



The CRM&HA Newsletter

July/August 2003

Dennis Moriarty/Editor

Volume 12 Number 1

Meetings are held at 7:15 PM on the 1st Thursday of the month at the Central SC Library

Headlines: Meeting Time Change - Meetings to start at 7:15
Picnic Changed to July – See Below

Editorial

By Dennis Moriarty

It was decided to start our meetings at 7:15 so that we will have more time for our programs. The Library closes at 9:00 so we have limited time.

Picnic, Mark Your Calendar: This year's picnic will be at 7:15 PM on July 3rd at Bob Folsom's house. We found out that the library closes at 6:00 on July 3rd because of the Holiday, so it was decided that that would be a good night for the picnic. The September meeting that was supposed to have the picnic will be a normal meeting at the library. Bob Folsom stated that he would try to call you. If he does not get in touch with you, call him at **654-8244** for directions and to let him know what you can bring. Thank you Bob for hosting the picnic. See the CEO's Corner for more information.

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, Rodney Cowen, Don Rumer, Howard Garner, Pete Delorme, and Rob Seel 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)

A few very important things were approved at our June 5 regular meeting.

First, it turns out that the library was going to be closed at 6:00 PM on July 3rd, the date of our next meeting. The members therefore approved a switch of activities and I will host our annual picnic that day at our newly approved regular meeting time.

The second item was the change of meeting time, moving it a little earlier to 7:15 PM in order that the time allotted to the evening program would be greater since we have to be out of the room by 9:00 PM. Therefore, our annual picnic will be at my house at 7:15 PM. We will need to have a short business meeting (no lengthy agenda items will be needed this time). I will be contacting you by phone to confirm your attendance. I will provide meat (BBQ chicken or ribs) and beverages. Please bring your favorite side dish or dessert. THURSDAY, JULY 3 AT 7:15 PM!

The third item we voted on was participation in the Town of Central "Railroad Days" festival. This event will take place on Saturday, September 27. The HO gauge modular layout will be on display in the fire station, and possibly our new project, the T-Trak (N-gauge) Town of Central circa 1930 display. We will definitely need all hands on deck Friday evening, September 26 to set up for this show, and will need layout operators at the show.

I hope that you can realize that our club is an outstanding organization. We organized one of the most successful NMRA (SER) conventions ever. We are participating in community activities that will be seen by tourists from who knows where. We have all the hands-on activities that you could ask for (if you want to work on a project, you will). There are interesting model railroads to see, and the possibility of car-pooling to see other model railroads, or real

railroad museums, etc. We have the most fascinating programs at every meeting: entertaining, interesting, and educational. I am always in awe of the knowledge of our members about so much of real railroad history and modeling techniques. I think we have some outreach possibilities to active railroad enthusiasts who can't come to our Thursday evening meetings. We will continue to encourage that idea. If you are a regular attendee, please consider yourself at the heart of a much larger concept.

To sum up my report, I hope you will make time to come to our July 3 meeting. I promise that the food and fellowship will be worth your being here, and I hope to demonstrate a little more progress on my own layout. If you want to bring something to run, please do, if it is not DCC equipped, we will address it "00" and send it on a journey with as many cars as you care to bring (or mine)! Also, this is a time when spouses can get together and commiserate! I strongly encourage this - please encourage your spouse to attend. I'm sure the stories will be hilarious!

HO DIVISION REPORT

By Bob Folsom

The first Saturday of the month has been designated as the HO division official work session/meeting. Yes, there is an HO division because there is an HO gauge layout. This modular layout measures 12' x 26'. That is, not huge, but the potential is there for a lot of fun and operation. This layout has been the effort of many club members who either built parts of it at home, or worked on it on site. I have thought that we should make up some kind of plaques that explain who or how a particular section was created. Did you know that some of the layout was built by a person from Czechoslovakia? Unbelievable. Persons who have moved away built other parts. A good part of the equipment now owned by the club was part of a neat collection owned by a person who is now deceased. We still have a great number of freight cars he started to build that need to be painted and used on our layout or sold at a train show. **YOU COULD BE THE PERSON TO COMPLETE THAT CAR!**

My promise to you, the club member, is that you can and should be the beneficiary of all the expertise that exists in this club. You may have your own layout (as I do), but could contribute to the improvement of the club HO layout (or the T-Trak Central display) and in the process develop skills to improve your own layout.

There will be improvements in the track structure's (connector sections) appearance, and alignment (some additional crossovers near the passenger station will be constructed, either by kit bashing commercial turnouts or working entirely from scratch). Some switches will be motorized (installing switch machines under the table). Some operating signals will be installed (more for display purposes than actual control). The entire layout will be rewired to be DCC

operated (but this still allows for analog operation). Club equipment will be made DCC ready and/or otherwise finished for operation. These are your chances to learn more about painting, building track work, scenery, and how to digitize (DCC) your own layout and equipment.

There is usually someone from the club at Rail N' Spike every Saturday morning at 10 AM for coffee and operation of the HO layout. The first Saturday of the month will be the official work session. If nothing else, **RUN THE LAYOUT, MEET PEOPLE, and HAVE FUN!**

CRM&HA Minutes

May 1, 2003

CEO Bob Folsom called the meeting to order at 7:30 PM. Thirteen members attended. **Membership cards** for 2003 were made available.

Minutes - April minutes were approved.

Treasurers Report - Balance in account is \$10,496.44. Expenses for April were \$319.13. Also in April, the Treasurer collected \$160 in dues.

Newsletter deadline - June 12, 2003

Business in Progress

1. Upcoming programs: June - Michael Childress; July - Bob Folsom; August - Rodney Cowen; September - picnic
2. Club Headquarters Update - Pete Delorme indicated that the Central Museum is hoping to get control of the old Central depot. If they do, the Museum would allow the Club to utilize the building. Concerns would be costs associated with utilities, etc., and the means of funding these costs. Pete moved that a building committee be formed to follow up on this opportunity. **The motion to create a building committee was seconded and approved.**
3. Layout Visits - Chuck will have an open house for his O gauge layout on Saturday, May 3. Those interested in seeing his display are requested to meet at the Rail & Spike at 9:30 am that morning.
4. Audit Committee Report - An audit committee consisting of Bob Folsom, Howard Garner and Don Rumer will meet at Howard's home at 8:30 am on May 3, 2003, to review the books.
5. Charter - A discussion of the present Club charters ensued. The Club is identified by the IRS as a C3 nonprofit association. As a hobby club association, a concern about officer liability at public events exists. Fully incorporating the Club would, apparently, protect officers from liability but might have other effects on distribution of funds, etc. The Club Treasurer will discuss these issues with a legal representative in the near future.
6. Flyers - Pete Delorme has updated the Club flyers. A bunch of them were made available for members to distribute.

New Business

1. In the recent Club Newsletter, CEO Bob Folsom

presented a budget of \$1500 to upgrade the existing HO layout to provide D.C.C. capabilities and other amenities. A motion to utilize these funds for improvements was presented before the membership.

The motion to authorize \$1500 for the upgrade of the Club HO layout was seconded and approved.

2. Bob Pressley described a model railroad group formed by eight or nine people in the Keowee Key area. The group includes people interested in model railroads from N to G gauge. Most are working on layouts and share information, techniques, etc. The group is informal. Bob Folsom expressed the Club's desire for some interaction and visitations with this group.

Division Reports

HO Division - Included in new business.

N Division - As part of the Central Museum project, Pete Delorme has placed orders for passenger cars and other rolling stock, track, frames, etc. He invited members to select projects they would like to do including the modeling of downtown Central buildings some of which are still standing.

Pete Delorme and Rob Seel have had their pictures published in the N Trak newsletter.

Pete would like to see N gauge work meetings routinely scheduled possibly at the Rail & Spike.

Large Scale Division - No report

Railfan reports

1. The NMRA will have their Southeastern Regional conference in Chattanooga, TN on May 9, 10 and 11. Some Club members will be attending.

2. Mac McMillin noted that the NS will bring an exhibit car to Greenville, SC as part of a celebration of the 150th year of railroading in that city.

3. Dennis utilized some computer-generated images of locomotives in the recent Newsletter. Members were impressed. He will be continue to utilize such images in future issues.

4. Don Rumer drove by the B&O Railroad Museum while in Baltimore. The museum roundhouse roof is still half-missing. The facilities are closed and barricaded to visitors.

5. The Central Museum is looking for railroad memorabilia for the Central Heritage Festival.

Adjournment - Business part of meeting ended at 8:30 PM. After a brief break, Don Rumer gave a presentation on streetcars. He present excerpts from one video describing the old Baltimore streetcar system. Then another video was shown on the history of the trolley in America.

Next Meeting - June 5 at Central Library

Respectfully, Don Rumer Stationmaster

CRM&HA Meeting June 5, 2003

CEO Bob Folsom called the meeting to order at 7:38. The meeting was a little late in starting because there

was a lot of interest in a model trestle that Michael Childress brought to the meeting.

Joe Stribling was introduced as a new member.

12 members attended the meeting.

As the Station Master could not attend the meeting, the minutes of the last meeting were not available.

Howard Garner read the Treasurer's report and stated that there is \$10,649.09 in the treasury.

Dennis Moriarty reported that the Newsletter dead line would be June 12th.

Business in Process

Upcoming programs: July – Picnic, August – Rodney Cowen, September – Bob Folsom, October and November are open for a volunteer.

The Picnic was switched from September to July because the Library will close at 6:00 on our meeting night due to the 4th of July Holiday.

Bob Folsom stated that the possible use of the Central RR station as a club HQ is still in the negotiation stage. The Audit Committee completed the review of the year 2002 books and a report will be included in the next newsletter.

There was a comment that it would be nice if the Keowee RR club could have some joint activities with the CMR&HA.

CEO Bob reported that our present charter is legally OK at this time.

New Business

The picnic will be moved from September to July 3rd at Bob Folsom's house. As mentioned above this is because the library will be closed on our meeting night in July.

A motion was moved and seconded that the **meeting start time be changed from 7:30 to 7:15** so that we will have more time for our programs. (We must leave when the library closes at 9:00 PM).

The subject of club insurance was brought up but no conclusions were made.

The town of Central is going to restart its Railroad Days Festival this fall after a few years of not having the festival. Beverly, the town's contact with the CMR&HA, asked us to participate with our HO layout as we have done in years past. The club agreed to participate. We are also going to try to have a mini-train show with about 12 tables for vendors, if there is enough interest. Steve Zonay will contact some vendors once he gets the date for the event.

Division Reports

N Scale: Pete has completed the final track plan for the T-Trak layout to be displayed in the Central Museum. Rob is making the roller mill and some of the other buildings are spoken for by club members. There are still some buildings left for anyone who would like to volunteer to build them.

Mabel Stroup (phone 646-3312) came to the meeting and stated that her husband was a charter member of the club and that he had passed away. Mabel wanted to know if anyone would like to buy

his N scale layout and or equipment. Please give Mabel a call if you are interested.

HO Scale: Work sessions on the HO layout will be on **the first Saturday of the month at 10:00 AM.** All are invited to attend at the Rail & Spike in Easley.

Railfan Reports

Bob Folsom stated that he saw a Lancaster and Chester engine made from Lego blocks and that it was well done. He also stated that there is a person in Lancaster that has a Motor Car on tracks in his basement. Mac McMillin also has a motor car in his basement and Mac stated that it is a Lancaster and Chester motor car. Mac stated that he would like to obtain a narrow gauge motor car because there are several railroad tracks available that they can be run on.

Bob Folsom took a trip from Clemson to Washington DC and went by train to Atlanta, urban train to the airport, plane to Philadelphia, urban train to a convention in the old reading terminal and then a Acela ride to Washington.

Steve Zonay stated that yesterday he saw a southbound Amtrak train and it was 5 hours late.

Rodney Cowen stated that he saw the north bound and that it was 12 hours late.

Rob Seel stated that he is designing a passenger car display to be placed in the Berea Branch of the Greenville Library. The Car will have a cutaway design so that students can enter and study while in the car.

Program

Michael Childress gave an interesting talk about his layout and the RR that he is modeling. It is old steam era 1869-1880 on the Virginia and Truckee line in Nevada. Michael also brought some pictures, structures, a trestle and a train that he is planning to use on his layout.

Respectfully, Dennis Moriarty Acting Stationmaster

CMR&HA Audit Review - Year 2002

An audit review committee consisting of Howard Garner, Bob Folsom and Don Rumer met on May 3, 2003, to review the Treasurers books for the year 2002. The committee found the books in order.

Additionally, the committee recommended the following to ensure future records are complete and accurate:

1. A receipt book be purchased to record the receipt of payments of dues and other income to the Club. **The Treasurer, Howard Garner, will purchase and utilize such a book.**

2. A guideline for procedures to be followed by the officers of the Club be developed. The CEO, **Bob Folsom, will develop this guideline.**

3. A method of notification of annual expenses due be developed to ensure the following bills are paid yearly:

- A. Post office box bill.
- B. Model Railroader bill.
- C. NMRA dues.
- D. Model Railroader News bill.

The Secretary, Don Rumer, will develop a method to annually notify the Treasurer.

Treasurer's Report

June 2003

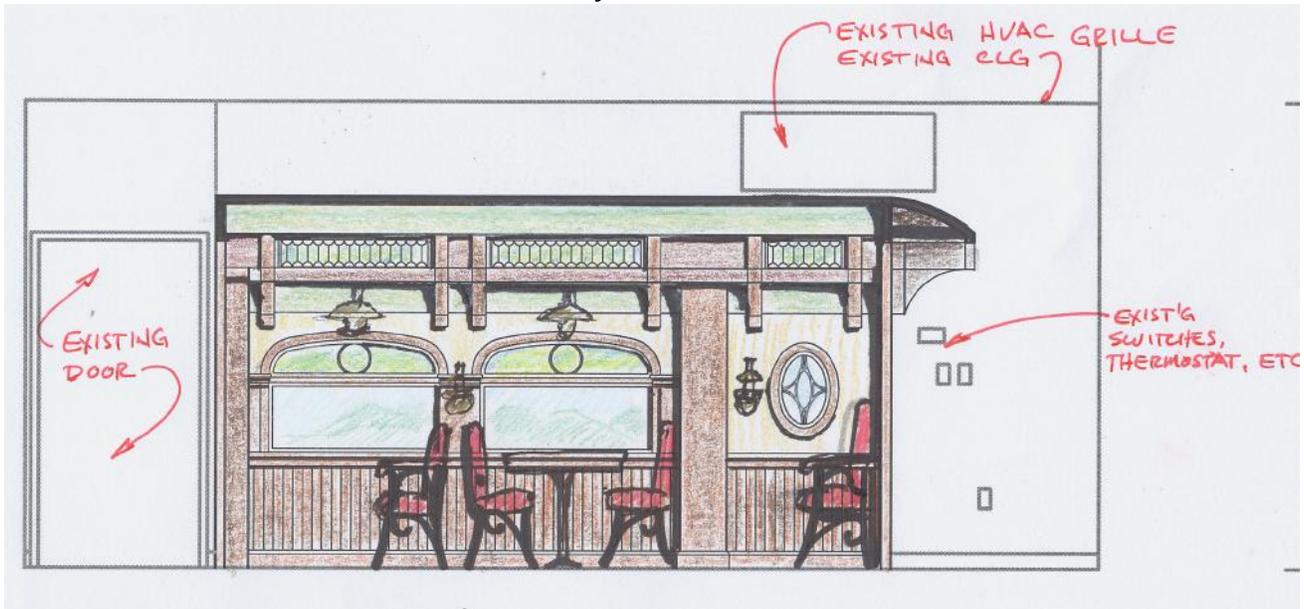
By Howard Garner

Beginning balance 5/1/03	10,704.44
Outlays	
Bob Folsom	12.00
US Post Office (box rent)	36.00
Pete D. (flyers)	7.35
Income	
None	
Balance on hand 2/6/03	10,646.09
Pending expenses	
HO layout \$1500 authorized	
N-scale museum layout (see Pete)	
Model Railroader for Library - \$39.95	



Greenville Library Project

By Rob Seel



The Greenville County Library has asked Rob Seel to design a railroad-related, interactive furnishing for the Sarah Dobey Jones Library in Berea. They wanted a handicap-accessible "train" that children could sit in to read, play games, do puzzles, and watch railroad videos. They also wanted the new pieces to look like a real train, not like cutesy playground equipment. The project will be funded as a community service project through St. Francis Hospital.

Rob decided that the 32-inch wide by 16-foot long space was inadequate for modeling a decent looking train. Instead, he is developing a cut-away portion based on an 1890's Pullman parlor car, about 2/3 size. All materials and fixtures would be readily accessible, and would involve local artisans for woodcraft and opalescent glass for the window tops and clerestory. The roof will overhang and incorporate the actual library aisle as the car's aisle, thus "enlarging" the scene without infringing on floor space. Bookcases would serve as compartment partitions, and porch benches from Lowe's would be cut down and upholstered in red velour. Woodwork will be pine products stained a rich mahogany with high-gloss finish.

The design is currently being reviewed by the County Library, and construction is planned for fall 2003.



RAILFAN REPORT
By Bob Folsom

A suggestion was made at our June 5 meeting that business meetings might be shortened by doing the railfan or hobby news reports prior to the regular meeting, possibly over dinner. That leads me to think that perhaps that part of the meeting could be somewhat like a church service, that it could occur before the official meeting time or immediately afterwards, which it already does to some extent. Railfan reports are really a forum in which each of us (every member of the club) is allowed an opportunity to share what interests us (especially about real railroads, not just models). I couldn't wait to tell the club about my trip on the Acela high-speed northeast corridor train. I realize that for me it is an ego trip. But I also find it interesting to hear what the rest of you experience. Anyway, I will bring this up at our next meeting (yes, July 3, the picnic!). Anyway, I wanted to share my experience on riding the Amtrak Acela from Philadelphia to Washington. The one-way fare is \$115 compared to \$42 for regular service. The trip is only one hour and twenty minutes compared to two hours for regular service. It is so smooth that you don't realize how fast you are going. The train was packed. Casual riders who have no concept of railroad operations are experiencing bliss - for a railroader like me, I'm wondering how they keep commuters off the platforms in local stations when this flyer comes through! Anyway, if you love riding trains, catch Amtrak in Clemson at 10:18 PM (if it is on time), go to Washington (it will be daylight somewhere in Virginia). Tour the city, then ride the Acela to Philadelphia and see the Liberty Bell, etc., or go to New York and see a Broadway Play, or go all the way to Boston. The minor bumps or swerving you experience (if you are awake) when passing over switches is much more tolerable than

air turbulence while in flight, airport searches, planes waiting on runways, and hoping that when the plane lands on the runway (when the landing gear deploys, I end up needing a change of clothes), that all will be well.

Title: "Unbelieving Dumb!"

By Rodney Cowen

When the boys were small and we wanted to take a trip, Eleinor's mother would come over and baby sit for us. I remember one trip in particular that we took to Montreal and then up the St. Lawrence River to the Thousand Islands. We had rented a room in a motel that was about twenty-five miles west of Montreal when we decided we would go back into the city for the evening. We drove over and parked at the C.N.R. depot. Now the C.N.R. and C.P.R. ran in sight of each other for about 30 miles west of Montreal and in each town, the depots were opposite each other.

When we stepped out of our car, we saw people gathering over at the C.P.R. depot. From that, we deduced a train would be coming on the C.P.R. before the C.N.R. So we went over there. When the train came, we climbed on and the conductor accepted our B&M passes.

Around 10p.m., we decided that we had seen enough of Montreal for one evening and headed back to the C.P.R. depot. The conductor again accepted our B&M passes and asked where we wanted to go. It was then that we realized that we didn't have the slightest idea where we wanted to go. All that we knew was that our car was parked somewhere at a C.N.R. depot and we were riding on the C.P.R. We didn't even know what town our motel was in and I never felt so stupid in my life before or since. The conductor just laughed and walked away.

All that I knew was that our car was at a station somewhere west of the Ottawa River. Whenever the train slowed down after it crossed the river, I would rush out on the car platform and try to see what was in the dark around the other railroad's station. After four or five stops, I finally saw what I was looking for.

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

By Rob Seel

IV

The Raritan Valley route runs through the middle of my childhood years, but the line itself dates back to 1841. I had seen the area many times in recent years, but this was the first time I would

see it all from the tracks. If this stretch of the former CNJ were to have a nickname besides "Historic," it may need to be a more colorful one to describe the visual array from sylvan beauty to "believe me, you DON'T want to get off here." I was planning to ride straight through to High Bridge and take the same train back to at least Raritan, where I could catch any of the hourly trains back eastward. This way, I could also make judgments about where I would like to step off for a while. I definitely knew I wanted to spend some time in downtown Cranford to do some shopping. Near there, the station stops at Roselle Park, Garwood, Scotch Plains/Fanwood, and Westfield all appeared to be clean and pleasantly situated in revived communities, even though there was nothing of a Town Center in any of those places. The Fanwood station is particularly interesting: A distinct, 2½-story, wood structure built around 1868 painted depot buff with dark green and red trim and ornament. The steel pedestrian overpass is considerably newer, built in 1942. Today, the station building is occupied by the local Chamber of Commerce, which I always thought was an appropriate reuse for old railroad buildings.

Netherwood followed Fanwood, and then onto Plainfield. I remember one December wa-a-a-ay back when Dad took me to an open house event run by the Westfield Model Railroaders. The 2-rail, O-scale display was awesome, and I vaguely remember driving through Plainfield on the way home. I don't remember much about Plainfield, other than we drove down some streets that were still stone-paved and had abandoned streetcar tracks still exposed. Even at the time, the buildings seemed to appear all brown and gray. Now, some thirty years later, Plainfield is STILL brown and gray, and it is a strong contender for New Jersey's Most Blighted City, first runner-up behind Newark. Fortunately, we did not stop for long at the Plainfield Station (the engineer's good judgment, I suppose), and we took on no other passengers.

Next down the line came Dunellen and Bound Brook, neither of which looked too inviting, either. Bound Brook, though, marked the beginning of the places with which I was familiar, so I was particularly interested in the sights. When we lived in Finderne, Mom used to drive my sister and me to Bound Brook to shop at the K-Way discount store, to feed the ducks at the park, or to hold us hostage for hours upon end at a stuffy, boring fabric store. Actually, that fabric store may have been in Bridgewater, but who could really tell where one township starts and ends? Regardless, though, there are very few worse things that could be done to an eight or nine-

year-old boy than to make him wait all afternoon in a shop filled with nothing but hundreds of miles of fabric and Simplicity patterns. All I really had to look forward to was maybe seeing a couple of army tanks positioned outside of the National Guard Armory across the street. Sometimes, though, if I didn't cause too much trouble at the fabric store, Mom would treat Amanda and me to a soft ice cream cone at the Carvel store around the corner. (More on THAT later!)

Back around 1976, after we had moved to Hillsborough, we would still drive to Bound Brook for the weekly Pinochle Marathon at the Schaufele's. We didn't drive along the Raritan Valley tracks quite so much anymore, but we drove down a road that paralleled the Delaware and Raritan Canal from Millstone to Bound Brook. I had always found canals to be of interest, too – idyllic, tree-shaded, and algae-covered by day and steeped in spooky mystery at night. Part of this canal has been preserved as a state park, thankfully – but the beauty fades rapidly as it approaches the abandoned GAF plant in South Bound Brook. Unfortunately, too, much of downtown Bound Brook is like that – run-down, abandoned, and declining faster than the Folks Who Care can turn things around. There are signs of revitalization efforts, but there is so much work to be done. In its heyday, this town was a big railroad hub – here is where the Baltimore and Ohio, Lehigh Valley, and Reading railroads would bring their trains on toward Newark and New York City through an agreement with the Jersey Central. Today, all that remains of this hub is a wide-open field of gravel, asphalt, and lots of brown weeds.

Minutes after leaving the station in Bound Brook, we stopped at a relatively new station bearing the “catch-all” name for the area: Bridgewater. We had just passed beneath the I-287 overpass that also crosses the Raritan River and passes over one of the world's greatest industrial disaster areas of all time – the American Cyanamid site. For years, we used to literally hold our noses when driving across this stretch of elevated highway with a panoramic overview of the factory. The massive chemical plant is now completely gone, but for 75 years it produced chemical dyes, pharmaceuticals, petroleum-based products, and extraordinary amounts of hazardous waste materials. These waste products were stored in large lagoons on the banks of the Raritan, thus contributing to vast contamination of groundwater and soil. The Environmental Protection Agency declared the site hazardous in 1982, and the plant was dismantled. We moved to Georgia in 1979, so it

came as a great surprise to me in the mid-1990s to drive by and see that the factory was gone!

I had come to learn that in 1995, 140 acres of the site had been declared “safe,” as it was never used as a waste disposal area. Today, there currently stands an 8,000-seat Minor League baseball stadium, our new NJ Transit station, and a master plan for a retail/office development. This appears to be something of a great victory, as far as industrial clean-up efforts go, but part of me still isn't so sure I'd want to go there for a ball game. (I understand that people are moving back to Love Canal, New York too, and I really cannot explain why.) American Cyanamid still operates a smaller facility on the western part of the site, along the road between Finderne and Manville (another “lovely” post-industrial Jersey town) – but the land in between I noticed was covered completely with black polyethylene sheet, weighted down with boulders, and cross-stitched with a web of PVC extraction pipe. I thought at the time that if I'd ever suspected a place to be an EPA Superfund site, this would be a good candidate. It turned out I was right.

Finderne lost its depot structure in 1972, but the train still stops there during the morning and afternoon commutes. Our next stop, though, was Somerville, and the scenery began to improve dramatically. I decided that I would stop here on the return trip for a little while, depending on what else I could see west of here. There was nothing of interest in Raritan to prompt an adventure, but I did notice how the landscape had been developed along US routes 202 and 22. In the North Branch / Branchburg area I had to think hard to decide that all those cookie-cutter houses were relatively new to my eyes and that the wooded hillsides had been developed. However, the 4-H fairgrounds are still there, and it's good to know that some things still remain. We used to go to the fairgrounds twice every year. Once was for the big Fourth of July celebration with live bands, games, and fireworks. The other time was for the annual 4-H fair, which was like having the best a “county” fair could offer without the amusement rides or freak shows. Down south, 4-H clubs tend to be strictly agricultural; but up here, there were judgings, performances, demonstrations, and exhibits of everything from cows and chickens to model rockets and hot air balloons. My karate class even put on a demonstration one year.

Along we rode – past corporate office buildings (many pharmaceutical), older farms, and new residential developments. Once we got to White House Station, the sights were decidedly more wooded and even romantic. The stone buildings

literally built on the edges of winding roads, the low-to-the ground bridges that cross small rivers and creeks, and the dense trees that hang over it all symbolize the New Jersey that I love and that few “outsiders” know about. The sense of history here is so thick that residents are almost oblivious to it, and the steep, rocky terrain is probably the area’s best natural defense against suburban sprawl. The weather was still somewhat gray and overcast, the trees barren brown and gray, and the rushing water looking dark and very cold. I even saw an occasional patch of snow along the north-facing slopes. But even amidst this “dead of winter” scene, the whole area burst with a promise of a beautiful spring.

In Lebanon, I was very excited to see several older passenger cars being stored on a couple of sidings. There were coaches and baggage/mail cars from the Pennsylvania Railroad, and even a restored, boat-end, 1930’s-era observation car from the New York Central! As of this time, New Jersey does not yet have a transportation museum, and the United Railway Historical Society of New Jersey has all sorts of “stuff” scattered and stored all over the state in places such as this. These cars belong to the URHS, and I would see still others during my week of traveling. Someday, perhaps all of this stored equipment will find a home in Patterson, or wherever the successful politician dictates.

We paused for no one at Annandale, and then traversed a long, tall, steep embankment and a high bridge to the village of High Bridge – the end of NJ Transit’s run. It was now 8:30 in the morning, and I had fifteen minutes before I had to be back on the train to head back to Somerville. I walked down the street to a nearby coffee and pastry shop near the tracks, but they were closed. I supposed that once the commuters have left for the morning, there is no need to stay open. I don’t recall ever being in High Bridge as a youngster, but it seemed to be a very pleasant, sleepy, little village and a very nice place to spend a couple of hours on a Saturday. I could see several little shops and nicely painted houses with colorful flags and seasonal banners hanging from front porches, but strangely no people. I snapped a few photos, and climbed back onto the train.

By the time we arrived in High Bridge, I was the only passenger left on the train. Now for the ride back eastward, I was one of two. We were running in “reverse” now, with the locomotive at the rear and the control cab vestibule in the lead. I took a little time to chat with the friendly train crew before we left the station, and they even allowed me to look around inside the control cab.

I did not want to “push my luck,” though, in these times of heightened security concerns; I went back to my coach seat for the ride.

All along the route back to Somerville I could not get over how beautiful everything looked, even as bleak as winter could render it. The sun was beginning to break through the clouds, too, and that always seems to boost my disposition when I’m out traveling.

“Operation Rescue”

by Michael Moore

Saturday, April 19, 2003 along the Norfolk Southern “R” Line, south of Columbia, SC

I started out from Columbia at 6:15 AM. I knew that train 156 would be coming north from Augusta on the “R” Line this morning and I was hoping I could catch the southbound train 191 as well. I had heard the dispatcher set up meets for these trains at Summit (MP R133) in the past, so I thought I’d give it a try.

I had consulted two maps a couple days before and thought I had a pretty good feel for the area. When in doubt, I could follow my railfan’s nose. That worked well – most of the time. I got to Summit around 6:45 with no problem. And sure enough, train 191 was in the hole waiting for me. Well, actually, he was waiting for train 156, but I take this railfanning thing personally. Soon I heard that familiar voice coming over the scanner, “Norfolk Southern milepost 1...6...5...dot...9...no defects.” “Good,” I thought, “156 is on the way.” Little did I know...

191 was about a quarter mile from the grade crossing with two units: NS 2511 (an EMD SD 70) and a leased UP 6227 (an EMD SD60MAC with a “North American” cab). I parked and began to plan my shots for what I thought would be a simple meet. The sun was just beginning to come up, but you couldn’t tell because of the fog. It was definitely going to be a black-and-white day and I was prepared with a roll of Ilford FP4 125. I still had a dozen or so frames left over from the previous day’s miserable excursion to Clinton. (Should a’ known – with a name like that.)

After a while, 191 dialed up the dispatcher in Greenville to see how long the wait would be. “I’ll see what I can do,” said the dispatcher, “156 is having some trouble.”

“**Hmmm. Maybe** we won’t have a meet after all,” I thought. I figured I had some time, so I poked around some grade crossings for some good photo locations in the area. While out scouting, I picked up more transmissions on my scanner, this time with train 156. Since he was still 30 miles away in Trenton, I couldn’t pick up his end of the

conversation, but over the course of about 5-10 minutes, the other half went something like this:

Dispatcher: "Okay. I'll see if I can get MOC [mechanical operations center] on the line."

Later... "MOC to 156...Are you stopped? ...How many units do you have? ...Do you know how to get to Level 2 on the computer? [Apparently, he didn't.] ...Okay, if it is safe to do so, I need you to unplug the 27-pin M.U. cable and shut down the unit...then restart it... [Long pause]...Well, it sounds like it's an ABC contact and I don't think I can help you."

So 156 was stuck in Trenton. I figured dispatch would be asking for 191's power pretty soon. It only made sense. Sure enough: "NS Greenville dispatcher to the 191, over."

"191, over."

"How many units do you have today, over."

"Two, over."

"What's the tonnage on your train, over."

"3,266, over."

"Okay, thank you. Dispatch out."

After a few more minutes, "NS Greenville dispatcher to the 191, over."

"191, over."

"I need you to tie down your train there at Summit and go down and pick up 156. He's got a dead unit and 8,800 tons – 56 loads and 45 empties." The conductor on 191 acknowledged and began to tie down his train. This seemed like it took forever. After some quibbling with the dispatcher about the track warrants, however, Operation Rescue began.

By this time, (9:00 AM) I had found a nice spot for a shot on a curve at the spring switch signal for the south end of the siding. I was even able to work some curious cows into the frame. After the light power passed, I hopped in the car and drove about a mile to my next spot – another curve, this time with a non-automatic block signal showing approach on the northbound side. By now, 2511 and the foreign lease unit were moving right along.

And so the chase was on: Batesburg, Leesville, Monetta...I managed to stay even with or ahead of him for a while, but then realized that road I was on didn't parallel the tracks south of Monetta. In my effort to get over to Trenton, I got all turned around. By the time I got back to the tracks in Monetta, 191's crew was already on the point of 156 and ready to copy a track warrant for the northbound move. Oh, well. I figured I'd look around for some potential shots and wait.

The area south of Monetta is beautiful farming country – lots of peach orchards and grain silos along the line in every little town. It was still very overcast, but most of the fog had burned off by 10:30. I found a nice bucolic scene with a barn and horses in an adjacent pasture. As I maneuvered for a good angle, the throaty roar of UP 6227, NS 2511,

and NS 9494 broke the peaceful silence. NS 8666, the faulty GE C39-8, was dead in consist; it wasn't making *any* noise.

I hadn't heard the horn in the distance, so I wasn't really ready for the shot. That's what the fully automatic mode is for on my camera. I popped off a shot and ran for the car. It's quite difficult to chase a train that's making up for lost time – especially on a two-lane road in farming country. After I passed a couple of Farmer Browns, I caught up with him (observing all posted speed limits, of course) for two or three more shots.

Soon we were back at Summit for the "meet."

There they set out the 2511 for 191, coupled up the UP unit on the point of 156, and headed for Columbia. I chatted with the heroic crew of train 191 for a few minutes and then gave chase for a couple more shots of 156 north of Gilbert. As 156 entered Columbia around 11:30, the Greenville dispatcher called. "NS Greenville dispatcher to the 156, over."

"NS 156 answerin', over."

"Yes, NS 156. How much of a delay are you showing on that engine failure, over."

"Four hours, over," the conductor answered dryly. What I'm sure had been a long, frustrating morning for him turned out to be a short, exciting morning for me.



Miscellaneous

Interesting Web Site

Slide show site from Bob Folsom
<http://www.wtv-zone.com/cal555/atr/frames.html>

More Trees from Dennis Moriarty

In previous newsletters, making trees from natural materials has been discussed. Here is one more to add to the list. Several stores sell ornamental grasses for dried flower arrangements. One of these, **China Millet Natural**, is useful for making

trees. It looks similar to a wheat stalk except it has a fuzzy end that ranges from three to 8 inches long. It does not have the big seed grains that the wheat has so it looks like a small pine tree. You start by cutting off the long stalk, (which can be used for making fence railing and posts) and then cutting the top in half. You get two trees since the top tapers to the end and the other end tapers to the stalk. If the end is very long, cut a tree off each end and save the middle to make bushes. The natural color is a pale green which works great just as it is. The Millet is hard to find and sometimes you have to purchase tan colored millet. It can be colored with Rit dye or green paint. I have found China Millet at the Seneca Wal-Mart, (two bundles on a top shelf in the artificial flower section), at the Pottery in Commerce Ga., and other stores that sell crafts and dried flowers. Placing the smaller trees in the background and the larger ones in the front adds perspective to the layout and creates an illusion of depth. The smaller trees work well as ornamental plants around buildings etc... It is easy to apply the trees to the layout with hot glue.

Overhead Power Lines

Consider using black elastic thread instead of wire for the overhead power lines etc. on your layout. If you accidentally hit them when reaching for a train or other object, the elastic gives and lessens the possibility of causing damage to your power poles.

Future Meeting Programs

July: Picnic

August: Rodney Cowen

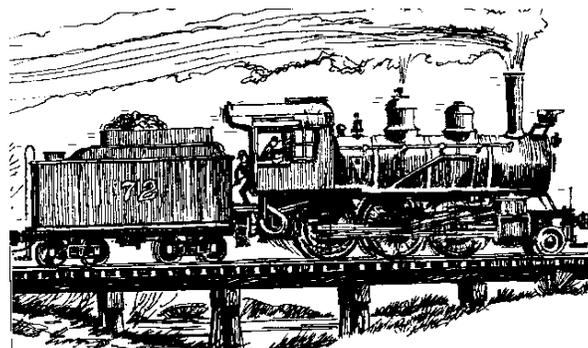
September: Bob Folsom

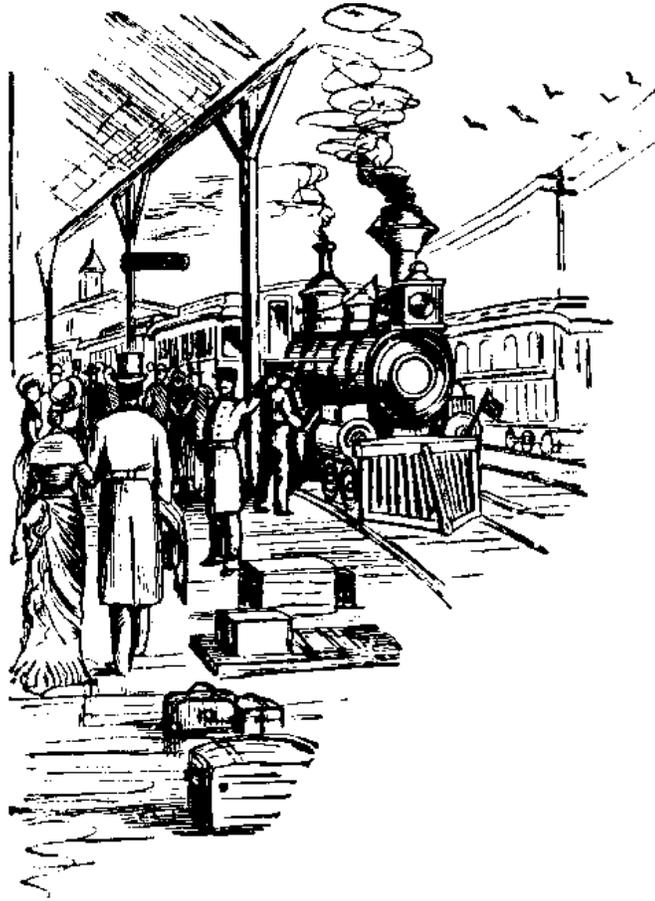
October: Open

November: Open

Welcome New Members

Joe Stribling e-mail Tallmensa@AOL.com





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

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