



SERVES THE UPSTATE

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Stationmaster
Ralph Watson

Paymaster
Christine Grewcock

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Newsletter
J.T. Thorpe

**NEXT
MEETING
JUNE 6,
2013**

7:10 PM

**AT THE
CENTRAL
RAILWAY
MUSEUM**

Central Crossings - Newsletter

CENTRAL RAILROAD FESTIVAL



CRM&HA provided two of the feature attractions for this year's Railroad Festival—the museum and the Function Junction were both open for business with plenty of trains running in both venues. Alas, an incoming rainstorm cut the Festival short, and although Function Junction closed down operations around 2pm, the museum stayed open until after 4pm.

The portable layout's new intermodal facility and the beginnings of the tank farm provided plenty of operational opportunities.





APPROACH SIGNALS

Upcoming Events for the

Central Railway Model & Historical Association

as well as regional shows and events worth mentioning

PROGRAM SCHEDULE

June 6: No program scheduled

The rest of 2013 is Wide Open

**2ND SATURDAY
MUSEUM OPEN TO THE PUBLIC
JUNE 8, 2013
JULY 13, 2013
AUGUST 10, 2013**

**3RD THURSDAY
OPERATING SESSIONS, 7PM**

**JUNE 20, 2013
JULY 18, 2013
AUGUST 15, 2013**

The CRM&HA has begun regular operating sessions on the third Thursday of 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 go around.

SCHEDULED EVENTS & SHOWS

June 8, 2013

Chapel Hill, NC – North Raleigh Model Railroad Club T-TRAK Show

Robert and Pearl Seymour Center, 2551 Homestead Rd

Times: Sat. 9am-2pm

Admission: Free

June 15, 2013

Tallahassee, FL – 22nd Annual Tallahassee Model Railroad Show & Sale

Big Bend Model Railroad Association
North Florida Fairgrounds, Tallahassee, FL

Times: Sat. 9am-4pm

Admission: \$5 for ages 13 and up. Scouts in uniform and under 13, Free

<http://www.bbmra.org/show.html>

June 22, 2013

Charlotte, NC – 10th Annual North Carolina Model Train and Railroad Artifact Show & Sale

Golden Spike Enterprises
Metrolina Expo Center

Times: Sat. 9am-4pm

Admission: \$7 for ages 12 and up. Under 12, Free

www.gserr.org

July 14-20, 2013

Atlanta, GA – NMRA National Convention: Peachtree Express 2013

NMRA Piedmont Division

Cobb Galleria Centre, 2 Galleria Pkwy, Atlanta, GA

Times: Sat. 9am-4pm

Admission: \$5 for ages 13 and up. Scouts in uniform and under 13, Free

<http://www.bbmra.org/show.html>

FROM THE PRESIDENT

Things have finally settled down and we can again concentrate on our museum work. Thanks to all who helped make all of the special events possible. The rail festival brought in a lot of potential new members and it really showed off all of the hard work that has been accomplished on both layouts. The Toccoa Train Days was also a success. Both events were cut short by rain but the looks on the kids faces made it all worthwhile. Again, THANKS.

Our big push now is to settle into solving the problems that are confronting us. Getting our portable layout location stabilized is the big one on my plate. Hopefully we will get this solved in the very near future.

We all need to concentrate on the museum. The Lionel room and the scenery both have a long way to go. There are those of you that are in a leadership position that requires precise direction, courteous direction and above all a friendly management style. No one likes to be yelled at. If there is any yelling to be done I'll do it. 'Nuff said.

The training program is progressing nicely. We have several new operators that have passed several stages in layout operation. We must continue with this qualification process.

That's it, see you on the tracks

Capn Dan, your President



Central Railroad Festival Photos
courtesy of Ed Welch

TOCCOA TRAIN DAYS

Report & Photos from William Baron



☞ SAGE'S PAGES ☜

Photos by Sage Viehe

Sage Viehe made a trip to Patrick, South Carolina and brought back photos of the depot and old freight house there.



🌀 NIGHT AT THE MUSEUM 🌀

Photos by Jim Reece

Work on all sections of the museum layout continues, and one of the latest “upgrades” includes lighting at the Liberty Paper Mill. Jim Reece shared photos of the mill lit for night-time operations.





General Meeting Minutes

By Ralph Watson,
Stationmaster
May 2, 2013

Regular Meeting at the Central Railroad Museum

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

Twenty three members and two guests (who
joined during the meeting) were present.

President--Dan Marett

Remarked that there was a good turnout for
Central Railroad Festival despite the weather.
We have learned that a new brochure needs to
be designed and printed. The modular HO
layout needs more work before the trip to
Toccoa on 5/10. We are still in discussions
about our continued use of the Function
Junction storefront.

Treasurer--Christine Grewcock

Reported over \$95 in the donation jar after
Railroad Festival. \$3122+/- has been spent
recently on the museum HO layout thus far this
fiscal year.

Secretary--Ralph Watson

Still working on membership cards/name
badges with Operator certification information
included.

First Vice President--Joe Fitzpatrick

Noted again that the Lionel room subfloor
needs some preparatory work before finish

flooring can be laid. This room should not be
used to accumulate stuff.

Committee Reports

Museum Building—Glenn Nasworthy

The toilet needs a new seat.

Portable Layout—Jim Mcinnis

Plexiglas shields are needed to prevent curious
fingers from damaging models.

Rolling Stock— Jim McGinnis

The decals are on order to decorate the
caboose.

Operations—Sandy Eustis

The session on 4/18 revealed some track and
switch machine problems. Operating sessions
are on the third Thursday of each month. There
is a 19 step Operator Certification scheme
posted on the bulletin board in the kitchen.

Newsletter—JT Thorpe

Thank you for the articles and keep the content
coming.

Webmaster— Ed Welch

Member photos are needed for the web page.
Ed can use submitted pictures or make a new
photo.

Track work—Bob Folsom

Both the museum and Modular layouts have
track work to be done.

Heritage Layouts—Dale Reynolds

Trains ran well during Railroad Festival. Some
of the trackside operating devices had durability
problems but were still popular with visitors.

Scenery - Jim Reece

Many buildings around the layout are being wired for lights. A water pour at Little River and power poles and trees are being installed. Many hands are needed for trees and lighting.

Program

Part 2 of Snow Removal on Donner Pass video was shown.



AMBIGUITY
Photos by Bob Folsom

Shortly after taking [the picture of the sign], I went in the house and then heard some locomotives idling outside. I went back out and saw that the locomotive crew of a N/B container train had moved the sign off the tracks (you can see its legs sticking up just ahead of the locomotive). After a bit, a S/B went by and then the N/B took off. Then, after another fifteen minutes or so, I went back out and the sign was gone entirely! I have no idea who picked it up.

Editor's note: Apparently, Norfolk Southern has opted for a cheaper signaling system in the area, but I found the sign ambiguous—is it an instruction, a warning, or a protest? The work crew would not be amused....



❧ DID YOU KNOW ❧

The Glover Machine Works in Marietta, GA was started in 1888 when James Bolan Glover, II purchased a machine shop. By 1892, the shop carried the Glover name. Their first and most popular product was a steam-powered log skidder—essentially a steam-powered winch with a vertical boiler. At the time, Glover also specialized on quarry cranes, derricks, and marble polishing equipment.

Glover produced over 200 locomotives, starting in 1902 with a 36" gauge 0-4-0 tank locomotive, shipped to the Stratton Brick Company of Macon, GA. Over their 28 years of locomotive manufacturing, they built a variety of styles, eight different gauges (24", 34.8", 36", 39 1/2", 42" standard, among others), and wheel arrangements were built to order, with most customers being in the mining and lumber industry. Glover locomotives were recognized for their quality, and most of them were delivered with a distinctive arched window design. Glover also repaired locomotives, records indicate mostly H.K. Porter units were rebuilt, usually including a change in gauge.

Glover engines and equipment were sent all over the globe, Australia, Russia, Haiti, Mexico, Cuba, Chile, Ecuador, and Canada. Even the U.S. Navy took delivery of a handful of Glover locomotives for use at ammunition depots and at the San Diego Coal Depot.

The last Glover-built locomotive was completed in 1930, by which time, the company had begun casting and machining a large variety of products—mostly high-pressure pipeline components.

The locomotive shops were dismantled in the mid-1990s and many of the items still there were donated to the Southern Museum of Civil War and Locomotive History in Kennesaw, GA.

In 1995, the last complete Glover locomotive, an 0-4-0, was removed from the plant by crane and shipped out on a flatbed trailer. It had been returned for non-payment of the invoice. There are a few Glover engines still in existence. #81421 is on display in Marietta, GA, two were in the foundry, the remains of two locomotives are at Arigama in Tifton, GA, and one was on display in Gainesville, FL until it was bought by a man from Ohio.

Source: *Glover Steam Locomotives—The South's Last Steam Builder* by Richard L. Hillman

❧ MODELERS' TIP ❧

Selective compression is a well-known technique in modeling. Many of the buildings or industries we want to include on our layouts would be too large for the space we have (or prevent us from modeling other things) if we were to make a completely accurate scale model.

What many modelers do is reduce the size of the building by removing one or two stories from a tall building or reducing the number of windows and doors. For instance, warehouses often have dozens of rollup doors and can accommodate a large number of trucks and railroad cars. A warehouse modeled with selective compression might reduce the number of loading bays to allow 4 or 5 boxcars—this giving the impression of a big building without devoting a large amount of space to it.

Other forms of selective compression are making the upper tiers of a building progressively narrower to give the impression of greater height. If you've ever visited any of the Disney parks, the Main Street buildings' second stories are not the same height as the first story, but the bricks and frames are proportioned to make them appear to be the same as the first floor, so it works in 1:1 scale as well! ☺

Another technique used to imply a larger space is forced perspective. Smaller structures are placed in the background of a scene and painted with a washed out tone to help create the illusion of distance. A good example is the church and farm placed between Little River and Brevard on the Central Railway Museum's layout. They are N-scale structures tucked at the back of the scenery. If you have a discerning eye, you may also notice that the road leading away from the town of Little River narrows as it turns to go up the hill.

I've looked for a "formula" to use as a way to decide how far away to place smaller scale structures from the foreground buildings and scenery so that the illusion of distance is better achieved. Most of what I have found refers to "parallax" or the 2° angle between your eyes made when you look at the "vanishing point" of a scene.

Mostly, it seems to be a question of "does that look right?" and not putting foreground and background buildings in the same plane. In other words, a smaller scale street scene in the background should not be on the same level as the foreground scene.