



CENTRAL CROSSINGS

MONTHLY NEWS LETTER OF THE

CENTRAL RAILWAY
MODEL & HISTORICAL ASSOCIATION, INC.

Volume 21, Number 8

August 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:
Joe Fitzpatrick (2nd)

Stationmaster
Ralph Watson

Paymaster
Bob Folsom

Webmaster
Ed Welch


Show Chair:
Jim Reece

Museum Curator:
Jack Green

Editor & Producer:
Robert M. Seel, AIA



SEEL WINS NMRA PHOTO AWARDS

The Southeastern Region of the NMRA held its annual conference in Gatlinburg on June 1-3, 2012. A regular event of the conference is a photography contest, with four categories: Model or Prototype, each in color or black and white. *2317 Morning Face* (above) won first place, and *Augusta Car Rehab* (below left) scored second in Black and White Prototype. *CWRR 162: Walk Your Horse* (below right) won first place in the Black and White Model category. All three also won Director's Choice Awards.  Photos by Rob Seel.

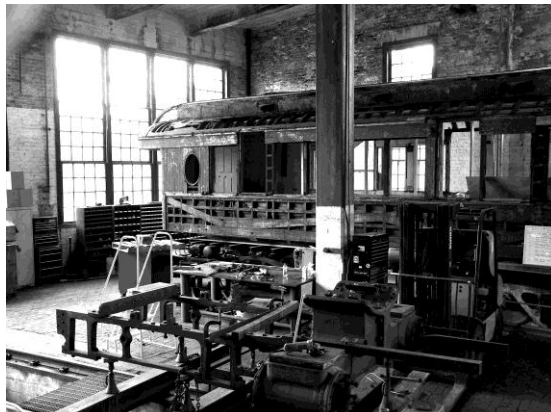
Next Meeting:

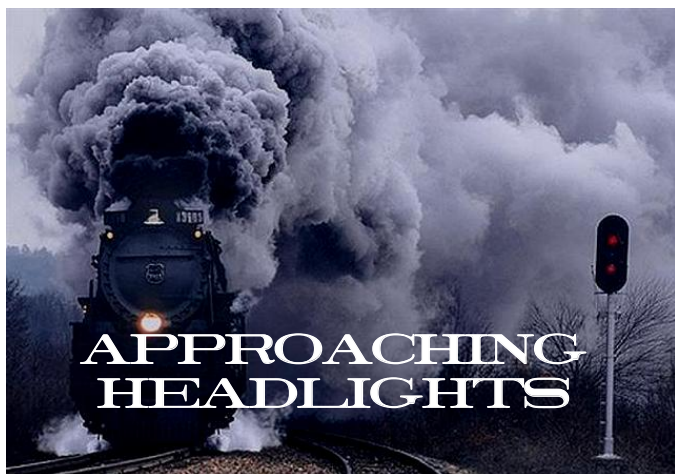
Aug 2, 2012

7:15 PM

**GREEN ON
THE HIGH
LINE**

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

August 2, 2012	Green on the High Line Rob Seel
September, 2012	Local Railroads, Part 2 Mac McMillin
October 5, 2012	Dale Reynolds 2012 Tennessee Ramble
November 5, 2012	Patents by CRM&HA Family Relatives Bruce Gathman
December, 2012	Christmas Dinner, TBA
2013 Programs	We are WIDE OPEN for YOU to share your wisdom and experiences. See Dale !

2ND SATURDAY

MUSEUM OPEN TO
THE PUBLIC

COME RUN TRAINS & HAVE SOME
FUN !

AUGUST 11, 2012
SEPT. 8, 2012
OCTOBER 13, 2012

SCHEDULED EVENTS & SHOWS

July 28, 2012

Pisgah Forest (Brevard), NC

Train History Day at the Cradle of Forestry Museum
 1914 Climax locomotive, HO switching layout, etc.

www.cradleofforestry.com

August 11, 2012

Norcross, GA - 43rd Train Show

North Atlanta Trade Center

9:00 – 4:00 \$7.00

www.gserr.com

September 14, 15, & 16, 2012

Bryson City, NC – Annual RailFest

Great Smoky Mountains Railroad

Motor cars, special excursions and events

<http://www.gsmr.com/2012-railfest>

October 13-14, 2012

Myrtle Beach, SC – Model RR Show

Grand Strand Model Railroad Club

Lakewood Conference Center

Layouts, clinics, sale, etc.

Sat 10-5, Sun 10-4 Adults: \$5 / Ages 6-12: \$3

<http://www.isfans.com/gsmrrc/index.php>

October 13-14, 2012

Fletcher, NC – Autumn Rails 2012

French Broad e”N”pire

WNC Ag Center Expo

Layouts, sale, all scales, Live Steam, too!

Sat 10-5, Sun 12-4

\$6 / Under 12 and uniformed Scouts Free

www.fbe-ntrak.com

October 27-28, 2012

Norcross, GA – Great Train Expo

North Atlanta Trade Center

10:00 – 4:00 \$7.00 / Under 12 Free

<http://www.greattrainexpo.com/info.html>

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.

MARIO CARUSO, OF IRVINGTON, NEW JERSEY, ASSIGNOR TO THE LIONEL CORPORATION,
OF NEW YORK, N.Y., A CORPORATION OF NEW YORK

TOY LOCOMOTIVE

Application filed September 1, 1928. Serial No. 303,425.

The present invention relates to toy locomotives and is more particularly directed toward electric locomotives used for operating toy railroad trains. In a previously filed application Serial Number 273,075, filed April 26, 1928, there, was disclosed-in detail two forms of knocked down electrical toys either of which were capable of ready assembly into either a power plant for a toy locomotive, or into a power plant of general utility for driving toy tools and the like. The present invention contemplates an improved form of construction by means of is which such an assembled motor unit may be fastened in the locomotive frame. According, to the present invention, this method of fastening these two parts together contemplates a quick detachable connection characterized by the absence of parts likely to be lost or misplaced and which cannot get out of order. In; addition, no tools are necessary, In the form of construction of the knocked down locomotive shown in the application above referred to provisions were made for connecting the electric controller (for starting, stopping and reversing the motor) to the headlights by means of wires. According to the present invention, the locomotive is provided with quick detachable connections by means of which the locomotive headlights will be automatically connected when the motor, locomotive frame and locomotive cover are assembled. These parts are likewise assembled without, the use of tools. According to the preferred construction, the sockets of the locomotive headlights are fixedly carried by and grounded to the housing of the locomotive. The other contacts of these sockets are semi-permanently connected by a strap insulated from the locomotive housing and carrying a contact so located as to be engageable with a corresponding contact of the electric controller for the motor. These contacts are brought in engagement by the mere act of assembling the housing, frame, and motor unit. The accompanying drawings show, for purposes of illustrating the present invention, one of .the many possible embodiments in which it may take form, it being understood that the drawings are illustrative of the/invention rather than limiting the same. In these drawings: Figure 1 is a central .sectional view through a toy electric motor, parts of the motor being omitted; for clearness, this view being taken in the direction of the arrows 1 of Figure 2, and approximately on the line 1-1 of Figure 2. Figure 2 is an inverted plan view of a toy locomotive; and. Figure 3 is a fragmentary top plan view illustrating the relation of the headlight connections with the controller.

PATENTLY SPEAKING

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.

Aug. 26, 1930.

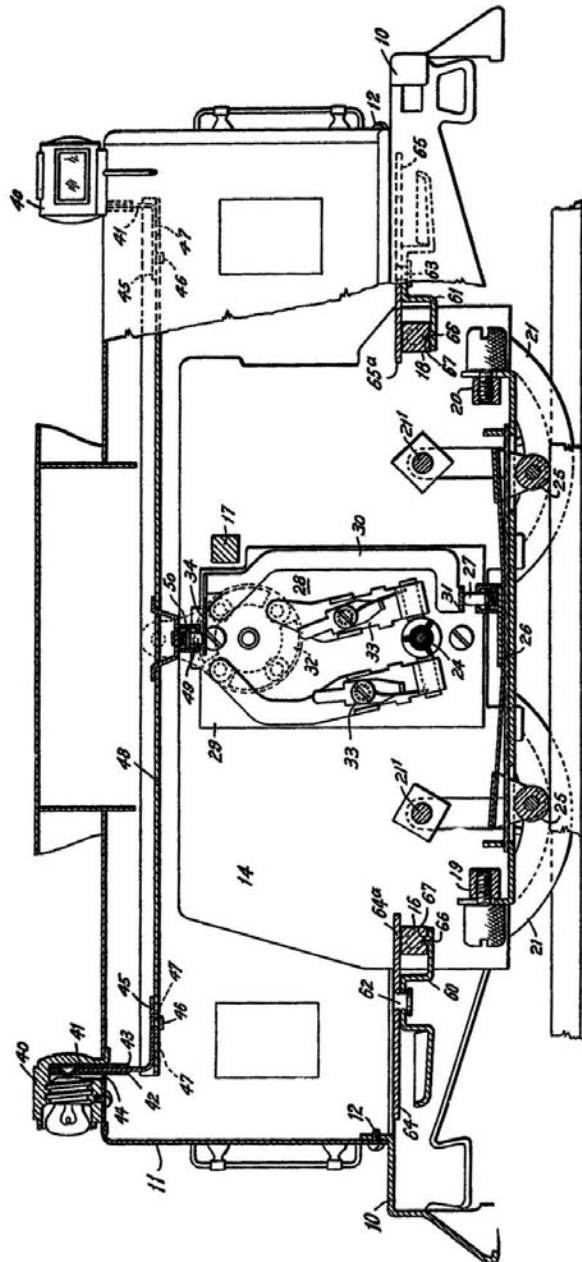
M. CARUSO

1,774,128

TOY LOCOMOTIVE

Filed Sept. 1, 1928

2 Sheets—Sheet 1



INVENTOR
Mario Caruso
BY
Joseph Liberman
ATTORNEY

THE MANY (RAIL) ROADS OF DALE REYNOLDS

WRITTEN BY SANDY EUSTIS. PHOTOS BY ROB SEEL



Dale Reynolds has been a model railroader since 1951, when he received an American Flyer train set for Christmas. His wide ranging interests in the hobby include collecting and displaying vintage American Flyer equipment, working on an S scale layout at home, operating his live steam 7/8N2 outdoor loop, volunteering every summer at a two-foot narrow gauge museum in Maine, and serving in several important roles for the CRM&HA. Dale is the driving force behind our American Flyer S scale collection and our American Flyer layout, the organizer of most of our fan trips and rambles, and he serves as the Program Chair for our monthly meetings. He's also well-known to most of us as the rather boisterous guy with the sarcastic sense of humor, the one who occasionally heckles during our monthly meetings, the one who always speaks his mind loudly and freely, and the one who fondly addresses his best friends as "you nitwit."

At home in Pendleton, SC, Dale has the second floor over a detached garage, plus a large back yard, to indulge his model railroading habit. Just inside the door to his garage empire, he has shelves lined with his American Flyer tinplate collection, which includes about a dozen locomotives and eighty-plus freight and passenger cars. His first train set is proudly displayed on the top shelf, along with various rarer sets and more valuable individual pieces. Dale's collection was significantly larger at one time, but he donated a half-dozen locos and about forty cars to the CRM&HA, where he operates them on the American Flyer layout that he designed and built – mostly by himself.

At the other end of his garage hideaway, Dale has an S scale prototype layout consisting of three unconnected loops at different heights. Although this layout is mostly a "display" setting for Dale's collection of S-scale prototype equipment, the lowest loop does



provide some switching opportunities, mostly in and around a large coal mine scene in one of the front corners. Dale has done all the work on this layout himself, and has built or lettered much of the rolling stock. Two of Dale's favorite prototypes are the Clinchfield and the Southern, and so most of his S scale prototype collection (five locos, forty coal hoppers, and twenty other freight cars) is painted and lettered for one of those two lines.



CENTRAL CROSSINGS, the CRMHA Newsletter

Between the entry area display shelves and the layout at the far end of the room, Dale has a typically cluttered workbench with several projects in progress, a sitting area, and many more shelves holding additional S scale tinplate and prototype pieces. When asked to identify his favorites, he first pointed out a brand new Lionel Challenger painted for the Union Pacific (**left**), and an ancient American Flyer boxcar painted in the famous red, white, and blue stripes of the State Of Maine (**below**). But then of course, he got a bit excited and began circling the room and pointing to many other items.





Dale spent part of his childhood growing up in Maine, and another of his prototype interests has always been the five narrow gauge lines in Maine that were built to run on rails just two feet apart. The last of the Maine two-footers ceased operating during World War II, but there have always been a few rail fans interested those tiny trains and rural lines. The problem for potential two-foot gauge modelers has always been the lack of available stuff with which to tackle a two-

Old and new, tinplate and prototype, Clinchfield and Southern, Dale loves it all in S scale.

No visit to Pendleton is complete without a trip into Dale's back yard to inspect his 7/8N2 live steam loop. Dale first became interested in outdoor model railroading in the mid- 1990s. Between 1996 and 2000, he installed two loops of G gauge track in a 20' long raised garden bed he built next to the garage for that purpose. He filled the garden bed with a variety of dwarf trees and shrubs and built several pieces of three-foot narrow gauge equipment – all based on the narrow gauge ET&WNC (aka “Tweetsie”) Railroad in Boone, NC. But then, in 2001, Dale saw pictures of a live steam model of a Maine, two-foot gauge locomotive built to run on G gauge track – 45 millimeters between the rails. That scale works to out to 7/8” to 1' (hence 7/8N2), and Dale was immediately smitten.

Until very recently, everything from turnouts to wheel sets to locomotives to rolling stock had to be built entirely from scratch to model a two-foot theme in ANY scale. Dale immediately saw the benefits in using G gauge track components, locomotive mechanisms, and wheel sets to pursue a two-foot theme in 7/8” scale, and his big backyard gave him the space to do so. But Dale soon realized that his ET&WNC Railroad garden loop, though it had been laid with G gauge track, had curves way too sharp and clearances way too tight to accommodate cars and locos built in 7/8” scale, even diminutive two-foot gauge rolling stock (**lower left**, abandoned).





But once the two foot bug bites, the disease can seldom be cured, and in 2009, Dale hired a couple of workers to help him install a rather large elevated loop of G gauge track in his backyard. Since the yard is gently sloped, the loop starts in a knee-high raised garden bed at one end, and runs around on a trestle system that's about 6' off the ground at the other end. The main line run is 280', and the entire loop would fit in a rectangle just a bit longer than a tennis court. There's a yard at the garden bed end that employs the same track plan that the real world Waterville, Wiscasset, and Farmington (WWF) museum has used in Alna, Maine - - in their attempt to recreate a fragment of the long gone WWF on some of its original roadbed.

Not surprisingly, Dale is a devoted member of the WWF museum, and he goes there every summer for a couple of weeks to help work on their project. At home these days, Dale mostly enjoys running his live steam 7/8N2 model of SR&RL #6, which he says was the first 7/8N2 model ever built (by Steve King, of Rocky Mount, Va.) For the time being, #6 pulls just a single box car, two flats, and an iconic SR&RL caboose, but Dale's penchant for collecting fine models makes me suspect that his roster of 7/8N2 equipment is destined to grow in the near future. As for what else his modeling future holds, I know only that if



Dale's first train: an American Flyer "Royal Blue"



something catches his eye, Dale is likely to start collecting it and modeling it, just as he has with in many of his railroading interests in the past. 🚂



BIG WHEELS GATHER NO MOSS

Thank you to everyone that helped with the ice cream social / Open House. Focus was placed on getting the place clean enough for a spouse's inspection on Thursday. Ken from the deli came thru with enough ice cream and sherbet (notice the spelling Bob) to feed an army and Lil' Deb came thru with a beautiful half chocolate half vanilla cake complete with our logo on top. The trains all ran well and the whole thing was a success. I feel bad for the members that missed it.

We are making great progress on the museum. Concentration has been placed on certain areas of the layout on scenery. One of the comments at the Open House was how great these areas were looking. It really does look like you are viewing an actual railroad from the air. We have some talent in our club. Trackwork is also moving along at a good pace. Some of the track that has been in place for over a year has had to be replaced due to settlement of support structure and environmental changes. The paper mill continues to shape up with new rail being laid.

The Lionel Room is quickly approaching having the insulation blown in and then the sheet rock and painting work. Hopefully this room will be ready for the layout in the next few months. Our portable layout is also changing. The new configuration is now planned out and the actual construction of the new modules should be coming together. We have a show to attend in October and hope to have the new configuration in place for that.

Our club continues to grow and each new member brings something different to the club. If you know of someone who shares your love of railroading please invite them to come and visit us. Maybe they will be as impressed as I was and want to join us.

Thanks ~ Cap'n Dan, President CRMHA 



ANOTHER TWO-FOOTER

As a counterpart to Dale Reynolds' models of two-foot gauge steamers in Maine, **Howard Garner** sent us this photo of a two-foot gauge locomotive and trailer car on display at Union Station in Marion, Ohio, May 3, 2012. Union Station has not served passenger trains since 1971, but is now used as a museum, along with AC Tower and an ex-Erie caboose nearby. The tracks on three sides of the station are very active, with approximately 100 CSX and Norfolk Southern trains passing through across eight (yes, eight!) diamonds each day. Reportedly, it is an ideal location for railfans and safe train watching on public property. 