



The CRM&HA Inc. Newsletter

March/April 2008

Dennis Moriarty/Editor

Volume 17 Number 2

Meetings are held at 7:15 PM on the 1st Thursday of the month at the Central Railway Museum

Editorial By Dennis Moriarty

The largest train show our club ever attempted is over. 55 vendors and 1480 adults attended. I believe we had as many or more children as adults attending, so we may have had over 3000 people come to the show. All of you did a fabulous job on this project.

With all the activity on the train show and the work in the Central Railway Museum there has not been much time for the other major club activity – Meeting Programs. Please consider giving a program this year. Most club members like “how to” or rail fan programs. Many of you are skilled modelers and your methods of doing any phase of modeling would be interesting, You don’t have to be a skilled modeler or rail fan photographer to present a program. With the Internet, it is now possible to research modeling or prototype train related subjects and come up with an interesting program. Some of our members have done so and they were some of the most interesting programs. Of course we are all interested in your railroad experiences and modeling activities. Dale Reynolds is the Program Chairman, please contact him to schedule a meeting for your program.

Please read about the museum in the attached regular meeting minutes.

Check it out, three club members sent in pictures of some of their first layouts. I enjoyed seeing and reading about them. I hope you do too, and I hope you will send some of your pictures for the next newsletter. Lets expand the idea and include pictures of your present layout as well as some of the old layouts. A brief description would be nice. See the great job our three members did in this issue for ideas as to how to present your pictures.

Tools and supplies are going to be needed to build the new layout at the Central Railway Museum.

Please check your shop for tools, that you no longer need, that you would be willing to donate to the club once we have a secure location to store them. Also, if you have left over materials from building your layout or other materials that can be utilized on the new layout please consider donating them.

Some of our newsletters can be accessed from the Internet; therefore we are no longer putting member phone numbers and addresses in the newsletter. Please print the membership list each time it is updated and sent to you by email, so you can contact other members when required.

Please **email your information** and articles for the next newsletter or hand it to me at a meeting before **April 12th**. **You do not need to wait until April 12th. Newsletter information will be accepted anytime.**

Thank you Jim Reece, Steve Zonay, Howard Garner, Bruce Gathman, Michael Childress, Dale Reynolds and Brian d’Entremont for your contributions to the newsletter this month.

CEO Comments BY Jim Reece

In the last newsletter I wrote about the accomplishments the club had last year. The two major projects, the new Museum and a much larger Train Show are on going and doing well.

Now is the time to start looking toward the future and setting goals for the New Year. Even through last year’s accomplishments where impressive, now is not the time to slow down. Now is the time to be emphasizing continuous improvement. How can we grow and improve the club this year?

I have some ideas and would like to hear yours. To start the discussion I will list my proposals.

1. Annual Central Railroad Festival – The City of Central and the Clemson Chamber of Commerce have asked the club to play a major part in developing an annual festival. This festival would be centered around our club and its activities.
2. Update the club website. – Some of the revision would be to discuss the Museum and show our progress. It should show current pictures of club member's layouts. It needs to be set-up in such a way that if anyone searched South Carolina, Upstate, Greenville Area Model Train Club the CRM&HA would pop-up.
3. 501c3 Tax Option – Now that we are growing, and plan to establish a railroad museum, we need to obtain the 501c3 tax option.

Let us know how you think we can improve our club and we will have discussions at our monthly meeting.

**Minutes – Regular Meeting
1 November 2007
Central Library**

CEO Jim Reece called the meeting to order at 7:15PM. Treasurer Howard Garner reports a bank balance of \$9689.

Feb. 2008 Train Show

A lease has been signed with the fairgrounds and \$500 paid. Jim McInnis has offered use of a trailer in lieu of the usual truck rental. Bob Hanson proposed several advertising packages for the show ranging from \$1233-\$3000, but discussion of advertising was differed until December. A proposal to move the modular layout from Mrs. Rampey's basement, where it is disassembled, to be assembled in the club house prior to the show was discussed as well, but no decision was made.

Central Railway Museum Renovations

It is reported that last Saturday the old main breaker panel was removed and replaced and new circuits wired to scattered outlets around the house. We are prepared to provide electrical service for HVAC as soon as we find the size of the disconnect required. Future electrical work will include exit lights and emergency lights as required by insurance and building codes. It was proposed that we need to document what we are saving the city by doing the electrical work. Mr. Reece received our first reimbursement check from the city for \$868 worth of supplies on Oct. 25th.

The interior design committee needs to make decisions soon about HO layout design. There was discussion of the issue of track radius and it was decided to revert to the original plan of 30" minimum

radius.

Other Old Business

After prior discussion of the club's growing financial needs, a motion to raise annual dues was unanimously approved.

Jim Reece and Brian d'Entremont were nominated for a second terms respectively as Engineer (a.k.a. President or CEO) and Stationmaster (a.k.a. secretary).

New Business

Dennis Moriarty brought up discontinuing the newsletter due to lack of content. Discussion indicated that this publication was important to the club members and enhanced the club's image. A motion to keep the newsletter and support Dennis in its publication was passed.

Respectively Submitted

Stationmaster Brian d'Entremont

**Minutes – Regular Meeting
3 January 2008
Central Railway Museum**

Jim Reece called the meeting to order at 7:15 PM in the meeting room of our new club headquarters, the Central Railway Museum at 108 Werner St., Central, SC. The meeting was attended by 20 members and two guests, Steve Humphrey and Douglas Taft. Howard Garner reported a balance of \$9327.81 in the treasury.

Property Insurance

Per agenda, Personal Property Insurance was discussed. We have previously discussed, but have not yet purchased such coverage. It was decided not to act on the PPI until the next meeting. Glenn Nasworthy gave a report regarding our liability insurance with Heritage. A list of requirements to keep our coverage was presented and must be addressed by March 10.

Feb 2008 Train Show

Regarding the upcoming train show, publicity was discussed. Reduced size flyers will be included in the newspaper publicity package. Bruce Gathman produced a list of hobby dealers in a four-state area and a draft letter from the CRM&HA president. An amended motion passed that we send flyers and the cover letter to dealers within a 150-mile radius of the show. We will order tables mid-February based on dealer participation at that time. Steve Zonay reported that two display layouts will be coming to the show. Space will be rented to them at half-price. Steve is also working on a floor plan for the show.

Bob Hanson reported a revised advertising package.

For \$1218, we will get one printing each in five publications in the Greenville Area plus coverage on their websites. There will be nothing in the Anderson paper since the other publications also cover Anderson. Howard Garner suggested some banners be made; Jim Reece will follow up on that idea.

It was decided not to bring the modular layout to the museum; rather taking it directly to the show and setting up as soon as possible on Friday, February 22. We will have a work session on Thursday, February 7 at Mrs. Rampey's to be sure the layout is in operating condition. There was some discussion about the disposition of the layout after the show, including the possibility of selling the layout at the show (an idea since rejected at the February meeting). The DCC equipment, major buildings and rolling stock would be retained by CRM&HA. Other clubs might be notified. If the layout is disposed of, possibly a new smaller one could be built, to be auctioned off. Jim Reece will develop an assignment sheet for working the train show.

Central Railway Museum

Museum work will resume after a holiday break on Saturday, January 5 at 9 AM. Rob Seel reported that he can obtain Sherwin Williams paint for contractor prices.

Guest Steve Humphrey donated a watercolor painting to the club. It was agreed that Brian d'Entremont will develop and maintain an inventory of contributions.

Regarding the current status of the building renovations, sheet rock installation is progressing, walls have been insulated, and much electrical wiring has been completed. The general footprint of the HO layout has been developed, and work is starting on the Heritage layout.

New Business

Bruce Gathman submitted a new club flyer/information sheet/application form. It was voted to produce the new flyer.

Respectively Submitted

Stationmaster Brian d'Entremont

Minutes – Regular Meeting 7 February 2008 Central Library

President Jim Reece called the meeting to order at 7:18PM. Howard Garner reports approximately \$6000 in the treasury. Mr. Reece reports an additional \$1735 from the city bringing the total reimbursement to date for renovation supplies to \$2972.

Feb. 2008 Train Show

This issue of table and chair rentals was again discussed. Greenville Rental has the best rates, but the fairgrounds manager, who personally rents tables and chairs, has offered a time extension on the building on Friday if we rent from him. However, all tables in excess of 50 would be of 6ft length. After some discussion, a motion to rent from Greenville Rental was passed unanimously.

Numerous show related issues were briefly discussed:

- A sign up sheet was passed around indicating time commitments to staff the show and preference of jobs.
- There was discussion of where to put the layout after the show. Mrs. Rampey's basement remains a possibility.
- Bruce Gathman presented new membership forms and will print 50 before the show. He also presented options for half-page and tri-fold flyers. A motion was passed to approve up to \$50 in expense for printing tri-fold cover flyers.
- It was agreed that certificates for free tickets may be given to radio stations for distribution.
- Glenn Nasworthy volunteered to purchase a train-themed stamp and inkpad to mark hands for reentry.
- It was reported that 3 hobby shops have offered door prizes. The club agreed to accept these offers and give away door prizes at the show.

There was a report that the fairground manager paid \$5000 to bring a large layout from North Carolina as a fair exhibit several years ago. It was generally agreed that after the show we should consider making an offer to bring our layout to the fair for cash or trade of a weekend's building and table rental.

Central Railway Museum

It was reported that drywall all hung and corners in place. Installation of thermal insulation is complete. Drywall taping and electrical work are still in progress.

Central Area Business Council

Bob Folsom reports that our dues have been paid and the club is now a member of the Central Area Business Council. Bobby Ballentine of the business council is working on determining ownership of the right-of-way for the old spur line to the mill in Central. We, together with the business council will, form a committee to plan a future festival in Central.

New Business

A professional in the model railroad video industry has agreed to do a program for the March meeting. To provide proper facilities for his presentation, we will again meet at the library. There was discussion regarding offering some sort of compensation or gift in return for the presentation, but no motion was made.

Respectively Submitted

Stationmaster Brian d'Entremont

**Minutes – Regular Meeting
10 January 2007
Central Railway Museum
Special Meeting**

The meeting was called to order at 7:21PM by club president Jim Reece with approximately 15 members in attendance. Also in attendance were Mr. Mac Martin, Mayor of the Town of Central, Mr. Eddie W. Nail, Jr., President of the Clemson Area Chamber of Commerce, and Mr. Bobby Ballentine, Chairman of the Central Area Business Council.

Purpose of Meeting

This meeting was called with the purpose of generating ideas regarding future cooperation between the CRM&HA, the Town of Central, the businesses of Central and surrounding communities, particularly with regard to hosting an annual festival/train show. Mr. Nail explained that he had contacted member Bob Folsom and was particularly interested in what possibilities we had in mind, when we would open, and our intended geographic reach (i.e. local, regional, or national) in terms of visitors and shows. Mr. Martin explained that he was interested in a town festival, but one that was more efficiently organized and setup than Heritage Festival of past years in which the club used to participate. He cited difficulties in essentially planning the festival from scratch each year and proposed that, in a show centered around the permanent facility of the clubhouse, we could map out yearly spots for vendors in the various "green spaces" around town.

Member Rob Seel explained that the club's previous experience included 12 years of hosting train shows (with modular layout and invited vendors), the largest being in conjunction with a regional conference at the Greenville Hyatt drawing thousands of people and about 40 vendors from around the Southeast. During this large show, non-rail events were also provided for spouses of conference attendees. Mr. Seel further explained that we had already taken steps to host a large two-day show at the State Fairground in Easley, providing additional experience and avenues for drawing people into a subsequent show in Central.

Full Scale Opportunities

Member Mac McMillin explained his idea for creating a "true railroad museum" and "true railroad festival" by restoring track on the old spur line that previously served the textile mill. This would allow running of motor cars and giving of rides during festivals and could even include a small diesel locomotive and the town caboose. Mr. McMillin says that the grading still exists, thus eliminating the great majority of work involved in laying track, but he does not yet know who owns the right-of-way. It was later suggested that the

right-of-way could be shared between track and a Rails-to-Trails style paved path, possibly embedded in the track streetcar style. This perhaps would also bring additional sources of grant money.

It was suggested that we could get NS involved. Mr. McMillin indicated that there was no chance of getting use of NS rails, but others suggested that there was some possibility of getting a Southern or Operation Lifesaver painted or diesel parked at an event.

Grant Money

The possibility of getting hospitality tax money for construction and/or the festival was discussed. Mr. Nail suggested that the best way to qualify for hospitality tax was "to put heads in beds" or draw people to stay in local hotels. He gave examples of attracting crew (rowing) teams from northern states for training during the spring or sporting events that brought children and parents as previous efforts receiving such money. He said that grant money was also available to "produce a product" such as the museum. However, Mr. Martin indicated that the level of advance detail required for spending had presented problems in acquiring such money earlier for the museum. Mr. Ballentine indicated that the old Heritage Festival had funding from Picken's County and that applying such funding for 2009 show would have to start in Fall 2008 or possibly even earlier.

Festival and Opening Dates

Regarding dates, several members indicated that the museum could be open to the public by late summer or fall, the HO layout would be far from complete, but the heritage room could be up and running. We may or may not continue to use the modular layout as a display at this time. Given our current show commitments in February 2008 and renovation schedule for the museum, Mr. Reece suggested spring 2009 as an earliest date for a show in Central. Mr. Seel suggested avoiding dates of local (non-rail festivals). Mr. Nail indicated that that in the past local festivals had been scheduled on the same day and that he saw many of the same people at each. There was some discussion of the fact that it may be in fact favorable to pick a date coincidence with another local festival so that people could make a day of the two events. Mr. McMillin mentioned the Gas Engine and Tractor show in Pendleton as a local event attracting people of similar interest.

Town's Rail Heritage

Several ideas were suggested for promoting Central's "authenticity" as a railroad town. These included signage and marking of locations of previous railroad structures (such as the hotel, shops, locomotive change facilities, and water tank) either permanently or with flags during shows. Sandborn Fire Insurance

maps were proposed as a source of historical information regarding structures. Mr. Martin proposed reinstalling a Charlotte/Atlanta direction and distance sign at the traffic light downtown to emphasize the significance of the name Central. It was also suggested that a railroad mural could be painted on the back wall of one or more of the main street buildings backing up to our building. The show could also include contests such as railroad quilting. Mr. Nail advocated a brochure about the town's rail history.

Facilities for the Show

Although the Mr. Martin had proposed allocating dealer space outside, this was met with skepticism from club members due to security and weather problems, particularly for a multi-day show. The firehouse was proposed and generally agreed to be too small as a sole location. The Rec. Center was also proposed, but the availability is unknown. The suitability of large rental tents was also discussed.

The possibility of bringing in other vendors, such as crafts, to entertain the non-rail crowd was proposed as well as the idea of bringing in non-rail attractions. Mr. Reynolds suggested the Town of Pendleton's 1938 Dodge fire truck as a possible attraction.

Committee / Follow-up

The tentative event schedule discussed, was a ribbon cutting type of local event, in the fall of 2008 followed by a show/festival in the spring of 2009. A committee was formed to discuss the matter. Rob Seel and Jim Reese volunteered for the committee. Dale Reynolds and Bob Folsom were suggested as possible interested parties. The CRM&HA will arrange a meeting schedule for the committee and Mr. Nail and Mr. Ballentine will arrange to have a representative of the local business council or chamber of commerce to attend committee meetings.

Respectively Submitted

Stationmaster Brian d'Entremont

Emergency Telephone Numbers By Bruce Gathman

I found this list of emergency telephone numbers for the major railroads. They are to be used if someone happens to notice a dangerous situation along the tracks or on a train.

Norfolk Southern 800-453-2530
CSX 800-232-0144
Union Pacific 888-877-7267
BNSF 800-832-5452
Canadian National 800-465-9239

Canadian Pacific 800-716-9132
Kansas City Southern 877-527-9464

Important Dates in RR History March/April By Bruce Gathman

Mar 1 - U.S. Congress passes Standard Time Act, 1918
Mar 19 - U.S. Government privatizes Railroads after WW1, 1920
Mar 25 - World's first passenger run, Swansea to Mumbles, U.K., 1807
Apr 18 - Burlington Zephyr dedicated, 1934
Apr 23 - Westinghouse patents first air brake, 1886
Apr 30 - Casey Jones rides into eternity, 1900

Comment By Dennis Moriarty Newsletter Editor

No one but Bruce sent in an article for this issue of the newsletter. Therefore I consider that you gave me a blank page. I will attempt to fill it. My plan is to write 5 articles in the next two days. To emphasize that you don't have to write about earth shattering subjects, I will pick three topics that may be considered mundane. Another article will be about the club and to praise you the members. The final article will be about a required subject, the train show. Brian d'Entremont and I took some pictures at the show and some of the better ones will be included. I know that a lot of you have RR related topics that you can write about.

Blank Page By Dennis Moriarty

Talk about a mundane subject, the first subject is about a blank page. Let's see what we can do to make an article about a blank page!

I was thinking about some of the hobby and sport interests that I have gotten involved with during my what seems like short 70 years. I will attempt to list them and briefly discuss them in a chronological order starting from when I was very young to the present day. All of these had one thing in common; I got into them because I love to learn about things. I became somewhat proficient in some of my interests and found that I had no talent in others.

Believe it or not, the first thing I can remember being interested in was trains. My father was instrumental in getting me started. It was during World War II and all manufacturing was stopped except for the war effort. He managed to find an O gauge Lionel electric engine and two passenger cars that was made in the 1930's before the war started. It was used but I didn't care it was in good shape and I was in heaven. It even had a big light bulb for a headlight. I was hooked and all through my elementary years I spent every bit of cash I could get my hands on buying track and later after the war a new steam engine and some freight cars. My mother let me run track all over the house but I had to pick it up each night, so I ended up with a figure eight on my bedroom floor. By then I had one of the big Lionel Transformers with two handles so that I could run both trains on my figure eight. I soon learned about blocks so the trains would not crash at the crossing.

Some of the other things that interested me were:

An Aquarium: I kept it in my room with wild fish and other creatures that I caught in the lake or swamp near my grandfather's cottage. I learned a lot about nature and filters etc.

Fishing and canoeing: I started young at my grandfather's cottage. Later in life my father and I took several trips into the Ontario wilderness. One trip we actually went north of Ontario down the God's river. This was a real learning experience as we had to take everything with us in the canoe and we sometimes traveled 300 to 400 miles where no one had been in years. If we made a mistake and forgot to bring something we needed, there were no stores to buy it. We spent a lot of time with a blank piece of paper writing down everything we needed to be packed in our three "Number One Woods packs". Every thing had to

be lightweight, as there were many portages around waterfalls and from lake to lake.

Skiing (snow and water): I started at age 7 but really didn't learn the proper way to snow ski until I was in college. During semester breaks about 150 of us went up into Wisconsin on ski trips. Two others and I were the only ones with any skiing experience so we went off on our own. It turned out that one of guys was the Austrian down hill ski champion. He was an exchange student. The other guy was an exchange teacher from Japan and an Olympic ski hopeful. They both worked with me so I ended up with an Austrian/Japanese ski style. But it was fun learning.

Ham Radio: Now this was a real learning experience because you had to learn Morse code, basic radio procedures, FCC rules and about how ham radios and antennas worked. We even had to draw schematic diagrams of the various pieces of equipment in order to pass our FCC license exams.

Woodworking: At age 16 my father bought me a Shop Smith all-purpose tool which I still have to his day. I used it on many projects including the construction of a 25-foot long and 15 foot wide three-hulled sailboat.

Football: Of course High School football was invaluable in teaching life lessons and for my present enjoyment of watching the games on TV.

Stained glass: I went through a phase where I build many stained glass objects. The really fun part was learning how to cut and grind glass and how to assemble two and three-dimensional objects.

Sailing: Since I built a sailboat I had to learn to sail it. I docked the boat in Lake Erie and had to learn the Coast Guard rules on the Great Lakes. I read many books on sailing and took the Coast Guard course on boating.

Painting: I once took a course in oil painting. I enjoyed learning about it but quickly gave it up when I found that I didn't have the motor skills for it.

Computers: I started out with an Apple IIe compatible and had to learn some basic to use it. Talk about a learning process. One of the first programs installed was a program on sailing. It was full of vector information on what to do with different wind directions. At that time you could not buy much software so if you wanted something special you had to buy a book with a program printed in it and type the program into the computer. You could then save it to a floppy disk because there was no hard drive.

Cruising: In my old age my wife and I enjoy cruising around to various world ports. Some of the fun is planning the trip and selecting the ship etc.

Writing: We have finally gotten to the topic of this article. All of the things above had two things in common. One they were all something to learn. And two they all started with as a "blank" saying what do we do first and where to we go from here. The best example is painting on canvas. The hardest part is deciding what to put on that blank canvas. But once the decision is made the work can progress. This is equally true with stained glass work. What do you want to do? Make a lampshade, a light catcher, a medicine cabinet, a room divider or a stained glass window etc. But after that you have to decide whether you want a geometric shape, a flower, or anything else that your imagination presents itself with to put in the design.

Maybe the most difficult of all is starting with that blank page in front of you when you decide that you want build a train layout. Because after you get started you are pretty much stuck with what you put on that page. You have to decide if you want to build a toy layout, a model prototypical or freelance layout, or someway to display your train collection. The blank page is especially important when deciding on a prototypical layout. You have to decide what scale you want, what railroad company line you want, what part of the country you want to display, what year or era to model, and even what season of the year.

The same is true when you sit down to write an article. Put a title about any subject at the top of the page and start writing about it. I usually don't what is going to end up on the paper until I am finished.

The whole point is that in order to write a short article all you have to do is pick a subject and get your ideas on paper (or in the computer). You can make corrections later.

I hope this encourages you to try writing an article for the newsletter. It should be easy once you decide on a subject. The next two articles will be examples.

Tape and the Modeler **By Dennis Moriarty**

I was watching a TV program called Cool Tools. What was interesting was a segment on different types of tapes. Of course masking tape was shown. In addition was a masking tape that is sold with wrinkles manufactured in the tape. This tape can be bent around curves.

I have used old masking tape on the inside of model building windows. From the outside it looks like old

pull down shades. Masking tape gets darker with age, as do old style window shades. This really looks good in older buildings. At night masking tape is translucent with a light shinning from inside. If the tape on some of the windows is left at different heights on the widows the light from inside really makes it look realistic. Pictures of curtains and blinds cut out from colored newspaper ads or a catalog like J C Penney's can be taped on the inside of the windows. Be sure to completely cover the picture with masking tape or it will look strange when the inside light shines through the paper since the masking tape will show as a shadow. If you use a clear tape to hold the curtain picture in place, any picture on the backside of the paper will show through to the front when the light is on. Frosted tape can be used on bathroom windows. Another good use for masking tape is to hold wadded up pieces of paper together before covering with hard shell.

Painters tape is manufactured to define the edge of a painting project. It is not sticky enough to remove paint under it when it is removed. It is recommended that it be removed before the paint has dried completely. I use painter's tape to protect track when painting, plastering, applying ground foam or other messy activities. I originally tried packaging tape and masking tape but it left a sticky residue on the track that had to be scraped off.

Electrical tape has many uses besides its original intent. It can be used to protect, hold, and waterproof on many projects. For instance: Since it comes in colors it can be used for identification. If you intend to bend long thin strips of wood they must be soaked in water or they will break. You can use a long piece of plastic pipe held on a 45 degree angle with a cap on the bottom end. If you do not want to glue the cap on, you can use electrical tape at the joint for temporary waterproofing. Simply pour warm water in the pipe and insert the strips of wood to soften them.

Small rolls of aluminum duct tape can be purchased. This tape can be taped on the inside of the exterior walls of a plastic model building. The aluminum tape keeps the inside light from shinning through the translucent plastic building walls at night. It is easier to apply before assembling the building since window holes etc. must be cut out.

When in a drafting supply, paint, auto supply or hardware store, keep your eyes open for tapes that could solve some of your other modeling problems. Detailing tape (also used on car bodywork) can be used for making signs and diagrams such as on your layout control panel. Another good use for detailing tape on a layout is to show the center stripe on a road or hi-way.

Duck tape can be used to pick up glass shards and dropped parts off the floor or carpet. It can also be used to clean the junk off a file and to hold small parts before use. It can be used as a clamp to hold parts or walls together while waiting for the glue to dry. Carry a roll of duck tape in your car trunk to hold long items together when transporting them.

There are several types of double-faced tape that can be used to hold up pictures and mount items on the layout or backdrop. There are clear double faced tapes like Scotch Tape and thick foam double edged tape that can mount or splice things on irregular surfaces. Some people use it to hold track to the layout roadbed.

Copper foil tape is used mainly for stained glass work. But since copper is a good conductor of electricity it can be used for another purpose. The tape is flat and thin, and a narrow strip of copper foil can be cut longitudinally off the side of a piece of copper tape. This can be taped up the side of a plastic person before painting and used to power a lantern in his hand or up a plastic light pole to power a light bulb. Small gauge wire can be soldered to the bottom of the foil to supply power. Small LED's can be mounded in purchased plastic model road crossings. The tape will keep wires from showing. I am sure there are other ways copper tape can be used where wire would show, such as powering lights on a bridge or the outside of a building overhang.

I haven't tried it, but it looks like the fiberglass tape used to tape drywall joints could be cut to shape and used for model fencing. It would stick to the posts.

If you can think of other uses for tape, send them to me and I will include them in a future newsletter.

Soldering By Dennis Moriarty

Getting into the Ham Radio Hobby required me to learn how to solder electrical circuits at an early age. I built my first transmitter at age 14 and have built many other electronic and electrical projects since that has required soldering.

I had to learn completely different techniques when working with stained glass. Stained glass work requires taping each piece of the glass edges with copper foil (tape). After the piece is assembled all of the foil is soldered together. Some projects use lead came which is H shaped pieces of lead placed between all the pieces of glass and soldered at the ends. This work requires a much higher wattage soldering iron because a large volume of solder is used at one time.

Of more interest are the soldering techniques required when building a model train layout.

I recommend the following equipment for the majority of projects:

1. An electric soldering iron of no less than 23 watts and no more than 30 watts. The iron should have a pencil shaped tip that tapers to all most a point. Purchase extra tips for your iron because for some reason they deteriorate with use. If you cannot find extra tips or a soldering iron that excepts them purchase three or four irons as they are inexpensive.
2. A holder that is used while the iron is hot or cooling to keep from burning the workbench or objects on the bench. Throw away the little holder that comes with the iron and purchase one that is heavy and has a coil spring that you put the iron in. It sticks up in air so it is easy to find and you can put the iron in it quickly.
3. The solder should come on a roll and be not much bigger than a fishing line. Be sure to purchase rosin core solder. I recommend .32 (size) 60/40 rosin core solder. Radio Shack sold it by Cat # 64-009. Never, Never, Never use acid core solder on anything but water piping as it will corrode and stop electrical contact.
4. A small spray gun of water and a wet cotton rag. I recommend an old tee shirt. This is used frequently to clean the soldering iron tip, as the rosin tends to gum up the tip. Be sure to use a thick bunch of wet rag so you do not burn your hand. Cotton will tolerate a lot of heat. No not use nylon or other synthetic fiber cloth as it will melt on the iron. The little sponge that comes with the holder is almost useless.
5. A small brass fiber brush, a file, Emory paper, or even a course track cleaning eraser.
6. An old cotton wash cloth.
7. A pair of twisters will keep you from burning your fingers.
8. Some kind of desoldering tool. Two kinds made for the purpose work well. They make a rubber bulb with a heat proof tip that can be squeezed to give short burst of air to blow melted solder away. The other is a woven tape that will soak up melted solder

Soldering:

First put your iron in the holder and plug it in so that it can heat up when you do the next steps. Above all don't forget to unplug it when you are finished.

They say that cleanliness is next to Godliness. This is especially true when soldering. Most items that are soldered are brass or copper. These metals oxidize and this oxidation should be removed with one of the

items in item 5 above. If not you may get a joint with out good electrical contact and it might not stick.

The heat of the iron is important. If it is to cool or to hot you will have problems. People who do a lot of soldering will buy a thermostat to control the temperature of the iron. It is not necessary to purchase one for small jobs. You should know that different tips and different wattage irons put out different temperatures. Our 30-watt tip will work for almost all jobs. Since the end of the tip is thin it gives up heat easily. Cleaning it in the wet rag will cool it down if it gets to hot from lack of use. Don't worry about the water on the tip as it quickly turns to steam and evaporates. Doing several solder jobs in a row will also cool the tip. When soldering large objects, the object will remove a lot of the heat. The 30-watt iron will quickly recover while a lower wattage iron will take more time.

Tinning is putting a very thin layer of solder on the pieces to be soldered before making the connection. The advantage of tinning is that the item does not have

the mass of metal that it will have when connected to the next piece. This makes it easier to heat. I recommend tinning both pieces of wire before twisting to make a mechanical connection. The joint is then reheated and additional solder is added to complete the joint. Most beginners apply too much solder. The thin diameter rosin core solder makes it easier to control the amount of solder required. Most people recommend heating the wire before adding the solder. But sometimes I like to put the solder where the iron is touching the wire because the melting solder seems to conduct the heat into the wire better. Practice on some scrap material until you get the hang of it.

Soldering Track:

I think the majority of modelers are using flex track on their layouts. Flex track is made of a material that accepts solder. The problem is that most flex track has plastic ties. If you are not careful the ties will be melted when you heat the track to soldering temperatures. The following procedure will protect the plastic ties. The first method requires some planning. Before you put the track on the layout remove two,

three or more ties from the ends of each piece of flex track. Save the ties and clean them up to be inserted under the track after it has been laid. The removal of these ties makes it easy to install the track connectors and makes a good area to solder wire to the track. Before the track is installed is a good time to tin the outside of the track where a wire is to be attached. Soak your wash cloth in water and wring it out. Place the end of the flex track on the wash cloth so that the remaining ties are in the damp area. This helps keep the ties cool. Tin the track away from where the track connector will slide on but also away from the plastic ties. Tin a short piece of wire and solder it parallel with the outside of the track. Since both pieces are tinned, only a small amount of heat will be required to melt the solder. After soldering bend the wire down and drill a hole at the proper spot in the lay out and insert the wire in it when laying the track. Slide the loose ties under the overhanging tack and you are finished. If you have to add a wire to a track that has been installed, use the tinning technique as it requires less heat because you are not heating the mass of the track and the wire at the same time.



It is not a good idea to solder a lot of track together at the joiners. Track expands and contracts and will buckle if there are no expansion joints. A better idea is to connect the tracks with a wire jumper passed under the track joiner. This leaves a gap which will allow contraction, and if very small spaces are left between the track sections expansion. In my case, I haven't had any electrical problems without connecting the track with wire as long as I used brand new clean joiners when connecting the track sections.

The Fireman and The Genius By Dennis Moriarty

He gets up at 3:30 in the morning, steps out in the cold and wanders down to the yard. There is no one else around and the fireman starts fire in the big Southern Steam engines belly. The steam pressure builds and builds slowly and before it reaches the proper pressure the engineer steps on board and the mechanics lubricate and get the big behemoth ready to roll. The

fireman started the process but he didn't make the big machine lurch forward towards its destination. It was the engineer, mechanics and workers that got it going down the track. Also, the train would not be rolling if it were not financed by the Southern Railroad Company.

Albert Einstein was a great mathematician and some say genius. Einstein worked out the math that said that nuclear fission was possible. But Einstein didn't make the bang. It was the engineers, scientists, and workers that developed the atomic bomb. Also, the bomb would not have been built if wasn't financed by the federal government.

So too it is with the CRM&HA Inc. Around 1990, someone, our fireman/genius had a blank page and made the decision that since Central was a historical railroad town that it should have a train club. But he did not do all the work on the idea that he started. The club at that time had no funds, no home and no layout. The first members loaned the club the money to purchase the materials for the layout that a fireman/genius designed. I know this is a fact as I remember when several years later the last original member was paid back his loan. They also built the layout foundation and track, which has been added to over the years. Dues were decided on and by-laws were written. The City of Central didn't finance the project but they came to the rescue of where to build the layout. This was the first time that the City of Central became the club's benefactor by letting the club use an old storage room in the abandoned school just south of the Central Fire Station. The bank north of the firehouse let the first club members use their basement for meetings. The layout had to be moved because the school building became so bad because of disrepair that water was coming in from the roof down the two stories in the layout room. The ceiling plaster started falling on the layout. The city let us move to the northeast room, which you can still see today from the outside. The one with all the windows. The layout was there for a time and then we had to move the layout again. This time to a storage complex. As a footnote, the building was sold and the new owners rebuilt it into an apartment complex. During one of our layout showings at the firehouse the occupant of the apartment, that was built into the very room the layout was set up in, came over to see the layout in the firehouse. He was/is a Clemson College graduate student. He became interested in our club and is now an officer of our club.

I am not going to mention names in this article because in some cases I don't know whom the person or persons were and I don't want to slight someone who should be named that I neglect to mention. None of the founders of the club are still members. The active member who has been in the club the longest joined in 1992.

The club went along like this for a few years and then about 12 years ago new fireman/genius came along and on his blank paper decided that money must be raised in order for the club to prosper so that someday the club could have its own club house. He suggested and guided the club into putting on the public train shows. Again he didn't do it all himself it took the work of many engineers and workers to get the job done. In addition money was received because some of our members helped with other clubs train shows. After paying off the founding members the club's finances have grown each year thanks to the work our members did at the train shows. Putting on a train show is not easy. Many jobs you may not have thought of are accomplished. A partial list consists of planning, finding a place to have the show, negotiating a contract to use the facilities, making drawings of the facilities for planning, advertising, designing and handing out flyers (some of our members have taken flyers great distances to be at other clubs shows), mailing flyers to dealers, lining up our paying vendors and figuring out where they will be placed in the show, cleaning and checking the club layout ahead of time, loading the layout on a truck, unloading it and setting it up, operating it during the show, tearing it down and taking it back to storage, manning tables to collect entrance fees, collecting table rental fees, sending the tables, back, some times selling food, cleaning up and having a good time while doing all this. The club has put on train shows at the Assembly of God church in Seneca, the Seneca national guard armory, Mutts restaurant in Easley, a small one in the Central Fire House, and now our latest and greatest at the Pickens County Fair Grounds in Easley. Another Fireman/genius brought up the idea of putting on this major upstate train show, which turned out to be a great success. This would not have been possible without the hard work the members put in on earlier train shows to give us enough up front seed money to accomplish this monumental task. And all the work done in the last few months to make it a success.

Now finally we can all be proud of all the work that brought us down the track to our final destination the new club house and Central Museum. The leadership in this club through the years has been outstanding and the last two years has been no exception. For years we have been bugging the City of Central to let us have the old railroad station for a clubhouse. I think that with this in the back of City fathers minds, they thought of us when the Allen House became available. Again the City of Central came to our rescue. They wanted to salvage the historical building and we wanted a place of our own. Our club leaders went to many city meetings and patiently worked out the details. This is a great marriage. The City agreed to put on a new roof, renovate the outside of the building and to install heating and air conditioning and pay for

any materials that we used on the building itself. Then our next set of Fireman/geniuses went to work mapping out the building, deciding where the new layout will go, what walls should be removed and etc. Next came the engineers and wrecking crews to tear out the old interior, workers to install electrical because the city could not find a contractor to do it, insulate, and drywall. One of our members even agreed to see that a proper alarm system was installed Soon the work on the layout will start. When it is all complete and the members are sitting around the potbellied stove with their feet up, I am sure that a new Fireman/genius will hold up a sheet of paper and exclaim, "I have an idea".

Everyone involved with this club can be proud of their accomplishments.



**The 2008 Train Show
By Dennis Moriarty
Pictures by
Dennis Moriarty and Brian d'Entremont**

The 2008 train show was the biggest train show ever attempted by the CRM&HA Inc. 55 vendors and 1480 adults attended. I believe we had as many or more children as adults attending, so we may have had over 3000 people come to the show. This may have been the largest train show ever in the Upstate of South Carolina. The facilities were old but adequate for our needs. The hall was about 300 feet long and we almost filled the entire room. There was plenty of parking spaces outside. My Saturday shift started at noon and I had a trouble finding a place to park near the entrance door.

Many men who did not bring their families came to purchase entrance tickets. Most of them were asked if they were modelers and if they were interested in joining our club. We had so many that we ran out of fliers promoting our club. The hope is that we have attracted some new potential members.

The organization by our club in making this event happen was outstanding. It was obvious that the advertising in the local papers worked well as many families came with their children. One single man came with 6 children. I told him that he was brave. Modelers came from far and wide. I talked to people that said they came from Michigan, Tennessee, Missouri, and some that said they drove 3 hours to get there. Many people came from Columbia, Charlotte and Asheville. Most of these people were attracted from the fantastic flyers that were sent out to hobby shops for miles around and taken to other train shows. A club came from Athens and set up an outstanding portable N scale layout.

Club members handled the vendors, the tables, our club layout and all the things required to keep the show moving smoothly. Everyone involved did a fantastic job.

The one thing that was really great was the large number of children that attended. If we are to keep our hobby alive we must get the young crowd interested so that when they grow up the train and accessory manufactures will stay in business as they get interested in getting a layout of their own. I'll bet that most of our members got interested when they were youngsters. Exhibits especially for children set up at the end of the hall and were well attended.

Everyone involved can be proud of themselves.

The next five pictures show the activity on Friday Night





Saturday
The following 3 pictures
show how big the hall is.

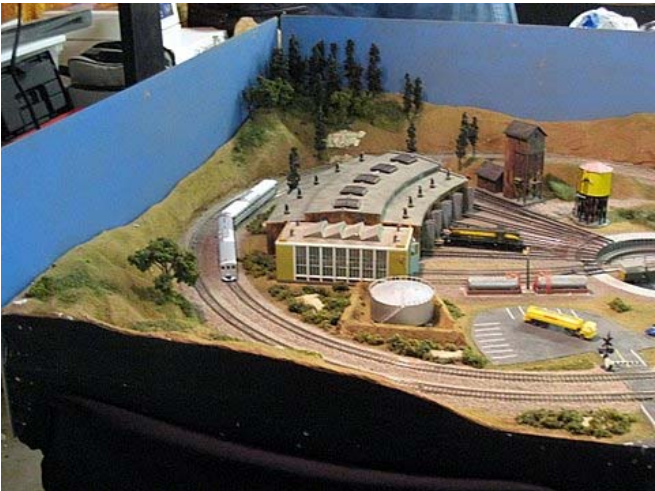




There was a lot of activity at the HO scale CRM&HA Inc. Layout



A Club from Athens Ga. brought their fine N scale layout to display

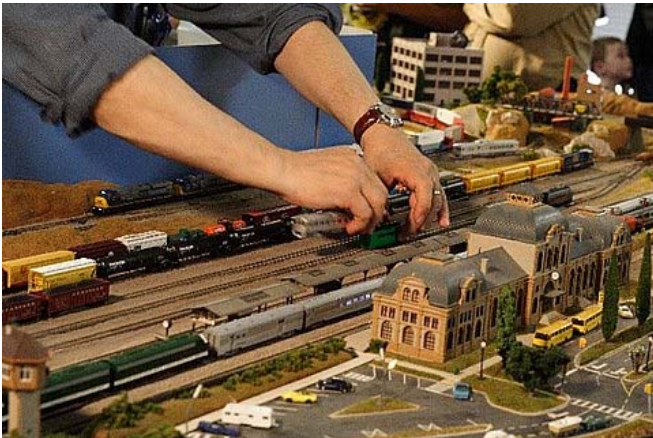




An area was set up in the back of the hall for the children that came. It looks like they had a ball. The children especially liked the Thomas Engine.



The Athens Club had a TV set up showing pictures taken from a miniature dental color TV camera mounted in front of this N scale motorized passenger car. The second picture shows how small it is.



Dave Garley brought a bit of whimsy to the show. Dave is proud of his 18" gauge homemade train on G scale track. Dave calls it 30-millimeter scale. Dave said that 18" gauge was used in England.



People got their pictures taken in the Motorcar brought by the South Carolina Railroad Museum.



Two happy vendors, a father son team.



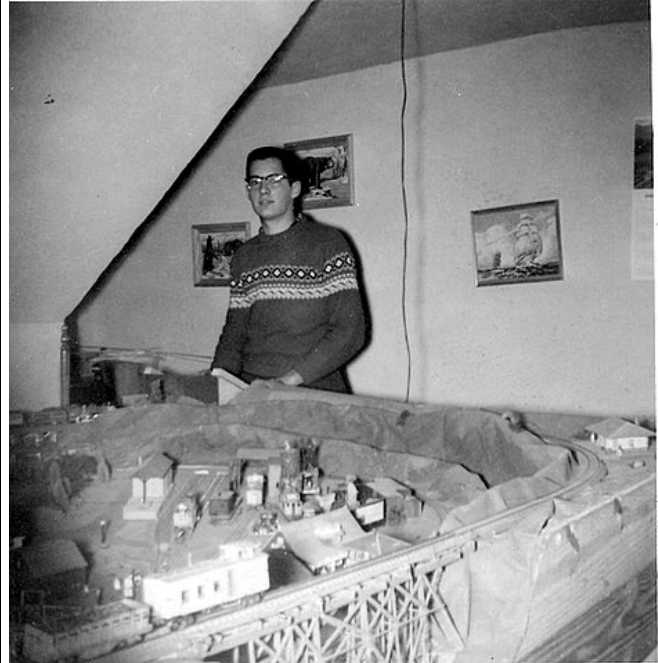
A nice close up



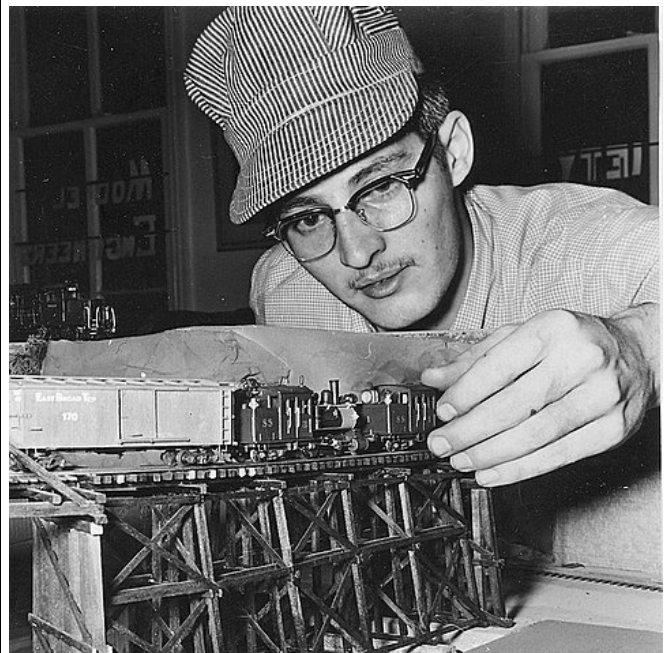
Club Members Present and Early Layouts

Following are early and present layouts of some of our members. It is hoped that we can fill this section of the newsletter for several issues. Please consider emailing your pictures for the next newsletter. They can be from any era.

The following is from Steve Zonay



First is my first HO standard gage layout as a teenager. You can see that I was building bridges back then!



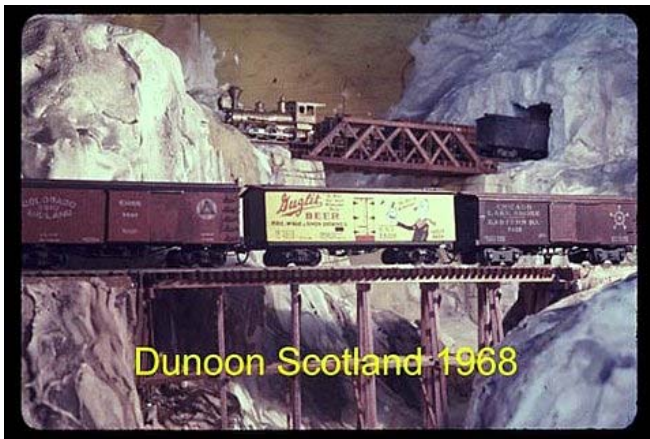
Second is HOn3 on our club layout after I got out of the USAF, with my train on a bridge I built.

The following is from Howard Garner

Not shown but I have some photos from 1970, Bremerton, WA; 1972 Charleston, SC; and 1980's Goose Creek, SC.



The 1964 layout never got past the point shown. This was built in the hobby shop at the Bremerton (WA) Shipyard. Hand laid code 70, 10-inch radius. Motive power was the old kidder mogul. This was my first layout as an adult.



The 1968 was a 2 by 10 layout along the wall in the bedroom of our flat in Dunoon Scotland. Again all code 70 and hand laid. Scenery was the then new hard shell and "zip texture".



The mid 70's in Virginia Beach I did not have a layout, ended up working in a hobby shop instead.



Howard – What is Zip texture???

The Following is from Michael Childress

Here are two photos from my layout (sorry, I'm not in either one).



**Franktown, NV circa 1876
Virginia & Truckee # 22 (Inyo) heads up
the Lightning Express between Reno and
Virginia City.**



**Gold Hill, NV circa 1876
Virginia & Truckee Virginia City switcher #
21 (J.W. Bowker) collects two ore cars
from the Morgan Mill.**

Interesting Web Sites

<http://www.railsnw.com/>

Note: the following is one website.

http://images.google.com/imgres?imgurl=http://web.olivet.edu/gradusers/nhenric1/map_big.gif&imgrefurl=http://web.olivet.edu/gradusers/nhenric1/Riding.html&h=342&w=540&sz=22&hl=en&start=3&tbnid=yLLyxsT7cniPFM:&tbnh=84&tbnw=132&prev=/images%3Fq%3Drailroad%2Bmap%2Bof%2Bthe%2Bunited%2Bstates%2B%26gbv%3D2%26hl%3Den%26sa%3DG

Tips

Recovering dropped parts.

I know this problem has been covered before in a newsletter but a method not discussed previously is to use a sandwich bag and a magnet to pick up small iron parts. Turn the bag inside out and put the magnet inside.

Run the bag over the carpet or run it over the entire track on a layout to pickup loose track nails or other small iron parts. It is also an easy method to pick up parts off of a worktable. After collection, turn the bag right side out and remove the magnet. All the parts will be collected in the bag. The method mentioned in an earlier newsletter will pick up iron and non-metallic parts. Place a piece of women's panty hose over the end of a vacuum cleaner nozzle and collect the parts in the panty hose before the parts go into the vacuum cleaner. Tape was also mentioned in the Tape Article above as a safe method to pick up broken glass.

Cleaning rolling stock wheels.

Mount a 2-foot section of track on a piece of wood. Place wooden stops at each end. To clean engines, place a piece of paper towel over half of the track and soak about 3 or four inches with liquid track cleaner. The track is powered with a 12-volt DC power supply. Hold the engine so that the wheels at one end are on the track and the wheels at the other end are on the wet towel, While the wheels are spinning, move the engine back and forth until the front wheels are clean. Then let it run a little up into the dry towel to dry them. Repeat the procedure for the other end. I had the idea of putting a pencil with a good eraser into an electric drill mounted in a bench vice. Turning on the drill I held the wheels of a boxcar next to the turning rubber until the wheels were spinning while holding Q-Tips soaked in track cleaner against the wheel to clean it. Well it didn't work. The Q-Tip would not get into the corner of the wheel and the drill started to overheat. I

went back to the cleaning track and to my surprise rolling the car so that the wheels ran through the wet paper towel and up into the dry part of the towel several times cleaned everything off the wheels. I was amazed at how dirty the wheels were. There were long black streaks on the paper.

Please send in your tips for future newsletters.

CMR&HA TRAIN CREW

Engineer and CEO: Jim Reece
General Division Super: Rob Seel
Stationmaster: Brian d'Entremont
Paymaster: Howard Garner
Large Scale Division Super: Bob Hanson
Program Chair: Dale Reynolds

2008 Activities & Meeting Programs

2008 programs
By Dale Reynolds

I am looking for programs for April through November. Richard Nichols will do 'Apple Valley Layouts', I will do 'The Blue Ridge Railroad', so please be thinking of what you will present, and just as importantly, what you want to have as programs next year. I will bring up programs up at the March meeting which is of course after the train show.

March: The March program is entitled 'model photography' by a friend of Sandy Eustis.

April: TBA

Contact Dale Reynolds (Program Chairman) if you can do a meeting program next year.

Club Mail Box
PO Box 128, Central SC, 29630.

Paymaster Mail Box
(For Membership Applications and Dues
Payments) PO Box 826, Pickens, SC 29671-0826

**Central Railway Model & Historical Association
Membership Application**

Name: _____ **Date:** _____

Address: _____ **Phone:** _____

City: _____ **State:** _____

ZipCode _____ **E-Mail Address:** _____

1. Declared Interest Group: (Circle yours) Modeling Collecting RR-History Railfan General
2. Other Railroad Interests: _____
3. Modeling Scale: Z N HO S SN3 O G (Circle yours)
4. Railroad Memberships: NMRA NRHS Other? _____
5. Do you have a home layout? Y N Open to Visitors? Y N
6. I can help the Association by:
 - Working on one of the modular projects
 - Helping with set-up and operation of layouts at shows.
 - Organizing an excursion to a show or museum.
 - Serving on a committee (i.e. Audit, Publicity, etc.)
 - Serving as Officer or Director.
 - Preparing a short program for monthly meeting.
 - Other: _____
7. Please record my membership in the Association for the year. Enclosed is my (check) or (cash) for \$25.00, Send to CRM&HA, PO Box 826, Pickens, SC 29671-0826. Phone (864) 878-4705

Signature _____