



# CENTRAL CROSSINGS

MONTHLY NEWSLETTER OF THE  
CENTRAL RAILWAY MODEL & HISTORICAL ASSOCIATION, INC



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SERVES THE UPSTATE

108 Werner St  
Central, SC 29627

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[www.crmha.org](http://www.crmha.org)

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Stationmaster  
Ralph Watson

Paymaster  
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Curator  
Jack Green

Newsletter  
J.T. Thorpe

**NEXT  
MEETING  
JAN. 2,  
2014**

**7:10 PM**

**AT THE  
CENTRAL  
RAILWAY  
MUSEUM**

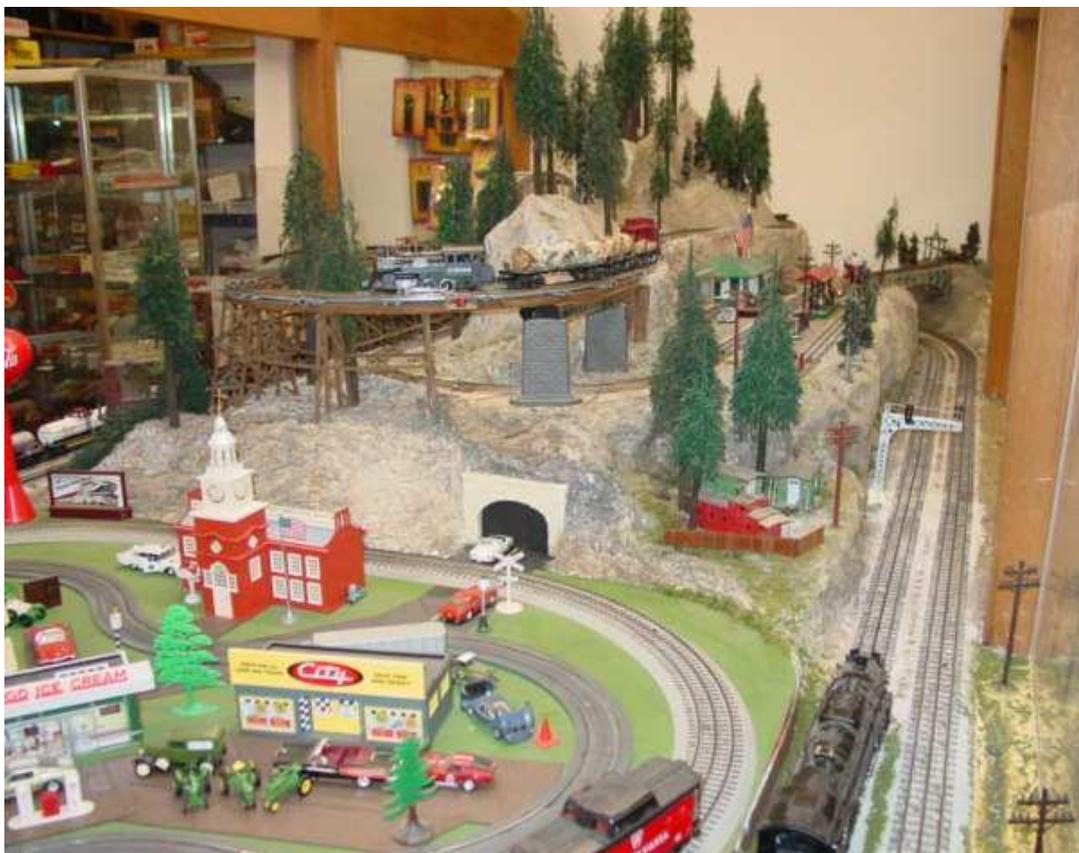
## FLORIDA PHOTO-FEST

Photos by Ralph Watson

Ralph Watson took a little trip to Florida in November and sent pictures of an operating layout in the Gulf Coast Model Railroad Hobby Shop in Sarasota as well as some photos of the Florida Railroad Museum in Parrish.



[Ed. Note: These are the biggest mountains I have ever heard of in Florida]





Upcoming Events for the

**Central Railway Model & Historical Association**

as well as regional shows and events worth mentioning

**PROGRAM SCHEDULE**

January 2: TBD

**The rest of 2014 is Wide Open**

**2<sup>ND</sup> SATURDAY  
MUSEUM OPEN TO THE PUBLIC  
JANUARY 11, 2014  
FEBRUARY 11, 2014**

**OPERATING SESSIONS  
SECOND THURSDAYS (USUALLY) 7PM**

**JANUARY 9, 2014  
FEBRUARY 9, 2014**

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**

January 18, 2014

**Atlanta, GA – 46<sup>th</sup> Atlanta Model Train Show**  
North Atlanta Trade Center, 1700 Jeurgens Court.  
Times: Saturday 9am-4pm  
Admission: Adults: \$7 Children under 12: Free w/adult  
rrshows@aol.com

January 25, 2014

**Columbia, SC – Columbia South Carolina Model Train Show**  
SC State Fairgrounds, Rosewood Bldg., 1200 Rosewood Drive  
Times: 9:30am-3:30pm  
Admission: Adults: \$6, Children under 12: Free, Scouts in uniform: Free  
www.knightshows.org

**FEBRUARY 1 - 2, 2014**

**EASLEY, SC**

**OUR SHOW**

February 1-2, 2014

**Easley, SC – CRM&HA 2014 Annual Train Show**  
J.B. "Red" Owens Sports Complex, Bagwell Gymnasium, 111 Walkers Way  
Times: Saturday 10am-5pm, Sunday 12pm-5pm  
Admission: Adults: \$6, Children under 10: Free w/adult  
www.crmha.org



# FLORIDA PHOTO-FEST

Photos by Ralph Watson







## General Meeting Minutes

By Ralph Watson  
Stationmaster  
December 5, 2013

### Holiday Meeting

50 +/- members and guests met at the Museum for social hour and running trains at 6PM. Company adjourned at 7PM to Pancho's Restaurant for supper. Fred Rimer led the group in giving thanks.

**After the meal President Dan Marret brought the business meeting to order.**

for President, First Vice President, and Secretary were the incumbents Dan Marret, Joe Fitzpatrick, and Ralph Watson respectively.

On motions duly made and seconded nominations were closed and the above nominees were approved for a two year term by unanimous ballot.

### Operating Sessions - Sandy Eustis

Announced that the regular monthly operating session would take place on December 12.

**There being no further business, the meeting was adjourned back to the Museum.** 



Don Baldwin stopped at Silver Plume, CO and got this photo of Shay #9 in Christmas gear.

## RED ROCK ~~NORTHERN~~ SOUTHERN

Report & Photos by Don Brady

Any of you that have been following my progress (or lack of) will know the track plan I adopted was from a MR track plan book and seemed to fit the area I had to work with. With a little modification, I was able to make it fit; and with some ingenious innovation by Sandy Eustis and Bob Folsom, I was able to make it work. You also know that I have tried to set a location and a period for the layout. I have also tried to tie everything together with a story behind the layout, so it just wouldn't be a hodge-podge of buildings and trains.

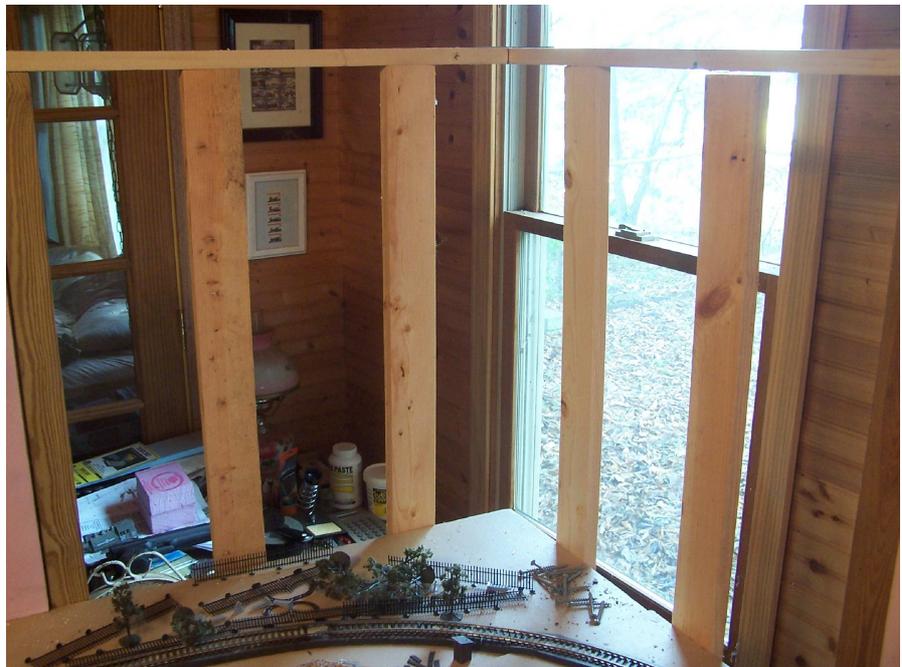
After much research and cogitation, I have chosen Red Rock, Arizona as the setting for my mythical interchange/service facility. The time period is from 1860 to 1960 depending on the equipment running at the time. Since it is located in SW Arizona before the advent of super roads and Interstates (Red Rock, Arizona is actually located just off I-10 between Tucson and Phoenix), I am officially changing the name of my layout to the *Red Rock Southern!!!*

I have chosen a series of backdrops from the Walthers scenic collection and they fit perfectly with the landscape of the area.

NOTE: these names were taken from a satellite view of the area on MapQuest.com! There is Pichaco Peak State Park to the NW, which will fit perfectly with my desert to mountain transition. There is the Saguaro National Park – West, SE of town and Ironwood Forest National Monument to the SW of town.

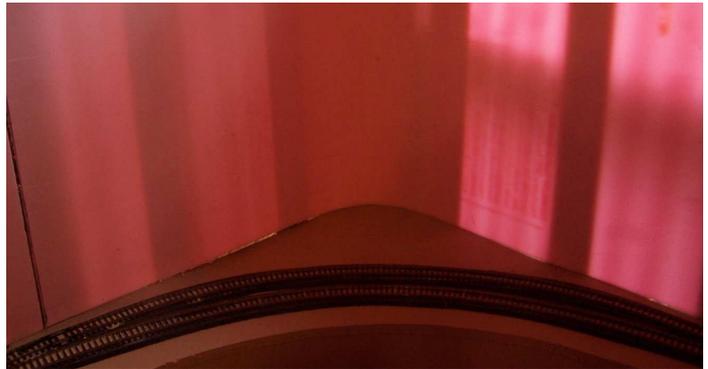
Everything fits perfectly with my backdrop. By the time you read this, I hope my backdrop is in place and I am moving on to the scenery.

The main purpose of this article was to give you a behind the scenes look of how I did my scenery, for any that may be interested, before I closed it up with the last foam board.



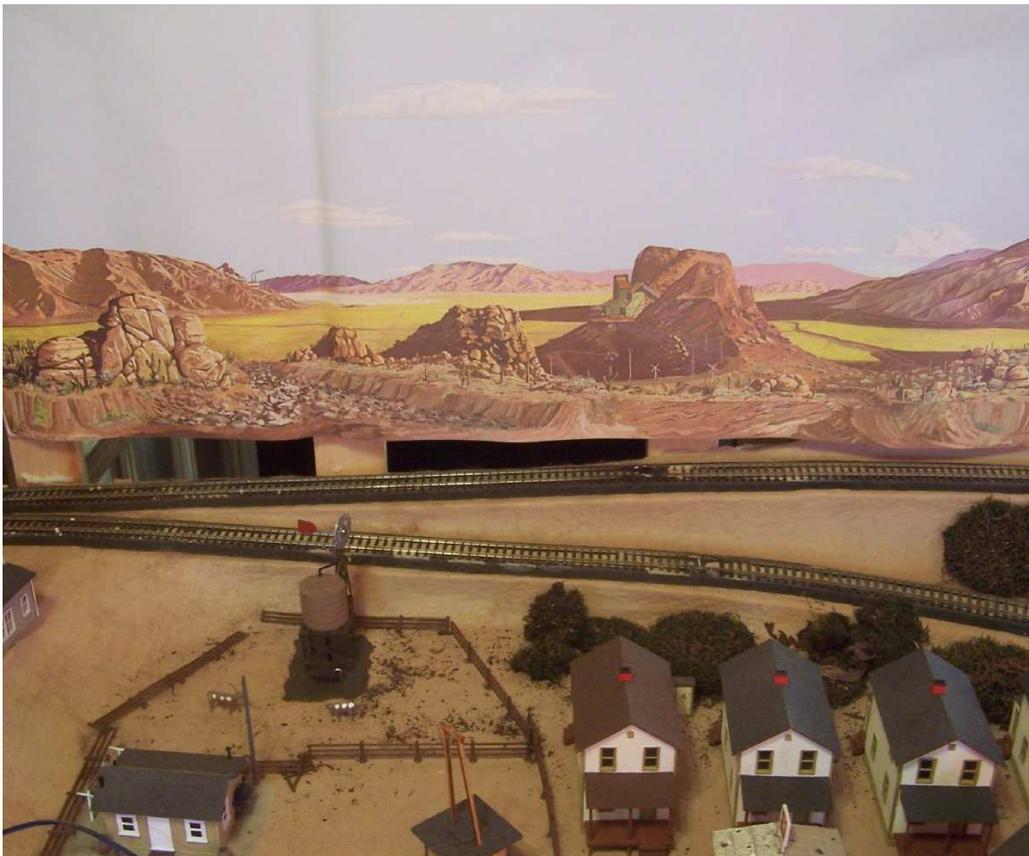
Since my backdrop sections were 24" x 36", I had to change my supports. I cut them 32" long and screwed them to the deck. I used 1" x 3" for the main supports on 12" centers with 1" x 4" for the curved corner sections for more support. Here you can see the 1X4 in each corner. I then used a 1" x 2" along the top (screwed into the supports) to keep everything square, plumb and rigid. I have 3" corner braces in the corners to hold everything together. This will be the location of "Boot Hill".

The scenery will wrap around the corners as shown below. I used 1/4" fanfold foam so I could curve the scenery around the narrow ledge of the track. REMEMBER. I AM ONLY WORKING IN A 2' x 4' space on each module.



I am considering adding an extension shelf to the inside to increase my scenery space. This was the purpose of the larger supports to give more "grab" for the glue.

Here you can see how fluidly the sections transition. This is the first segment, the Dry wash desert.



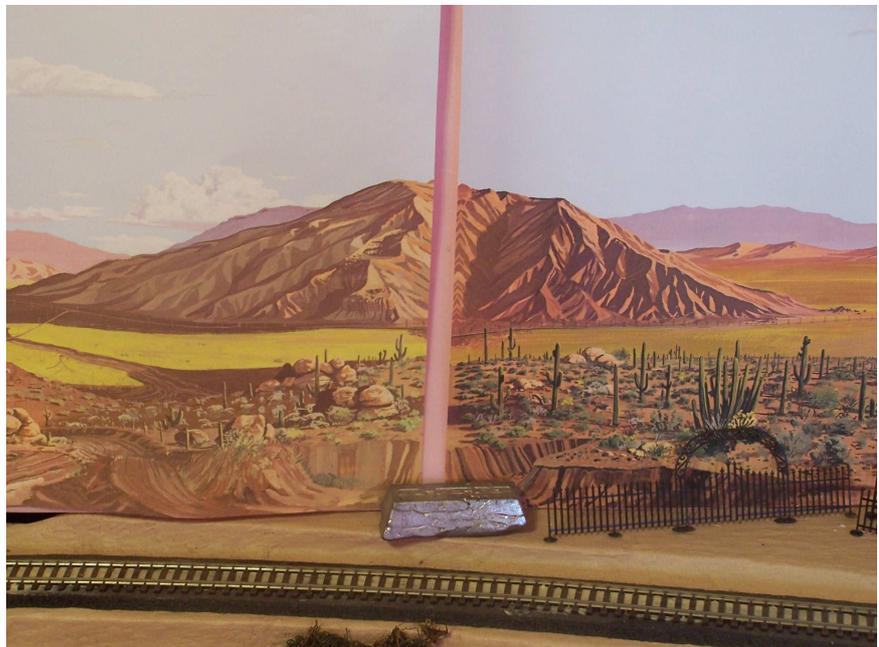
The next segment, Saguaro cactus desert, is behind “Boot Hill” and flows to the next segment.



This will show you how seamlessly the sections join and transition. I am by no means an artist, as I know several in the club are, but I was amazed at the quality and the fluidity of these backdrops. I highly recommend them for anyone that wants something quick and easy (relatively speaking), they are a pain to hold, glue and keep straight.

I guess I have rattled enough for now and need to get back to “working on the railroad”. I hope I have been informative for any newcomers. Hope to see you next month.

I hope and pray everyone has a good Christmas and a happy and prosperous new year. If I don't see you here, or there; I hope to see you in the air.



## CHAPLAIN'S CORNER

Happy New Year, everyone! Are you looking forward to what this New Year might bring for each of us. Are we ready?

Is this the year for His return? In this past year we have lost at least two club members, and we miss them. Some of you may have lost a loved one too, but wouldn't it be terrific if this would be the year we would see them again?

Our club has become a special part of my life, and I am sure for yours too. That's why I feel comfortable, once in a while, getting a little personal, if that's alright. My number one concern is that we're all ready, when OUR time comes.

All my life I've had to "be ready". As a child, I had to be ready for dinner by washing my hands. As an adult, being ready for important responsibilities is still a reality, even in my retirement years. But I've come to realize there's nothing more important than being ready for the last train out of Dodge (your town, your life). So, let's trudge on as a team, and make 2014 the best year yet.

-Chaplain Fred-



## DID YOU KNOW?

2014 marks the 120<sup>th</sup> anniversary of the Southern Railway. Founded July 1, 1894, it was the result of the reorganization and consolidation of The Richmond & Danville Railroad System (also known as the Piedmont Air Line), and the East Tennessee, Virginia & Georgia Railway (the Kennesaw Route). These railroads were operated by Thomas & William P. Clyde, who were steamship operators from Philadelphia, through a holding company known as the Richmond & West Point Terminal Railway & Warehouse Co.

In 1887, a court order nullified the railroad leases held by the Clyde interests. In the early 1890s, the Clydes attempted to acquire the Central Railroad & Banking Co. (Central of Georgia), and suffered a financial collapse.

The bankrupt properties were sold under foreclosure, and J.P. Morgan & Co., New York Bankers, reorganized and consolidated the various properties into the Southern Railway System. The Southern Railway's first president was Samuel Spencer, who served from 1894 until 1906, and for whom Spencer Shops is named.

Source: *Southern Railway System: Steam Locomotives and Boats*, by R.E. Prince

## MODELERS' TIP

Joe Fitzpatrick demonstrated the following tip during one of our Function Junction operating sessions.

My 2-10-2 steamer had been running fine for most of the morning. All of a sudden, it would not respond to any speed commands from the remote throttle I had. All the sounds worked fine, and plugging the throttle in didn't help. In desperation, I changed direction, and the locomotive moved! Reversing direction again, locomotive moved a little before stopping again. I thought I had a cracked gear!

Joe was able to diagnose the problem and save me a little expense and a frustrating time rather than sending it back to the factory. Apparently, the side rods on one side had started binding against the other pieces of the drive assembly. Joe made a very slight adjustment, bending some of the metal so it wouldn't bind against itself.

Sometimes an aggravating problem can have a very simple solution if you have the patience to look for it.

Thanks Joe!

## ❧ “1401” = SERENDIPITY? ❧

Article by J.T. Thorpe, Photo © Wes Barris (steamlocomotive.com)

January 2014. When I saved the newsletter on my computer this month, I stored it in a directory with the year and month as part of the name: 14\_01. This year is the 120<sup>th</sup> anniversary of the Southern Railway, and the Smithsonian has a Southern Railway Ps-4 Pacific 4-6-2 locomotive on display, and it happens to be numbered #1401.

Built in 1926 as one of an order of 12 Ps-4 class locomotives by the American Locomotive Company in its Richmond, VA shops, 1401 received the distinctive British-inspired green gold, and silver paint scheme of Southern's passenger fleet. These Ps-4s received larger tenders (14,000 gallon capacity) to make 300-mile runs with fewer water stops. These locomotives had 73" drivers, with a weight of 304,000 lbs and, 47,500 lbs of tractive effort.

These heavy and powerful engines pulled up to 15 heavyweight passenger cars on the Southern Railway's premier trains, such as the Crescent Limited, Piedmont Limited, and the Tennessean, and were assigned to the fastest passenger runs

on the Southern Railway System and its subsidiaries.

#1401 was assigned to the Charlotte Division of the Southern Railway (hence the word "Charlotte" is painted on the cab). The Charlotte Division at the time included Greenville, SC and Salisbury/Spenser, NC, so 1401 is definitely part of our local railroad heritage.

#1401 was placed into passenger service and received the distinctive British-inspired green and gold paint scheme of Southern's passenger fleet. It ended its days in freight service, and not long after 1401 was retired in 1952, she was offered to the Smithsonian Institute as a prime example of steam power for the Institute's "America on the Move" display.

In November 1961, with a great deal of publicized effort, #1401 was moved from temporary storage in Alexandria, VA to its current home in the Museum of Science and Technology and has been on display since the opened 50 years ago in January 1964! 

