



The CRM&HA Newsletter

November/December 2002 Dennis Moriarty/Editor Volume 11 Number 6
Meetings are held at 7:30 PM on the 1st Thursday of the month at the Central SC Library

Headline: Christmas Party to be held on December 5th, See Details Below

Christmas Party

The details of this years Christmas party will be finalized at the November meeting. There is a possibility that **it will not be held** at the library and may start at 7:00 PM. As of now it is expected that it will be a full dinner instead of snacks as in the past. The club will supply the main course and everyone will bring a dish to pass such as a salad or desert. As in the past if you would like to partake in the gift exchange, bring a wrapped railroad related gift either new or used, but as Bob Hanson used to say, "No Junk". **Call Bob Folsom (654-8244)** with the number of people in your party and to let him know what you are bringing. See the President's Report.

This is subject to change at the November meeting. If you are unable to attend the November meeting call Bob Folsom for details.

Editorial

By Dennis Moriarty

I wish to thank all those that have contributed to the newsletter this year. The newsletter received many fine articles from the members and this newsletter is no exception.

We had a busy year as a club and because of your hard work there is a possibility that the club may someday have a permanent home. At least we are in the talking stages of that possibility.

If you have not attended many of our meetings please consider coming. We are an active club and there is almost always an interesting program after the meeting.

On February 15th, 2003 we will be putting on our next annual train show in Seneca.

Remember to attend our Christmas Party in December. See the details above.

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.

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

Thank you! Bob Folsom, Rodney Cowen, Donald Rumer, and Rob Seel for your newsletter contributions this month. You all did a great job.

And thank you to Richard Nichols for printing and mailing out the snail mail newsletters this year.

Club Layout Needs a New Home

The layout was moved to an outdoor storage facility. If anyone has room in their basement or other part of their house for all or part of the layout, and would be willing to have the layout set up or stored there between uses please let Bob Folsom know. (654-8244)

CEO's Corner

PRESIDENT'S REPORT

By Bob Folsom (also HO Division Super)

The most exciting news lately is the final financial report of our Southeast Region NMRA convention and train show, TEXTILEXPRESS. CRMHA cleared over \$2000 on this event. This ranks as one of the most successful SER conventions ever. Congratulations are in order for all of us, and especially Howard and Steve who did such a great job organizing and promoting. We are quite well poised to have a great CRMHA train show next February. All preliminary arrangements have been made, and the next most important aspect will be publicity. Of course, the most important thing of all is your participation in setting up and tearing down the event. Be sure Friday, February 14 (setup) and Saturday, February 15 (show and tear down) are on your calendar.

More immediately, we will be electing a new paymaster (treasurer) and new general interest superintendent. Anyone is welcome to place their own name in nomination! These are not difficult jobs -

anyone can do them, and there is always plenty of support when questions arise.

At our November meeting, we will be planning the Annual Christmas Party which consists of bringing your favorite holiday snack or dessert, or possibly beverages. Be prepared to sign up for bringing something!

We continue to gather ideas for developing a permanent club headquarters. Yours are welcome. Our programs at each meeting continue to be greatly enjoyable. If you haven't done a program yet, I'm sure you have something of interest in your railroading experience to share with us. Don't be bashful! The last thing I will mention is the 175th Anniversary Celebration in Baltimore of the B&O June 27 through July 6, 2003. There has been some interest in organizing a CRMHA group trip. Again, let's have your input.

HO DIVISION REPORT

By Bob Folsom

I think I had suggested some time back the possibility of having a meeting (basically HO division, but anyone welcome) where we might work on some club HO equipment - painting, assembling, etc. I must confess that week after week goes by, and I forget to pursue that idea. The other side of the coin is that I know we all lead busy lives, and I don't want to start thinking up extra club activities that we don't have time for. If anyone is interested in working on club equipment let me know and I will make my place available for a work session.

CRM&HA Minutes September 5, 2002

Call to Order:

Engineer and CEO: Bob Folsom called the meeting to order at 7:30 PM.

14 members and 3 guests were present. The Library had forgotten to schedule our meeting in the main room so we had to meet in a small room, we all fit although cramped.

The minutes of the previous meeting were approved.

The treasurer's report was missing as our paymaster could not make the meeting.

Dennis Moriarty reported that articles for the next newsletter are due on October 12th.

Business in process:

The name tags will be updated.

Michael Childress will look into updating the club website.

Mac McMillin will give tonight's program because Richard could not attend.

There is a possibility that a mobile class room is available which could be used for a clubhouse.

Bob Hanson gave a quick talk about the Newry Mill possible restoration. Howard wondered if we could get room there. Bob indicated that there may be a piece of

property that we could obtain in the area of the mill for the mobile class room.

The officers will revisit our corporation status to see if it needs updating or is OK as it is.

There will be information coming on a possible visit to a layout in Hendersonville, NC.

Bob Folsom asked if anyone was interested in having the club visit their layout. If so, we would like to set up a date. Howard Garner stated that his layout will be open on December 7th. If interested call at 878-4705. The 2003 CRM&HA train show was discussed. Bob Hanson said that the arraignments have been made to use the Seneca Armory on February 15, 2003. John Foster is our contact at the armory. We will be able to set up on February 14th. Howard Garner will send the information out to the magazines and will schedule two clinics or more. Howard will also combine the SCR Palmetto Division with the show. Bob Folsom will contact Pete to help Bob Hanson with the local advertising.

New Business:

None reported

Division Reports:

The N-Scale Division is back in operation. Rob Seel is working on a 30 x 69 inch layout and Bill Hughes is back from his operation.

Rob Seel and Bob Folsom are going to check out the possibility of setting up a display at the Central SC Museum. Not only would this be a public service but it could advertise our club.

Railfan Reports:

Rob Seel reported seeing a Pickens engine in NJ. The Pickens shop is working on a Alco with remote control and rebuilt a S4.

Bob Folsom reported attending a meeting about the Anderson Rail Project from Clemson to Anderson. The meeting was attended by both Norfolk Southern and the Pickens RRs. Both lines would like to run the new passenger train service. The tracks would have to be upgraded with a government grant for passenger service by installing new gates and improving crossings. The new service could also be used to bring coal to the Clemson University Boilers and passengers to football games if a spur was routed to the University. It was pointed out that when the Carolina Panthers professional football team came to town when they were playing in Clemson, that they came to town by rail.

Mac McMillin stated that on Saturday September 14th that there will be a railfest at the Great Smoky Mountain RR in Bryson City NC. 25 to 30 Motor cars are expected including Mac's to participate in the activities. A group formed to emulate gandy dancers will be there to put on a demonstration of how they used to lay track in the old days with songs etc.

Program:

Mac McMillin showed an interesting video about maintenance of way equipment from the 1950's to the present day.

Respectively Submitted by Dennis Moriarty Acting Station Master

**CRM&HA Minutes
October 3, 2002**

Call to Order:

Bob Folsom called the meeting to order at 7:30 PM. Members Present: Fourteen members and two guests, Bob Presley and Abigail Reed, were in attendance.

Minutes from Last Meeting:

The minutes from last meeting were read by Dennis Moriarty and approved with only minor corrections.

Treasurers Report:

The Treasurer, Richard Nichols, reported a balance on hand of \$7189.35.

Newsletter Dateline:

Dateline for news to be included in newsletter is October 12th. Dennis would like to have information for meeting programs for January and February.

Business in Progress

1. Bob mentioned that nominations will be needed for the General Superintendent and Paymaster positions in the Club. Rob Seel was nominated for General Superintendent. Elections will be in December.
2. No report on Web site development.
3. Upcoming programs: Chuck Reed will take November. The Christmas party will be in December.
4. Bob Hanson is continuing to look into specifics related to the Seneca train show in February.
5. We continue to look into the feasibility of establishing a Club Headquarters. Used trailers cost from \$3K to \$5K. New ones typically run about \$40K.
6. Howard will have an open house to view his layout on December 7. Steve Zonay will have an open house to view his layout after the Seneca show in February.
7. Howard provided details from the Textilexpress event.

Registered attendees: 215

Meals purchased: 200

Clinics: 27

Slots: 28

Tour attendees: 52

Layouts displayed on Saturday: 13

Profit from Textilexpress: \$2741.15

New Business

1. The current mailing address for the club is:
PO Box 128
Central, SC 29630-0128
Concern was expressed that old applications with the wrong address are still out there. Efforts will be made to gather and destroy them.

2. The Club agreed to renew membership in the NMRA for another year at the cost of \$90. The Club will also renew subscription to Model Railroader Magazine

(which has lapsed) and give the copy to the Central Library where our meetings are normally held.

HO Division:

No report

N Division:

Rob Seel reported that he is continuing to work on his N layout. He expects to have over 12 bridges.

Railfan Reports:

1. Bob mentioned that the Fair of the Iron Horse will be held at The B&O Museum in Baltimore from June 27 through July 6, 2003. Members might be interested in visiting this celebration of 175 years of railroading. Don Rumer mentioned that he had visited the museum recently and been given a tour of the shop area.
2. Rob Seel described the Northlands HO model railroad he visited recently. He provided photos of this very impressive layout and mentioned that dramatic special scenic effects were created through the use of mirrors. He also discussed and provided photos of the Lancaster and Chester Short Line Railroad that runs between New Hope and Ivyland, PA.
3. Mac McMillan reported on a convention of motor car fans in North Carolina. Trips were made on a line that runs between Bryson City and Dillsborough. He provided photos and mentioned that his car ran well. He was able to survive a slight collision with a tree that had fallen over the tracks.
4. Richard Nichols described a recent trip to Warren, MA where he visited an operating trolley line and various hobby shops.

Adjournment:

Formal part of meeting adjourned at 8:15 PM.

Presentation:

Rodney Cowen showed a video tape of a portion of the mainline of the Pennsylvania Railroad in the area of Menlo Park, NJ. The original film was taken in 1940 and showed numerous passenger and freights pulled by both steam and electric locomotives including the classic GG-1 workhorse.

Respectively Submitted by Don Rumer Stationmaster

Lesson No. 47?

By Rodney Cowen

I am calling it lesson No 47, although it was probably nearer lesson No 147 as it was four years after I learned my first RR Lesson at Shelburne Falls, Massachusetts back in 1939. It was now 1943 and I was a yard foreman with the 730th R.O.B. in Tehran, Iran.

After I had switched out and reset the oil plant, my next move was to place a car on the Small Goods Track and then return to the crossovers there by the oil plant. The Small Goods Track was some distance away and it was slightly down grade to the switch, then up a sharp incline into the track. To save time, I decided to kick the car down there. I had sent a man down to line the switch and protect the move while we spotted the tank cars for unloading.

We kicked the car and I rode it. Everything went according to plan. The car rolled down and coasted safely up the incline into the Small Goods Track. But that isn't the end of the story.

When I dropped off to set the hand brake, I found that I didn't have any. Those GI boxcar brake staffs ran horizontally across the end sill with a brake wheel on each end and could only be set by a man standing or running along side of the car.

I dropped off and started to wind and wound and wound. Then it dawned on me, that brake chain wasn't connected to anything. Just then my car gently touched another car standing on the track and started to roll the other way. I glanced up and to my horror I saw a double-headed freight just starting to pull out of the depot. I thought my car was going to hit that train right smack in its middle. So I tried to derail the car.

Fortunately for me, the freight had hold off only seven cars as they were throwing out a cripple. When the engineers saw my predicament, they both latched out their throttles and cleared the switch.

The car rolled down the incline and was safely caught by the road crew who then shoved it along with their cripple, back into the track where it belonged.

That's how I learned another lesson. That is, to never depend on a hand brake to stop or hold a car until you have first tested the brake.

B&O Museum By Donald Rumer

On my most recent trip to Baltimore, I finally got over to the B&O Railroad museum. The entrance is the original Mt. Claire station, reputedly the oldest railroad station in America. The museum also includes a round house which houses many 19th century originals as well as replicas including Peter Cooper's Tom Thumb. I was fascinated by a Shay loco with its vertical cylinders, couplings and drive gearing. Twentieth century locomotives and rolling stock are in a large area outside the museum. Most are former B&O, C&O, Chessie and Western Maryland railroad equipment. A recent retiree I knew from my former employer is now employed full time by the museum. He's now being paid for what he did formerly as a volunteer. He gave me a tour of the shop area. I had a chance to climb into the surprisingly roomy cab of an old C&O streamliner. Also had a chance to get in the much more crowded cab of an old yard locomotive the museum uses regularly for short trips. The shop had just completed restoration work on a Western Maryland F-7 and it looked really great. Also saw a Chessie GP-9 undergoing some restoration.

The museum has an HO layout upstairs. They did a very impressive job of modeling a section of B&O (now CSX) mainline through the Paw Paw narrows along the Potomac. A special portrait exhibit of 19th Century railroad tycoons and inventors, loaned from the National Gallery, was also on display. Ironically, the first

and most impressive portrait was that of Jay Gould, one of the most notorious and hated financiers of the period.

Industrial Sidings By Dennis Moriarty

I came across a copy of Engineering and Operating Criteria for Industrial sidings in my files. I don't know if the modern standards are the same or if they are the same in all states. These are from the Office of Chief Engineer in Philadelphia, Pa. and are dated November 17, 1972. But even if they are not up to date, they are historical and are interesting. For those wanting to learn the names of rail parts the following is invaluable. The report is long so it is summarized. Almost all of the materials referred to below had a comment that they had to be new or used in good condition. That was left out in the interest of space.

Clearances:

- Minimum side clearance 8'6" from the C/L of tangent track to any part of building, platform or other obstructions.
- If track is curved add 1 inch per degree of curve to the side clearances.
- Track centers between parallel adjacent tracks to be 14'.
- Adjacent properties to be cleared by 12'-0" minimum plus 1"/degree of curve.
- Overhead clearance should be 22'6" from rail top. If rail enters a building 18'-0" may be permitted. (depending on state laws)

Turnouts:

No. 10 in Main Line tracks, No. 8 in side or industrial tracks.

Derails:

Derails shall be used on main tracks, secondary tracks and sidings where required by Federal or State Authorities or the Chief Engineer-Maintenance of way of the RR.

Curved Track Requirements:

- Minimum radius of all sidings 459' – (12deg-30')
- Where two curves over 6 deg are reversed a tangent of 50 to 100' should be provided between curves.
- Wherever possible the curved track should have radius greater than 459'.

Grade and Sections:

- Maximum grade not to exceed 2 ½% including compensation for curvature. Compensation to be at the rate of .05% for each degree of curve. 50 feet of level track should be provided in advance of door entrances.
- Floor elevations should be 3'-8" above top of rail.
- Sub grade to be 1'-2" minimum below bottom of ties.
- Where excavation of fill is necessary, the base or top of slope should be 24' wide, 12' each side of

center line of track to permit walking space for train crew.

- e. Minimum slopes to be 2 to 1.
- f. Depressed track to have proper drainage.
- g. Pipes crossing under track should be installed at least 5'-0" below base of rail to top of pipe.
- h. All sidings to be level where cars are placed, or stored for any length of time.
- i. Gauge 4'-8½" on tangent track and curves up to 8 degrees inclusive. 4'-9" on curves over 8 degrees.

Operating Conditions:

- a. An operating track to be provided from which individual sidings are installed to serve a building or individual property.
- b. Should it be necessary to reverse direction of siding, a run-around track must be provided.

Materials:

- a. Rail shall be 100# or heavier Switch and Yard secondhand and 119# new.
- b. Cross Ties shall be 8" wide by 6" thick, 8'-6" long, oak and be pressure creosote treated.
- c. Switch timber shall be 9" wide by 7" thick, square-sawed oak, and allow 19" outside base of rail.
- d. Sub-ballast shall be a minimum depth of 8" of porous material such as gravel, stone or slag.
- e. Ballast shall be crushed limestone, trap rock, will pass through 1 ½" ring. Minimum size shall not pass ½" ring.
- f. Splice Bars shall be of same design as rail used.
- g. Compromise Bars shall be manufactured to conform to rail design use. They shall not be burned with acetylene, etc., to fit.
- h. Track Bolts and nut locks shall be the proper design for rail and splice bars used.
- i. Tie plates shall be proper design for rail supplied.
- j. Switch points, plates, rods, connecting rods, frogs and guard rails must be of same standard and size. Self-guarded frogs may be used on sidetracks, connected to sidetracks only.
- k. Track spikes shall be 6 inches long and conform to ASTM Spec. A-65-33.
- l. Switch stands shall have a locking device and it is preferred they be placed on the engineman's side.
- m. Switch stand targets shall be coated with reflectorized material and conform to the RR's standards.
- n. Insulated joints shall be new fully insulated and conform to rail size used.
- o. Bumping posts shall be high bumper and fit rail used.
- p. Rail anchors shall fit rail used.

Construction:

This may be included in a future newsletter.

**Some Pictures
Submitted by Rob Seel**

I had the pleasure of being in New Hope NJ for the Railfan events on Sept 14-15. The photos were taken on the 14th, either on the morning train to Ivyland or the night photo session. (Because it takes so long to download the pictures, only two are included in this newsletter, more will be included in the future. Ed.)



- Future Meeting Programs**
- November:** Clark Reed
 - December:** Christmas Party / Elections
 - January:** Steve Zonay
 - February:** Volunteer needed

CMR&HA TRAIN CREW
Engineer and CEO: Bob Folsom
General Division Super: Mac McMillin
Stationmaster: Don Rumer
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: CRM&HA, PO Box 128, Central, SC 29630-0128. Phone (864) 261- 3496
- Signature _____
-

C.R.M.&H.A.
Richard Nichols
301 Kingston Way
Anderson, SC 29626

FIRST CLASS MAIL

ADDRESS CORRECTION REQUESTED

