



CENTRAL CROSSINGS

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



Volume 22, Issue 3

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SERVES THE UPSTATE

108 Werner St
Central, SC 29627

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Newsletter
J.T. Thorpe



ANOTHER SUCCESSFUL SHOW!

February 2013 marks the completion of another successful train show. Many thanks to Jim Reece, our show chairman for organizing and keeping us on track, to Howard Garner for managing the vendor and show tables, to Bob Folsom, Jim McInnis for coordinating of a rather large number of club members to get the portable layout upgraded and running, to J.T. Thorpe & Christine Grewcock for preparing and running the Company Store, to Ette Rupert for handling the advertising, to Rob Seel for being the PR Point Man at the layout, and to everyone who was on hand for set up, tear down, and ready to lend a hand when needed. 5 model railroads were in operation for visitors: the club's portable layout, Piedmont N' Southern's N-track and S-Scale modular layouts, a large-scale live steam layout, and the club's Thomas the Tank Engine setup. *Continued on page 8*

**NEXT
MEETING
MARCH 7,
2013
7:10 PM
AT THE
CENTRAL
RAILWAY
MUSEUM**





APPROACH SIGNALS

Upcoming Events for the

Central Railway Model & Historical Association

as well as regional shows and events worth mentioning

PROGRAM SCHEDULE

March 7: Bill Moorehead presents the “Misty Mountain RR”

April 11: Jim Alexander presents “Norfolk Southern History” (tentative)

The rest of 2013 is Wide Open

**2ND SATURDAY
MUSEUM OPEN TO THE PUBLIC
MARCH 9, 2013
APRIL 13, 2013
MAY 11, 2013**

🌀 SCHEDULED EVENTS & SHOWS 🌀

March 1-2, 2013

Fletcher, NC – 23rd Annual Model Train Show

Western North Carolina Model Railroaders
WNC Agricultural Center Hwy #280, Fletcher, NC
Times: Fri. Noon-7, Sat 9-5
www.asheville-trainshow.com

March 2 -3, 2013

New Bern, NC – 18th Annual Train Show

Carolina Coastal Railroaders
Sudan Temple 403 East Front Street
New Bern, Mid East, NC 28562
Times: Sat. 10-5, Sun 10-4
Admission: \$6 for ages 12 and up. Under 12, Free
www.carolinacoastalrailroaders.org

March 9, 2013

Columbia, SC – Semi-Annual Train Show

TCA Palmetto Chapter
Westminster Presbyterian Church, 1715 Broad River Rd, Columbia, SC
Times: 9am-2pm
Admission: \$3 donation ages 6 and up. Under 6, Free
www.palmettochapter.net

March 9-10, 2013

Atlanta, GA – The Great Train Expo

Cobb Galleria Centre, Atlanta, GA
Times: 10am-4pm
Admission: Undisclosed Fee for 12 and up. Under 12, Free
www.greattrainexpo.com

April 6, 2013

Columbia, SC –AMROC’s Annual Spring Show

Associated Model Railroaders of Columbia
Arsenal Hill Facility, Arsenal Hill, Columbia, SC
Admission: FREE!
www.amroc.org

April 27, 2013

Central, SC –Central Railroad Festival

Admission: FREE!
www.crmha.org

April 26 - 28, & May 4-6 2013

Mauldin, SC – Trains, Trains, & More Trains

Mauldin Chamber of Commerce
101 East Butler Rd., Mauldin, SC
Admission: FREE!
www.mauldinchamber.org

🌀 PRESIDENT'S MESSAGE 🌀

VIEW FROM THE ENGINEERS CAB

I don't mean to be redundant but the members of this club never cease to amaze me. At the last meeting I wanted to recognize all of the members that had anything to do with the train show. It would have been better to ask who had not done anything for the train show. The entire room was filled with workers. Have you thought about what has to happen to put on a two day show in a three gymnasium space? Blows your mind.

Did you know that the train show planning starts the first week after the train show completes? Did you know that each and every vendor is contacted and worked with months before the show takes place? Do you have any idea how much prep work goes into putting on this huge event that brings in our operating money for the coming year?

NEITHER DID I.

So who is the person in charge? Howard Garner and Jim Reece have done this show for the last few years and always have come away with an income that keeps our museum and traveling layout going. I think we should have a bronze statue of the two of them with a brass engine held by them at the front of the entrance to the museum. OK too expensive. How bout we thank them every time we see them for keeping our club going. From me, as President of this great club, THANK YOU HOWARD AND JIM FOR ALL THAT YOU HAVE DONE IN THE PAST AND ALL THAT YOU WILL DO FOR OUR FUTURE.

Now, what's happening: The Lionel room has the cabinets mounted on the wall and we are ready to get the subfloor ready for the tile. When this is

completed we will build the work station under the cabinets and the room will be ready for the Lionel team to start building the layout. Still lots of work to be done in this area. Once the working area is up and running the kitchen area will get cleaned up and ready for its new job. The museum layout is growing with emphasis on Seneca yard and the city taking shape. Switching problems are being worked out and rewiring is in the process. We run the layout the second Saturday of each month and we are ready to train operators to get the yards working during public runs.

The portable layout is back up in the Function Junction and the rest of the track is being laid and problems from the train show are being corrected. We are getting ready for the Central Railroad Festival to be held on April 27, 2013.

We are ready for you to take a more active part in the club. If you want to run trains please see me and we will get the process started.

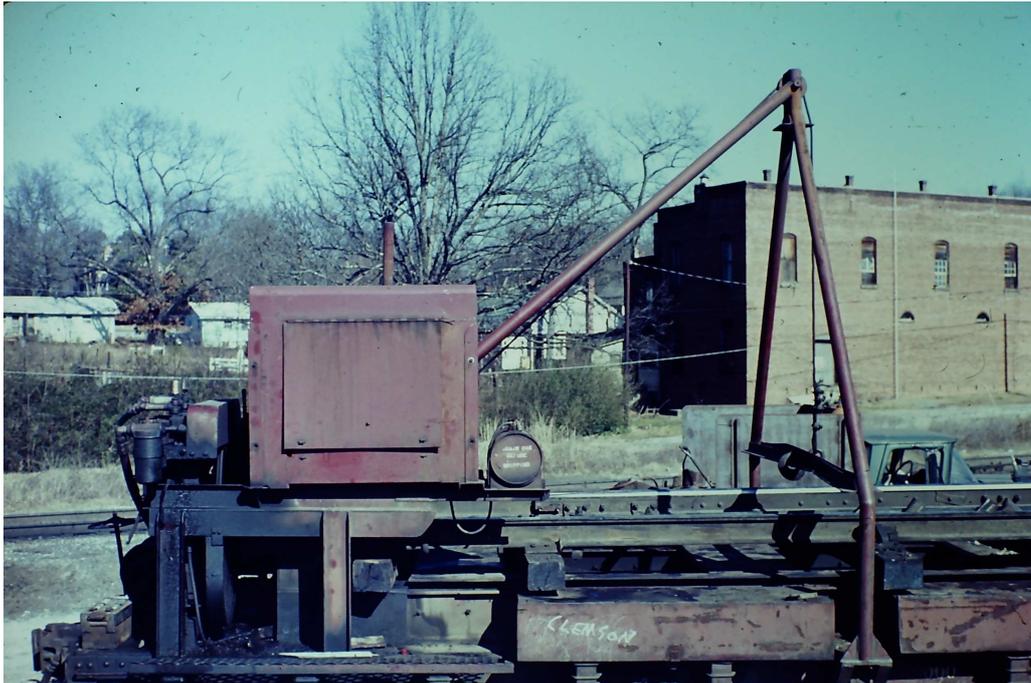
Thanks.

Cap'n Dan

🌀 IN MEMORIAM 🌀 **BOB EFLIN** 🌀 1929-2013 🌀

Former CRM&HA member, Bob Eflin, passed away peacefully on February 1, at 83 years of age at Clemson Downs. He was born in Wichita, Kansas, and founded the Schaefer, Schirmir, and Eflin Architectural Firm. He later retired as a Professor Emeritus & Master Planner for Clemson University and was also a custom home builder.

Our deepest sympathies and condolences go out to his family and friends.



WHAT IS IT? Between Rob Seel and MacMcMillan, we have:

[Mac] I think I can shed some light on "what is it?" Southern Railway, always being an innovator, designed some specialized cars to carry pre-fabricated track switches. The switches were pre-assembled at a certain place (Atlanta??) and then loaded onto the special car for transport to the site where the switch would be used. Since the legs of the switch were wider than the right-of-way the platform of the car could be tilted at an angle so the switch would clear. The car had a diesel engine which I believe drove a hydraulic pump that supplied the hydraulic energy to move and position the platform. Once at the job site the platform was moved and tilted to allow the switch to slide off the car to the ground next to the track. Pretty innovative, huh! I remember seeing the first of these cars loaded with a switch in the late 1950s when I was a kid living in Inman, SC. Likewise, when a switch needed to be removed and replaced this car could be used to transport the used switch intact.

I don't think many (or any) of these cars are still around today.

[Ed. Note: I spotted a car similar to this in Clemson in the mid-1990s, loaded with a switch. Alas, I didn't have a camera with me at the time ☹]

According to Rob Seel, the location is at the old Clemson house track that led to the coal dump near Calhoun Corners restaurant in Clemson, SC.

Armed with that identification, here's more info I found on <http://www.clemsonwiki.com>:
A pulpwood loading business operated using the one remaining house track at the Clemson depot in the 1960s and 1970s. When the business relocated to Seneca in the late 70s, the north-facing access switch that was located on the bridge over SC 133 was removed. An inspection of the southeast corner of the overpass concrete abutment in 1976 showed a notch-out for clearance on the now-removed spur.

❧ SIGNALS AHEAD! ❧

Contributed by Don Baldwin & Mac McMillan, photos by Don Baldwin

A popular topic of conversation around the museum of late is the impending arrival of Norfolk Southern's new signals along the mainline. Don Baldwin captured some of the upgrades in progress on February 9 & 10 while driving to and from Greenville along SC Highway 93. Mac McMillan has helped fill in some background information on the history of the original signals:

The existing signal bridges were home made by Southern Railway using center sills from retired wooden cars. The posts on which the signal heads are mounted, as well as the signal heads themselves, were purchased from General Railway Signal (GRS). The signal bridge vertical beams, the horizontal beams, and the diagonal beams were once parts of center sills of wooden cars. To save money and keep shop forces busy, the Southern was a master recycler, buying only the items they couldn't or didn't want to make themselves. Signals that have a single mast, (not a bridge) were purchased complete from GRS.



Location: Johnson, Milepost 508 [At the BASF plant in Norris]

Looking south, this is where single track splits into double track. The old cantilevered bridge is out of view to the left side of photo. The new antenna mast is on far left. The old signal is still in place with new signal installed on the new gravel pad. The signal heads are turned away from traffic until they are ready to be activated.



Also is a closer view of antenna. Also you can see the vertical support for the northbound signals in the background, as well as the old signal bridge. The antenna. The two flat looking antennae sticking out to the right, are for the train communications.

Just guessing, the NS train frequencies are about 156 MHz, so those two folded dipoles are roughly 3 ft in length. The radiating pattern is parallel to the track in both directions, and the stacked dipoles increase the radiated signal strength.

The single 'pole' on the left side of the mast will probably be for another antenna. Somewhere else on the rail line, I saw a "TV antenna" looking antenna, and it was pointed somewhere. Those Yagi antennae are highly directional. Will have to check those out another day. I bet they will be for the 850 MHz communications for the ATC system.

This photo is looking south, but the signal is for northbound traffic. New support mast is in place. The cantilevered bridge is on the ground awaiting

installation. Note that this will Not be a bridge signal. I.e., there is no support for the far side of the track.

Also the signal "bridge" on the ground has attaching pads on far end, but not on nearest to camera end.



Dateline: February 10, 2013

Location: Just behind G7 and the Exxon station on the Norris side of Central.

Just had to go back and take more photos. Milepost 510 is about 1/10 of a mile south of the bridge.

Note: The new cantilevered frame does not yet have the new signals installed.





The portable layout did have a few “teething troubles” during the debut of its refurbishment, but for the most part, it ran reasonably well. Visitors of all ages followed the progress of multiple trains as they made their way from loop to loop around the layout, sparking reminiscences of days gone by as well as starting up some interesting conversations about why model manufacturers don’t make 100% accurate models for a given railroad.

Rob Seel kindly provided the photos from his perambulations around the train show. On page 1, we have some diesels and a caboose are parked at the engine service facility on the portable layout, a budding rail motor car fan, and a view of one of the vendor areas. On this page, clockwise from the top, one of the live steam models awaits a refill of water, plenty of vintage O-scale equipment waits for a new home, and a bright yellow streamlined S-gauge steam engine barrels down “main street” on the Piedmont N’ Southern’s modular layout. On the next page, we get a dockside view of the CRM&HA’s new container ship. 





↻ LIONEL ROOM LAYOUT: SOON TO BE A REALITY? ↻

Article by Mac McMillan

Recent developments at the Central Railway Museum indicate that renovations to the Lionel layout room may soon be completed so that construction of the long-awaited Lionel layout may begin.

For those of you who may be fairly new members of the CRM&HA, a little background is in order. When the City of Central worked out the agreement for the museum to occupy the current location, it was agreed among the CRM&HA members that a portion of the building would house a “heritage” train layout.

For many of us, our interest in trains, both real and model, was started by the receiving of a “tinplate” train set on Christmas morning. Some of us received a Lionel set, others received an American Flyer set, and still others received a Marx set. Whatever the brand, that train set sparked a lifelong interest in trains, which sometimes went dormant when other things came along, such as cars and girls. Through it all though, the interest in trains survived and was rekindled when we became adults. Some of us wanted more realism; thus we went with HO or N gauge trains. Some of us got into G gauge and built outdoor layouts, some even using live steam locomotives. But for others, the tinplate sets evoked a wave of nostalgia that turned us into collectors and operators of the very type of trains that were left under the Christmas tree.

Therefore, it was decided that we would build a “heritage” room that would include a layout suitable for operating several types of tinplate trains. As envisioned, the layout would include Lionel O72 and Standard Gauge track as well as American Flyer S gauge track. Marx trains would also run on the O72 track. A track plan was drawn up that included three loops of track: O72, Standard, and S gauge. Each loop would have at least one through siding so that one train could park on the siding while another train was running. The bench work was constructed and then an interesting thing happened. Donations of “attic-found” trains started coming in and most of these donations consisted of American Flyer S gauge equipment. So many nice S gauge items were accumulated that the decision was made to make the layout in the heritage room exclusively American Flyer, provided that space elsewhere could be found to build the Lionel layout.

↪ CONTINUED FROM PREVIOUS PAGE ↩

The room directly off of the meeting room was offered and was accepted. However, this room was full of tools and materials needed to construct the HO layout. This room also needed the same kind of renovations that the rest of the house received before it would be suitable for a permanent layout. Patience was needed by the Lionel folks and was exercised.....for years. Little by little, other storage space was found for the tools and materials. Eventually the room renovations were begun and are finally nearing completion.

The original heritage room was headed up by volunteers Dale Reynolds and Mac McMillin. Dale is an S gauge enthusiast and Mac likes all tinplate trains. (Mac also collects vintage HO). Other volunteers also helped with the construction and wiring of the S gauge pike. Mac has been the main idea man behind the Lionel room, but the time has come for others to get involved to help Mac. So, Mac is requesting that anyone interested in offering carpentry and painting skills to the Lionel layout, please step forward and let him know of your interest.

The rationale behind the layout is the following oft-repeated scenario from long ago. Junior gets his first tinplate train set for Christmas around the age of 9 or 10. Santa sets it up under the Christmas tree where it remains long after the tree comes down and the decorations are packed away. Mom lobbies Junior, and then Dad, to agree to pack up the train set for a later time. Both resist, as Dad likes to play with the set as much as Junior does. However, Mom finally issues an ultimatum so that Dad and Junior have no choice but to find another place in the house to set up the train set. Fortunately, there is a relatively dry basement and Dad and Junior together build their first train layout there. Dad is carpentry-challenged and the layout is crude at best. But who cares? Dad and Junior both enjoy working on the layout and operating the trains and this activity serves as a great opportunity for the two of them to bond in a new way. Each birthday and Christmas for several more years Junior adds another item to the layout that he picked out of the latest catalog. He spends part of his paper route earnings on more equipment as well. Sometimes it is a new freight car or locomotive, other times it is a new operating accessory or a larger transformer. Neither Dad nor Junior possesses many scenery-building skills and the layout is mostly devoid of scenery, but once again who cares? The operation is the fun part and they spend hours, together and separately, running (playing with?) trains.

The layout in the Lionel room will reflect the above rationale. It won't have much scenery but will delight visitors, both kids and grandparents. Grandfathers will explain that when they were kids they had a Lionel train "just like that one!" (Maybe or maybe not). "But my engine was black and heavy and made of metal." (Most all Lionel steam locomotives were made of metal until the 1950s. Some grandfathers never understood the difference between a Lionel Scout engine and the No. 773 semi-scale Hudson). There will be some great tales told in the Lionel room. Some will even be the truth!

Please let Mac know if you are interested in working on this layout. See him in person at the monthly meeting or contact him at (864) 624-9658 or by email: m_cvaden@bellsouth.net

~ SAGE'S PAGES ~

Sage Viehe caught a work crew and equipment in action in downtown Anderson on a chilly February 13th, repairing the tracks and crossing following a recent derailment. In evidence was a ballast leveler that was scooping up the rip-rap from between the ties and depositing on either side of the rails, generating a lot of noise in the process. As you can see from the photos, some the track gang was using traditional methods to secure the rails to the ties.







General Meeting Minutes

By Ralph Watson,
Stationmaster
February 7, 2013

Regular Meeting at the Central Railroad Museum

Minutes 7 February 2013 Meeting called to order on time at 7:10 PM by President Dan Marett.

Twenty five members were present. A moment of silence was observed to mark the passing of member Bob Eflin.

President—Dan Marett

Praise and thanks to all those who worked so hard to make the Train Show a success including Jim Reece, Howard Garner, all the show days volunteers, and the many who toiled to bring the portable layout back to readiness. For 2014, Train Show the Chairman will be Dan Marett and Registrar will be Jim Alexander.

Treasurer—Christine Grewcock

Preliminary numbers on the Train Show give a net income of +/- \$4400. Ticket sales were \$11,000, expenses were about \$6600.

Secretary—Ralph Watson

Noted thus far 37 members out of 55 on the roster in 2012 have renewed membership. A reminder email will go out asking the remainder to rene.

First Vice President—Joe Fitzpatrick

Noted that the Lionel room will need to be decluttered to install flooring. The large white scenery materials cabinet now residing under the Museum layout in the Seneca area will be getting wheels installed.

Second Vice President—Rob Seel

Updated the group on Central Railroad Festival to be held on April 26. Our responsibilities will be much the same as in the past.

Committee Reports

Portable Layout—Bob Folsom

The portable layout is back at Function Junction and reassembled. A number of issues came out at the Train Show the biggest being inter-module wiring jumpers.

Bench Work/Rolling Stock—Jim McInnis

A reminder to have all cars inspected before placing on the layout was prompted by a number of cars with metal truck side frames causing short circuits.

Newsletter—JT Thorpe

Central Crossings will add a “Malfunction Junction” column in the next edition to make corrections if needed.

Publicity—Ette Ruppert

Newspaper clippings about the Train Show have been saved.

Railfan Reports

Mac McMillin showed a rear marker lantern and explained the ways that these were used in pre-FRED era.

A Pan Am box car was sighted recently in the Upstate area.

There was discussion about acquiring a surplus track signal head after NS finishes a refurbishing project on the main line in the Central and Norris area.

Howard Garner’s layout is featured in the current issue of the NMRA SE region magazine.

Track work - Bob Folsom

There are many opportunities available including scratch-built curved turnouts. Mentoring is available for newbies.

Scenery - Jim Reece

The 'hole in the wall' is progressing at Seneca.

Train Show—Jim Reece

The Train Show was February 2nd and 3rd. Total tickets sold were 1542 which is slightly lower than last year. Vendors gave good feedback. Final numbers and report at next meeting.

Old Business

Dan will contact Mrs Keith about the skirting project.

New Business

Rob Seel asked for help in identifying the prototype and model maker for a brass RPO which he has recently acquired.



Ed Note: Based on what I found on the Internet, it looks like it is based on a Santa Fe 70-79 RPO. Two companies made this in brass: Lambert and Suydam. As Suydam came with no underframe, I suspect they are the manufacturer of your particular model.

<http://www.atsfrr.com/Reviews/HO/Passenger/Lmbert/RPO1/RPO.htm>

Program:

Don Baldwin showed a DVD of snow fighting operations on Donner Pass, including the use of explosives!



✿ RALPH'S REVIEW ✿

My Life With Model Trains by Howard Zane
Hardcover 300 pages 450 photos by Geren Mortensen

Howard Zane is the builder of a 2900 square foot HO scale model railroad depicting the fictional Piermont Division of the Western Maryland in the late 1940's to mid 1950's. The towns and industries are named for his friends and modelers who helped him build the 3 phases and 22 scale miles of track. The level of detail and pursuit of miniscule detail are amazing. He was inspired by John Allen and George Sellios. The layout has been featured in many magazine stories and three Allen Keller DVDs.

The book takes us back to John's boyhood and riding in the cab of an Erie K-1 with his Uncle Ike in 1948 then through his time in the military as an aviator with a desk job where he pursued modeling very nearly full-time. We get insights into his personality and personal life - he bought and read a copy of *Railroad Model Craftsman* with the Gorre and Daphetid on the cover during his first honeymoon. He has little regard for political correctness, telling it the way he sees it. While not a 'how to' book there are some techniques and methods that are described so that others can do it 'right' and not have to start over.

The real point of this book is the photographs. There are so many eye level and close-ups sometimes multiple angles of the same scene to show all the detail. Even if you just look at the pictures it is an amazing journey to another time and place. The last 40 pages of the book are large format pictures like would be printed in a calendar.

Howard shares stories of his life as a model railroader, pilot, hobby shop owner, a purveyor and appraiser of brass trains, and 25 years as producer of "The Great Scale Model Train Show", as well as his love of old time music. He plays guitar and banjo in a Folk Music band called The New Southern Cowtippers.

I found this to be a fascinating look at what can be accomplished in the model railroad hobby.

❧ DID YOU KNOW ❧

The *Seneca River trestle* is the official company name for the Norfolk Southern railroad crossing over Lake Hartwell at the edge of Clemson. The original rail alignment dates to the early 1870s when the Atlanta & Richmond Air Line Railway spent three years constructing a five-foot gauge line between Atlanta and Charlotte. The original line opened on September 28, 1873. The bridge was single-track and was replaced by a more substantial steel structure in 1905. The concrete abutments of the 1905 bridge are immediately south of the current crossing.

Before there was a Lake Hartwell, the course of the Seneca River passed under where the current and former bridges cross the lake.

In the mid-1960's a freight train derailed at the trestle, leaving cars strewn along the south embankment and several went into the lake. The boxcars containing cotton waste were judged too heavy to lift and not worth the trouble to recover.

Source: <http://www.clemsonwiki.com>

[Ed. Note: If the drought causes the lake level drops any further, we might get a glimpse of them.]

❧ MALFUNCTION JUNCTION ❧

Due to a miscommunication about the upcoming program schedule, Don Baldwin was incorrectly listed as presenting the January program, and he wasn't supposed to do the February program, either. Thanks, Don, for stepping in and presenting in spite of our error!



In the February newsletter, the Maersk Sealand ship on the portable layout was incorrectly identified as a Sylvan Models kit. It is a Bart kit that is no longer manufactured.

❧ MODELERS' TIP ❧

Contributed by J.T. Thorpe

Replacing snap-fit Talgo trucks on an old HO-scale model? I've experimented with a couple of different methods of securing a set of trucks to refurbished Tyco hopper cars, and here's what I've discovered while trying to improve them

The pins for the old trucks go into a hole that is a larger diameter than most screws that are designed for typical replacement trucks—trucks often designed for Athearn or Model Die Casting products. In order to secure a screw, the original hole has to be plugged up and then tapped or drilled out to accommodate the new screw.

Spackle or plaster doesn't work at all. The plug simply crumbles when even light pressure is applied.

“Shoe Goo” or water putty work reasonably well, but they both have a fairly strong scent until cured, requiring ventilation, and it turns out that tapping it out is cumbersome. It secures the screw, but there can be a little bit of play once it cures. You also need to be careful about not getting the “goo” on the outside of the bolster or you may end up cementing the truck to the car frame!

Wood putty isn't a bad option, but it can slide out unless the inside of the hole has been roughened. Once cured, the wood putty can be drilled and tapped fairly easily.

If you are careful, you can melt some old plastic model sprue or railroad tie with a soldering iron to form a plug that can then be drilled and tapped. The tricky part is not melting the car frame in the process!

Of course, you can always file down a sprue left over from assembling a building or other model to the correct diameter and use plastic model cement to secure it in the hole.