



SERVES THE UPSTATE

108 Werner St
Central, SC 29627

Website:
www.crmha.org

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Vice Presidents
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Rob Seel, AIA

Stationmaster
Ralph Watson

Paymaster
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Jack Green

Newsletter
J.T. Thorpe

Next
Meeting
FEBRUARY
8, 2015

7:10 PM

at the
Central
Railway
Museum

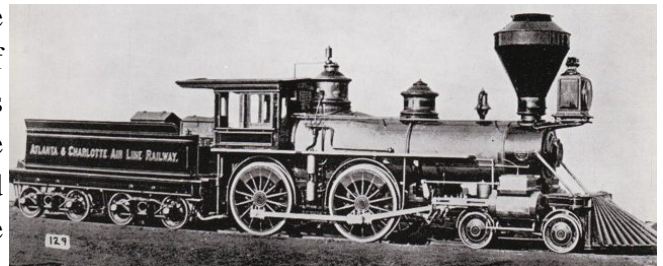
WHAT EVERY MEMBER SHOULD KNOW

Article by J.T. Thorpe

The town of Central's roots are in the rapid expansion of railroads in the 1870's. In 1873, a rail line linking Atlanta, GA and Charlotte, NC was completed. The original railroad line was formed in 1870 as the Atlanta and Richmond Air-Line Railway--a combination of the Georgia Air Line Railroad and the Air Line Railroad in South Carolina. About a year after the completion of the line, the company went broke and was reorganized in 1874 as the Atlanta and Charlotte Air Line Railway.

Exactly halfway along the route, 133 miles from Atlanta, and 133 miles from Charlotte, the new railroad company created a service facility and station, and descriptively named it "Centre". The town was incorporated on March 17, 1875, and it boomed: a depot and houses were built, and soon after stores to provide supplies and. As a division point, workshops to service and refuel engines were created. Naturally, most of the original inhabitants of the town were railroad personnel and their families.

On the north bank of the railroad track in the middle of the town, a long platform was built for the coal chute where dump carts were kept loaded with coal. At the end of the coal chute was the water tank.



Branching off the right of the track toward the textile mill was the wye switch for a turntable, where engines were turned around or swapped in and out of service. Just below the tank, across from a large grove of trees, a long rambling hotel was built, and became famous up and down the line. The hotel served not only as an eating-house, but also as a home for telegraph operators, dispatchers, as a ticket office, waiting room, and as a sample room for drummers to display their wares for the inspection of local merchants.

In 1894, the Atlanta & Charlotte Air Line Railway went into receivership and was incorporated into the Southern Railway. The newly formed corporation moved division point from Centre to Greenville in 1897. Trains no longer stopped to change engines, and soon all the railroad workshops and offices were closed. The establishment of Issaqueena Mill and in 1906, Wesleyan Methodist Bible Institute (now Southern Wesleyan University) brought people back to the town.



Approach Signal s

Upcoming Events for the

Central Railway Model & Historical Association

as well as regional shows and events worth mentioning

PROGRAM SCHEDULE

2015 is wide open!

MUSEUM OPEN TO THE PUBLIC
Every Saturday of the Month
9am to 2 pm

OPERATING SESSIONS

Second Thursdays (usual l y) 7PM

February 12, 2015
March 12, 2015

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.

Progam Nights
Third Thursdays @ 7:15pm
90 minute model railroading clinics
and other programs

> SCHEDULED EVENTS & SHOWS §

January 31- February 1, 2015

Easley, SC – CRMHA Annual Train Show

Bagwell Gym, Red Owens Sports Complex

Saturday & Sunday 10:00am- 3:00pm

Admission: 12 years and older, \$6; under 13 with adult, free

www.crmha.org/trainshow.html

March 6 - 7, 2015

New Bern, NC – Carolina Coastal Railroaders Model Train Show

Riverfront Convention Center

203 E. Front Street

Saturday: 10:00am – 5:00pm

Sunday: 10:00am – 4:00pm

Admission: \$6.00, Children under 12 with Adult: Free. Ticket good for both days.

<http://carolinacoastalrailroaders.org/2015.asp>

March 6 - 7, 2015

Fletcher, NC – Asheville Train Show

WNC Agricultural Center

Friday: 12:00 -7pm

Saturday: 9:00am - 5:00pm

Admission: no info

<http://asheville-trainshow.com/index.html>



The "Heritage Room" layout was originally intended to be dedicated to "toy trains", but has evolved to be purely S-scale trains and accessories. The Lionel Room is still a work in progress. *Photo by J.T. Thorpe*



**Incomplete Meeting Notes
By J.T. Thorpe
Newsletter Editor
January 8, 2014**

SERVES THE UPSTATE

For the Monthly Program, Ed Painter, Jr. presented a large number of photographs documenting the progress of Southern #630's Virginia excursions in April of 2014. Z

Trainspotting Report
Photos by Don Baldwin
Report by Don Baldwin & Mac McMillin

Date: 14 January 2015

Time: 11:30 am

Don spotted some MOW track machines as they waited on Track 2 for a southbound train on track 1. "The ATCS display has been showing out of service blocks from Keowee north to Traber most all this week. Busy time for tamping and re-aligning."

Mac also reported in: "Both of these machines were seen in a siding at Liberty today about 2:30 PM. Another fleet of track vehicles were seen near Norris shortly afterward. These vehicles have been overnighing near the Seneca station for several days now. There is a camp car train on the siding at the quarry between Liberty and Easley near highway 93."



**WHAT EVERY MEMBER
SHOULD KNOW**
(continued)

In the 1970's Southern Railway decided to discontinue passenger and regular freight service to Central. The depot was moved to city property just off Gaines St. and has been used as storage up until the present day. There are currently discussions underway to return the depot to the main street and use it for public events as part of a new city park complex.

Two buildings on Church Street in Central are listed on the National Register of Historic Places: Central High School and Morgan House. The Central Roller Mills on Madden Bridge Rd. was listed in 2013.

The CRM&HA was founded in 1991 by a group of local railroad enthusiasts whose shared passion for railroads and for model railroading led them to meeting to share their knowledge and skills with one another. In 1992, the club started work on the portable layout now on display in Function Junction.

The town of Central agreed to lease a house built in 1881 on 108 Werner St. to the club in order to preserve the house, and provide an attraction that celebrates the town's railroad history. In 2009, the members of the museum completed restoration of the house and began construction of the existing permanent layouts.

Z

**NO SMOKING &
NO "VAPING"**
in the Museum building
or in Function
Junction

Central Rail way Model and Historical Association Museum Layout Specifications

Profile by Dan Marett, Jr.

Address	108 Werner St. Central SC 29630	# of turnouts	104 upper level, 105 lower level, 17 staging tracks
Railroad name	Central & Southern	minimum radius	36 inches
Telephone #	864-314-6045 (president Dan Marett)	maximum grade	2.50%
Web address	www.crmha.org	scenery	80% complete
Scale/gauge	HO, HON3, S, O27, and Standard	backdrop	Painted + photos
Overall size	7 room house	controls	Digitrax controllers, RR circuits Protrack operation
Prototype	Southern Railway	wheelchair accessible	yes
Locale	SC, NC, and GA	days open	Thursday and Saturday
Era	Autumn 1958	hours open	9:00 till 2:30 Thursday 9:00 till 12:00 Saturday
Layout style	Double deck	# of cars	400
Length of mainline	280 ft, plus staging	# of locomotives	47
Layout height	4, 5, and 6 feet	# of customers	100
Benchwork	Open grid	# of car spots	276
Roadbed	ballasted Homasote	Trackwork	Flextrack with hand-laid turnouts



Central Railway Model and Historical Association Portable Layout Specifications

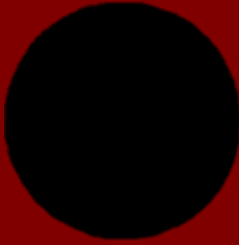
Profile by Dan Marett, Jr.

Address	131 Main St. Central SC 29630	# of turnouts	73
Railroad name	Central Railway	minimum radius	36 inches
Telephone #	864-314-6045 (president Dan Marett)	maximum grade	2.50%
Web address	www.crmha.org	scenery	95% complete
Scale/gauge	HO	backdrop	Painted
Overall size	35'8" x 17' in maximum configuration	controls	Digitrax controllers
Prototype	Norfolk Southern (current) Railway	wheelchair accessible	yes
Locale	SC	days open	Thursday and Saturday
Era	Variable, although intended to be the present day	hours open	9:00 till 2:30 Thursday 9:00 till 12:00 Saturday
Layout style	Modular converted to portable	# of cars	100
Length of mainline	71 feet, plus staging	# of locomotives	30
Layout height	4 feet	# of customers	25
Benchwork	Domino-style solid top	# of car spots	TBD
Roadbed	Ballasted Homasote	Trackwork	Flextrack with some commercial turnouts and some hand-laid
Trackwork	Flextrack with commercial turnouts		



> Did You Know š

The Greenville and Western Railway is a Class III railroad that operates 12.74 miles from a point south of Belton to Pelzer, SC.



Connections are made with Pickens Railway at Belton and CSX at Pelzer. The railroad is a subsidiary of Western Carolina Railway Service Corporation.

The Greenville, Spartanburg and Anderson Railway was formed in 1910 to build an interurban railroad between its namesake cities. The Pelzer-Belton segment was built as part of its mainline from Greenwood to Greenville between 1910-1912. This line became part of the Piedmont and Northern Railway in 1914. The P&N was merged into the Seaboard Coast Line Railroad in 1969. Additional mergers occurred in 1983 with the Seaboard System and CSX Transportation in 1986.

On April 26, 2006 CSX sought to abandon the line from Belton to Pelzer. The abandonment was rejected by the Surface Transportation Board in August 2006 as the line was still profitable. 87 carloads had originated from or terminated at two online industries in 2005 in addition to overhead traffic from 10 customers on the Pickens Railway. On October 20, 2006 CSX sold the line to the current operator.

Traffic surged to 1,872 carloads by 2009, primarily fueled by growth in ethanol traffic. Other commodities include scrap metal, limestone, fertilizer, feed products, plastics, and paper.

Source: Wikipedia.org

Rules of the Road

CRM&HA Operations Committee

The museum's HO scale layout is now officially in permanent "Operations Mode". What this means is that any member who runs a train on the layout *outside of the monthly Operations Night* **MUST ABIDE BY THE RULES OF THE ROAD.**

Why are we so insistent about this? When you "play trains" and don't put things back, you cause the folks who set up and run our operations night a considerable amount of extra work (literally hours) to locate cars and locomotives, then move them back to where they are supposed to be. There is nothing more discouraging or frustrating to operators when they cannot find the cars intended for their trains.

1. Do not leave a train on the main line. Park it in a siding or at one of the yards' arrival or departure tracks.
2. When you are done running your train, park it back in the same place where you found it.
3. If you build a train from cars spotted at industries or in the yards, return them to where you found them.
4. If you combine trains to make one big one, split them back into their original consists.
5. Some locomotives are intended to be permanently operated together in a consist (a.k.a., multi-unit lash ups). Do not re-consist locomotives.
6. **DO NOT PICK UP LOCOMOTIVES BY THEIR SIDES.** Too many details have been damaged by people who do this. There are a couple locomotives whose decals and paint have been worn away by greasy fingers.
7. Do not place locomotives beside the tracks if they are not working (or if you think they are not working) Fill out a bad order report and place the locomotive in the Biltmore Terminal bad order track.

> B&O RR Museum š
Photos by J.T. Thorpe © 2010



> **MODELER'S TIP** š

Diagnosing problems with locomotives on a DCC layout can be a bit tricky at times. When a locomotive hesitates or doesn't run as smoothly as you'd like, here are some quick things to check before saying you've got a broken engine:

1. Is the track dirty? If the locomotive hesitates only in certain places, check the track.
2. Are the engine's wheels dirty? Dirty track and dirty locomotive wheels are partners in grime—they trade dirt back and forth. If you've got dirty track or wheels, clean BOTH.
3. Brass wheels and steel wheels are notorious for performance degrading over time as corrosion sets in. Plating wheels or replacing them with nickel silver will help. Otherwise you will need to clean them regularly.
4. Before opening that loco up to start poking at the motor or wiring, make sure that the locomotive's DCC address is still correct. Occasionally, electrical sparking can accidentally "zap" a decoder address—including locomotives consisted together.
5. When these checks fail, it may be time to take a look under the hood. Once the shell is off the locomotive, broken wires should be fairly obvious to spot. No broken wires? Let's look at the motor.
6. Dirty electrical motor contacts can also play a part in poor locomotive performance. If you have an older motor a build up of dirt or carbon on the commutator can usually be cleaned up. You can usually see this without having to disassemble things.
7. If you have a plug-and-play decoder, you can try swapping out the old one for a new one and checking to see if the locomotive works again. If it does, maybe you need to replace the old decoder.

At this point, you have to have a little more mechanical or electrical expertise to deal with what the problems might be.

To re-paint or not?

Editorial & Photos by J.T. Thorpe

Regular readers may have noted that I like to “rescue” toy or junk models and incorporate them into my collection of rolling stock. Before you sneer too much, the museum has several cars that have been “rescued” in this way. Several very common hopper cars have repainted and re-lettered for the Central Railway, as have a few locomotives, both new and old. However, I am picky when it comes to what I will decide to refurbish and repaint.



Before & after: a Tyco hopper gets an overhaul

Over the years, Bachmann, Tyco, and Athearn all have put out low cost models that are extremely common—almost every modeler has had a few in their fleet. The paint schemes, however, are not as common as you might think. The cereal and candy-themed railroad sets of the 1970’s may have used the same cars as the “standard” toy railroad sets, but those paint jobs were only run for a year or two at most, and there are advertising collectors who avidly search for those items.

Athearn has turned out thousands of cars over the years, but on occasion put out special runs of road names for only a year or two. Some major manufacturers will turn out commemorative paint schemes, such as Roundhouse’s tribute to John Allen’s Gorre & Daphetid Railroad. I have

a devil of a time finding Norfolk & Western or Southern Railway cars in original Athearn paint.



*Above: Roundhouse G&D commemorative car
Below: Bev-Bel custom mechanical reefer*



Some companies, such as Bev-Bel, took Athearn undecorated cars and made after-market custom paint jobs and detailing for those “common” cars, such as N&W’s college passenger coaches.



Bev-Bel N&W Emory & Henry coach

Whenever I run across a special run or custom paint scheme, I usually pass up the chance to repaint it—even if the car is otherwise “perfect” for a gap in my rolling stock’s roster. If the paint is too worn I’d still think twice before repainting it. After all, I may want the original paint to have something extra special in a train.