



CENTRAL CROSSINGS

MONTHLY NEWS LETTER OF THE

CENTRAL RAILWAY
MODEL & HISTORICAL ASSOCIATION, INC.

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P. O. Box 128
Central, SC 29630

WEBSITE:
www.crmha.org

MUSEUM &
MEETING SITE
108 Werner Street
Central, SC

OFFICERS

President / CEO:
Jim Reece

Vice President:
Ron Keith

Stationmaster &
Webmaster
Brian d'Entremont

Paymaster
Bob Folsom

Shows Chairman:
Bruce Gathman

Museum Curator:
Jim Selton

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**Next Meeting:
August 6, 2009
7:15 PM**

**Museum layout
work sessions
continue on
Thursday and
Saturday
mornings!**



CRM&HA Members are Doing Stuff & Going Places! In this month's issue we are pleased to have two features in addition to our usual **Meeting Minutes** and CEO's Column by **Jim Reece**. One is a pictorial of **Bruce Gathman's first Steam Up (upper photo)** at his home in Easley with photos by fellow live-steamer **Jim Pitts**. Also, **Howard Garner** has been on the road again. This time he visited the **Mt Albert Scale Lumber Company** in Ontario, and shares his remarks here. **Mt. Albert Scale Lumber Company** has a subsidiary company, **Mt. Albert Scale Models**, which produces craftsman kits like the **Mt Albert Brewery (Internet photo, left)**.



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.

ANNUAL FALL PICNIC

Saturday, October 3, 2009
Bruce Gathman's House in Easley, SC
118 Richland Drive

Hours will be: run live steam trains from 10 to 12, eat and socialize 12 to 2, then run more trains until 4 or so. For the newer members this is co-ed, so bring the wife along to get acquainted with the other wives.

Bruce kindly requests help with providing canopies for shade, a second grill, and especially a new quadruple deck parking structure (Hint: Car-pooling would help with the limited parking available!). People are asked to bring a dish to pass and a meat selection, of your choice, to be grilled. A selection of soda, tea & water will be provided and other beverages are BYOB. If you want to insure chairs to sit in you might bring your own.

NOTE: regularly scheduled business meetings and programs for the month of October will NOT be affected by this event. Please be sure to come to our October 1 meeting!

Bruce Gathman, trainshow@crmha.org
Geared Locomotive Superintendent
Central Railway Model & Historical Association,
www.crmha.org
864-850-3642H
864-361-4214C

PROGRAM SCHEDULE

August 6, 2009 Anne Sheriff
Railroad History of Central, SC

September 2, 2009 **TBA**
Here's your chance!

October 1, 2009 Herb Schmidt
3-D Cardstock Modeling

November 5, 2009 **Open**
Still room for YOU!

December 3, 2009 **Christmas Dinner**
Hosted by Bob Folsom

January 7, 2010 **Open**
Beat the New Year Rush and sign up now!

February 4, 2010 **Open**



NRHS Roanoke Chapter observation car "Mardi Gras" currently resides in Spencer.
Photo by Rob Seel, 6-13-09



MEETING MINUTES

By **Brian d'Entremont,**
Stationmaster

2 July 2009
Regular Meeting
Central Railway Museum

CEO Jim Reece called the meeting to order at 7:15 PM with 20 members and 1 guest, Ed Welch, in attendance. Paymaster Bob Folsom said that nothing much has changed since last month and that we still need to “put the brakes on things” and spend carefully on museum development. We are now using Quicken for financial record keeping. Mr. Folsom also looked into CDs, but found that the rate of return (0.2% annually) is too low to justify the restriction. Bruce Gathman, Train Show Superintendent, suggested that less than \$5000 can be held for the trainshow, since many bills are not paid until after the show. Mr. Folsom and Mr. Gathman agreed to discuss this figure.

Old Business:

Liability Insurance

Glenn Nasworthy reported that the insurance company thinks the policy is paid through next March. It would appear that they applied our payment for property insurance against the existing liability policy.

Museum

Last month, a motion was passed to establish regular visiting hour on the second Saturday of the month. Ann Sheriff has also requested that we host the South Carolina Heritage Bus Tour on Wednesday, September 12. Mr. Nasworthy and Jim Selton agreed to make sure the work crew has trains operational for public viewing

Mr. Reece indicated that we received nothing from the city this month, since we did not report reimbursable expenses. He said that the city accepted our request that the light fixtures be taken as “in kind service” for the rent, but asked that in the future this be prearranged. We have heard nothing back regarding the request that the security system be considered this year's rent.

The officers have met and have imposed some changes on the organizational structure of the museum development, as described previously in the CEO comments of the July newsletter. Mr. Reece summarized the changes. The basic HO layout planning committee has been dissolved and this task taken by the officers.

The list of committees has also been revised and chairmen recruited. Each chairman is asked to recruit 2 members, with these individuals representing the leadership in their particular area. These people need to be prepared to teach people outside the committee and hold announced, documented meetings so that people outside the committee can have input on the committee's area of expertise.

Stationmaster Brian d'Entremont has setup e-mail lists for the committees, a list of which can be found on the restricted page of the website. It is suggested that committees use the newsletter to communicate information to the club that is not urgent. Mac McMillin objected to the two column format of the newsletter, which does not fit on his computer screen.


Jim Selton, Museum Curator, reported that donations are coming in and that donation forms are available. Jim proposed swapping some photos of the Long Island Railway to someone in that area for something Southern and received no objections. We still need a bookcase, pictures from Central in 1870s-1920s. Jim Reece suggested that further requirements go in the newsletter. Mac McMillin noted that if heritage room donations seemed to disappear from the museum, they are likely undergoing restoration.

Picnic

Bruce had made an offer of his house for a picnic with live steam. Another possible option was to ride on the Greenville and Western Railway. Bob Folsom moved that the picnic be held on the G&W and revert to Bruce's place if this is not practical. This motion died without being seconded, with opinions moving in the direction of making the G&W a separate outing. Richard Nichols made and Jim Selton seconded a motion to hold the picnic at Bruce's house, which passed without opposition. Bruce will set the date and club members will bring their own meat and a dish to share. Thus, no cash will be involved.

New Business

There was discussion of whether to have an open house for National Model Railroad Month. Nothing was established outside of our already scheduled opening on the second Saturday of the month. Howard Garner proposed using the museum for an NMRA division meeting that month.

There was also brief discussion that the club needed to think about branding itself better with new shirts etc. Favorable opinions were expressed regarding older T-shirts with the full-chest logo. 



Last month I wrote about reorganizing the committees of CRM&HA so the officers would be more involved in the direction the association is heading. The officers will assume more directional responsibility and work hand and hand with the committee chairmen. The chairman and his committee will develop and document standards, set goals and control their budget. In order to get all the work completed, we need all interested members to be trained and directed as to what work needs to be done. It is important that the chairmen be the leaders and teachers.


The past couple of weeks we have focused on the committees directly related to building the layout. We have had individual meeting with the chairmen of the benchwork, wiring, track and scenery committees. We discussed the work that has already been performed on the layout. In all areas we agreed some of the work is good and some left a lot to be desired. Each committee is going to review all the work in their area of expertise and decide if it is good, needs rework or needs to be completely removed and redone. We know this is costly and will take a lot of time. But, having reliable track and a quality layout is worth the cost and we have no time deadline to meet. The goal here is to slow down, do a better job of planning, and organizing when and where the layout work is performed.


To get things started we defined the flow of the layout track, added town names and developed an operations plan. The Southern railroad will own the lower level running from Atlanta to Charlotte with two or three branch lines connecting along the way. The Central Railway will run from south of Anderson SC. to Asheville NC, utilizing the upper level.

We are stopping all forward progress work on the layout. We are going to breakdown the upper and lower levels into sections. It will be decided in what order these sections will be worked. The upper level sections will be the first to be worked on. When the bench work chairman has released a section to the wiring team they will do their work and release it to the track team followed by the scenery team. We realize there will be times when committees will have to interact on the same section of track. It has been decided part of the bench work needs to

be reworked and made stronger. Jim McInnis and his committee are making plans for this now. It has been decided all Central Valley Tracks will be removed and replaced, by Atlas or some other brand, as we rework each section. CV track is causing to many problems and is not worth the time and effort it will take to lay and continuously repair. We will try to sell the remaining CV track we own. All aspects of the layout are being reviewed.

Changes that are being made will be open for questions at the monthly Thursday night business meetings. All members have an open invitation to sit in on any committee meeting. All members are to be emailed the time and place of committee meeting by the committee chairman.

In the future the officers will be meeting with all other committee chairman to get your ideas on the projects you want your committee to pursue. 



WANTED!

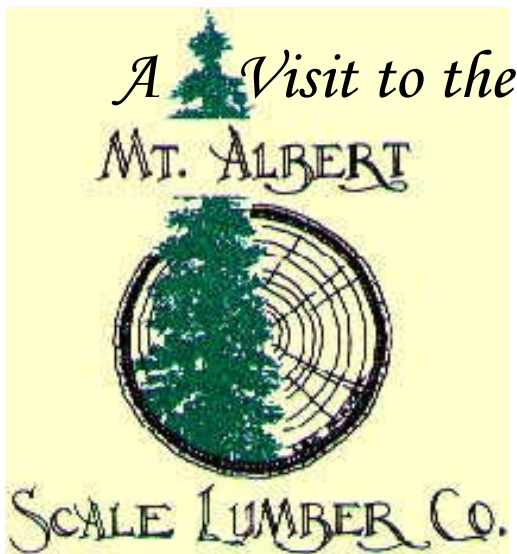
CURATOR'S CORNER

BY JIM SELTON

We are looking for the following items for display in the Museum. If you can help us or know someone that may be able to help, please let Jim Selton know.

- ➔ **Map of the Richmond & Danville RR that has Atlanta and Charlotte Air Line Railway as a division. It needs to be a map that we can reproduce and display.**
- ➔ **Pictures of late 1870's to 1920's Steam Engine maintenance facility. Anything close to what was in Central 1873-1897.**
- ➔ **Rail Road Tools**
- ➔ **Any old RR pictures from Central Area.**

THANKS FOR YOUR HELP!



By Howard Garner

A while back I placed a large order with Mt Albert in Mt Albert, ON. About the time it was ready to ship, I have a trip that would take me to Canada and the opportunity to visit Mt Albert and save the shipping cost. Mt Albert is north east of Toronto by about 40 miles. I was given a tour of their production facilities.

Most of Mt Albert's product is from basswood. This includes scale strips and sheets. Other than the same starting wood, the two product lines are produced on entirely different machines.

Strip wood is produce by sawing a "plank" from the edge of the board. The thickness is set by numerical dials that specify the blade thickness and the desired plank thickness. The numerical controlled saw the saws each board, returns to starting position and then advances the wood the required distance. Once the boards are clamped in place, this is an automatic process. QA takes place at this point. A plank with curly grain gets rejected.


The second operation for strip wood is to run the planks through a gang saw. Each size of wood takes a different set of saw blades (pre stacked). The machine is hand feed into a power feeder, passes through the gang saw and out a power out feed. The edges are sawed off and all the internal sections are the desired product. Most of the original basswood board becomes sawdust.

The create sheets, the boards as sawn on edge on a band saw. The boards are run through a thickness sander fist to give one good surface. This surface is place on a vacuum chuck that is then moved past the saw blade. Again there are numerical controls to set for the blade thickness and the desired sheet thickness.

All sheets are then run through the thickness sander to smooth the first side. If plain sheet is being produce it is then sanded to the final size.

For clapboard, board & batten, etc, it is run through a surface planer instead. Again a vacuum check is used to hold the sheet down. The entire check and sheet is passed under the planer blades and the finished sheets come out the other side. The carbide blades provide the profile required. If the vacuum chuck looses its grip, the sheet can fly 15 feet the wall and go through the sheet rock.

All this takes place in and area smaller then a two car garage.

So next time you build a wood kit, remember what it takes to get all those small pieces of wood for a large chunk. 



August 8, 2009

NORCROSS, GA

Atlanta Model Train & Railroadiana Show

North Atlanta Trade Center

9:00 AM – 4:00 PM

\$7.00

Children 12 and under Free

Sponsored by Golden Spike Enterprises, Inc. Over 300 tables of model trains and railroad collectibles for sale. Operating layouts.

<http://www.gserr.com/shows.htm>

October 10, 2009

HENDERSONVILLE, NC

**French Broad E'N'pire Autumn Rails
Whitmire Activity Center**

10:00 AM – 4:00 PM

\$5.00

Children 12 and under Free

STEAM UP!

By Bruce Gathman Photos by Jim Pitts



Many of our club members came out to Bruce's house on June 6, 2009 for his First Steam Up in Easley. Dale Reynolds had his two Maine two-foot Forneys, one 7/8ths inch scale and the other about 1/2 inch scale. The size comparison is very apparent in one of the views. Bruce's Shay, American, and 7/8ths inch scale side tank loco were run by many of those in attendance. The layout has about 160' of dual mainline track. These and additional locos will be running at the upcoming club picnic on October 3rd. (*Murphy is not invited ~ ed .*)



SOUTHERN RAILWAY ARCHED VIADUCTS?

By Rob Seel

In discussions with the Layout Scenery Committee folks we talked a little about bridges and what kind of bridges should we model. I had understood that the Southern and most other southeastern roads typically built theirs as timber trestles, steel trestles, and steel constructs spanning across concrete piers. I know of the usual deck girders, through-truss, and deck trusses, but I could hardly believe it myself when Howard told me that yes, the Southern does have some concrete arched viaducts. What's more, he told me there is one right here: in Richland, between Seneca and Westminster! So, I went for a drive one day, and sure enough, I found it (**Top right**). Unfortunately, the creek gorge it spans is overgrown and the access road is gated off. But, a lengthy internet search paid off with these Railroad Picture Archives photos of a very similar concrete arched viaduct near Austell, Georgia (**Lower photo: George W. Hamlin, courtesy of RailPictures.net**). 🚂

