



CENTRAL CROSSINGS

MONTHLY NEWS LETTER OF THE

CENTRAL RAILWAY

MODEL & HISTORICAL ASSOCIATION, INC.



Volume 21, Number 2

February 2012

P. O. Box 128
Central, SC 29630

WEBSITE:
www.crmha.org

MUSEUM &
MEETING SITE
108 Werner Street
Central, SC

OFFICERS

President / CEO:
Dan Maret

Vice Presidents:
Ron Keith (1st)
Joe Fitzpatrick (2nd)

Stationmaster
Ralph Watson

Paymaster
Bob Folsom

Webmaster
Ed Welch


Show Chair:
Al Costa

Museum Curator:
Jack Green

Editor & Producer:
Robert M. Seel, AIA



O, BEAUTIFUL FOR SPACIOUS SKIES!

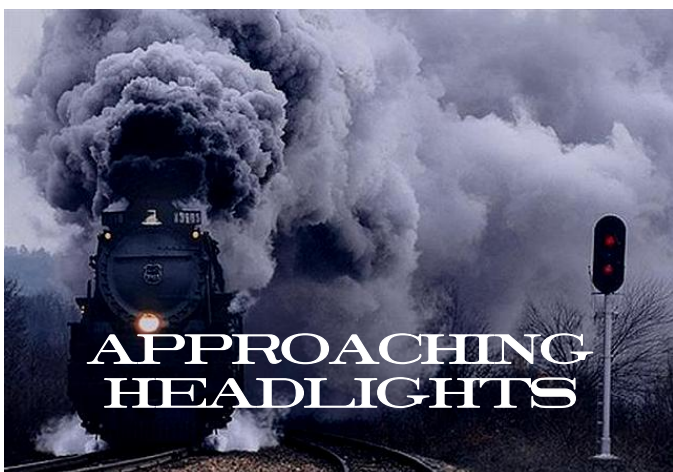
By Don Baldwin. On our recent trip to Steamboat, Colorado, in early December I was able to photograph the westbound California Zephyr as it passed thru Kremmling, Colorado, on its way to Salt Lake City from Denver. The whole route is from Chicago to San Francisco. Since this photo was a shot through the car window, quality isn't the best but the whole train is included. Time was about 2pm on December 2, 2011. Glenwood Springs (Aspen) is still west of the train. Apparently, it was running a bit late. The published schedule is to depart Denver at 8:05 AM, Winter Park at 10:07AM, Glenwood Springs at 1:53 PM, and arrive at Salt Lake City at 11:05 PM. This was a surprise to see. We usually do not see not much activity when we travel through there. Occasionally we might see a coal train or mixed freight. 

IT'S SHOWTIME !

Once again, as February is upon us, it's time to put on the greatest Train Show in the Southeast. And as always it is imperative that everyone come out to do his part! Our operating budget depends on this one event, and it's a tremendous opportunity for exposure, outreach, and promotion of our Great Hobby and our great CRM&HA. Besides, how many train shows around here have live steam models? Spread the word / See you Feb 3-5!



**Next Meeting:
Feb 2, 2012
7:15 PM
at the
Central
Railway
Museum**



Upcoming Events for the
Central Railway Model & Historical Association
 as well as Regional shows and events worth mentioning

PROGRAM SCHEDULE

February 2, 2012	CRM&HA Meeting
February 4-5, 2012	ANNUAL TRAIN SHOW
March 1, 2012	CRM&HA Meeting
April 5, 2012	CRM&HA Meeting
April 28, 2012	CENTRAL RAILROAD FESTIVAL

Programs ~ It has been several months since we have had a Program. It can be as simple as a slide show or a modeling tip. We have a wealth of collective information we can share, so don't be bashful! See Dale or any of the Officers, 'cuz it's time for YOU to enrich the rest of us!

2ND SATURDAY

MUSEUM OPEN TO THE PUBLIC

COME RUN TRAINS & HAVE SOME FUN!

FEBRUARY 11, 2012

MARCH 10, 2012

APRIL 14, 2012

SCHEDULED EVENTS & SHOWS

January 28-29, 2012

Wilmington, NC

15th Annual Model Railroad Show & Sale

Clinics and Operating Layouts!

American Legion, Post 10

\$5 Adults, \$3 Children. Ages 5 and under Free

www.capefearmodelrailroadsociety.org

FEBRUARY 4 - 5, 2012

EASLEY, SC

**OUR
SHOW**



BE THERE!

February 4-5, 2012

Easley, SC

CRMHA Annual Train Show

Bagwell Gym at the JB Owens Sports Complex

All Three Gyms!!

Operating layouts with Live Steam!

\$6.00 for both days. Ages 10 and under free w/ adult

www.crmha.org

TELL YOUR FRIENDS !

March 17-18, 2012

Atlanta, GA (Marietta)

The Train Show

Cobb Galleria

\$8.00 for both days. Ages under 12 free.

Piedmont Division NMRA

Kid's layout, raffle & white elephants!

<http://themodelrailroadshow.com>

April 28, 2012

Central, SC – RAILROAD FESTIVAL



GENERAL MEETING MINUTES

By Ralph Watson,
Stationmaster

SERVES THE UPSTATE

January 5, 2012

Regular Meeting at the Central Railway Museum

The meeting was called to order at 7:15 PM by newly elected President Dan Marett. 21 members including one new member and one guest/visiting former member were in attendance.

President Dan opened the meeting with a brief biography and remarks on the State of the Association. He also modeled a sample of a personalized, embroidered CRMHA shirt and gave details on how others might obtain similar shirts.

The Treasurer reported that Association's bank accounts have been moved to our neighbor, First Citizen's Bank in Central.

OLD BUSINESS:

No Old Business was discussed.

COMMITTEE REPORTS:

To assist Chairs, each was given a close estimate of budgeted funds unused to date.

Train Show: Ron Keith asked all present to sign onto the duty roster which was circulated.

Museum Building: No report

Central Railroad Festival: Date is 28 April 2012, one day only. City officials are forecasting a larger event with more vendors and entertainment. CRMHA responsibilities will be the Museum, Function Junction (portable layout), and assisting loading the train ride.

Portable Layout: The portable layout was set up in Fountain Inn last month at the Celebrate the Child event, aka Coats for Kids, with great success. A number of CRMHA members spent a very long day, but enjoyed it

as much as the kids. We have been invited to return next year. A floor Motion was made/seconded/approved to do so.

Lionel Room: No report

American Flyer: No report.

Programs: No report. President Dan asked for volunteers for future meeting as programs are an important part of the Association's activities. Issues with the projection 'screen' were discussed and should be resolved post haste as Bob White has volunteered to donate the funds to install a roll down screen.

Webmaster: New and updated member photos are needed for the web page, see Ed Welch to get your picture taken.

Newsletter: Rob Seel thanked members for contributions reminded everyone to send in their articles and travel photos. If possible use high resolution setting on your camera to improve the quality of the images in "Central Crossings."

Museum Curator: No report

Property Inventory Administrator: Association properties are now cataloged in the "Yard Office" program with pictures and are available for viewing. See Steve Humphrey for details.

Computer Administrator: No report

HO Layout:

Benchwork: The Pendleton area is the next area for construction, back drop painting will need to be kept ahead of the heavy lifters.

Wiring: Room lighting materials are in hand and will be going up soon.

Rolling Stock: No report. (Rob Seel reported that the Central Railway's passenger cars have been delivered and are "residing in Asheville Yard." – ed.)

Trackwork: Seasonal changes in humidity have caused some bowed track which is being repaired.

Scenery: The paper mill complex will be ready for installation by the end of January. There was general

discussion on transportation, building access, and supporting benchwork needs.

Rob Seel showed HO scale plans and elevations he has prepared as first steps in modeling the Central Depot and local landmark stone service station.


NEW BUSINESS:

Howard Garner proposed the creation of an Operations Committee which would be tasked with the creation of Operations policy and procedures for the railroads modeled at the Museum. Scenery and Rolling-stock Chairs would be members ex-officio. The matter was deferred to Steering Committee agenda.

JT Thorpe is digitizing the collection of slide photos donated years ago by the now defunct Blue Ridge Model RR club. A DVD will be assembled for presentation during public hours at the Museum.

Mac McMillan reported on his New Year's weekend motor car trip on 28 miles of the former SAL tracks between Richland and Chattahoochee on rails preserved by Heart of Georgia Railway.

PROGRAM:

Rob Seel gave an overview of photos both vintage and present day of some local landmarks and described the master plan being developed by the City of Central to build a Heritage Park at the current softball field site. The plan includes a new "front porch" emulating the old Hotel and stone arches fabricated from the soon to be demolished service station building. The caboose would get a new set of rails also. Never one to think just about the box Rob is proposing the old depot be brought back to the "correct" side of the tracks for use as a public space and park anchor. 




Happy New Year!

By President Dan Maret

On December 8th Sandy Eustis hosted the Association's Christmas Party. There were over thirty people in attendance. The food that was supplemented by the members was excellent. I met many of our members that I had not met as yet. The party was a huge success and everyone had a great time. We all enjoyed Sandy's use of a small space to run a neat train layout. Thanks to Sandy for all your hard work and planning. I am looking forward to more social events this year.

I am honored to start the new year as President of our club. I discovered early on that this organization is unique not only in our facility but in our members. We have a very diverse group of people in our club, each with his or her own talents put to use for better our club and our mission. I look forward to Thursdays to see what has been accomplished by the Saturday teams that do wonders to our home layout. I am constantly amazed by our members and their desire to improve CRM&HA. If you have not been to a meeting lately you might want to plan to attend. We should have some good programs with our projector repaired and the new electric remote control screen donated by member Bob White. I'm looking forward to seeing you this year.

Our Annual Train Show is fast approaching and we need your help to make it a success. Please visit the website for information on what you can do to help. See you at the club. 

P A T E N T L Y S P E A K I N G

Submitted by Bruce Gathman

There are generally two parts to patent submissions: a written description of the invention and drawings (not to scale) that are keyed to this written description. Depending on the complexity of the invention more than one page of descriptions and/or drawings may be required to fully explain the merits of the design. You may find these descriptions online at—<http://patft.uspto.gov/netahtml/PTO/patimg.htm> by entering the patent number in the “view patent” box.

TRACK STRUCTURE

- This invention relates to a track structure for a toy railway train, and it is an object of the invention to provide a road bed particularly designed and adapted for use in connection with that class of toy railways wherein both rails of the trackway serve as conductors for the electrical energy.
- The invention also has for an object to provide a structure of this kind including a road bed of a material non-conductive of electricity together with means whereby the track may be readily and effectively held to such road bed.
- An additional object of the invention is to provide a structure of this kind with a road bed of a material non-conductive of electricity and which road bed is so formed and constructed to simulate cross ties.
- The invention also contemplates for an object to provide a road bed which provides for quiet operation and which also results in the production of a road bed in simulation of a regular trackway.
- The invention consists in the details of construction and in the combination and arrangement of the several parts of my improved track structure whereby certain important advantages are attained and the device rendered simpler, less expensive and otherwise more convenient and advantageous for use, as will be hereinafter more fully set forth.
- The novel features of my invention will hereinafter be definitely claimed.
- In order that my invention may be the better understood, I will now proceed to describe the same with reference to the accompanying drawing, wherein ~

Figure 1 is a view in top plan of a track structure constructed in accordance with an embodiment of my invention;

Figure 2 is a view similar to Figure 1 illustrating another embodiment of the invention;

Figure 3 is a fragmentary view in top plan with portions broken away of a structure constructed in accordance with a still further embodiment of the invention;


Figure 4 is enlarged transverse sectional view taken substantially on the line 4—4 of Figure 1;

Figure 5 is an enlarged transverse sectional view taken substantially on the line 5—5 of Figure 2;

Figure 6 is a fragmentary view in side elevation of the meeting end portions of rails illustrating means for connecting the same;

Figure 7 is a sectional view taken substantially on the line 7—7 of Figure 6;

Figure 8 is a fragmentary view in top plan of the road bed strip as comprised in Figure 1.

Note: Mantua Metal Products was a Woodbury Heights, New Jersey, metal works business founded in 1926 by John Tyler and family. In the 1930s Mantua began to manufacture HO scale model trains of die-cast metal, and became a leading hobbyist brand. From 1942 to 1945, production of model railroad products was suspended as the company participated in manufacturing of precision measuring and mapping equipment for the U.S. Army and Navy in World War II. The company received the Army-Navy ‘E’ Award for Excellence in Production in 1945. After the war, they converted the plant back to production of model railroading equipment. In the 1950s Mantua pioneered "ready-to-run" HO-scale model railroad kits under the **TYCO** (for Tyler Company) brand. Many TYCO and Mantua die-cast products, such as steam engines, are collector's items today. 

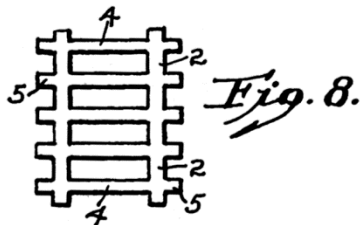
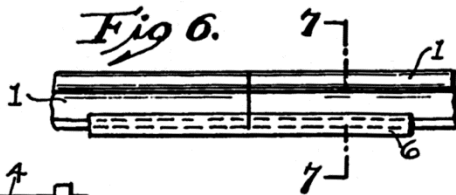
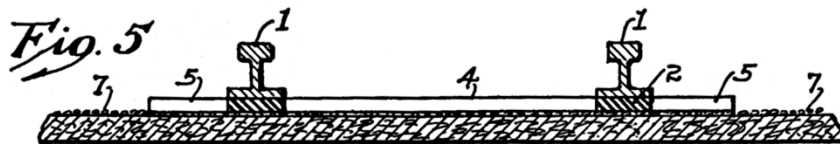
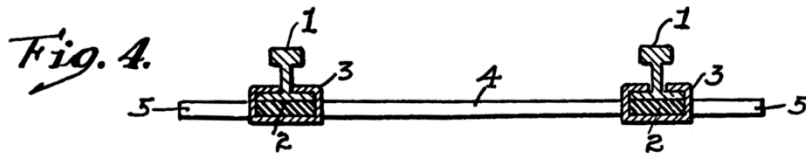
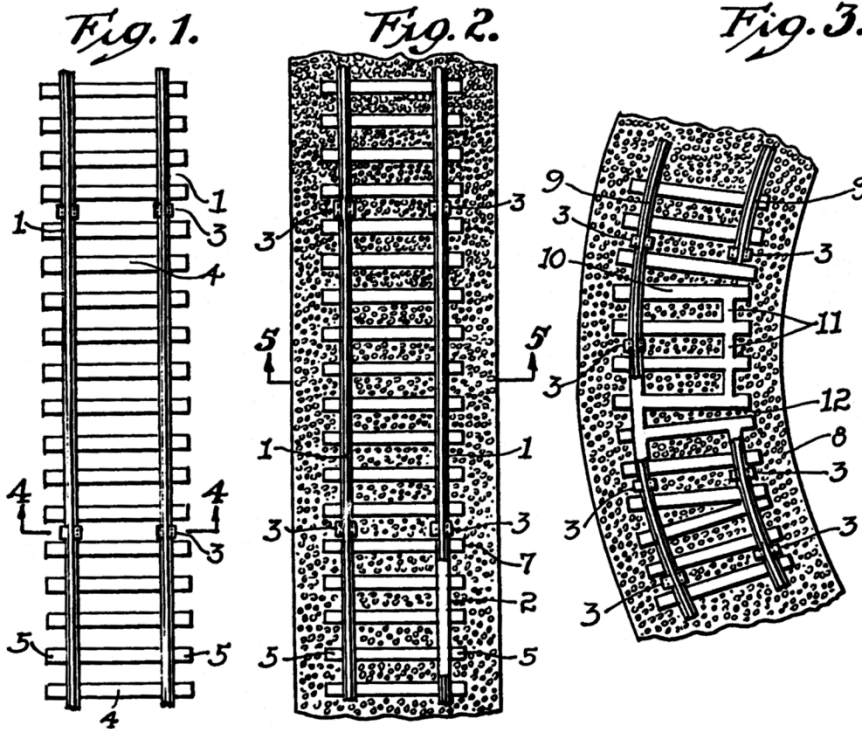
Jan. 30, 1940.

J. N. TYLER

2,188,894

TRACK STRUCTURE

Filed June 2, 1938



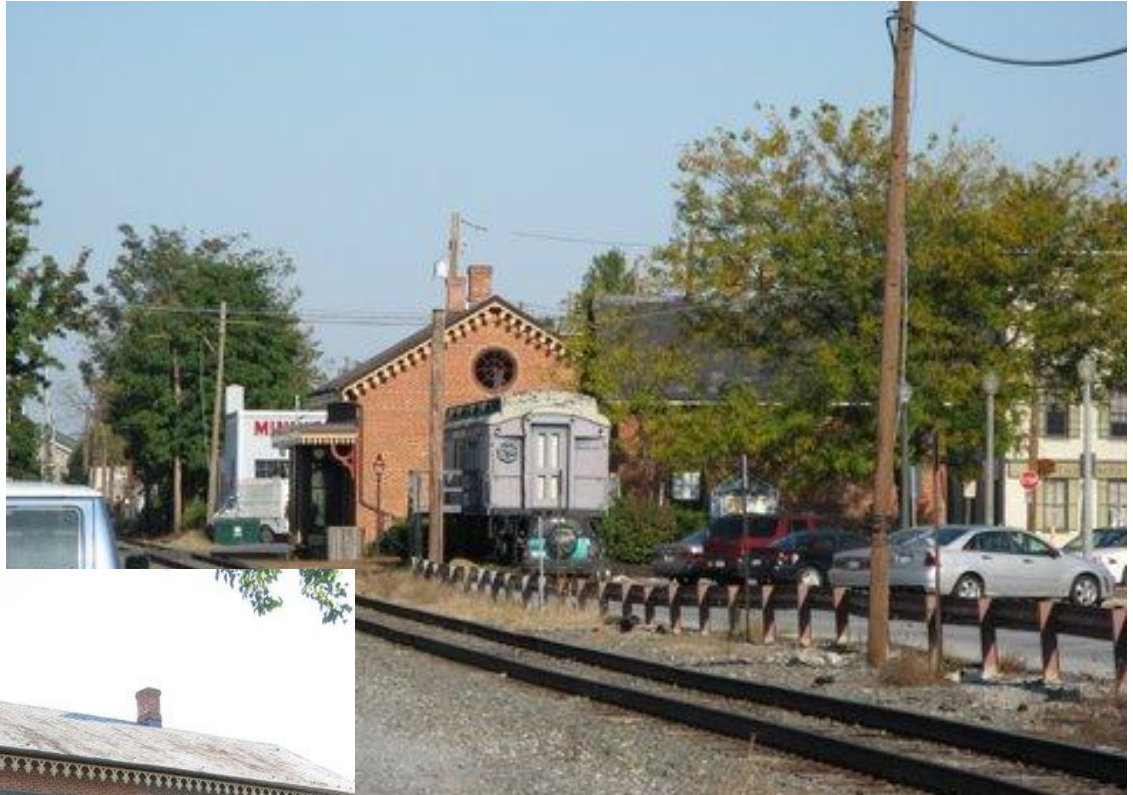
INVENTOR.
John N. Tyler
BY *Watson E. Coleman.*
ATTORNEY.


SAGE'S PAGE

MECHANICSBURG, PA

PHOTOS BY SAGE VIEHE

Sage visited Mechanicsburg on August 8, 2011 and sends us these photos. A charming, small town, they have lovingly restored their depot, which was built by the Cumberland Valley Railroad in 1866 in and is now a city museum. The nearby freight house dates to the 1870s and is also restored.



The B&O RPO car is a bit of an anomaly, since the Cumberland Valley RR was controlled by the Pennsylvania Railroad since 1859 and purchased by the PRR in 1919. The tracks are still in service under Norfolk Southern. 



PART 3 - BUILDING THE RED ROCK NORTHERN



BY DON BRADY



Well, hello again to all you train enthusiasts. I hope you all survived the party and by this time, I am hoping you survived the Christmas rush and New Year celebration. If you remember, in the last episode, I had a real dilemma on my hands with my crossover section. It appeared to be a wiring nightmare. Every time I threw one particular switch, everything shorted out. I double and triple checked my connections, my wiring, the switch, everything. I "ohmed" out every connection and could find nothing wrong. I pulled the whole 6 foot soldered section out 4 times and inspected everything and even changed a set of feeders because I couldn't see the wire colors --- to no avail.

I was going crazy and about to pull out my hair and beard!

I showed the picture of the finished product to Sandy and he loved it, because it made the whole plan work in such a compact space. I even had a video of my new Climax coming through the crossover. Everything worked fine as long as I didn't throw that one switch.

Below, you can see the finished product on the sub roadbed and the resulting Red Rock chamois ground color. (Now that I look at the picture, it is quite obvious where my problem was). Any of you with an eagle eye will probably catch it in a minute. The problem was the switch on the upper right.

Don't see it yet? I will give you a hint.

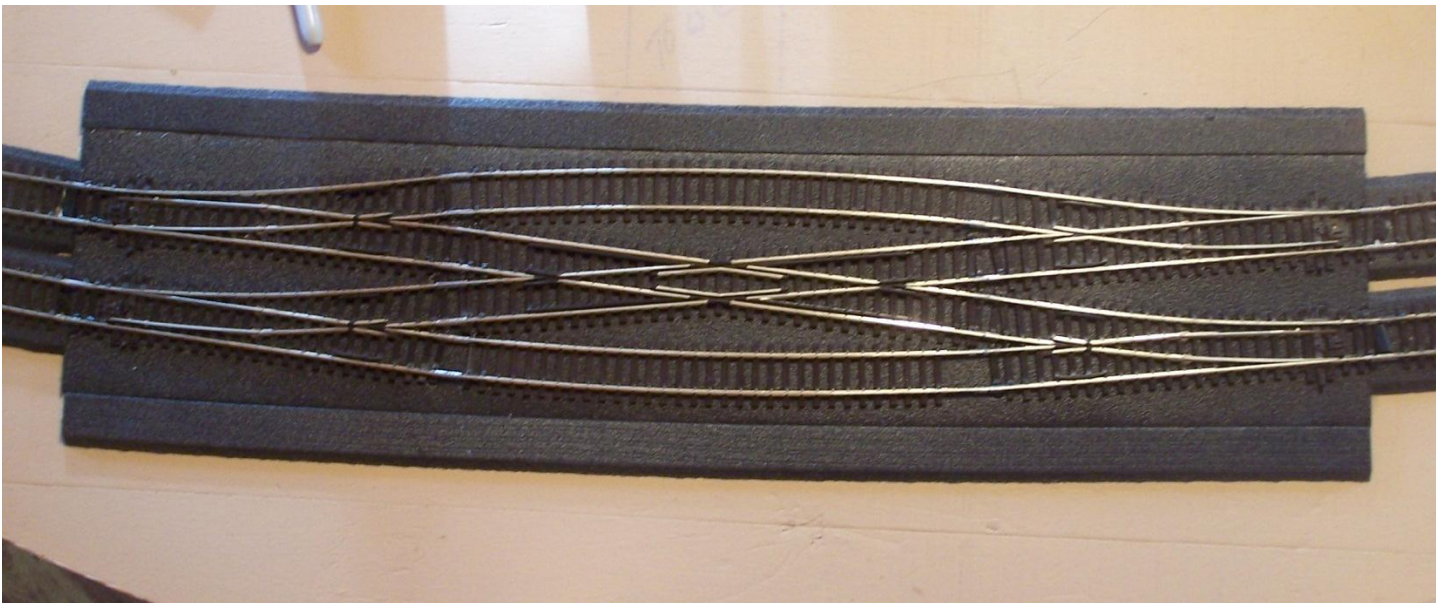
What is the difference between Insulfrog and Electrofrog????

I had to pull out my magnifying glasses to see the difference and thought I had the problem solved, by cutting the jumper on the bottom of the frog. **WRONG !**

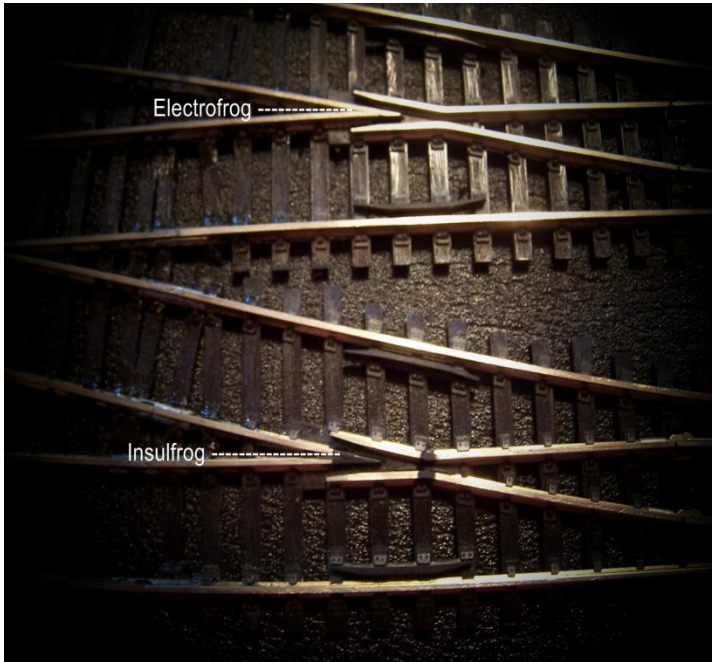
Thanks to Bob Folsom for his expertise and help. I saw him today and discussed the problem with him and he showed me the error of my ways.

Yes folks, it was my own screw-up for not watching what I was doing. I mixed 3 Insulfrog switches with an Electrofrog switch. Remember that I am using PECO code 100 for reliability.

Thank goodness, I only had two more Electrofrog and they will work in the passing siding on the upper level just fine. Bob suggested to just cut some slots in the rails to isolate the frog (I thank you Bob, but I just could not operate that way). I cut out the offending switch and desoldered everything in order to replace it with an Insulfrog switch.



In this picture **below** (for those of you with bad eyesight like me) you can see clearly the offending culprit. The Electrofrog points are not insulated and caused the short circuit, even with the jumper cut. I would have never seen it. You will notice on the Insulfrog points the small plastic insulating tip.



I have now run two different locomotives through the entire crossover. I had a power problem in the lower switch in the above photo, but after filing everything down and cleaning the track, everything now runs smoothly.

Thank you again Bob for your knowledge and expertise. Thank you also to Sandy for your insight and design, for without you the finished product would not be as good as it is today.

Time to move on to the next hurdle. Get the scenery contours set, get it painted and lay some track. I can't wait now to see the first train make a complete loop. I may have to get a bottle of Dom Perignon to celebrate. This would never have happened without the help of all of you at the CRM&HA and I thank you all so much.

I may even take a video and present it at one of the meetings as a presentation. You would love to see the Climax. I have an NCE power cab and on a speed setting of 2, it takes 30 seconds for it to travel an inch, chugging all the time. It is beautiful.

Well, time to get back to work.
See you all soon,
Don Brady. 🚂

KEEPING TRACK OF OUR STUFF: INVENTORY KEEPING AND CATALOGING

By Jack Green

Prototype railroads must maintain an accounting of all their rolling stock as to what they have and where it is. The Central Railway Museum has to do the same thing, and that is the job of Museum Property Manager Steve Humphrey.

For the past year Humphrey has been working on building a locomotive and rolling stock inventory database using a program named "Yard Office." "I was just cruising the internet looking for model railroad record keeping software when I came across a software site named "Yard Office." We had tried another, generic hobby software but it was really difficult to use. The Yard Office software is user friendly, made specifically for model railroading, and it's inexpensive."

Each locomotive and piece of rolling stock has its own entry that can be searched by railroad, road number, or other characteristics. A sample of an individual data sheet is on the next page.

"I have already completed about 300 entries of HO and N scale equipment, but there still is many more to do" said Humphrey.

Steve comes by his interest in railroading naturally; his father was a fireman and engineer on the Delaware & Hudson for many years.

AMTZ Amtrak (National Railroad Passenger Corp.) 510*



Scale
HO



Manufacturer
ATLAS
Atlas Model Railroad Co., Inc
Category
Locomotive; Diesel
Type
GE Dash 8-32BHW Passenger



AMTZ GE Dash 8-32BHW Passenger

Status In Museum
Purchased From BEQUEST
Purchase Config. Metal/Plastic
Date Acquired 03/12/11

Retail Price \$119.95
Paid Price \$0.00

Total Cost \$0.00

Built
Couplers Accumate
Trucks Atlas Metal
Color Scheme Rd/Blu/Wht/Slvr/Gry/Blck
Home Yard
Condition good
Set
Quantity 1
Height
Length
Weight

Date Valued **Date Sold**
Current Value **Price Sold**

Owner CMR&HA

Date Added 05/14/11 61

Notes:

MODEL NOTES:

From collection of B. Walther Sanders...

See Web Site:

<http://www.atlasrr.com/HOLoco/hodash8locos.htm>

Designed by GE in the late 1980s for Santa Fe, the four-axle, high horsepower Dash 8-40BW is still in service today. Amtrak liked the design and ordered a modified version for passenger service, which was designated Dash 8-32BHW.

See Web Site:http://en.wikipedia.org/wiki/GE_Dash_8-32BHW

NOTES:

See Web Site:

<http://en.wikipedia.org/wiki/Amtrak>

