

# The CRM&HA Newsletter

July/August 2000

Dennis Moriarty/Editor

Volume 9 Number 4

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

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

### The Year 2002 Southeastern Region NRMA

**Convention** work has started please read the minutes of the 5-15-00 meeting.

**Rodney Cowen** told me that I had a typo in his article last month. He really figured that eighty car lengths "not eight" was enough distance to ensure full protection. A big difference.

**Bob Folsom** needs help with the drop ceiling in his train room. Please call him at 654-8244 if you can help.

**We haven't seen a some of you** at the meetings lately. The new Central Library is easy to get to and is a wonderful clean facility with nice chairs and video equipment. Please consider joining us for a few meetings.

**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, 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

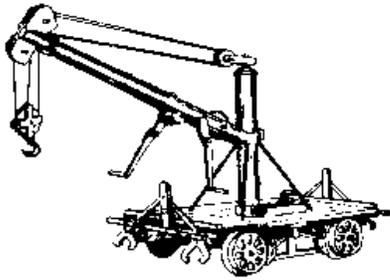
**One of the** truly interesting things about railroading as a hobby is that there are so many diverging tracks that lead us to our own particular interest areas. Within our very organization, we have former railroad personnel, historians, toy collectors, fine modelers, rivet counters (you know who you are), and folks who just like trains.

Below the surface, we are modern modelers, turn-of-the-century (20th) modelers, narrow guagers, high-railers, dresser-top magicians, and Bobcat landscapers. I am constantly awed at the beautiful products that are made these days for O scale, which make me (and my wife) grateful for my deep commitment to HO. I can admire and drool over a \$800 MTH steam locomotive, get high on the smoke, and be amazed at the sounds. After all that, I can look at the \$4.83 in my pocket, by some Kadee couplers, and go home happy knowing I don't "need" that MTH N&W articulated A. I just wish someone would make a smoke unit for HO that would "put out" like that -- not this wispy stuff like blown-out candles.

**So what else is new?** Many of you know me as something of a replica modeler, as I've kitbashed may a plastic locomotive into models of personal favorite prototypes. Well, now for something out of the ordinary. Yes, I'm still collecting stuff for 3 New Hope & Ivyland locomotives and several coaches. But my new project will delight some, and make others squirm (you know who you are). But, out of the pure fantasy of our wonderful hobby and a double-share of artist's license, I will be creating a turn-of-the-century (21st) Pennsy passenger train. Pretend that PennCentral was a joke (no, really), and that the other Conrail roads were assumed by the PRR. Passenger travel is so strong, that Amtrak cannot compete between New York and Chicago across the Alleghenies. I am collecting AMD-103's, Metrocoaches, Viewliners, and Express Cars that will soon wear tuscan red with keystones. Yes, I know it could end up looking cheesy, but I think I can pull it off convincingly for the next Train Show. Stay tuned!

**And lastly,** thank you to those who have prepared programs for us so far this year. I especially want to thank Rodney, Jay, and Mac for historical interest and Dennis for his tree clinic. I hope you are enjoying your summer; see you in July!





### Minutes of Regular Meeting May 18, 2000

**The meeting** was opened by President Rob Seel at 7:30 P.M. 14 members and 1 guest, Wayne Todd, were in attendance. Wayne heard about us by attending our 2000 Train Show!

**The minutes** of the April meeting were read and approved. (They were also previously published in the May-June newsletter). Membership has peaked at 27 for the year. It was also noted that 3 of these, Howard Garner, Richard Nichols, and Steve Zonay, have individual membership in the NMRA. Our club, of course, has a Sustaining Membership, as well. Our PO Box 027 (Go, Lionel!) contained our current issue of the NMRA magazine, and 2 copies of the Model Railroad News. The former is one of the benefits of club membership in the NMRA, but the latter is sent to us each month free of charge! A communication from the Model RR News has asked for a written request by two members of our Association to continue the service. This was done, and members are encouraged to read and/or take them home, as they become available.

**An official letter** of thanks was also received from the South Carolina Railroad Museum in Winnsboro, for our recent donation of \$1,000 and offer of another \$1,000 to help them comply with Federal safety regulations.

**In the absence** of Paymaster Ralph Milz, no Treasurer's Report was given. The audit of the Treasurer's books and records was completed on March 16. Committee members, Curt Ehmann and Bob Folsom reported all credits and disbursements were in order and that the December 31, 1999 balances were in agreement with those of BB&T, our depository Bank.

**The "Member Profile** of the Month" was given by Paul Johnson of Easley. Recently becoming member #00085, Paul specializes in Lionel 027 trains, and Nickel Plate is his favorite road name. Here's another candidate for an "O" Division!

**Members were encouraged** to visit our club's website (<http://central-railway.tripod.com>), John Thorpe asked members for photos or articles for his next revision of the site.

**Newsletter Editor**, Dennis Moriarty, thanked his contributors, and announced July 1 as the deadline for articles for the July-August CRMHA Newsletter.

Howard Garner reported that John Thorpe's wife, Christine (Grewcock) has taken on the position of Treasurer of the 2002 Southeastern Region NMRA Convention. Howard is Chairman of the hard-working committee, and is looking forward to this year's event to be held May 25-28, 2000 at the Holiday Inn & Suites in Marietta, GA. Steve Zonay will also be there to distribute some 500 handbills inviting fellow model Railroaders to our event in 2002. Rob Seel then displayed 2 possible logos to identify TextilExpress 2002. Greenville in all of our correspondence and literature concerning the show. In a close vote, the winning logo will show a typical South Carolina textile mill along with the name and dates of the event.

**Steve Zonay** said he has been having fun buying and selling trains on E-Bay--and he even cleared a tidy profit on a recent series of transactions. Steve will be glad to share his experiences with anyone interested. During the usual session of Rail-Fanning, we learned about recent model and real railroad happenings around the Upstate. Fortunately we have a number of very knowledgeable members who share this information and experience with us each month.

**The meeting** was adjourned at 8:30 PM. followed by a clinic by Dennis Moriarty on making trees with crape-myrtle branch cuttings. The next meeting will be held on June 15, with a program presented by Rodney Cowen.

C. J. Ehmann, Stationmaster

### Minutes of Regular Meetings July 15, 2000

**The regular monthly** meeting of the CRM&HA was convened at 7:30 PM with President Rob Seel presiding. The minutes of the previous meeting were read by Ralph Milz and approved. The Paymaster Ralph Milz reported that the balance on April 20<sup>th</sup> was \$5,088.90. \$87.97 was disbursed during the period and the cash on hand, June 15, 2000, was \$5,000.93. It was reported that moneys spent on the new club logo to advertise the 2002 NMRA convention would be reimbursed to the club from the NMRA. A guest, Jason McMillin, was introduced to the club. Jason is from Hartwell Ga. and collects Lionel Trains. It was reported that the Web-Site was updated with the new logo and convention information. It was reported that Clemson has bought the train station (called Calhoun Depot). Rob Seel will ask Bob Hanson to see if he can find out if we could use part of the station.

#### **Old Business:**

2002 NMRA Convention Preparations: Steve Zonay and Howard Garner went the to Atlanta NMRA and had a display with the new logo, other material and photographs to advertise the 2002 convention. They came back with the following information.

A NMRA membership (\$45/yr) will be required for all people working on the convention and having a home layout tour. This is for insurance reasons. Volunteers

will only have to have a 2002-year membership to participate.

B The display was well received and Howard and Steve attended three meetings to tell about our 2002 convention.

C We must tie down the 2002 convention location with-in the next 60 days.

D Steve and Howard will go to the Knoxville convention and start taking reservations.

E The Atlanta convention did not have a train show, as it was to close in time to their regular show. This meant that they lost money on the convention. Atlanta knew they were going to lose money but they have a large treasury and could absorb it. It was decided that we must have a train show with the convention to break even or make a profit.

G The clinics must be previewed at some of our meetings or by visiting other clubs to preview. After deciding on the clinics we will be able to decide on what facilities are required.

H Bob Folsom suggested we try to affiliate with the Clemson University History Department so that we could use the University busses at a bargain rate. Also, there is a Professor there who is an expert on railroad history. He might be a good keynote speaker.

#### **New Business:**

**There will be a train show** in Charlotte on July 8<sup>th</sup>.

**Work needs** to be started on the 2001 local train show. We may have to find a new location. All members are asked to keep their eyes open for a new location in Clemson or Seneca. Bob Hanson is to follow up to see if we can get the United Assembly of God Church again, but it is rumored that they are going to have Saturday services. The show date must be decided soon. Rob Seel will appoint a committee to get things going.

**Mac McMillin reported** that there is another estate sale available in Seneca. Four members were selected to check it out. They will see if the purchase of the entire estate could be another club money making project like the Harshman estate was.

#### **HO Division Report:**

Bob Folsom reported that there is progress in the train room. The carpet is complete and the stairway has been relocated. He would like some help with the drop ceiling.

#### **Large Scale Report:**

Bob Springs reported that there are many new products coming out. New USA Trains stock is 1/29 scale and should be 1/32. Most people are now using the 1/29 scale. There is now a 1/20.3 scale for narrow gage. Bachmann has come out with some "Good Stuff" Shay's etc. (N3). Bob also brought in two engines for show and tell.

#### **N Scale Report:**

Bill Hughes reported that the N scale layout is set up and running at Rail and Spike.

#### **Rail Fan Reports:**

Rodney Cowen reported seeing Amtrak pulling Boxcars. Mac McMillin went on the Great Smokie Mountain RR with a NHRS group. They rode on and then had three photo run by's of their Steam Engine with 5 cars. Mac especially liked it when a group of Motor Cars passed them. He reported that the GSM RR is trying to get the Southern RR Number 722 engine. Bob Folsom rode the RR from Ft. Lauderdale to Miami airport. He said it was only \$4.00 for a round trip.

#### **Program:**

Rodney Cowen brought Boston and Maine videos showing the B&M in the era of steam some 65 years ago. We all wished that more of the old steam engines could have been preserved.

Dennis Moriarty, 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.

#### **Norfolk & Western #611 Revisited By Curt Ehmman**

As a fledgling Railfan, I took my first all-day steam train excursion back in November of 1994. That was the last excursion for the last of the 600 series of Class J streamlined Passenger Locomotives built by the Norfolk & Western Railroad. The excursion was called the Carolina Steam Special, and it ran from Greenville to Asheville (via the famous Saluda Grade) and returned. It was a thrill for me and the hundreds of fellow passengers as we were hauled up the famous Saluda Grade in two sections, affording us some wonderful photo-ops. Yes it was a rail-fan's delight!

**But the next week** the 611 made her last journey, to a special spot reserved for her, at the Virginia Museum of Transportation, in Roanoke. She was a victim of progress, rising costs, and changing economies.

**I'll always** treasure the pictures I took that day, and my personal memories of the development of streamlined engines. For I grew up just 2 blocks from the main line shared by the Chicago & North Western and Union Pacific Railroads, and my brother and I spent many hours prowling the rail yards and watching the daily train traffic. The whole town of Boone turned out, back in 1937 when the first streamlined Class E Pacific came through town. They called it the "Steam Liner," and caused quite a sensation.

**So it seemed** like a reasonable thing to do, when Marilou made me stop in Roanoke, on our way back from Pennsylvania recently to check out their "Transportation Museum." It's located in the heart of the city, trackside, with lots of heavy freight traffic. Inside the freight house was a wonderful collection of photographs of the people who made the railroads work! Work crews, out on the line and in shops, offices, yards, foundries--and passenger train crews,

with individual pictures and testimonials of their particular trials and contributions to the Railroad Industry.

**But outside**, in a specially roofed in area, stood the mighty #611, with a stairway leading to the cab, almost a story above the ground! The controls are glassed in but clearly visible, and there are still hopes that she will ride the rails again. She is still beautiful, even in her graceful repose of retirement.

**Adjoining tracks** hold some 66 engines and cars in various stages of repair, but I was amazed at the “like new” condition of so many of the diesel engines. A 1916 Pullman business car is currently under restoration, and their oldest steam engine, N&W Class G #6 was built in 1897. Of course, there were some cars, buses, and airplanes; but the museum is predominantly a Railroad exhibit.

**Finally**, the museum boasts a large Lionel train layout, with 6 operating trains, and many action accessories. It is quite large and can be viewed from an adjoining balcony, which holds a beautifully detailed Big Top Circus. Built by a local man over a ten-year period, and donated to the museum recently, it can only be called spectacular!

**So if you are** ever in the Roanoke area, try to set aside a few hours to see this remarkable collection.

### **Green Flags and Lights By Rodney Cowen**

Back when there were passenger trains operated by steam power on the old Cheshire Branch, I was head-end brakeman on the Bellows Falls Milk Train for awhile. This train ran as No. 5500 on weekday nights and as No. 5552 on Sunday nights.

**Both 5500 and 5552** were second-class trains, which meant that they had to keep out of the way of all first-class trains as well as all following sections of first-class trains.

**In the timetable**, train 5552 had a scheduled meet with train 5557 at Webb, which was the second siding east of Keene. However, 5557 being a first-class train, was not required to wait for 5552 at Webb. As a result of this, 5552 a second-class train, had to be in the clear five minutes before 5557 was due at the next station in advance.

One cold Sunday night we were a little late and pulled into Joslin, the first siding west of Webb, to wait for No. 5557. It was about twenty degrees below zero and we had no idea how late, if at all, 5557 was running, so I decided to stay in the cab of the locomotive.

**When I saw** the reflection of 5557’s headlight, I started for the gangway, and with my face about a foot above the cab floor, I saw what appeared to be a flash of green as 5557’s engine went by on the other side. Rather than go to the switch, I went to the phone, which was at about the middle of the siding, and called the dispatcher, I said, “I thought I saw Train 5557

displaying green”. He told me that there was, in fact, a second section, and that we were to stay put.

**After the second** section passed by, I went to the switch to throw it and found the lock frozen, In attempting to get the lock open, I lost my keys in the ditch. By the time I found and fished the Keys out, plus unlocking and throwing the seldom used switch, the second section would have been by all three blocks and into us—if I hadn’t caught sight of that green light.

**There was a grade crossing** just east of the siding at Joslin and the tracks came around a sharp curve. We would have thought that 5557 was just blowing for the crossing even if it had sounded the “following section” signal. Besides, 5557 could not have know that we were at Joslin, and with our headlight out, plus the curve, he would not have seen us in time to blow signals anyway.

**I was the only member** of the crew that saw the light and none of us had the slightest idea that there was a second section on the road that night. Some company in Windsor, Vermont used to hire a special train occasionally to take its employees to ball games or shows in Boston, and so the trains were not advertised. Now, suppose the storm curtains had been drawn on that side of the gangway, or smoke or steam had covered the light, or the bulb had burned out, or I had been a foot or two lower on the steps. I would have been writing about the wreck at Joslin instead of writing this (provided I lived to tell about it). And I would have been fired for opening the switch in the face of a second section that I knew nothing about.

### **Inside/Out Using Some Natural Materials on the Lay Out By Dennis Moriarty**

The following article is a review of the program I gave at the May 17, 2000 meeting.

#### **Trees**

Using Crape-myrtle branches to make trees.

- A. Wait until February after the crape-myrtle branches and seedpods are dry. Some varieties and some different aged crape-myrtle make better trees so try to get some from your neighbors as well.
- B. Save the ends.
- C. Cut the ends apart to make miniature tree branches and trunks in one piece and save the small pieces for bushes.
- D. Hold the seed pods over a waste container and crush off with fingers or use scissors to cut the pods off.
- E. You can save the best ones for dead or winter trees with no leaves on them.
- F. Pull small amounts of polyfiber apart and spread over each miniature tree branch. A very small amount; the fiber should be thin and wispy.
- G. Spray with hair spray.
- H. While rotating the trunk with your fingers, sprinkle on blended or green turf grass.

- I. Highlight with a small amount of yellow grass on branch tips.
- J. For a more natural look use some fine iron ore and some lighter colored grass on parts of the tree.
- K. Drill a small hole and stick in the layout. Extra work can be done on the trunk with a little clay to fatten it up and makes roots for up front show trees. But this will probably not be necessary.

**Other**

Many stores (like the Pottery in Commerce GA.) sell **treated** dried plant material, which can be used for trees and bushes. Suitable plant material can also be found in fields or along the road. However, neighborhood materials may have to be soaked with a glycerin solution to keep them from getting brittle when they dry out. See Below.

- A. The large wheat stalks can be cut to make small pine trees.
- B. A can of green spray paint can help the look.
- C. Other dried plant material can be cut bundled and sprayed with hair spray and turf.
- D. Natural sponges can be torn apart and sprayed green for bushes etc.

**Moss and lichen**

- A. Natural moss can be found in sunny spots that are covered with pine needles. You see a lot along side of the roads. And another form is found in the tops of trees. It can be obtained when a branch falls or a high wind and rain tears it loose. Keep your eyes open.
- B. Lichen is sold to hobbyists. This is usually treated and colored in the factory with various natural colors.
- C. Locally picked Moss will dry out and turn to dust if touched. Soaking the moss in a solution of glycerin and hand lotion can stop this problem. I use about 1 pint of glycerin and one to two bottles of hand lotion to a gallon of water. Glycerin can be obtained from the drug store. Use the cheapest hand lotion you can find. Most contain glycerin, aloe, lanolin and/or other like materials.
- D. Clean your moss in a 5-gallon bucket of water to get the dirt and pine needles out. Drain then soak

- in the glycerin/lotion solution a little while and set out on plastic to dry. The moss will hold a lot of the solution after you take the moss out, so you do not have to soak to long. Do a large quantity, as the glycerin/lotion solution does not keep well.
- E. After it dries you can spray paint it with a light touch of green paint and other natural colors.
- F. I passed around a piece of moss at the meeting that is over 4 years old to show that it is still soft.
- G. The moss looks nice as bushes and other plants but do not over do it. Pieces of weed and sticks etc. can be stuck in to make it look more like the real thing. You can attach moss with glue or double sticky tape.

**Materials needed:**

**Woodland Scenics**

- Green Grass T45      Yellow Grass T43
- Green Blend T49      Ballast Iron Ore Fine B70
- Polyfiber Green FP178      Unscented Aqua Net

**In addition to Crape-myrtle**, Howard Garner, at the meeting, suggested the use of Oak Leaf Hydrangea and Nandena for tree trunk and branch material.

**Welcome New Members**

No new members reported this time.

**Future Meeting Programs**

**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
- Large Scale Division Super: Bob Hanson
- N Scale Division Super: Bill Hughes

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

Cartoon from [WWW.toytrunkrailroad.com](http://WWW.toytrunkrailroad.com)



**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.**  
**Dennis Moriarty, Editor**  
**519 Beacon Shores Drive**  
**Seneca, SC 29672**

**FIRST CLASS MAIL**

**ADDRESS CORRECTION REQUESTED**