

# The CRM&HA Newsletter

September/October 1996

Chuck Laman: Editor

Volume 5 Number 5

## Officers:

CEO:	Bob Hanson
Division Super:	Ed Painter
Station Master:	Ralph Milz
Paymaster:	Curt Ehmann
Division Super - HO:	Rob Seel
Division Super - N:	Chuck Laman



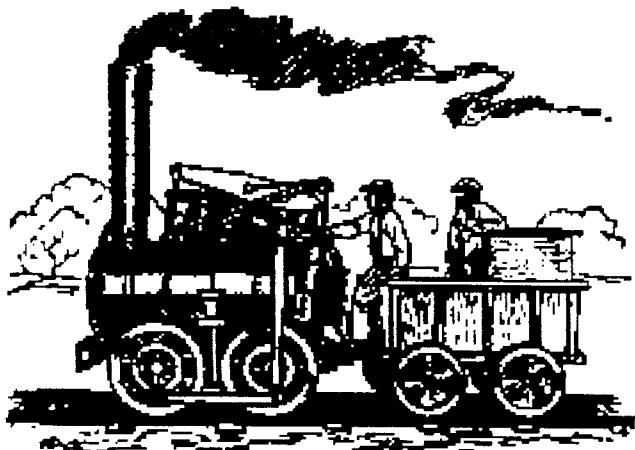
## From the Editor's Desk:



## SURVEY RESULTS UPDATE

The survey results indicated some strong feelings, both pro and con, on the possibilities of the Seneca facility. Lack of a lease was a major stumbling block and causes us to be reluctant to put money and effort into it. We must remember, however, that at the present time we do not have enough space for both N & HO and this space solves that problem especially with the recent purchase of a number of HO modules which further complicates the issue. Some minimal effort and expenditures will be necessary to make the Seneca facility acceptable even as a storage space. A search for a more ideal facility continues. Your Board of Directors is giving this some serious thought and they are becoming more focused in terms of club needs and goals, and how to get there from here. More about this in the future as things develop.

*Chuck Laman*



## . . . . WE'RE PICKIN' UP SPEED

After releasing our mid-year progress report in the last issue we have moved from the siding to the main line, opened up the throttle, and are waiting for green signals all the way. We now have three (3) Open Houses scheduled--Hanson in August, Painter in September, and Garner in December. Elsewhere in this issue you'll be able to look ahead at the programs scheduled for August and September.

Chuck "N-scale" Laman has been busy working on the contents for a promotional brochure for our club and first drafts look real promising. If things all come together we might have this ready for the end of August--which means we can hand it out, not only at the Central Railroad Festival, but also at the Westminster Apple Festival. (Yes, plans are for us to set up at both of these locations.) The Lunney Museum still has not been heard from for setting up there for the Christmas Holiday. At the last general meeting, in addition to being treated to "trains in and around West Virginia," we also opted to join NMRA as an Associate Member. Soon we should be able to fill out this newsletter with some helpful and informative stuff from their bulletin. (For those of you who want a more personal touch, information on how to apply for individual membership can be obtained from Chuck Laman.)

Plans for the NMRA Regional meeting and our "train show" next Spring are moving ahead and we should have all the information available for the membership to make the final decision on location and costs at our August meeting. We'll probably also assign preliminary committee responsibilities at that time. (It might be a worthwhile idea to show up for that meeting to make sure you are considered for the committee of your choice.) Unless someone else comes up with a bigger and better idea I think we'll devote our December/Annual meeting to a social time with a bit of "show and tell." We'll need some volunteers for soft drinks, coffee, cookies, and/or cake--so please think ahead to December 19.

See you on the right-of-way.

*Bob Hanson*

## HO DIVISION NEWS

There is no HO news this month but we know all you HO'ers are busy getting your modules ready for Central's Labor Day Festival and the Westminster Apple Festival.

## N-SCALE CONVENTION NEWS

On August 14th Carol and I made the 530 mile trip to Alexandria, VA for the N-Scale East Convention held at the Radisson Hotel August 15 - 18. The convention was a HUGE success with over 400 modelers registered and a record setting 291 N-Trak modules, which made up over 37 scale miles of Main Line! There were attendees from Canada, Switzerland, New Zealand, and Australia (with the Canadians and Swiss bringing along modules!) We brought three modules (two 4 footers and a corner) and won an Honorable Mention ribbon! The convention was covered by local television and nationally by CNN--did any of you see it? The public show, held on the weekend, also had layouts featuring HO, Lionel, and a Garden RR setup on the hotel grounds--the public attendance was overwhelming!

Washington DC proved to be a super area for layout tours of all scales. Some highlights were John Armstrong's O-scale Canandaigua Southern, Pliny Holt's N-scale pike (which featured some of his fantastic inventions), Master Model Railroader Monroe Stewart's fabulous Hooch Junction 20 x 40 N-scale layout, J.D. Smith's Rathole Division HO layout, and the Northern Virginia Model Railroad Club's HO layout which was housed in a 100+ year old railroad station, which they have leased for \$1 per year for the past 20 years from the Northern Virginia Regional Park Authority. (Just the kind of a deal we need!) Among others also on tour was Paul Dolkos' Boston & Maine nationally-known HO layout which we didn't get to see due to schedule limitations.

Our hosts, Northern Virginia N-Trak, did a fantastic job in coordinating the clinics and activities (there were even some HO folks who attended because of the variety offered in clinics!) We took in a delicious Picnic Supper at Hooch Junction, hosted by Monroe Stewart and his wife, a moonlight sightseeing cruise on the Potomac River, which we took out of historic Old Town Alexandria, and a Sunday Breakfast in the hotel Ballroom followed by a manufacturer's presentation on products being developed, or on the drawing board.

The wives and families had plenty of sightseeing to do in the DC area, which was easily accessible by shuttle from the hotel and the Metro system. (the nice thing being most of the capital attractions are FREE--the Smithsonian, National Art Museum, Botanical Garden, etc., etc.)

The modules and layouts seem to get better every year and inspire one to new heights in modeling efforts. A national convention such as this gives one a chance to get together with old friends and make many new ones, and was just the tonic needed to get me thinking about my next major modeling project.

Next year we plan to take in the N-Trak/NMRA Convention in Madison, WI. If anyone is interested contact me for information--I can almost guarantee you a great time!

*Chuck Laman*

## PROGRAM NOTES

### Tentative Programs for Sept./Oct. Meetings

We are hopeful that author Kirt Reisweber will be presenting the program for us in September. He grew up in Pittsburgh, PA and is presently an accountant with Colonial Williamsburg. He is the author of the book *Virginia Rails*, published by Old Line Graphics, and is presently working on a new book about the Pittsburgh and Shawmut Railroad. His program will give us some insight into the effort and research required to create books of this sort. It should be interesting and informative.

Another tentative program is scheduled for October to be presented by Dennis Moriarty. Dennis will talk and demonstrate train detection, control, and lighting using surplus electronic devices.

If some of these don't work out Chuck Laman may have some pictures and slides on the Alexandria Convention, which may be of interest to the membership.

## HANSON'S OPEN HOUSE

The Hanson's held an Open House on August 10th for club members and their families at their beautiful home on Lake Keowee. Guests were treated to viewing Bob's Westpoint RR both indoors and out. Bob handed out a fact sheet on the WPRR describing his layouts, equipment, and future projects.

A wonderful time was had by all--viewing trains, chatting, and enjoying the delicious refreshments (any chance of getting that recipe for your Light Lemon Cake, Fran?) These open houses are a great way get to know your fellow members better and see what they are doing with their home layouts. We hope many of you were able to take in this delightful event.

*Many Thanks Bob & Fran*

## N A S G CONVENTION REPORT

Over 200 S-scale enthusiasts gathered in Dearborn, Michigan during the first week in July for the annual convention of the National Association of S Gaugers. The convention hotel was the Dearborn Inn, located across the street from Greenfield Village and the Henry Ford Museum, in the heart of the Ford Motor Company's gigantic automobile empire. What a marvelous "side-show!"

The activities began with a visit to the Lionel Visitors' Center where we viewed a nicely scenicked layout of Lionel 027 gauge trains, (un-weathered, of course). A video tour of their factory showing the production of both Lionel and American Flyer trains was given, and future marketing plans were discussed.

We next stopped at a huge warehouse in Detroit's "War Zone" (the result of the 1957 race riots)! A small sign said "Madison Hardware" and I wondered why we were stopping. Inside we were astounded to see a huge parking garage, filled with beautifully preserved (or restored) vintage automobiles! On the second floor were a couple rooms of American Flyer trains and equipment, and on the top floor was the largest inventory of Lionel trains and equipment I have ever seen!

This Madison Hardware was recently purchased by Dick Kuhn, former CEO and savior of Lionel Corporation, and it brought him 16 semi-trailer loads of "miscellaneous Lionel train parts!" Convention goers were invited to shop the square block of shelves.

We were then invited to an afternoon cocktail reception at Carail, Inc. in another part of Detroit. This is the private car and train collection of Dick Kuhn (that other building had simply held his "over-flow.") Here we viewed a dozen rooms, holding thousands of Lionel & American Flyer cars, engines, and accessories. A huge 30' x 50' operating layout of 1930's Standard Gauge trains, using only that era's scenery techniques, was outstanding. A second layout used the popular 027 Lionel trains, while another proudly ran a pair of the beautifully tooled OO Gauge NYC Hudsons of 1938/9.

In addition to his train collection, each room held several of his vintage cars, restored gasoline station pumps, and children's pedal cars. After treating us all to a splendid array of hot hors d'oeuvres, Dick and his wife greeted us all personally and told how he helped Lionel avoid the fate of A.C. Gilbert. It was truly a memorable afternoon!

Another tour featured a ride on the 3' narrow gauge Huckleberry Railroad, pulled by a 1920 Baldwin-built 4-6-0 near Flint, MI. An extensive backshop tour of the facilities was guided by the

Superintendent and Master Mechanic, one of two full time County employees. They were in the process of making new tires for a second 4-6-0, in the old fashioned way! Now there's something you don't see every day!

Our next stop was the American Models factory in South Lyon, which has been turning out some beautiful S-Scale cars and engines during the past ten years. This Fall they will deliver a steam engine and passenger train set, bearing either the Southern Crescent Limited or the B & O President Series Heralds. This will be the first ready-to-run S Gauge steam engine manufactured since the demise of the A.C. Gilbert Company in 1967. This company is a leading factor in the renewed interest in S Scale.

The group visited three fabulous home layouts, attended a number of seminars on such topics: DCC for Dummies, Weathering, Kit-bashing (HO to S!), Track Planning and Painting Tips. The hotel's Ballroom was filled with layouts and dealer tables, while scores of scratch and kit models were displayed in the contest room.

All in all, it was another example of how much you can learn about your own phase of collecting and modeling, by meeting and sharing your interest with fellow hobbyists.

*Curt Ehmann*

### OPEN HOUSE INVITATION

Ed Painter is inviting everyone (including wives and controllable children) to another great Open House.

**WHEN: September 14, 1996**

**TIME: 8 AM - 2 PM**

**WHERE: Ed Painter's House  
208 Gaines Street  
Central  
Phone: (864) 639-6816**

#### DIRECTIONS:

Ed's house is located on the other side of the tracks across from the First Citizen's Bank, which is on Main Street (Rt. 93) in Central.

(Note: If you bring your lawn chairs you can sit on the hill overlooking the tracks and watch the real trains go by also.)



## MEET YOUR MEMBERS

(Continuing our series which will feature new/old member(s) of our club)

### Ray Johnson

Ray is the proprietor of Pastime Hobbies in Seneca. Ray and his wife Darlene have lived in Seneca for the past 25 years. Both are natives of South Carolina. Ray being from Florence and Darlene from Greenville. They are the proud owners of two dogs that round out their family.

Ray was an advertising representative for TG&Y Stores for five years and then spent 17 years with Schlumberger Industries in various management positions. Ray and Darlene's primary interest is scuba diving, but Ray has also been interested in trains since he was a small child and always had to stop and watch the trains rumbling through town. He enjoys RR history and museums, railfanning, RR photography, and modeling in HO scale. Of the various model railroad skills he thinks that working on scenery is what he enjoys the most and probably does the best.

Ray and Pastime Hobbies have been very supportive of the CRM&HA and a number of members have placed consignment items with him to the mutual benefit of everyone.

### Bill Hughes

Bill is the Chief Executive Officer for the Oconee County Home Builders Association, with an office in downtown Seneca. He plans to retire in a couple of years after spending many years in this position.

Born in California, he was raised as a "navy brat," his father being a career naval officer. His roots however are in South Carolina with his mother's family being from Pickens County and his father's from Spartanburg. Both families' South Carolina history date back to the Revolutionary War era. He went to high school in Pickens where he met his wife Cricket, who was a native of Six Mile. From 1953-1973 he served in the U.S. Air Force as a pilot and flew everything from B29s to F4s.

Bill got interested in model railroading when a family friend gave him a copy of the Model Railroader back in the late '40s. He remembers that particular issue featured John Allen and his first layout. Bill was privileged to meet John in 1955 in California. Initially in HO he switched to N-scale in 1980, but interest was mostly passive until he joined the CRM&HA and his enthusiasm was rekindled. Bill fondly remembers his high school days and the Pickens RR. He has often thought about researching the history of the Pickens RR but never got around to it. Now, through the club, he has volunteered to head up the Pickens RR history project to fulfill that desire.

### Bob Springs

Bob Springs is our latest member. Although he sounds like a native he is originally from southern Illinois and can remember the last days of steam on the Illinois Central. He came to Walhalla as a young adult and has been there ever since. His wife Myra hails from Ware Shoals, SC.

Bob is a Kitchen Designer and Cabinet Maker working out of his home on Main Street in Walhalla. Trains have been his lifelong passion and he has done it all--from N, HO, O27/Marx, Sn3, Gn3, and now finally 1:29 Standard Gauge (which is three times as big as HO). He runs diesels (Southern), and mostly hopper cars plus a tank car and wood chip car. All are scratch built, including the locos, and are beautifully done!

Bob is currently working on an outdoor layout that is quite impressive. It has hand-laid aluminum rails and handmade switches. The contour of the land was worked with a bobcat to Bob's specifications prior to laying the roadbed and planting the "forests." As if that isn't enough he is now planning to do a couple of N-scale modules in his spare time depicting some area that the Norfolk Southern serves. Bob is quite knowledgeable of the railroad activity in Walhalla and West Union back some 30 years ago when RS3s were working that area. His interest also extends to the three RR cars on Broad St. in Walhalla, and the plans for them--past, present, and future. Welcome aboard Bob!

# THANKS!!!

You will note that this issue contains a number of articles written/submitted by members other than your editor--for this we are truly grateful. Let's hear from some more of you in future issues. Our varied interests in our common love of railroading are what makes this club so great, so don't hesitate submitting something to share with everyone for our next newsletter. **We are waiting to hear from YOU!**

## NORFOLK SOUTHERN/CONRAIL RUN-THROUGHS ON THE PIEDMONT DIVISION

If you ever watch trains on Norfolk Southern's mainline through the Upstate, you are no doubt accustomed to seeing trains pulled by consists with Conrail locomotives or at least a locomotive consist with a Conrail locomotive running in the lead. Seeing Conrail units and/or consists on Norfolk Southern is the reality of railroads needing to serve better markets beyond their individual geographic range. To accomplish this they often negotiate and operate run-through agreements with other railroads. In our situation here, we are able to witness NS/Conrail agreements in action. Such agreements allow more efficient rail operations by providing regularly scheduled standardized trains running between the two railroads. As such, they provide better service to customers located on both railroads. In other words, a train will originate at a point on Conrail or NS, and remain intact until reaching its destination on the other railroad. NS and Conrail have put into place such agreements between Worcester, MA (pronounced Woster) and Atlanta, GA--and Kerney, NJ and Atlanta. A pair of intermodal trains run between Worcester and Atlanta: #213 and #214. Pairs of both intermodal and roadrailers run between Kerney (the Port of Newark, NJ) and Atlanta. The intermodals are trains #211 and #212 while the roadrailers are trains #265 and #266 (#266 is renumbered #244 on Saturday and no roadrailers run on Sunday or Monday).

**Note:** Intermodal, describes trains consisting entirely of trailers or containers on flat cars, or containers on special container cars such as double-stacks. Roadrailers are trailers (not riding on any type of railroad car) suspended and riding on railroad car trucks; i.e., TrippleCrown.

#213 and #214 run from/to Worcester following the former Boston and Albany main between Worcester and Albany, NY (the actual connection is at a point south of Albany) where the route then follows the New York Central's old freight main to the Port of Newark, NJ (Kerney). All six trains follow the former Reading Railroad main between Newark, NJ, Allentown, PA, and Harrisburg, PA. At Harrisburg, the route of the six trains follows the former Pennsylvania Railroad line between Harrisburg and Hagerstown, MD. At Hagerstown, Norfolk Southern takes over following the Norfolk and Western to Riverton Jct. near Front Royal, VA. From here the trains follow a Southern Railway line to Manassas, VA where the route follows Norfolk Southern's Piedmont Division main to Atlanta and across the Upstate.

The approximate scheduled times these trains pass through Central, SC are as follows:

NS #211 - 1100 to 1400 hrs./daily  
NS #212 - 0800 to 1100 hrs./daily

NS #213 - 2200 to 0200 hrs./daily  
NS #214 - 2300 to 0100 hrs./daily

NS #265 - 1600 to 0000 hrs./Tues. thru Sat.  
(on Sat. it runs as early as 1400 hrs.)

NS #266 - 0400 to 0700 hrs./Tues. thru Fri.  
(on Sat. it runs as #244/0630 - 0930 hrs.)

**Note:** Even numbered trains are northbound and odd numbered trains are southbound.

So why is there nearly always a Conrail locomotive in the lead? Don't know? The answer relates to the use of cab signals over the Conrail routes followed between Hagerstown and the northern destinations. NS units are not set up for cab signals, as such a Conrail unit must always be in the lead north of Hagerstown.

**Note:** Cab signals are actual miniature signal displays integrated within a locomotive's control stand. They, like standard signals receive information by the shunting of the electrical circuit setup between the rails. This information comes from the track through the locomotive's wheels, and will cause the cab signal on the locomotive's control stand to display the same signal aspect as the signals along the track, whether the signal along the track is lit or not, or visible from the locomotive. It is considered a safety enhancement, especially over trackage that sees high density, high-speed rail operations.

*Ed Painter*

## WHY IS THE WIDTH OF STANDARD GAUGE RAILROADS FOUR FEET EIGHT-AND-ONE-HALF INCHES?

by David Feldman

When tramways were built in England to carry coal by cart or coach, the vehicles were built with wheels four feet eight-and-one-half inches apart. Legend has it that this was the same distance apart as Roman chariot wheels, but we doubt it for one important reason. There is a more logical explanation. Track gauges are determined by measuring from the *inside* of one rail to the *inside* of the other. However, the rails themselves occupied three-and-one-half inches of space. In other words, fifty-six-and-one-half inches was almost certainly derived by starting with a measurement of five feet and deducting the width of the rails themselves.

When steam railroads were later constructed in England the tramway gauge was retained for the most

part, and in 1840 Parliament made it official, decreeing four feet eight-and-one-half inches as the standard gauge in Great Britain.

If only the United States were as logical. The first railroad in America, in Massachusetts, featured locomotives from England, built for standard gauge tracks, so the U.S. started with the same track dimensions. But no one in the fledgling American rail industry seemed to consider that it might be nice to have an interlocking system of compatible railways.

As companies from different states started their own lines, anarchy ruled. The Mohawk & Hudson stretched the standard gauge only one half inch, but the Delaware & Hudson featured a six-foot behemoth. In the early and mid-nineteenth century gauges ranged between a little more than three feet to more than six feet.

Faced with incompatible rolling stock, long delays were common, yet to be preferred to the numerous accidents that ensued when engineers tried to roll locomotives on gauges a few inches too wide at the usual breakneck speeds.

When Union Pacific was about to be built, Abraham Lincoln tried to fix five feet--then the most popular width in the South and California--as the standard gauge for the whole country. But the established railroads in the North and the East objected on financial grounds and managed to lobby to retain fifty-six-and-one-half inches as the standard.

According to railroad expert Alvin Harlow in "The Tangle of Gauges."

*In 1871 there were no fewer than twenty-three*

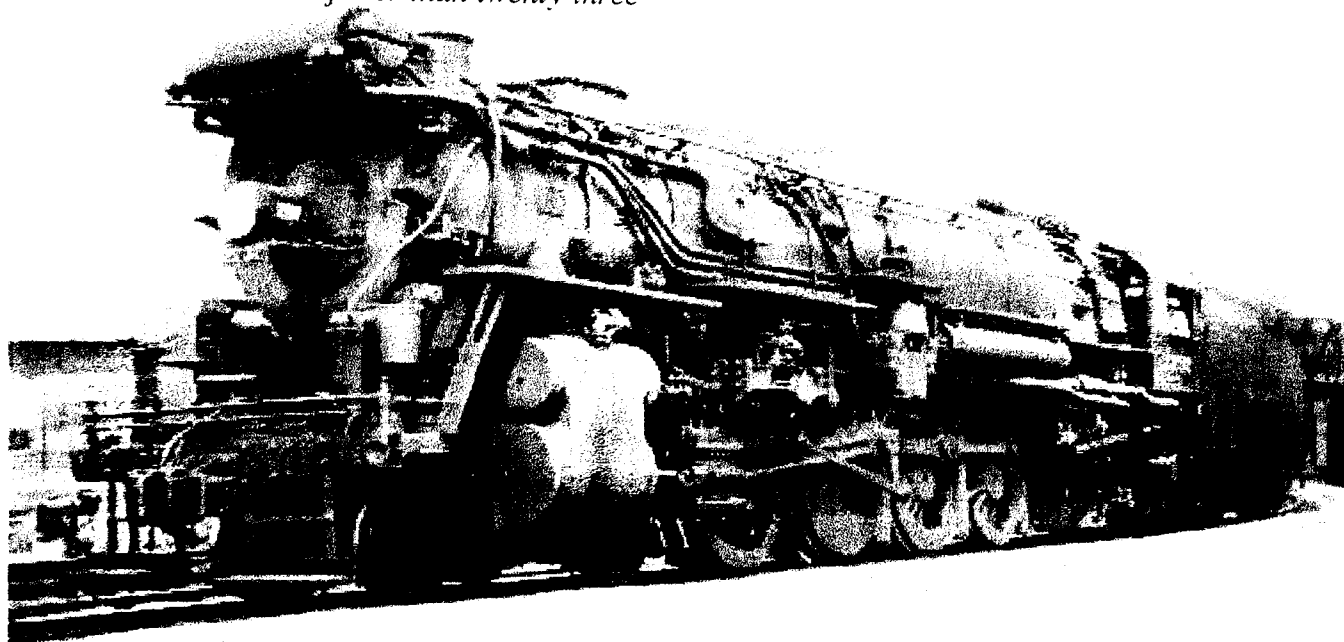
*gauges, ranging from 3 feet up to 6 feet on the railroads of the United States. Less than fifteen years later there were twenty-five, a considerable group of roads in Maine had been born only two feet wide, whilst a logging company in Oregon had built one that sprawled over 8 feet of ground.*

The proliferation of gauges was caused not only by regional stubbornness but because no railroad company seemed willing to spring for the cost of converting its tracks. Finally, Illinois Central broke the logjam. In one wild, torch lit night, Illinois Central workers narrowed six hundred miles of track. Southern railroad companies, reluctant to adopt the Yankee standard, followed suit years later.

Even more difficult than relaying track was the task of refitting the rolling stock. Locomotives and cars were dragged into shops all along their routes. Harlow mentions that although the companies tried to return cars to their home lines for conversion, the logistics were a nightmare. Usually cars were converted wherever they were when the tracks were remodeled. Sufficient numbers of new workers had to be hired temporarily to have crews working twenty-four hours a day resetting locomotive truck wheels, removing the tires from truck wheels, and resetting them for the standard gauge.

A few gauges with oddball widths survived into the twentieth century, mostly in New England and the Pacific Northwest, but they were anomalies. The United States eventually rejected the "new and improved" and returned to the standard gauge of the English.

*submitted by Bob Hanson*

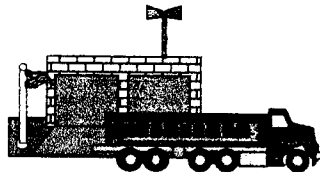


New York Central Railroad number 2737 at Albany, New York. ALCO built this locomotive and it is equipped with an Elesco feed water heater, stoker, and a booster engine.

 **T I M E T A B L E** 

**3rd Thursday of each month, Central Railway Model & Historical Assn. Meeting.**  
Held in the basement of the First Citizens Bank, Central, SC at 7:30 PM.  
For info. call Bob Hanson at (864) 885-0136.



**August 31 - September 1**      **Central, SC**      **FREE**  
**CENTRAL'S RAILROAD DAYS FESTIVAL**



**Firehouse - Downtown Central, SC**  
**Saturday 9 AM - 10 PM and Sunday 10 AM - 6 PM**

Operating layouts will be featured and dealers will be present.  
Info: Ed Painter 639-6816

**September 7**      **Westminster, SC**      **FREE**

 **Westminster's Apple Festival** 

CRM&HA's layout will be set up and running in the 101 year old Westminster Depot on Main Street

**September 14 - 15**      **Macon, GA**      **\$5**  
Great American Train Show      11 AM - 5 PM both days  
Macon Centreplex, 200 Coliseum Drive, Macon, GA

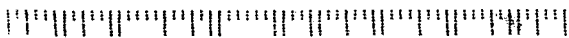
**October 5 - 6**      **Norcross, GA**      **\$5**  
Greenberg's Great Train Dollhouse & Toy Show 11 AM - 5 PM Saturday, 11 AM - 4 PM Sunday  
North Atlanta Trade Center, Norcross, GA

**Sometime This Fall**      **A possible field trip to Spencer Shops Centennial**

**November 9**      **Spartanburg, SC**      **\$2**  
Palmetto Division Meeting, Nazareth Presbyterian Church  
Meeting and Clinics 10 AM - 1 PM. Layout tours 2 - 5 PM

**December 14 - 15**      **Atlanta, GA**      **\$5**  
Great American Train Show      11 AM - 5 PM both days.  
Cobb Galleria Centre, Two Galleria Parkway, Atlanta, GA

**March 15, 1997**      **Central, SC**  
4th NMRA Palmetto Division Meeting. Our turn to host the Division meeting. Exact location TBD, but it will be in our area. We hope to make this a full-scale show with layouts, dealers, etc.



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Dennis Moriarty  
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ADDRESS CORRECTION REQUESTED

FIRST CLASS MAIL



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**\* \* Current Club Highlights \* \***

- **Central's Railroad Days Festival--8/31 - 9/1**
- **Westminster's Apple Festival--9/7**
- **Ed Painter's Open House--9/14**