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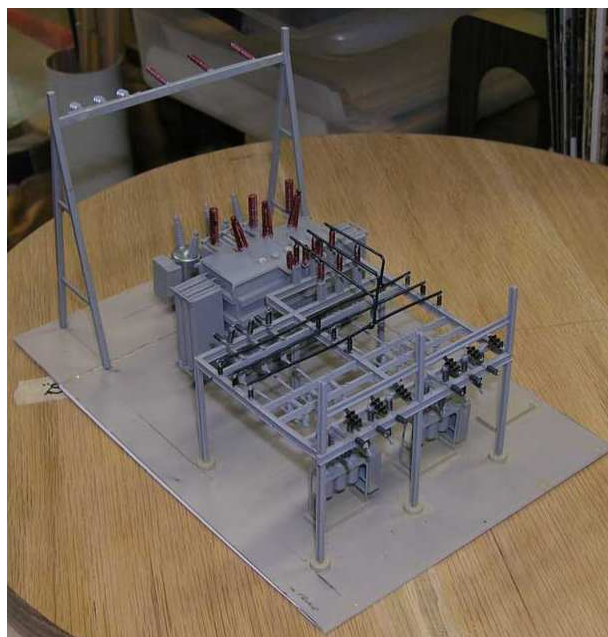
Curator
Jack Green

Newsletter
J.T. Thorpe

**NEXT
MEETING
SEPT. 5,
2013
7:10 PM
AT THE
CENTRAL
RAILWAY
MUSEUM**

PROGRESS AROUND THE MUSEUM

Don Baldwin has provided an update about the paper mill. On the hill at the Southern wye, an electrical substation is being put in place with high-tension towers to serve the paper mill. The base has been cut down in size, and all of the components are in place on the substation model. Painting is being done, to be followed by stringing the wires.



Jim Alexander reports that the flooring in the Lionel room has been completed and next on the list is installing baseboards.





APPROACH SIGNALS

Upcoming Events for the
**Central Railway Model & Historical
Association**

as well as regional shows and events worth mentioning

PROGRAM SCHEDULE

September 4: TBD

The rest of 2013 is Wide Open

**2ND SATURDAY
MUSEUM OPEN TO THE PUBLIC
SEPTEMBER 14, 2013
OCTOBER 12, 2013**

OPERATING SESSIONS SECOND THURSDAYS (USUALLY) 7PM

**SEPTEMBER 12, 2013
OCTOBER 10, 2013**

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

September 28-29, 2013

Winston-Salem, NC – The Great Train Expo

Dixie Classic Fairgrounds, 421 West 27th Street
Times: 10am-4pm
Admission: \$6 for both days for ages 12 and up.
Under 12, free
<http://www.greattrainexpo.com>


September 28, 2013

Columbia, SC – Columbia Model Train Show

Train Collectors Association, Westminster Presbyterian Church, 1715 Broad River Rd
Times: Sat. 9am-2pm
Admission: information not available
<http://www.palmettotca.org>

PICKENS DOODLE UPDATE

On August 2nd, the cities of Easley and Pickens completed their purchase of the original 1898 route of the Pickens Railroad, with each city providing half of the \$500,000 price. As previously reported, the purchase includes Pickens #2 (a.k.a, T. Grady Welborn), a 1946 Baldwin VVO-600, two box cars, and a WWII-era kitchen car, and 1.9 acres in Pickens where company offices were located.

Next on the agenda is to begin a feasibility study to determine how to develop the line into a trail similar to Greenville Health System's Swamp Rabbit Trail. As part of the master planning process, commentary will be solicited through public meetings. 

WELCOME BRUCE KINGSBURY

The CRM&HA welcomes new member Bruce Kingsbury who lives in Easley. Bruce lists photography, graphic arts, screen printing, oil and acrylic painting as skills. His comment on the membership application is 'whatever is needed' so put his talents to work.



EMERGENCY NUMBERS

By Bruce Gathman

If you are railfanning and see an emergency or other problem that needs to be reported to the railroad police or railroad operating department please use the numbers listed below. I've used these numbers twice to report problems to the railroad in the last six years. The numbers should be programmed into your cell phone to eliminate time trying to locate the number at the location.

Use these phone numbers to report a vehicle stalled or hung up on tracks, or a signal malfunction or any other railroad emergency or theft. Provide the location, crossing number (if posted), and the name of the road or highway that crosses the tracks. These numbers were gotten from the web site: <http://www.fmcsa.dot.gov/about/outreach/railcrossing/railemrgncynos.htm> . Other railroads can be found by searching the web.

Amtrak	1-800-331-0008
BNSF Railway	1-800-832-5452
CSX	1-800-232-0144
Canadian National	1-800-465-9239
Canadian Pacific	1-800-716-9132
Kansas City Southern	1-877-527-9464
	or 1-800-892-6295
Norfolk Southern	1-800-453-2530
Union Pacific	1-888-877-7267
Greenville & Western	1-866-690-4779

Call the local police or 911 if you cannot locate the railroad emergency phone number on the site.



1969 appearance of Southern 4501, an MKT, and the Flying Scotsman. Photo by Dick Harshman

CINCINNATI

Report & Photos by Bob Folsom

I recently took a trip to Chicago to celebrate my 75th birthday, and on the way home decided to do some exploring. After visiting some friends in Indianapolis, I took off around 10 AM headed for Madison, IN, location of the steepest smooth adhesion railroad in the US. Formerly a branch of the Pennsylvania Railroad, it was commissioned in the 1830's as an "incline", rising 400 + feet in a distance of over 7000 feet for a grade of almost 6%. The main street of Madison crosses the track



on a bridge on the west side of town. A picture does not do justice to seeing a fairly level track suddenly head upgrade! It disappears into overgrowth. I drove out of town to find more of the right-of-way and found a short one-lane road bridge, closed to traffic. Sure enough, there was the track, some 20' below. I took a picture, but again I don't think it does justice to the situation. Another half mile or so further, the

track is visible with some sidings, and what looks possibly like a "wye". I think trying to hike that track would be an ordeal like going through a jungle.



Later in the day, I arrived in Cincinnati, and did some exploring. I found a great train watching place where some dirt had been piled and watched a CSX merchandise weaving its way on the elevated right-of-way towards the Ohio River bridge. CSX is still using the old B&O signals in this area and on the mainline across Indiana towards St. Louis. Then I discovered an entrance to the NS intermodal yard right behind the famous domed union station. I was

treated to a departure of a roadrailer "Triple Crown" train headed south across the Ohio River, and the arrival of BNSF/NS two unit locomotive looking for its train on one of twenty some yard tracks. My railfanning came to a halt when a friendly NS employee expressed his concern about me being there. It turns out he was from Laurens, SC, and could not come up with a good reason why he was in Cincinnati!









General Meeting Minutes

By **Ralph Watson,**
Newsletter Editor
August 11, 2013

Regular Meeting at the Central Railroad Museum

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

Twenty two members and 1 visitor - Lou Zednik
- were present

President - Dan Marett

Opened with praise on the progress that is
being made on scenery of the HO Museum
layout and the mentoring of new members that
has allowed the track laying in Seneca yard
area to be done well and quickly. The progress
of members to become certified operators is
further evidence of this mentoring process.
Steve Zonay has had surgery and is recovering,
visitors are welcome.

Treasurer - Christine Grewcock

Bank balance is good. All areas are within
budget. Balance and budgets are posted on the
filing cabinet for members to see.

Secretary - Ralph Watson

2013 membership cards are made and available
on top of the 4 drawer file in the sorting tray.
Ralph WILL be attending Newcomers Club in
Seneca on 3 September to 'show the colors'.

First Vice President - Joe Fitzpatrick

Lionel Room flooring will be installed by a
professional contractor.

Second Vice President - Rob Seel

The 2014 Railroad Festival committee will be
holding meetings soon.

COMMITTEE REPORTS

Museum Curator - Jack Green

New artifacts are being cataloged.
Contemporary photos are needed for the
updated CRMHA brochure.

Newsletter - J.T. Thorpe

Thank you for the articles and keep the content
coming. Railfan reports and photos as well as
layout tours are great newsletter articles.

Railfan Reports

NS heritage unit 1071 Central of New Jersey
was sighted in Seneca. A schnabel car was seen
in Spartanburg. Mac McMillan took a rail car
forestry trip on the Heart of Georgia in the
Americus area recently. The Hub City caboose
has been in Railroad and Railfan magazine. Fire
Up 611 is a website about the efforts to restore
the Norfolk and Western J Class locomotive
currently on static display in Roanoke Virginia
to participate in NS 2014 steam program. Triple
Crown Road Railers were seen in Cincinnati.
Bob Folsom visited Madison Indiana site of a
5.8+% grade. Dan Marret visited Virginia City
Nevada and the Gold City Depot where 4 steam
engines are under repairs.

Scenery - Jim Reece

Several building kits are available for members
to assemble.

Operations - Sandy Eustice

Operations are on the second Thursday of each
month.

OLD BUSINESS

The green cloth skirting still needs to be made.
Dan will check with Cheryl Keith. Name plates
for Bob Eflin and Edmund Heebner will be
added to the wall plaque. No discussions have
been held concerning our use of Function
Junction. The possibility of using a non
functional refrigerator for solvent storage was
proposed but no decision was made.

❧ DID YOU KNOW ❧

In the early 1900's the American Locomotive Company produced automobiles. A recent perusal of eBay's auction website yielded a 1913 edition of these rare automobiles (only 12 are known to exist) up for sale with a starting bid of a mere \$245,000.

In 1906, ALCO began producing automobiles using the French Berliet designs under license. Production of the Berliet automobiles was abandoned after two years and ALCO began producing its own designs. In 1909 and 1910, an ALCO racing car won the Vanderbilt Cup and competed in the first Indianapolis 500 in 1911.

Ultimately, ALCO's success building locomotives did not translate into automobiles. ALCO's foray into automotive manufacturing was unprofitable, production was stopped in 1913.

Of additional note, the ALCO automobile launched the career of Walter P. Chrysler, the plant manager, who left for Buick in 1911 and subsequently founded the Chrysler Corporation in 1925.



Source: eBay.com and Wikipedia.org
Photo: public domain, by Douglas Wilkinson

NEW BUSINESS

Motion was made and seconded that a new Sony DVD player be purchased for approximately \$40.

SE Region NMRA will be meeting in Greenville in 2015. Bruce Gathmann will be layout tour and operations coordinator.

PROGRAM

Mac McMillan gave a history of the Pickens Railroad including his experience and results as a stockholder. (He was not able to retire on the income from the stock.)

❧ MODELERS' TIP ❧

Most modelers don't have the luxury of a huge space to build and run their railroad empires. Although we can spend a lot of time and effort creating accurate-to-prototype scale rolling stock and locomotives, we have a harder time building structures that are accurate models of the real thing. The challenge isn't whether we can create an accurate model, but that we don't have the room to build them and run trains, too. In order to accommodate the buildings and industries we want to occupy our layouts, we have to make compromises.

For instance, that Railway Express Agency terminal the real railroad served could accommodate a dozens boxcars, but our 4' x 8' home HO-scale pike would barely have room for that one building much less provide a route for our train to traverse. The compromise is called selective compression. We reduce the building's dimensions and resulting in fewer roll-up doors that boxcars can be parked in front of, an office building or hotel may lose some of its rooms as we remove windows.

As long as the distinctive elements of the building remain in place and we provide the right level of detail, the impression of a large structure serves our modeling purposes.