



# The CRM&HA Newsletter

**May/June 2001**

**Dennis Moriarty/Editor**

**Volume 10 Number 3**

**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**

**We will not** be able to have our train show at the UAG Church next year as they are having Saturday services. It is important that all CRM&HA members look for a new place to have the show. We need about 6600 square feet and it should be somewhere near Seneca so that we can still attract the people that come from Atlanta. Please keep your eyes open for a new location and ask if they can accommodate us.

**The club owes Howard Garner and Steve Zonay** a big thank you for promoting the 2002 convention. Both have been going around the country setting up a great display about the convention. They are spending a lot of time and money doing this.

**We have been having** very good meetings. If you haven't been to one in awhile consider joining us. We meet in a fantastic facility. Steve Zonay is going to present his program on making bridges at the May meeting. Please join us for this interesting and informative presentation.

**There has been talk** about changing the meeting night. The existing meeting night and time will stay the same until a change is voted on. If approved the change will be announced in a future newsletter.

**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, Rob Seel, Curt Ehmann, Rodney Cowen, Bob Folsom, and Mike Moore** 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

## **Engineer and CEO Message**

**By Rob Seel**

As I sit amongst the mess that is the lower level of my house, I find myself facing the same question I've been pondering since we moved in 4 years ago: How can I get a layout in here? Being that we just had a clothes washer supply hose burst, half of our lower level is piled high up on the other half while the carpet dries. So, it seems to be a good time to rearrange furniture as necessary since the carpet needs to be restretched anyway. I have 4 days to figure out what I've been tinkering with for years, albeit not too seriously.

**How does a fellow** run trains when not only does he not

have room for a simple 4 x 8 layout, but hardly has anything that will even run on a 4 x 8? When you have mostly big passenger trains, those tight curves just don't work. I've never been really satisfied with short point-to-point layouts simply because I never had enough travel distance to make the run interesting. Yeah, I know the "real thing" goes point-to-point. But that occurring over a scale 1/4 mile just isn't enough. I like to start up a train and just let it run! I'm not too crazy about overhead HO tracks either, so I guess I'll have to find a compromise somehow.

**But now here's an IDEA:** How about modeling a tourist railroad? They are short, and typically have run-arounds at the ends where the locomotive slips past the train on a passing siding and pulls the cars back the other way. Or, like at the Tennessee Valley in Chattanooga, there may be a wye at one end and a turntable at the other. Tourist lines always have interesting collections of rolling stock and "stuff," they run short trains with generally smaller equipment, and run either steam and / or diesel from any time period -- together. Now I can park a 1995 Ford Bronco next to a 1945 coach pulled by a 1912 Baldwin 2-8-0 without offending the nitpickers and rivet counters -- not to mention that Penn Central boxcar on the side. Heck, I can even run that Thomas the Tank Engine set I just bought!

**Real tourist railroads** often travel along quaint, if not overgrown, tracks with interesting scenery, structures, and details. My own experience in New Jersey and Eastern Pennsylvania has shown me that some tourist railroads are friendly and very accommodating to responsible modelers and railfans doing research. I will also admit there is a sentimental aspect to capturing in miniature the essence and character of a tourist railroad that you "grew up with." So when I go visit my "friends" back home in the Motherland I will try to take hundreds of pictures of equipment, structures, trackside views, grade crossings with rusting crossbucks, wayside bed and breakfast inns, long lines of deteriorating cars awaiting restoration, and small industries. Many of these tourist lines haul occasional weekday freight and interchange with the big runners, so there's that opportunity too.

**Sounds like** I have an idea to pursue, and a 2-wall shelf layout may be just the right thing for the time being. Who knows? You might see me in the special Small Layout Issue of "Model Railroader" someday. But for now, I'm itching for a good research trip. Or a few.

## **Proposed Revision to the By-Laws**

**First Reading:** 19 April 2001, 19:30

**Second Reading and Vote of Acceptance:** 17 May 2001, 19:30

Article I, Section 3. CLASSES OF MEETINGS

B. REGULAR MEETING: shall be held on the third Thursday of each month at 1930 hours, for the purpose of conducting

Association business and enjoying all phases of railroading.

**Revise to read:**

Article I, Section 3. CLASSES OF MEETINGS  
B. REGULAR MEETING: shall be held once monthly at a regular date and time for the purpose of conducting Association business and enjoying all phases of railroading. The date and time of the Regular Meeting shall be approved by no less than a two-thirds quorum, and shall be published at least two months prior to any change in the meeting date or time taking effect. Any proposed change to the Meeting date and / or time must be published in the newsletter and voted upon in the first Regular Meeting following newsletter publication.

**HO Report**

**By Bob Folsom**

**Please assume** that on the first Thursday of a month, the HO interest group should meet! It is vitally important that we get the portable layout back to complete display condition because we may need to show it off to people who may be able to help find us a permanent home. If you feel unsure about just showing up, please give me a call earlier in the week to confirm that we are indeed meeting (654-8244).

**We need to re-install** the connector track sections, and then make some decisions about future expansion, simplifying the wiring and method of joining the modules together to make it easier and more reliable to set up.

**There is also** club equipment that needs painting and assembly. My own layout is also available for running your equipment, so you can not only work on the one layout, but also run on the other. If you are wondering whether you are part of the HO interest group or not, show up anyway! We have a good time just being together.

**Minutes of Regular Meeting**

**March 15, 2001**

**The meeting** was called to order by club CEO Rob Seel at 7:30 PM at the Pickens County Library with thirteen members and one visitor in attendance.

**The minutes** from the February meeting were approved *in absentia*. Paymaster Richard Nichols presented the Treasurer's report and an earnings/expense report for the recent show, both of which were approved. Profit from the show totaled \$1,017.60. Cash on hand as of March 14, 2001 totaled \$6,301.60.

**Business in Process**

Howard Garner gave an update on *TextilExpress 2002*. He has lined up Roger Grant of Clemson University to be the keynote speaker at the convention. There is a possibility that the Park Train at the Pavilion in Greenville will partner with us on a limited basis for the show. Both Howard and Steve Zonay were sporting their new maroon-colored *TextilExpress 2002* T-shirts.

**No real news** on the Clemson depot project, however, the Seneca depot has been repainted and "looks pretty good" according to Mac McMillin.

**The possibility of changing our regular meeting** time was discussed again. Bob Folsom, an active member of the club and HO division Super, is now serving on his church's Session, which meets every third Thursday. Since we cannot change the meeting time without amending the by-laws, Steve Zonay moved that we amend the by-laws to read "meet monthly at a regular and agreed upon time." This motion was seconded with the following additional suggestions: the change should have at least a two-thirds majority support, and the change must be announced at

least two months in advance. Rob Seel will post the proposed amendment in the next newsletter. Once this amendment is ratified, we can further discuss the possibility of a different meeting time.

**New Business**

Upcoming shows and conventions include the following: Atlanta, March 17-18 (GATS); Augusta NMRA March 24; Asheville, March 31; Greensboro, April 7; Scranton, PA, July 24-28 (National Association of S Gaugers).

**Speakers** for upcoming meetings: April: Howard Garner, May: Steve Zonay, June: Mac McMillin.

**We need to have settled on a new location for the 2002 spring CRM&HA show by June.** The show will likely be on the second or third weekend of February. We will need at least 6,600-sq. ft. plus room for the diner, clinics, etc.

**We need to decide** on a date and location for our annual picnic, probably in September.

**Division Reports**

Bob Hanson (Large Scale) says he has a third level installed on his G gauge layout. Rob Seel (on behalf of Bob Folsom, HO Div.) reported that the club layout is back in Bob's basement, but is in need of some attention to "knit-picky" stuff. Come one, come all on every first Thursday for maintenance/operating sessions.

**Railfan Reports**

Steve Zonay spotted an Alco RS2 on the Pickens Railway in Anderson where it is being tested before being sent to Seneca. There was further speculation regarding the construction of a second track south of Clemson on the Norfolk Southern line. The recent accident at the Edwards Road grade crossing in Taylors was briefly mentioned. It involved a stalled vehicle and the northbound Amtrak Crescent (train number 20).

**Hobby News**

Rob Seel mentioned that the Garden and Hobby Center in Greenwood is having a sale on Ertl freight cars in HO scale (66 percent off). Michael Moore mentioned that he was out to Paragon Trains in Piedmont recently. Doug Moody, owner of the hobby shop, runs one-half gauge live steam on a quarter-mile track on the property there. A fellow named Machel in Campobello was reported to be selling off some smaller gauge stuff. He has an impressive outdoor, hand-built set of locomotives and rolling stock. He is located off of highway 176.

**Other News**

Mac McMillin said that the South Carolina Railroad Museum would be running trains beginning in May and ending sometime in October. Charles Kirkwood, our visitor, announced that the Greenville chapter of the NHRS will be holding their regular meeting at the Sears Shelter on Friday, March 16, and the topic would be the "Orphan Trains." Mac McMillin said that the Greenville NHRS chapter would be sponsoring an excursion on the Great Smoky Mountain Railway on the first Saturday in June. The cost will be around \$89.

**The meeting was adjourned** around 8:30 PM, and after a five-minute break, Rob Seel popped in a great

video on railroading in the 1930s and '40s. Most of the impressive footage featured Rob's favorite Pennsy on the Horseshoe, but we also saw B&O, Reading, and NYC. Our next meeting will be at 7:30 PM on April 17 at the Pickens County Library.

Respectfully submitted,

*Michael Moore, Stationmaster*

### **Minutes of Regular Meeting**

**April 19, 2001**

The meeting was opened by Rob Seel at 7:33 PM at the Pickens County Library. Thirteen members and no guests were present.

**The minutes** of the March meeting were read by Michael Moore. Richard Nichols gave the Treasurer's report. Both were approved by the membership with no corrections. Cash on hand as of April 15 was \$6301.08. Richard mentioned that there are still 8 members who have not yet paid their dues. He will write them an encouraging letter. Several people volunteered to contact the folks by phone.

### **Business in Process**

Howard Garner presented a detailed proposed budget for *TextilExpress 2002*. The target is to net \$8660.00 before splitting it with SER. They will also partially underwrite a loss if that situation arises. Bob Hanson raised the issue of seed money supplied by the SER. This is an issue that has been "shot down" in the past, but Howard is running for a seat on the board of directors and hopes to change this in the future.

**Rob Seel reported** that he was able to help out Joe Tankersley with information on a reenactment of a Civil War-era railroad raid.

**The amendment to the by-laws** regarding the regular meeting time was read. A lengthy discussion ensued during which the amendment was reworked. It will be read again at the next meeting.

### **New Business**

Several upcoming shows were mentioned. The next meeting's topic will be under the direction of Steve Zonay. Mac McMillin has June, Michael Moore has July, and Rodney Cowen has August.

**The annual picnic** will be held on the regular meeting day in September. A location has yet to be chosen. Bob Hanson will again head this up.

**Curt Ehmman reported** that he is donating two SOU train sets for display in the Clemson Depot. The Interior plans for the building are soon to be released.

### **Railfan Report**

Mac McMillin and Michael Moore both reported seeing High/Wide movements on NS recently. Speculation continues to abound over the clearing activity south of Clemson on the NS line.

### **Hobby News**

Lionel is discontinuing all domestic manufacturing. Everything will be coming from the Orient.

**The meeting was adjourned** at 8:45 PM. Bill Hughes and Rodney Cowen showed several old photographs which were enjoyed by all.

*Michael Moore, Stationmaster*

### **Clemson Station Update**

**By Bob Folsom**

The restoration of the former Southern Railway depot in Clemson is moving ahead. I have walked by the site a number of times recently and as of this writing (4/17/01) the following things have happened: Some of the bricks have been removed in a few locations. There has been some exploratory removal of the siding exposing the original studs. Some of the siding still remains from the new station site towards the main line.

The paved area around the station has been "worked on", possibly in anticipation of pouring a slab. The area where the station will move to has had the old siding rails removed and been graded.

There is a pile of I-beams stacked near by which will be used in the moving of the station. There probably has been some work done inside that is not observable. That's about it!

### **Turning the Tables**

**By Rodney Cowen**

**In the old days**, the management would spring a signal test on us by having a maintainer turn a signal red in front of us. Then a trainmaster or road foreman and the maintainer would hide out of sight to see how we would react to the signal.

**One night** up around Littleton the cab signal indicator suddenly went from green to lunar white which indicated a signal change ahead. It had all the earmarks of a test.

**Now I don't remember** if it was the conductor or engineer who got the bright idea. But he suggested as soon as we stopped. One of us would make believe that he had found something wrong under one of the cars, and the rest of the crew would hold our lights as if we were helping him.

**We had a four car** Budd P.D.C. train that night. After stopping, one of us hit the ground and acted like he had found something wrong under the head car. Soon he was joined by the rest of the crew and we went into our little act.

**Not three minutes** later, three figures appeared out of the dark. Which proved to be a trainmaster, road foreman and signal maintainer. One of them asked what was wrong.

**We told him**, nothing wrong. We just wanted to see who was hiding out in the bushes tonight. We then climbed back on the train and took off.

**Management** must have seen the humor in our little act for we never heard mention of that night ever after.

### **A Chicago and North Western Heritage**

**By Curt Ehmman**

The railroad town of Boone, Iowa was an important Division Point on the main line of the Chicago & North Western Railroad, when I was born in 1928. Both my Grandfather and Great-grandfather had come from Germany some 40 years earlier to become stone-

masons for the C&NW and built many of the bridge foundations from Chicago to the longest double track railroad bridge in the world, over the Des Moines River valley just west of Boone.

**Living just 2 blocks** from the railroad's main line, it was natural for me and my brother to walk those two blocks often, to watch those mighty engines go by--or stop at the depot just a block further to change crews and passengers. There was a lumberyard on our side of the tracks, and we could climb up the stacks of lumber to a brick wall facing the tracks and watch all the action.

**My father**, naturally, took a job with the C&NW too, but in their accounting offices, which were eventually moved to Chicago where those activities were centralized. The restrictions of the Great Depression prevented me from ever owning a toy train of my own. I just watched the real ones!

But when I grew up and married, I took a position with a large Bank in the Chicago "Loop." Guess how I went to work for the next 38 years? Right, I rode the Chicago & North Western! And the suburban station that I used for many of those years was built by a crew supervised by my own grandfather!

**It was when my second** daughter was born that I decided I could wait no longer for a son to buy a toy train for. So I spread the word, and under the Christmas tree that year was an American Flyer freight train, headed by a C&NW Baldwin Diesel! (My earlier research had priced it at \$20!)

**Now I could build** my first layout. Living in a 2-Flat building with a large basement, I began with 2 sheets of 4' x 8' plywood, raising one, and offsetting it towards one corner about a foot, and I had a 2 level railroad. It was a precarious and temporary arrangement, because I couldn't leave it up very long, but it was my start in model railroading.

**This was in the late 50's** and a number of Chicago discount houses had American Flyer equipment for sale--right on the way to work--along Madison Street. But money was pretty tight for a bank clerk in those days, so I could only *look and yearn* for all that wonderful rolling stock selling for 2 to 8 dollars apiece!

**This is when I discovered** the Great Chicagoland Train Shows held each month at the Du Page County Fair-Grounds. Here was my chance to expand my pike. I was a kid in toyland as I searched for hidden treasures to add to my collection. With all this fabulous new and used equipment in my favorite gauge--S!

**In 1969 my family** moved into a large home in Palatine and I worked my railroad into our family room. It was a long but well-planned strategy. First it was that beginning 4' x 8'sheet of plywood, tucked into one corner, with a closet adjoining for my first train shop. Then a few months later, I ran a double track down the wall to the other end of the room and put in a turn-around. Now I had a substantial "continuous run!" My wife, Marilou, always preferred the smaller HO Gauge,

and even bought a scale replica of the DeWitt Clinton, which I now installed in the center of that turn-around. That was the "peace-offering" for my increasing invasion of the room!

**Our next home** was a 3-story Townhouse, which we bought in 1988, in anticipation of my rapidly approaching retirement. That bottom level held a garage, and a basement room measuring 23' x 12'. I was able to install my trusty 4 x 8 table and that corner turnaround to continue train service for another for another 4 years.

**In 1992, when I did retire**, Marilou and I agreed that it was time to leave "The Frozen North," so we moved to the Upstate of South Carolina and gave away our snow shovel and winter coats. Now I had the opportunity of a lifetime! I could have a real **Train Room!** I planned a room 18' x 11, with a row of high windows along the Southwest wall and a row of fluorescent lights along the center of the ceiling. The neighbors, watching construction of the home, decided that room had to be a poolroom! Wrong! Behind the room was an unfinished but heated (and air-conditioned) room (13 x13), which I was going to use for my workroom. I could hardly wait to move in and build my "Dream Layout!"

**The project began** in the spring of 1993. One corner of the room had doors to the hall and the workroom, so I lined the other 3 walls with heavy-duty steel standards with adjustable shelving arms. This allowed me to add a row of shelves below the layout for storage and still keep the carpeted floor clear. I decided on a comfortable height of 45" and used 5/8" plywood throughout. The long runs are 2 feet deep; the corner just inside the door is 65" x 48" and the turnaround in the work room is just 4' x 6', to accommodate the greater radius of my .148 track. Both of these structures required a sturdy 2 x 4 framework.

**The second turnaround** was built in the workroom, so I had to cut holes in the drywall to accommodate an upper and lower level along the wall, and a single level in the foreground. The upper hole was hidden by building facades since the city was there, and the lower front opening was faced with a wide portal of Styrofoam painted concrete color.

**Taking a hint** from an old O-Gauge friend, I then glued roofing paper to the entire surface. This not only covered the unnatural surface of the wood, but also added some soundproofing to the layout!

**Now I started** adding the second level, both for interest, and also to make the best use of that narrow 24-inch shelf. A vertical clearance of 5 inches allowed for my tallest car, and a width of 5 inches left room for some scenery. This upper track was supported by wooden posts (painted concrete) and 1" x 2" wood strips along the wall between the shelf standards. A third level was then constructed over the train room turnaround and scened as a mountain, with a town (in HO Scale, for perspective) on top. Shoulder width

cutouts were made in the first and second levels for emergency access later on!

**Now I laid** my track, with the .148 American Models track, with its larger radius, on the outside of the lower level of the entire layout. The American Flyer high-rail track, with the smaller radius, starts on the second level, so that it runs above the scale trains around the 2 sides of the layout. As the AF train comes out of the tunnel, it passes over a double-span bridge and down a 10-foot incline to the lower level where it stays until it passes the town and climbs back up in the workroom.

**So the layout** has two continuous runs, one in scale, and one in AF Hi-rail. But I have neglected telling you about my Train Yard. On the third wall of the train room is a 4-track yard, connecting with the Hi-Rail line through multiple switches. So I can run any one of 4 different trains AF trains. The location of that yard is accidentally perfect, because when the late afternoon sun comes in those high windows, the crowded yard, with its Engine house and backboard scenery really looks real!

**On the window** side of the layout is "Accessory Row". Here is a Coal Loader, 2 coal Unloaders, a Barrel Loader, an AF Sign with Diesel Horn, and an Airport Beacon. All have operating buttons up front where visitors can operate them.

**Although other** gages are cheaper or smaller, or bigger, I have always preferred the "middle-size" of S-Gauge, the durability of my old American Flyer equipment, and the high quality of the new offerings by such suppliers as American Models and S-Helper Service.

**Over the years** my collection has grown from that 4-car train set to over 170 units of rolling stock, including 20 engines, evenly split between new and old, Steam & Diesel. Obviously, Chicago & North Western equipment is favored here, and that family tradition will be carried on by my children and grandchildren!

#### Inside/Out

#### High Speed Cut Off Wheels

By Dennis Moriarty

High speed cut off disks are useful to use when cutting off track sections as the cut does not crimp or bend the end of the track. This allows the track connectors to slide on the end of the track without any filing. The cut off disks is also useful for cutting off plastic ties.

**Most high speed** cut off motors such as Dermal do not allow the cut off disk to cut straight up and down because the diameter of the motor is wider than the cut off disk. Always remember to cut the track with the motor on the side of the cut that is going to be on the layout. This makes the slight bevel to have the long side on top of the track so it will meet the next section of track. If you do it backwards there will be a Vee cut in the top of the track.

**Electrical isolation gaps** can be added to existing track by cutting through the track with the disk. The disks make a cut so thin that the train wheels cross with no problem. Some modelers like to fill the gap with plastic and glue but I don't find that it is necessary because the disks are so thin. When using flex or other commercial track always make the electrical isolation cut where there is a solid plastic connector from tie to tie under the track, this helps keep the track aligned. In this case the slight angle of the cut does not matter because both sides of the cut are at the same angle. If an electrical isolation joint is installed while laying the track, plastic track connectors can be purchased instead of the NS connectors.

**For track work** you want thin cuts so only use one cut off disk on the motor at a time. For other work around the shop it is helpful to use two disks stacked together because the cut off disks are very fragile and break easily. Using two at a time makes them stronger so they are not as easily broken. **Please remember** to use your safety glasses while using high-speed tools.

#### Future Meeting Programs

May: Steve Zonay - A clinic on building model Bridges.

June: Mac McMillin – A slide show of Mac's rail fan pictures taken in the 70's. Mostly Clinchfield and Southern RR.

July: Mike Moore

August: Rodney Cowen

#### 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.**

## 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) 261-3496

Signature \_\_\_\_\_

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**C.R.M.&H.A.**  
**Dennis Moriarty, Editor**  
**519 Beacon Shores Drive**  
**Seneca, SC 29672**

**FIRST CLASS MAIL**

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