

Canes Lost Cringes

Strange and Foolish news For the
Central Rail way Model & Historical Association, Inc.

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Newsletter
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The Other Southern



**Southern Railway (UK) 'Lord Nelson' class 4-6-0 #815 *Lord Nelson*, at Minehead station.
Photo by Brian Harrington Spier, via Creative Commons License**

The Southern Railway of England was formed in 1923 by the grouping of several smaller railways in southwestern England, along the southern coast, to London. The largest lines incorporated into the Southern Railway were London & South Western Railway (LSWR), the London, Brighton and South Coast Railway (LBSC) and the South Eastern and Chatham Railway (SECR). The railway remained in operation until 1948, when the railways were nationalized, and the Southern Railway became the Southern Region of British Railways.

The construction of what was to become the Southern Railway began in 1838 with the opening of the London and Southampton Railway, which was renamed the London & South Western Railway

The railway was noted for its astute use of public relations and a coherent management structure headed by Sir Herbert Walker. At 2,186 miles (3,518 km), the Southern Railway was the smallest of the "Big Four" railway companies and, unlike the others, the majority of its revenue came from passengers rather than freight. It created what was at that time the world's largest electrified railway system and the first electrified InterCity route (London—Brighton). There were two Chief Mechanical Engineers; Richard Maunsell between 1923 and 1937 and Oliver Bulleid from 1937 to 1948, both of whom designed new locomotives and rolling stock to replace much of that which was inherited in 1923.

Because the railway was primarily a passenger network, its success was an even more remarkable achievement.

Next
Meeting
Apr. 3,
2014
7:10 PM
at the
Central
Rail way
Museum



Approach Signal s

Upcoming Events for the

Central Railway Model & Historical Association

as well as regional shows and events worth mentioning

PROGRAM SCHEDULE

April 3: Craig Lund, Palmetto Railways

He will share the history of the Palmetto Railways, their mission and the services they provide

The rest of 2014 is Wide Open

2nd SATURDAY
MUSEUM OPEN TO THE PUBLIC
 April 12, 2014
 May 10, 2014

OPERATING SESSIONS

Second Thursdays (usual l y) 7PM

April 10, 2014
 May 8, 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

March 29, 2014

Chattanooga, TN to Attalla, AL – Tennessee Valley Railroad Museum

Departure Time: 8:00am from Chattanooga, with 2-1/4-hour layover in Attalla, returning approx. 5:45pm

Tickets (\$70)

<http://tvrail.com/pages/21st-Century-Steam>

March 30, 2014

Chattanooga, TN to Oneida, TN – Tennessee Valley Railroad Museum

Departure Time: 8:00am from Chattanooga, with 2-hour layover in Oneida, returning approx.

7:00pm

Tickets (\$80)

<http://tvrail.com/pages/21st-Century-Steam>

April 12, 2014

Columbia, SC – AMROC's Annual Spring Show

Arsenal Hill facility, Arsenal Hill

Times: Saturday 10am-4pm

Admission: Free

www.amroc.org

April 12, 2014

Hickory, NC – 12th Annual North Carolina Railroad Expo

Alexander Chapter, NRHS

Hickory Metro & Convention Center, Interstate 40, Exit 125

Times: Saturday 9am-3pm

Admission: Adults \$5, Under 12: Free.

www.tarheelpress.com/Trainshow/

April 26, 2014

Central, SC – Central Railroad Festival

Central Railway Museum & CRM&HA

Main Street & 108 Werner St

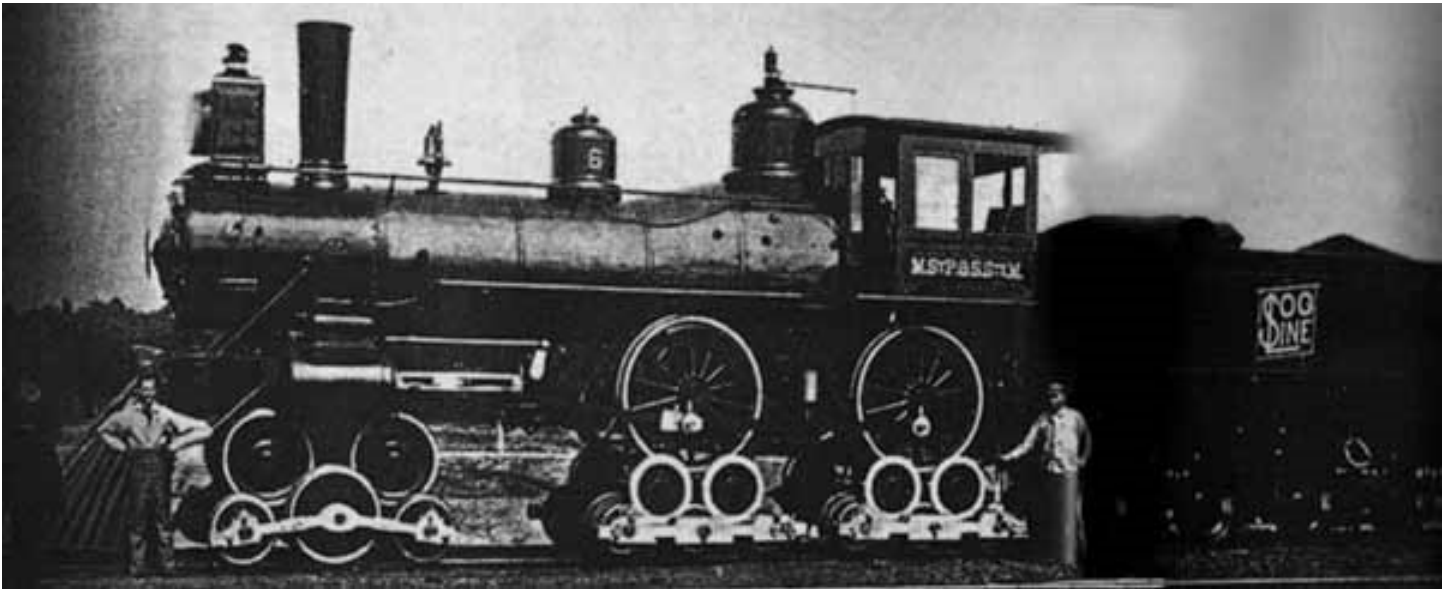
Times: Saturday 9am-6pm

Admission: Free.

crmha.org

> The Holman Absurdity Š

Adapted from <http://www.douglas-self.com/MUSEUM/LOCOLOCO/holman/holman.htm>



The locomotive above (with its unclassifiable wheel arrangement) was designed and built largely as a stock swindle. The horrifying thing is that TWO were actually built. One by the Holman Locomotive Company in 1887, and a similar one by Baldwin (on commission for the Holman company) in 1897!

The original engine was built by the Holman Locomotive Company in Philadelphia, and was at once ridiculed by everyone with the slightest knowledge of railways or mechanics. The thing was run for a few trips on a straight railroad in New Jersey to stimulate stock sales.

As Angus Sinclair wrote in 1907:

When we first heard of the Holman locomotive we supposed that it was the invention of some harmless crank who did not understand the elementary principles of mechanics, but we now believe that it has been, since its inception, an ostentatious machine designed to allure unwary capitalists into an investment which will be of the same real value as throwing gold coin over Niagara Falls.¹

The second “Holman Horror” was built by Baldwin in 1897 for the Holman Locomotive Speeding Truck Company, no doubt for use in further stock-market scams. Presumably it was eventually returned to Baldwin, for it was later converted to a conventional 4-4-0 configuration and sold to the Kansas City and Northern Connecting Railroad, where it hopefully was able to live down its shameful past.

See *The Locomotives that Baldwin Built* by Fred Westing.

1: "Curiosities of Locomotive Design". from *Development of the Locomotive Engine*, by Angus Sinclair. Railway and Locomotive Engineering (September to December, 1907)

> Did You Know? Š

Our own Southern Railway's distinctive Virginia Green, silver, and deluxe gold paint scheme was inspired by the paint schemes of the London & North Eastern Railway and the Southern Railway in England?

In 1924, the Southern Railway (UK) adopted an olive green paint scheme for its passenger trains. It was named after one of their Chief Mechanical Engineers, Richard Maunsell, and the paint was complemented by yellow and black lining. This paint scheme remained in use until 1939 when railroads switched over to "wartime black" to prevent trains from being easily spotted by German bombers.

The company's best-known livery was highly distinctive: locomotives and carriages were painted in a bright Malachite green above plain black frames, with bold, bright yellow lettering

The London & North Eastern Railway's passenger livery was "Apple Green" lined in black and with gold lettering.

Southern Railway (US) president Fairfax Harrison (president from 1913-1937) paid a visit to England and was inspired by the bright livery of the trains. So much so, that when Southern Railway announced in 1929 that its first "train of luxury" was to begin life anew with brand-new equipment. Along with new Pullmans, cars built especially for the "Crescent Limited" four years earlier were completely refinished. What was "all new" was the distinctive exterior finish. Two shades of green adorned the luxury cars, each one lettered "Crescent Limited" in gold leaf along the upper panels.

Sources: Adapted from multiple articles via www.wikipedia.org and southern.railfan.net/ties/1972/72-7/cres.html



General Meeting Notes

By **Ralph Watson**
Stationmaster
March 6, 2014

Meeting called to order at 7:10 PM by President Dan Marrett. 25 members were present.

Dan introduced special guest Mac Martin, Mayor of Central. Mayor Martin remarked on the progress made on the layouts and the importance of CRMHA to the town.

President – Dan Marrett, Jr.

Dan reminded the members that this is not a club but a Museum and announced the imposition of a \$1 fine for using 'club' as a 4 letter word. Emphasis should be placed on further development of the Museum layouts and modifications to the modular to make it more portable.

Treasurer – Christine Grewcock

(Report given in absentia) We have plenty of money in the bank, however, nearly all of it has been budgeted for use. Please be cautious about using the heat or air conditioning at Function Junction—it is more expensive than you think!

Secretary – Ralph Watson

49 members have renewed for 2014. A supplier is being sought to make more embroidered patches. April will be the last visit to Newcomer's Club until the fall. Steve Zonay has been named a Lifetime member in recognition for his many contributions over the years.

First VP – Joe Fitzpatrick

All non Lionel materials must be removed from the Lionel room to storage to allow for that

layout construction to begin with a loop of 072 and Standard Gauge track, probably in April.

Second VP – Rob Seel

The Central Railroad Festival is April 26th. We need to be ready! We will have a live steam layout on display, and as of the March meeting, the Norfolk Southern locomotive simulator is scheduled to be at the Festival!

The new Dambridge Loop will have its debut.

COMMITTEE REPORTS

Building – Glenn Nasworthy

Security system batteries have been replaced.

Museum Curator – Jack Green

Cataloging items from Ron Keith's estate and a donation of books from Bill Morehouse.

Electrical – Howard Garner

A new computer monitor has been installed on the dispatcher's desk, the old monitor has been moved to the Museum computer. Flush mounted manual turnout control knobs are being installed in yard areas. Sales at the train show and on ebay of Ron and Steve's items have surpassed expectations with proceeds split between Cheryl, Steve and CRMHA. The remainder of Ron's home layout is to be dismantled within a week,

Rolling Stock – Jim McInnis

Rolling stock is frequently being damaged by rough handling and asks for everyone's help in using care when moving models. A new line of transport/storage containers is being developed.

Trackwork – Bob Folsom

Working on new trackage on the museum layout in Biltmore Peachtree Isaqueena and Central

Please keep the blinds closed in the museum. Solar power is causing our track geometry to become misaligned!

Newsletter – JT Thorpe

Thanks to everyone who has been offering articles and photos!

Web Master – Ed Welch

The company store set up on the CRMHA web site. Members can post model railroad related items for sale for 90 days.

Education -- Sandy Eustice

Tours for the end of March have been postponed until the end of May. Proposed layouts on the tour are those of Gerry Myers, Jim Reece, Jim Kimble, Howard Garner, and Glenn Nasworthy.

On a more positive note several members have agreed to do 90 minute clinics on the third Thursday night of each month:

3/20: Locomotive Maintenance and Repair, and Decoder Installation -- Doc McInnis

4/17: Beyond Basic Wiring: Stationary Decoders, Advanced Circuits, etc. -- Howard Garner

5/15: Smooth Trackwork: Commercial or Handlaid -- Bob Folsom

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

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

8/15: Scenery "Top Coating": Ground Covers and Vegetation -- 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."

Heritage Layout – Sage Viehe

American Flyer layout has a new oil drum loader that is working.

Lionel Layout – Mac McMillan

072 track is 72” radius, and this is what we will be using for the Lionel layout. Mac has the rolling stock at his house.

Scenery – Jim Reece

Joe will head up scenery projects for the next two months. The scenery crew continues work on the Viaduct and in Central and the quarry

Interior Construction Inc aka Jim A and Don B continue to do a great job on fascia on the HO layout

Railfan Report – Mac McMillan

A Several items of railfan interest were presented. Mac McMillin is taking a motor car trip to Georgia on some ‘rare miles’ track. A work train was parked at Liberty quarry. New signal heads are still on the ground next to newly erected masts. Southern Engine 4501 has been mated to a tender and fire started for boiler testing and further restoration work in Chattanooga. A feedwater heater and mechanical stoker are being added. Jim Kimble is quite sure he heard a steam whistle recently. Neighbors and commuters are noticing a drastic increase in truck traffic around the inland port on SC 290. A lashup of BNSF CN and UP locomotives was seen on local rails recently.

OLD BUSINESS

We now have a flammables locker, and courtesy of Ron Keith’s estate, we have a paint booth.

The Central Fire Department will be moving to a new location. As a result, we may be losing our storage space at the old City Hall. Up for discussion is relocating an old box car to the museum so we can restore it and use it as auxiliary storage. Mac seems to have a boxcar that could be made available to us, but it is currently stuck at the South Carolina Railroad Museum in Winnsboro.

NEW BUSINESS

A CRMHA events calendar is available via internet.

NMRA Division meets in Greer on 2/15.

NMRA Regional convention will be held in Greenville June 2015. See Bruce or Howard.

Grant applications have been submitted to Walmart and the State Hospitality Tax board.

There was discussion of the possibility of using a boxcar for on site storage in the event the City rebuilds the Firehouse.

A Special guest program will be presented by Craig Lund of Palmetto Railways at the April meeting.

\$4 was collected in the ‘swear’ jar.

Meeting adjourned at 8:20PM

Z



Someone at the SNCF (French National Railway) has a good sense of humor. SNCF’s goods service has been given a name, “Frét” that when pronounced correctly, sounds like “freight”.

Photo © 2011 by J.T. Thorpe

> Portable Progress Š

Following a slight mishap at the Train Show and because of our experience with several excursions with the new loop modules, the decision was made to split the big 6x6 loops into smaller, more easily managed modules. Already, the modules have been sawn in half, their wiring cut and new alignment pins set in place. Some intensive work sessions will be needed over the next month to make sure we are ready for the Central Railroad Festival and our crew seems to have things well in hand. Z

Rail road Clinics Third Thursdays, 7PM

Next session: April 17, 2014

> COMPUTERS & MODEL RAILROADING Š Article by J.T.Thorpe

Out there on the Internet is a virtual reality world called “Second Life”. Created several years ago and maintained by Linden Labs, this online world allows creative people from around the globe to create their own fantasy worlds—from medieval fantasy, on-line rock concerts, and sports, to reproducing our favorite railroads (or creating our own fantasy pikes.) If you are good at 3D computer modeling, you can build your own, but there are plenty of people willing to sell you a locomotive and some RTR rolling stock at rather reasonable prices. Of course, just like real life, model quality can vary wildly from primitive graphics to photo-realistic.

Available to build yourself or to buy are steam engines, diesels, electrics, rolling stock, varnish track, stations, grade crossings, and you can even hook your pike into the SLRR without having to worry about reversing loops, electrical polarity, or whether your gauge will match up.



marketplace.secondlife.com/p/GP38-Norfolk-Southern-DEMO/1784721



<https://marketplace.secondlife.com/p/Southern-railways-4501-Mikado-CM/5811357>



<https://marketplace.secondlife.com/p/Norfolk-and-Western-J-611-Loco-CM/5811301>



> There's a Prototype for Almost Everything š

Found on <http://dailynewsdig.com/steam-train-locomotive-gets-yarn-bombed-in-poland/>



An American artist has recently yarn bombed a steam train locomotive in Poland. The colorful fabric covers the whole engine and carriages and has brightened up the city.

Yarn bombing has been gaining momentum as a form of street art all over the world, but Polish crocheting artist Olek demonstrates what a real challenge is: in mid July (2013) she crocheted an entire locomotive in Lodz, Poland.

This colorful steam train locomotive cover will be on display through August 19th and is by far the largest project this New York-based artist has ever completed. It took Olek and her four assistants 2 days of round the clock work to finish the installation. The artist was so dedicated to the project, that after flying in to Poland she didn't even have to time change her gown and mask from a ball in London she had gone to!

Sounds like Olek is really deeply into her projects, and doesn't consider anything smaller from now on: "I think I should call this train 'deadly romance.' I love it, but it almost killed me. I want to see it again, but I am avoiding it. It is calling my name. But I know how much pain it caused. I am totally in love with it, but hate it in the same time. If the natural progression is to make bigger better pieces, what should I make next? Can someone give me a plane? Or should I go to the moon?" Z

> Home Layout Tour - Continued š

Photos by Jim Alexander

Of the five homelayouts that were on the tour, we only have photos from the first three. The third layout on the tour schedule was Bob Folsom's massive multi-deck, double helixed HO layout depicting the Norfolk & Western line running from Lynchburg to Bluefield, VA. All motive power is, of course, steam. Z





> Named Trains š

The Southern Railway (UK) operated a number of famous named trains, including the *Brighton Belle*, the *Bournemouth Belle*, the *Golden Arrow* and the *Night Ferry* (London - Paris and Brussels). The West Country services were dominated by lucrative summer holiday traffic and included named trains such as the *Atlantic Coast Express* and the *Devon Belle*.



34072 257 Squadron
Unrebuilt Bulleid Light Pacific on the
Swanage Railway

Photo by Robert Brook

[flickr.com/photos/brook/1114878/](https://www.flickr.com/photos/brook/1114878/)

Editor's Picture Pick

I spotted the following awesome cake on steampunktendencies.com. The smoke is made from popcorn.



> MODELER'S TIP š

Disclaimer: This month's tip is not an endorsement of any product and does not constitute an official opinion of the CRMH&A, Inc. or its officers.

From Jim "Doc" McInnis's model railroad "clinic" on March 19, there were lots of useful tidbits about locomotive maintenance, ranging from replacing old steel or brass wheels with nickel silver wheels, to doing a little maintenance every 6 months to a year (just like you would do with your car or truck).

The prize tip of the night, however, was explaining the uses of "Marvel Mystery Oil". In general, lubricating your locomotive's gears and where the axles meet the journal boxes is a good practice and will help keep your motive power in top operating condition. A variety of products are available to the hobbyist.

However, as Doc's experience has shown and was demonstrated over the course of Saturday March 22, Marvel Mystery Oil has some interesting cleaning properties in addition to being able to lubricate. Case in point, an old Penn Line Plymouth switcher from the late 1950s-early 1960's barely would move when power was applied to its motor contacts. A little of the Mystery Oil was placed on the gears and on the extremely dirty motor contacts and to the dirt-covered brass wheels. We connected the motor to the power again, and after a few moments of running, we saw a noticeable improvement in the smooth running of the motor and improved conductivity when the engine was placed on the rails. The carbon build-up on the motor contacts and the wheels came right off with little effort, and the switcher runs almost like new. Now it just needs paint, details, and a decoder...

