



SERVES THE UPSTATE

108 Werner St
Central, SC 29627

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www.crmha.org

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Vice Presidents
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Stationmaster
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Newsletter
J.T. Thorpe

Central Rail road Festival

This year marks another successful Central Railroad Festival. Renovations to the FUNction Junction made a safer and more pleasant environment to work in, and the addition of the Dambridge Loop in the museum itself was a big hit. Live steam model railroading was also featured and a welcome inclusion to the Festivals displays and activities. Festival photos courtesy of Ed Welch



Above: Visitors to the museum inspect the saw mill at Little River.



Right: Museum President , Dan Marrett, Jr. carefully brings his train to the Little River Bridge en route to Flat Rock.

Next Meeting
June 5,
2014
7:10 PM
at the
Central Rail way
Museum



Upcoming Events for the

Central Railway Model & Historical Association

as well as regional shows and events worth mentioning

PROGRAM SCHEDULE

June 5: TBD

The rest of 2014 is Wide Open

2nd SATURDAY
MUSEUM OPEN TO THE PUBLIC
 June 14, 2014
 July 12, 2014

OPERATING SESSIONS
 Second Thursdays (usual l y) 7PM

June 12, 2014
 July 17, 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 §

May 30 or May 31, 2014
Charlotte & Spencer, NC – Streamliner Special
 Round trip from Charlotte Regional Intermodal Facility to Spencer Shops
 Times: Depart CRIF 1pm; Return from Spencer Shops 5:30pm
 Admission: \$1000 per person
[www.nctrans.org/Events/Streamliners-at-Spencer-\(1\)/Streamliner-Special.aspx](http://www.nctrans.org/Events/Streamliners-at-Spencer-(1)/Streamliner-Special.aspx)

May 29- June 1, 2014
Spencer, NC – Streamliners at Spencer
 North Carolina Transportation Museum , Historic Spencer Shops
 Times: Thursday - Saturday 8am-11:30pm, Sunday 8am-8pm
 Admission: *see website*
www.nctrans.org

June 13-15, 2014
Memphis, TN – Memphis 2014—Rails Across the River
SER/MCoR NMRA Joint Regional Convention
 Harding Academy, 1100 Cherry Rd
 Times: Saturday 9am-4:00pm
 Admission: Adults: \$80 + \$15 per each prototype tour :
 MATA Trolley Shop, BNSF Tennessee Yard, Atlantic Track & Turnout, CN Harrison Yard, FedEx Hub
www.mrtm.org/convention

June 21, 2014
Charlotte, NC – 11th North Carolina Model Train and Railroad Artifact Show & Sale, Golden Spike Enterprises
 Metrolina Expo Center—Building 1
 7100 Statesville Rd
 Times: Saturday 9am-4:00pm
 Admission: Adults: \$7, Children under 12: Free
www.gserr.org

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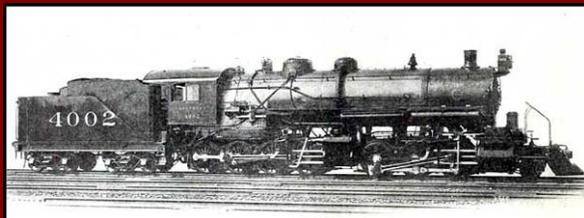
> Did You Know Š

The Southern Railway owned and operated a number of articulated locomotives. The first was a 2-6-8-0 compound Mallet originally purchased by the Alabama Great Southern Railroad and was used on the Queen & Crescent route beginning in 1909. Eventually, it was reassigned to the Southern Railway's Asheville Division and two sister engines of the same arrangement were built by Baldwin 1911, designated as the Ls class. These three engines were later rebuilt into a 2-8-8-2 wheel arrangement to match the new Ls-2 class in the early 1930s.

During WWI, 22 compound Ls-1 2-8-8-2 Mallets were ordered from and delivered by Baldwin. Numbered 4004-4026, these Mallets had 25" & 39" x 30" cylinders and 56" drivers, weighed 432,000 lbs and had a tractive effort of 84,350 lbs under 210lbs of steam.

In 1926, the Ls-2 class of single expansion 2-8-8-2 Mallets were created by Baldwin for the Southern Railway. 9 of these locomotives numbered 4050-4058 were delivered. The Ls-2 class was the largest and most powerful steam locomotive to be owned by the Southern Railway. With four 23"x30" cylinders and 57" drivers, they weighed 469,000 lbs and had a tractive effort of 96,000 lbs under 210 lbs of steam pressure.

Both the Ls-1 and Ls-2 class locomotives specialized in hauling coal traffic on the Appalachia and Asheville Divisions which as routed via the cut-off from Moccasin Gap through Bulls Gap. In later years, they were used in the coal fields of Birmingham to Parrish, Wilton, and Selma. They were regularly assigned to the Birmingham Division operating into the Inman Yard at Atlanta.



Source: *Southern Railway System* by R.E. Prince

Photo: *Railway & Locomotive Engineering*, June 1911

> In Memoriam Š Dennis Moriarty

> 1938 - 2014 Š

Dennis Moriarty passed away on May 16, 2014 at age 76 in Seneca, SC.

A native of Joliet, Illinois, Dennis was a retired engineer from Marathon Oil. He was a Veteran and served in the United States Army Reserves and was a member of the Masonic Lodge and Eternal Shepard Lutheran Church. Dennis is survived by his wife, two sons, two daughters, a brother, a sister, four grandchildren, and three great-grandchildren.

Dennis served as the Editor of our newsletter, *Central Crossings*, for 10 years from 1998 to 2008. Dennis had a home layout based on the terrain of Montana. He probably could have adapted it for operations, but his passion was automation. His trains were short, three to five cars. But he ran a half-dozen on his layout at a time, each passing through a series of detection blocks that triggered sensors that, in turn, threw switches, stopped and started trains, and set his miniature world into motion. His equipment was simple, 70's and 80's era Athearn, Bachmann, Life-Like, Atlas – with horn-hook couplers riding on Atlas code 100 track and Snap Switches. Even though his layout was built with items closer to the “toy trains” side of the modeling spectrum, the overall effect was very convincing and marvelous; I had never visited Montana until I visited Dennis and his layout. His work was also reassuring to folks like me that one can still do cool things with inexpensive stuff if you really put your brain to work.

Dennis also was one of the earliest contributors to our large portable layout. The corner module that now has the logging camp originally was a blank module with a removable, *papier mâché* mountain – to introduce the concept of scenery that could be transported separately, worked on at home, and interchanged.

Memories courtesy of Rob Seel

> Festival Photo Gallery

Photos by Ed Welch



Left: Josh & Pete build a train to head out to the main line at the Central Yard while J.T. instructs a visitor on the finer points of model railroading.

Below: A justifiably proud Rob Seel at the throttle on the new Dambridge Loop.

Below left: Visitors get to tour the town's caboose.

Below right: Live steam model railroading fascinates Festival-goers young and old.





General Meeting Minutes

**By Ralph Watson
Stationmaster
May 1, 2014**

Meeting called to order at 7:10 PM by President Dan Marett. 18 members were present.

Chaplain Fred Rimer opened the meeting with prayer of thanks.

President—Dan Marett ,Jr.

The recent Central Railroad Festival was the best we ever have had thanks to hard work good crowds great weather and tremendous input from Rob Seel both as liaison to the Town and for completing the Dambridge Loop layout in time for its premier showing. The live steam models were also a great addition to our program. Dan was generous with praise for the work and 'great attitudes' from many sides.

Our next away trip is to Toccoa on May 10th for National Train Day.

Treasurer—Christine Grewcock

Bank balance of \$9533 and all areas are within budget.

Secretary—Ralph Watson

Distributed 2014 membership cards. These will be kept on the file cabinet in the Secretary in/out tray at the back of the meeting room.

First VP—Joe Fitzpatrick

The Lionel room is ready for layout construction to begin.

Second VP—Rob Seel

Thanked everyone for the great turn out for Railroad Festival as we need to maintain security when large numbers of the public are passing through.

Newsletter—JT Thorpe

Commented quality of the natural light photos by Rob Seel of the Dambridge Loop layout in the Central Crossings. More material is needed.

Railfan Report

Ette Rupert reported that Railroad Festival was well covered in the media.

Railfans have noticed a Nationale de Mexico locomotive on area rails.

Education—Sandy Eustice

Operations night on April 10 paired mentor/newbies operators with good response.

Trackwork—Bob Folsom

Will be adding two more tracks in Seneca Yard and the Central Spur to the Museum HO layout as well as one more steel mill track on the portable layout.

Portable Layout—Jim McGinnis

Has split the large end modules on the portable layout to make them less difficult to transport. Roger Smith and Bob Earle have started on the steel mill scenery. Members are reminded to mute and dispatch inactive locomotives as the DCC decoders do have a limited lifespan. A cam lock module to module fastening system is being investigated.

Heritage Layout—Sage Viehe

The American Flyer exhibit ran so well during Railroad Festival a locomotive was worn out.

OLD BUSINESS

An apparent impasse leading to a stalemate in quarry and I-26 scene construction. The term 'uncooperative' was used to describe the contractor. An enforcer may be required to get things moving in this area.

NEW BUSINESS

Discussed setting a date of August 15 for set up and August 16 to run the trains at the Greenville downtown Library - Heritage Green. TV coverage by 'Your Carolina' is a possibility.

Does CRMHA want to build an inventory of various shirts hats coffee mugs models posters or other swag to sell to members and the public?

Meeting adjourned at 7:45 as there was no program. Z

> Third Thursday Education §

Here's the schedule :

6/19: Lighting and Detailing Structure Interiors -- with Joe Fitzpatrick

7/17: Making Realistic Terrain: Mountains and Valleys: Rockwork, Tunnels, Water Features, etc. -- with Sandy Eustis

8/15: Scenery "Top Coating": Ground Covers and Vegetation -- with Jim Reece

Whether you're working on a home layout, or just wanting to contribute more to the ongoing development of our permanent or portable museum layouts, these ongoing how-to sessions are sure to increase your modeling knowledge and skill set. So please set aside the third Thursday evening of each month, and plan to attend regularly. Z



Flagg Coal Company #7, an 0-4-0 saddle tank steam locomotive at Bryson City in September 2007.

Originally numbered #2 when it was delivered to Flagg Coal Company from the Vulcan Iron Works in 1930. It was restored by John & Byron Gramling and loaned in 2002 to the Steam Railroading Institute for the purposes of demonstrations, and powering train rides and excursions.

Photo by J.T.Thorpe © 2007

> Book Review : The General and the Texas

Submitted by Ralph Watson

The General and the Texas - A Pictorial History of the Andrews Raid, April 12, 1862

Stan Cohen & James G Bogle 1999, Pictorial Histories Publishing Co. Missoula Montana

ISBN 978-1-57510-060-9

April 12 1862 at 6am a daring party of 22 spies having earlier boarded a northbound Western & Atlantic Railroad mixed train in Marietta took advantage of the crew leaving the train for breakfast in Big Shanty (now Kennesaw) stole the locomotive '*General*' and three empty box cars with the intent of destroying tracks and bridges between Atlanta and Chattanooga to cut Confederate transport of troops and supplies to defend that city and Huntsville, Alabama from the advancing Union forces in Nashville. The events of that day have been dubbed 'The Great Locomotive Chase'. The crew of the *General* and other railroad personnel gave chase on foot and by hand car eventually on another locomotive from a southbound train, the *Texas* which dropped its train on a siding and pursued at top speed in reverse. The chase is described in exacting detail up to the capture 2 miles north of Ringgold GA of the *General* and all the participants. Eight men (including James Andrews the leader) were hanged. Eight more escaped from jail, and the remainder were exchanged as war prisoners in 1863.

The authors present a fact-filled and interesting narrative with highly detailed profiles of each of the raiders and the pursuers with physical descriptions, vital statistics, photographs, and chronology of events on the day of the raid and life afterward. There is a map of the route covered during the chase and extensive facts and photographs of the locomotives and the towns along the route. Images of newspaper stories and photographs are reproduced. There is a chapter on the Medal of Honor, the first one being presented to 19-year old Jacob Parrott, one the raiders. A total of 19 Medals of Honor were awarded to members of the raiding party, although some were later rescinded.

Another chapter deals with the Hollywood treatment in movies. Buster Keaton starred in 'The General' a silent 1926 film which used the actual *General* and other back dated 4-4-0 locomotives and was filmed on the Oregon Pacific and Eastern Railroad. One of the locomotives portraying the *Texas* is plunged from a flaming bridge into a river at a cost of \$42,000, and left there for many years. The film was poorly reviewed and not a financial success but has been reborn as one of three silents on the American Film Institute's top 50 pictures of all time. In 1956 Disney Studios made 'The Great Locomotive Chase' told from the viewpoint of William Pittenger, a survivor of the raid. Fess Parker portrayed Andrews. The B&O supplied 4-4-0 '*William Mason*' and replica '*Lafayette*'. The *Texas* was played by movie veteran '*Inyo*' of the Virginia and Truckee Railroad. The film was not a huge success having no female lead or love interest to appeal to women at the time, but it was a fairly accurate telling of the story.

Both of the main locomotives are still extant. The General is in the Southern Museum at Kennesaw Georgia not too far from where it was stolen after a storied career and travels under its own power and on a flat car into the 1970's. The Texas having been heavily rebuilt is in Atlanta in the Cyclorama exhibit in Grant Park.

Colonel Bogle's father was an employee of the Nashville, Chattanooga & St Louis Railway which for many years had custody of the General, and had a life long interest in researching and publishing articles dealing with the people and trains involved. The book is dedicated to Wilbur G Kurtz who collected a great deal of the archival materials.

After reading the book which was recommended to me on the 152nd anniversary of the event as 'the best version' at the Museum gift shop I now feel ready to tour The Southern Museum - southernmuseum.org - and the Glover Machine works located in an old cotton gin in Kennesaw , GA.

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> Chaplain's Corner š

In 1988, my wife and I visited some friends of ours in Berlin Germany. My original family is from Berlin, and I have heard many stories about the Berlin wall and how it had stood for, what you might say, forever, so when my wife and I were standing at a viewing point near the famous Check Point Charlie, she ask if it would still be standing, if in the future, our kids ever decided to visit, and I said with gusto "Absolutely, this wall will never go away." And just a year later, those heroic words were spoken by President Ronald Reagan. "Mr Gorbachev, tear down this wall.", and the wall was gone soon. The moral of this story is: Never say "NEVER"

In the Bible, when Saul of Tarsus began to attack the followers of Jesus, no one would ever have imagined that some day soon Saul would become a disciple of Christ. You see, it was on the road to Damascus where Saul had a life changing experience with Jesus, and afterward he began teaching and preaching the message of not to ever say "NEVER" to a still small voice from above.

Take it from me, when it comes to God speaking to each of us, with a convincing voice to yield to His Spirit, let's not be like a piece of rolling stock with the brakes still on, because He has never heard the word "Never", and so should we be of that same reaction. NEVER say NEVER!

Chaplain Fred

> MODELER'S TIP š

What type of couplers to use for an HO scale pike is sometimes a subject of considerable debate. A lot of us started out with kits and RTR models that came with horn hook couplers. These work OK if you are just planning to run trains back and forth without any operational activity like switching jobs.

Most serious modelers switch over their rolling stock to use knuckle-style couplers early on,. They provide a more realistic look for the cars as well as acting like the prototype for purposes of operation. Several manufacturers offer a variety of designs that work reasonably well, but the debate of which works best is mostly in the eye of the beholder. Some modelers are fine with plastic knuckle couplers. The advantage is that the cars are electrically isolated from one another regardless of the material the car is made of. The downside is that the plastic couplers are more apt to fail than metal ones. Also, the "butterfly" style of knuckle couplers don't seem to operate consistently on our museum's layout.

As far as metal couplers, Kadee is still the industry standard. In over 70 years there hasn't been much new about them other than change in the type of metal used. However, the new generation of plastic couplers has spurred Kadee to make one important innovation. Instead of the metal coupler and a bronze plate formed into a centering spring, Kadee uses an all-in-one coupler sporting "whiskers" to keep the coupler centered instead of two pieces.

Regardless of what brand or type of coupler you choose, replace those old horn-hooks with knuckles!