



# The CRM&HA Newsletter

**March/April 2000**

**Dennis Moriarty/Editor**

**Volume 9 Number 2**

**Meetings are held at 7:30 PM on the 3<sup>rd</sup> Thursday of the month at the Central SC Library.**

## **Editorial by Dennis Moriarty**

Bob Hanson and his crew put on a great train show despite the rain. We had more vendors this year, but the rain caused the turnout to be a little less than last year. Everyone worked hard and there were few clichés. All of the suggestions made during the year were implemented. If anyone has any more suggestions for next years show please contact one of the officers.

The above picture is for Rob Seel's benefit.

**Please support the newsletter** by submitting articles, news and or information. If you don't wish to write please give me a phone call. E-Mail, copy on disk and written contributions are most appreciated. My address is Dennis Moriarty, 519 Beacon Shores Drive, Seneca, SC 29672. Phone 864-888-2332. E-Mail MQK @ carol.net.

## **Thank you!**

**Thank you** Rob Seel, Rodney Cowen, Bob Folsom, Curt Ehmann and Ralph Milz for your contributions this month.

## **Thank you!**

We wish to thank Clarence Harold of **Realty Executives** in Seneca for printing our newsletter at no cost to the club.

## **CEO's Message**

### **By Rob Seel**

**It's is time** once again, folks, to review and reflect on our 4th Train Show. What worked well? What can we do better? We may be able to take a month's rest before we start planning the next one!

**Generally speaking**, the displays worked well. Many people enjoyed watching Bob Folsom's DCC demonstration, as well as the new lights and crossing signals on the HO layout. Bill Hughes' N scale "dresser top" layout is always intriguing, and Bob Hanson's G gauge trains were a plus.

(We missed you, Curt!) Thanks also to Steve and Howard for rounding up all those excellent dealers, and to Ed Painter, member-emeritus, who came down to help out. Good to see you again, Ed.

**On the flip side**, we should probably get our advertisements out to the magazines sooner. I guess 3-month's advance notice isn't long enough anymore. But, unfortunately, there's not much we can do about the weather. The last 2 years brought rain, but not quite like the hailstorm at opening time this year. Maybe we ought to consider holding our next show

during a summer drought -- either attendance will be up or local farmers will be grateful!

**Biggest thanks** go to our wives and families who cooked and served lunch and refreshments and for Mr. Hanson for organizing the whole shebang.

Refreshments add warmth to the event (not to mention the chili), and I regret feeling too run-down to eat anything. Bob H, you get the "Shiny Whistle" award.

**Promotion**, though, should be on our minds. We share the Greatest Hobby in the World, and we ought to be driving our friends and neighbors crazy with our past time. Building custom layouts in my garage has presented good opportunities for friends to bring their children over (a likely excuse) to see the work in progress. Also, getting our club fliers on the upstate hobby counters is essential. Hey, check out the Library bulletin board when you come to our next meeting -- there's a flier for us on it! It's good to build membership, but it's better to prolong the life of our hobby and the diversity of the market by getting young people hooked on trains. Our future depends on it!

## **HO-Division Report**

### **By Bob Folsom**

I have thoroughly enjoyed the first few weeks of being Division Superintendent for the HO Interest Group. I appreciate the help and interest from those of you who are not necessarily HO gaugers, and I hope you had an enjoyable experience helping us get the layout ready for the show.

**Some of the work** on the layout and helping get it ready for moving to the church was also done by non-members, and members-to-be. At the risk of overlooking someone, I would like to give credit to everyone I can think of who was involved in some way or other.

**Credit for** the new yard lead goes to especially to Jay Jablonski and Allen Lohman as well as Ron Keith. Installation of new connecting track sections and leveling of joints between modules goes especially to Mitchell West, Allen Lohman, Jay Jablonski, and Brian Miller, a visitor from Florida.

**Installation of** the crossing flashers and bell goes especially to Steve Zonay and Tim Bean.

**The farm module** scenery was mostly done by Radim Sevcik, and finished by myself. Radim has since moved to Florida.

**John Thorpe**, Pat Street, Pete Sheriff, Maurice Adams and Evan Lohman (Allen's son) helped move and set up the layout.

**Bill Hughes** did some repair work on the coaling tower in the engine terminal.

**Rob Seel** had been working on the station module since last fall. With the help of Tim Bean, Steve Zonay and myself, Rob created a really dramatic lighted scene.

**The next phase** for the HO layout involves finishing up the scenery on the corner module that has the new yard lead; building a new control panel for the yard, more ballasting and attention to the looks of the connecting track sections; remote control (either electric or manual) of a number of switch machines; building or finishing club equipment, especially that acquired from Dick Harshman; and the addition of new modules that may include some inside corners.

**I added** a few extra electrical connections enable the entire layout to be operated by Digital Command Control when desired.

**The layout** will still be residing at my house; I am remodeling the basement and need a month or so before we can set the layout up again. When I get to that point, I will plan a "setup party". All club members are welcome to participate in working on the HO layout, regardless of your own personal railroading interest. I feel that my role as division superintendent is to enable everyone to be involved as much as possible, and to learn new modeling skills.

**Again, thanks** to everyone who participated in preparing the HO layout for the show, and as soon as we get it set up and running again, I encourage you to attend operating and work sessions.

#### **Minutes of Regular Meeting**

##### **January 20, 2000**

President Rob Seel opened the meeting at 7:30 P.M. 15 members and 1 guest, Joshua Torell, were in attendance.

**The minutes** of the December meeting were previously reported in the January/February newsletter, and accepted as printed.

**Treasurer Ralph Milz**, presented an annual report for 1999, showing receipts of \$2,399.20 and disbursements of \$1,538.02. Combined with the balance on hand at the beginning of the year resulted in a balance of \$5,215.16 as of December 31st. An Auditing Committee of Bob Folsom and Curt Ehmman were appointed to perform the annual examination of our financial records.

**Ralph also reported** a paid membership for 2000 at only 13, and asked that all dues be sent in promptly. As in the past, dues are \$20 per year and new addresses and phone numbers should be included.

**Chuck Lafoon**, through his Rail & Spike train store had previously agreed to set up, or store, parts of our N Division layout. Bill Hughes will move the layout by February 28, so the treasurer was asked to notify the Storage Company to cancel our contract at that time.

**Final plans** for the Annual Train Show to be held on February 12 were discussed in detail. The HO layout

will be moved, beginning at 6 PM on Friday, February 11 to The United Assembly of God facility on Highway 123.

**The show hours** will be from 9 AM to 3 PM this year and the premises must be vacated by 5 PM. Some 25 tables have been rented by 11 dealers at this time. Two clinics will be held, after the NMRA Palmetto Division meeting, and Home layouts will be open to viewing at the invitation of Howard Garner, Bob Springs and Steve Zonay.

**Howard Garner** reported that our club was almost assured of the sponsorship of the 2002 NMRA Regional Convention. We will have a table at this year's convention to advertise our bid and to circulate handbills. The Hyatt Hotel in downtown Greenville is being considered as the Convention Headquarters.

**Tonight's program** is a Video on the Space Center Railroad at Cape Kennedy, Florida, presented by Maurice Adams. The program for February will be presented by Chuck Laffoon.

**John Thorpe** reminded members of the Association's Web site, which he designed and is about to update. He asked for ideas and pictures that might be added to attract more interest in the site--and the Association. Members can check out the site at <http://central-railway.tripod.com>

**The meeting** was adjourned at 8:25 PM. The next meeting will be held on February 17th, with a program presented by Chuck Laffoon.

C. J. Ehmman, Stationmaster

#### **Minutes of Regular Meetings**

##### **February 18, 2000**

**Engineer and CEO Rob Seel** opened the meeting at 7:30 P.M. 15 members and guests were in attendance.

**The minutes** of the January meeting were read and accepted.

**Paymaster Ralph Milz**, presented the financial report which included most of the train show expenditures and receipts. The show took in \$1,136.25 and the show expenses were \$378.65 so the train show's profit was \$757.60. The total cash on hand as of February 17, 2000 is \$6242.76.

**Ralph also reported** that only 20 people have paid their 2000-year dues and asked that all dues be sent in promptly.

**John Thorpe** reported that the club web site has been updated with several changes and additions. The web site address is [HTTP://central-railway.tripod.com](http://central-railway.tripod.com)

**It was reported** that the N-scale layout has been moved to the Rail & Spike Hobby Store in Easley for storage and or display. Chuck Laffoon was thanked for letting us keep it there at no charge. This is saving the club \$40 per month in storage unit rent.

**The train show** was discussed at length and it was reported that 22 tables were rented. The HO layout worked very well with the exception of one yard track. The crowd seemed very interested on the DCC

demonstrations that took place during the day. There was heavy rain during the day. The NMRA was pleased with the turnout at the workshop. Mac suggested we build a step so younger children could see the layout better. Someone suggested the step have handrails. At least one new member signed up because of the show. There may be a few more coming.

**Bob Folsom** thanked all those that worked on the reworking of the HO layout and stated that his layout room will be remodeled. He is planning to set the layout back up when he is finished. He will let the club members know when he needs help.

**There is no word** yet about the club's bid to sponsor the 2002 NMRA Regional Convention. However, we are the only club that has applied.

**The program** was an interesting Video about train crashes in the 1940s and 1950s presented by Chuck Laffoon. The program for March will be by Mac McMillin and April by Bob Folsom.

D. C. Moriarty, acting Stationmaster

#### **Club HO Layout**

Work on the club layout at Bob Folsom's house is has been postponed until Bob's train room is remodeled. See Bob's HO Division Report.

#### **Trains Before Radios**

**By Rodney Cowen**

**How did** the head end of a freight train know where the hind end of the train was before they had radios?

**When the train** was on a curve and had over a hundred cars, how did the engineer know where to stop when pulling out of a siding with hand operated switches that had to be closed after using, or to pick up the conductor who was dropping back to the rear after checking on a hot box or something else?

- Was it: A. An educated guess?  
B. Marks indicating how far the conductor or switch was back?  
C. Counting telegraph poles?  
D. Way side phones?

**If your final answer** was C. you are right. All lines, whether a main or branch line, had a line of poles along one side. Those poles were 100 feet apart or about two and a half car lengths. The head end man would stand in the gangway of the engine. When he had counted forty poles, he would tell the engineer a hundred cars. Then the engineer would shut off and stop. Hopefully the hind end was near where it was supposed to be. After five minutes the engineer would whistle off and proceed.

**If the hind end** had trouble closing the switch or other problems, there was always the emergency valve. Of course the train couldn't move if this valve was open. When the problem was solved and the valve closed, the engineer would see the air pressure building up on his gauges and know it was all right to proceed.

**Today the poles** are gone and some of the cars are almost as long as was the distance between poles.

#### **Trains on Charlotte to Columbia Run?**

**Submitted by Bob Folsom**

There isn't room to put in the whole article, so the article is paraphrased. (Ed.)

On September 14<sup>th</sup> a demonstration passenger train was run from Charlotte to Columbia. This was to show the feasibility of starting regular passenger service by Amtrack. Smaller cities of Rock Hill, Chester and Winnsboro may also be considered for stops. Many dignitaries and Mayors from the cities rode the train and were excited about the prospect. The problem is that it would cost two million dollars a year to operate, plus line improvement costs. A team effort between the cities and both states will be required to make the passenger service a reality. Contact Bill McIlwain, Rail Program Manager for the SCDOT for more information.

#### **Inside/Out**

##### **Quarries**

**By Dennis Moriarty**

**Sometimes** it is desired to have a river canyon have the step look of a quarry. Many years ago rock walls were quarried along riverbanks so that the blocks of rock could be slid down the bank to the river. There they were loaded on barges or boats and taken to an unloading site near a road or railroad track. To achieve that look I laid up layers of blue board foam in a step fashion, gluing each layer with paneling glue. I found that without a hot wire foam cutter that the job was messy and slow. An electric kitchen knife helped keep the mess to a minimum but it was still a slow process. There were several pieces of acoustical ceiling tiles left over from doing the ceiling in the train room. I found that these could be broken by hand over a sharp corner and glued together with hot glue. This made the job go much faster. It also had the more irregular look that I was after. I supported the bottom with a strip of wood and added another at the top to support the whole riverbank. The top piece of riverbank was hot glued under the top wooden strip. To make the top strip of wood look natural I used a drill saw held on an angle to scarf the strip of wood in irregular shapes. These saws are very useful around the layout. They look like a drill bit but have sharp cutting edges along the length. When put in a high speed drill motor, they cut sideways. Since the saw has a drill bit on its end it can be used for cutting and shaping irregular sized holes as well as for regular sawing. After the riverbank steps were in place I covered the foam and ceiling tiles steps with drywall compound using rubber gloves and a brush. I am well pleased with the results. I also found that the backsides of ceiling tiles are very dense and flat. The tiles can be used for building platforms and sidewalls etc. where flat wood might also be used.

#### **Tip of the Month**

**By Dennis Moriarty**

If your layout is being built on a concrete basement or garage floor, first paint the floor with polyurethane or other smooth floor paint. This will make clean up of spilled Hydrocal and paint much easier. It also keeps the dust down. This keeps the layout cleaner and the floor is a lot easier to sweep.

Another tip, put an old plastic bag or piece of plastic inside the drywall compound can directly on the compound. This keeps the compound from drying out as fast.

#### Reminder

Save those Crepemyrtle branch cuttings to make trees out of for your layout. They make excellent trunks and branches. See the earlier article or come to the May meeting to see how to make great trees from Crepemyrtle.

### ASraillD ZfansD

#### At the January meeting:

Steve Zonay talked about narrow gauge tracks at a Palmetto brick factory.

Rodney Cowen saw a double stacked container train with BN power and 60 cars.

#### At the February meeting:

John Thorpe found some information about English trains in the 1800's while doing a genealogy study. Mac McMillin talked about an abandoned Atlantic Coast Line track he found near Lynchburg SC. Also, what is found near the Hartwell Ga. train station including an old round table with a tree growing up in the middle of it.

#### Dues Due

Our Paymaster, Ralph Milz would like your year 2000 dues. Please **fill out the form on the back of the newsletter and give or mail it with your dues** to Ralph Milz at 6 Iron Clad Drive, Salem SC 29676. It's still \$20.00.

#### Welcome New Members

##### Ronald Keith,

-- Address removed for web publication --

Ronald's interest group is General. (SN3). He is interested in modeling, railfanning and history. He is a member of NMRA and does not have a layout at this time. Ron is willing to help with the modular projects and the set-up and operation of the layouts at shows.

##### David Kramer,

-- Address removed for web publication --

David's interest group is HO. He is interested in modeling and has a home layout. He is open to visitors, but comments that the layout is not completely operational. David is willing to serve on one of the committees.

##### Richard Nichols,

-- Address removed for web publication --

Richard's interest group is HO. He is a member of the NMRA

He is interested in modeling and has a home layout.

He is open to visitors.

Richard is willing to work on the modules, organizing an excursion to a show or museum, serving on a committee, serving as an officer or director. And preparing a program for a monthly meeting.

#### Future Meeting Programs

**March: Mac McMillin**

Mac is going to show slides he took in 1970 about the Clinchfield Southern and other local railroads.

**April: Bob Folsom**

Bob is going to show stereo slides about Czechoslovakia Railroadng.

**May: Dennis Moriarty**

**June: Rodney Cowan**

**July: Rob Seel**

#### CMR&HA TRAIN CREW

Engineer and CEO: Rob Seel

Division Super: Mac McMillin

Station Master: Curt Ehmann

Paymaster: Ralph Milz

HO Division Super: Bob Folsom

#### A few Train Show Pictures

**Hint! If using Word, Click Picture and Drag Corner to Make Larger.**





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

Name: \_\_\_\_\_ Member # \_\_\_\_\_  
Address: \_\_\_\_\_ Phone: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_  
E-Mail Address: \_\_\_\_\_

1. Declared Interest Group: HO N General (Circle one)
2. Other Railroad Interests: Modeling Collecting Railfanning History  
Other? \_\_\_\_\_
3. Modeling Scale: Z N HO S SN3 O G (Circle yours)
- 4 Railroad Memberships: NMRA NRHS Other? \_\_\_\_\_
5. Do you have a home lay-out? 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 lay-outs 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 2000. Enclosed is my (check) or (cash) in the amount of \$20.00, Send to: Treasurer, CRM&HA, P.O. Box 27, Central SC, 29630-0027. Phone (864) 944-8120.

Signature \_\_\_\_\_

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**C.R.M.&H.A.**  
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**FIRST CLASS MAIL**

**ADDRESS CORRECTION REQUESTED**

