



CENTRAL CROSSINGS

MONTHLY NEWS LETTER OF THE

CENTRAL RAILWAY
MODEL & HISTORICAL ASSOCIATION, INC.

Volume 21, Number 3

March 2012

P. O. Box 128
Central, SC 29630

WEBSITE:
www.crmha.org

MUSEUM &
MEETING SITE
108 Werner Street
Central, SC

OFFICERS

President / CEO:
Dan Maret

Vice Presidents:
Ron Keith (1st)
Joe Fitzpatrick (2nd)

Stationmaster
Ralph Watson

Paymaster
Bob Folsom

Webmaster
Ed Welch

Show Chair:
Al Costa

Museum Curator:
Jack Green

Editor & Producer:
Robert M. Seel, AIA

Next Meeting:
March 1, 2012
7:15 PM
at the
Central
Railway
Museum



SUPER LAYOUT ISSUE !

This month's *Central Crossings* has grown into a phenomenal issue! Not only do we have news photos from our Annual Train Show (below), but we also have Part 4 of Don Brady's Red Rock Northern, the museum's new Liberty Paper Mill by Jim Reece (photo above), and Sandy Eustis' Acadian Coast Eastern. Plus, we have our regular features of Sage's Page, Bruce Gathman's monthly patent, Ralph's meeting minutes, and a column from Cap'n Dan!





**SCHEDULED
EVENTS & SHOWS**

March 2-3, 2012

Fletcher, NC

22nd Annual Model Train Show

WNC Agricultural Center

7 operating layouts & over 100 tables!

Friday: Noon -7 PM, Saturday: 9 AM – 4 PM

\$5 Adults per day. Ages 12 and under Free

Western North Carolina Model Railroaders, Inc.

www.asheville-trainshow.com

March 17-18, 2012

Atlanta, GA (Marietta)

The Train Show

Cobb Galleria

\$8.00 for both days. Ages under 12 free.

Piedmont Division NMRA

Kid's layout, raffle & white elephants!

<http://themodelrailroadshow.com>

March 24, 2012

Columbia, SC

Train Collectors Association TCA Show

Marchant National Guard Armory

\$3 Adults. Ages 12 and under free.

Palmetto Chapter, TCA

March 31, 2012

Columbia, SC

Annual Spring Show –

AMROC & Piedmont S Gaugers

Arsenal Hill

FREE! (No vendors, just trains galore)

Associated Model Railroads of Columbia

www.amroc.org

Upcoming Events for the
Central Railway Model & Historical Association
as well as Regional shows and events worth mentioning

PROGRAM SCHEDULE

March 1, 2012	CRM&HA Meeting
April 5, 2012	CRM&HA Meeting
April 28, 2012	CENTRAL RAILROAD FESTIVAL
May 3, 2012	Rob's Birthday (& CRMHA mtg) <i>Make it count, y'all!</i>
June 7, 2012	CRM&HA Meeting

Programs ~ SEE DALE before he sees you! It can be as simple as a slide show or a modeling tip. We have a wealth of collective information we can share, so don't be bashful!

2ND SATURDAY
MUSEUM OPEN TO THE PUBLIC
COME RUN TRAINS & HAVE SOME FUN!
MARCH 10, 2012
APRIL 14, 2012
MAY 12, 2012

April 28, 2012
Central, SC
Wash your club shirt, come out & show our community spirit!



GENERAL MEETING MINUTES

By Ralph Watson,
Stationmaster

SERVES THE UPSTATE

February 2, 2012

Regular Meeting at the Central Railway Museum

The meeting was called to order at 7:15 PM by President Marett. 27 members were in attendance. No new members or guests were introduced.

Members were asked to remember Jerry Meyers on the recent passing of his mother.

The Treasurer had no report.

OLD BUSINESS:

The projection screen donated by Bob White has been installed. Thanks to Bob and the many supervisors who oversaw the project to completion.

Jim Kimble is reworking some of the logging area to include stumps.

COMMITTEE REPORTS:

Train Show: The Show set up is Friday 3 Feb. All hands on deck between 8 and 9 AM to set up tables, portable layout, and other preparations. Members are needed all day Saturday and Sunday and especially Sunday after 5 PM for teardown.

Museum Building: No report.

Central Railroad Festival: Next meeting is Feb 7. Festival date is April 28. Function Junction needs some serious housecleaning. Setting up the company store was mentioned as a possibility.

Portable Layout: Ready for the Train Show.

Lionel Room: Discussions with the City about off-site storage space to enable construction to begin.

American Flyer: An inventory is in hand and the layout is 'complete' with the donation of a last missing piece from Bob White.

Programs: Dale Reynolds will continue as Program Chair and solicits volunteers.

Webmaster: No report.

Newsletter: Rob Seel reminded everyone to send in their articles and travel photos.

Museum Curator: J Thorpe has completed digitizing the Blue Ridge Railroad club slide collection.

Property Inventory Administrator: Cataloging of the Walt Sanders estate donation is complete.

Computer Administrator: No changes to report.

HO Layout:

Benchwork: No report

Wiring: Lighting project is progressing.

Rolling Stock: Additional freight cars are in the pipeline.

Trackwork: No report

Scenery: No report

NEW BUSINESS:


A new position - Safety Officer - has been created and Ron Keith has been appointed to deal with safety issues in electrical service, use of personal protective devices and flammables storage.

A "Thank You" note from Celebrate the Child was shared with the membership.

Ralph Watson explained to the members the "Honor Their Service" event to be held at Keowee Key in June. A representative will be visiting in the next few weeks to see our venue and share how we can best participate.

Jim Reece has access to 5 trapezoid shape folding tables if the Association wishes to have them. He has provided photos.

PROGRAM:

A short film, Birth of a Locomotive, made by EMD describing how an F59PH is built was shown. 



A Quick Look-Around from Between the Rails: Here Comes Another!

By President Dan Marett

Well, we have successfully passed another milestone. Our annual Train Show was held on February 4th and 5th at the Easley location. We had 846 adults, 549 seniors and 268 kids to attend both days. Saturday was rainy and gloomy and brought out the train lovers. Sunday was beautiful, warm and sunny and folks got ready for the Super Bowl because our attendance was down. The Company Store did good and brought in much needed revenue for our club. The Company Store was organized by Roger Smith and then a whole slew of our members kept it going. Thanks guys.

We had a very impressive group of vendors and four layouts not counting ours.

Speaking of our layout, Josh Phillips once again brought out all his locomotives and spent both days running trains. Thanks Josh and thanks to all the other engineers that managed to squeeze past Josh to also run trains.

Howard Garner did a great job setting up for the vendors. He sold all the tables.

And I can't leave out the "Thomas the Tank Engine" volunteers. The kids loved it and it took a lot of work to make it all run smooth. I would like to go on adding thanks to the members that helped but that would take the entire newsletter. We did have a great member turnout. Without the help of members the show would not have happened. I appointed a new Train Show chairman for next year. Jim Reece stepped up and threw the switch that will move our next Train Show to the main line. He has been a great president for our club for the last five years and I just could not let him fully retire.

Upcoming Events:

The next big event is the Central Railroad Festival to be held on April 28 in downtown Central. We play a big part in that event and are on track with the planners to make this one the biggest and best yet. We once again will call on our members to help us run all the jobs that we have been assigned. Modular rework is on the agenda before the Railroad Festival. Much track work needs to be done. I am asking those of you with this special talent to please step forward. Our modular layout has many miles of use and abuse and is ready for a rework. Dr. Jim McInnis will remain as Chair of this committee.

New News:

We have been given keys to a new storage area across the street from the museum in the old City Hall building. This will allow clean-up of the Lionel Room. After it is cleaned out we will make it habitable and turn it over to Mac McMillan to head the Lionel Layout building process. Joe Fitzpatrick will be in charge of the new storage area. Joe is a believer in "a place for everything and everything in its place." This area has to remain clean and neat because outsiders from the City are constantly through it. Help Joe keep it neat. Movement of materials will start the third week of February.

I am enjoying heading up this club. I thought I knew a lot but I have learned so much in my brief time as President from all of you. I hope y'all are having as much fun as I am.

Capn Dan
President CRMHA 

PATENTLY SPEAKING

Submitted by Bruce Gathman

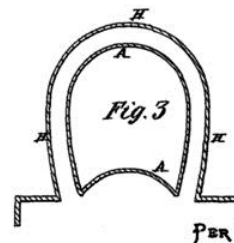
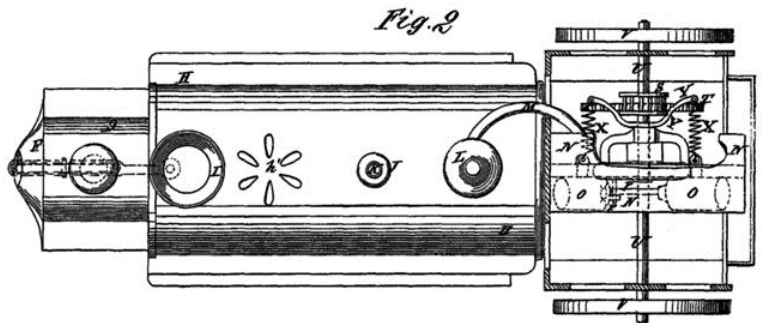
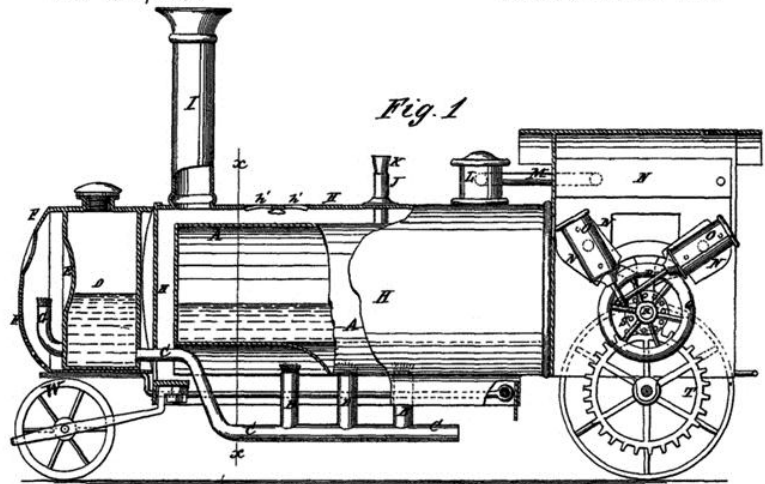
There are generally two parts to patent submissions: a written description of the invention and drawings (not to scale) that are keyed to this written description. Depending on the complexity of the invention more than one page of descriptions and/or drawings may be required to fully explain the merits of the design. You may find these descriptions online at—
<http://patft.uspto.gov/netahtml/PTO/patimg.htm> by entering the patent number in the “view patent” box.

**SPECIFICATION DESCRIBING A
 NEW AND USEFUL
 IMPROVEMENT IN TOY STEAM-
 LOCOMOTIVE, INVENTED BY**

FRANCIS W. CLARK, of the city, county, and State of New York. Figure 1 is a side view of my improved toy steam-locomotive, partly in section to show the construction. Fig. 2 is a top view of the same, the cover of the engine-room being removed and part of the steam-reservoir being broken away to show the construction. Fig. 3 is a cross-section of the boiler and its cover or jacket taken through the line x x, Fig. 1.

Similar letters of reference indicate corresponding parts. My invention has for its object to furnish an improved toy steam-locomotive which will run for a considerable length of time, shall have sufficient power to propel it upon carpets or other uneven or resisting surfaces, and which shall, at the same time, be simple in construction and inexpensive in manufacture, enabling it to be put into market at a comparatively low price; and it consists, in the construction and combination of the various parts of the toy, as hereinafter more fully described.

F. W. CLARK.
 Improvement in Toy Steam-Locomotives.
 No. 128,018. Patented June 18, 1872.



Witnesses:
A. W. Amqvist
H. O. Graham

Inventor:
Francis W. Clark
 Attorneys.




SAGE'S PAGES

PIGEON FORGE, TN

PHOTOS BY SAGE VIEHE



Sage visited Dollywood on December 23, 2012 and sent in these photos of 2-8-2 No. 70. The 70, and sister Mikado No. 71, was built by Baldwin in 1939 for the White Pass & Yukon, but has resided in Pigeon Forge since they were purchased for the Silver Dollar City "wild west" theme park in 1977. There they were reunited with ex-WP&Y 2-8-2 No. 192. The Dollywood shops are credited with repainting the locomotives from Tweetsie green to authentic black, as well as removing the faux-western diamond stacks. 



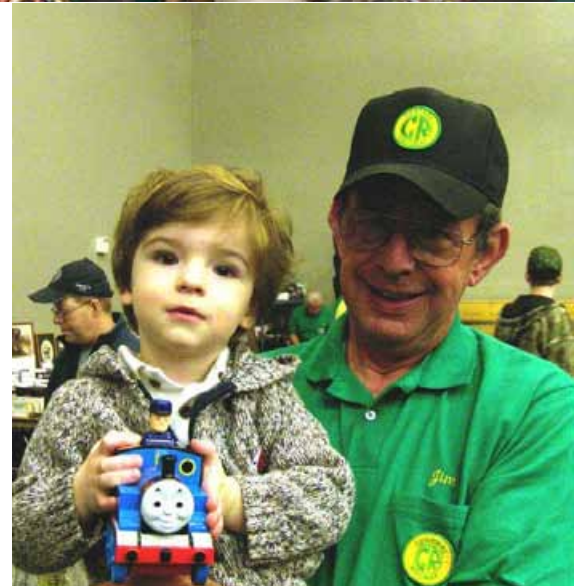
- 17" cylinder diameter with a 22" stroke
- 145,000 lbs. total engine weight
- 25,200 lbs. Tractive effort
- 44" drivers
- Superheated with front-end throttle and power reverse
- 6-ET Brake Stand

SAGE'S PAGES
❧ BUILDING A TRAIN SHOW ❧
FEBRUARY 3, 2012
PHOTOS BY SAGE VIEHE



ANNUAL TRAIN SHOW A BIG SUCCESS!

Photos by Rob Seel & Sage Viehe



Thanks to everyone who made our 2012 Train Show one for the record books! Attendance was good, and the overall impressions seemed brighter than ever. Cheers also to our crowd-pleasing portable layout clubs **Station 187**, the **Piedmont 'N' Southern**, **live steamers**, and the **South Carolina Railroad Museum**. **Howard Garner** even provided a rare treat and casual, on-going clinic as he decaled and weathered Central Railway freight cars all weekend. As usual, families with young children came out in throngs to enjoy out Thomas activities. Did they have a grand time? Just ask young **Ford Allen** of Greenville, shown with Jim Reece (lower right)! Thanks also to the **City of Easley** for handling the gate and local advertising, besides providing one of the finest facilities around.





This is what we used to call in the corporate world an "expensive meeting!" ~ ed.



PART 4 - BUILDING THE RED ROCK NORTHERN



BY DON BRADY



And now for a little history ~

You have seen the preludes to the layout, so now let me give you a little background to the layout, the area and the era. The Red Rock Northern is a fictitious interchange in the desert South west for the ATSF, SP, D&RGW and several other road names that may show themselves on the way from Chicago or other points east to Los Angeles. You never know what you may see, or what era it might be. I love the old steam engines, so most will be from 1860 to 1960. I try to keep the scenery in season. The location could be anywhere in the Southwest. Northern Arizona, New Mexico,

Oklahoma, Southwest Colorado or even Southern Nevada could fit the area.

The key to the Red Rock Northern is the namesake for the town of Red Rock, Red Rock Promitory. I once talked to an old prospector (I will call him Grizzly) about the legend, and he said, "Ain't no damn Yankees going to me keep from my GOD- given rights to search." He and Sophia, his trusted mule, can be seen from time to time in the area; but since it is railroad property and he is trespassing, he knows the consequences. We spent a long time talking (along with a bottle or two of tequila) and he opened up to me. He said that he was a scout for the railroad and helped fight

the Indians. He even worked as a surveyor, but when he saw the valley and the rock, he knew where his destiny was. He said, "As soon as I saw that rock, I knew there was color in those hills." He said, "Ain't no snot-nosed kids from back east going to tell me where I can go and what I can do." He knows that the penalty for trespassing is prison or at least being shot on sight. He also knows that the Pinkertons are after him, which is why I had to keep him in secrecy.


You can see at different times of the day the light shining on different minerals. Legend has it that there is gold and silver still in the area. I am not about to go and see for it is far too busy an area for me. Before the railroad, Red Rock was a mining town of some minor distinction. But after the mines played out, it became a ghost town 'til the railroad came into the valley.

Red Rock is not only an interchange, but also a service facility and a crew change station for the interchange, complete with a rooming house (and all the other businesses that accompany it). Don't be surprised at what you might see at any time of the day or night. Probably the most popular place in town is the railroad rooming house where you can get a hot meal, a hot shower and a warm soft bed.

Patrick and Phoebe O'Connell (Irish immigrants) lived at the rooming house as Patrick progressed from swing gang to Foreman. They had no children, so to occupy her time Phoebe would work in the kitchen and dining

room of the rooming house. She was so popular and everyone loved her cooking so much, she lovingly became known to everyone as Ma. But the railroad had their own ideas of menus and hours so Ma O'Connell opened her own café down the hill and called it Ma's Place. When Patrick was killed in a freak mishap, she was asked to leave the rooming house, since she wasn't a railroad employee. To get back at the Railroad, she bought the adjacent derelict buildings and opened Kitty Korner and Booby Hatch. Probably the second most popular place in town is Ma's place (or her two other establishments). Beside the fact that Ma has the prettiest girls west of the Mississippi River, she runs a clean establishment and doesn't tolerate any misconduct, and now you can get any kind of meal 24 hours a day. (Just hope the ladies back home don't find out about it.) They will never understand why everyone volunteers for the Red Rock run.

Most everything else in town is pretty unspectacular, except of course for Speedy Andrew's. That is the local hot rod shop and usually the place the police are at most of the time. A couple of stores, a couple of gas stations, a lumber yard and other businesses round out the area. We have a school, a church and cemetery and all the typical company houses. Life goes on as usual in a railroad town every day; it is at night when things really start to jump!

Thank you Ma, we love you. Here(above) is the proposed layout for Phoebe Lane. Mind you this is only 2X4 feet of the total layout. 



CENTRAL DEPOT IN THE WORKS

Actually, it's a foam-core and matt board mock-up. Rob Seel used his AutoCad floor plan and elevations based on actual field measurements to produce colored prints in HO scale. The color prints were spray-mounted to foam core, cut out and glued together for a quick, working model. The depot, along with a similar mock-up of the stone service station will be useful tools for laying out the Town of Central on the museum layout. The quick, inexpensive buildings will eventually be replaced by fully-detailed styrene models.

~ INTRODUCING ~ LIBERTY PAPER



PHOTOS BY JIM REECE



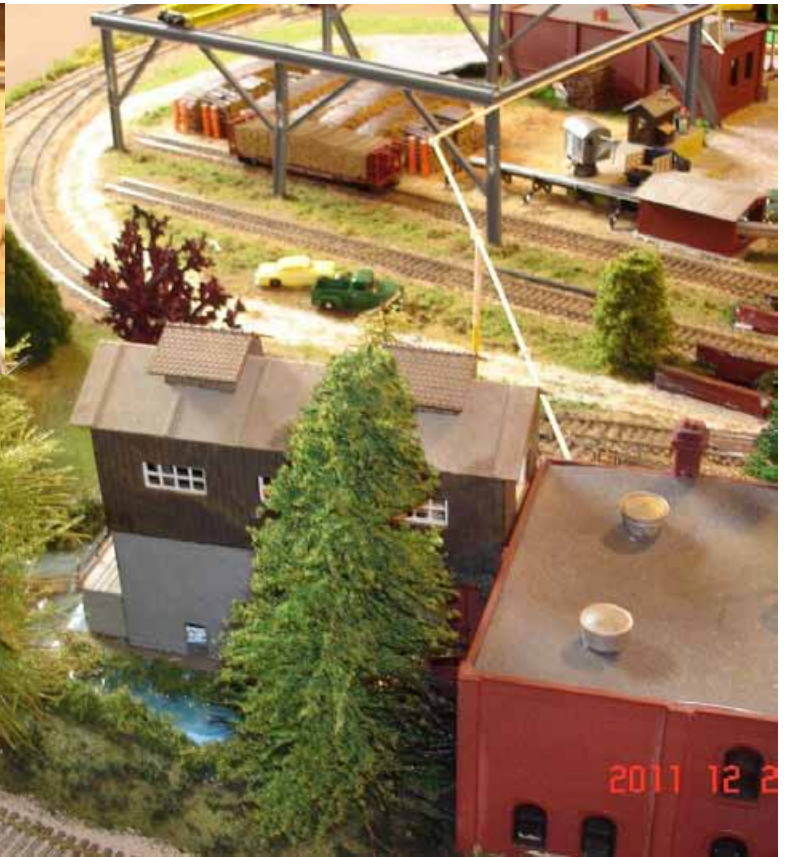
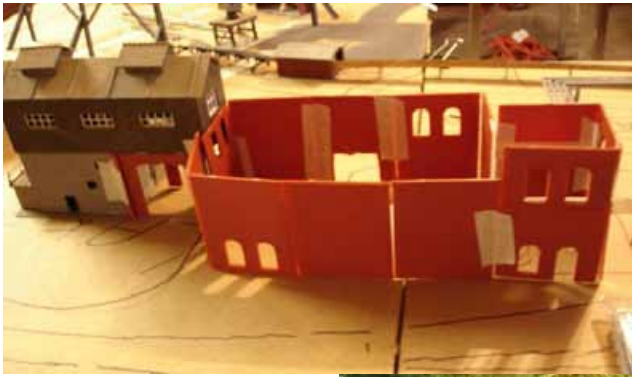
Coming to our Museum Layout this Spring ~

*See why Jim hasn't been able to garage
his car lately!*

The Liberty Paper Mill

This will be a 1950's Converted Kraft Integrated Paper Mill. Producing corrugated flat paper board and packaging paper, grocery bag stock. It will ship 1,000 tons of paper a day in both roll or flat stock.

In our world the Upstate is growing, jobs are available and you can taste the sweet smell of success, or is that the paper mill?

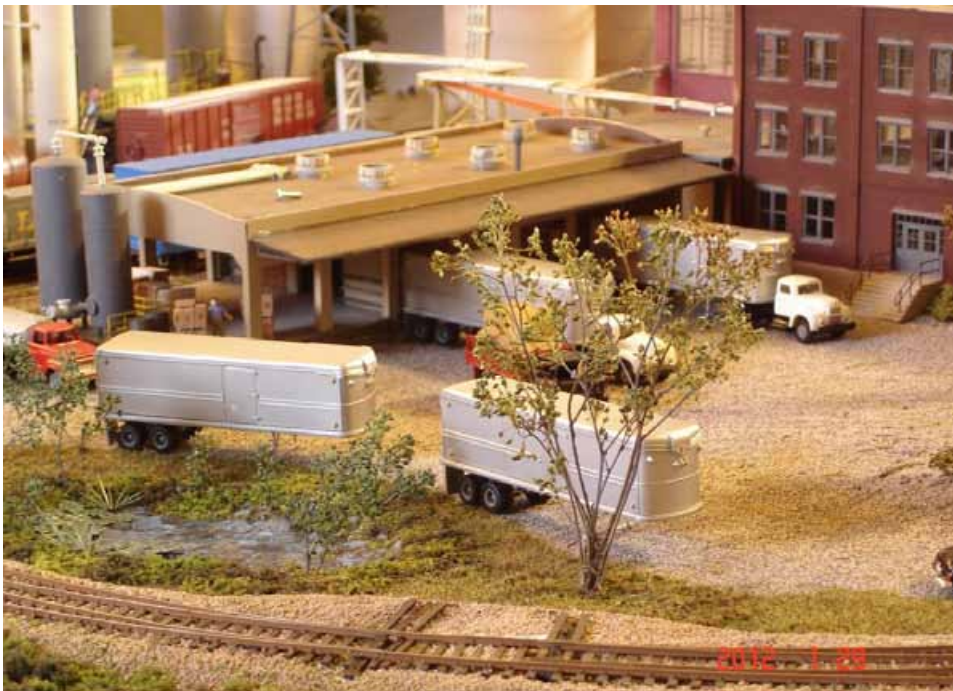


A paper mill has to be concerned with more than just production and shipping. So, the guys even modeled the company's Pump House and Wastewater Treatment buildings. Now, if someone can find some aroma capsules to burn in the stacks we'll **really** have a convincing scene!





Modeling an industrial complex requires research and planning to produce a convincing display. For the Production Plant and Shipping area the building masses were blocked out with taped-up foam-core boxes (upper left). Then, modular, industrial wall panels were assembled to the shape and height, accordingly. The finished product (below) looks great in any era or location, whether it's 1958 in upstate South Carolina or the 1980s at Jim's house.



Jim Reece, along with trackwork and electrical systems by Bob Folsom, Doc McInnis, has modeled a fantastic scene that will certainly make a dramatic impression when it is installed on the layout. If you think these photographs look good, just wait until over 100 lights are installed and powered up! 🚂



SANDY EUSTIS' ACADIAN COAST EASTERN



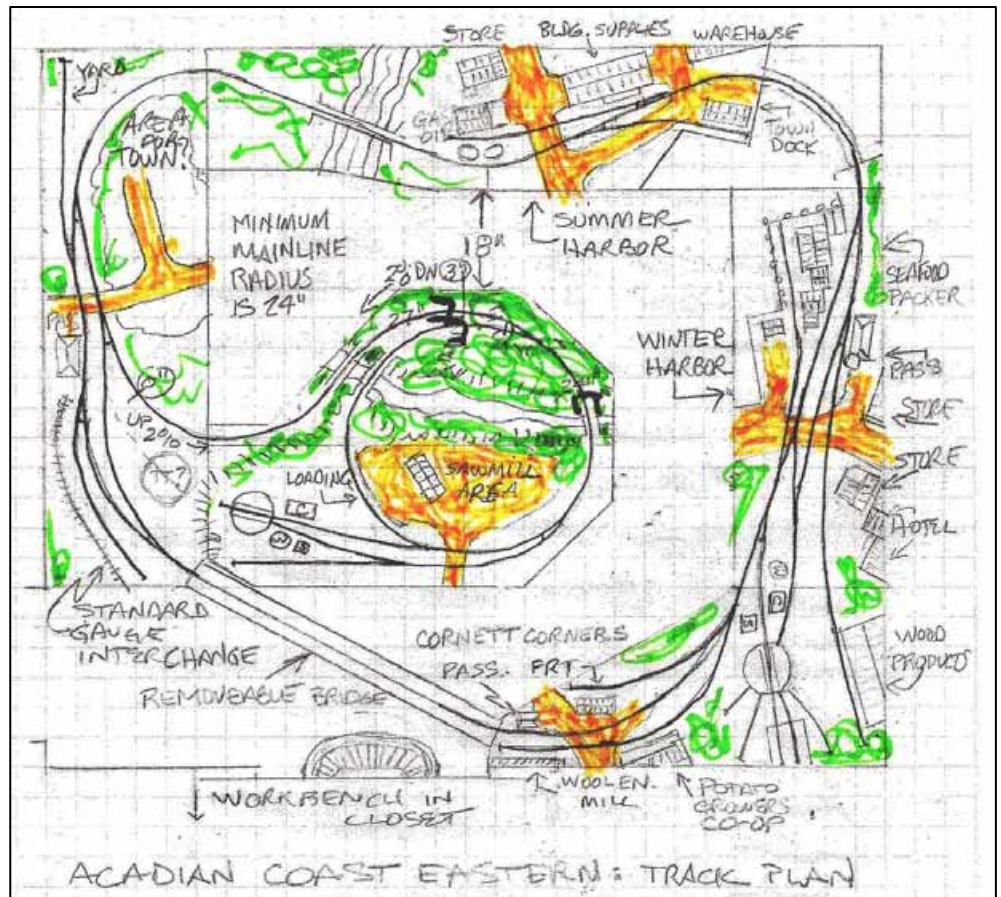
BY SANDY EUSTIS W/ PHOTOS BY ROB SEEL



The What and the Why: I've wanted to model a two-foot gauge line for about 50 years, ever since I learned as a teenager that the real world two footers included the Sandy River Railroad and its logging branch to Eustis, Maine. Over the years I've found favorite equipment, structures, and scenes from all five of the real two-foot gauge railroads that once served rural Maine. I finally decided to dismantle my HO home layout and start modeling the Maine two-footers in On30 about two years ago, both because of my increasingly old eyes/hands, and because of the relatively recent introduction of ready-made On30 turnouts, flex track, locomotives and rolling stock. It is finally possible for someone of modest modeling talents (me!) to pursue a two-foot theme without have to scratch build almost everything mechanical. Bachmann even offers a nifty little On30 2-4-4 Forney based on a Maine two-foot prototype, as well as an iconic Sandy River caboose.

Bachmann's On30 revenue cars are all a bit shorter and wider than prototypical two-foot cars, but they're well detailed, and several manufacturers offer correctly scaled two-foot rolling stock kits to sit on On30 trucks. Various O scale kits for structures which once lined two-foot tracks are also available, and both Peco (code 100) and Micro-Engineering (code 83) now offer On30 turnouts and flex track with appropriately sized and spaced ties.

On30 is actually a very inaccurate but highly convenient hybrid, as it has O scale narrow gauge trains running on HO standard gauge track. The track gauge works out to 31" in the larger scale, which was not the gauge of any railroad ever built. Truthfully, I find the discrepancies inherent in using On30 locos and rolling stock to model a two-foot theme rather liberating. Since my track gauge is "off" to begin with, I feel free to develop my own plausible fictions. What I've always wanted to capture is the general ambiance of the long-departed Maine two-footers – depression era, slightly run-down, edge of bankruptcy operations, with tiny Forneys and short trains wobbling through coastal or rural scenes on lightly ballasted track. I didn't want to pick just one two-footer and try to model it faithfully; I wanted a plausible "what if" kind of line, and I'm willing to include just about anything that fits my chosen theme. And so my On30 Acadian Coast Eastern is set way down east; its terminus is



Above: A simple track plan on graph paper is an easy start and can tell a big story. The center peninsula is a future phase.

Below: The fishermen's co-op and docks at Winter Harbor are not only signature elements, but a potentially busy scene for switching and detail.



Winter Harbor, a very real, rather picturesque, and time-frozen little seacoast town on the Schoodic Peninsula. I found it while looking for two-foot remnants on a recent trip to Maine. While the real Winter Harbor never had a railroad, it easily could have had one, and in my version of history, it did.

Track Planning:

I wanted the line's terminus to include a waterfront scene, with a fisherman's co-operative and a couple of lobster boats and other watercraft sitting around, interesting waterfront clutter here and there, and maybe even a separate dock for a launch serving a posh summer resort on a nearby island – a good excuse to run passenger equipment now and then. I also wanted an interchange with a standard gauge line, with a standard gauge car or two sitting on an interchange track -- to show just how small the real two foot gauge equipment really was (**middle right**). I definitely wanted a continuous running loop somewhere in the track plan, and also a plausible operating scheme, with a dozen or so active industries to serve, including some in an intermediate rural town between the waterfront terminus and the standard gauge interchange. And oh yes, of course I wanted a branch line to an upstate sawmill, and a small yard and an engine service facility.



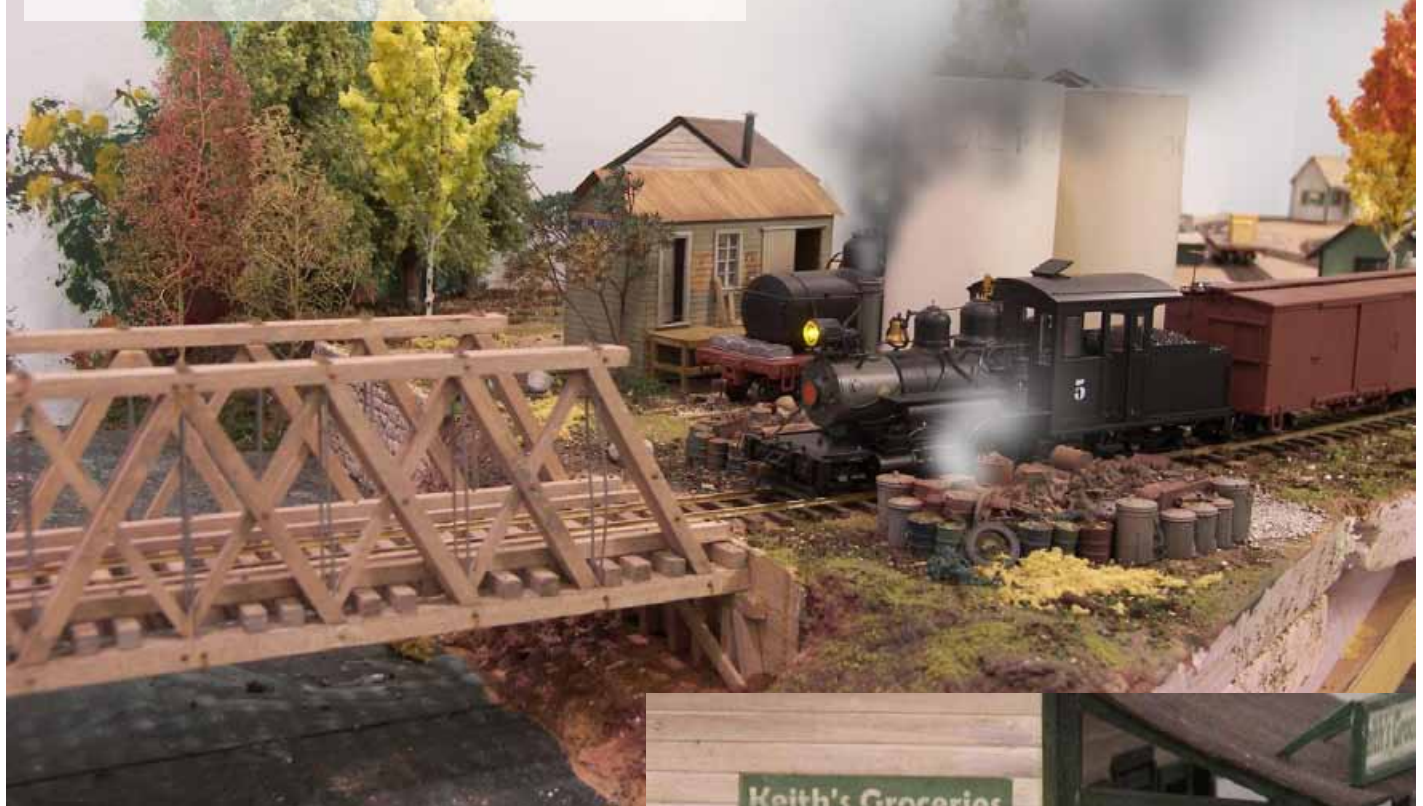
Above: Winter Harbor is a picturesque village with lots of activity.

Middle: Occasional freight gets transferred to standard-gauge rails.

Below: No. 5 pauses in Summer Harbor while the crew grabs lunch from Keith's Groceries just up the street.

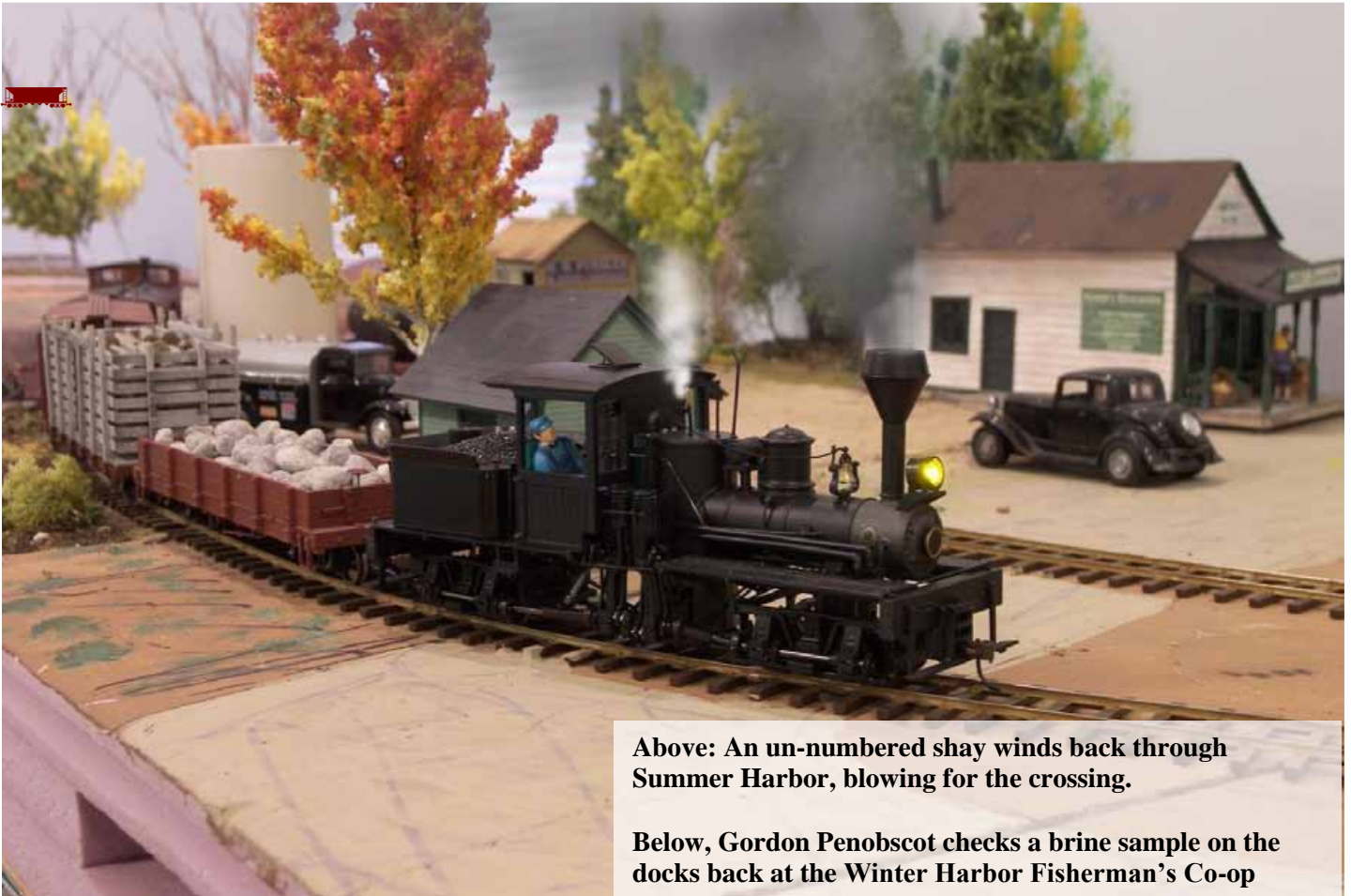


A little junk and a fuel dealer scene go a long way toward visual appeal at Summer Harbor. No. 5's crew has their lunch and are now back on their job.



The bad news is that my home layout room is only 14'-4"x12'-0". As I began to doodle possible track plans, I quickly realized that what I have room for in On30 is not determined primarily by using HO standard gauge track with fatter ties, but mostly by the footprint of O scale structures and scenery. 14'x12' in O scale is the equivalent of about 7' x 6' in HO scale, and if you're used to thinking in that size, you'll know right away that a waterfront terminus, an intermediate town, a standard gauge interchange, an engine terminal, a yard, a dozen industries, a working branch line, and room for rural scenery is just not all going to fit in a 7'x6' footprint. So I kept doodling and doodling, and I eventually came up with a way to include most of my givens and druthers with a nominal 24" radius, 20 turnouts and 2 or 3 turntables. To fit it all into my space, I had to cheat on the 24" radius requirement in a few places. Plus there's no yard, the intermediate town is extremely minimal, the aisle width is down to 18" at one squeeze point.





Above: An un-numbered shay winds back through Summer Harbor, blowing for the crossing.

Below, Gordon Penobscot checks a brine sample on the docks back at the Winter Harbor Fisherman's Co-op

And, to get a decent mainline run, I have to go once and a half around the loop to get from the waterfront terminus to the interchange. But honestly, I've been pleasantly surprised by just how much I was able to squeeze into my available space in On30; I really did include most of what I wanted. As a bonus, part of the layout is going to be easily removable as a portable display, with its own continuous running loop around a compressed sawmill scene. Either necessity is the mother of invention, or 14'x12' really is big enough for a one-man On30 empire.

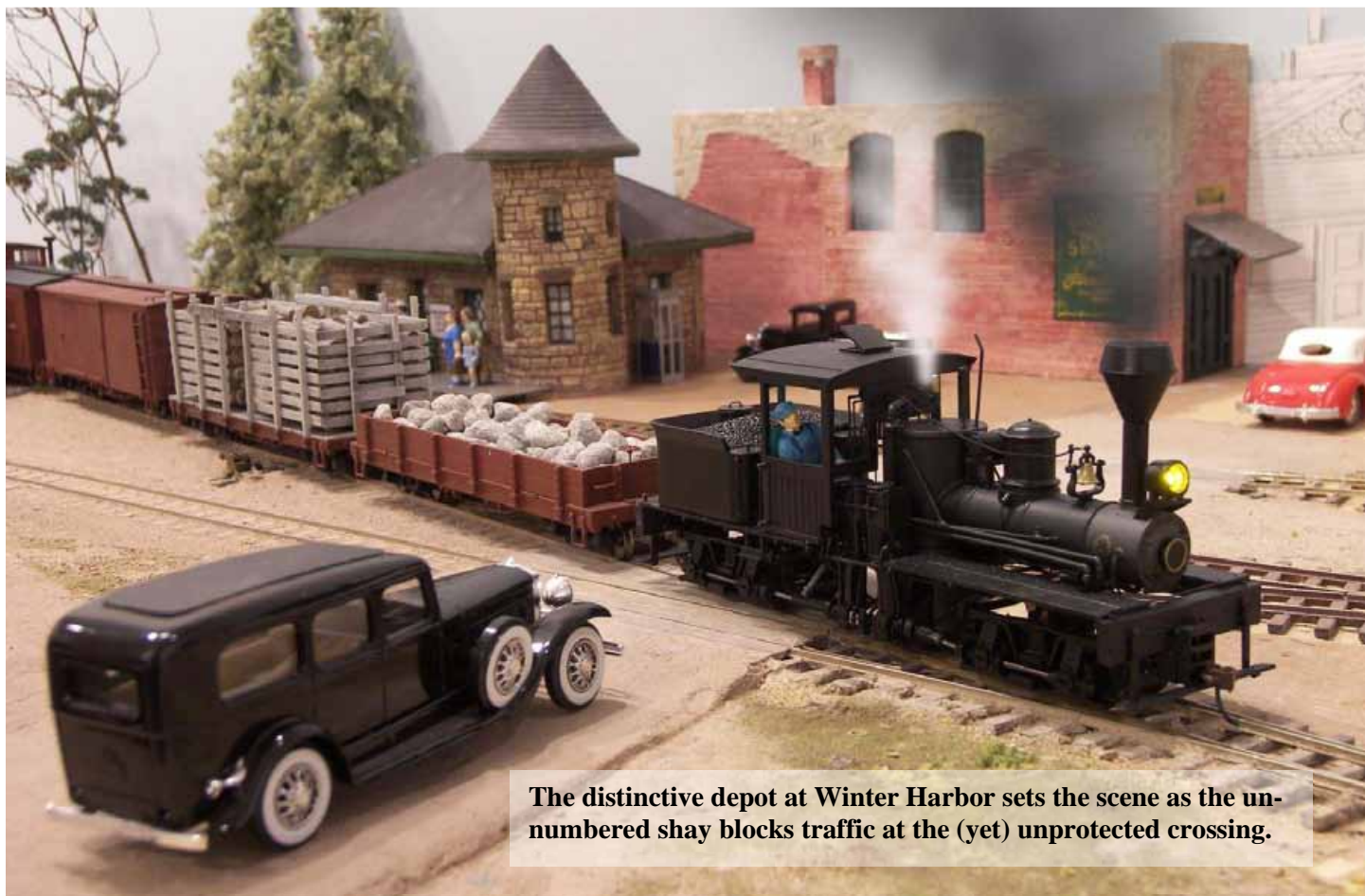


Progress to Date:

I began construction in April of 2010, about 21 months ago. I started using linked hollow core doors (“doorminoes”) as a layout base a few years back and learned they make relocating a layout pretty easy. Since I anticipate one more move sometime in the next few years, I decided to build the ACE on a series of linked hollow core doors topped with foam insulation sheets. So far, all of the track on the five doors along the outer walls of the room is in place, as is the removable bridge, but none of it has been ballasted. I've got about a dozen structures in various stages of completion on the layout, though I've barely started on ground cover and vegetation. The backdrop is just an 18” tall stripe painted on the walls – a grayish blue for a New England late fall day. I've added painted trees in just one spot so far. The two doorminoes that will extend into the center of the room and that will hold the sawmill scene have not yet

been put in place, and nothing other than track has been installed on the door which holds the standard gauge interchange. None of my rolling stock has yet been lettered for the ACE.

Since the open center of the room is still clear, I can move around the layout pretty easily, and we still have room to inflate an air mattress in the middle area when the grandkids visit. Now that I can run trains on a continuous loop, and since I spend about half of my weekly model railroading time working at the CRM&HA museum, progress has recently slowed to something less than a crawl. I do have a nice workbench set up in the room's former closet, and I think I've taken on a small-enough project that I might actually get to finish it in my lifetime, particularly if I'm able to find the one modeling tool I'm still looking for – a round tuit. I do know that I have years of enjoyment in front of me, and even if I never get a round tuit, I might get around to posting an update on my progress sometime next year. Anyway, model railroading success is a journey, not a destination, and every week I get to take a pleasant historical trip back to down east Maine as it might have looked in the 1930's. I hope you've enjoyed coming along this time! 🚂



The distinctive depot at Winter Harbor sets the scene as the un-numbered shay blocks traffic at the (yet) unprotected crossing.

Is YOUR LAYOUT NEXT?

We want to run many more articles about member's home layouts in future issues of *Central Crossings* – even including layouts in very early stages of construction. A bit of track and some rolling stock on bare benchwork are all that's needed to make YOU look like a true modeling genius! So if you're willing to have your layout featured in a future issue, contact Rob Seel to schedule a time for him to visit your home and take some fabulous photos. If you don't want to write the accompanying article yourself, Sandy Eustis will come too -- to interview you and then write a short but Deeply Moving article (!) about how you got into model railroading, why you chose your theme or prototype, your modeling progress and/or modeling goals, etc. What could be easier? Call or email Rob today! 🚂