



CENTRAL CROSSINGS

MONTHLY NEWS LETTER OF THE

CENTRAL RAILWAY
MODEL & HISTORICAL ASSOCIATION, INC.

Volume 18, Number 2

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P. O. Box 128
Central, SC 29630

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www.crmha.org

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MEETING SITE
108 Werner Street
Central, SC

OFFICERS

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Jim Reece

Vice President:
Ron Keith

Stationmaster &
Webmaster
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Paymaster
Bob Folsom

Shows Chairman:
Bruce Gathman

Museum Chairman:
Bob Folsom

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New Hope, PA, October 12, 2008

Photo: Rob Seel

New Hope & Ivyland 2-8-0 No. 40 prepares for the 12:00 noon trip to Lahaska, PA while restoration progresses on ex-NdeM 4-8-4 Niagara No. 3028. The Baldwin 2-8-0 was built in 1925 for the Lancaster & Chester Railway. It was owned by the Cliffside Railroad from 1947 until 1962 when it was sold again and moved to New Hope. The class QR-1 Niagara was built by ALCO in 1948.

ALL THE NEWS THAT FITS

By Rob Seel

Well, about as much as we get, really! Thanks to Bob Folsom, Dennis Moriarty, and Jim Reece for their articles this month and for the Photo Puzzler by Ralph Watson. Yes, we're always looking for your stories, railfan photos, modeling tips, and Heritage layouts. Many of us know that I could spend all year writing about my favorite tourist railroads, and I am equipped to do that – unless you all do yourselves a big favor and submit stuff to include here! Where have you been lately? What did you see on the rails last month and photograph? What are you working on? How did it come out? What did not work as you had hoped? Tell us about it so that we can learn from your mistakes – and successes! Please remember that we accept material for each issue for two weeks after each meeting and publish one week before the next meeting. Let's aim for better on-time performance than Amtrak with a full train, besides. Thanks, and enjoy! 🚂

**Next Meeting:
February 5, 2009
7:15 PM**

**CRM&HA 2009
Train Show
Easley, SC
Feb 28 – Mar 1**



APPROACHING HEADLIGHTS

Upcoming Events for the
Central Railway Model & Historical Association
For other shows and events, please see the list at the end
of the newsletter.

February 28 – March 1, 2009
ANNUAL CENTRAL TRAIN SHOW
Bagwell Gymnasium, Easley, SC

May 15 – 16, 2009 (Note Date Correction)
CENTRAL RAILROAD DAYS FESTIVAL
Central, SC

PROGRAM SCHEDULE

February 5	Bruce Gathman & Friends Easley Train Show Planning
March 5	Sandy Eustis presents Scenery Clinic: Forming Terrain
April 2	Ron Keith & Cast of Dozens Central Festival & Museum Opening
May 7	Dale Reynolds w/ Bob Folsom Railfanning the N&W and Clinchfield
June 4	<i>Open</i>
July 2	<i>Open</i>
August 6	<i>Open</i>
September TBA	Annual Picnic Hosted by Dale Reynolds
October 1	<i>Open</i>
November 5	<i>Open</i>
December 3	Christmas Dinner Hosted by Bob Folsom



SERVES THE UPSTATE

MEETING MINUTES

By **Brian d'Entremont, Stationmaster**

8 January 2009 Regular Meeting
Central Railway Museum

CEO Jim Reece called the meeting to order at 7:15PM and introduced new members Bob Eflin and Ralph Watson. Bob Folsom, the new Paymaster, gave a treasury report. Howard Garner reported having written several large checks in his last month as Paymaster, including a down payment on our new trailer. These expenditures total about \$3000.

Name Tags and Website

Brian d'Entremont, having promised at the November meeting to bring name tags, indicated that the tags and membership cards were complete, but that he had left them at home. He explained that he was prepared to take pictures for a new pictorial directory which will appear on a password protected page of the website.

Insurance

There was continued discussion of insurance, but no action taken. \$15000 worth of property insurance with a \$1000 deductible from our current insurer has been quoted at \$750 per year. This is in addition to the \$360 per year that we pay for liability coverage. Glen Nasworthy indicated that he had looked into the NMRA insurance in more detail and found that it is for liability only and limited to two incidents. Thus, getting 100% NMRA membership would only replace our \$360 liability policy and not provide any of the more expensive property insurance. Mr. Reece suggested that we be prepared to talk next month about taking some action on this subject and that all with concerns be prepared to address them then.

Train Show

Bruce Gathman indicated that the mailing to dealers has gotten good results (74 tables, 20 dealers) and people are getting orders for tables in early due to a new policy of offering a price break for orders before January. Additionally, there will be no fee for members selling

items in the company store. The club formerly took a 10% cut on such sales. Mr. Gathman indicated that a team was scheduled to make detailed measurements of the facility the following day for the purpose of planning the show.

We have a couple of offers to bring layouts to the show, including Athens Bend Track, which wants more money than last year, but is prepared to bring an expanded layout. It was suggested that with our newly renovated modular layout we might be able to barter with other clubs for reciprocal layout showings. Additionally, it was suggested Athens Bend Track had given us unusually good terms last year as it was a new show, but that they had non-trivial transportation costs. Discussion ended without any specific proposals as to what terms or monetary offers might be appropriate for guest layouts.

Mr. Gathman further reported that he and Mr. Reece had had a meeting with the mayor, city administrator, special events directory, and president of the chamber of commerce of Easley the day before. They discussed additional activities to go along with the show, possibility including motorcar rides on the Pickens Railway, NS display locomotive and/or Operational Lifesaver exhibit. The city of Easley folks also proposed establishing a railroad viewing park in the longer term. Mr. Gathman and Mr. Reece indicated that they had not committed the club to additional activities, but welcomed the plans of the city to conduct independent activities in conjunction with our show. The larger event has been branded the "Easley Railroad Doodle Days" and Mac McMillin gave an explanation of the history of the name *Doodle* on the Pickens Railroad.

Richard Nichols suggested that we might want talk to the City of Central before pursuing additional cooperation with the City of Easley. Mr. Reece indicated that he had now made each aware of our activities with the other and had not received any negative feedback. Due to a sign ordinance, the Easley City Council will have to approve our off-site directional signs for the train show. Mr. Gathman has confirmed that the city is not planning to require licenses for the vendors at the show.

Appalachian Lumber Company will give a program, but we still need experienced modelers willing to teach clinics. We will have at least one big screen in the gymnasium where we can show train videos all weekend. Steve Zoney said that in the past we had been able to get Operation Lifesaver videos for public display. On the advertising front, Rob Seel indicated that he may have a

television interview on *Your Carolina* to promote the show.

Central Railway Festival

In absence of Ron Keith, Mr. Reece spoke on the subject of the Central Railway Festival and the relations with the Town of Central. For the festival we will have a building on main street owned by Maria of the Mexican restaurant. She should be cleaning it out in time for the festival. Our parking lot will be available for activities and highway 93 may be blocked all day Saturday in addition to the original plan to have it closed on Friday.

501.c3 status

Mr. Garner reports no additional contact from the IRS on our application.

Modular HO Layout

Jim McInnis reports that a logging spur has been completed, a furniture factory added, and that Rob Seel has been doing a beautiful job painting clouds. The new backdrops are short enough to fit on the carts and will be painted uniformly brown on the inside for a more finished look than before. There is now an 18 ft staging yard in the middle of the layout. The new trailer was delivered to the club house at the meeting. The modular layout will be stored in the trailer for easy transportation and the trailer will remain at Glenn Nasworthy's place, under cover. There was discussion of putting a logo or name on the trailer, but nothing was decided due to lack of any information on cost.

Central Railway Museum

There was discussion of the ongoing renovations. It was suggested that we were probably done making claims for renovation expenses to the city and that we should make a final report of our expenses. However, Mr. Garner suggested that we not set ourselves an arbitrary deadline for renovation reimbursement unless the city asked for one. The status of the security system was also discussed. It is ready to turn on, but lacks a phone line for calling out. We would get a commercial rate and thus pay \$42 per month for a land-line. It was suggested that mobile phone might be used and that this might be cheaper, particularly if it was added to an existing plan. The security system will remain off until some method of notification is resolved and all members with keys are notified of the change. This will probably wait until after the locks are changed.

New Business: Members Emeriti.

It suggested that Curtis Ehmman, a formerly active and instrumental member of the club, be granted a lifetime

membership so that he might remain connected to the club despite being too distant to partake in most membership benefits. Mr. Seel moved to create the status of "Member Emeritus" and grant it to Mr. Ehmann in recognition of his contributions to the club. The motion passed unanimously. It was additionally proposed that Maurice Adams was in a similar situation and a motion was passed to grant him emeritus status.

Rob Seel gave a slide presentation on his bicycle tour of the Delaware and Raritan Canal after the business meeting. 

WELCOME TO NEW MEMBER: MR. BOB EFLIN

Although Bob has recently joined us, he has gotten involved very quickly. You can see him hard at work on the museum layout, including building a few of the switches and laying track. Bob also happens to be one of Rob Seel's former architecture studio professors, but please don't hold that against either of them!

RAILROAD MUSEUM OF PENNSYLVANIA

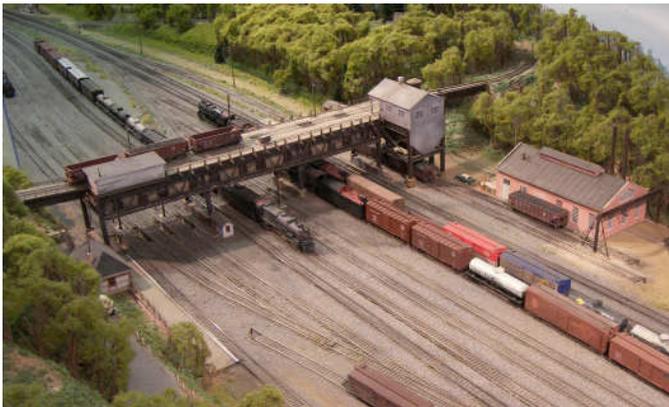


Photo by Rob Seel

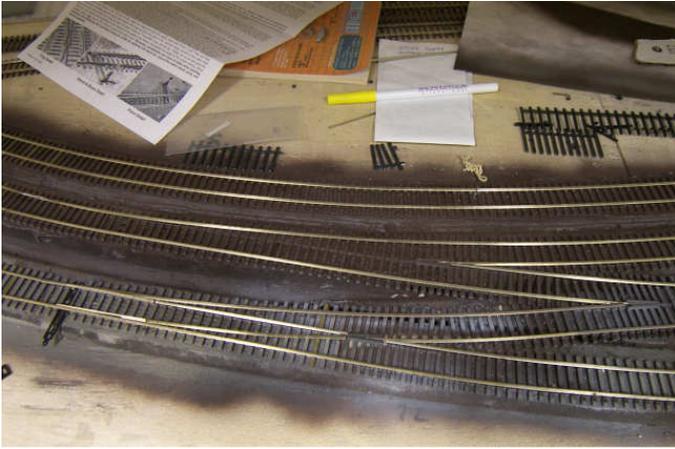
In his program last month Rob described the new HO scale display layout in the museum's train hall foyer. Even though it's an automated display, it is wired for Digitrax DCC operation. The museum has two top-class HO displays, an O gauge "heritage" layout, a G-gauge display, and even Lego trains. Rob even met and chatted with artist Grif Teller's nephew, Ray, who is a museum staff volunteer. Many of us have been to Strasburg before, but Rob highly recommends a return visit since so much has been added with their building addition. They also now own Rivets 4800, donated by the Lancaster Chapter NRHS. (Please forgive them the circus-themed front entrance!) www.rrmuseumpa.org 



The time is getting close and things are starting to come together. The tables have been rented and early dealer table reservations are real good. Bruce spoke to the Easley Chamber and received permission for the club to use our Train Show directional signs. Several club members have spent many hours working on the portable layout and those who have not seen the results of their effort will be pleasantly surprised.

We are planning a bigger and better show than last year which will require many man hours from club members. Please try to arrange your calendar so you can be available to help. Friday we will need members to help set-up the dealer tables and chairs. The more help we have with this task the easier it is on everyone. We will also need to transport and set-up the portable layout, and put out the directional signs. Saturday, we need members to help with show services (maintenance), ticket sales, Thomas the Tank and operating the HO layout. Sunday we will have the same task as Saturday. Plus, after the show we will need members for table and layout breakdown, picking up directional signs and putting everything away. This annual show is how we make the money to build the new club layout. We need to pay now so we can play later. If everyone will try to be available as much as possible, and let us know your plans at the February meeting, it will be very helpful.

February 5 is the next monthly club meeting. Glenn will give a report on property insurance cost. Be prepared to discuss what the club should do about property insurance. We will also be discussing if the club wants to display any kind of sign on the new portable layout trailer. If you have a design, have it ready to discuss. 



STATE OF THE TRACK

By Bob Folsom

Sometime before work actually started on the Allen House, we held a meeting open to all club members regarding development of standards for the layouts. At that time, some of us were designated as "team leaders" for certain aspects of layout construction. I was designated as the trackwork team leader. I see the role of any team leader as one of coordinating efforts and acting as a clearing house for ideas. I would like to report to you about our efforts thus far and what we have learned.

Since the track is laid on roadbed made of Homasote, let me share some information about that stuff. There are several thicknesses of roadbed to be used as mainline, sidings, or other. Despite best efforts to make this roadbed of consistent thickness, there are variations. These variations may not be detectable at a glance. I highly recommend that a straightedge be used to look for inconsistencies. High places can be sanded off. I'm open to suggestion about how to take care of dips. Dips need to be taken care of before installing the tie strip because the of the extreme flexibility of the tie strip - it does not bridge low places, and it is a problem to have to shim it up later.

Speaking of tie strip, again it is important to know that it does not behave like flextrack. Flextrack will override numerous idiosyncrasies in the roadbed. CV tiestrip is too flexible - it goes exactly where you put it, and especially on curves, you need to use lengths of rail placed on the tiestrip to help give it the proper curve. So how could it go wrong? The tiestrip is black and it is hard to notice that the rail you are using as a guide may not actually be seated between the spike heads. This leaves the tiestrip with places that are not in a smooth curve. This problem could also occur if there is an untreated dip in the Homasote roadbed and the rail is

simply floating right over the tiestrip instead of nestling between the spikeheads.

Another problem here is using too much glue. If the roadbed is nice and flat as it should be, there is no need to have any more than a skim of glue. I have seen a wide spatula used to spread glue, and the more I think about it, this seems like a good idea because it should spread excess amounts of glue over to the edge of the roadbed where it won't do any harm. Also, be very careful not to put glue where the pivot points are for switch points, or where the switch points contact the stock rails.

And now, to the switches! The good news is that progress on mainline switches is ahead of the layout in general. Two crossovers, and two turnouts are completed and powered with Tortoise switch machines. Keep in mind that our choice of CV switches is in keeping with our commitment to having museum quality scenery. One of the realistic aspects of these CV switches is having the "inside" rails that approach the switch come right into the frog. The railheads are shiny just like on a real switch. No completed turnout does this - they usually have solid plastic frogs (or as in Atlas, solid steel frogs anodized black) or solid metal frogs where even the guard rails are shiny. Anyway, some additional filing may need to be done where these rails come together - occasionally they project too far into the frog and pick at flanges. Speaking of flanges, trucks on Athearn passenger cars do not operate smoothly over CV switches because the flanges are oversized. In contrast, I have a six-wheel Central Valley passenger truck that is around fifty years old, and it sails through these CV turnouts as smooth as silk. If your cars have RP25 tread/flange profiles, they should function perfectly. Several of us have agreed that one of the best technics to get points of CV turnouts to function freely and properly is to file down the tieplates under the points, especially the first three next to the tab where the point rails pivot. Also be sure the point rail does not have any upward bend in it. This metal is soft and it doesn't take much pressure to put a bend in it. Be sure there is no glue or crud down in the slot where the pivot tab is inserted. The tab itself could use a little dressing - please check with me how to do this. At the end of each point rail where it nestles against the stock rail, more filing will be needed to get the point thin enough. These point rails are castings, and they do not come from the factory as thin as they need to be. Finally, the plastic throwbar needs a little dressing with a file on its sides to make it a hair narrower. Please see me again for the proper technique in doing this. Other experienced switch installers at this point are Bob Eflin and Rob Seel. Incidentally, speaking of track, another exciting

development is the new stretch of S gauge track on the Heritage Layout! I hope those switches take less time and effort to become operational!

STATE OF THE TREASURY

As I reported at our last meeting, we had over \$11,000 according to our bank statement. We have since written checks for close to \$3000. Some of this will be reimbursed to us from the Town of Central eventually. We have also committed to a large order from Digitrax. We may have to pay for this before our train show. We also have several thousand dollars of liability for our train show. Of course we hope to make a profit there, but in the meantime, please do not make any expenditures without my personal approval. I think we have enough materials on hand to keep us busy until after the train show. One last caveat - please do not purchase anything that has not been approved by the Layout Committee or the Museum Committee. Even if you have taken on the responsibility of developing a certain part of the layout, you must check with the committee to make sure that what you are doing will meet everyone's approval. I don't want to have to tell you thanks for your donation, but we can't use it and can't reimburse you for it. There are already instances where things have been purchased when we could have obtained them for free from another source. Or things have been purchased only to find out that there was a better idea in the offing. IN OTHERWORDS, DON'T MAKE DECISIONS ON YOUR OWN. ALWAYS SHARE YOUR IDEAS WITH THE APPROPRIATE COMMITTEES BEFORE ACTING.

STATE OF THE MUSEUM

We are in the home stretch! Some recent decisions made by quorums of active participants are that we should install Lexan window covers for thermal efficiency and security. We will do this instead of blocking off the bottom halves of windows in the layout room. We will have the kitchen floor installed by a professional. We are going to get new counter tops for the kitchen instead of using the donated one. One counter top will be on the sink side, and the other will be installed across the room with a small refrigerator and cabinets under it. There is the potential of installing cabinets above it as well. We will use the front wall of the meeting room for projection rather than a screen. The donated screen will serve well for clinics and events needing projection at other locations. We can put a frame on the wall outlining the projection area, and paint the actual projection area with special reflective paint. All doorlocks have been replaced

with new ones, and as agreed on previously, the security alarm system has now been activated. Please see a club officer to sign out a museum key. If your security code is not yet in the system, please do not enter the museum without someone whose number is active. All club members must enter by the front door. Your key will not work on the side door or kitchen door. The Town of Central Administrator, Fire Department, and Police Department have all been provided with keys. Finally, we need to pay more attention to orderliness. The worst concern is that there are already a few stains on the carpeting that we have not been able to remove using traditional carpet cleaning agents. Please be careful of where you are walking. Stay on the throw rugs if possible. If you are walking on unprotected carpet areas be sure your shoes are free of tar or paint. As I stated at the last meeting, we need to clean up after ourselves when the day's work is done. Leaving messes around causes damage and lost items. Also, we are more and more likely to have unannounced guests. Even though we are "a work in progress" we need to keep the environment orderly and safe. Another committee decision was to take the steel cart and use it as a general tool caddy. When the work day is over, the cart can be wheeled to the storage room. If it is really necessary for you to leave some tools near your work site, be sure the area is free of sawdust and dirt, and the tools are out of the way of egress or other activities.

CONGRATULATIONS TO EVERYONE FOR THE JOB YOU HAVE BEEN DOING! It was exciting to see some new faces at work sessions. If you feel like you want to be more active in this project but feel unsure what you could do or whether you will fit in, PLEASE JUST SHOW UP! I promise you will be involved. If you show up but feel left out or don't know what to get involved in, please see Howard (layout committee chair) or Bob (me - museum committee chair). We are meeting regularly on Thursdays and Saturdays at 9 AM. 



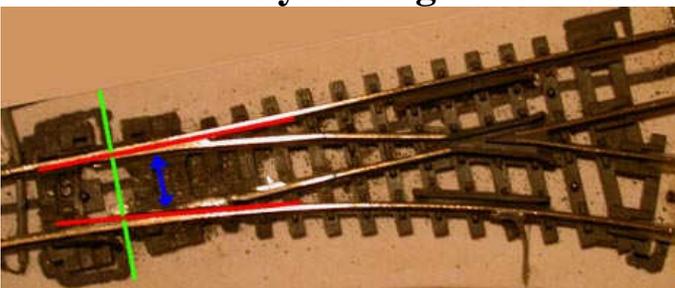
ex-SOU 2-8-0 No. 385 is being cosmetically restored "back home" in Whippany, NJ, where it once pulled trains for the Morris County Central. Photo by Rob Seel, 10/13/09

LOCAL PUZZLER

Ralph Watson sent in these photos of three cabooses located off Return Church Road in Seneca. Who can tell us (besides Mac!) where they are from and why are here? How about you, Jim?



Model an Always Straight Turnout



Dennis sent in the following internet link to a website describing how to fashion a fixed flangeway turnout. This would be a fine fix for streetcar and mining tracks with a reversing loop. Dennis tried it himself and it works just as it should.

<http://www.geocities.com/logginglocol/dctramway/points.htm>

February 7-8, 2009

KINSTON, NORTH CAROLINA Railroad Exhibition

Kinston Community Council for the Arts

400 N. Queen Street

Kinston, NC 28501

Saturday and Sunday: 10 AM - 4 PM

Free Admission

Open house and train layouts in HO, G, and Z scale.
Modular layouts plus Kinston Area Railroad Modelers permanent layout.

March 14-15, 2009

**ATLANTA (MARIETTA), GEORGIA
The Piedmont Division NMRA
Model Train Show**

Cobb County Civic Center
548 South Marietta Pkwy
Marietta, Southeast, GA 30060

Saturday 10:00 AM - 5:00 PM,
Sunday 10:00 AM - 4:00 PM

\$8.00 per person (both days), kids under 12 free

Over 200 vendor tables, operating layouts, kids layout, a complete fully operational layout will be raffled. Model contest and door prizes. www.themodeltrainshow.com.

Saturday, March 14, 2009

**GREENSBORO, NORTH CAROLINA
Carolina Model Railroaders
Train Show and Swap Meet**

Southern Railway Depot
Corner Of Washington & Church Sts.
Greensboro, NC 27401

10:00 am to 3:00 pm
\$5.00 for adults, under 12 Free

Model Railroad, Operating Exhibit, Swap Meet. The Club's large "HO" layout (under construction) & "N" scale will be operating.

March 28-29, 2009

**WINSTON-SALEM, NORTH CAROLINA
The Great Train Expo**

Dixie Classic Fair
421 W. 27th Street
Winston-Salem, NC 27101

10:00 AM – 4:00 PM
\$7.00 for adults, Kids under 12 are FREE

Model Railroad, Operating Exhibit, Toy Train /
Collectibles, Workshops and Clinics
www.GreatTrainExpo.com

April 4-5, 2009

**ATLANTA (NORCROSS), GEORGIA
The Great Train Expo**

North Atlanta Trade Center
1700 Jeurgens Court
Norcross, GA

10:00 AM – 4:00 PM
\$7.00 for adults, Kids under 12 are FREE

Model Railroad, Operating Exhibit, Toy Train /
Collectibles, Workshops and Clinics
www.GreatTrainExpo.com

May 2, 2009

**COLUMBIA, SOUTH CAROLINA
Toy & Model Train Show**

SC State Fairgrounds / Ruff Building
1200 Rosewood Drive
Columbia, South Carolina 29201

9:30 AM - 3:30 PM
\$5.00, 12 & under free

All types of model trains and toys with Vendors from
about 10 states
www.knightshows.com



