



**SERVES THE UPSTATE**

**108 Werner St  
Central, SC 29627**

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

**Superintendent**  
Dan Maret, Jr.

**Vice Presidents**  
Joe Fitzpatrick  
Rob Seel, AIA

**Stationmaster**  
Ralph Watson

**Paymaster**  
Jim Alexander

**Curator**  
Jack Green

**Newsletter**  
J.T. Thorpe

**NEXT  
MEETING  
AUGUST 6,  
2015**

**7:10 PM**

**AT THE  
CENTRAL  
RAILWAY  
MUSEUM**

## FAIRBANKS MORSE OP800

Photos from [southern.railfan.net](http://southern.railfan.net)

En route to finding other pieces of interesting railway history, I discovered that the Southern Railway had a set of unique railcars. They were put into light duty service carrying mail and occasionally hauling coaches and freight cars. The engines in these railcars were variations on opposed piston marine engines Fairbanks-Morse had developed for the US Navy in the 1930's. From Wikipedia:

The OP800 was a lightweight, streamlined railcar built by the St. Louis Car Company in 1939. Fairbanks-Morse supplied the 800 hp, five-cylinder 8 x 10 opposed piston engine prime mover. The units were configured in a highly-unusual 2-A1A wheel arrangement (*later converted to 3-A1A*) mounted atop a pair of road trucks, and equipped with a front swing coupler pilot. The aft section was divided into two separate compartments: one was used to transport baggage and the other served as a small railway post office, or RPO (the forward door, located just behind the radiator louvers, was equipped with a mail hook).

Six units, accompanied by matching trailing car sets, were manufactured exclusively for the Southern Railway (SR). Two were later sold to the Georgia and Florida Railroad and Georgia Northern Railway as maintenance cars. The remaining four OP800s were scrapped in 1955; selected parts were retained for maintenance use on Southern Railway's other Fairbanks-Morse motive power.

At least four of these cars had individual names applied to them, including "*Vulcan*". "*Cracker*". "*Joe Wheeler*". and "*Goldenrod*". No OP800 units survive.



## APPROACH SIGNALS



Upcoming Events for the

### Central Railway Model & Historical Association

as well as regional shows and events worth mentioning

## PROGRAM SCHEDULE

**MUSEUM OPEN TO THE PUBLIC  
EVERY SATURDAY OF THE MONTH  
9AM TO 2 PM**

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

**AUGUST 13, 2015  
SEPTEMBER 10, 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.

**PROGRAM NIGHTS  
THIRD THURSDAYS @ 7:15PM  
90 minute model railroading clinics  
and other programs**

## SCHEDULED EVENTS & SHOWS

August 8, 2015

### Atlanta, GA – 49<sup>th</sup> Atlanta Model Train Show

North Atlanta Trade Center

Admission: No info

<http://www.gserr.com/shows.htm>

August 8, 2015

### Raleigh, NC – The Train Collectors Association Southeastern Division Toy Train Sale

Kerr Scott Building, Raleigh Fairgrounds

Saturday: 10am-3:30pm

Admission: Adults \$6.00, Children under 13 with adult free

<http://www.se-tca.org/>

August 22-23, 2015

### Spencer, NC – North Carolina Transportation Museum Historic Spencer Shops Model Train Show

Southern Railway Spencer Shops

Saturday: 9am-5pm

Sunday: 10am-5pm

Admission: Adults \$5 + \$6 museum admission (\$11), Children \$12 and under \$4 museum admission only

<http://www.nctrans.org/>



Dale Reynolds captured this photo of Sage operating the American Flyer Layout.

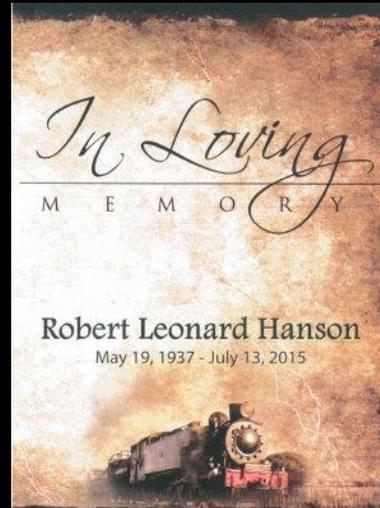
## MMR #550

Photo & Report by Rob Seel



At the National Model Railroad Association Southeast Region banquet on Saturday, June 6, 2015, our own Howard Garner was officially awarded his Master Model Railroader (MMR) distinction. The MMR distinction is awarded to the very few hobbyists who successfully complete the NMRA's Achievement Program: a long-range, peer-judged curriculum of demonstrating proficiency in modeling skills, research, electrical systems, scenery, NMRA service, etc. It takes many years, often half a lifetime to achieve. The program dates back to 1961, and Howard is MMR #550 of the current 563 total. Howard's wife, Lorraine, and daughters Rachel, Rebecca and Naomi were proud to be guests at the banquet. Congratulations, Howard!

## IN MEMORIAM



### ROBERT "BOBBY" HANSON 1937-2015

Bobby Hanson was born May 19, 1937 in Chicago, to James and Thyra Hanson. He was a U.S. Army veteran, and in 1986, retired as executive vice president of finance of the Acco World Corporation. He was a member of the Seneca Rotary Club, founder of the Oconee Hospital Foundation, and the Central Railway Model & Historical Association. He is survived by his wife, Fran, 3 daughters, 2 sons, 18 grandchildren and 3 great-grandchildren.

## NEW LAYOUT RULES IN EFFECT

By Cap'n Dan

We have a serious problem occurring at the museum and at Function Junction. Locomotives and rolling stock are being picked up by hand and placed beside the rails. This is very irresponsible behavior and must be stopped. The possibility of rolling stock or expensive locomotives being knocked off the layout to the floor increases greatly when this occurs.

If a locomotive or a car is not operating properly the procedure is:

1. Remove it from the layout,
2. Fill out a Bad Order card and take it to the work area at the museum.

This is the only time that the five finger switcher should be used. Because this is an ongoing problem, we have established a new rule:

**IF YOU PICK UP A LOCOMOTIVE OR A PIECE OF ROLLING STOCK AND LEAVE IT BY THE SIDE OF THE RAILS, YOU WILL RECEIVE A WARNING.**

**IF IT HAPPENS A SECOND TIME YOU WILL BE SUSPENDED FROM OPERATING TRAINS FOR 90 DAYS.**

# NORFOLK SOUTHERN GREEN MACHINES

Photo by Bob Folsom, Report by J.T.Thorpe



Living near the mainline has its advantages when you want to see unique railroad equipment. Bob Folsom caught a glimpse of a pair of GP33ECO road switchers headed southbound. These units are among the first emissions-friendly locomotives funded by the federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program.

Norfolk Southern has 25 of these locomotives, and as you can see, they bear a distinctive paint scheme that reflects their environmentally friendly mission. After they completed in-service testing in the Altoona area, they were permanently assigned to their respective grant award areas of Chicago and Atlanta. Funding for the locomotives to be used in Georgia (housed at Norfolk Southern's Atlanta Terminal) was awarded by the Georgia Department of Natural Resources Environmental Protection Division.

The GP33ECO locomotive is a rebuild of the EMD GP50, designed to meet Tier 3 emissions standards. They are powered by 12-cylinder turbocharged diesel engine with 4 D87B traction motors. They deliver 3,000 horsepower with a tractive effort of 64,200 pounds. Norfolk Southern has number them 4700-4724.

The Juniata Locomotive Shop reports the following modifications have been made as part of the transformation from GP50 to GP33ECO:

- EM2000 microprocessor installed, including all new electrical cabinet, SmartStart auto start/stop, and layover equipment
- 16-645 engine replaced with a 12N-710G3B-T3 (tier 3)
- AR15CA6-D14 main alternator and companion generator installed with D87B traction motors
- Original long hood retained with addition of flared radiator similar to phase 2 SD70M
- Changed from long hood forward to short hood forward with Admiral cab
- Setup to operate with RP-M4C road slugs
- EMDEC Electronic Unit Injection (EUI) system
- CCB26 electronic air brake and 6 cylinder WLAGA9A air compressor
- Not equipped with cab signaling



**Central Railway Model &  
Historical Association  
Regular Meeting Minutes**

By Ralph Watson  
July 2, 2015

SERVES THE UPSTATE

Called to Order by Vice President Joe Fitzpatrick at 7:13 3 minutes late due to air brake test anomaly. Twenty four members and one prospective new member, Brandon Langston were present.

**President – Dan Marett, Jr.**

Happy July. I hope all of you will enjoy the celebration of July 4th and remember what the holiday is about. There are some places in the world that cannot enjoy our hobby because of the country and government that they live in. We are fortunate.

As you can see I am not here. I boarded a plane at 4:00 today to travel to Indianapolis Indiana for an Elks convention. I am the coach for a degree team that is going to represent South Carolina for a national competition. I will be there thru next Thursday. I can do this and not worry about this meeting or the operation of the Museum and Club because of the many competent folks that will carry the burden while I am away. BURDEN you say? What BURDEN? Look around you. ‘Nuf said. I will miss you guys and do dearly love working with all of you, even Doc. Thank you Joe for chairing this meeting.

**Treasurer—Jim Alexander**

Bank Balance \$12,300 +/-.

The \$600 check to Maria for use of Function Junction has not cleared the bank. Recent donations total \$1300.

**Stationmaster—Ralph Watson**

Embroidered patches and 2015 membership cards are available.

**1st Vice President—Joe Fitzpatrick**

Work will begin soon on the signal mast and head restoration. Bob Folsom is chairing a committee made up of Joe Fitzpatrick and Rob Seel to get work moving on the signal.

LED lights are being added to more layout structures.

**Museum Curator—Jack Green**

New Nash Ramblers and Mercury models have been added to the Museum layout.

**Electrical—Howard Garner MMR**

The rewiring of the LocoNet bus is 90% complete, and signaling will have a dedicated network. New control boards are on order.  
Operations

Feedback from NMRA members who visited in June is very positive.

**Portable Layout—Dan Marett, Jr.**

The Steering committee wants us to look at getting the restroom at Function Junction operational.

**Rolling Stock—Jim Mcinnis**

An additional 50-60 freight cars (mostly boxcars) are needed to enable the full operating scenario set.

**Newsletter—JT**

Another well written issue. JT NEEDS an apprentice and more content.

**American Flyer—Dale Reynolds/ Sage Vieghe**

Locomotive cleaning and servicing is in progress.

**Rail Fan Report**

The Erie Heritage unit was recently spotted.

**Interior Construction—Jim Alexander**

An electrical outlet has been added at Function Junction to enable the use of the A/C unit donated by Bob White.

**Track Work—Bob Folsom**

New track work is done in the Decatur Industrial area.

**Scenery—Jim Reece**

We need to develop the Central town site and have ready by early spring. Structures are needed.

**Company Store—Roger Smith**

Will take photos of current items for sale for the website. We need more photo magnets.

**OLD BUSINESS**

We need to remove all G gauge layout material from Glen’s garage and make an inventory.

We are invited to set up the portable layout at the Greenville Library on October 9 and 10 or November 20 and 21.

The storage area at the Fire Department needs to be inventoried and purged of trash.

**NEW BUSINESS**

Howard Garner must have help with train show. We need volunteers to take on this very important job. He needs help with contacting dealers, need flyers made. Howard leaves on 29 July for vacation and won’t return until September. Everything must be in place before he leaves.

We need to confirm date of show. (Dan will do before he leaves)

Bruce Gathman spoke to the feasibility of moving the train show to the Easley Rock Springs Church community room. Changing to

a Friday and Saturday format was also presented.

**PROGRAM**

Photos of the N Scale Diorama built by CRMHA for the Central History Museum were shown.

A Railroads Facts, Fiction, and American culture quiz.

**CHAPLAIN’S CORNER**

June proved to be a month that produced some very hot days. The summer months are always fun until you have to stay inside with the A/C to survive another day. It’s either that plan or stay outside and die.

Well, for me and my house, we’ll choose to stay inside for the time being. If it wasn’t for a medical issue I have right now, to stay little bit longer. In the meantime I’ll have to surrender to the universal hobby, and its element of fun.

You try to cross the tracks after the bars have been lowered, the bells and whistles are shouting DON’T DO IT and they still try to beat the train, there’s no match. I should have named this article Trouble Ahead.

Where is the Spiritual Gem for such a stunt as that? Have you noticed that it seems like inevitably trouble will always invade our lives? A bad report from a medical test, the betrayal of a trusted friend, a child who rejects us, or maybe even a spouse who decides to leave. You know, the list of possibilities could go on and on, couldn’t it?

But, there are really only two options: Forge ahead on your own, or turn to God. Hopefully, we will choose the latter.

*Chaplain Fred*

# RAILGRINDER

Photos by Sue Baldwin and David Mead



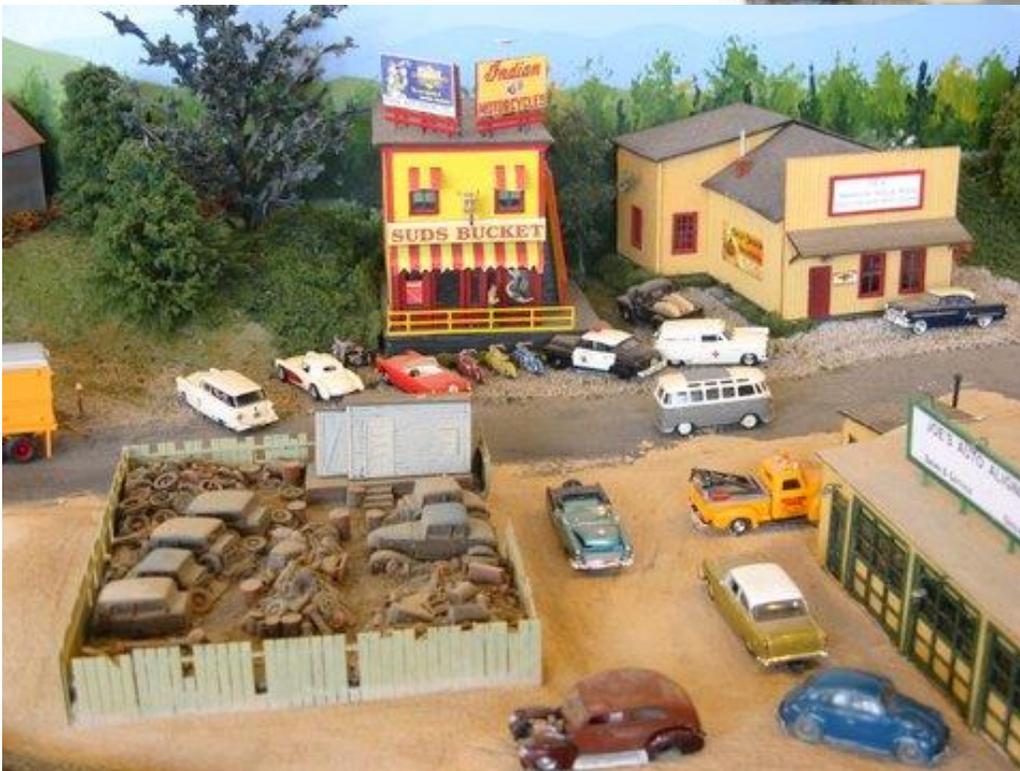
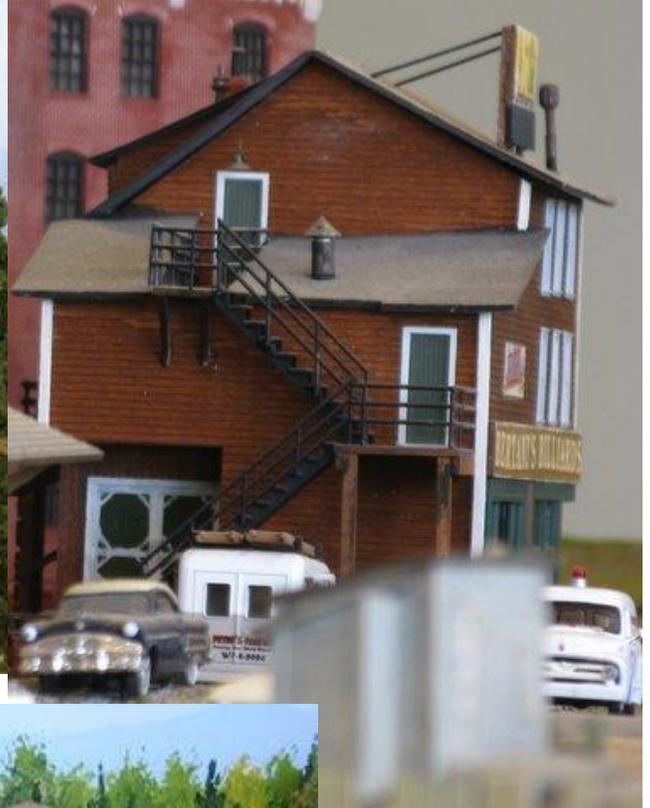
Sue Baldwin caught the LORAM rail services train heading north across Mauldin Rd. on July 18<sup>th</sup>. Sparks were flying of course!



Earlier that same day, the LORAM ran through Central along with a fire suppression highrailer and crew who were diligently ensuring the sparks from the railgrinder didn't set the countryside aflame.

# MUSEUM SCENES

Photos by Sage Viehe



A few more views of Brevard before moving on down the road. We can see the Peeper's Mill behind the pool hall. Joe's Auto Repair shop seems to be pretty busy—I guess those mountain roads are tough on cars! A friendly resident waves to us as we roll out of town on our way towards Rosman.