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The CRM&HA Newsletter

March/April 2006 Dennis Moriarty/Editor Volume 15 Number 2
Meetings are held at 7:15 PM on the 1st Thursday of the month at the Central SC Library

Headline: The train show is back on. April 29th at Mutts Restaurant in Easley SC

Editorial By Dennis Moriarty

The February train show has been a big problem for the club this year as the armory is not available and other sites investigated were too expensive or not suitable. We thank Mutts for offering their restaurant for our use. Please volunteer your services so that we can make this the best show ever. The new officers have settled in and the transition is running smoothly. Please contact **Jim Reece** or **Bob Hanson** to offer assistance as needed. The more hands the faster and easier the job. Directions to Mutts appears later in the newsletter.

Please check page 11 for the new 2006 membership roster. Dues are overdue.

The response of our members for articles to be included in this newsletter was outstanding. Well done.

It was decided, that the club needs some updating, please see Bob Hanson's suggestions starting with the Articles of Association and by-laws. Contact Bob if you see anything you would like to add or change. Bring your ideas, for future goals and where you would like to see the club headed, to the next meeting.

As most of you know, the Westminster Depot was destroyed by fire. They are planning to rebuild it. There is an opportunity for the club to get involved with this project. Be sure to read Rob Seel's article about it.

An "Interesting Website" column is being added to the newsletter. Please send me your favorites and

they will be included in future newsletters. Only a few at a time please.

Roland Ruesch has done a series of very nice diesel engine drawings. I asked Mr. Ruesch if I could use his drawings in the newsletters. See an example of his work above with the BN drawing. The following is his reply:

Hi Dennis

You have my permission to use my drawings for your newsletter. You may remove the copyright notice in the drawings to make them look nicer if you provide a link to my web site www.engineshop.org somewhere in your newsletter.

If it is possible, I would like to get one copy of your newsletter since I collect publications that use my drawings.

Thanks

Roland Ruesch
337 Margarita Drive
San Rafael, CA 94901

Thank you Roland.

Since I am a modeling Montana Rail Link and BN, I am putting some of Mr. Ruesch's drawings of those lines in this issue. Please let me know if there is a Rail Line that you would like to see in future issues.

Dale Reynolds is the **Program Chair** for the Association. Dale is responsible for the meeting programs. Near the end of this newsletter, the programs that have been assigned are indicated. Please contact Dale if you can do a presentation on October 5th or November 2nd.

Please **send information** for the next newsletter to MQK@CHARTER.net or hand it to me at a meeting before April 12th.

Thank you Mac McMillin, Jim Reece, Bob Hanson, Rob Seel, Rodney P. Cowen, Brian d'Entremont and Adin Capron for your contributions to the newsletter this month.

Also, thank you Howard Garner for managing the club website.

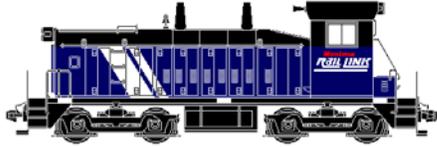


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CEO COMMENTS BY JIM REECE

We began the New Year with a new member's survey. I was very pleased with the response and the comments received. The following is a report on the results of the survey completed by twenty-two members.

On questions related to what railroad modeling subjects members would like to learn or teach, the following lists shows them in order of most requested.

<u>Want to learn</u>	<u>Willing to teach</u>
1. Landscaping	1. Landscaping
2. Engine Tune-up	2. Tree Making
3. Wiring	3. Layout Planning
4. DCC Systems	4. Bench work
5. Tree Making	5. Wiring
6. Weathering	6. DCC Systems
7. Kit Bashing	7. Kit Gashing
8. Bench work	8. Engine Tune-up
9. Layout Planning	9. Weathering

Seventeen members wanted to learn, eleven are willing to teach, and eleven said they could host activities. Here is a chance for those of you willing to teach to hook-up with those willing to host and develop a class from the list above.

On the question related to the importance of finding a permanent home for the club, on a scale of 1 to 10. The average reply was an 8, and 90% would consider higher dues for a permanent home.

On the questions related to hosting train shows and what type of layout we should display, 100% of the members would like to continue having train shows. The two layout proposals in the survey were,

maintain a large layout or change to two smaller units with one being a hands-on.

65% said to keep a large layout, with the following comments:

- A rebuild is in order
- Need to upgrade
- Need more detail
- Maybe a little smaller
- New layout, similar size
- Needs to be easier to move
- People like to see large layouts

62% said to have two smaller units and they had the following comments:

- Hands-on is good "O" gauge
- Make one for kids
- Keep the large layout and make a smaller one
- Yes, but not at the expense of the large layout
- Also, have smaller layout
- Need large and small
- Do in addition to large layout
- Need a hands-on train set
- Should do a kids hands-on

On the question as to how much time members would like to spend, a month with the club the average was 5 hours. (20 active members x 5 hours each = 100 hours per month) We can accomplish many of our goals if we plan.

Based on the findings of the survey I believe we are making good progress in the New Year.

We are scheduled to have a train show on April 29. We will need as much help as possible planning and upgrading the current layout. The new layout committee had one meeting and made a report to the members in February. This produced discussions at that meeting that was very helpful in directing the committee. During the February meeting we discussed the membership's interest in finding a permanent home for the club. A question was raised about the current status of the Central City depot and what could be done to move in that direction. We need to pursue this or aggressively start looking in other areas. If you have any ideas on a new home, let's discuss them at the March meeting.

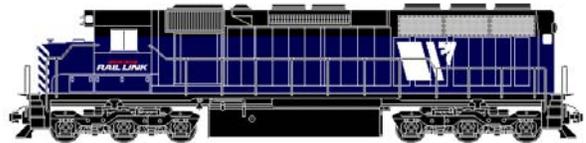


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Minutes – Jan. 5, 2006 Meeting (Central Library)

New president Jim Reese called the meeting to order at 7:15 PM with 21 member and 2 guests in

attendance. Howard Garner, reported "in excess of \$10000" in the clubs bank account with \$48 spent this month on rent for the storage unit for the HO layout. Arrangements were made for the following programs: March – Dennis Moriarty, June – Bob Hanson, August - Margo Torelli.

Discussion was reopened on the subject of the train show. A new location, Mutts Barbeque in Easley was proposed by Dale Reynolds. The manager, whose restaurant is decorated in a railroad motif, has approved the free use of a 34 foot x 60 foot room. This is smaller than previously used and would require a scaling back of the show. The room is available most Saturdays. Further discussion was postponed pending additional measurements of the room and discussion on the future of the HO layout.

The proposal of the abolition of "interest groups" was addressed after being proposed by Bob Folsom in November. Bob Hanson agreed to write an amendment removing the interest groups from the by-laws, which will be read at the February meeting and offered for vote in March.

A final item of discussion was the deconstruction and replacement of the HO layout. Several club members voiced concern that the two layouts proposed by Rob Seel in November would be too small to be an adequate showpiece for the club. It was also proposed that the club might want to consider a modular layout in a linear, switching oriented configuration. Eventually, it was proposed that a committee be formed, headed by Rob Seel, to investigate the matter. The meeting was adjourned at 7:55, at which time Dale Reynolds handed out a survey to all present members to assess their desires for the future direction of the club.

After the meeting, Michael Childress gave a presentation about his modeling of the Virginia and Truckee railroad and the use of dioramas in evaluating scenery techniques

Respectively Submitted
Brian d'Entremont Stationmaster

Minutes – Feb. 2, 2006 Meeting (Central Library)

President Jim Reese called the meeting to order at 7:15PM with 13 members and no guests in attendance. As treasurer, Howard Garner indicated that only 19 members had paid dues for the year.

Mr. Reese opened discussion with the results of a survey taken at the January meeting. In summery, these indicated that respondents were unanimously interested in continuation of train shows, for the most part would consider higher dues to support a permanent home, and would be willing to devote an average of 5 hours per month to club activities.

Bob Hanson, having volunteered in January to author a revision to the by-laws, found that removing the interest groups also required changing the Articles of Association. His proposed revisions were not read in detail at the meeting, but were made available to anyone interested. They will be reviewed by Jim Reese and Brian d'Entremont and presented at the meeting in March.

With regard to the train show, Bob Hanson presented detailed drawings of the available space at Mutt's Barbeque in Easley. Mr. Hanson indicates that 32 of Mutt's dining tables can be safely fit into this space for use by dealers. After some discussion, a motion was made and passed, that the train show be held at Mutt's in April. Subsequent discussion targeted April 29th as a suitable date.

On behalf of the layout committee, formed in January, Rob Seel presented a list of priorities with respect to club layouts. These were to rejuvenate the existing layout at minimal cost, construct a toy train layout, construct a new HO display, and possibly construct a large or permanently installed layout. Methods of transportation were discussed including the possibilities of buying a trailer and/or using steel carts. Some club members also expressed concern over how feasible the operation of 4x8 ft modules would be and indicated that a "pit type area" (like hole in the center of the current layout) promotes better communication with the public by making the operators look outwards.

In new business, Mr. Seel indicated that the organizers of Seneca's 150th anniversary celebration on August 14, 15, and 16th would be interested in hosting a display of the HO layout. There were also brief discussions of the possibility of the club obtaining the Central depot and of the reconstruction efforts for the depot in Westminster. It was also announced that the plate girder bridge in Greenville has been moved and is in the possession of the Greenville NRHS.

The meeting was adjourned at 8:30 and followed by a presentation of railroad photographs by Rob Seel.

Respectively Submitted

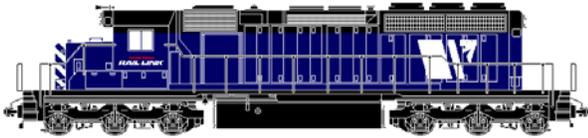


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Updating of our Articles of Association and By-Laws By Bob Hanson

At the request of the membership, Bob Hanson has reviewed the by-laws and is proposing the following revisions to them. Anyone who has any additional comments should send them directly to Bob. Then--- According to the laws governing our Association---any changes to the above must be offered to the members for comment at the meeting before they are to be voted upon.

Sections in the attachment say---NOW READS--- followed by a section that says ---CHANGE TO---.

All items in red are the proposed rewrites.

January, 2006 Review of the Articles of Association and the By-Laws of Central Railway Model and Historical Association

Articles of Association-----

Article V: Board of Directors---Section 1, Subsection B.

Now reads-----B: Division Superintendents (Vice-Presidents)
(One for each interest group (consisting of four or more members) and one for a General Interest Group)

**Change to-----B: Division Superintendents (Vice-Presidents)
(One or more as directed by the membership to carry out the business and affairs of the Association)**

*****End re Articles of Association*****

By-Laws-----

Article 1: Meetings---Section 3. Classes of Meetings, Subsection B

Now reads-----REGULAR MEETING, shall be held on the third Thursday of each month at 1930 hours-----

Change to-----REGULAR MEETING, shall be held monthly at a date, time and location as determined by the Board of Directors and notified to the membership.

Subsection E. BOARD MEETINGS of the above---

Now reads-----Meetings of the Board of Directors shall be held monthly, or as deemed necessary, but no less frequently than quarterly.

Change to-----Meetings of the Board of Directors shall be held as deemed necessary but no less frequently than annually. This Annual Meeting of the Board of Directors may be held in conjunction with the Association's Annual Meeting.

Article II: OFFICERS---Section 2---DIVISION SUPERIN-TENDENTS (Vice Presidents) shall:

Now---delete Subsections A., B., C., and D in their entirety

New-----A. be elected as deemed necessary by the Membership to carry out the needs of the Association.

- B. preside over any Regular, Annual or Special meeting of the membership from which the Chief Executive Office is absent**
- C. in the event that the Association has caused to be elected more than one Division Superintendent, the Division Superintendent with the lowest membership number shall be considered the senior member.**

Article III: TERM OF OFFICE, Section C:

Delete this entire section---it dealt with elections at the inception of the organization and is no longer pertinent.

Now-----

Article IV: ELECTIONS: Section 1, CHIEF EXECUTIVE OFFICER, PAYMASTER, STATIONMASTER

Now-----The above named officers shall be elected at the Annual Meeting of the Association or, if a vacancy occurs-----

New-----

ARTICLE IV: ELECTIONS: SECTION 1, ALL OFFICERS OF THE ASSOCIATION

New-----All officers of the Association shall be elected so that there is no complete changeover of officers in any one year, as provided in Article III, Section A., or, if a vacancy occurs-----

ARTICLE IV: ELECTIONS:

Delete in its' entirety Section 2 and accompanying Subsections A, B and C.

New-----ARTICLE IV: SECTION 2; MEMBERSHIP INTERESTS

All regular members may declare any specific interests they have with regard to railroading in any form, and whether or not they have multiple interests. The Stationmaster will keep a permanent record of such interests with the understanding that a member may from time to time wish to change his or her indicated interest by relaying such desire to the Stationmaster in writing.

ARTICLE VII: RESPONSIBILITIES OF MEMBERS:

Now-----Section 7. Cooperation with the declared Interest Groups, for the unity and strength of the Association.

New-----Delete Section 7 in its' entirety.



MY NOVEMBER 13, 2005 NARCOA MOTOR CAR TRIP ON THE GREAT SMOKY MOUNTAINS RAILROAD By Mac McMillin

BACKGROUND

I own two railroad motor cars and am in the process of buying a third one. Since 1991, I have been a member of the North American Rail Car Operators Association or NARCOA. NARCOA has a network of excursion coordinators around the country and in Canada who set up runs or excursions on local railroads that are friendly to our organization.

REQUIREMENTS FOR OPERATING A MOTORCAR IN A NARCOA RUN

In order to participate in a NARCOA run, your motorcar must pass an inspection where you must demonstrate that it conforms to all the requirements in the NARCOA rulebook. These requirements deal primarily with safety and mechanical integrity, as operating an unsafe car can result in an accident, which can kill or seriously injure the passengers. The operator must have a valid NARCOA operator's card, which is obtained by studying the rulebook and taking an open-book test, which is sent off for grading. Passing the test gets you your operator's card. Then the operator must annually purchase the NARCOA insurance, which is primarily liability coverage in case the operator is involved in an accident at a grade crossing or with another motorcar. It is the operator, not the motorcar that is insured. Before a first-time operator can operate on their own, they must be mentored by a designated mentor to demonstrate that they can operate the car properly and safely. They must satisfactorily demonstrate to the mentor that they know what they are doing under all circumstances they may encounter.

MY MOTORCARS AND NARCOA RUNS

I purchased my first motorcar in 1991 and learned to operate it on non-NARCOA runs on the South Carolina Railroad Museum's track. It is a model M19G 2-to-4 man inspection car manufactured by Fairmont Railway Motors in Fairmont, Minnesota, in the 1960s. This car formerly belonged to the Southern Railway, then Norfolk Southern. It still carries its original Southern number 3695. In 2002, this car was brought up to NARCOA standards and I began participating in NARCOA runs in North Carolina and Georgia. This is the car that is currently running. In 1992, I acquired a Fairmont A4D1 gang car that was originally owned by the Duluth, Missabe, and Iron Range Railroad (DM&IR RR) in Minnesota. This car is undergoing a ground-up restoration and it will be several more years before it goes on NARCOA runs. It can carry up to eight people. I am in the process of buying a Fairmont MR19 inspection car from the estate of the late Joe Stribling, who was a member of our Central club. I have yet to negotiate a price with Joe's wife Lynn and close the deal. Before Joe acquired it, this car sat outside for many years in the weather on display in a railroad retiree's yard and therefore it is in deteriorated condition. It can be made to run again, but will require much work and rebuilding. This will be one of my projects after I retire in about 2 ½ years.



SOME BASIC TECHNICAL DETAILS OF THE M19G CAR

My M19G is a single cylinder, 5 horsepower, two-cycle, belt driven car. A 3" wide endless rubber-impregnated canvas belt connects the engine pulley with the pulley on the rear axle. The belt is too long and is therefore loose until an idler pulley tightens it when you want to move. There is no transmission so there are no gears to shift. It's sort of like getting a manual-transmission car moving in only the high gear. You have to "slip" the clutch, in this case, slip the belt idler pulley until you get up to speed. Mastering the operation of this type of car takes some skill and mechanical aptitude. Since the engine is two-cycle, you have to mix oil with the gasoline, one quart in about 4 gallons of gas. The engine is two-cycle because it has to run equally well in either direction. You hand-crank the engine in the direction you want to go after properly setting the timing lever. The engine is water cooled by convection, as there is no water pump. Later model M19 cars have a four-cycle, air-cooled, two-cylinder Onan engine and a two-speed transmission with reverse. There is even an electric starter. The MT19, as they are designated, is a "gear-driven" car in contrast to a "belt-driven" car such as my M19G. The "T" in MT19 stands for "transmission." A personal note: I love my M19 "pop car" or "putt-putt" and often remark that I wouldn't trade it for ALL the Onan-powered cars in the WORLD! To each his own.

THE GREAT SMOKY MOUNTAINS RAILROAD

The Great Smoky Mountains Railroad (GSMR) runs approximately 60 miles in the mountains from Dillsboro, NC to Andrews, NC. It is part of the original Southern Railway "Murphy Branch" which ran from Asheville, NC to Murphy, NC. At Murphy, a connection was made with the Louisville and Nashville (L&N) Railroad. Between Mineral Bluff, GA and Blue Ridge, GA this L&N line split with the southern section going to Marietta, GA and on to Atlanta. The northern section went to Etowah, TN

and on to Knoxville. Regrettably, CSX ripped up 20 miles of this former L&N track between Murphy and Mineral Bluff in the late 1980s. Shortly afterwards, with the Murphy connection gone, Norfolk Southern proposed to abandon the Murphy Branch from Dillsboro to Murphy. Just one day before the abandonment was to become effective, the State of North Carolina stepped in and bought this portion of the Murphy Branch for \$600,000.00, thus saving about 75 miles of track from the scrappers. North Carolina then leased the line from Dillsboro to Andrews to the GSMR, who later purchased it outright from the state. The GSMR was not interested in the portion from Andrews to Murphy, as they didn't deem it very scenic, so it currently remains unused in the ownership of the state

GSMR AND NARCOA

Soon after GSMR started running passenger excursion trains, they were approached by NARCOA representatives about running motorcar trips. NARCOA trips were favorably received (as an additional revenue source) and since the early 1990s, there have been several runs annually. For several years now, Tom "Raildawg" Falcon of the Bryson City area has sponsored several annual NARCOA trips and I have participated every year since 2002.

RED MARBLE GRADE

Westbound on the GSMR, for three miles between Nantahala and Tipton, there is the Red Marble Grade, which is a steady grade of about 5% with some places where the track has settled approaching 6%. Now that is a STEEP grade, as the fabled Saluda Grade maxed out at only 4.7%. The percent grade can be thought as how far the track rises in, say, 100 feet. A 5% grade rises 5 feet in every 100 feet. On all the runs over Red Marble Grade, all belt-driven motorcars had to be hooked to the rear of a gear-driven car, as it was felt that a "high-gear" belt car would not be able to pull the grade by itself. However, I always watched my drawbar every time I was towed and I noticed that my car seemed to be pushing the towing car as the drawbar stayed compressed rather than stretched out. So I petitioned Tom to let me get at the back of the pack so I could try to make it up on my own. Tom said that towing was a mandatory railroad rule and there was no way I could try to go up by myself.

THE OPPORTUNITY

Imagine my surprise when I got a notice from Tom about a run on November 13. We would be setting on at the Nantahala Outdoor Center at Wesser and proceed to the bottom of Red Marble Grade at Nantahala. Then the surprise: all belt driven cars would be given two tries at pulling the grade without

being towed. Tom was finally giving me the opportunity I had been begging for so how could I not go on this trip?

THE RUN UP THE GRADE

A hy-railer truck and several geared cars would go up first and drop off people with radios at each milepost. They would report the progress of each belted car. After all belted cars made it to Topton, the rest of the geared cars would come up and then we would all proceed to Andrews for lunch. Tom said that each belted car would have the entire three miles of the grade in the clear. If we stalled out, we could coast back to the bottom and try again....ONE time. If we couldn't make it on the second attempt, we had to be towed up.

As it turned out there were five belted cars. One owner decided he did not even want to attempt it alone so he hooked up to a geared car and waited for the other four of us to give it our best shot. The other cars to attempt the grade consisted of an M9 open car and two M19H cars with aluminum factory cabs (windshield and roof). (An M9 has a shorter wheelbase and smaller wheels than an M19). Compared to the other three cars, my car had two distinct disadvantages. It had been purchased as an open car and Southern had fabricated a heavy steel cab in their shop and applied it to my car. The other three cars had the 5-9 horsepower RO-C engine. My car had the smaller 5-8 horsepower OD-B engine. The horsepower range is due to the range of operating RPM's.

When the M9 car left, I could hear the squealing sound of the belt slipping. It struggled all the way to the top but made it. The two other M19H cars each made it with no problems. Then it was my turn to go. I had Norman Pope, a friend from my church, riding with me. It was his first motorcar ride. I pulled back on the timing some to get maximum engine torque and tightened the belt as tight as I could get it. I estimate that we made the three miles at a fairly steady speed of 10 to 15 MPH. The engine worked hard and plenty of steam was spewing out of the cooling system overflow pipe (this is normal) but we made it to Topton with no problems. I was heartened to hear that my car was the fastest of the four, even with the two disadvantages mentioned earlier.

NEW YEARS DAY UPDATE

I went on Raildawg's New Years Day run over Red Marble Grade. There were two belt-driven cars and both of us had successfully ascended Red Marble Grade on November 13. I asked Tom if we could try again. He told our group that we had both proven our cars and ourselves as operators so we would get to try it again. Each of us would have a

geared car in front of us in case we needed to be towed. I told the operator in front of me to keep an eye on that and me if I started to overtake him to speed up, as I could not slow down. The other belted car was in front of him. Several cars went on up. Then it was the other belted car's turn. He left in fine form, and then the geared car in front of me left. I waited until he was out of sight and then started. My car was running great and I felt I could make the entire three miles with no problem as long as I didn't have to slow down or stop for anything.

About a half mile from the top the geared car overtook the other belted car as it was struggling and was getting slower and slower. Then I overtook the geared car. I had to slow down as well but found a throttle setting and timing setting that kept me going OK. About a hundred yards from the crest of the grade, the first belted car came to a stop. He tried to get started again but had to get a push from some of the guys who were waiting at the crest. With him out of the way, the geared car went on up. Then it was a real struggle for me to get started. I think I could have made it given enough time, but the belt was slipping excessively and some guys gave me a starting push so I could make it to the crest.

Disappointment crept in, as I didn't make it. But....it wasn't my fault. The operator of the other belted car apologized and explained that he changed his mixture setting at the bottom of the grade and he could never find the right setting going up the grade and the car just kept getting slower and slower. Once I found my optimum mixture setting earlier in the trip, I didn't touch it. The mixture is the ratio of fuel to air and you optimize it by observing and listening to your car as you run. You don't want the mixture to be either too rich or too lean. This is a manual adjustment and is just one of the many adjustments the operator has to understand and master to have a successful run. Sometimes the mixture will need to be adjusted with changes in speed.

PERFORMANCE ON THE JOB COUNTS

Fairmont's slogan was "Performance on the job counts." This slogan primarily referred to the equipment Fairmont manufactured, but the operator played a big part as well. Fairmont took great pride in producing railroad maintenance equipment that performed admirably day in and day out under a wide variety of environments, abuse, and neglect.

Experience and observation have shown me that many modern-day "improvements" that today's NARCOA owners add to their cars actually negates the wonderful original engineering of the car. That's why I removed the muffler that the previous

owner had installed and then restored the exhaust system to factory original. I picked up some power and top-end speed as a result. There was a reason that Fairmont did not put a muffler as standard on their two-cycle cars and offered it as an option only. Even then, it was specially engineered to not greatly affect engine performance.



**Army-Navy Game Yule Story
about a special train.
By Adin Capron**

NOW, in time for the holidays, I bring you the best Christmas story you never heard. It started last Christmas, when Bennett and Vivian Levin were overwhelmed by sadness while listening to radio reports of injured American troops. "We have to let them know we care," Vivian told Bennett. So they organized a trip to bring soldiers from Walter Reed Army Medical Center and Bethesda Naval Hospital to the annual Army-Navy football game in Philly, on Dec. 3.

The cool part is, they created their own train line to do it. Yes, there are people in this country who actually own real trains. Bennett Levin - native Philly guy, self-made millionaire and irascible former L&I commissioner - is one of them. He has three luxury rail cars. Think mahogany paneling, plush seating and white-linen dining areas. He also has two locomotives, which he stores at his Juniata Park train yard. One car, the elegant Pennsylvania, carried John F. Kennedy to the Army-Navy game in 1961 and '62. Later, it carried his brother Bobby's body to D.C. for burial. "That's a lot of history for one car," says Bennett. He and Vivian wanted to revive a tradition that endured from 1936 to 1975, during which trains carried Army-Navy spectators from around the country directly to the stadium where the annual game is played.

The Levin's could think of no better passengers to reinstate the ceremonial ride than the wounded

men and women recovering at Walter Reed in D.C. and Bethesda, in Maryland. "We wanted to give them a first-class experience," says Bennett. "Gourmet meals on board, private transportation from the train to the stadium, perfect seats - real hero treatment."

Through the Army War College Foundation, of which he is a trustee, Bennett met with Walter Reed's commanding general, who loved the idea. But Bennett had some ground rules first, all designed to keep the focus on the troops alone: No press on the trip, lest the soldiers' day of pampering devolve into a media circus. No politicians either, because, says Bennett, "I didn't want some idiot making this trip into a campaign photo op." And no Pentagon suits on board, otherwise the soldiers would be too busy saluting superiors to relax.

The general agreed to the conditions, and Bennett realized he had a problem on his hands. "I had to actually make this thing happen," he laughs. Over the next months, he recruited owners of 15 other sumptuous rail cars from around the country - these people tend to know each other - into lending their vehicles for the day. The name of their temporary train?

The Liberty Limited.

Amtrak volunteered to transport the cars to D.C. - where they'd be coupled together for the round-trip ride to Philly - then back to their owners later. Conrail offered to service the Liberty while it was in Philly. And SEPTA drivers would bus the disabled soldiers 200 yards from the train to Lincoln Financial Field, for the game.

A benefactor from the War College ponied up 100 seats to the game - on the 50-yard line - and lunch in a hospitality suite. And corporate donors filled, for free and without asking for publicity, goodie bags for attendees: From Woolrich, stadium blankets. From Wal-Mart, digital cameras. From Nikon, field glasses. From GEAR, down jackets.

There was booty not just for the soldiers, but for their guests, too, since each was allowed to bring a friend or family member. The Marines, though, declined the offer. "They voted not to take guests with them, so they could take more Marines," says Levin, choking up at the memory.

Bennett's an emotional guy, so he was worried about how he'd react to meeting the 88 troops and guests at D.C.'s Union Station, where the trip originated. Some GIs were missing limbs. Others were wheelchair-bound or accompanied by medical personnel for the day. "They made it easy to be with them," he says. "They were all smiles on the

ride to Philly. Not an ounce of self-pity from any of them. They're so full of life and determination."

At the stadium, the troops reveled in the game, recalls Bennett. Not even Army's lopsided loss to Navy could deflate the group's rollicking mood. Afterward, it was back to the train and yet another gourmet meal - heroes get hungry, says Levin - before returning to Walter Reed and Bethesda.

"The day was spectacular," says Levin. "It was all about these kids. It was awesome to be part of it."

The most poignant moment for the Levins was when 11 Marines hugged them goodbye, then sang them the Marine Hymn on the platform at Union Station. "One of the guys was blind, but he said, 'I can't see you, but man, you must be f---ing beautiful!' " says Bennett. "I got a lump so big in my throat, I couldn't even answer him."

It's been three weeks, but the Levins and their guests are still feeling the day's love. "My Christmas came early," says Levin, who is Jewish and who loves the Christmas season. "I can't describe the feeling in the air." Maybe it was hope."

As one guest wrote in a thank-you note to Bennett and Vivian, "The fond memories generated last Saturday will sustain us all - whatever the future may bring."

God bless the Levins.
And bless the troops, every one.

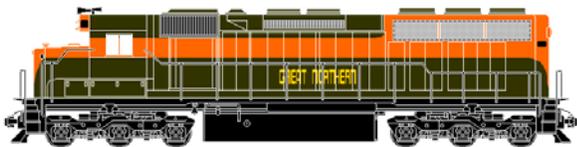


Image Copyright 2001 by R. Ruessch, Engine Shop

Service Opportunity Westminster Depot By Rob Seel

The Westminster depot was severely burned after 10:00 PM on Tuesday, January 17, 2006, a victim of burglary and arson. The historic structure was built around 1916 and is on the National Register of Historic Places. Some of you may recall that we displayed our HO layout in the depot, participating in the annual autumn Apple Festival once several years ago.

On the following Thursday I visited Westminster to drive by and take a look at the depot. Naturally, it was taped-off; but I was able to see three sides pretty well from the street. Most of the roof brackets appear to be in good condition, as do the wood freight doors on the west end. Most of the

damage seems to be on the east end and appears to be extensive. I then visited City Hall to introduce myself as a member of the CRM&HA and to make them aware that we would be willing to assist in the rebuilding / restoration effort as a historical resource.

City Administrator David Smith telephoned me the following Tuesday. He informed me that Congressman Barrett had secured a grant to restore the depot, but they are still negotiating with Norfolk Southern on land-use issues. (You may recall NS required Clemson to relocate their depot outside of the right-of-way.) NS, apparently, will allow Westminster to rebuild in place, but reserves the right to reclaim their right-of-way with 60-days' notice. Therefore, the City may choose to rebuild adjacent to the current site.

I have asked Mr. Smith to contact me when the ashes settle and the City decides how to proceed. With that in mind, I extended to Mr. Smith an invitation to speak to our membership at a future meeting to fill us in on how we can help.

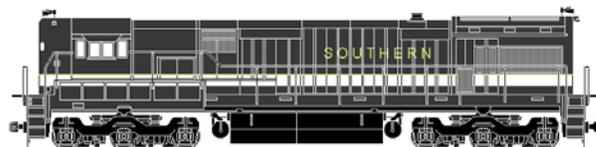


Image Copyright 2001 by R. Ruessch, Engine Shop

Model RR Scale Dimensions

	Scale	1 Inch equals
G	- 1/22.5	1'- 10.5"
O	- 1/48	4'- 00"
S	- 1/64	5'- 4"
HO-	1/87	7'- 3"
N	- 1/160	13'- 4"
Z	- 1/220	18'- 4"

Interesting Websites

http://www.ironhorse129.com/Projects/Engines/NPC_21/NPC21_Backhead_Drawing.htm

(also use the up button)

http://www.phoenixsound.com/sound_library/american_steam/american_steam.htm

www.polkcounty.org/saludagrade/Demise/demise.htm

www.engineshop.org

CMR&HA TRAIN CREW

Engineer and CEO: Jim Reece
General Division Super: Rob Seel
Stationmaster: Brian d'Entremont
Paymaster: Howard Garner
Large Scale Division Super: Bob Hanson

Future Meetings Programs

March: Dennis Moriarty

Dennis's presentation will be on homemade model crossing gate operation, plus a video, if time permits. See the following website for prototype.

matt.zont.org/.../xngworks/xngworks.html

April: Howard Garner

"Operating your model Railroad"

May: Mac McMillin

"Vintage Steam Films"

June: Bob Hanson

"TBA"

July: Rodney Cowen

"The Boston and Maine in the 1940's"

August: Margo Torelli

Painting Backdrops

September: Dale Reynolds

"Annual Picnic"

October: Open

November: Open

Also officer nominations

December: Bob Folsom

"Christmas Party"

Also elections

Mutts BBQ Restaurant

1020 Powdersville Rd, Easley, SC

(864) 442-1400

From 123, turn SE on Powdersville Rd by Jimmy's Restaurant in Easley. Powdersville road starts where 93 ends. It is very close to the Rail and Spike store. From 153 turn west on Old Easley Bridge Rd by the car dealership. Bridge Rd becomes Powdersville road. See the following Website for the map.

<http://www.mapquest.com/maps/map.adp?address=1020%20Powdersville%20Rd&city=Easley&state=SC&zipcode=29642%2d2417&country=US&title=%3cb%3e1020%20Powdersville%20Rd%3c%2fb%3e%3cbr%20%2f%3e%20Easley%2c%20SC%2029642%2d2417%2c%20%20US&cid=lfmaplink2&name=>

You might want to zoom out a couple of clicks to get the whole area on the map.

Central Railway Model & Historical Association Membership Application

Name: _____ Date: _____

Address: _____ Phone: _____

City: _____ State: _____

E-Mail Address: _____

1. Declared Interest Group: Modeling Collecting RR-History Railfan General (Circle yours)

2. Other Railroad Interests: _____

3. Modeling Scale: Z N HO S SN3 O G (Circle yours)

4. Railroad Memberships: NMRA NRHS Other? _____

5. Do you have a home layout? 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 layouts 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 the year. Enclosed is my (check) or (cash) for \$20.00, Send to CRM&HA, PO Box 826, Pickens, SC 29671-0826. Phone (864) 878-4705

Signature _____

CRM&HA

PO Box 826

Pickens, SC 29671-0826

FIRST CLASS MAIL

ADDRESS CORRECTION REQUESTED

