



The CRM&HA Newsletter

September/October 2003

Dennis Moriarty/Editor

Volume 12 Number 5

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

Reminder: Meeting Time Change - Meetings to start at 7:15

Editorial

By Dennis Moriarty

It's that time again! Time to make arrangements for our 2004 train show. It seems like a long way off but in order to submit advertisements to the national magazines, a long lead-time is required. Thank you to all who are in the process of making the train show become a reality. The train show is one of our main ways of making money so that someday we will be able to provide a permanent home for our club. There is talk that it may be possible to move into the Central Train Station. Now wouldn't that be something.

Central is planning to reestablish its fall festivals on September 27th and has invited the club to set up the HO layout at the fire station. Please see the HO Division Report for the details. A small number of tables will be set up for train related sales and hopefully the club will be able to make some money for the treasury. Not bad for a small club.

I want to thank Bob and Jean Folsom for opening their home for the picnic this year. I am sure that everyone who attended enjoyed a great meal and a good time.

I think we are fortunate to have so many outstanding members who are willing to pitch in and help with all our activities. You all know who you are but as an example please note how many people submit articles for your newsletter. I think that we are blessed to have all the willing members make this an amazing newsletter for such a small club.

Thank you!! Bob Folsom, Rob Seel, Don Rumer, Howard Garner, Tom Manning, and Pete Delorme for your newsletter contributions this month and to all the others who have submitted articles so far this year. You make my job as editor a lot easier.

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.

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)

There is lots of activity at CRM&HA these days. The N Gauge Division is very actively building the display layout for the Central Museum. The layout is currently at Rail N' Spike inside the HO modular layout. A number of club members have undertaken the task of modeling actual buildings from the town of Central circa 1930.

We have added several new members this past year; membership is now at 24.

Richard Nichols and Steve Zonay may be having open houses in the next few months; I will keep you up-to-date on that.

Please make every effort to attend our next meeting on September 4 so you can be in on final preparations for the Central Railroad Days Festival, not to mention our regular train show in February. We will be setting the date for that show at this meeting.

We need two more members for the nominating committee. President and Secretary are up for election this year. If you are interested in serving

in either of these capacities, you are welcome to be on the committee and nominate yourself!

HO DIVISION REPORT **By Bob Folsom**

We will be displaying the HO modular layout in Central on Saturday, September 27. Setup will start at 5:00 PM, Friday, September 26 at Rail N' Spike. The layout will be loaded onto a truck and set up in the fire station in Central. It should be up and running by 10:00 PM. Your help would be greatly needed and appreciated. Likewise, it will be taken down at 3:00 PM on Saturday and returned to the store. We should be done by 6:00 PM. Anyone who can help run the layout or man the company store please contact me. Also, if you want to sell something, get it ready and priced. 10% of the sale price goes to CRM&HA. We have ordered the DCC equipment from Digitrax. Hooking it up will be a very quick process; hopefully the equipment will arrive in time for the Central show.

CRM&HA Picnic and Meeting Minutes **July 3, 2003**

Picnic! This year's picnic was held on our regular meeting night July 3rd. The picnic was originally scheduled for September but since the Library closed early on July 3, because of the July 4th holiday, it was decided to have the picnic that night. Bob and Jean Folsom graciously opened their home to the club for the picnic. Bob supplied the meat and drinks and everyone brought a dish to pass. Afterwards we went down to watch trains run on Bob's layout and Rob Seel did a demonstration on painting plaster rock scenery. Information was given about the Central Museum Layout.

Before the picnic, there was a short meeting. The minutes follow:

The meeting was called to order by Engineer Bob Folsom at 7:45 PM. 19 members and guests attended the meeting. Others were elsewhere preparing for the picnic.

Business in process

There was a short update about the possible use of the Central Railroad Station by the club. Nothing is definite at this time.

The club has decided to bring the HO layout to the Central Railroad Days Festival. The set up will begin on September 26th and the Festival will be the next day on September 27th. Volunteers are needed to move and return the layout from Rail & Spike to the Central firehouse and to operate the layout. It was decided to have a small number of tables set up for train related sales at the firehouse.

Bob Folsom announced that the club is going to place an order for Digitrax DCC equipment and that club members can place orders for their own layouts at a

30 percent discount, but you need to notify Bob soon to get in on the discount.

Respectfully, Dennis Moriarty Acting
Stationmaster

CRM&HA Minutes **August 7, 2003**

CEO Bob Folsom called the meeting to order at 7:14 PM. Fifteen members and two guests, Jason McMillin and George Stoudenmire, were in attendance. Membership cards for 2003 were made available. Minutes - No written minutes from July picnic meeting.

Treasurers Report - Howard reported that there is approximately \$10700 in the Treasury.

Newsletter deadline - August 11, 2003

Business in Progress

1. Upcoming programs: September - Bob Hanson; October - Bob Presley; November - Richard Nichols; December - Christmas party
2. DCC Club order - Bob reminded members that to obtain the discount from Digitrax an order has to be placed as a Club order. Bob emphasized that several members already have DCC control and will assist any new members who want to upgrade. Also, Digitrax has excellent customer support. The order will be placed on Saturday, August 9.
3. Club Headquarters Update - No update. The curator of the station, Beverly, could not make the meeting in July.
4. Layout Visits - Bob emphasized that these visits are opportunities to socialize and see what others are doing. Richard Nichols indicated that he would bring pictures of his layout at the next meeting.
5. Charter - The charter of incorporation needs to be reviewed and approved by the IRS. The Treasurer will pursue this issue. Adopting such a charter would require approval from the Club. Incorporation, it is believed, would minimize the liability of Club officers.
6. Central Railroad Days Festival - The Club will have the HO and, possibly, N Central Museum layout on display and operation at the festival on September 27. A sign-up sheet was passed around.
7. Club Insurance - Bob Folsom is removing this item from future agendas.
8. Other - Bob suggested that we consider, as a Club, a visit to Apple Valley in Henderson, NC at some future time.

New Business

1. We need additional Club flyers created.
2. The Club has been invited to bring its layout(s) to the Autumn Rails Festival in the fall of 2004.
3. Nominating Committee - A nominating committee of three members needs to be formed to present a Slate of candidates at the November meeting. The positions to be filled are Stationmaster (secretary) and CEO. The election will be held in December. Michael

Childress volunteered to be one of the members of the committee.

4. February Train Show - Dennis Moriarty indicated that Model Railroader magazine needs to be notified as soon as possible of the date of the February train show.

The following motion was moved, seconded and approved by the Club: The 2004 train show will *not* be held on Valentine's Day.

A specific date will be set forth before the next meeting.

5. **The following** motion was moved, second and approved by the Club: The admission charge to the February 2004 CRM&HA will be increased to \$4.

Division Reports

Bob Folsom showed some of the work he is doing on an N gauge building for the Central Railroad Museum project. He reminded members that plenty of work is going on with both the upgrading of the Club HO layout and Central Museum N gauge project. Members are invited to attend Saturday work sessions.

Railfan reports

1. Howard Garner mentioned his visits to a railroad museum in Wisconsin and other railroad related activities during his recent vacation.
2. An "Op to You Drop - Southern Style" all weekend operating show is coming up in Atlanta.
3. A train show is scheduled in Atlanta next Saturday.
4. Mac McMillin will be taking his railcar to Bryson City for a show on September 12, 13 and 14. He also has three other scheduled trips with the railcar in the next few months.
5. On a recent trip to Alaska, Mac rode both the White Pass and Yukon Railroad and the Alaskan Railroad. He recommends to all a visit to Alaska.
6. The Great American train show is coming up in Columbia.

Adjournment - Business part of meeting ended at 8:15 PM. After a brief break, Rodney Cowen presented a video by the Boston and Maine Historical Society on railroading in the late 1930's.

Next Meeting - September 4 at Central Library

Respectfully, Don Rumer Stationmaster

Treasurer's Report

August 2003

By Howard Garner

Our present balance is \$10,660.



B&O Museum Update By Don Rumer

The following information is from an article by Alexander Mitchell in the May 2003 issue of *Railfan and Railroad* magazine:

Equipment under the collapsed roof of the Baltimore & Ohio Museum included:

1848 B&O 0-8-0 *Memnon*

St. Elizabeth's hospital 0-4-0T

B&O 4-6-0 *Thatcher Perkins*

1873 B&O crane car D-2 and B&O 1863 iron box car

1875 B&O 2-6-0 *J.C. Davis*

1873 B&O Camel 4-6-0 *Ross Winans*

Pere Marquette SW1

CNJ coach 20 and baggage car 10 (circa 1868)

B&O 2-8-0 A.J. Cromwell (1888)

B&O eight wheel wooden caboose c-2222

Greenbrier three truck shay

Most came through with relatively minor damage considering the situation. Some cabs and decorations of locomotives were crushed. The caboose, coach and baggage car had significant damage. No direct roof fall damage occurred to items on remaining tracks. The Tom Thumb and Lafayette replicas and the B&O stagecoach passenger cars were not affected. The 1856 4-4-0 William Mason normally under the collapsed part of the roof was in the restoration shop and escaped damage.

About half of the roof of the roundhouse, built in 1884, was destroyed. The 1851 Mount Claire passenger station, now an entrance to the museum was unaffected.

Information about the damage to equipment at the B&O Railroad Museum is available on the website: <http://www.borail.org/home.asp> if anyone is interested.

By Popular Demand: The Kudzu Comeback!

By Rob Seel and Don Rumer

If you are modeling this part of the country, adding kudzu to your layout is nearly unavoidable. So, here for the first time in print is the basic "How To" for kudzu. It is also convenient for covering those scenery mistakes and mountains that did not turn out

so well the first time.

1. Begin with 4/0 steel wool for base ~ Spread out like a spider web, fine and lacy.
 2. Apply heavy coat of cheap, 99-cent Wal-Mart spray paint to "seal" the steel wool. Colors for summer should be green dusted over with yellow. For winter, colors should be brown dusted over with almond and skip over to Step 9.
 - 3.. Use Super 77 spray adhesive for stickiness on one side of spray-painted steel wool -- It's expensive, but worth the price since a little goes a LONG way.
 4. Use medium (or as appropriate per scale) turf -- medium green ~ one side only. When dry, turn Kudzu over, and sprinkle loose foam turf over a clean sheet of newspaper for recycling
 5. Use hair spray - Suave Double Super Extra Ultimate Hold - for sealing. In addition, don't be frugal with Sauvé -- it's cheap!
 6. Sprinkle on fine "burnt grass" for spice and highlights before the hairspray dries.
 7. Turn Kudzu over, and sprinkle loose foam turf over a clean sheet of newspaper for recycling
 8. Saturate with more hair spray and keep open flames away.
 9. Paint the landscape base a caramel color. Apply full-strength white glue to kudzu zone and sprinkle dry, finely ground, red clay. When the glue is dry, vacuum-up the excess clay.
 10. Flip kudzu facedown on a clean sheet of newspaper and use Super 77 on backside of kudzu to stick to layout
 11. Spray adhesive to hillside also for extra grip.
 12. Use miniature boxwood twigs for tree trunks and branches and drape kudzu all over everything, including weathered wood shacks, rusted cars, slow pedestrians, and abandoned boxcars.
- Note:** It helps to cut and shape kudzu patches during the initial unrolling and spreading. Kudzu is clumpy, so no need to worry about "smoothness" where patches overlap. Set aside several "whips" of steel wool for individual vines that climb guy wires, power poles, etc.

This method was used on the club's HO layout and it has withstood all kinds of less-than-ideal climates while in storage without rusting or crumbling. Just be sure to keep the edges away from the tracks as not to get sucked into locomotive motors! Unlike the "real thing", it is completely under your control -- but just don't turn your back to it for too long!

SPURNING THE FREEWAYS FOR THE RAILWAYS IN SOUTHERN CALIFORNIA

By Tom Manning

A pop song from thirty years ago said it "seems it never rains in Southern California," but a train nut visiting there could say, "It 'TRAINS'..., man it

'trains'." I shouldn't twist the noun into a verb, but the rail traffic density there is impressive. I discovered as much when my wife and I checked in for a week's stay at a condominium on the Pacific near Carlsbad, Cal. last September.

After flying to L.A. and spending a day with our son, we drove the rental car "outa there!" and down "The 5" to Carlsbad after sunset. In that region, an interstate is not dubbed "I-5" or "Interstate 10"; it's called "THE" whatever number. It connotes something with a life of its own, like "the dog". That Sunday evening on the long, high-speed drive to Carlsbad -- two-thirds of the way to San Diego -- the Five was a living artery. But all the red blood cells (taillights), including our car, were a ceaseless flow south, while the white cells (headlights) were a ceaseless flow north. The highlight of the next day was learning that a mid-week return to L.A. could be a relaxed one -- by rail. Phooey on the freeways!

I soon discovered the resort sat between the Pacific Coast Highway to the front and a high-speed, two-track rail corridor behind. Daylight showed that Amtrak "Pacific Surfliner" and Coaster" (light commuter) trains outnumbered the freights considerably. Next, checking out the resort on foot revealed that we were a 3-minute stroll from one of the Coaster's commuter stops. That inspired an easy trip south to San Diego the next day.

The Coaster runs from Oceanside (just north of Carlsbad) to San Diego, and the commuter trains naturally are frequent in the early morning and late afternoon hours, with enough others sprinkled through the day and early evening to fit any tourist's schedule for seeing San Diego. Taking cash or plastic, a trackside machine spits out your tickets. Coaster trains are modern, bright and clean, sporting a sky blue, cloud white, and surf green color scheme. (The commuter equivalent north from Oceanside and on to L.A. is the Metrolink system.)

In little over an hour, The Coaster wended its way to San Diego through the summer-parched coastal hills with stops in towns like Encinitas and Del Mar. We stepped off at the city's Santa Fe station, a handsome tan structure of arches and tile roofs in the old Southwestern style. The exterior is accented with large, glazed tiles, some bearing the Santa Fe logo and others desert wildflowers. Extensive use of dark woods on the inside suggests a cool escape from the California sun, and the whole place exudes a likeable aura of the 1930s/1940s.

Walk out the backside of Santa Fe Station and it's a short wait for the next San Diego trolley to take you to whatever section of downtown you want to see first. Unlike the L.A. megalopolis, San

Diego is a compact city fit for human habitation, and the trolley is a serious, popular mode of moving around in it. Visitors and locals can unhook from the ball and chain of car-in-the-city and enjoy traversing the town.

Two days after doing San Diego, we drove the few miles north to Oceanside and ditched the car again, catching the 7 a.m. Amtrak Surfliner to Los Angeles. Ten to thirteen Surfliners a day make the San Diego-L.A. run. From Oceanside, it's about two hours into Union Station -- if some UP freight doesn't get off schedule, bringing the Surfliner to an unscheduled stop to await clearance after the eastbound fruit basket, or whatever, is on its way and off the Amtrak trackage.

Along the route are stops such as San Clemente, San Juan Capistrano and Anaheim. After skirting the ocean for the first hour, with only the blur of southbound Surfliners occasionally scrambling the view, the route veers inland through the endless sprawl of the greater L.A. region -- where you leave one city, enter another, and never know the difference. I was a bit amazed by the speed at which the train cruised through many a grade crossing hemmed in by suburban and urban "built environment." But it was satisfying to see repeated instances of L.A.'s car curse making way for an efficient means of people moving.

The approach to Union Station runs through a lot of interesting railroad infrastructure and past a great variety of rolling stock, both idle and in motion. Finally, we came to a stop at the platform canopies and detrained to the cavernous interior of the grand old station. It's wonderfully dated in appearance -- i.e., needing no change for any Railfan -- yet fulfilling its role well. Surely, those oversized waiting chairs in the main lobby, though re-upholstered a few times, saw Clark Gable, Katherine Hepburn and all the rest swoosh by when the streamliners were THE way to come and go from Tinsel town.

We rented a car at the station, participated in the day's frenzy of degrading L.A.'s air quality, then returned in time for the 10 p.m. departure to Oceanside. The train made driving The Five seem almost barbaric.

So, if your adventures ever take you to coastal Southern California, be assured that you'll have plenty of opportunity to indulge your train cravings in the course of your stay. It trains all over the place.



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

By Rob Seel

We pulled into the station at Somerville on time at 9:20. Actually, the station is little more than a pair of raised concrete platforms flanking the double track. A tunneled underpass cuts beneath the elevated tracks, connecting the two to each other and to the street level. The original sandstone and slate station building still stands, but has not been used as such in many years. Today, the exterior has been restored beautifully, and the interior is chopped-up for a law office. The 1890 structure designed by architect Frank Bodine is quite distinctive -- probably the most distinctive station on the Raritan Valley. Even as a youngster, I admired that building. Large stone arches, a variety of dormers, and a corner turret with a bell-shaped roof are unlike any other station in New Jersey.

Since 1683, Somerville has been a special place for many reasons. George Washington headquartered here for a couple of months in 1779, and Doris Duke made her residence here on her father's 6,000-acre estate for most of her life (1912-1993). The Duke Gardens are still a considerable tourist attraction (since 1964) although I must say I have not seen them as of this writing. Somerville is also situated at the Crossroads of Commerce -- where US highways 22, 202, 206, and Interstate 287 converge. The town has benefited from a strong central business district, and does not seem to have needed a "downtown revitalization" program (like neighboring Bound Brook does). Mom used to take us shopping downtown in the 70s for 5 & 10 items, records, shoes, and model trains. Today, the Woolworth's store with the lunch counter is gone, but antique stores and art galleries are in its place, as well as the essential newsstands, restaurants, and specialty shops. But no matter how unique Somerville is, one thing is pretty much the same as anywhere else a person might visit: The stores don't open until after 10:00 -- some even at 11.

I was within a block of the Big Little Railroad Shop when I stopped for an early lunch at the Central Pizzeria, right next door to Downtown News and Tobacco, with neon Miller and Bud Light signs glowing in the window. The smells emanating from both businesses blended together in a uniquely New Jersey way: the unmistakable lure of REAL pizza dancing in yin-yang with the sweet, woody aroma of pipe tobacco and newsprint. When my Grandma Wanda (Mom's mother) passed away not too long ago, Dad made a curious and insightful observation after not being in New Jersey for many years: So many things change, but the Bars are always the same. Well, I submit that the same could be said of neighborhood pizzerias! Both are literally New Jersey institutions, and if they produce anything that even tastes half good you can count on them still being there waiting for you after you've been away for twenty years.

Ninety-eight percent of New Jersey pizzerias also prepare submarine sandwiches (or hoagies, grinders, or whatever else the locals may call them – it's a regional thing, though some would argue fine distinctions). Some of the best meatball subs can be had in pizza parlors, but today I was in the mood for a capicola and cheese with tomato, lots of shredded lettuce, oil, vinegar, salt/pepper/oregano – all on a good, crusty, 12-inch long New Jersey roll. Throw in a side of ruffled chips and a Stewart's root beer (yet another NJ Tradition), and I had one of those "you've been away too long" kind of lunches. The place was decked-out in traditional fashion, with the obligatory, illustrated map of Italy, gold-framed pictures of Venice, a few framed dollar bills behind the counter, and a trio of teenage girls dressed too bare for March talking with the guy tossing the dough about his wrists. WMGQ, Magic 98.3 FM out of New Brunswick, was tuned in on the radio, playing an adult contemporary format. (This too was familiar, but different: Back in the thick of the disco era, Mom and Dad also went through an "easy listening, muzak" phase, and WMGQ was Their Station. At the time, I preferred AM 66, WNBC and AM 77, WABC for the best of Seventies pop music, but both are now a news/talk format.) And, lest I forget, there is always a leaning tower of pizza boxes along the back wall – some printed with specific information, but most generically thanking you for supporting your favorite pizzeria. But as I'd mentioned earlier, the central northeast was still reeling from the 9-11 blow and coming back strong. The pizza boxes were white with red and blue (instead of green) with a defiant eagle on the lid. "Land of the Free, Home of the Brave" was printed on the sides. If one could love America by ordering take-out pizza, then call me a Son of Liberty. I don't intend to be judgmental, but I doubt too many people order out for pizza in Afghanistan.

After lunch I stepped into the Big Little Railroad Shop (Be sure to pat the big, yellow dog on the way in.) to see if they had anything in stock I couldn't live without – or was willing to pay for. Seeing nothing (if you can believe THAT!), I made my way back toward the train station to catch the 11:59 to Cranford. I walked back up Main Street thoroughly enjoying the terrific aromas of lunch from one restaurant to another – Italian, Thai, Kosher deli (no smell but for Jewish rye!), Mediterranean, Korean, etc. I wish I could bottle those smells and bring them home!

On the train once again, this time with a couple dozen other riders. And, once again, I was desperately trying to look out of both sides at the same time to take in as much as possible. All during this trip, it struck me how unattractive the sights can be from a train – from the post-industrial ghost factories to the tons of litter and trash that people just toss onto the tracks. Railroad cars have mostly fixed

glass windows, so I know the trash is of local origin. Sometimes, though, I would see things that boggle the imagination – like the abandoned clothes dryer sitting in the middle of a wooded lot between Bound Brook and Dunellen. How did it get there? The woods were pretty dense, and there were no roads or paths leading to it! But there it was for all to see, unveiled by the fallen leaves of winter.

VII

We all occasionally have days where everything just seems to go right, and things fall into place as if by design. Well, so far, I was having one of those great days! My next stop in Cranford added to my joy and excitement when I caught sight of a Carvel ice cream store out my left window. As soon as I got off the train, I made a beeline for dessert and another Jersey Fix. Most people are familiar with Baskin Robbins ice cream stores and that they are famous for their (more or less than) 31 flavors. Carvel, on the other hand, is known for three things: soft vanilla ice cream, soft chocolate ice cream, and Tom Carvel himself. There used to be at least one Carvel store in every northeastern town, but nowadays they are becoming scarce and a bit shabby since Tom passed away. Nevertheless, the secret recipe, soft ice cream, is as wonderful as it ever was – remarkably soft, smooth, and creamy. This time I bought vanilla, sat down in a plastic porch chair outside, and remembered the days when Mom and Dad used to take us to the walk-up Carvel in Somerville on Gaston Avenue. The building was an angular, stainless steel box with a single-slope roof low in the rear and high in the front. The pink neon sign on top of the deep, high front overhang was framed by two fiberglass cones of vanilla ice cream in "cake" cones, perfectly swirled with a hooked, loop effect on top. This storefront in Cranford had some indoor seating and was clean inside, but a far cry from the architecture of 1930's American pop culture.

And then, there was Mr. Tom Carvel (Carvelas, 1906-1990) – the man seldom seen but often heard on radio and television. A frugal entrepreneur, innovator, and mogul who is said to have made every business mistake possible, Tom did all the voice-overs for all of his advertising. He had a voice that can be reasonably described as velvet gravel – smooth as silk that has been roughened by what sounded like too many years of smoking and boozing (I don't know if he did or not, but that's sure what he sounded like!). If you had ever thought you had a Jewish uncle from da-Bronx, it might just as well have been Tom Carvel – even though he was Greek. You could always count on Tom to come up with new ways to celebrate anything – whenever a big holiday like Fathers' Day was approaching, good ol' Tom would politely (always) ask everyone to go by their neighborhood Carvel store and by a Fudgie the Whale (for a whale of a dad) ice cream cake – or Tom

da Toy-kee fa Danks-giffink! He had an ice cream cake for literally every occasion, and I wouldn't be surprised if there was one made especially for his funeral.

I finished my cone, sitting outside across the street from the railroad station and reading the words on the railroad overpass spanning the road to Rahway: "Ride the Historic Raritan Valley Line!" The bridges were freshly painted and displayed the same up-beat spirit that is alive here. The streets are busy, and so are the sidewalks. Buildings are small in scale, one to three stories high. I took some time to browse through Hobby Heaven, which is one of the better all-around, general hobby stores I've been in (except for the full-list pricing). Then I walked up the street and around the corner to Cindy's Bookshop, which is a gold mine for used book enthusiasts. There, I bought two "fun things about New Jersey history" books and R.E.M.'s "Monster" CD. It was also at this time that I decided that I really should stop buying things – I was running out of room to force-squeeze things into my camera and clothes bags. The bags were getting heavy too, added to the fact I had been carrying them both across my shoulders all day!

I figured it to be in the best interest of time to catch the 3:30 train out of Cranford to get back to Newark. My next "appointment" was to be in Dover by 10 'til 6, and I was still not quite so sure how to get there from here. I had to take the Raritan Valley back to Newark Penn Station, but I needed to get on the Morris and Essex Line – which does NOT go to Penn Station, but to Broad Street. So, as soon as I arrived at Penn Station at 3:50 I bought a \$1 bus ticket across town to Broad Street station for the 4:25 westbound. This bus trip was the first time to my knowledge that I had been in the middle of center city Newark, and it would not bother me at all if I never went back there again. I have ridden buses and subway trains – at night – in London, Paris, Milan, Berlin, and many other European cities feeling completely safe. Newark, even in the middle of the day, is not a friendly-feeling place. For the entire bus ride, I felt the need to keep a sharp eye and to move briskly to the train station once I got off the bus, and I was glad to finally be amongst fellow travelers standing on the platform.

Penn Station was built by the Pennsylvania Railroad and is of a style somewhere between art deco and fascist. Broad Street Station, by contrast, is a brick and stone Italianate structure build by the DL&W. DL&W stood for the Delaware, Lackawanna, & Western Railroad; to New Jersey commuters, it also stood for Delay, Linger, & Wait. On this day, NJ Transit lived up to the DL&W's heritage – somewhere between Maplewood and Summit we coasted to a stop and sat there with the power off. This didn't bother me all that much, being I was ahead of my schedule. I just decided that I could not get off the

train at Summit to look around this time, but maybe on the return trip.

We would occasionally power-up, travel a half-mile or so, and power-off again. My fellow passengers were getting a tad antsy and frustrated. The train was practically full, and stopped until who knows when. Apparently, track crews had been working on the catenary today, and – "Gee, will you look at the time! Our contract says it's time to go home, Sually!" There were rumors buzzing everywhere as to what was going on and if NJ Transit was going to put us on buses for the rest of the trip. There was a rising swell of cell phone frenzy, as people began calling spouses and friends to come and pick them up in Summit. As for me, I had no cell phone to call my friend in Dover – so I thought I'd just as well relax and enjoy sitting on a train. I made some small talk with the young, college girl in the seat ahead of me who was, of all things, a Clemson student!! She was spending her spring break visiting her grandparents who were to pick her up at Convent Station. I think her name was Debbie. She was a sophomore, studying "Administrative Management."

After what seemed like twenty minutes of sitting still a mere few hundred feet from the station in Summit, we finally managed to crawl into the station. Most of the people around me huffed and puffed their way off. I still waited patiently, and we were eventually rolling again, picking up speed toward Morristown. The scenery was becoming attractive again. Actually, the view had been better since we left South Orange and got closer to Maplewood; but now we were moving into more affluent communities. Chatham was after Summit, then Madison, Convent Station, and Morristown. Soon after Morristown, I was suddenly reminded of what I had learned in Lebanon just that morning – Keep your eyes alert for URHS stuff being stored all over the state! There – in the middle of the woods – was a siding track with an old Susquehanna boxcar, a stainless steel Rail Diesel Car, and (gasp) GG-1 #4877 still wearing PRR Tuscan red! NJ Transit had repainted 4877 for a special Farewell to the GG-1 event from New York to South Amboy in 1983 and was the last GG-1 (of only 139 units built) to operate over an impressive 50 yearlong service career. Subsequently, NJ Transit had stored 4877 in the yard at Hoboken, and I had no idea it was now in Morristown! I knew to be prepared to take an on-the-fly photo on my return trip.

Morris Plains, Mount Tabor, Denville, and finally Dover – the end of the electric overhead. In spite of our leisurely trip, I still arrived twenty minutes earlier than when I was "supposed" to arrive on the following train. I walked up front to photograph our eight-car train, brought to Dover courtesy of ALP44 #4428. I then took a quick walk around the block, popped into a really good camera store to buy more film, and headed back to the station. No sooner had I gotten

back to the platform that I saw the friendly, familiar faces of Flavia Anne and her children Preston and Rachel. They were a lovely sight for a tired, yet suddenly invigorated traveler who was looking forward to another home-cooked meal and a good night's sleep!



Picture on Page 3

In case you are wondering, the picture on page 3 is of Mystic Lake Montana. I am modeling the lake with great poetic license at one end of my layout. Dennis M.

Railroad Shows

There will be a Railroad show in Bryson City, NC on September 12, 13, and 14th. Mac McMillin will be taking his railcar to the show.

The French Broad e'N'pire Ntrak Club will have its 4th annual Autumn Rails show and swap meet on Saturday, October 11th from 10 am to 4 pm at the Bonclarken Assembly Auditorium in Flat Rock (Hendersonville), NC. Call 828-685-2726 for more information. An Ntrak and HO layout will be operated.

Future Meeting Programs

September: Bob Hanson

October: Bob Presley

November: Richard Nichols

December: Christmas Party

Welcome New Members

Richard Kemp

14 Wiuka Ave

Greenville, SC 864-676-0664

Richard is interested in HO and O gauge.

Michael Lulman

205 Wipperwill Court

Williamston SC 29697 864-226-3925

Michael is into O gauge

George Stoudemire

104 Dellwood Dr.

Greenville, SC 864-244-8264

e-mail LGstouden@AOL.COM

George is into HO gauge and live steam.

CMR&HA TRAIN CREW

Engineer and CEO: Bob Folsom

General Division Super: Rob Seel

Stationmaster: Don Rumer

Paymaster: Howard Garner

HO Division Super: Bob Folsom

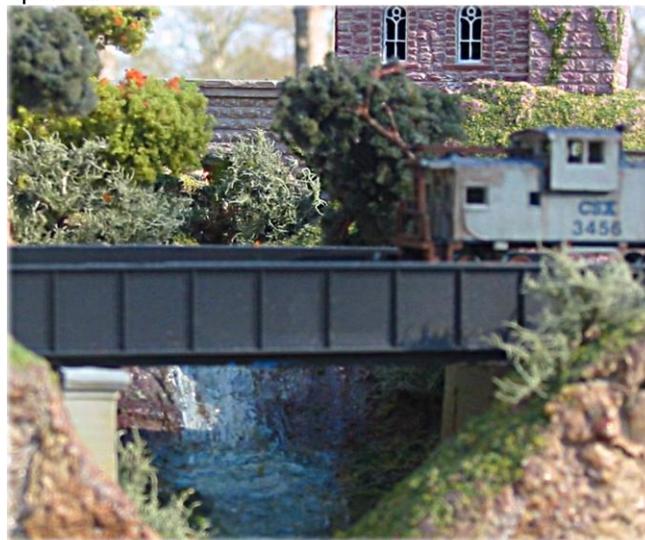
Large Scale Division Super: Bob Hanson

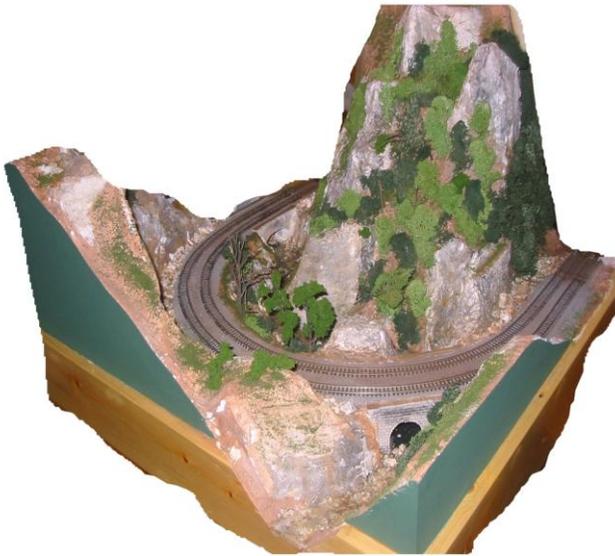
Pictures

By Pete Delorme

Just got my CMR&HA newsletter and saw that the newsletter mentioned the pictures that were published in the N-TRAK newsletter. Please find attached the three pictures they published, sadly, in B&W. "Over the River" was one of my modules and Michael Moore weathered the CSX caboose. The other two pictures are Rob's Smokey Mt. double corner module and "Around the Bend". The engine and cars in "Around the Bend" are mine, a Spectrum Southern and Con-Cor Coach.

I also received a newspaper from the Central Museum. It is from the 1930's and describes the original facilities and turntable that were across from the present Courthouse. He also tells of the fire that destroyed them and the old town, soon after the yards opened.





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

-- Address removed for web publication --

