



The CRM&HA Newsletter

May/June 2000

Dennis Moriarty/Editor

Volume 9 Number 3

Meetings are held at 7:30 PM on the 3rd Thursday of the month at the Central SC Library.

Editorial by Dennis Moriarty

If you received a snail mail issue of the newsletter and have an E-Mail address, please send your E-Mail address to me.

Spring is here and it is hard to find time to work on the layout. There are too many things to do outdoors. I enjoy doing most of my modeling in the summer months when it is hot outside or in the winter when it is cold. Our beautiful springs and falls are very distracting for this modeler.

The Year 2002 Southeastern Region NRMA Convention is coming to the CRM&HA.

This will be a major event in the life of the club and will take many hours of dedicated work by a few of our members and will require help from all the others. This will be a great chance for fellowship to get to know the other members by working so closely on a project such as this. Please consider getting involved and volunteering your services to Howard Garner who will chair the project.

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, Curt Ehmann, Howard Garner, John Thorpe, Bob Hanson 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. 888-8225

CEO's Message By Rob Seel

Greetings to all of you, and Happy Spring! I hope your Easter holiday was truly meaningful, and that you are battling bravely through pollen season. (Personally, I find Claratin to be great stuff.) We have been blessed with a particularly beautiful season, which makes me envy those of us who model their trains outdoors. Perhaps as a future program, some of you gardendancers would present your craft? Not just the finer points of modelling, but also the engineering of roadbed, soils, plant materials, and weather. Although my work is usually indoors, I can still build layouts in the open garage: enjoy the cool night air and a cold beverage while I ballast track and completely forget about what I do for a living. In today's pace of life and work, I find that a good hobby is a relaxing and refreshing pastime. Not only is it something that you can enjoy on your own, but it also is something you can share with your friends and neighbors. I wouldn't be surprised if more people at church know me as a model railroader than those who know me as an architect. And now for the Big News: (insert drum roll here) Those of us who attended last month's meeting heard first hand, but we all know that the 2002 Southeast Region NMRA convention has been awarded to us! Howard has graciously agreed to chair the effort, and will be traveling to Atlanta this May and to Knoxville next year to get ideas for us to use. Some of us are helping now to get the train rolling; but, as we know, every member, and more than a few others, will be valuable in making the Greenville event a success. Please check with Howard as to what you would like to assist with, especially as this year draws to a close. And be sure to come to the May meeting, when we will vote upon two options for the Official Logo! **In the meanwhile**, now is also a good time to begin planning for our annual Train Show. Besides the usual tasks of organizing committees, we will likely need to seek a new location, as United Assembly of God may not be available on Saturdays next year. Also, I guess 6 months notice is probably needed

any more for getting announcements in the magazines.

As my grandfather used to say, "Proper prior planning prevents poor performance."

In closing, summertime is nearly upon us, and many of us will be traveling. I, for one, plan to visit Horseshoe Curve for the first time. So be sure to take lots and lots of pictures, and bring them with you to the meetings. Take 5 minutes or even a half-hour program, and tell us about what you did and saw. Take it from me: you don't need to know much about the 2-8-0 in your pictures. But someone else in the club might, and we'd all be richer for it!

Large Scale Division By Bob Hanson

With an apparent growing number of CRM&HA members who have past, current or may have future interests in larger scale railroads--as well as those who are interested in 1 to 1 scale, the club is giving consideration to forming a "large-scale" division (similar to the HO scale division). If you have any particular interests that you might wish to see this proposed new group address, please contact Bob Hanson at 885-0136 or rhanson@statecom.net.

The following members have expressed an interest in S, SN3, O, 0-27, G and or other large scale interests: James Charbonneau, Curt Ehmann, Robert Hanson, Jay Jablonski, Chuck Laffoon, Mac McMillin, Paul Johnson, and Ron Keith.

SER/NRMA Convention By Howard Garner

Textile Express 2002

The SER/NMRA convention for 2002 will be held in Greenville, South Carolina from May 24th through the 26th, 2002. The Central Railway Model and Historical Association is the sponsoring organization.

Action items for the May meeting are the assignment of committee chairmen. The finance committee and registrar heads need to be selected. Others may wait until later.

Rob Seel will present a couple of sample logos. A selection must be made.

We need several quality 8x10 photos of either the local area or your layout. These will be used for the display at the 2000 convention in Atlanta. Bring what you have to the meeting.

Everyone is encouraged to attend the Atlanta convention to see how one is presented and the problems that can occur. Learning from others is important. Let's make new, not old mistakes.

Minutes of Regular Meeting March 16, 2000

The meeting was opened by President Rob Seel at

7:30 P.M. 17 members and 1 guest, Harley Gerber, were in attendance.

The minutes of the February meeting were read and approved. (They were also previously reported in the March-April newsletter).

Paymaster Ralph Milz, presented a financial report for the previous month, showing receipts of \$239.56 and disbursements of \$473.42 resulting in a balance on hand of \$6,008.90.

Ralph also presented a final report on the 4th Annual Train Show. Income from admissions, table rental, and the sale of food and merchandise amounted to \$1,235.81. Expenses for the rental of the hall, tables and truck, and for the food served in the Dining Car came to \$599.13, resulting in a net profit of \$636.68.

The audit of the Treasurer's books and records is in process and will be reported at the next general meeting of the association.

Year 2000 membership cards were distributed to the members present, and will be mailed to absentees. Ralph reported a paid membership of 27, with 3 more expected. Stationmaster Curt Ehmann explained the meaning of the member numbers which are assigned. The first 2 digits indicate the year in which you first became a member. The next 3 digits are your chronological rank. Our Membership Register shows that since the Association was organized in 1992, we have had 85 individual members. Pat Street was one of the earliest, with #92002! Our newest member, Paul Johnson, joined up tonight and has been given #00085! That may look strange, but the last 2 digits of the year is just "00"!

Chuck Lafoon has received all of our former N Division modules, and has them up and operating at his Rail & Spike train store, ending the monthly storage fees we had been paying since January of 1999.

Dennis Moriarty thanked Rodney Cowen for his article on *Trains before Radios*, which was submitted for the last newsletter, and asked that articles for the May/June issue be handed in by April 30. Dennis also announced that only current members would receive the next edition, so get those dues in!

Members were encouraged to visit our club's website (www.central-railway.tripod.com), which was designed and is regularly monitored by John Thorpe. John would appreciate getting any good railroad pictures to display on the site from time to time.

Howard Garner reported that our club has been awarded the sponsorship of the 2002 Southeastern Region NMRA Convention. We will have a table at this year's event to be held May 25-28, 2000 at the Holiday Inn & Suites in Marietta, GA to advertise our bid and to circulate handbills. Howard has been

heading up this effort for the last year or so, and was given a vote of thanks for his effort. Invited by CEO Rob Seel to continue in that role, Howard agreed to serve as Chairman, but asked for every member's support during the next 2 years. We can start by attending this year's event in Marietta so we can all get a feel of the things that will need to be done in 2002.

Bob Folsom announced that the N Division would be holding a work session in his basement on March 23. Their modules were not set up after the train show, and there is much to be done.

Mac McMillin reported that Federal authorities had inspected the engines and rolling stock of the South Carolina Railway Museum in Winnsboro and after applying modern brake standards, found them in violation and closed their train rides effective immediately! The museum estimates a cost of \$18,000, together with a crash program to correct the deficiencies before Easter, when their first excursions of the year are scheduled to begin. After some discussion Bob Hanson moved to make a \$1,000 contribution to the museum immediately, and offer to lend them another \$1,000, if that is acceptable to them. The motion was seconded and unanimously approved by the members present. Mac will deliver the check and loan offer.

Railfan & Hobby: The Piedmont Division SER had their annual train show last Saturday at Marietta, GA. The Asheville Train show will be held at the Armory on April 29th. The Great American Train Stores, with 59 stores in large shopping centers all over the country has filed for bankruptcy. They are working on a reorganization of 48 of the stores. Newbery and Travelers Rest have an overabundance of deer, which is causing many traffic accidents. Watch it!

The meeting was adjourned at 8:25 PM. followed by a program on the Clinchfield railroad by Mac McMillin, The next meeting will be held on April 20th, with a program presented by Bob Folsom. C. J. Ehmann, Stationmaster.

Minutes of Regular Meetings April 20, 2000

The regular monthly meeting of the CRM&HA was convened at 7:30 PM, with 10 members present, and President Rob Seel presiding. No other officers were present due largely to Maundy Thursday observances. Dennis Moriarty briefly read the minutes of the previous meeting, as published in the newsletter. **Under "Business in Process,"** no member of the 1999 Auditing Committee was present; hence, no report was given at this time. Dennis publicized a May 1st date for articles to be included in the next newsletter, and the need was re-emphasized to place club fliers on local hobby store counters.

Howard Garner informed the CRM&HA that the Southeast Region of the NMRA has awarded the May 2002 convention to our organization. Howard has requested 8 x 10 photographs and other graphic and print material for our display at the 2000 convention, to be held in Atlanta on May 24-26. Howard and Rob have designed 2 possible logos for our convention, which will be shown and approved at the May meeting. Please bring any material you may want to include in our display to the May meeting.

The CRM&HA has received a letter from Mr. William White, president of the South Carolina Railroad Museum, thanking us for the \$1000 donation made in March. The SCRMM also appreciates our offer to loan them an additional \$1000 but asked if we would maintain our offer for future use if needed.

Under "New Business," upcoming shows in Asheville, Macon, and Roanoke were highlighted, as well as future club programs. The prospect of the annual club picnic was discussed briefly for September.

Division Reports:

HO Division - no report, although anyone interested in finishing Bob Folsom's basement should contact Bob.

Large Scale & Toy Division - The membership roster should be updated, and reviewed for members who shall constitute this new Division. A Division officer will be added in this year's elections. Bob Hanson will be the acting Large Scale Division Super until the elections.

Railfan Report / Show and Tell / Hobby Report - Steve Zonay brought advertisements placed by the Rocky Mountain Railroad Club for their sponsored excursion on the Durango & Silverton in the 1950's. Fare was \$3.00. Steve also brought a kitbashed narrow-gauge riveted tank car, and a photo of a young narrow-gauger looking very much like Steve's younger self. Rob displayed a new HO scale NJ Transit ALP44, made by Atlas (Walthers coaches on order).

The business meeting broke at 8:09 PM, and viewed slides from Rob's recent visits to New Jersey. Locations included Rahway, Scotch Plains, and Ringoes, NJ; Port Jervis, NY; and New Hope, PA. Topics included Amtrak, NJ Transit, C&O #614, BR&W #60, NH&I #40, and Stewart's Root beer.

The meeting was adjourned at 8:40 PM. Rob Seel, Acting Station Master

Club HO Layout

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

**Super Tuesday Activities
at the World of Energy
Submitted By Ralph Milz**

The staff at the World of Energy looks forward to providing you with enjoyable and educational programs each month. Please plan on calling early to reserve your seat.

June 6: (10:00am) "John C. Calhoun and the Blue Ridge Railroad" – Please join us for this educational program on John C. Calhoun and the Blue Ridge Railroad presented by local historian, Betty Plisco. Super Tuesday programs and activities for senior neighbors are planned on the second Tuesday of each month. Sessions are limited to the seating capacity of the auditorium, so make your reservations today. Free refreshments will be served and door prizes will be given away. All activities are free of charge. If you would like to join us, call the World of Energy at 864/885-4600 or 800/777-1004 to make reservations.

**What was a Sufficient Distance?
By Rodney P. Cowen**

Rule 99 stated that a flagman was to go back with flagman's signals a sufficient distance to ensure full protection. But what was a sufficient distance?

For example: One wet foggy day in August I was called as flagman for a helper engine to work between Mechanicville and Rotterdam Jct., NY. Visibility wasn't much more than a 100 yards.

In those days the NYC ran their trains the 22 miles between Rotterdam Jct. and Mechanicville over our iron. With their own engines and crews and we supplied helpers when needed.

One other thing: On the NYC a helper engine could couple on to a slowly moving train. But on the B&M a train had to stop before a helper could couple on. Several times I have gone to Rotterdam to push a train and done nothing but follow it back when the train didn't stall or stop.

This day we pushed the first train to Cresant tower and were cut off on the fly. At the tower we were told to go back to Rotterdam and couple on ahead of the next train as their engine was out of sand and they needed to use our sand.

At Rotterdam we crossed over onto the east bound and found a train with 70 cars in on the siding leaving no room for us.

There was a block signal about ten car lengths east of the siding switch. So I decided to leave my engine on the eastbound main just east of this signal.

Then I walked back to the next signal in the rear and placed two guns just west of it. I returned to opposite the caboose of the train on the siding and waited.

Now with a signal displaying stop. Another behind it displaying be prepared to stop at the next signal.

Plus two guns. I figured that eight car lengths was a sufficient distance to ensure full protection.

But I was wrong!

Soon I heard bang, bang from my guns and knew that engineer wasn't prepared to stop for anything—I whipped out a fusee and dumped the air.

I started counting cars. But when the sixty-first car came along it seemed to be going just as fast as was the first one when it had passed me. Finally the whole train stopped and after I walked up to the head end, I found the two locomotives less than 10 feet apart.

I had been back a sufficient distance to prevent a collision. But was it full protection? It was, only if every one obeyed the rules. Thus there was no distance that could ensure full protection.

**CRM&HA Website has been Updated!
By John Thorpe**

Just a quick note to let folks know that the club's website has been updated.

The events page now lists the 2002 show and I have added more pictures to the models gallery.

If you have a photo or two (or three, or...) of some aspect of railroading or modeling (within the bounds of "good taste") you would like to share with the folks on the world-wide web, let me know and send them on. If you don't have a scanner, I'll be happy to borrow your photos and scan them in on mine.

If you have a modeling tip or short article that you can provide, that would make a nice addition to the web-site....

If you don't know where to find the web-site, try: <http://central-railway.tripod.com/>

**Inside/Out
Bridge Abutments
By Dennis Moriarty**

Most layouts have several bridges crossing canyons, streams, lakes and over track and roads. I am modeling a more modern era where most of the bridge abutments (the support for the bridge structure) are made of concrete or stone. Many times the sides of the abutments are extended and flanged back on the sides with concrete walls to hold the earth from falling under the bridge. I looked back through several years of Model Railroader magazines to find ideas for these bridge supports. What I found was a surprise to me.

Bridge supports are modeled in every way you can imagine. If you have a prototype to follow there will be no problem with selecting the design but if you are free lancing you can take your choice of about anything that works. Most of the abutments that I found are a single block of concrete about four feet thick. The sides are usually tapered from the about 1-foot from the side of the bridge to about 2 feet from the side at the ground level. The top is

stepped. The front is lowered by the thickness of the bridge below the track and the bridge support expansion slides. The back half goes up to the bottom of the RR ties to keep the dirt from falling in. The side wings are about 1 to 2 feet thick and taper back from the support block. But each one is different depending on the situation or conditions of the bank. I found that the easiest way for me to model the abutments was to make them out of a piece of 2x4 lumber. It is about the right width for HO scale when the grain is up and down. The taper can be cut with a chop saw and the notch at the top can be cut with a band or hand saw. After painting with it flat gray latex house paint and weathering, it has the appearance of concrete. Plastic abutments can be purchased with block or stone facing. They can be cast in plaster and carved for a stone look. The point is there is no steadfast rule; on real railroads almost all of the abutments are different so design one that fits your situation.

**Tip of the Month
By Dennis Moriarty**

During application, grass and ballast can be kept out of the moving parts of rail turnouts by placing tape over the moving parts. If you are using snap or solenoid turnout motors they can be covered with a thin layer of grass and or ballast so that they are not as noticeable. Just remember to keep the slots clean in the operating parts.

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.

Cartoon from WWW.toytrunkrailroad.com



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

Name: _____ Member # _____
Address: _____ Phone: _____

Welcome New Members

Paul M. Johnson,
-- Address removed for web publication --

Paul's modeling scales are O and G. He has a home layout and it is open to visitors. **Donald Baldwin,** Box 1582, Clemson, SC, Phone 654-5090 Although not a new member Don is rejoining the club after letting his membership lapse. Welcome back Don. Don's interest group is HO. He is interested in Railfanning and belongs to the NMRA and NRHS. Don has a home layout, which is not open to visitors. Don is willing to work on one of the modular projects and preparing a short program for a monthly meeting.

Future Meeting Programs

- May: Dennis Moriarty**
Making Trees from Crepemyrtle Branch Cuttings
- June: Rodney Cowan**
- July: Robert Folsom**
- August: Jay Jablonski**
- September: Picnic**

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
HTTP:\\central-railway.tripod.com is the club website.

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 _____

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

ADDRESS CORRECTION REQUESTED