



The CRM&HA Newsletter

May/June 2003

Dennis Moriarty/Editor

Volume 12 Number 1

Meetings are held at 7:30 PM on the 1st Thursday of the month at the Central SC Library

Editorial

By Dennis Moriarty

A tragic collapse of the roof on the B&O RR museum in Baltimore occurred recently because of heavy snow loads. The collapse destroyed a model layout, several wooden models of old trains, pictures and other items. The damage to equipment on display was extensive. The museum may have had the most complete exhibit of railroad history in the country. It is hoped that many of the damaged items can be salvaged. Time will tell.

More exciting times for the club: T-Trak interest has caught on and besides building modules for a club display, several members of our club are taking on a project for the Central Museum. See the Presidents Report for more details. There are also some modifications coming on the HO layout. See the HO Division Report for details.

It was good to see some visitors at the last meeting. Our club will need new blood to continue to be active. Please bring friends with an interest in railroading with you to the meetings.

Chuck Laffoon has volunteered to have an open house on Saturday, May 3rd. We will meet at the Rail N' Spike train store in Easley at 9:30 AM. Chuck will lead the convoy to his home.

The New 2003 Membership List is included at the end of the newsletter. Please check your listing to see if it is correct and send any changes to me or Don Rumer.

Picnic, Mark Your Calendar: This year's picnic will be in September. The picnic is usually the same day as the regular meeting but the details have not been established yet. Look for information in the next newsletter.

Please support the newsletter by submitting articles, news and or information. If you do not wish to write, please give me a phone call. E-Mail, copy on disk and written contributions are most appreciated. My address is Dennis Moriarty, 519 Beacon Shores Drive, Seneca, SC 29672. Phone 864-888-2332. E-Mail MQK @ carol.net.

If you received a snail, mail issue of the newsletter and have an E-Mail address, please send your E-Mail address to me.

Thank you! Bob Folsom, Don Rumer, Pete Delorme, Rob Seel and Steve Zonay for your newsletter contributions this month.

In addition, thank you to Richard Nichols for printing and mailing out the snail mail newsletters.

CEO's Corner PRESIDENT'S REPORT

By Bob Folsom (also HO Division Super)

Some really exciting things are on the horizon for the **CRM@HA**. We have been given a budget of \$1000 and commissioned to build an N scale model of the Town of Central circa 1930 for the Central Museum. There is an opportunity for all members of the club to be involved in this project. Basically, the layout will consist of four modules that can sit on a standard 36"x96" table. There will be an oval double track mainline with Main Street parallel to it. The biggest challenge will be to build authentic models of the buildings shown in pictures taken in that era. Plans will be drawn up for all aspects of the layout so that anyone wanting to be involved will know what to do. There is also the need for additional research for photos, maps, etc. so if you like to do that sort of thing, please step forward.

On the home layout tour front, Chuck Laffoon has volunteered to have an open house on Saturday, May 3rd. We will meet at Rail N' Spike at 9:30 AM and then caravan over to Chuck's to see his O gauge collection.

When we held the Textilepress SER Convention last year, a special incorporation was drawn up that would protect us from any lawsuits. That incorporation is still in effect. We therefore have both our original registry as a non-profit organization and the incorporation. As far as I can determine, there is no conflict between them, and no ongoing costs. However, some question has been raised as to whether we should continue to have both. I would like to put this issue to rest no later

than the June meeting. If you have any concerns about the matter, please be in attendance at our May meeting, and let's be prepared to vote on the issue at the June meeting.

If you have a layout, this might be a great time to think about digitizing it. Digitrax has announced a program where club members would qualify for a significant discount on DCC equipment. If you have hesitated about DCC, do not hesitate any more! There are several of us in the club who have Digitrax and will help you get started.

HO DIVISION REPORT

By Bob Folsom

The HO modular layout is now set up and operating at Rail N' Spike hobby shop in Easley. The 2nd Saturday of each month has been designated as a work session, although there is usually a coffee gathering every Saturday morning (the shop opens at 9:30 AM) of some CRM@HA members. Michael Lutman, the new owner of Rail N' Spike has been very gracious to let us have the layout there. I would like to encourage everyone to please support Michael with your business. As a matter of fact, business is very slow right now, so if you are thinking of making any purchases, please think about making them sooner rather than later!

Now that the layout is set up in an environment where we can work on it, I would like to propose that we do the following:

- Purchase a Digitrax DCC system so that the layout can be run either analog, digitally, or both (\$500, possibly less)
- Install signals (searchlight style using tri-color LED's, approx. \$200)
- Motorize mainline switches (\$200)
- Install some more crossovers at each end of the passenger station to improve operational capabilities (\$60)
- Install more backdrop buildings on the freight yard side.
- Possibly build another 4' module (increase the length of the freight yard so that the layout can be made longer and narrower approx. \$50)
- Paint the other club F7 in Central Railway colors
- Continue to work on the wiring to make it more secure when the layout is moved
- Ballast the connector track sections
- Install a spur that goes through the sky board to the interior of the layout where we can have a few staging tracks (\$25 worth of track)
- Paint additional Harshman collection equipment for CR. (\$10 worth of paint)

The club recently purchased some equipment from Steve Zonay that had already been decorated in Central Railway color schemes. Included were several locomotives, two cabooses, and some freight cars. Two of the locos need some additional assembly, another neat project for someone.

I have a Southern Railway passenger train on the layout, and it just occurred to me that I might be willing to sell it to the club for \$150. There would be two Proto 2000 E8's, 1 70' baggage car, 2 coaches, 1 diner, 1 10-6 sleeper, and 1 observation car, all equipped with Kadee couplers and working diaphragms. I think I could equip one of the E8's with a decoder so the train could be run either analog or DCC.

Last year, the club voted to spend upwards of \$500 on the HO layout. We have not yet begun to approach that amount on layout improvements. Many of the projects I listed above will not cost anything significantly since we already have some of the supplies needed. I have listed \$1045 worth of projects above plus \$150 for the train if so desired. Considering we have about \$10,000 in the bank, I think we can afford these projects. Please come to the next few meetings and be prepared to vote on these issues!

I would like to suggest that perhaps we could have the HO work sessions also serve as an informal adjunct club meeting for possible members who cannot make it to the Thursday night meetings. Let's discuss that idea at the next meeting also.

CRM&HA Minutes

March 6, 2003

As the CEO was not present, the meeting was called to order by General Supervisor Rob Seel at 7:30 PM. Ten members and one guest attended.

Minutes - February minutes were read and approved.

Treasurer's Report - Treasurers report was presented by Howard Garner. With Bank corrections, the amount in Treasury is \$10835.02. Seventeen people have paid 2003 dues to date.

Newsletter deadline - April 12, 2003

Old Business

Seneca Train Show

The profit from the train show was \$534.10. Twenty dealers participated and thirty-one tables were rented. The company store did well. Paid attendance was 214. This compares to an average paid attendance of 250 for previous years.

Business in Progress

1. Upcoming programs: April - Pete Delorme; May - Don Rumer; June - Michael Childress
2. Club Headquarters - Dennis talked to a person at the train show who said that they would move a classroom trailer for around \$1500. They indicated that the typical cost of a used trailer might be around \$1000. Dennis has this person's card. The club continues to look into locations and availability of trailers
3. Layout Visits - Rob Seel will call Chuck about setting up a time for an open house.
4. Audit Committee Report-No report; committee has not yet met.
5. Central Museum - A brief discussion developed over the proposed model layout display for this Museum. If the Museum will finance this effort, the general feeling was that the layout should be permanent. If, however,

the museum will not finance the effort, then the feeling was that the display should be made up of T-Trak modules. In this case, the Museum should be aware that the modules may be removed on occasion for display at train shows, etc. Rob Seel suggests that representatives of CRM&HA get together with Museum personnel to further discuss this.

New Business

1. Pete mentioned that Digitrak is offering to clubs 30% off their price for radio control equipment. The club must, however, have a layout that is on display at a show at least once a year.
2. Steve Zonay is getting rid of his "Central" locomotives and rolling stock. Rob Seel made a motion that the Club purchase these items. The motion was seconded and approved.

Division Reports

HO Division - The Club's HO layout is now setup at the Rail & Spike Hobby store thanks to Mike Lutman. Rob Seel proposed that the second Saturday morning of the month be scheduled as a regular operating session for Club members at the store. Work sessions might best be scheduled at other times.

N Division - The T-Trak display at the Train show has sparked a fair amount of interest. The couple who brought this concept to the U.S., Lee and Jim Fitzgerald, have been in contact with Pete Delorme. They have asked him for photos of the modules Club members created for the show. They also discussed with Pete the possibility of CRM&HA conducting a T-Trak meet for the area. This would be the first such get-together in the U.S. and would be a great opportunity for publicity. Pete felt that the earliest the Club could schedule an event like this would be the fall of 2004. A general discussion ensued and the consensus of the Club was favorable. However, numerous questions such as underwriting, location, potential size of meet, etc., do need to be discussed and resolved. Pete provided examples of various T-Trak modules and is making them available for sale.

Rail fan reports

1. Fair of the Iron Horse

This fair has been canceled. After the heaviest snowstorm on record, the roof of the B&O Museum in Baltimore collapsed. Significant damage occurred not only to the Museum but also to the collection of historic locomotives and rolling stock.

2. NMRA- SER in Chattanooga, TN

No report. Information is available on the Internet: www.nmra.org (regional meetings)

3. Miscellaneous

A CN boxcar was recently spotted at the siding of a local feed and farm store. Steve Zonay noted that an NS Geep (4610) painted in the white and green colors of the old Southern Railway have been seen occasionally. An HO amusement park module is available for sale. Rob mentioned that the Emerald Farm Hobby Store in Greenwood is having a clearance

on Bachmann Spectrum buildings.

Adjournment - Business part of meeting ended at 8:30 PM. Dennis Moriarty then discussed a method of making realistic trees and an effective way of creating terrain. Dennis then showed a video of his rail tour through Alaska.

Next Meeting - April 3 at Central Library

Respectfully, Don Rumer Stationmaster

CRM&HA Meeting

April 3, 2003

CEO Bob Folsom called the meeting to order at 7:30 PM. Fourteen members and three guests (Lamar Bailes, Joe Stribling and Tom Manning) attended.

Minutes - March minutes will be available for review in the upcoming Newsletter.

Treasurers Report - No report

Newsletter deadline - April 12, 2003

Old Business

1. Richard Nichols reminded the Club of the need to determine which Charter we are working under. Particular concern was expressed over the need to protect officers for potential liability suites.

Action Item: Bob Folsom will review charter to determine if incorporation will be beneficial to Club and protect officers.

2. CEO Folsom wants the Club to move in the direction of future radio control (probably DCC control) for the Club's existing HO layout.

Business in Progress

1. Upcoming programs: April - Pete Delorme; May - Don Rumer; June - Michael Childress; July - Rodney Cowen
2. Club Headquarters - With the HO layout now having a home at Rail & Spike the immediate need for a headquarters has subsided. However, CEO Bob Folsom wants the effort to find a location to continue. Bob Hanson will be in contact with his sources.
3. Layout Visits - Chuck will have an open house for his layout on Saturday, May 3. Those interested in seeing his display are requested to meet at the Rail & Spike at 10:00 am that morning.
4. Audit Committee Report-No report; committee has not yet met.
5. Central Museum - Rob Seel and Pete Delorme met with representatives of the Central Museum during March. The museum requested that the CRM&HA create a modular layout depicting the downtown area of Central around 1935. They have authorized \$1000 to cover the capital costs of this project. They have requested that the Club have a roughed out display available by September 2003.

New Business

1. Steve Zonay brought his Central railroad locomotives and rolling stock to the meeting. The Club will pay Steve \$85 for this unique collection.
2. Flyers will be corrected to reflect Thursday monthly meetings at the library and second Saturday operating

sessions at Rail & Spike.

Division Reports

HO Division - No report.

N Division - Report will be part of presentation.

Large Scale Division - No report

Rail fan reports

1. As an April fool's joke, the April issue of Road & Track magazine "road" tested a Baldwin Decapod steam locomotive.

2. LGB is expanding its' production of large-scale rolling stock and locomotives.

3. Richard Nichols rode the light rail on a recent trip to Dallas. He was impressed by its' operation and the politeness of rail personnel. He also visited the restored train station.

He also took the Grand Canyon train from Williams, AZ to the Canyon. Dick mentioned that the AAA has some good deals associated with this trip.

4. Mac McMillin mentioned that for the last several weeks, Duke Power has been moving heavy equipment in and out of the nuclear power plant via rail. M.C. Dean is the contractor.

5. Mac also mentioned that NS has cut the rail link at Landrum and Saluda. NS says they can restore the line at any time. Mac will look into the possibility of running railcars on this section. Mac provided pictures of his recent railcar trip.

6. Bob Folsom attended a meeting of the Anderson County commuter rail project. They are proposing running DMU (diesel multiple unit) vehicles from the west side of Anderson to the civic center. They apparently are serious about this project.

7. A widow has N gauge trains for sale. Bob Folsom has her telephone number.

Adjournment - Business part of meeting ended at 8:18 PM. After a brief break, Pete Delorme gave a presentation on the Central Museum project. Pete and Rob Seel are proposing a modular layout with backdrops. One 5' x 2.5' module will display the downtown area. One corner module (2.5' x 2.5') will display a roller mill and the other corner module will display another mill. A fourth thin module in the rear of the display will provide the return path. Pete displayed and gave out copies of photos showing the Central downtown area in the 1930's. Pete expressed the hope that as many as possible in the Club will participate. The museum also needs other dioramas and displays of rolling stock and locomotives in other scales.

Next Meeting - May 1 at Central Library

Hydrocal

By Dennis Moriarty

Before showing a video of my Alaska train ride at the March meeting, I gave a short demonstration of making trees from Nandena bushes and the technique that I use to apply a plaster base with Hydrocal plaster. Don Rumer and others asked me to put the information in the newsletter.

Nandena Trees

Work over a large sheet of cardboard because it is messy.

1. Harvest the berry clusters that grows on top of the Nandena bushes in the spring (now is a good time).

The berries are starting to fall off and can be removed easily. A cluster can give you many trees. Cut the cluster apart. The branches look like small trees. Cut branches that are the correct size for your train scale. Remember that all scales have large and small trees.

2. Spray the branches with Aqua Net hair spray.

3. Sprinkle Woodland Scenics blended turf green blend T1349 on the branches. I put some of the turf in a Cool Whip container and hold the branches over the top so that the excess falls back into the container.

5. Spray again.

6. Sprinkle Hallmark Card Shop grass on next (over a separate container). The grass from Hallmark is sold in bags and looks like miniature pine needles. It is sold to be used with the porcelain Christmas houses that they sell.

7. Spray again.

8. Sprinkle on another application of blended turf.

The last application sticks to the Hallmark grass like magic and really builds up the branches to look like they are real trees. More applications can be applied at any stage, if desired, to build up the branches even more.

9. Spray one last time and sprinkle on a small amount of Woodland Scenics yellow weed mix to hi-light the branches.

10. Save some of the better branches and apply to the layout without adding turf to represent dead trees.

Working with Hydrocal. Hydrocal sets up in about five minutes so a base for scenery can be established rapidly. It also means that you can only mix a little at a time. Use Scott Paper Towels dipped in a mixture of Hydrocal and water and then spread over crumpled paper or other materials such as Styrofoam peanut packing to represent terrain, mountains or rocks.

Putting the Hydrocal in a five-gallon pail with a loose cover and setting it next to a five gallon pail partially filled with water makes the job go faster. The two pails can be transported in an old wagon. Don Rumer reminded me that Hydrocal can be purchased at hobby stores in small quantities; however, for larger layouts it is much more economical to purchase the 100-pound bags.

A large cardboard box can be used for a worktable, as it is easy to move around and can be thrown away after it is messed up with spilled Hydrocal mixture. The box will last longer if a large drum liner plastic bag is placed over the box.

Mix the Hydrocal and water in a plastic tub, like the kind that are issued to patients in hospitals. They have high sides and are wider than the paper towels are long. Because it is plastic, you do not have to clean the tub after each use because the plaster that is left over

can be removed by bending the tub over a wastebasket after the Hydrocal has set up.

Use two plastic small yellow "I Can't Believe it's not Butter" containers. One in the Hydrocal and one in the water.

Be sure to tear the paper towel rolls into individual sheets before you start, as you will not have time after you start because the Hydrocal sets up so fast.

Procedure:

1. Mix **one to one** putting in the Hydrocal in first and then the water. Mix as fast as possible with a 6-inch putty knife.
2. The mixture is to wet at this point but the paper towels pull a lot of water out. First dip and soak one paper towel in the mixture and push to one side. Then put in the second towel and push next to the first towel. Insert a third towel and push it next to the second towel. There is enough mixture left for one more towel but it is to dry, so **soak half of the fourth towel** in water before dipping it into the remaining mixture and sop up as much as you can and apply this towel to the layout. Quickly apply the first three towels. Now you can repeat the procedure over and over until completed.
3. You now have a base of strong Hydrocal plaster which can be top coated with drywall compound using rubber gloves. The drywall compound can be smoothed out or rough it up. Because dry wall compound sets up slowly, it is easily to work with.
4. After it dries, the drywall compound can be stained, or painted with flat latex or acrylic paint. Ordinary inexpensive flat latex wall paint works fine for the first coat. Most places will mix the paint any color that is wanted. After the base coat is applied the ridges can be dry brushed with a lighter color (base coat with white added and maybe a little vermilion for rocks) to highlight them and a dilute spray of black ink and water can be sprayed over the entire area to dull the effect and darken the crevasses. Woodland Scenics blended turf in various colors applied with Aqua Net hair spray completes the project.

T-TRAK & the Central Model Railroad & Historical Association

By Pete Delorme

History There has been a lot of talk and questions around the club, and in the Carolinas, about T-TRAK. GOOD! I'm glad some of you were listening to my trumpeting. T-TRAK was developed in Japan as a means of making quick portable layouts. Most Japanese citizens do not have room for full basement layouts like we rich Americans do. They build small portable modules and transport them to clubs for operations. T-TRAK has boomed in Japan and the first convention, held within a year of the original idea, had two layouts with 30 modules each! Lee & Jim Fitzgerald, of N-Trak fame, were at this convention and brought the idea of tabletop N Scale modules back to the United States. It was Lee Monaco

Fitzgerald who came up with the name and logo: T-TRAK, "Trams, Trolleys, Trains, Two Tracks and Tabletop" The idea caught on in the States especially with seniors who like their Japanese T-TRAK'er brothers and sisters, don't have room for more than a tabletop layout.

I was introduced to T-TRAK by the November/December 2001 issue of N Scale Magazine. Immediately I sent for the spec sheets and was informed Lee and Jim would be in Asheville. So off I went in the pouring rain, thunder, and lightning, and it was well worth the trip. Lee had just finished her three modules of city scenery. One time around and having no basement myself, I was hooked!

What is T-TRAK?

T-TRAK modules are tabletop modules that hook together by means of Kato Unitrack. This connection is all that is needed to hold the sections together and conduct electricity. Straight Modules are 12-1/8 x 8-1/2; Corners 12-1/8 x 12-1/8. Six straight and four corners will fit on a 6' x 30" table. You can add two more straight modules per side with an 8' table.

How Can I Run Bigger Locomotives?

The only real critical dimension is the length. T-TRAK modules are made with two pieces of Kato Unitrack that measure exactly 310mm. All Straight sections must comply with this standard. You can however vary the depth. To keep your layout on a single table then you can make your modules 11" deep and still have room for wires. Corners can be made 14-13/16 x 14-13/16 and still fit on a table (just). This will give you a radius of 11" on your outer track. You can even make larger radius for a home layout; just remember to make them all the same. With these larger corners, you can also make your straight sections deeper. Be careful of track placement. You do not want modules hanging off the table!

Can I Make Double, Triple,... Length Bases?

Longer straight sections can be made but remember to account for the gaps between single modules. So for a Double Length, 24-5/16"; Triple, 36-1/2"; Quad, 48-3/4". These measurements account for the overhang and are slightly more than the 12-1/8" single base.

How is CMR&HA Involved with T-TRAK?

Two Ways:

1. We are considering hosting the First American Convention for T-TRAK and have the blessing and support of N-TRAK Inc. so far. At present we are trying to get an idea of how many to expect, begin promotions, and arrange sponsors. Contact Pete Delorme 261-7264, to help.

2. The Club has just been commissioned by the Central Museum to build a T-TRAK operating display of Central, SC in the 1930's. Everybody is needed for this one. There is research to do, larger non-operating locomotives to detail, and a layout to scratch build. Contact Bob Folsom, Rob Seel, or Pete Delorme to volunteer.

If you enjoyed our small display at the Feb. Train Show, **Wait Until Next Year!**

Patriotism on a Pizza Box Part III New Jersey by Rail, March 2002

By Rob Seel

Departing Philadelphia and heading north, the scenery only reinforced my assertion about all the nice stuff being south of Washington. I had only really visited Philadelphia once before when my Clemson 4th-year

Architecture Studio spent a week in Philly to master plan a river walk park. The concepts stretched for two miles along the Delaware River, centered at Penn's Landing and the Ben Franklin Bridge to Camden. I remember downtown Philadelphia being very appealing. North Philadelphia is the polar opposite. Everything seen for miles from the train was awash in the earth tones and overgrowth of post-industrial blight, and something told me that's the way it would appear no matter what time of year it was. The fact that we were gathering speed was quite heartening, and I had hoped the environment would change just as quickly.

Eventually, the old, abandoned warehouses, factories, and acres of bleak government housing turned back into countryside. We were running alongside the Delaware River, now - a few patches of snow here and there, but mostly just mud and puddles beneath barren trees and gray skies. Suddenly, we glided past what appeared to be a campground dotted with recreational vehicles and pop-up campers, vacation "cottages," and mobile homes. I had to laugh, because I had seen similar "redneck camps" along the rivers of the Smoky Mountains in North Carolina and Tennessee, complete with overflowing trash cans and overweight, middle-aged men sporting tank-top T-shirts. I guess folks everywhere need a place to "get away from it all," even to this little Vacation Paradise downwind from Philadelphia. I was particularly curious about the extraordinarily large mountain or hill across the river in New Jersey with no trees at all upon it. Thinking that New Jersey's natural terrain does not call for hills south of Trenton, I soon noticed a yellow, front-end loader perched high on top and angled downward like a vulture surveys his domain. I then considered the happy campers on the Pennsylvania side, and how fortunate they were to have such a spectacular, unobstructed view of the literal Dump across the river.

By now the time was approaching 12:30 in the afternoon. I still have had nothing to eat since dinner before I'd left home, and I was getting rather hungry. But, Trenton was getting closer, and that is where I would get off of this all-too-long coach ride. I gathered up my bags - my clothes bag and my camera bag - and made my way toward the end of the car. I stood there and made small talk with the two staff folks waiting to open the door at the approaching stop. Now, it is said

that "You may be a Rail fan IF . . . You know more about the train than the engineer does and he asks YOU the questions." Well, after talking with the two Trainmen (one was actually a woman) it became apparent to them what kind of passenger I was "Are you a SPOTTER???", she asked suspiciously. I smiled, and said yes - being careful to tread lightly upon the reputation others before me may have set. Just as a few rotten apples ruin the bushel, so is the same with hobby railroaders. We had a pleasant chat as it was.

At 12:45 PM, Dixieland arrived in the Garden State. We lumbered across the Delaware River, passing a huge sign of letters on a steel frame that proclaimed, "TRENTON MAKES, THE WORLD TAKES." Hmm. Not knowing for sure if that was a sentiment of industrial pride or just a batch of sour grape resentment, I instead set my determination toward someone better. I stepped off the train and made my way up the stairs that bridged over the tracks and led to the station where I was greeted with the only sunshine I had seen so far on this trip - even though the drizzling rain continued on. You seldom know just what to expect when you have neither seen nor heard much from a friend after twenty-three years. If we did not plan to meet each other here at this date and time, I'm sure we would have just walked passed and never thought anything otherwise. But, sure enough, Carin was there to greet me, looking as good as ever and happy too. I had to excuse my appearance, having had little sleep and feeling rather "unfresh" from my long trip. It was not how I would have preferred to present myself to a friend after so many years, but she was most understanding.

Before the two of us headed out to get some lunch, I stopped at the NJ transit ticket window and made my travel arrangements for the week. Instead of burdening myself with the cost and inconvenience of purchasing a ticket every time I boarded a train, I was able to purchase a weekly pass. By paying for weekly travel between my two extreme destinations, being Trenton and High Bridge, I could travel any time and anywhere NJ Transit could take me through the coming Friday for 69 bucks! I asked the man behind the window if they had a Homecoming Special fare package for Visiting Sons; he laughed and said that if they ever did he'd let me know.

From the parking garage across the street, Carin drove the two of us to her house in Lawrenceville. She said there was nothing suitable for lunch in Trenton - would pizza be okay? Well, even if I HAD eaten something beforehand, pizza would have been just perfect! There's nothing like a REAL, New Jersey pizza to welcome a weary traveler. She telephoned ahead to a corner pizzeria she and her husband Mark frequent and ordered a basic, unadorned work of Italian art. New Jersey pizza is hard to describe without the uninitiated listener accusing you of exaggeration. But

as soon as you walk in the door of any ubiquitous, neighborhood pizza parlor, the sensational aroma grabs you, and you KNOW you've come to the right place. That's why I still, to this day, do not understand how a Domino's, Papa John's, or a Pizza Hut can survive in New Jersey - Subway, too, for that matter. Not only is the competition literally everywhere, but it's (in more people's opinion than my own) by far superior. As for the plain, cheese pie? I like all kinds of toppings on pizza, but sometimes it's a pleasure just to get back to basics. New Jersey pizza will let you do just that, and not leave you feeling like you've missed anything. As it was, we had a very nice lunch and chatted for a bit, while she showed me her wedding and family photos. I brought some along too, as we all hope to see that "so-and-so hasn't changed a bit after all these years."

IV

The train ride from Princeton Junction to Rahway was exciting for several reasons. One reason is that it was merely a twenty-minute trip. It would take someone at least an hour to drive that distance on US Route 1, especially that late in the afternoon. Second, this was new territory for me as a rail traveler, having never been on these tracks south of Rahway. The third reason is that I was about to ride along the same route that we took when driving to visit my grandparents - only this time, I was seeing things from the "other" direction! The train I was on was a local commuter affair of six self-propelled Arrow III coaches; we stopped at every station and never got up too much speed. Of course, this enabled me to see things better and to bounce back and forth like a kid trying to see out of both sides of the car at the same time. New Brunswick was next, followed by Edison, Metuchen, Metropark/Iselin, and Rahway at 5:13 PM. The rain had eased up by now, which made it easier for me to stand outside in front of the station for a few minutes until my cousin Doug arrived to take me in for the night.

V

Tuesday, March 19, 2002

Tuesday morning came very quickly, and the bowl of raisin bran for breakfast was just what the doctor ordered. Doug was going to drive me to the Woodbridge station on his way to work, for I had to catch the 6:18 train to Newark. I know that sounds obscenely early for someone who is traveling "on vacation," but here's the reason why: My purpose for today was to ride the entire length of the Raritan Valley line from Newark to High Bridge. Trains typically run every hour (at the least frequent) or so throughout the day from Newark, but they only go as far as High Bridge during the morning and afternoon commutes. Otherwise, they stop and turn around at Raritan, just west of Somerville. So I needed to make sure that the train I took out to High Bridge would also be the last train out of there for the day, lest I get stuck there until 4:30! In order to do this I needed to board the 7:14

train out of Newark. So, here I was - admiring the cold sunrise dancing upon the curving rails and throughout the overhead electric catenaries web. Sounds romantic, doesn't it!? Believe me, it wasn't - but the reflected light did produce some neat effects.

Smooth and quiet as silk, my train rounded the curve - an ALP-44 electric "toaster" pulling eight or nine Horizon coaches. For a brief while, I would be riding on what NJ Transit calls their North Jersey Coast Line. This stretch branches off from the Northeast Corridor (the former PRR from New York to Philly and DC) at Rahway and shoots eastward to terminate at a huge, turn-around loop and storage yard at Bay Head. Much of this particular rail line was part of the New York and Long Branch Railroad, which was owned and operated jointly by the Pennsy and the Jersey Central. It is the former home of Jersey Central's famous Blue Comet luxury coach train from Jersey City to Atlantic City. Today, however, I am on a commuter train heading west, passing through Avenel. To my left is a Maintenance of Way siding and a large "automotive recycling facility" (a.k.a. junkyard). Then taking a curve to the right, we switched onto the six-track Corridor, heading northeast. I looked down to my right to see the buildings that used to be home to Purolator, Inc, where Dad worked for so many years. Now, it is a ghost factory of broken windows and grime, overgrown with brown weeds and surrounded by a rusty, pulled-away chain link fence. If anyone ever doubts the physical law of entropy, he'd be quickly convinced by taking a simple train ride.

The station stop in Rahway was brief, but long enough for me to notice a very interesting site. Out of the left window, I could see the cupola tower of Old First Presbyterian, a distinct architectural landmark as well as a significant symbol of Dad's family history. What was strikingly different though was the shiny new copper on the cupola, instead of the old, patina green I had gotten so used to seeing. I knew right then that I'd have to plan for an hour or so to stop in Rahway later in the week to investigate this more closely! But now, it was on to Linden, the "S" curve through Elizabeth, and to Newark's Penn Station at 6:50 AM and rush hour at it's finest.

If you are ever unfortunate enough to be at Penn Station during either rush hour, you may find it beneficial and life preserving to stand aside and let the tide roll by. Connecting trains are scheduled for departure mere SECONDS apart on different tracks. This requires commuters to literally burst out the doors of their first train, race down the platform, and whip around the corner to charge downstairs beneath the tracks. They dash through the concourse to the stairs at their connecting platform, leap up the stairs (three or more at a time), and squeeze between closing doors onto already full trains for the next leg of the trip. Fortunately for me, I was one of three people going

way-the-heck-out to High Bridge, which was the opposite direction of everyone else going to work in the City.

It was also good that I had twenty minutes or so to wander around the station. I was where I needed to be, and in no hurry. I walked along the concourse to see what was there: newsstands, a deli, large waiting room with stainless-steel inlaid walnut benches, and people everywhere. What really caught my attention, not to mention my appetite's, was a fruit and pastry shop with a wonderful assortment of on-the-go foods: apples, bananas, pears, coffee, fruit juices, hard rolls, every kind of bagel, AND the most incredible turnovers I have ever seen. Yup, I bought one - apple, of course! This turnover was unbelievable. Not only was it the size of a junior varsity football, but the pastry was flaky throughout and filled nearly solid with spiced apples. Down south, fried apple pies are more the norm. They are delicious too, but they tend to be more doughy and gooey inside. I really hit the jackpot with this pastry, and I think it only cost me about a dollar. The coffee was fair.

My train was waiting for me up on Track 5, and in all practicality, it literally was waiting for me. Only two others got on board, for who knows why. I still had a few minutes to walk up the platform to see that this five-car train had F40PH #4119 at the head and a control cab in the rear vestibule. Having a full set of controls at both ends of the train enables the crew to operate safely in both directions without having to either turn the train or run the locomotive around at the end of the run before the return trip. Apparently, this is the standard procedure on the out-and-back lines of NJ Transit. Eventually, 7:15 rolled around and we left for High Bridge and all points in between for my trip down Memory Line.

Miscellaneous

Howard Garner reports that Fred Heatley e-mail fheatley@backroads.net has an HO amusement park module built by a professional model builder for sale. Fred said that the module has won a first place award plaque. If interested e-mail or call at 864-575-2110. Fred lives in Hickory Tavern, SC about 30 miles south of Greenville.

Pete Delorme has T-Trax module starter kits for sale. The kits are to help you get started and include the basic woodwork needed to get started on your own module. This is a good option for those of you that do not own a table saw and other required wood working equipment. The Japanese Standard is \$15 for straight and \$20 for a corner. The American Large is \$25 for straight and \$30 for a corner. The very large club modules are \$40 for straight and \$45 for a corner. Contact Pete at 864-261-7264 or e-mail t-trak@juno.com for more information. Obtain one or more and join the fun.

Mac McMillin reminds us often about The South Carolina Railroad Museum in Winnsboro, SC, near

Colombia. Mac says that it is a great place to visit. They offer train rides on the old Rocton and Rion Railway and have a number of pieces of railroad equipment that you can visit. Call 1-800-968-5909 on weekdays from 9-5 for more information or just ask Mac.

Future Meeting Programs

May: Don Rumor

June: Michael Childress

July: Bob Folsom

August: Rodney Cowen

September: Picnic



Saluda

By Steve Zonay

Steve sent the following e-mail that he received with the pictures above and asked that it be included in the newsletter about the Saluda tracks. (Ed.)

All: My sister Janice Byrd lives in Landrum... attached are two photos. What is the official status?

Dennis Lockwood wrote: If true, this makes me sick. This message pertains to the NS Saluda Grade track. The following message has been just received from Lee Clippard, Committee Member & Mayor of Saluda (NC): **ALERT!!!** This does not seem to be consistent

with what has been said to date by NS. It seems to me that this is removing a future option and that the rail is going. **Lee Clippard Mayor City of Saluda**

**Dennis Lockwood
Greenville Chapter
National Railway Historical Society**

We have just been notified by the railroad that they intend to remove the section of tracks across Greenville Street in Saluda along with the traffic control gates within the next two weeks.

Credit the photos to Janice Byrd (my sister)
Steven Hawkins

Welcome New Members

John Rach: John has an HO layout and is interested in O gauge. John would like to help by working on one of the modular projects and helping with set-up and operation of layouts at shows.

Lamar Bailes: Lamar is interested in N and HO scale. He is willing to help by working on one of the modular projects and helping with set-up and operation of layouts at shows. Lamar is also

willing to serve on a committee where needed such as (audit, publicity, etc.). By the way, since the club started, Lamar is the 100th person to become a member.

Tom Manning: Tom is interested in railfanning, collecting and the history of railroading.



Central Railway Model & Historical Association - 2003 Members (as of 4-04-2003)

-- Address removed for web publication --

Central Railway Model & Historical Association Membership Application

Name: _____ **Member #** _____
Address: _____ **Phone:** _____
City: _____ **State:** _____
E-Mail Address: _____

1. Declared Interest Group: HO N General (Circle one)
2. Other Railroad Interests: Modeling Collecting Railfanning History
Other? _____
3. Modeling Scale: Z N HO S SN3 O G (Circle yours)
4. Railroad Memberships: NMRA NRHS Other? _____
5. Do you have a home lay-out? Y N Open to Visitors? Y N
6. I can help the Association by:
 Working on one of the modular projects
 Helping with set-up and operation of lay-outs at shows.
 Organizing an excursion to a show or museum.
 Serving on a committee (i.e. Audit, Publicity, etc.)
 Serving as Officer or Director.
 Preparing a short program for monthly meeting.
 Other: _____

7. Please record my membership in the Association for 2000. Enclosed is my (check) or (cash) in the amount of \$20.00, Send to: CRM&HA, PO Box 128, Central, SC 29630-0128. Phone (864) 261- 3496

Signature _____

C.R.M.&H.A.

-- Address removed for web publication --

FIRST CLASS MAIL

ADDRESS CORRECTION REQUESTED

