



# The CRM&HA Newsletter

July/August 2004

Dennis Moriarty/Editor

Volume 13 Number 4

Meetings are held at 7:15 PM on the 1<sup>st</sup> Thursday of the month at the Central SC Library

## **Editorial By Dennis Moriarty**

**I have included** some pictures from our annual train show that was held in February, in this issue.

**For those of us** whose only experience with railroading is through books and modeling, Rodney Cowens articles are a breath of fresh air. Rodney worked on the RR for 40 years and his contributions to our newsletters have been outstanding. A new Rodney article is included in this issue. Thanks Rodney

**Congratulations to our CEO Bob Folsom** on his recent retirement. Those of you who know Bob have seen his home layout grow. Now that he will be home more, I'll bet it will grow even faster.

**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.

**Thank you, Rodney Cowen, and Bob Folsom for your contributions to the newsletter this month.**

**ALSO, thank you Howard Garner for agreeing to take over the printing and mailing of the snail mail newsletters**



## **CEO's Corner PRESIDENT'S REPORT By Bob Folsom**

By the time you get the latest CRM&HA Newsletter, I will be retired from my job of supervisor at Clemson Area Transit. As I write this, I will be attending some meetings in Anderson, SC next week having to do with High-Speed Rail in South Carolina, and the Anderson County Commuter Rail Project (usually called the Light Rail Project). In August, I plan to rejoin CAT in a part-time status and hope to keep close to new developments in these ventures.

Things are really cooking at the CRM&HA! Pete and Steve donned their costumes and helped stage railroad re-enactments at the Woodburn Plantation a few weeks ago. Unfortunately, there was also a competing activity at the railroad museum in Spencer, NC which some of us attended. But I guess that is a good problem to have! Last weekend, Pete and I (mostly Pete) set up an N scale exhibit at Woodburn for their annual BBQ. It had many visitors and was a great publicity effort for the club. There will be some more work sessions planned for the Central Museum Display. Some more buildings need completion, as does the scenery. I think a realistic goal is to have the layout "complete" by next May, 2005. This project is not restricted to those who model N scale. Any member of the club who would like to have a little hands-on experience is welcome to participate. If you show up for a work session, you WILL be involved!

The HO Division had a planning meeting/work session last Saturday and a number of goals were

laid out for completion prior to upcoming events. One of the best aspects of participation in our club is the chance to interact with other members. I have thoroughly enjoyed sharing ideas and helping plan or working with equipment with fellow club members recently. That is what CRM&HA is all about.

There are more home layout visits in the offing including a B&M layout in Flat Rock, NC. That will be scheduled fairly soon - but only when Rodney can attend!

Our Annual Train Show will be scheduled for either February 6 or February 20; some research will be done to avoid conflicts with other nearby shows and the date will be decided at our July meeting.

We recently acquired a big boxful of striped engineer's caps. We may sell some of them at our show, but one thought is to arrange to have them monogrammed for the CRM&HA, and adopt them as our official cap. Be prepared to act on this at the next meeting.

I have heard that the CRM&HA is perceived as a very "HO scale-oriented" to the possible overshadowing of other active modeling scales. One possible reason for this is the CEO and HO Division Superintendent are one and the same person. I will admit that I have really pushed development of the HO layout recently because it is on display and has actually been responsible for the recruitment of new members. However, we now have more active N-Gaugers in the club building modules for a great display layout, and I promise that these activities will be given equal support in every respect!

For those interested in programs about railroading in general, we have been treated to one really interesting topic after another! In recent times, we have seen home videos about Alaska Railroading, old movies about the B&M, great videos about the fantastic HO model railroad at Northland, a great video about a fantastic 7.5" live steam layout in Oregon, a neat report about Amtrak and future passenger trains in South Carolina, a professional quality documentary about the Virginia and Truckee Railroad; and the list just goes on and on. I listed all those things from memory without going back and looking at the agendas, which was kind of risky these days, so I hope I didn't overlook something!

There is currently a program for allowing Scouts to earn a merit badge in model railroading. There is some corporate hobby support for this; Pete DeLorme has more details. If you are at all involved in Scouting or know someone who is, contact Pete

for details. This is another example of how CRM&HA has something for everyone! We can be mentors and literally pied pipers of a great leisure activity for all members of our community.

The idea of having a permanent club building is definitely in the works; but is presently in the quiet backroom developmental stage. Don't think this idea is dead by any means!

## **HO DIVISION REPORT**

**By Bob Folsom**

We had a planning session last Saturday, June 5. A number of projects were laid out which could be completed before our next major activity in September. We will be testing new methods of attaching the modules; finishing some ballasting of the track; securing some turnout hand throws or adding new ones; developing some operating scenarios; kit bashing some more buildings in the form of "flats" attached to the backdrops that look like entire buildings; adding some more equipment to the club roster; and adding new Plexiglas windows to give the layout more protection from members of the public determined to have a "hands-on" experience.

As with other aspects of club participation, these activities are open to EVERYONE. We will be working more or less every Saturday morning at Rail N' Spike on these projects. If you should ever show up there to help with the layout, but no leadership is around, try running some trains on the layout. There is virtually always someone around there who knows how to do it.

We will have the HO modular layout on display in Central on the last Saturday of September; in Flat Rock, NC on October 11; and at our own Seneca Train Show, which will be either February 6 or February 20. Again, I cannot stress this enough - EVERY MEMBER OF THIS CLUB is invited to participate in improving the layout, and especially needed at these shows to help move the layout and run trains.

## **HO Layout Work Sessions**

Some of the members are working on the club 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.

## **EMERGENCY STOPS**

**By Rodney P. Cowen**



**This is a picture of engine 5509.**

IN THE FIRST INCIDENT that I am going to relate, I was the baggage master on train 5509 that ran from Boston to Bellows Falls, Vt.

ONE NIGHT JUST above Fitzwilliam, N.H; the brakes went into emergency. When I walked up to the head end and asked the old engineer what was wrong, he said, "Somebody pulled the air back there." I then told Hunker (that was the old engineer's nickname) that everything was all right and to go along.

NOW IT SO happened that the fireman's home terminal on this particular run was Bellows Falls although the rest of us were out of Boston. Both firemen lived in Fitzwilliam so we always had two firemen between Fitzwilliam and Bellows Falls. One deadheading up to cover the job back and one deadheading back after covering the job up. Of course the fireman deadheading back couldn't wait to tell us what had happened on the way up.

WHAT HAD HAPPENED back at Fitzwilliam was that old Hunker had caught his jacket sleeve on the brake valve handle, thus throwing it into emergency. ANOTHER NIGHT on the same run, this time at Summit, just west of Keene; the brakes went into emergency. After I walked up to the head end, I got the same answer. "Somebody pulled the air back there." This time the engineer had seen a pair of taillights on a car on the adjacent route 12 and thought he was going into the hind end of another train. I could see why he thought so, for route 12 was just high enough above the tracks for an auto's tail lights to be at the same height of a train's marker lamps.

THE THIRD INCIDENT happened at the Willows where the line from Portland and Lowell joined the main line from Boston to Greenfield and Mechanicville. The home signal for a westbound move was quite a bit east of the interlocking at the Willows. So if a long freight was held there it will not block a grade crossing. One dark and stormy night, I was on train 59 a three car R. D. C. Budd train westbound from Boston to Greenfield. Suddenly at the Willows the brakes went into emergency. When we opened the door to ask what was wrong, the

engineer told us that his foot slipped off the dead man pedal.

BUT WE KNEW different. For when we looked ahead we could see a long freight train coming east off the westbound track and going up the Portland line.

WHAT HAD REALLY happened was that the engineer came around that big left hand curve and when his headlight shown on those rocking-rolling rain slick cars, he thought he was going into the side of them forgetting that he had had a middle green on the home signal indicating that we were to go west on the eastbound track.

BUT IT WASN'T just engine men that made boo boos. We trainmen made some too especially in the days of the wooden cars with the open platforms.

THOSE CARS HAD two cords that ran the length of the car, one on each side of the car. The one that lead to the emergency valve, that was on one end wall was red when put up. The other that went out a small hole over the end door to the signal valve was white. But after a few months in service, both cords became the same color and that was black.

SOMETIMES FOURTEEN OR fifteen customers would get on at a station. When you got to the fifteenth customer, we would find that he wanted to get off at a flag stop that was three miles or less from where he got on. By that time, we would be almost there so we would reach up and pull the cord over the customer's head, to signal the engineer to stop at the next station. Forgetting to look to see if the cord went out the hole over the door or to the brake valve in the corner. With the result, that occasionally we made a sudden stop short of where we had intended.

IF SOME OLD timer told me that he had never pulled the wrong cord, I never believed anything else that he told me either.

### **This Months Tips By Dennis Moriarty**

**In the last issue, it was** mentioned that to help pick up dropped parts, especially on a carpet, vacuum them up with a sock over the end of the hose to keep them from going into the vacuum cleaner. Another way to pick parts up, if they are made of steel, such as screws and nails is to take a plastic bag and turn it inside out over a magnet. Pick up the parts with the magnet then turn the bag right side out and all the parts will be in the bag. This method can be used when sorting parts also.

**Keep a vinyl drain board** in the shop, the flat kind with turned up edges that is meant to be placed next a sink. When going through a can of miscellaneous screws or nails etc., dump them on

the drain board. After finding what you want bend the drain board and pour the unused parts back in the can. The drain boards can also be used to protect the workbench from paint and other materials.

### **CMR&HA TRAIN CREW**

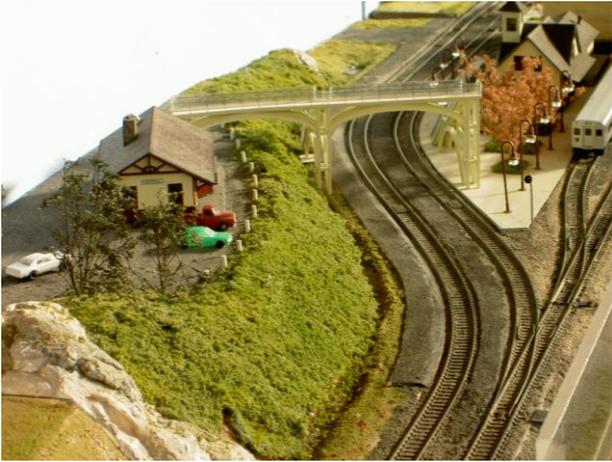
**Engineer and CEO: Bob Folsom**  
**General Division Super: Rob Seel**  
**Stationmaster: Bob Hanson**  
**Paymaster: Howard Garner**  
**HO Division Super: Bob Folsom**  
**Large Scale Division Super: Bob Hanson**

### **Future Meetings Programs**

**July: Rodney Cowen**  
**August: Bob Folsom**  
**September: Picnic (to be held at Dennis Moriarty's. Details in the next newsletter)**

### **Pictures from the Train Show**





**Central Railway Model & Historical Association**