



SERVES THE UPSTATE

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Rehabilitating a River: Remediation on the Dambridge Loop

Photo and Article by Rob Seel



Modeling a body of water can be challenging. I was also recently made aware that maintaining modeled water can also be a challenge. The Raritan River depicted on the Dambridge Loop had once looked extraordinarily good had suddenly gone bad, and I needed to do something about it.

When I built the river the first time, I had simply sealed the edges and painted the foam base. I worked the vermiculite ground goop down to the river's edge and painted the base with flat black, acrylic paint. Ground cover, rip rap, and outcroppings were modeled in, and then I poured the "water." This was the first time I had used the "Realistic Water" product by Woodland Scenics. I liked that there was no mixing involved – just pour it on and let it cure.

It seems too, that other modelers across the country were having similar experiences. Woodland Scenics is quick to blame the problem on people not using their proprietary paints and they don't stray from their party line.

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Next Meeting
January
8, 2015

7:10 PM

at the
Central
Railway
Museum



Approach Signal s

Upcoming Events for the

Central Railway Model & Historical Association

as well as regional shows and events worth mentioning

PROGRAM SCHEDULE

2015 is wide open!

MUSEUM OPEN TO THE PUBLIC
2nd Saturday of the Month
9am to 12 pm

OPERATING SESSIONS

Second Thursdays (usual ly) 7PM

January 15, 2015
February 12, 2015

The CRM&HA has begun regular operating sessions on the Thursday preceding our Museum's open house each month. Club members interested in learning how to operate the layout and gain their certification in order to be able to run trains on the museum layout are encouraged to attend these sessions.

If you have locomotives equipped with DCC decoders and/or you have a Digitrax handheld throttle, please bring them. This way, we can be assured of having enough equipment to run.

Welcome New Members:
Roger Welfare
David Mead
Adam Dymond

> SCHEDULED EVENTS & SHOWS §

January 17, 2015

Raleigh, NC – World's Greatest Hobby on Tour

Raleigh Convention Center, 500 South Salisbury St.

Saturday: 10am – 6pm, Sunday: 10am - 5pm
Admission: \$12 both days, \$11 Saturday only, \$10 Sunday only; under 16 with adult, free
<http://www.wghshow.com/showinfo.html>

January 17, 2015

Norcross, GA – 48th Atlanta Model Train Show

North Atlanta Trade Center, 1700 Jeurgens Ct

Saturday: 9am – 4pm
Admission: No information
<http://www.gserr.com/shows.htm>

January 17, 2015

Raleigh, NC – TCA Southeastern Division Toy Train Sale

North Atlanta Trade Center, 1700 Jeurgens Ct

Saturday: 10am – 3pm
Admission: 13 years and up \$6, under 13 w/parent Free
<http://www.se-tca.org>

January 24-25, 2015

Savannah, GA – 26th Annual Model Railroad and Train Show

National Guard Armory, 1248 Eisenhower Dr.

Saturday & Sunday : 10am-5pm
Admission: \$7, Senior Citizens(60+) and Students \$5, Children under 12 with parents Free, Active Military (w/ID) Free
<http://www.coastalrailbuffs.org>

January 31- February 1, 2015

Easley, SC – CRMHA Annual Train Show

Bagwell Gym, Red Owens Sports Complex

Saturday & Sunday 10:00am- 3:00pm
Admission: 12 years and older, \$6; under 13 with adult, free
www.crmha.org/trainshow.html

Rehabilitating a River

Continued from page 1

Were the bubbles caused by the foam beneath off-gassing, or was it a result of exposure to sunlight coming through the windows at Function Junction or during transport? Others who have posted their experiences on the internet seem to blame both off-gassing and UV exposure. Regardless, I decided that the best thing to do was to encapsulate the river and start over.

I mixed up a soupy batch of hydrocal plaster and poured it into the river bed, on top of the bubbly mess that was there. The hydrocal was smooth with a few lumps, but it did pour into the bed like I had hoped. It soon was evident that our now winter weather would pose problems in the non-moderated temperatures of Function Junction (where I was working). The hydrocal dried lumpy, soft, and fluffy. Not good. Now, what do I do?

I bought paint: a relatively thin, acrylic latex, satin black paint. I poured some paint into a (cleaned and dry) small Elmer's Glue bottle and squirt-applied the paint along the river's edges, nooks, and middle. I then used a paint brush to spread the paint, careful not to break up the surface of the plaster. I had hoped the paint would soak into the plaster and harden the surface as the paint dried. This turned out to be successful, just so that I worked carefully afterward.

After several days I went back with tans and greys to feather-in the edges and create impressions of shallow-to-deep. I added new areas of rip-rap and soil using straight vermiculite granules and coarse, natural sand to represent large, hand-sized river rock. I flooded the rip-rap with Elmer's Glue and water solution and let it dry.

For the modeled water, I returned to my old standby – Envirotex Lite. I was very careful to measure the resin and hardener in equal amounts and to stir the parts together for at least two full minutes before pouring. I was also mindful to crank the heat in Function Junction to maintain between 70 and 80 degrees in the room. Envirotex is great stuff, but it is VERY fussy and easy to mess up. I allowed three days for the resin to cure, but I still had a few sticky problem spots to address. Two steps forward, one step back. I really did not want to pour another layer and risk another mis-mix. Besides, I had filled the mill pond up to the top of the dam. I needed yet another solution, and Mod Podge came to my rescue.

Mod Podge has been a venerable art product for years. Everyone from professional artists to kindergarten teachers love the stuff. It's an acrylic sealer and decoupage coating that traditionally comes in gloss and matte formulas. Lesser known, it also comes in other specialty formulas, including a super-high gloss. Shazam! I used a 40% off coupon for Hobby Lobby and bought a jar.



**Regular Meeting Minutes
By Ralph Watson
Stationmaster
December 4, 2014**

SERVES THE UPSTATE

Twenty two members and an equal number of guests met at the Central Railway Museum at 6PM for refreshments appetizers and to run trains.

President Dan Marret gave an invocation and a moment of silence was observed for members Steve Zonay and Dennis Moriarty who passed away this year.

Dinner was served at Pancho's.

The only business on the agenda was the report of the Nominations committee.

Vice President Rob Seel was nominated and elected by unanimous vote to a second term.

Jim Alexander was nominated and also unanimously elected to a two year term as Treasurer

Recognition and appreciation of Christine Grewcock, outgoing Treasurer was noted to be quite enthusiastic.

Note was made that our January monthly meeting will be moved back one week to the 8th due to the New Year holiday.

Motion to adjourn was made seconded and approved. Members and guests returned to the Museum to run more trains.

Z

Rehabilitating a River
Continued

I returned to Function Junction with Mod Podge, an acid brush, and a last-hope attitude. I dipped and dappled the Mod Podge all over every area of the Envirotex, both smooth and tacky. I dappled in rows, in swirls, and in puddles. I used the tip of my acid brush to tease, poke, and fluff the surface that I had hoped would settle down into ripples and waves. After a few hours, things looked promising, so I went home before returning the next day to smile at the success.

Once again, the river looks fantastic. The Mod Podge requires 4 weeks to totally cure, but it is dry to the touch. This brings about an excellent reminder to stress: Do NOT place ANYTHING on modeled water that you do not want to leave an impression. It will – and one can see that evidence on the Museum layout. Always treat modeled water like wet paint and it should look good for a long time. Wipe off dust with a water-damped, soft cloth to prevent scratches.

I hope this remedial exercise will prove to be successful in the long run. Water features on a layout always draw a lot of interest, so they need to look nearly perfect to be convincing. Let's keep our fingers crossed!

[Ed. note: Opinions expressed in the article are those of the author, and do not represent an endorsement by the CRM&HA, Inc.] Z

January 31 & February 1, 2014

EASLEY, SC

Our Show!



> Did You Know š

The **Carolina & Northwestern Railway** (Ca&NW) was a railroad that served South Carolina and North Carolina from 1897 until January 1, 1974. The original line was operated by the Ca&NW as a separate railroad controlled by the Southern Railway until 1974 when the name was changed to the Norfolk Southern Railway. In 1981, the original Ca&NW line along with original Norfolk Southern Railway was renamed Carolina and Northwestern once again. In the early 1950s several shortline subsidiaries of the Southern Railway were leased to the Ca&NW for operation, with these lines remaining a part of the Ca&NW into the 1980s.

The carrier traces its beginnings back to the Kings Mountain Railroad that ran from Chester, SC, to York, SC, before the Civil War. The Kings Mountain Railroad was begun in 1855 but was destroyed the Union Army during the War Between the States and was not rebuilt after the conflict.

The route lay abandoned for almost eight years until the creation of the Chester and Lenoir Narrow Gauge Railroad in 1873. Within a decade the Chester & Lenoir had extended the line to Lenoir, NC. At over 120 miles, the Chester & Lenoir was the largest narrow gauge railroad in the Carolinas.

Over the next decade, the railroad operated under the umbrella of the Richmond and Danville Railroad. When the Richmond and Danville was re-organized as the Southern Railway in 1894, the Chester & Lenoir operated on its own for a short while. By 1896, it went into receivership, and the following year was re-organized as the Carolina & Northwestern Railway. Though technically controlled by the Southern, this shortline carrier, more than any other in the Southern Railway family, was allowed to operate almost autonomously.

Source: wikipedia.org



“Looks like we’re not in Kansas anymore, Toto”

Rob Seel caught a Kansas City Southern unit leading a doublestack in Central on December 13.

> Chaplain's Corner š

Aw, this article brings back so many memories as I sit here and write it, and just thinking how the engineer relayed to me this story that day. He said, It was a bright sunny cold winter morning as he and the fireman fired up the huge engine and discussed whether to try for a day's excursion or not. You see, it was the famous Georgetown Loop narrow-gauge engine that was in question, and whether it would make it through the loops, and up the mountain or not with the weather as cold as it was that day. The question concerned its strength for the event. Well, to make a long story short, the engineer relayed that it did make the trip after a long delay waiting for the sun's help.

It reminded me of the day when our son Todd came up to me with his right arm outstretched and curled up with his fist drawn as tight as he could get it, and asking me, "Dad, whatta ya think about this?" He was flexing his muscles to show me how strong he was. But, in reality his strength was just beginning to develop.

You see, Strength can be demonstrated in different ways, and areas. There is not only physical strength, but also emotional and spiritual strength. And, we may have one without the other two, or we could be the fortunate owner of strength in all three areas.

Growing in Spiritual strength and maturity comes from our daily walk with God, reading His word regularly, and experiencing personal prayer. I am told that's a wonderful way to receive an extra measure of Gods GRACE and to then share it with a friend. That is one of my resolutions for this NEW YEAR—To be as strong as the little narrow-gauge engine setting sight upon a near impossible task ahead of it. May God bless all of us as we set our sights upon a good year with our much coveted group of friends here at the museum.

Chaplain Fred



> MODELER'S TIP š

Learning how to diagnose layout problems is a skill that every model railroader will (hopefully) learn to develop. We've all seen cars derail on our model pikes, even along what appears to be perfectly good track.

When cars derail, you can quickly eliminate most possibilities by using an NMRA standard track gauge. If you are like the CRM&HA and use RP-25 metal wheel sets, you can be assured they are the correct width for the track. The track gauge can be used to verify your rails are the correct distance apart. Quite often changes in temperature or humidity will cause the roadbed to expand or contract, forcing the track out of gauge—either narrowing or widening. If the tolerances are too tight, this can cause trouble when those changes occur.

What if the track gauge isn't the culprit? Don't assume your layout is a "water level" route—meaning that there may be dips or humps. In and of themselves, the variations in track height might not be a problem—until you discover that the trucks on a piece of rolling stock aren't on quite tight enough, or that those nifty sprung trucks on the car flex just a little too much. Quite often, we aren't thorough about cleaning up after ballasting our track. A stray piece of ballast accidentally glued to the rail can easily tip a car off the tracks—especially when stuck in a switch or guard of a turnout.

However, there could be a more prototypical problem when dealing with rough track: maybe you are running your trains just a mite too fast through that rough spot?

Random Rolling Stock

Slides from the Steve Zonay Collection

Over the years, Steve Zonay collected a number of slides of various rolling stock and especially narrow-gauge equipment. Here is a small sample of photos from the Rio Grande Southern in June 1951.

