



The CRM&HA Newsletter

January/February 2006 Dennis Moriarty/Editor Volume 15 Number 1
Meetings are held at 7:15 PM on the 1st Thursday of the month at the Central SC Library

Editorial By Dennis Moriarty

Congratulations to our newly elected officers:

President (Engineer and CEO) Jim Reece and Secretary (Stationmaster) Brian d'Entremont. Thank you guys for taking on these important jobs.

I also would like to thank Bob Folsom for the terrific job he has done as CEO and Bob Hanson for being a great Stationmaster.

Our annual Christmas party was a terrific success and Bob Folsom and his wife Jeanne were fantastic hosts. Thank you for allowing us to have the Christmas party at your home. In addition, thank you to all who brought food. Bob took some nice pictures of the party and are in the newsletter after the Bob's HO report.

Be sure to read Bob Folsom's HO report and Rob Seel's comments on the future of the HO layout and let us know what you think.

Really, I finally included the article about Sioux Lookout that I have promised. When Curt Ehmann wrote about passing through Sioux Lookout on his Canadian Rail trip it reminded me about being there about 40 years ago with my father to start on a canoe trip. I looked up the logbook from our trip and decided to include chapter one about the Canadian National RR train trip from Windsor Ontario to Toronto and on to Sioux Lookout. You do not realize how big Ontario is until you ride a train across it. I don't think I got any sleep on that trip because of the track noise. My father made daily logs of all our canoe trips and when we got back home, rewrote them in story form. Since I could not tell the story as well as he did, I am including it as he wrote it. I hope you enjoy it as much as I did reliving the trip.

Dale Reynolds is the **Program Chair** for the Association. Dale will be responsible for the meeting programs. Near the end of this newsletter, the programs that have been assigned are indicated. Please contact Dale if you can do a presentation for one of the open months.

Please **send information** for the next newsletter to MQK@CHARTER.net or hand it to me at a meeting before February 12th.

Thank you Bob Hanson, Jim Reece, Don Rumer, Rob Seel, Rodney P. Cowen, Brian d'Entremont and Bob Folsom for your contributions to the newsletter this month.

Also, thank you Howard Garner for managing the club website.

CEO Report By Bob Folsom

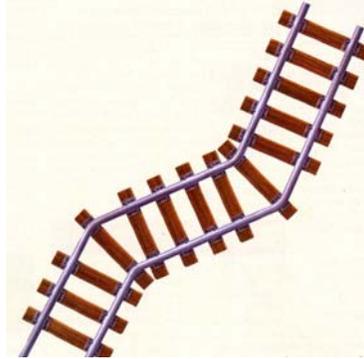
This will be my last report as your CEO for the past four years. It has been such a pleasure and honor to be president of the CRM&HA. I hope I have served you justly, but I don't take credit for anything other than trying to reach out to members or possible members, and I'm not even sure I did my best in that regard. I also hope I have always made everyone feel important and welcome. I am, however, very sure that CRM&HA is a great club and has not lacked for opportunities in all interest areas. Let me sum up a few things: *Home layout tours - let's see what YOU are doing if you want to share with us; or let's go visit other places; there are many. You are always welcome at my place! *The (HO) modular layout is the tangible exhibit demonstrating the club's existence; let's consider some of the proposals regarding its future, it is an entire club responsibility. *Cooperative efforts (as we did with the Central Museum) with NMRA; Clemson University; Southern Wesleyan University; Woodburn Plantation; Town of Central ; Walhalla (this will be coming up). If we keep working at it, we might finally sell someone on the idea that if they could give us space it will be a win/win. *Outreach - how can we get more people to join? I know there are more railroaders out there. Logistics is a problem. Also, the meeting time is a problem for some who have to work late or drive a long distance to get to meetings. *Clinics - for the modelers, more clinics "on location" might be good. Howard and I had open houses - we can do more of this as needed. Also, I for one, will be glad to come to your location to see what you are doing and help you if you wish. I can tell you that it takes outside observers to call attention to things you may have overlooked! I really enjoyed having you here for the Christmas party. This is not an inherent part of being CEO so Jim, you can breathe a sigh of relief!

I notice that I am already penciled in for next year. That doesn't mean that someone else couldn't host the party if you wish, but if you do indeed want to come back next year, I will look forward to it. Because of the party, I worked extra hard on the layout before the fact, and made one improvement afterwards which eliminated a potential derailment. As a result, I turned five trains loose today (dispatched all control) and let the layout run for about 45 minutes entirely by itself without a problem. What this says is that is that we collectively act as a mutual support and encouragement group. Finally, I want to welcome Jim Reece as CEO. I am grateful that Jim would step up because I felt strongly that my tenure should end - just as our nation's presidency is limited to two terms. Thanks, Jim for accepting this responsibility - I know you will do just great and we are all grateful. Also, thanks to Brian d'Entremont for accepting the position of Secretary. He has been a member for only a year, and has proven he will do a great job in whatever responsibility he takes on.

HO DIVISION REPORT By Bob Folsom

I intimated at a recent meeting that we should look at the "interest group" concept to see if it is necessary. We have the HO gauge modular layout, and we undertook an N gauge project in Central. There was a complete cross-section of people taking part in these projects, no limitations on what "interest group" you were part of. I have been club Vice-President as chair of the HO interest group I think since I hosted the layout at my house, which dates back before Textile Express. I have also expressed my opinion that the HO modular layout is a full club responsibility and not a project of the so-called "HO Interest Group." To that end, I would like to make the end of my club presidency concurrent with the conclusion of being VP of the HO Interest Group. I feel that any future modeling activities in CRM&HA be entire club activities. We can offer clinics as I mentioned in the CEO report based on members' needs regardless of modeling scale. or have presentations and open houses in all scales (including 1:1) for the collective interest of the entire club. Some day if we were to have our own quarters and wanted

to build a layout, participation would be open to anyone and everyone regardless of what they did or did not model at home. We can always nominate a chairperson for any modeling projects, and it might not be HO necessarily. I have enjoyed being HO Chair - when the layout was where we could work on it, we had some really good projects: coal yard and installation of double slip and yard lead at that end, passenger station and adjacent module, DCC, ballasting more track and connector track sections; and installing the hinge method of connecting the modules. I had a punch list of other projects including signals to engage in, but the lack of a place to work on the layout plus the wear and tear indicate that we should think of alternatives during the next year.



**Christmas Party Pictures
Taken by Bob Folsom**









2006 CEO Comments By Jim Reece

On behalf of the Central Railroad Model & Historical Assoc., I would like to express our sincere thanks to Bob Folsom and Bob Hanson for the great contribution they made while serving as officers these past years.

In the coming year I will be attempting to fill the shoes of Bob Folsom as CEO of CRM&HA. As I begin preparing for this task and was looking through the club files given to me by Bob. There I found surveys completed by club members. These surveys ask, what did you expect to be the benefits of joining and what do you think should be the clubs priorities? Most of the replies reinforced my own thoughts and discussions I have had with some of the newer club members. It seem the top five items of interest, in no particular order, are:

**Fellowship
To learn modeling
Share knowledge
Find a home for club railroad
Involvement in train shows**

So we can have some open discussion on these findings at the January meeting, I would like to ask each member to think about these five subjects and what the clubs commitment should be in terms of time, effort and money? And what part you would like to play in reaching these goals?

In closing, Janie and I would like to wish each of you and yours a Merry Christmas & Happy New Year.

Minutes Nov. 3, 2005 Meeting

President Bob Folsom called the meeting to order at 7:15PM. In the absence of Bob Hanson, Mr. Folsom requested that Brian d'Entremont stand in as secretary for the meeting. Dale Reynolds, having volunteered to be program coordinator, reported having arranged for programs by Howard Garner, Mack McMillin, and Rob Seel for next year.

Nominations were held for officer positions that will be open next year. Mr. Folsom, on behalf of the nominating committee (Members: Bob Folsom, Bob Hanson, and Howard Garner), moved to nominate Jim Reece for president, and Brian d'Entremont for Secretary. Both motions were both seconded by Dennis Moriarty. There were no additional nominations from the floor.

Discussion was conducted on three issues: Possible location of the 2006 Train Show, the possibility of chartering a private railcar to travel to NMRA convention in Philadelphia, and changes in long-term direction for the club. After losing the intended location for the February show, the club voted at the September meeting to continue plans for a show in February and look for a new location. Subsequently, at the October meeting, it was reported that the Armories would be unavailable this year. Jim Reese reported on the possible use of an old mill near the Cherrydale shopping center. The owner of this property had offered a location for storage of the layout, but it was unknown if additional space could be used for a show. Unfortunately, it is in an undesirable neighborhood and the potential show location would be accessible only through several flights of stairs. The Shafer Rec. center was determined to be unavailable and the Ramada was discussed but its cost was still unknown.

Subsequent discussion focused on the financial goals for the show. It was reported that previous shows typically grossed at least \$750 and discussed that several hundred dollars for suitable location may be reasonable. Several members indicated that they would consider a show that broke even or was even a slight loss as a success if it brought good exposure to the club. The idea of coordinating with and SCR meet was discussed and Steve Zonay indicated that making this partially an NMRA event would be necessary to avoid purchasing our own insurance to cover the show.

In a second item of discussion, Bob Folsom and Rob Seel presented pictures of a private car available for charter in Easley and proposed the idea of chartering it to travel to the NMRA convention in Philadelphia in the summer of 2006. At the time it appeared that twelve people could charter the car for this trip for a total of about \$14000 (It was subsequently reported in December that the trip is not feasible due to new Amtrak switching arrangements in Philadelphia).

Mr. Folsom also introduced discussion of the future direction of the club. He proposed that the redefinition or abolition of the club's interest groups be considered. He cited inactivity and lack of membership in the N scale and the fact that the HO layout, as the bulk of the club's tangible assets was really the responsibility of the entire club. Mr. Seel proposed a plan for the replacement of the HO layout with two smaller layouts that would be easier to find space to keep setup year round. He proposed that one such layout might be designed for "hands-on" operation by the public at shows. Mr. Reese also made a statement focusing on how finding a permanent home for the layout is necessary to the mission of the club.

After the close of the business meeting, a video program on the outstanding live steam operations at Train Mountain was presented by George Stoudenmier.

*Respectfully submitted,
Brian d'Entremont acting Stationmaster*

Minutes December 1, 2005 Meeting

After an invigorating time of fellowship and fine food, Pres. Bob called the meeting to order at 8:22 p.m. Attending were 14 members and 4 guests---guests names---Greg Houck, Diviyesh Patel, Mitchell West and Michael West.

Deadline for items for the next newsletter is December 12.

Upcoming programs---January/Childress, February/Seel, March/Hanson and April/Garner.

The Nominating committee (composed of the present officers) had presented a slate for the offices of Secretary and President at the November meeting. There were no additional

nominations or volunteers noted at that meeting. On Motion by member Reynolds, seconded by member Childress, the following were unanimously elected to two-year terms---

President----Jim Reece

Secretary-----Brian d'Entremont

Their respective terms will begin with the January, 2006 meeting.

No further word on a 2006 Train Show other than it was generally agreed among the members that it is acceptable that we consider it postponed (from the usual February date).

Any member or friend who might have been planning to attend the NMRA 2006 convention by booking transit on-board the Palmetto State RR Car needs to make other plans---due to conflicts among AMTRAK union personnel and the inability of the terminal to handle private cars.

A SPECIAL THANKS TO THE FOLSOMS for hosting this annual event and preparing the main course for this dinner meeting--on motion by the general membership it was voted to reimburse them \$50.00 to compensate for their expenses.

Respectfully submitted

Bobby Hanson

Is the HO layout tired? by Rob Seel

The current HO layout has served us well for more than 10 years. It has been displayed, on the average, twice a year at shows and at the Rail & Spike hobby store for one year. It has also been stored in Bob's basement, Tom's garage, a crumbling Central schoolhouse, and various storage warehouses in less than favorable climatic conditions. The layout has remained in remarkably good condition, all things considered. But, without a feasible place for the club to maintain, develop, and enjoy running the layout it has suddenly become in need of significant repairs. The years and stresses of transport are taking their toll.

It is also becoming difficult to round-up enough people to transport, set up, and operate the layout for public displays. And, there is no opportunity to train new members how to operate the yard, especially when it harbors gremlins in the wiring.

I believe the current layout has become more of a burden to the club than a viable asset. Thereby, I propose we dismantle the layout and set aside the buildings, rolling stock, skirts, Plexiglas, hardware, DCC system, selected turnouts, and other salvageable items for future use.

HOWEVER, not having a layout of my own was the reason I joined the CRMHA, and I'm sure others would agree for themselves. The layout has been our KEY public relations tool, and what would make us attractive as a club. Therefore, I believe it is still ESSENTIAL to our mission and future to have operable layout(s) in top condition for public display.

Here is my Proposal:

Let us develop TWO, 4 x 8 or 5 x 9 layouts.

One layout would be DCC, with a through track and switching. This would be our scenicked "show piece" with lots of detail, and can be operated by two or even three people. Bridges, tunnel, river, hills and valleys. Think "model railroad."

The other layout would be a DC, durable, "hands-on" layout for the public to operate and "play with" together with club members' assistance. Two tracks with wired Atlas snap switches,

Bachmann buildings, Life-Like trees, etc. – just like the one we all started out on! Maybe we can do a three-tier O, HO, and N layout! Think, “train set.”

Why?

1. It better enables us to make the hobby we promote “more accessible.”
2. It demonstrates the lifetime nature of the hobby, as well as the diversity within.
3. It opens up better possibilities for us to store, maintain, and develop the layouts. Smaller size = more options.
4. It gives us hands-on projects to teach and learn from each other bench work, track work, wiring, and scenery.
5. It enables us to be less dependant on having a minimum number of member helpers to put on a show.
6. We could transport it / them with fewer people in smaller vehicles.
7. Better for re-sale!

Whaddayathink, y'all?

WHAT A PREDICAMENT!

By Rodney P. Cowen

THE EVENT THAT I am going to relate happened over fifty-years ago. The diesels had come and the electric motors at the Hoosac Tunnel were long gone. The tunnel was still double track and we still had swingmen but as yet, we had no radios.

THE SWINGMAN WAS an extra brakeman that was required on all freight trains that had over twenty-five cars and operated in New York State. They would ride to East Deerfield and than back to Mechanicville just to cover the law.

THIS NIGHT I was a spare conductor on BM1, a Boston Mechanicville freight train. We had about 125 cars and four diesel units.

AS WE ENTERED the tunnel at East Portal, I noticed that we had been switched over onto the eastbound track. At West Portal we were again switched back onto the westbound. When we passed the North Adam's tower, the tower man was in the window and shouted down, “Get onto a phone as soon as you stop!”

ON THE PHONE I learned that we had a boxcar door on the right side of the car that was bulging way out. It had almost knocked some masons off of their staging who were working on the brick lining of the west end of the tunnel. I walked ahead and about twenty cars from the caboose, I found a boxcar loaded with empty steel beer kegs. The load had shifted and knocked the bottom of the door out. The door now stuck so far out that it couldn't clear the truss of the Hoosac river bridge that was now about thirty feet ahead of the car.

IF WE HADN'T been on the eastbound, because of the masons in the tunnel, we would have jammed that car in the East Portal of the tunnel.

BUT WHAT A predicament we were in! Here we had a car that couldn't be moved but one way—and that was back. Our power was over a mile away on the other side of a tunnel that had been built on a sharp left-hand curve so sharp that we couldn't even see through it.

WE COULDN'T WORK on the top of the cars because of the tunnel and couldn't see on the ground because of the tunnel and the curve.

WHEN I WENT to the phone to tell the tower man what I had found, someone from the head end came on a phone on the other side of the tunnel and wanted to know what was going on.

IT WAS THEN that I knew what we were going to do. I asked the tower man to protect the rear of our train, as train 51 was about due. Then I placed my flagman on the phone with orders to call my lantern signals to the guy on the phone on the other side of the little tunnel. He in turn relayed my signals to the other man and he in turn relayed my signals to the engineer. We backed up. I made the cut, pulled down to the switch, set out the car and put the train back together in less time than it took to write the above.

Chapter One of Canoe Trip Log Lake Miniss to Sioux Lookout Ontario By F.C. Moriarty

The train rolls smoothly across the long, monotonous miles between Toronto and Sioux Lookout. Darkness comes promptly as scheduled at 8:45 p.m., four hours and 45 minutes out of Toronto. It is good to ride in a Pullman again. Riding into the darkness if the Canadian North is also good, and it is comforting to think of the canoe and packs ahead in the baggage car. It has been many years; and now memories return of the sights, sounds, and smells of David Thompson's "Musk Rat Country".

The train wheels click in speeded tempo, and the sway of the cars indicates that we are well under way. Here, "up North" there are few railroad crossings or station stops to delay us. We are headed northwest across the roof of Canada onto the Canadian Shield, where ancient pre-Cambrian granite protrudes from the earth and intermixes with green trees, blue-water lakes, great rivers, and the sky.

A big country. So bitter in the winter and so lacking in soil that even today it remains a frontier barely touched by man, and then only by airplane or canoe, except for a few isolated spots along the two thin lines of railroad track by which the Canadian National and the Canadian Pacific connect the cultivated prairies of the west with the settled portions of the east.

These forces are working in me as, musing to the click of the rails, I remember past days and nights upon the Shield. My companion is my son, Dennis, with whom years earlier I had shared many miles of wilderness. Together we had explored the Minnesota-Ontario border areas and the Quetico, and farther to the north, we had run the Missinaibi from Mattice to Moosonee, the English west of Ear Falls, the Spanish, and on one memorable trip, had run from God's Lake to Shamattawa.

Dawn comes over Nakina and the Nipigon country, and we breakfast to a passing pageant of blue lakes and dark forest. The only towns are whistle stops--a few loggers' shacks and a scattering of Indian cabins. Nothing large enough to attract the attention of this long, sophisticated transcontinental train. At noon, we pass Collins, then Jacobs, Savant Lake, and finally at three in the afternoon arrive at Sioux Lookout. It looks smaller than I had remembered it, here on the shore of Pelican Lake.

They say that Sioux Lookout is so named because the marauding Sioux's would sometimes send war parties this far north, and the warriors would lie in wait upon the high bluff, which is now the town site. Since this was a natural crossroads for canoe travel, the Sioux must not have had to wait long for victims.

Our friend Ray is here to meet us as we step down into the North. All is well in the baggage car: one canoe, three packs, a tube of fishing rods, outboard motor, and paddles. With the help of Ray's pickup, we stop at a grocery for a few loaves of fresh bread, a dozen eggs, and a thick steak. Next, the matter of permits, then to the dock where a bush plane, the familiar Beaver, awaits us. We change into woods clothing in Ray's slab-pine office and feel more at ease. The clothing and the packs smell of past campfires.

Ray introduces our pilot, who is tying the canoe to one of the pontoons. The cabin is small, but, as usual, everything fits in with room to spare, and in a few minutes, we're off from the lake. It is a

fine day: barometer high, temperature 65, scattered clouds, clear, clean air, with visibility unlimited. Flying low, we pass over the long arms and deep bays of Lac Seul, then across a group of emerald lakes to the Vermilion River. From a few hundred feet, we see several of the Vermilion rapids and spot a number of moose. At one point, we identify woodland caribou swimming across a small inlet.

Spirit and Ghost Lakes, the latter with long arms in the shape of a cross; St. Raphael; Ragged Wood; Vincent; Arc; and finally, our destination, Miniss, with the big waters of Lac St. Joseph in the background. How much more remote these lakes will seem when we step from the airplane into our canoe.

Circling, we choose a beach on the northwesterly end of Miniss. The Beaver noses down into a gentle north breeze and we coast forward until the pontoons make contact with the soft sand bottom. It is a small beach in a minor bay of a large lake whose shores are mostly granite. We unload into the canoe and watch as the plane taxis far down the lake, turns, and, water spilling from its pontoons, passes directly over our heads. The roar diminishes to a gentle hum and then silence.

Pictures from the Picnic and of the Central Museum Taken By Don Rumer







CMR&HA TRAIN CREW

Engineer and CEO: Jim Reece
General Division Super: Rob Seel
Stationmaster: Brian d'Entremont
Paymaster: Howard Garner
HO Division Super:
Large Scale Division Super: Bob Hanson

Future Meetings Programs

January: Michael Childress
"The Key West Extension, FEC"
February: Rob Seel
"The Raritan Valley Line"
March: Bob Hanson
"TBA"
April: Howard Garner
"Operating your model Railroad"
May: Mac McMillin
"Vintage Steam Films"
June: Dennis Moriarty
"TBA"
July: Rodney Cowen
"The Boston and Maine in the 1940's"
August: Open
September: Dale Reynolds
"Annual Picnic"
October: Open
November: Open
December: Bob Folsom
"Christmas Party"

**Central Railway Model & Historical Association
Membership Application**

Name: _____

Date _____

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 layout? 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 layouts 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 the year. Enclosed is my (check) or (cash) for \$20.00, Send to CRM&HA, PO Box 826, Pickens, SC 29671-0826. Phone (864) 878-4705

Signature _____

**CRM&HA
PO Box 826
Pickens, SC 29671-0826**

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