



SERVES THE UPSTATE

108 Werner St
Central, SC 29627

Website:
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

April 2,
2015

7:10 PM

at the
Central
Railway
Museum

End of an Era

Article by J.T. Thorpe

One of Upstate's oldest hobby shops has changed hands. The new owners of The Great Escape have decided to concentrate on bicycle sales and services, and as part of closing their hobby operations, they have generously donated the models and scenery from the layouts from both the Greenville and Spartanburg stores. As a former employee of the Great Escape, I recall when these layouts were built in the early 1990's.



Jeremy Leifheit, owner of the Great Escape shared the following:

We are thrilled that these trains will continue to be enjoyed and will go to good use. We have had to make some difficult decisions with The Great Escape and appreciate the continued community support Greenville and Spartanburg has offered. The Upstate has been nothing but welcoming and we are excited to continue building the bicycle business in the community. When we heard that the Central Railway Model & Historical Association could utilize the trains and environments from our hobby stores, we couldn't have been more excited. These pieces demonstrate amazing craftsmanship, patience, time and have a bit of a legacy from the guests that visit our stores. Now they will be shared with a broader audience and continue to tell their story. We know they will be appreciated in their new home.

Approach Signal s



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 (usual l y) 7PM

April 9, 2015
May , 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.

Progam Nights
Third Thursdays @ 7:15pm
90 minute model railroading clinics
and other programs

> SCHEDULED EVENTS & SHOWS §

April 11, 2015

Hickory, NC – 13th Annual North Carolina Railroad Expo

Sponsor: Alexander Chapter of the NRHS.

Hickory Metro & Convention Center, Interstate 40, Exit 125 (Lenoir-Rhyne Blvd.)

Saturday: 9:00am - 4:00pm

Admission: \$5, Children under 12 with adult: Free

<http://www.tarheelpress.com/Trainshow/>

April 25, 2015

Central, SC – Central Railroad Festival

Main Street

Saturday: 10:00am - 5:00pm

Admission: Free

<http://centralrrfestival.org>



Crew at the Great Escape in Spartanburg, SC.
Photo by Jim Alexander



SERVES THE UPSTATE

**Meeting Minutes
By Ralph Watson
Stationmaster
March 5, 2015**

Called to order on time by President Dan Marret at 7:10 PM. 20 members and 2 guests were present.

President—Dan Marret, Jr.

The Steering committee met last week and we now have a budget. I am happy to report that no one was injured during this process.

There is ton of work to be done at both the museum and the Function Junction. A list of jobs is posted in the kitchen. When you get here on Thursdays please look at the list and choose a job. We all have to do a little work before we can play. I will be glad to push you into a job if you can't make a choice.

Let me remind you that Mac is working very hard on the Lionel layout so please do not put anything there that you don't want to lose.

We will be running trains this Saturday for the public and we need operators. Please see the manager on duty to be assigned your train and destination.

Treasurer—Jim Alexander

A working FY 2015 budget has been developed.

Secretary—Ralph Watson

52 paid members with a dozen renewals still pending. CRMHA business cards have been ordered.

Working to set up Google Voice to allow incoming phone calls via Internet.

Will rerun membership cards for those who discarded after train show.

1st Vice President—Joe Fitzpatrick

Finishing touches are being made on the viaduct scene. There are 2 different sets of scenery for continuous loop running and operations mode.

2nd Vice President—Rob Seel

Central Railroad Festival is April 25th. There are 48 slots on the duty roster to fill. Each is 3 hours, so sign up early and often.

The Museum layout needs a security solution to keep fingers away from the turnout controls.

Museum Building—Glen Nasworthy

Does anyone have a hard surface floor scrubber that could be used at the Museum?

Museum Curator—Jack Green

The library has been sorted into technical, historic, and reference sections. Surplus books magazines and calendars are available 'free to a good home'. VHS tapes will also be categorized.

Portable Layout—Dan Marett

Each section is being checked for good wiring connections as the layout is remounted at Function Junction.

Rolling Stock---Jim Mcinnis

Members are encouraged to buy a decoder (\$50) and get name recognition on the locomotive

Webmaster—Ed Welch

More graphics and photos are added to the website. The *Anderson Independent News* ran a story about CRMHA recently.

Museum Education Coordinator—Sandy Eustis

Workshop sessions were under enrolled and will be changed to a mentoring approach.

American Flyer—Dale Reynolds/Sage Viehe

A large number of surplus donations were traded at the train show for better condition or new acquisition items. The coal loader needs to have new cables fitted.

Interior Construction—Jim Alexander

A project list is posted.

Track Work—Bob Folsom

Peachtree yard is gaining a track to make operations work more easily.

Scenery—Jim Reece

Buildings from Great Escape have been added throughout the Museum layout as place holders and new scenes. Huge progress is being made on details. Can you find all the mailboxes?

OLD BUSINESS

Mast signal parts are being sourced.

Please always submit expenses on a proper form.

A set of master copies of all documents are being assembled.

NEW BUSINESS

NMRA SouthEast Region Palmetto Excursion convention is in Greenville in June. Howard is contest chairperson. There will be 45 clinics. Several area layouts will be open for tours, including the museum. You must be an NMRA member to attend.

PROGRAM

Sage has created and presented a slideshow of images from the 1990's to recent days showing the changes that have been made at 108 Werner Street over that period of time.

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> **Chaplain's Corner** §

Man, what a long service. At 12 years old, I thought the preacher was going to preach forever. I almost felt the same way when dad got caught by the 12:30pm train today at Manly street. "28, 29, 30, zzzz, 121, 122, 123. Was this train ever going to end? At this rate we won't get to eat until after two o'clock, and then there it was, finally. Finally, there was the Caboose.

At the dinner table I ask, "doesn't the Bible say something about us worshipping in Heaven "forever"? That's an awfully long time. Sounds to me like it'll be pretty boring. Why would anybody want to go?" Dad had the answer. He said we'll see natural beauty like we've never seen before, horses, mountains, and parks with all kind of play ground stuff for kids "Hey, that's the plan for today too, isn't it? Lets go."

Yes, we'll definitely worship in Heaven. People will be there from every tribe, tongue, people, and nation (Rev. 5:9). 124, 125, 126, etc. It reminds me of our field trip to the Museum in Central. The amount of train engines, and box cars, I couldn't count them. The number seemed to go on forever. Well, Folks, Heaven will be the same way. Nothing but Fun, Fun, Fun. It'll be forever. "I wonder, will there be any locomotives, box cars, or cabooses there?"

Chaplain Fred



Some of the buildings donated from the Great Escape have found their way to the logging camp

Local Rail fanning

Don Baldwin isn't the only person in his family who manages to catch interesting things about the railroad on camera. His daughter sent the following shots of an NS crew replacing ties along the mainline.



> Did You Know Š

You can do narrow gauge railroading in LEGO? Most LEGO “TRAIN” sets are not really proportional to the “minifigs” that ride on them due to the thickness of the LEGO bricks. But the locomotives and rolling stock from LEGO kits are relatively close to being proportional to the width of the track they ride on. But that doesn’t stop creative folks who try their hand at modeling in LEGO from building narrow gauge!

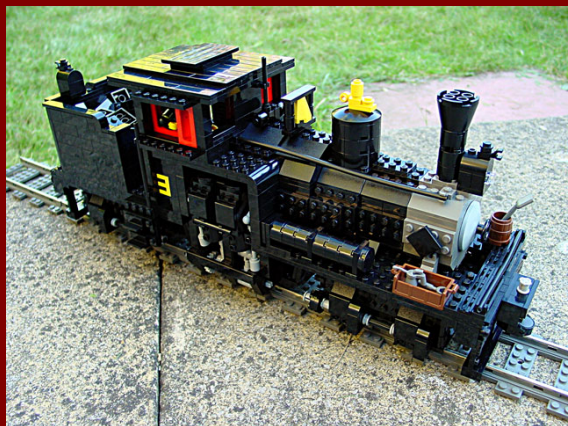


Photo © 2002 Will Vale
Found on www.brickshelf.com

> MODELER’S TIP Š

This month’s tip is no joke! As readers may recall, I acquired a Penn Line switcher that still needs some TLC. I’ve stripped off a large portion of the paint again, but I’ve also worked on adding a decoder to it.

Due to the extremely limited space inside the cast metal body, the only decoder that would fit is an N-scale decoder. Rewiring was fairly simple, but the problem with the old Penn Line motor is that it is an open frame motor that pulls a great deal of current.

Unfortunately, the N-scale decoder isn’t designed to handle a great deal of current. Most N-scale locomotives don’t require a lot of power, so the low Amperage rating of the decoder can easily be overwhelmed by the current required by the old open frame motors.

The ideal solution will be to replace the open frame motor with a can motor—which are constructed in a different way that doesn’t require as much current. A traditional open frame motor uses a pair of magnets in such a way that the motor will turn, stop, turn, stop, etc. at low speeds. Can motors (and some better open frame motors) use an odd number of magnets to reduce this problem—the more magnets, the smoother the turn. This explains why companies push their “5-pole skew wound” motors are being superior to other motors.



Bob, Dan, & Pete hard at work dismantling the G-scale layout at the Great Escape’s Greenville store.

Photo by Jim Alexander

WELCOME NEW MEMBERS!

Join us in welcoming our new members that joined us during the February Train Show!

George Fletcher from Greenville, SC
Bill Fogerty from Hartwell GA
Russell Gentile from Park Ridge IL
John McGraw from Clemson, SC
Sean Ruddy from Lake Toxaway, NC

> Preserving Our Museum's Heritage

Editorial & Photos by J.T.Thorpe

Change is inevitable. As members arrive within and depart from our ranks, the needs and views of the museum membership evolves. The current portable HO-scale layout is an example. There has been an obvious need made to make it easier to set up, operate, and move around, and those modifications are necessary. Some changes, however, have caused us to lose pieces of the layout's heritage.

One module was created to represent a typical mill village with houses that emulated the appearance of Central's mill houses, and even had a photo backdrop of the mill. This module was created by one of our late founders, Patrick Hogue. Somewhere along the line, it was decided that the scenery should be replaced with a farm. The roads, and the abandoned rail crossing were left intact, but we've lost an example of one of our founders' creativity.

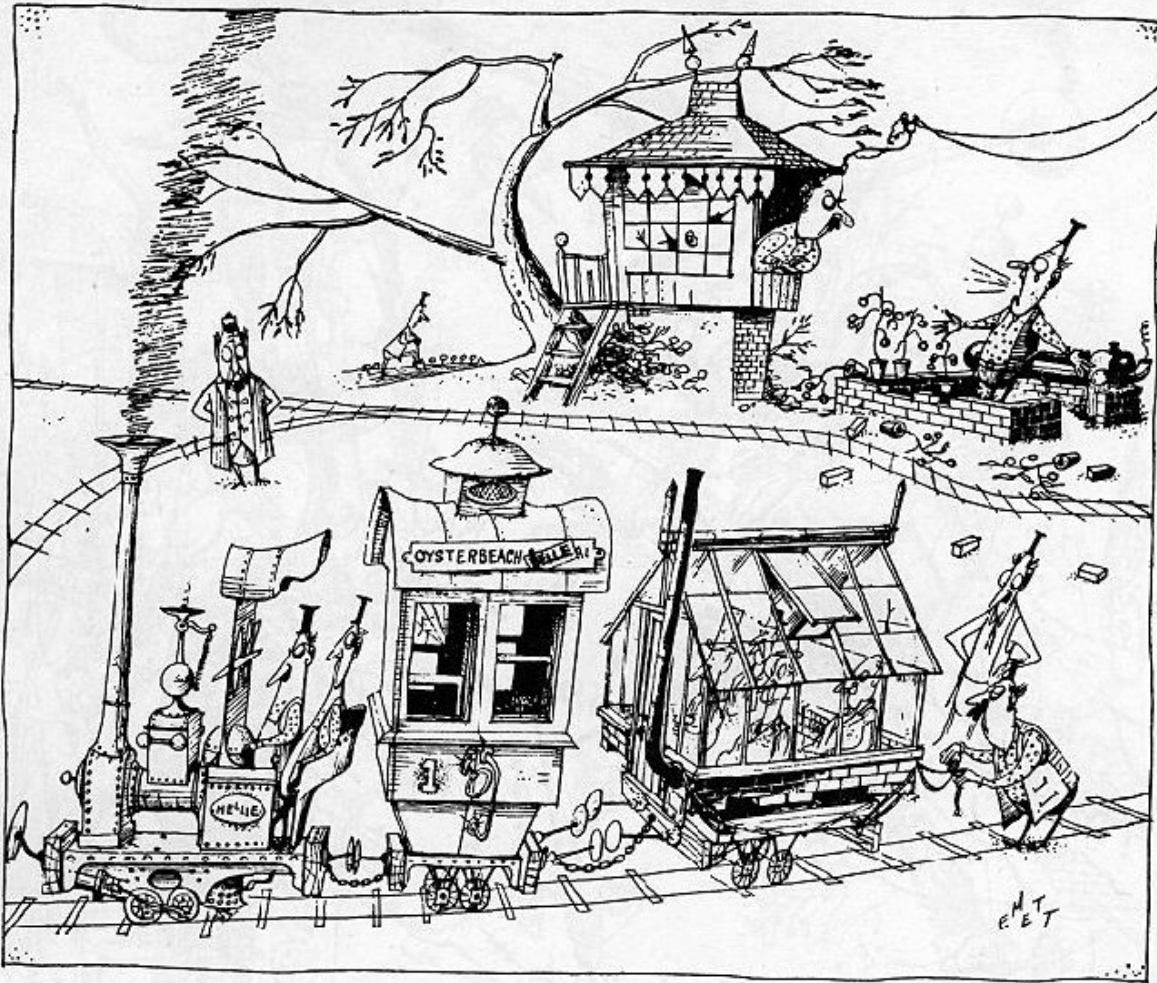
The desires of the membership at that time were the catalyst for the change. Is the new scene "better"? That is a subjective answer that cannot be answered. It is certainly different. Obviously, we cannot keep everything that anyone has ever done. We'd run out of space. But when we make changes, let's take a moment to consider what we are losing in exchange for what is new.

Which brings up an interesting point: A lot of members have their own road names for their layouts. We have a few examples in our museum collection from some of our late members' (or kind donors') estates: a caboose from Ron Keith's Foothills & Excelsior, a box car from Walt Sanders' Sandersville Kaolin works, several custom painted Piedmont & Northern cars from Walt Sanders, several narrow gauge Rio Grande & Northern cars and an engine from Steve Zonay's layout. The

portable layout features dozens of Piedmont & Northern cars from Dr. Harshman's railroad as well as a few custom E.I.E.I.O. grain cars.

In my opinion, we should keep such items in good repair and working order, and marked with the same road names and colors they were given to us. In a way, this preserves our museum's heritage by honoring what our members have achieved as modelers.





"A plague on the 'Devon Belle' and its new glass observation coach."

Frederick Rowland Emmett OBE (22 October 1906 – 13 November 1990), known as Rowland Emmett (with the forename sometimes spelled "Roland" [as his middle name appears on his birth certificate] and the surname frequently misspelled "Emmett"), was an English cartoonist and constructor of whimsical kinetic sculpture.

An otherwise undistinguished career was interrupted by World War II, when he worked as a draughtsman for the Air Ministry while perfecting his gift for drawing cartoons. From 1939 until the 1950s, and less frequently in the 1960s, he published regularly in *Punch* and for many years when his work was published elsewhere it was credited to "Emett of Punch". His cartoons were seldom political, except when he caricatured bureaucratic absurdities, and his early subjects typically found humor in the difficulties of life in Great Britain during the second World War. His drawings soon started to include railway scenes and he gradually developed a unique concept of strange, bumbling trains with excessively tall chimneys and silly names.

Source: Wikipedia.org

Editor's Note: Fans of the film *Chitty Chitty Bang Bang* may recognize some of the absurd inventions of Caractus Potts—most of them are kinetic sculptures by or inspired by the works of Rowland Emmett!