



The CRM&HA Newsletter

January/February 2001

Dennis Moriarty/Editor

Volume 10 Number 1

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

Editorial

By Dennis Moriarty

What a great Christmas party. It started out badly because the Library closed early and we could not get into the meeting room. But our CEO and his wife Francis came through by opening their home to the club. I think it was nicer as it was more intimate. We had a short meeting and a gift exchange. We then retired to the kitchen for the goodies that everyone brought. Thank you Francis Seel for putting up with us on such short notice.

I want to congratulate our new Station Master (secretary) Mike Moore, our new Pay Master (treasurer) Richard Nichols, and our New Large Scale Superintendent Bob Hanson who were elected for the next two years at the December meeting.

Also, I want to thank Curt Ehmman and Ralph Milz for a job well done for the many years in their terms as Station Master and Pay Master. Curt and Ralph held both jobs by reversing rolls at the 1998 election.

Please consider helping Bob Hanson with the February train show and Bob Folsom with getting the HO layout ready for the show.

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

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 Bob Folsom and Curt Ehmman 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

Marilou Ehmman

Many of you knew Marilou. She has been a great supporter of CRM&HA. I am saddened to report that Marilou has taken her last train ride to that final station above. Marilou passed away on December 29th. Marilou the wife of Curt Ehmman never failed to respond to requests for help by our club. She helped in the kitchen at the train shows and her cheery face was always there helping at the picnics and Christmas parties. She will be missed. In lieu of flowers, the club is giving a memorial gift to the Eternal Shepherd Lutheran Church Memorial Garden Fund.

Train Show

The 2001 Central Railway Model & Historical Association train show will take place on February 10, 2001 at the United Assembly of God Church on hi-way 123 between Seneca and Clemson. Please volunteer to help with this major club project. Contact Bob Hanson who is in charge; his telephone number is 885-0136. Contact Bob Folsom if you can help with the HO layout; his telephone number is 654-8244.

Minutes of Regular Meeting November 16, 2000

The meeting was opened at the Pickens County Library by Vice President Bob Folsom at 7:30 P.M. 12 members and 2 guests, John James and Cathy Nichols, were present.

The minutes of the October meeting were read and approved. As usual, they were also published in the November/December newsletter.

Paymaster Ralph Milz reported a cash balance of \$4,917.48. \$40 was received as picnic contributions, and \$28.51 was disbursed for picnic expense, PO Box rent, and our annual NMRA dues. Ralph also announced that applications were available for the 2001 membership drive. Annual dues are again \$20.

Howard Garner reported that a contract has been signed with the Greenville Hyatt Hotel to be the headquarters for the 2002 SER Convention. We

have guaranteed 100-registered guest for 2 nights, banquet service for 100, and table rental. Rooms are locked in at \$90 per night, and a 10,000 sq. ft show room will be available. The goal of the committee is a convention registration of 200.

Howard and Steve Zonay are attending area conventions and train shows in Altoona, Charleston, Asheville, Savannah, Birmingham, Knoxville, and Louisville, picking up hints from other convention committees, and providing information about our own event next year. The success of TextilExpress 2002 will depend on the full support (both time and money) of our entire membership! Members were asked to reserve the convention dates of May 24, 25 & 26, 2002 so we can all participate.

The CRM&HA's 5th Annual Train Show will be our next event, on February 10, 2001. Bob Hanson will manage the show, and arrangements have again been made with the United Assembly of God Church on SC 123. Steve Zonay has sent out 30 dealer invitations, and 5 tables have already been rented.

The Pickens County Library System has again offered the Association their meeting room. A copy of their rules and regulations has been provided. The Secretary was directed by the members present to execute the Meeting Room Application and submit it to the Library prior to the 12/15/00 deadline.

Bob Folsom reported that the HO Division modules have been assembled once again in his basement. Division members are urged to call Bob to arrange a convenient time to put the layout in top condition for the coming train show. One module still needs to be scened to complete the project.

Bob suggested that we solicit Clemson and Wesleyan Universities to participate in a joint project of education and recreation for students. If the University could provide the space, we could install a permanent on-campus layout to give students the chance to see and experience model railroading. Bob will make inquiries after Christmas.

It was noted that Amtrak launched their new high-speed Acela Express today! Leaving Washington DC with mix of celebrities and politicians, it arrived in New York in just 2 hours and 25 minutes, a half hour faster than the Metroliner. It went on to Boston in another 3 hours and 9 minutes, hitting speeds of 150 MPH and taking off another 90 minutes from regular schedules. Now it has to become self-supporting by 2003!

The December 21 meeting will include our annual Christmas Party. Drinks will be provided and members are asked to bring a favorite dish of finger food, and a wrapped gift of railroad interest.

The meeting was adjourned at 8:30 PM. followed by an abbreviated slide presentation by Bob Folsom

on the challenge early railroads faced in making their service profitable.

C. J. Ehmman, Stationmaster

Minutes of Regular Meeting December 21, 2000

The meeting was opened at 8:00 P.M. by CEO Rob Seel at his home in Central, since the Pickens County Library was closed due to snow and icy roads! Consequently, only 8 members were present for the annual Christmas Party. Fortunately, they brought 5 guests, to comfortably fill Rob's living room.

Stationmaster Curt Ehmman read the minutes of the October meeting. They were approved, after correcting the name of our convention hotel to the Greenville Hyatt for the 2002 SER Convention **Although Paymaster** Ralph Milz was unable to attend, his report was read, showing income of \$145 and disbursements of \$17.16 for the preceding month, resulting in a cash balance of \$5,045.32. Membership applications were distributed and dues for 2001 were collected.

Dennis Moriarty announced that the next newsletter would be distributed about January 7th, so train show news can be included.

Bob Hanson, Chairman of the 2001 Train Show said everything was "on track", but he needed to know the current inventory of Club shirts and cups, and how many tables would be needed for dealers and members.

Rob Seel presented the following slate of nominees for the offices open for election for 2-year terms beginning January 1, 2001. All were elected by acclamation

Stationmaster (Secretary): - - - - - Michael Moore
Paymaster (Treasurer): - - - - - Richard Nichols
Large-Scale Superintendent: - - - - - Bob Hanson

Bob Folsom and Rob Seel were appointed to audit the Treasurer's books, so that the out-going Treasurer and Secretary can turn over their records to the new office holders at the January meeting.

Rob announced 2 up-coming train shows: January 6/7 in Norcross (Greenville), and January 13/14 in Savannah, GA.

Program leaders for the next few months will be Victor Hurst in January, Arlene Young in February and Rob Seel in March.

Bob Folsom reported that work sessions will begin on January 2, 2001 in his basement, and will continue each Tuesday evening until the Train how on February 10th so everything will be in top operating condition. A letter has been sent to all HO Division members sounding the call for action!

Bob Hanson said that G Scale trains will be running at the show in February, and Rob said that the N Gauge layout, even without a Superintendent, would be included.

The meeting was adjourned at 9:00 PM. and the Christmas gift exchange followed, accompanied by all sorts of holiday goodies, to give those hardy members the extra energy needed to get them back out into the cold, cold night. Our next meeting is scheduled for Thursday, January 18th, 2001 at 7:30 PM, and the weather is scheduled to be fair!

C. J. Ehmann, Stationmaster

P.S. After four and a half years as Treasurer, 2 years as Secretary, and a year setting up our Articles of Association, I am going to "take a break" and sit in the audience for a while! It's good to see some new members stepping forward and getting involved with the running of our busy little group. We have had many successes during our 9-year history, and have exhibited our trains and shown our skills all over the Upstate. After participating in a national NMRA convention in Atlanta, we hosted several District NMRA conventions, and now we are committed to host our first Regional Convention. Who knows what exciting projects we'll get into during the next 9 years!

Clemson Depot

Submitted by Robert Hanson

An E-mail from "Arlene Young"

ARLENE@cityofclemson.org

Subject: Clemson Depot

We will start with the site plan the first of Nov. One of the first things I need to accomplish is to establish how much space is needed for train memorabilia. Do you know if any club member wants to donate any items (permanent or otherwise)? Also, I need help in identifying items I already have. Thanks.

HO Report

By Robert Folsom

We chose the Washington Route to take Amtrak to Chicago since there was a layover there long enough to do some sightseeing. Thursday, after our Annual Christmas Party, Jeanne, her mother Florence and I drove to the Clemson station to catch the Crescent to Washington, DC. The train was about twenty minutes late, but we had called to check on its status and were given quite accurate information.

Amtrak says you are allowed two carry-on bags per individual, but we had three small items beyond the allowed six, and there was no objection from the train personnel. You are probably familiar with the type of equipment used on the Crescent. I had a compartment that had facilities; Jeanne and Florence had a bedroom with a bathroom.

The schedule called for an overnight trip to Washington, 6.5 hours layover, and a 4:05 PM departure on the Capitol Limited to Chicago. We

arrived about one half-hour late in Washington. The Union Station is a sight to behold. The main hall has gilded segments in the huge dome ceiling, a round double-deck cafe in the middle, and a few displays including a Norwegian promotional G gauge layout. First-class passengers have the Metropolitan Club to hang out in with complimentary soft beverages. We decided to take the trolley tour of the city, and along the way, got off and had lunch at the Hays-Adams Hotel.

We returned to the station at about three o'clock, and our redcap from the morning met us again, and carried us on a combination luggage/passenger transport to the Capitol Limited. We went down some ramps to the basement of the station to get from the Metropolitan Club to the track on the lower level. Along the way, the redcap had to stop and move baggage carts that were parked in his path. Interesting! When we got to the platform, he was dismayed to find that the train was not yet ready for boarding. However, the wait was short, and we were soon situated in our quarters on the Viewliner equipment of the Capitol Limited.

There was a delay in leaving Washington, so it was dark by the time we were under way. Strangely, the Viewliner compartment has no facilities; you have to go to the end of the hall, or go below to the lower level.

I awoke when the train stopped in Toledo. It was daylight, so I went to the Sightseer Lounge car to view the rest of the trip to Chicago. It was really awesome to be smoothly and quietly traveling at 90 mph along snow-covered tracks, quickly passing all adjacent highway traffic. Upon arrival in Chicago, however, the train was turned around to be backed into Union Station. Also, all the non-passenger equipment was taken off the train. This resulted in about a one-hour delay within one-tenth of a mile of our destination.

Monday evening, Christmas Day, we returned to Union Station for the return trip. We had called earlier, and were informed that the train would depart about fifteen minutes late. After arriving at the station, we were informed that the delay would be longer because the equipment to be used on the Capitol Limited had just come in from the West Coast and more time would be needed to get it ready. Eventually, we went to board the train. As we boarded our sleeper, the conductor said that my tickets showed my room to be in the next car. I tried to explain to him that the ladies were going to be in the bedroom and I was going to be in the compartment. Somehow, he was unable to grasp this idea and things began to heat up. Finally, we got it straightened out. The train departed the station only to come to a stop on the approach tracks. We sat there for more than two

hours. The excuse was that we had to wait for the mail cars from a connecting train. Anyway, in the meantime, I went to bed.

I awoke just after Toledo, and hurried to the Sightseer Lounge. The first of bad/good? events were about to take place. The bad news was that we were about six hours late. The good news was that I was able to see the entire visit to Cleveland in daylight! The Capitol Limited takes the old PRR route out of Union Station in Chicago to Hammond, IN, then takes the old NYC route to Elyria, OH. There, it branches off onto the NYC freight line leading to the Cleveland waterfront. The old NYC passenger line into Cleveland used to stop somewhere East of Elyria to pick up electric power for the trip into the underground Cleveland station. More bad news is that we were held up while many freight trains got out of the way. A conductor (the one I had the argument with) explained that once an Amtrak train is late, it's the domino effect because it is now out of its "slot,"

Anyway, we arrived right by the football stadium at a small depot, located across the rapid transit tracks. There were flashing red lights and crossbucks at the point where passengers had to cross. The rapid transit end-of-the-line station was about one-tenth of a mile away. Leaving Cleveland, the train takes the old PRR line to Alliance, OH. The next bad news is that an announcement was made that since the train was so far behind schedule, those passengers transferring to other trains at Washington should detrain and catch a bus in Pittsburgh. However, we decided that we paid for a train trip, and we were going to have a train trip.

The good news is that the trip out of Pittsburgh is on the old B&O/P&LE line, which follows the Monongahela River. The river was mostly frozen over - what a sight! What a neat scene to model. Across the river was the now-abandoned roadbed of the Monongahela RR. No wonder they put people in a hurry on the bus. It got onto the Interstate, and went 70 mph to Washington. The train could not average better than 50 on this curvy line.

The bad news is that we missed our connection with the Crescent in Washington Tuesday afternoon (those taking the bus did make it). The good news is that Amtrak put us up in a hotel for the night! The bad news is that they wanted to have us stay at the Red Roof Inn, which they have arrangements with. I said that was not acceptable, so the good news is that they gave me \$200 in cash to cover our stay over expenses and also gave us a refund of our sleeper fares for the Washington to Clemson leg of the journey because the Crescent was sold out. The bad news was that we were faced with an eleven-hour coach trip, but the good news was that we came out quite a bit of money

ahead and we had an enjoyable day Wednesday in Washington. The train was delayed almost an hour leaving Washington just finding places for the passengers. The passengers getting on at Alexandria, VA were forced to stand!

Somehow, Jeanne and Florence were able to sleep in their coach seats, but the bad news was that I was not really able to fall sound asleep. The good news was that the sun was up by the time we got to Easley, and we were able to enjoy the scenery through Liberty, Norris, and Central. We arrived in Clemson Thursday morning about one hour late. Upon arriving home, I quickly shaved and went to the office! Thursday evening, I had my sinking spell at 7:30 PM and went to bed, awaking at 7:30 AM the next morning. Nothing like a vacation trip for R&R!

The good news is that we will do it again!

Inside/Out Flat Mountains By Dennis Moriarty

When making the transition from the mountains to the foothills on my layout, the width of the top of the layout went from five feet wide to 30 inches wide. The five feet width made for great mountains, almost as high as the room, but if I wanted to use the space in front of the foothills for buildings etc., the 30-inch width seemed hopeless except for painting the foothill mountains on the background. I didn't think this would look realistic because the larger mountains had lots of rough terrain, rocks etc. and are three-dimensional. I held up some pieces of Hydrocal mountainside from an old layout against the wall and thought it looked much better than painting the wall. Some uprights of various heights were screwed to the layout along the back wall. A wide sheet of blue board with an irregular shaped top was screwed to the uprights. Several of the old pieces of mountainside were then hot glued up against the blue board. The spaces in between were filled with dry wall compound and some rock castings were added. This made a high realistic looking cliff from 1 to 6 inches thick. At the top paper was stuffed in the gaps and Hydrocal soaked paper towels was applied to blend the cliff to the irregular shaped blue board. Above this, background mountains were painted on the wall to give the cliff the optical illusion of depth. I am well pleased with the result, as the larger mountain does not stop abruptly as the scenery blends around the room.

On looking back on the exercise I think it would have been easier to start from scratch in the workshop. In the future I will use a piece of 3/8 plywood cut to the shape of the back of the mountain. It will be about 6 feet or more wide and about 18 inches high. The top will be cut to

represent mountain peaks. At the bottom I will screw a 1x6 at right angles to the plywood so when I set it on the layout I can screw it down to the frame and it will hold the plywood up against the wall. I will add a few stiffeners at the bottom to be sure the plywood remains vertical. I think a few short pieces of 2x4 screwed up from the bottom and through the back should work fine. The bottom support would not be necessary except that it is difficult to put vertical uprights against the wall now that the layout frame is in place. After this is made I will staple wadded up packing paper or newspaper to the piece of plywood making it thicker at the bottom than at the top. While it is still lying flat in the workroom, it will be covered with Hydrocal soaked paper towels. Rocks and small cliffs will be applied and after painting, dry brushing, and soaking with diluted ink, different colors of ground cover will be applied. The whole finished scene will then be carried to the layout and screwed in place.

Tips of the Month
By Dennis Moriarty

1. **Cloths Pins** make great clamps for holding small parts together while gluing, soldering and other applications. However the cloths pins have a tapered end to make it easier to slide over a clothesline. This makes it hard to grab a small part. Simply cut the tapered end off with your saw and you will have nice square edges to work with.
2. **Wax Paper** has many uses around the train room. It is great to spread over buildings, trees, track, bridges etc. while painting or plastering to keep the objects clean. It is also great for protecting your workbench when painting or gluing.
3. **“Elmer's Siliconized Acrylic Latex Squeeze'N Caulk”** dries clear and is useful when modeling water and water falls. Spread thinly on thin

plastic sheets it can be hung vertically to look like falling water or can be spread over rocks to look like cascading water.

4. **Bounty** paper towels are advertised as the quicker picker upper. They hold more water because the tear perforations are farther apart than most other paper towels, which make the sheets larger. This makes their use for Hydrocal soaked paper towels when making mountain terrain go much faster. I suggest using the plain white colored towels.

Welcome New Members

No new members this month. A membership application is on the back cover if you meet someone who is interested in joining the club.

Future Meeting Programs

January: Victor Hurst will present a program on the New York RR's in the 1920s and 1930s.

February: Arlene Young (tent.) will present a program. (Arlene is working for the City of Clemson on the Station Relocation)

March: Rob Seel

April: Volunteer Needed

CMR&HA TRAIN CREW

Engineer and CEO: Rob Seel

General Division Super: Mac McMillin

Station Master: Mike Moore

Paymaster: Richard Nichols

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



**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 _____

C.R.M.&H.A.

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

FIRST CLASS MAIL

ADDRESS CORRECTION REQUESTED

