



SERVES THE UPSTATE

108 Werner St
Central, SC 29627

Website:
www.crmha.org

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Dan Marrett

Vice Presidents
Joe Fitzpatrick
Rob Seel, AIA

Stationmaster
Ralph Watson

Paymaster
Christine Grewcock

Curator
Jack Green

Newsletter
J.T. Thorpe

Next
Meeting
Mar. 6,
2014

7:10 PM

at the
Central
Railway
Museum

2014 Train Show



Photos by Rob Seel

Approach Signal s



Upcoming Events for the

Central Railway Model & Historical Association

as well as regional shows and events worth mentioning

PROGRAM SCHEDULE

April 3: Craig Lund, Palmetto Railways

The rest of 2014 is Wide Open

2nd SATURDAY
MUSEUM OPEN TO THE PUBLIC
March 8, 2014
April 12, 2014

OPERATING SESSIONS

Second Thursdays (usual l y) 7PM

March 13, 2014
April 10, 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 §

March 15-16, 2014

Atlanta, GA – 2014 Model Train Show

Cobb Galleria, 2 Galleria Parkway

Times: Saturday 10am-5pm, Sunday 10am-4pm

Admission: Adults: \$10, Children under 13: Free, Scouts in uniform: Free

www.themodeltrainshow.com

March 22, 2014

Columbia, SC – Palmetto Division TCA Train Show

Westminster Presbyterian Church, 1715 Broad River Rd

Times: Saturday 9am-2pm

Admission: unknown

www.palmettotca.org

March 22, 2014

Greensboro, NC – Carolina Model Railroaders Train Show and Swap Meet

Greensboro Amtrak Depot, 300 East Washington Street

Times: Saturday 10am-3pm

Admission: \$5, Children under 12 with adult:

Free

www.carolinamodelrr.org

> Arrival Track § New Members

Pete Swarr from Keowee Key

Benjamin Jolley of Inman

Ben Fletcher of Liberty

Greg Carver from Tamasse

Ken Hurm from Seneca.

Welcome back to:

Josh Phillips

and founding members

Ed Painter from Dawsonville, GA

Tom Hullett from Norris.



General Meeting Minutes

By **Ralph Watson**
Stationmaster
February 6, 2014

Meeting called to order at 7:05 PM by President Dan Marett. 29 members and 1 guest from Florida were present.

President – Dan Marrett, Jr.

Remarked on the need to maintain our Museum spaces in conditions befitting a museum open to the public. Further comments focused on the need for observing order and proper procedure for breaking down and loading the portable HO layout onto the trailer as this was quite difficult and while feelings (fortunately) were the only things to be hurt there will be a review of the process and remedies applied. On a positive note the Train Show just concluded 2 days ago was well attended and many members volunteered to pitch in. Special mention of Howard Garner and Roger Smith's above and beyond contributions. The Company Store had many items from Steve Zonay and Ron Keith. More of Ron's layout will be disassembled in March.

Treasurer – Christine Grewcock

We now are paying for electric and gas at Function Junction. Our January bank balance was +/- \$8500. Financial results are not yet available for the Train Show.

Secretary – Ralph Watson

Reported that many members have renewed for 2014, but there are still some stragglers.

First VP – Joe Fitzpatrick

Reported that he is resuming activities after a short illness.

Second VP – Rob Seel

Gave a slide show presentation of progress on the Dambridge HO Layout taking shape in his garage.

COMMITTEE REPORTS

Electrical – Howard Garner

Progress has slowed on block detection and turnout control wiring.

Rolling Stock – Jim McInnis

Missing a box with 30 pair of freight car trucks, please be watchful and notify Doc if found.

Trackwork – Bob Folsom

Is adding a new line in the Ashville area and steel mill tracks on the portable.

Newsletter – JT Thorpe

We have one more installment for the newsletter on the 120th anniversary of the Southern Railway. Reader contributions are needed.

Sandy Eustice

CRMHA conducted a home layout tour January 18 featuring layouts in six locations. NMRA region members participated as well as our own members and families. Huge appreciation to those who opened their homes for the day. Part two of the tour is March 29th. Details will be announced soon.

Heritage Layout – Sage Viehe

American Flyer donations are being inventoried and organized by Sage.

Building – Glenn Nasworthy

More of the museum HO layout fascia has been completed in the viaduct area.

> Did You Know? Š

In Great Britain, 4' 8 ½" was the initial railroad track gauge proposed according to dimensions that had existed since Roman times—correlating to the width required on a road vehicle drawn by a horse between shafts.

Isambard Kingdom Brunel proposed 7' as a more ideal gauge. Various railway companies used 5', 6', and a proliferation of 3' gauges made standardization a difficult prospect.

Brunel's broad gauge railways had faster and more powerful locomotives in addition to greater stability and convenience of the carriages, and thus the public seemed to prefer broad gauge. The Great Western Railway managed speeds of 53 to 61 mph while Express trains on the Robert Stephenson's lines managed only 36-38 mph.

The 'battle of the gauges' became a leading scientific debate. A Royal Commission accepted Brunel's technical arguments, however, ruled in favor of the Roman standard as best suiting the needs of the country—recommending the compulsory extinction of the broad gauge. Parliament did not completely agree until much later in the century. Up until 1866 there were as many as 30 breaks of gauge in the railways, causing much turmoil and cost as goods and passengers were shuffled between trains.

The Railway Clearing House calculated that each change of gauge added the equivalent of 20 miles to the cost of transportation. In spite of these commercial setbacks to transportation of goods, broad gauge railways persisted until 1892.

Scenery – Jim Reece

The scenery crew has 2 new structures completed by Joe F. The rock quarry and yard details are next priority.

Railfan Report – Mac McMillan

Railfans noted the Erie heritage unit recently in our area.

OLD BUSINESS

Discussed the need for a flammables locker and a some step stools.

NEW BUSINESS

Discussion of having the Company Store open all year round, including listing the inventory on the web site. Also NMRA members will be visiting in the afternoon of Feb 8.

Meeting adjourned at 8:20PM.

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Turmoil at the break of gauge at Gloucester.
Illustrated London News, 1846

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> The Crescent Limited š

Part II – 20th Century and Beyond

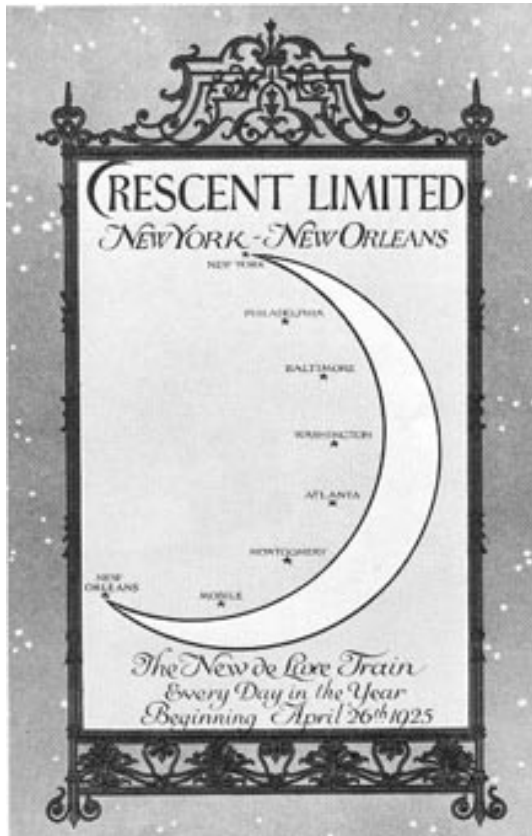
Compiled from wikipedia.org, and southern.railfan.net

Last month's article described the ancestors of the Southern Crescent--up to the very beginning of the 20th century

In 1925, the train was re-equipped with new Ps-4 Pacific locomotives and all-Pullman cars. The extra-fare train was renamed the Crescent Limited. Fairfax Harrison, then president of the Southern Railway, was inspired by the green paint schemes of England's Southern Railway and the London and North Eastern Railway. The dark green of the Southern was offset with the lighter green of the LNER and Dulux gold lettering to create one of the most beautiful trains of the early 20th century.

During the Depression, Southern Railway discontinued highlighting the Crescent Limited as an elite passenger train, and by 1938, the name became simply known as the Crescent.

It was in 1941 with E8s and FP-7 units that were used all the way into the 1970's. In 1949, the train was streamlined. The Crescent also carried the through coast-to-coast sleepers of the "Washington-Sunset Route" in conjunction with the Southern Pacific west of New Orleans to Los Angeles.



The 1954 schedule for the 1,355 miles from Atlanta to New York was 32 hours, 55 minutes. Passengers leaving New Orleans would arrive in Atlanta just after lunchtime and in Charlotte in the early evening. North of Charlotte, the train carried sleepers only and stopped only to discharge passengers. Arrival at Washington was about 4:00 a.m. but a sleeping car was uncoupled there and passengers could sleep until a more reasonable hour. Passengers bound north would arrive in New York City in the morning.

Southbound, early evening departures from Washington ran all-Pullman from Washington and arrived the next morning in Atlanta. Though the train carried coaches (and made more stops) between Atlanta and New Orleans, it arrived in the early evening in the Crescent City.

As passenger service dwindled, the northbound Crescent was combined with the Peach Queen,

with coaches between Atlanta and New York. The southbound Crescent was combined with the Asheville Special and the Augusta Special and included coaches between New York and Charlotte. It also carried "deadhead" coaches to Atlanta to return north on the Crescent.

As Southern's railway partners sought to discontinue passenger services, Southern Railway rerouted the train to an all-Southern route and operated the train as the Southern Crescent between Washington, DC's Union Station and New Orleans. The Southern Crescent inaugurated service in 1970 by combining two trains that had run separately between New York and New Orleans for decades: the Southerner, which ran over the Southern Railway only, between New Orleans and Atlanta via Birmingham; and the original Crescent, which had previously used Atlanta and West Point Railroad, Western Railway of Alabama and Louisville and Nashville Railroad trackage between New Orleans and Atlanta via Mobile.

Meanwhile, the A&WP, Western of Alabama, and L&N continued to run the Crescent between Atlanta and New Orleans. Each morning, the Crescent and the Southern Crescent departed Atlanta for New Orleans over different routes. After November 1968, the Crescent was a coach-only train sustained by two storage mail cars. In 1970, with the mail contract cancelled, the Crescent was discontinued.

Southern Railway initially opted out of Amtrak in 1971. After May 1, 1971, Amtrak, assuming the services of the Penn Central, carried the Southern Crescent between New York and Washington.

The Southern Crescent was one of the two last privately operated long-distance passenger services in the United States. The other was the Rio Grande Zephyr, which operated until 1983. But, revenue losses and equipment-replacement expenses forced Southern Railway to leave the passenger business and turn over operation of the train to Amtrak on February 1, 1979. It simplified the name to the Crescent. Z



> A Collection of Ampersands &

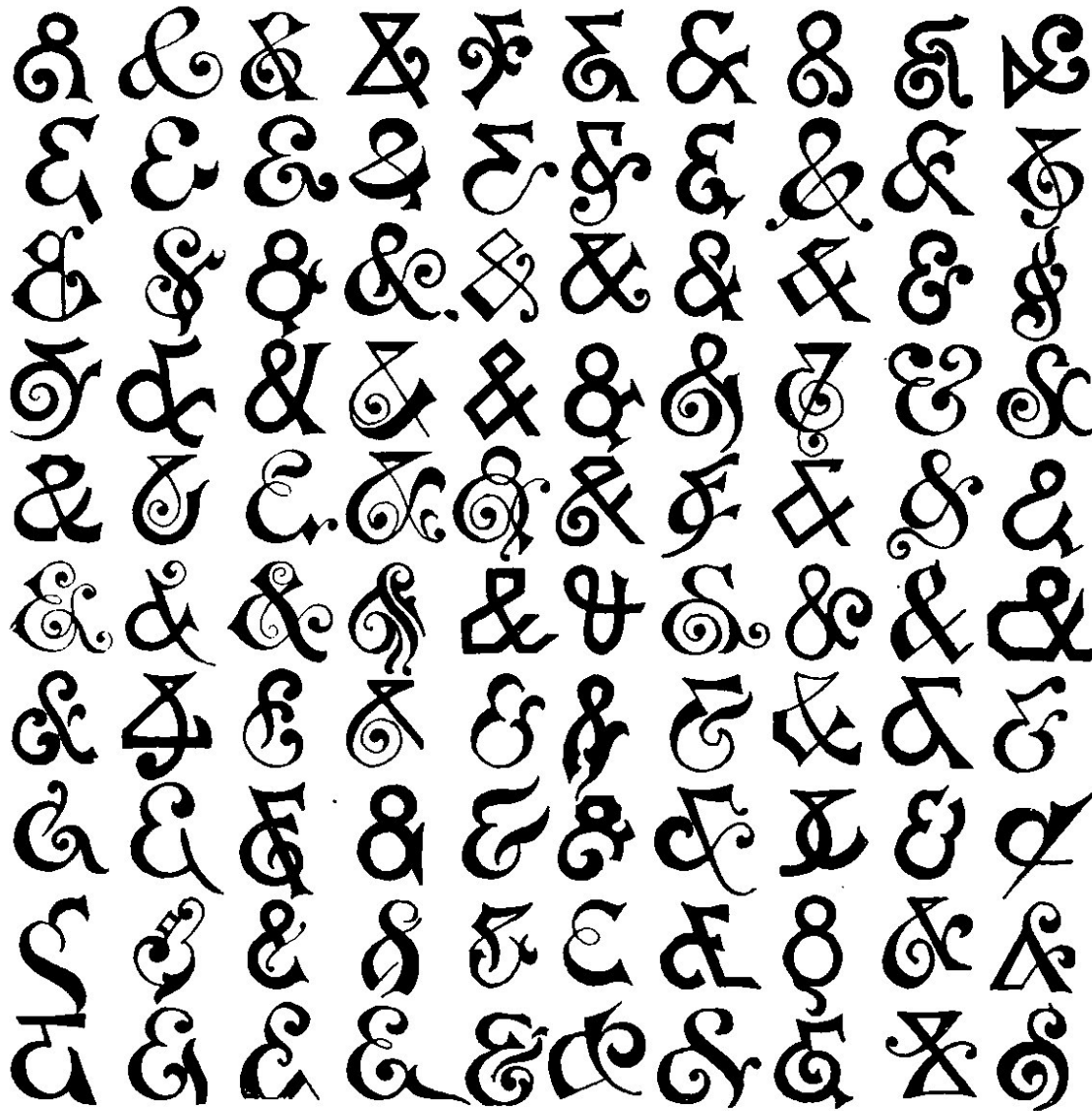
Submitted by Howard Garner

Editor Railroad Paint Shop:

Out of a hundred forty styles of the character “&”, that I have been picking up of late years, I give you a selection of one hundred of the most original ones for the “Car Journal,” thinking they might be of interest to some of your readers. Every one of them has been copied from type or signs I have seen, covering a territory from Maine to Illinois, west and south to Kentucky. WARNER BAILEY, B. & M. R. R., Concord NH

RAILROAD CAR JOURNAL

June, 1897



A COLLECTION OF AMPERSANDS, BY WARNER BAILEY.

> Chaplain's Corner Š

"Man, when is this snow going to stop falling?"
"I'm getting tired of so much rain, and hasn't the wind been blowing a lot lately?" "Whew, enough is enough!"

I read the other day about a family that went on a picnic down by the lake. At one point, their five year old son waded into the lake, stepped into the deep water, and sank out of sight. None of the adults in the family knew how to swim, so they ran up and down the shore in panic while the child bobbed up and down, and screamed for help. Just then a man passed by that quickly sized up the situation, jumped into the water and rescued the child. He climbed out on the bank with the young boy, who was frightened but unharmed, only to hear the mother ask with the sound of irritation in her voice, "Where's Johnny's cap?"

So often we focus on small disappointments that cause us to crumble and complain instead of focusing on the wonderful things that He's provided for us in our life like His everlasting love, or how about our eternal salvation. When we complain about the small dissatisfactions of life, we're in effect asking, "Where's Johnny's Cap"? Let's stay with the important things.

Chaplain Fred

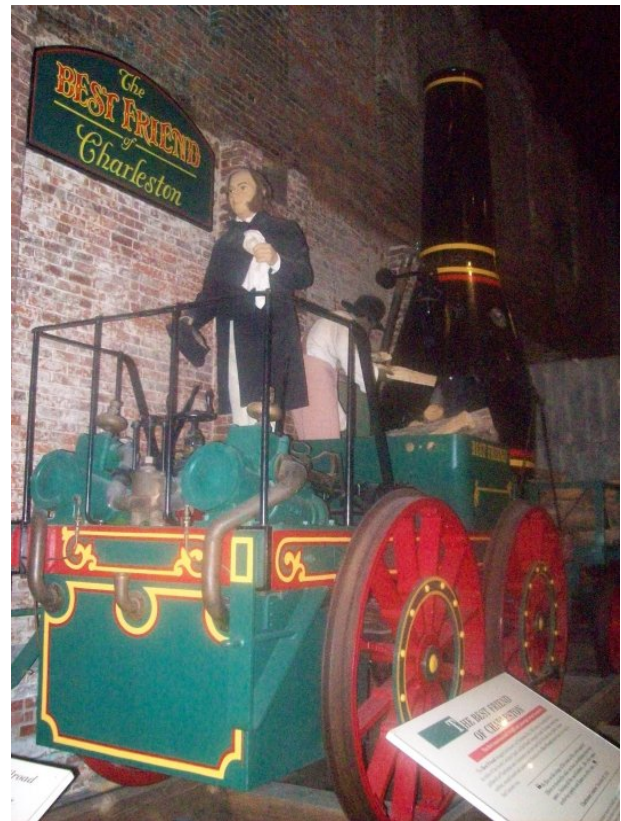
> MODELER'S TIP Š

Everyone gets a new phonebook every year. And almost every phonebook comes with a thin refrigerator magnet advertising for a local business. Often we throw those magnets away because we aren't interested in the business, or (if you are like me) our refrigerator is already covered in too many magnets.

Rather than tossing those magnets away, we can find a use for them! Hide a magnet under the deck of a flat car or gondola and mount a magnet on the bottom of an accompanying removable load. The two magnets will stick together, keeping the load secured when the train starts, stops, or moves through a curve. The strength of the magnets isn't very large, so removing the loads doesn't require much effort.



Colorado & Southern caboose in 1972
Slide by Steve Zonay



Replica of the Best Friend of Charleston.
Photo ©J.T. Thorpe