



The CRM&HA Newsletter

November/December 2003 **Dennis Moriarty/Editor** **Volume 12 Number 6**
Meetings are held at 7:15 PM on the 1st Thursday of the month at the Central SC Library

Headline: Do not forget to attend the annual Christmas Party

Editorial

By Dennis Moriarty

Congratulations to Curt Ehmann and Jeanne Colberg on their October 5th wedding. Curt has been our past secretary and treasurer.

Our former member Pat Hogue passed away in early August from a heart attack while white water rafting. Pat built one of our HO modules and a brass plaque will be placed on it as a memorial.

It's been finalized, our 2004 train show will be on the 7th of February. There are many jobs that need to be done and your help will be needed.

Our train show at the Central fall festival was a great success and many members chipped in and helped. See the CEO'S Corner for details.

I hope you can make the Christmas party this year. Details about the party follow.

I enjoyed seeing many of you at my open house, it is too bad we can't bring our layouts to the meetings.

Howard's layout open house will be December 6.

Some of the members are working on the HO layout at Rail and Spike. You are welcome to attend the first Saturday of the month work sessions. It is a great way for beginners to learn and old timers to enjoy. See the newsletter for more information.

It is hoped that the Central Museum display will be finished by the end of the year. It looks like the project is well underway and with so many working on it a year-end completion looks possible. There are items not assigned yet so if you would like to help contact Pete 261-7264 or Bob 654-8244.

Thank you, Bob Folsom, Don Rumer, and Howard Garner for your newsletter contributions this month.

Please support the newsletter by submitting articles, news and or information. If you do not 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.

In addition, thank you to Richard Nichols for printing and mailing out the snail mail newsletters.



Christmas Party December 4th

Please join us for food and fellowship at the annual Christmas Party at the Central Library meeting room on the regular meeting night, December 4th at 7:15 PM. Please bring a dish to pass and if you would like to be in the gift exchange bring a wrapped gift. Gifts are usually white elephants, items of a RR nature that would be enjoyed by the recipient. As Bob Hanson used to say, "no junk". Spouses and guests are welcome. They may be in the gift exchange, if desired, by bringing a gift to exchange. If you bring something other than finger food, please bring cups, paper plates, forks or what ever is required to eat or drink it. A few of our members take advantage of this night to bring show and tell items or projects that they are working on. This might also be a good time to show off the latest T-Trax activity. Please contact Bob Folsom at 654-8244 to let him know what you are bringing so that we do not all bring the same thing.



CEO's Corner PRESIDENT'S REPORT

By Bob Folsom (also HO Division Super)

Our club only has 29 members currently. But the response to helping with the Town of Central Heritage Festival was great! Thanks to everyone who helped with this endeavor. This includes setting up the Central Museum with our display (which takes up an entire room) to setting up the HO modular layout which has been one of the centerpieces of this festival since its inception.

I don't get around the country that much and I am not an activist in the NMRA, etc., but I don't think there is a club in the USA that is involved in any more activities than we are, or that has any more interesting activities at meetings, etc. than we do.

The important issues right now are:

- * Nominate a new president and secretary at the November meeting and elect same at the December meeting (at the library, 7:15 PM; call me with regards to what you might bring to eat!)
- * Read your newsletter about the proposal for an educational video from Sterling Johnson
- * Be ready to help with our annual show in Seneca on February 7.
- * Come to our November meeting! It would be awesome to see all 29 of us there!
- * If you want a hands-on project, contact Pete Delorme or me about the N scale museum display.
- * For anyone working on the Central Display, please press forward with your project; set Christmas as a deadline for completion!

Thanks also to everyone who has offered to hold an open house: Dennis Moriarty was on October 4, Steve Zonay will be on October 18, and Howard Garner will be on December 6. What with Thanksgiving, we may not try to have one in November (I may still try to have the B&M layout in Flat Rock, NC in November, but let's see), but there are lots of possibilities for the New Year, and you will hear more about this.

There is no new news about our club HQ but the Central depot is still a very distinct possibility.

That's it for now. Thanks to all 29 of you for being part of CRM&HA. See you on Thursday, November 6, at our regular meeting, 7:15 PM. PLEASE MAKE THIS A PRIORITY!

HO DIVISION REPORT By Bob Folsom

Our participation in the Town of Central Heritage Days Festival was a great success. Our presence there brought about the proposal in this newsletter from Sterling Johnson. Whether or not we do anything with this idea that is tangible evidence that we do make an impression on the public! Our next highlight is our annual train show in Seneca on

February 7. We will have the DCC completed. The club already has a number of locos equipped with DCC which will make for an awesome operating session, but more importantly, we can assist YOU in adding DCC to your own layout. As I write this, I was not at the official HO work session which is scheduled for the first Saturday of the month, so I'm not sure whether the layout is again operational, but I hope that if you are interested in HO, you will try to come out on a Saturday morning at Rail N' Spike in Easley to see what is happening! We always have a great time sharing information, stories, and developing modeling skills.

CRM&HA Minutes September 4, 2003

CEO Bob Folsom called the meeting to order at 7:16 PM. Fourteen members and two guests, **Ann Sheriff** and **Beverly Curriton** from the Central Museum, were in attendance. Membership cards for 2003 were made available.

Minutes - August minutes as shown in the Newsletter were accepted with no changes.

Treasurer's Report - Howard presented a report with a balance in the Club account of \$9746.02 before the evening's transactions.

Newsletter deadline - October 7, 2003

Business in Progress

1. Upcoming programs: October - Bob Presley; November - Richard Nichols; December - Christmas party

2. Volunteers for club member layout visits:

Steve's HOn3 layout open house will be October 18. He has also invited members of regional narrow gauge clubs to attend. Howard's HO layout open house will be December 6. Bob Folsom will set up a date for club members to visit Dan Lang's B&M model layout in Henderson, NC.

3. Charter 501C3 - Howard Garner will provide a write-up concerning this in the next Newsletter.

4. Central Railroad Festival - September 27:

Members are needed to operate trains and answer questions. A sign-up sheet was passed around by the CEO. Beverly Curriton and Ann Sheriff were then introduced and asked to say a few words. They both have been very satisfied with the Club's interest in the Museum and Festival and welcomed any questions from members. Bob questioned the availability of tables. Fifteen are needed. The Museum will check on this. The Festival is looking for displays of railroad equipment that traveled through Central from the founding of the town in 1873 until the present. Members felt they could provide some items. Bob Folsom and Pete Delorme will attend an upcoming meeting with Museum personnel on September 7 to discuss various details.

5. Flyers: Pete will email a form to Richard and he will make copies.

6. Nominating Committee: Don Rumer and Pete Delorme will join Michael Childress in forming a nominating committee to fill positions for CEO and Stationmaster (secretary). Pete will chair the committee.

7. Annual Train Show: Bob Hanson indicated that the 2004 Train show will be held on February 7 from 9 until 3 at the Seneca armory.

New Business

Christmas Party - No new details.

Division Reports

N Division: Central Museum Project: Pete Delorme answered questions and provided additional photos and information to aid members in constructing model buildings of the period (1930's). Don Rumer showed a preliminary model of a complex of three stores he is working on.

HO Division: CEO Bob Folsom reported that improvements continue on the Club's HO layout. Connect track sections will be ballast. DCC conversion continues with two locomotives ready and necessary wiring complete.

Railfan reports

Steve mentioned that a former member, Pat Hogue, recently passed away. The Club is considering the purchase of his HO equipment and, possibly, remembering him with a plaque.

An upcoming broadcast of Incredible Basements on the Home and Garden channel will feature a model railroad in Chicago with operating coal loaders, helper grades, etc. Howard Garner has seen this layout.

The "Op-til-You-Drop" Atlanta train show will be held over Halloween weekend.

Bob Hanson reminded everyone that the new steam generators for Duke's nuclear power plant are due to arrive by train in November.

Adjournment - Business part of meeting ended at 8:15 PM. After a short break, Bob Hanson briefly discussed his experiences and observations in the railroad marshaling yards of Chicago during the time he lived there and later in Canada. Bob then presented a video on trips made by Trains Unlimited to various South American countries. Trains Unlimited provides rail fans with trips on unique and picturesque railroads.

Next Meeting - October 2 at Central Library

Respectfully, Don Rumer Stationmaster

CRM&HA Minutes

October 2, 2003

CEO Bob Folsom called the meeting to order at 7:16 PM. Thirteen members and one guest, Sterling Johnson of Sterling Video, were in attendance. The Club presently has 29 members. Our newest member, Jim Reece, was introduced by the CEO. Membership cards for 2003 were made available.

Minutes - A summary of September minutes was

presented and the minutes were accepted as written.

Treasurer's Report - Howard presented the September financial statement. The Club presently has a balance of \$9631.77 in the Treasury. Howard noted that Pete Delorme is handling the accounting and finances for the Central Museum Project. The Museum has approved more money for displays.

Newsletter deadline - October 12, 2003

Business in Progress

1. Upcoming programs: October - Bob Presley; November - Joe Stribling; December - Christmas party; January - Dennis Moriarty; February - ?; March - Bob Folsom: "Chicago"
2. Volunteers for club member layout visits: Dennis will have an open house for his HO layout on October 4; Steve's HOn3 layout open house will be October 18. Howard's HO layout open house will be December 6. The visit to Dan Lang's B&M layout in Henderson will probably be in January, 2004.
3. Adjunct Group: Bob Presley indicated that Joyce Brickett is having an open house for her G gauge garden layout on October 4. CRM&HA members are invited. Bob also indicated that the adjunct group will be conducting a class on building scenery on November 16.
4. Charter 501C3 - Howard Garner is continuing to work on a write-up for a future Newsletter.
5. Plexiglas for HO Layout: With the HO layout presently located at the Rail & Spike hobby shop some equipment has been damaged by customers. Richard Nichols presented a motion that 18" to 24" Plexiglas be purchased and installed around the layout. The motion was seconded and approved by the membership.
6. Pat Hague module and plaque: A motion was made by Richard Nichols that a brass plaque commemorating Pat Hague be purchased and mounted on his HO module (part of the Club's HO layout). The plaque would include birth and death dates. This motion was seconded and approved.
7. Nominating Committee: The Nominating committee was requested to meet and select candidates for 2004 by the Newsletter dateline, October 12.
8. Annual Train Show: We need advertising flyers for the 2004 train show by Saturday, October 4.
9. Club HQ: Nothing new.
10. Christmas party: The Club Christmas party will be the regular December meeting night, December 4 at the Central Library. A gift exchange will be optional. Members are requested to bring a dish to share. Members may bring items to show and tell. The Club offered to reimburse Bob Folsom for expenses associated with the past July party. Bob declined the offer.

New Business

1. Central Railroad Days Festival Review: We had a very good turn out at the Central Festival. Steve felt that future festivals should reemphasis the

importance of the railroad to the town by reincorporating "Railroad" into the Heritage title. Lack of advertising was noted. Comments were made that, perhaps, the Club could handle some of the advertising in future years.

2. History of Central Video: Sterling Johnson presented a proposal for the development of a video production on the history of railroading in Central. The production would focus on how Central became a boomtown after the Civil War and how the railroads contributed to that. Photos, interviews, displays, etc., would be incorporated into the video which would be marketed to SCETV. The Club would be invited to help with research and other aspects of the product. Information on this proposal will be included in the next Newsletter. Member comments and concerns are invited.

Division Reports

N Division: Central Museum Project: Bob Folsom reviewed building and structure assignments. Several buildings have yet to be assigned to members for construction.

HO Division: Work continues on the DCC conversion.

Railfan reports

Bob Presley brought in personal photographs of the damage to railroad and other property in a 1946 explosion in Texas City, Texas. Bob also provided information on the Whitehorse and Yukon Railroad.

Howard demonstrated an optical level available for \$10 from Harbor Freight. Steve displayed HOn3 models of the "galloping goose" rail vehicle.

Adjournment

Business part of meeting adjourned at 8:14pm. After a short break, Bob Presley presented a video on the make up of fast freight #40 running from Kansas City, MO to Chicago. Also, scenes of snow removal along tracks through the Sierra Madre during the winters of the early 50's were shown.

Next Meeting - November 6 at Central Library

Respectfully, Don Rumer Stationmaster

Incorporate or Not?

That is the question

By Howard Garner

Why should the CRM&HA operate as a corporation and not as an association? Why is the form we have operated under not the best for our members? That is the question that I hope to answer.

The CRM&HA has been operating under the association form of government since its organization. This has been satisfactory for that period because we have not had any problems.

Drawbacks of the association form are: Officers are/can be legally liable for the association's actions/inactions. If an accident occurred at any of our shows, the officers (as individuals) and the club could be held liable. Difficulty is qualifying for the IRS

status as a charitable organization. We were turned down early in the club's life for the 501c3 status.

Benefits of the association: If dissolved, the assets could be distributed to the club members or in any other manner the club decided. Record keeping is less, but not eliminated.

Incorporation would provide protection from liability to the club officers. Assets (at dissolution) could only be given to another 501c3 qualified organization. The 501c3 status will be easier to acquire from the IRS. This would allow use to accept gifts that are tax deductible to the giver. It also would place us in a better position to receive grants/donations from others.

I will propose a motion at the next club meeting to be discussed then, but to be voted upon at the following meeting:

Motion: That the Central Railroad Model & Historical Association merge with the entity known as the Central Railroad Model & Historical Association, Inc and adapt the letters of incorporation as its own. All assets of the association will be transferred to the surviving organization. If this motion is passed it must be accepted by the CRM&HA, Inc within 45 days. Within 45 days after their acceptance the official merger should occur. This motion is not to be voted on until the official meeting following the meeting this motion is presented.

At the same time I will have a motion presented to the corporation:

Motion: That the CRM&HA, Inc merge with the CRM&HA (association) with the CRM&HA, Inc being the surviving organization.. All assets of the corporation will be merged with that of the association. The association officers will become the officers of the surviving corporation. If approved, this action will only occur if the association has passed a similar motion. The CRM&HA, Inc will hold an official meeting to ratify this action within 30 days of the CRM&HA (association) passing its resolution.

Note the officers of the CRM&HA, Inc are: Howard Garner, Steve Zonay, & Rob Seel.



The Chunnel –

The Story of the English Channel Tunnel A Book Report by Don Rumer

I recently read a book entitled "The Chunnel" written by Drew Fetherstone and published by Random House. Available at the Walhalla public library, the

book tells the story of the financing, engineering and construction of the English Channel Tunnel or, as it's commonly known as, the Chunnel. The Chunnel is actually a 31 mile long set of three tunnels that stretch across the Dover Straights from a point near Dover, England to Calais, France. The two larger tunnels, containing standard gauge railroad tracks, provide rail service, one in each direction. The third smaller tunnel is a service tunnel linking the other two. Rail shuttle service is provided regularly for automobiles, trucks and buses. Eurostar trains utilize the Chunnel to connect London to Paris and, now, Brussels. And rail freight service also utilizes it.

The dream of connecting England with the continent of Europe goes back for centuries. Some preliminary boring was actually performed in the late 1800's but it wasn't until after the Second World War that a serious proposal was made. Soil samples were taken across the Channel, drawings created and discussions between governments were begun. Politics and financing stalled the effort.

By the early 1980's interest was sparked again. Margaret Thatcher's Conservative government, initially opposed to such a project, decided Britain needed to be more closely tied with the rest of Europe. A cross channel link would be both the physical and psychological connection needed. However, as far as Britain was concerned, Thatcher insisted the effort be privately financed. A substantial amount of the book is devoted to the efforts to drum up and maintain both popular and financial support for this mammoth project.

While the British were hesitant, the French were enthused. The author attributes several reasons for this. The French public is, typically, turned on by large technical projects so popular support was there. Not so with the Brits who were suspicious of technology and still harbored an irrational fear of invasion from Continental Europe. Also, the Socialist government of French President Mitterrand was looking for a way to boost employment in the economically depressed areas near Calais. Perhaps most significant, the French banks were nationalized so financing was not nearly the problem it was with the British.

Actually, an exclusive rail tunnel was not the favorite of either government. Thatcher disliked rail service and its associated subsidies so the British preferred a dubious proposal to build a combination rail and motor vehicle tunnel. The French preferred a proposal for a series of five suspension bridges, each larger than any previously built suspension bridge. These would carry both motor vehicles and rail traffic. After the usual round of consultant evaluations, the more economical and practical rail tunnel was finally chosen.

The author discusses in detail the haggling between the banks, contractors and the company set up to direct the project. Anyone who has ever been involved

in contract negotiation will appreciate the corporate politics involved. The inevitable construction delays and financial requests resulted in constant finger pointing and routine management changeovers. Few in management who began the project were around at the completion. The company set up to run the project, called Eurotunnel, consisted of both British and French engineers and managers. Same also for the consortium of Contractors. The British and French construction crews, however, pretty much worked independently. The British bored east toward the Continent while the French moved west toward Britain.

The author emphasizes the difference in approach between the British and French. The British were less into documentation, training and planning. They depended on experienced Construction personnel. The British engineers were hands-on types who worked right with the Construction crews in the tunnels. The French, on the other hand, created detailed documents, plans and procedures.

Unemployed workers in the Calais area were trained for the construction work. The French engineers did their engineering from afar. The French equipment, according to the author, was of significantly better quality. Their tunnel boring machines were better designed than those of the British. An executive from one of the contractors, Bechtel, described the British works as something out of Charles Dickens and the French as something out of Jules Verne.

Ironically, the two seemed to take just the opposite position on safety. No amount of redundancy could satisfy the British safety board. The danger of a tunnel fire, hyped up by Channel ferry owners, became an obsession and added significantly to costs. Later events, however, tended to justify the concern.

The Chunnel project was completed in 1993. Maximum speed for trains within the tunnel was 100 mph. Total costs were around \$11 billion. Not exactly a bargain but probably significantly less than either of the proposals for a combination motor vehicle/rail crossing. Three years after completion a serious fire, allegedly the result of sabotage during a labor strike shut down the tunnel for months. No one was killed but safety procedures put in place were not followed. The blame was eventually placed on the decision by the British not to use experienced railroad personnel to operate their section of the tunnel.

In summary, The Chunnel provides a detailed description of the problems and conflicts associated with what was one of the largest railroad construction projects of the Twentieth century.

Working with Plywood By Dennis Moriarty

Many RR layout projects require the use of ½ inch or thicker plywood pieces. I personally like to use

¾-inch thick plywood for track roadbeds. Since the plywood is sold in 4'x8' sheets, the sheets can be quite heavy to be handled by one person. Some lumberyards will cut the pieces into more manageable sizes. However, if a few sheets are kept in the workshop for different projects you may have to cut the sheets yourself.

Handling the large sheets: Since 4x8 plywood sheets are heavy, carpenters usually tip them up on edge and place one hand under the middle and one hand on top of the sheet to carry. This works fine outdoors where there is a lot of headroom but does not do well indoors. In addition, most carpenters are used to carrying heavy loads but many of us are not so lucky. I find it is easier to handle the large sheets by making a sling out of ½-inch rope. I make about 14 inch loops on each end of the rope and slip them under the two bottom corners when the sheet is tipped up on its edge. The length of the rope between the loops is spaced so that you can pick up the sheet from the middle of the rope. The plywood hangs like carrying a briefcase. Your other hand guides the top. Since the sheet is, only a few inches above the floor it can be carried under doorways with no problems.

Cutting the Plywood: since the sheets are, so heavy it is difficult to saw them with a table saw. When cutting strips for roadbed for example, many 3-inch wide strips are required. It is much easier to place the plywood on a couple of sawhorses and cut them with a circular saw. If you wish to take advantage of the table saw, cut the plywood 12 to 18 inches wide with the circular saw and then the smaller pieces can be put through the table saw with little effort. You can protect your sawhorses by screwing a sacrificial piece of wood like an old furring strip on the top edge of the sawhorse so that the edge of the furring strip sticks up about ¾ inch above the horse. When setting the circular saw make sure it only sticks out a little way from the bottom of the sheet so that it just nicks the furring strip. When the strip gets chewed up just unscrew it and turn it over. I have used mine for 5 years and they are in pretty bad shape but still have enough wood left to hold the plywood up. Plywood comes in several grades. First, the number of plies affects the cost. Boat builders use plywood with many plies. The normal plywood found in local lumberyards is fine for RR use. The facing of the plywood is graded from A to C, with A being the best with few knots. B has more knots but they are plugged with wood. C has many knots, which are not plugged. The higher the grade, the higher the cost. B/C is fine for layout use. Always saw from the poorest side. When you lay the plywood on the saw horses have the C side facing up.

The saw blade tends to tear out the edges of the side it is cutting on, so the good side on bottom will not be damaged. When using the table saw put the bad side down for the same reason. The circular saw can be guided with a straight edge clamped to the sheet. Remember to measure the distance from the blade to the edge of the saw base plate to set the straight edge in the correct position. If you do not want to go to the expense of a commercial straight edge, which must be eight feet long, you can use a good furring strip as a straight edge. With a chalk line, snap a line where the furring strip will be placed. Use a few dry wall screws to fasten it to the plywood. The guide furring strip can be straightened to line up with the chalk line while screwing it down. Be sure the screws do not penetrate the good side, if the hole will show after removing the furring strip. Remember to wear your safety glasses and follow the safety rules that came with your power tools.

Future Meeting Programs

November: Joe Stribling

December: Christmas Party

January: Dennis Moriarty

February: Speaker to be announced

March:- Bob Folsom: "Chicago"

Welcome New Members

Dwayne Lusk is interested in HO scale

Jim Reese is also in HO scale and has been collecting for some time.

CMR&HA TRAIN CREW

Engineer and CEO: Bob Folsom

General Division Super: Rob Seel

Stationmaster: Don Rumer

Paymaster: Howard Garner

HO Division Super: Bob Folsom

Large Scale Division Super: Bob Hanson



**Treasurer's Report
October 2003
By Howard Garner**

September financial statement

Submitted 10/02/03				\$9,522.47
09/04/03 Model Railroader	Gift Sub to Library	39.95		9,482.52
09/04/03	2003 dues		60.00	9,542.52
09/04/03	Company Store sales		4.00	9,546.52
09/04/03	Digitrax from Howard		199.50	9,746.02
09/04/03 NMRA Dues		105.00		9,641.02
09/04/03 Richard Nichols	Postage	9.25		9,631.77



www.toytrunkrailroad.com

Central Railway Model & Historical Association - 2003 Members (as of August-2003)

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