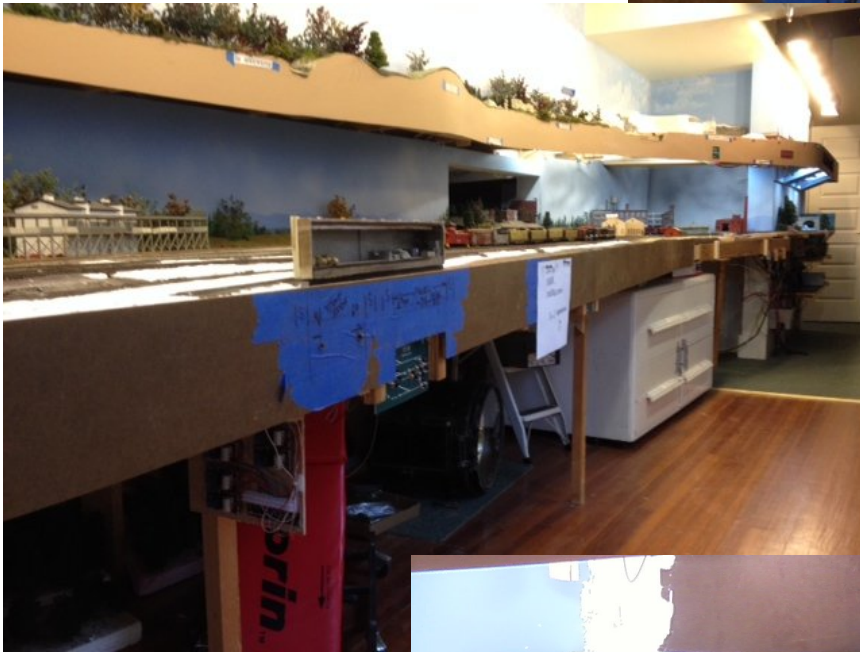
Tip #2 this month is courtesy of Doug Taft's housemate, Eric:

You can polish Athern passenger car windows to look as clear as real glass. Start with 1500-grit sandpaper followed by something like the Mothers Polished Aluminum Wheel Cleaner.

> D & J Construction Š

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

Jim notes the fascia has not been fastened completely as we still have some holes and cut-outs to make. Several "throws" may have been moved during construction so be careful before running any trains in this area.



Saturday, Jim Alexander and I worked on the layout in the area left of the viaduct, which is the access to the helix. We built a 22 inch wide by 23 inch deep frame for access. Also slightly relocated the DCC box, and fastened it to the floor. The two vertical supports will help hold the masonite fascia which will be installed later. We had fun. Z



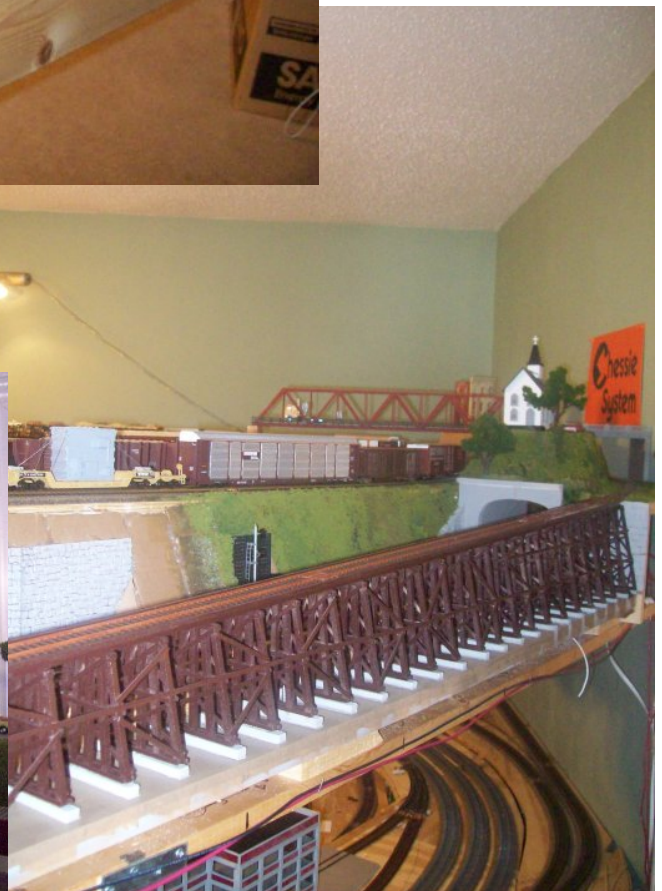
> Layout Tour: Douglas Taft's

Report & Photos by J.T. Thorpe

Several current members made a visit to CRM&HA founding member Douglas Taft's home layout in Greenville. It is a multi-level bedroom-sized layout depicting the northeast corridor and a little section of Greenville, SC. The layout is run with DCC, and includes manual signaling.



At left is a scratch-built manufacturing plant. It is still a work in progress, but it fills the main "window" into the layout. Above it is the trestle into Greenville and the overpass leading into town.





Rob Seel's private business car got a full tour from Greenville to the northeast and back Z



> Did You Know? Š

The Greenville and Northern Railroad (reporting mark GRN) was a shortline railroad formerly operating between Travelers Rest and Greenville, South Carolina, 11.3 miles (18.2 km). The railroad was part of the Pinsly Railroad Company after 1957 before being purchased by RailTex in 1997. Operations ended in February 1998 and the railroad was abandoned in 2005.

The Carolina, Knoxville and Western Railway completed construction of the railroad north out of Greenville in 1887, reaching Marietta in November 1888 and River Falls in March 1899. The railroad was not successful and was abandoned until 1904 when the Greenville and Knoxville Railroad was formed to reopen the line. In 1914 the railroad once again reorganized as the Greenville and Western Railroad, and rechartered as the Greenville and Northern in 1920. After being cut back to Travelers Rest the remaining line was purchased by the Pinsly Railroad Company in July 1957.

Primary traffic included scrap, cotton waste, vermiculite, peat moss, paper, lumber, and chemicals, generating approximately 2,000 carloads in 1993. Annual carloads over the line declined from 1,642 in 1994 to 1,066 by 1996. The railroad interchanged with Norfolk Southern and CSX Transportation at Greenville near the end of its life, as well as numerous predecessor railroads to both companies.

On April 24, 1997, the Carolina Piedmont Railroad acquired the entire line from Greenville to Travelers Rest and on May 28, 1999, Greenville County purchased the Greenville and Northern from the Carolina Piedmont Railroad. The railroad was abandoned in 2005, and has been transformed into the “Swamp Rabbit Trail” we know today.



Source: Wikipedia.org; Photo: © J.T.Thorpe