



SERVES THE UPSTATE

108 Werner St
 Central, SC 29627

Website:
www.crmha.org

President
 Dan Marett

Vice Presidents
 Joe Fitzpatrick
 Rob Seel, AIA

Stationmaster
 Ralph Watson

Paymaster
 Christine Grewcock

Curator
 Jack Green

Newsletter
 J.T. Thorpe

Advanced Train Control System

For several months, the CRMHA has been discussing installing software so we can show the movements of trains and railroad equipment along the Norfolk Southern mainline that passes through town. An ATCS (Active Train Control System) permits us to do this, and below is an example of what it would appear like once installed at the museum. ATCS is one component of the Positive Train Control (PTC) system that is being put in place and has allowed the museum to acquire the old signals that are to become part of the museum's collection.



An **Advanced Train Control System**, usually called ATCS, is a system of railroad equipment (hardware and software), designed to ensure safety by monitoring locations of trains and locomotives, providing analysis and reporting, and automation of track warrants and similar orders.¹

The function of the dispatch system is to manage the movement of trains throughout the rail network with the objective of guaranteeing safe operations without incurring train delays. The function of the locomotive system is to provide automatic location tracking and reporting, predictive enforcement braking, and automated transmission of movement authorities and switch monitoring and control information via the data communications system. The primary function of the work vehicle system is to provide the capability for a track maintenance foreman to communicate with the central dispatch system and other vehicles via the data communications system. The ATCS field system is designed to provide remote monitoring and control of wayside devices.²

1: *A Practical Guide to Railway Engineering*, American Railway Engineering and Maintenance-of-Way Association. 2003.

2: atcsmon.com ATSC System Specification 100

Next Meeting
November 6, 2014

7:10 PM

at the
 Central Railway
 Museum

Approach Signal s



Upcoming Events for the

Central Railway Model & Historical Association

as well as regional shows and events worth mentioning

PROGRAM SCHEDULE

November 20: Mac McMillin--Valuing and Restoring Antique Toy Trains

December 4: CRMHA Christmas Dinner and Open House

**MUSEUM & FUNCTION JUNCTION
OPEN TO THE PUBLIC**
November 8 & 29 2014
Every Saturday in December

OPERATING SESSIONS

Second Thursdays (usual l y) 7PM

November 13, 2014
December 11, 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

November 1-2, 2014

Spencer, NC – Autumn Train Excursions

NC Transportation Museum & Watuga Valley Railroad Historical Society

Saturday: Virginia Autumn Special to Appomattox, VA & return

Sunday: Georgian Autumn Special to Toccoa, GA & return

Fees: see website below
nctrans.org

November 8-9, 2014

Charleston, SC – Charleston Area Model Railroad Club Train Show

Danny Jones Armory & Gymnasium, 5000 Lackawanna Blvd

Times & Admission: no information
Contact: trainshow@chamrc.com

November 8-9, 2014

Raleigh, NC – Thirtieth Annual Neuse River Valley Model Railroad Club Trains & Railodiana Sale

Exhibition Building, NC State Fairgrounds

Saturday & Sunday 9:00am- 5:00pm

Admission: 6 years and older, \$6 (covers both days); under 10 with adult, free

www.nrvshow.org

November 15-16, 2014

Myrtle Beach, SC – 5th Annual Grand Strand Model Railroaders, Inc. Train Show and Sale

Lakewood Conference Center, 5837 South Kings Highway

Saturday: 10:00 am – 5:00pm

Sunday: 10:00 am – 4:00 pm

Admission: Adults \$5; Children under 12, free
www.gsmrrc.org

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SERVES THE UPSTATE

**Regular Meeting Notes
By Ralph Watson
Station Master
October , 2014**

Called to order at 7:06 PM,
21 members in attendance.

President—Dan Marett

The steering committee met today and made the following decisions:

Allow time in your work session for cleaning up after yourself. We are a Museum not your tool shed. Look in the mirror to see the responsible party.

The museum will be closed on Thanksgiving, Christmas and New Years Day, and all those

Thursday meetings will be rescheduled.

A Job Priority List will be posted to inform the group of the most important tasks needing completion.

A group of us met last Thursday and spent five hours destroying sixteen years work of Railroad Art at Dennis Moriarty's home. It is always devastating to me to have to do this chore and I have done it too many times. If you find out that you are dying please tear down your old layout before you leave this earth.

Treasurers Report—Christine Grewcock

Bank balance \$7647. Rolling stock and Portable layout are over budget.

Stationmaster—Ralph Watson

The three step stools are being revised.

We may be able to get internet service through the Fire Department for free.

We can make business cards when we decide what contact information to publicize.

Jim and Ken will be with me at Newcomers Club next Tuesday.

The Town of Central has an Official Flag now. It will fly at SWU in the new flag court. The image displayed is our own Rob Seel's F8 Southern Crescent graphic seen in other locations around town.

1st Vice President—Joe Fitzpatrick

He is BACK. Feeling well and working on 2 structure kits for the portable layout.

2nd Vice President—Rob Seel

Central is making plans to bring the Depot building back across the tracks and place it on the stone service station site which is still part of the NS right of way.

There is discussion about stripping the walls off to create an open air pavillion and installing a standing seam metal roof. Both of these would diminish the historic value of the structure. Stay tuned for further developments. Funding for this project is not in place yet.

Museum Curator—Jack Green

More period correct vehicles will be needed for the Drive In movie scene under development.

Portable Layout—Dan Marett

Dan is now the team leader on the portable and will be planning the steps to complete the layout.

Rolling Stock—Jim McInnis

Our Alcos are experiencing an epidemic of broken handrails. These will be upgraded to metal, but everyone please handle all the models with care.

Newsletter—JT Thorpe

Thanks to everyone for the articles and pictures, keep them coming. An apprentice/heir apparent is needed for the Editor position.

Museum Education Coordinator—Sandy Eustis

Next month, Mac McMillin will present Valuing and Restoring Antique Toy Trains.

The modeling clinic for October will feature Jim Reece on groundskeeping. The operations night next Thursday will feature switching puzzles.

American Flyer—Sage Viehe

A diesel locomotive has been donated. Operations Trainees are needed to learn to run the Heritage Room.

Lionel Layout—Mac McMillin

Mac presented a Lionel 1033 transformer, describing its construction and operating features. A property inventory list is being developed.

Railfan Report

Strangely quiet The marooned loco has been removed from Seneca. When more of the old NS signal equipment is removed we may be able to procure spare parts or additional artifact.

Interior Construction --Jim Alexander

Sufficient report spines have been obtained to apply them to the Plexiglas view panels on the portable layout. Thank You, Bob White.

Doors mouldings, shelves, cabinets, plastering, and painting are moving ahead.

Function Junction is looking so very much better.

Track Work—Bob Folsom

The troublesome double crossover under Pendleton has been repaired/replaced and is working much better now.

Scenery—Jim Reece

Two areas remain to do plaster work. Scenery is about 75% completed.

OLD BUSINESS

Assign managers for Saturday run days starting on November 29. Managers will be Association officers and will be responsible for opening the museum and Function Junction and willing to run trains if need be. They will be responsible for applying power to the layouts and getting qualified operators to start running trains. Managers will constantly be vigilant to the operation of the layouts and do workarounds at any "construction in work areas". The most important job is to see that trains are running at both locations and visitors are treated properly.

- 1st Saturday—Dan Marett
- 2nd Saturday—Joe Fitzpatrick
- 3rd Saturday—Bob Folsom
- 4th Saturday—JT Thorpe
- 5th Saturday—Jim McInnis

Alternates if needed—Jim McInnis, Sandy Eustis, Jim Reece.

Pricing for new museum patches, shirts, hats, coffee mugs etc is still being researched.

NEW BUSINESS

Should we get a Google phone number?

Update the contact information on the web site.

We need to make a new/better yard sign.

Planning will be getting under way for our annual December meeting and Christmas social event.

Central is planning a Christmas parade.

Anthony and Shelton are working on an operating N Scale layout for Function Junction.

School groups are scheduled to visit on Oct 30 and Nov 17

Motion to adjourn at 8:10

PROGRAM

1958 in pictures and music presented by Jack Green

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> Did You Know Š

The Blue Ridge Railway was originally chartered in 1852 as the Blue Ridge Railroad of South Carolina. The original plans for the line called for 195-miles of track from Anderson, South Carolina to Knoxville, Tennessee, going through the mountains. At least 13 tunnels were part of the plan, including the incomplete Stumphouse Mountain Tunnel.

By 1859, the railroad had built between Anderson and West Union, South Carolina and substantial work on several tunnels had started. However, with the outbreak of the Civil War, no further work was ever completed on the tunnels despite efforts after the war, including one by the Black Diamond Railroad. A final extension from West Union to Walhalla, South Carolina at the urging of the Town Council and local citizens saw the first train arrive November 14, 1877, but no more track would ever be laid along the alignment up Stumphouse Mountain.



In 1880, the Columbia and Greenville Railroad acquired the 34 miles (55 km) of track that had been laid. In 1901 the Southern Railway, successor to the Columbia and Greenville, split out the line as the Blue Ridge Railway. The Southern leased the Blue Ridge to subsidiary Carolina and Northwestern Railway on July 1, 1951, and eventually merged the company.

Source: Wikipedia.org

Photo: Bill Fitzpatrick (2012 Creative Commons)

MALFUNCTION JUNCTION “Fact-Checker Mac” caught another misidentification. Last month, a photo of Dale Reynolds incorrectly identified the locomotive he was smiling from the cab of. Closer inspection of the model number under the cab window would have told us the locomotive is a General Electric C30-7.

NARROW GAUGE MEMORIES Slides from Steve Zonav collection



> Chaplain's Corner š

A few years ago one of the songs on every juke box was - "The Great Pretender". See if you think it fits today's Spiritual Thought, of when a local waitress asked to see a customer's drivers license, and low'n behold, there was her own photo as the ID. The waitress had lost her drivers license a month earlier, and this young woman was using it for "proof of age", so she could buy alcohol products here and there. Well, the police were called and she was arrested for identify theft. Trying to gain what she wanted, she pretended to be someone she wasn't.

If you remember the story of Jacob in the Old Testament, he did some pretending also. His mother talked him into pretending he was his brother, so he could receive the elder brothers blessing, but he too got caught in the act of pretending.

The song starts off something like this:

Oh-oh, yes I'm the great pretender
Pretending that I'm doing well
My need is such I pretend to much
I'm lonely but no one can tell

You know, in my past experience with groups of people there's a lot of folks carrying a false front. Oh yeah they use the right words, some of them pray before they eat publicly, and even some, you can find in church on Sunday morning. But, they only pretend to "have it all together" to gain the approval of others. When at the same time, they're struggling with maybe brokenness, guilt, doubt, or an addiction, or some other persistent nag-at-the-heart-strings problem.

You know, even in a group that we all belong to here at the Museum, there may still be "A Pretender". I've found it easier to admit that I'm not perfect, and also to reach out to someone who I've seen to be a better engineer, and ask for some Spiritual help once in awhile. Why not try it, you might like it.

Chaplain Fred

> MODELER'S TIP š

A friend with two young children has a small collection of model trains. Unfortunately, space is a little tight in their home, and they have a few cats roaming about. Knowing that I'm the "train guy" in our circle of friends, I got asked for advice about how to set up a small model pike for the family's enjoyment.

A lot of articles have appeared in the model magazines over the years to help people deal with limited space: around the room shelf layouts, bookcase-sized switching layouts, layouts suspended by pulley systems, coffee table layouts, ones that rollaway under the bed, and all sorts of variants on these. Looking at the house, the best layout idea that would fit their space and their lifestyle, was a "Murphy bed" style hideaway layout.

The idea is simple: A cabinet containing a cantilevered board serves as both the layout and a hide-away storage unit. By adding shelves or cabinets to either side, rolling stock and buildings can be stored out of the way when not in use, and the family can have an open space for the kids to play or other family activities.

This doesn't have to be a typical full 4x8 starter layout, it can be made smaller based on the space available or the scale of the trains being used. The great thing about this set up is that the track can be set up in a permanent configuration if desired, or, this case, the family can use some sort of "EZ" track system to try out different configurations whenever the layout board is brought down for play.

A few notes of caution, however: secure the cabinet to the wall, and make sure there is some sort of restraint that doesn't allow the train board to simply fall down flat—little ones might be in the way! One railroad forum member recommended using foam insulation with light framing for the train board and having it hidden behind a pair of doors.

Cabooses on the Loose

Slides from the Steve Zonay Collection

Over the years, Steve Zonay collected a number of slides of various rolling stock and especially narrow-gauge equipment. Here is a small sample of cabooses that were listed as being taken from the 1960s-1978.

