



The CRM&HA Inc. Newsletter

July/August 2007

Dennis Moriarty/Editor

Volume 16 Number 4

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

Editorial By Dennis Moriarty

There is a lot of club information in this newsletter. First, as you can see above, the name of the club has been changed because we are now incorporated. It is no longer CRM&HA but is now **CRM&HA Inc.**

Second the Allen House which will be our new clubhouse has been renamed the **Central Railway Museum.**

Third, if everything falls into place we are going to put on the **largest train show** we ever attempted at the Exhibition Building of the Upper SC State Fairgrounds on February 23 and 24, 2008.

Forth, a committee for the **Development of Display Layout Standards** head up by Bob Folsom has been formed and has progressed in the preliminary planning for our activities in the Central Railway Museum.

Therefore, our plate is full and there are a lot of activities you can become involved with. Each person has special talents and I am sure with our group, all of our plans can be met. Please read about the above items in this newsletter.

Several items are included in this newsletter that you have previously received by email. They were included, as the newsletter not only brings you the latest activities of the club, but also serves as an archive for the history of the club. We have newsletters from as far back as 1996. Someday maybe someone will make a display in the new clubhouse showing the club history.

Tools and supplies are going to be needed to build the new layout at the Central Railway Museum. Please check your shop for tools, that you no longer need, that you would be willing to donate to the club once we have a secure location to store them. Also, if you have left over materials from building your layout or other materials that can be utilized on the new layout please consider donating them.

The final 2007 membership list is at the end of the newsletter please contact Dennis Moriarty if there are any corrections.

Volunteers are needed to present the Sept 6 and Nov 1 meeting programs. Contact Dale Reynolds if you can put a program together.

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

Thank you Jim Reese, Bob Folsom, Dale Reynolds, Roger Smith and Brian d'Entremont for your contributions to the newsletter this month. Also, thank you Howard Garner for managing the club website.

CEO COMMENTS JULY/AUGUST 2007 BY JIM REECE

The future home of the Central Railway Museum is looking better. The building has a new roof, aluminum eaves, paint job and has been cleaned-up outside. I talked to the Mayor today he said the city should have no problem with it being called the Central Railway Museum. The city council has not yet discussed the lease changes we proposed and he will contact me when he gets back in town next week.

In regards to the Association being incorporated, Bruce Gathman sent me the following: Paperwork has been sent to the state to change the Registered Agent information.

Did find this on the state site:

Information for: CENTRAL RAILWAY MODEL AND HISTORICAL ASSOCIATION, INC. Check Charities Database

Note*** This online database was last updated on 06/13/2007 see our Disclaimer

DOMESTIC / FOREIGN: Domestic
STATUS: Good Standing
STATE OF INCORPORATION / ORGANIZATION:
SOUTH CAROLINA
Non-Profit

REGISTERED AGENT INFORMATION

REGISTERED AGENT NAME: STEVEN J ZONAY
ADDRESS: 110 FAYE ST
CITY: LIBERTY
STATE: SC
ZIP: 29657 0000
SECOND ADDRESS:

FILE DATE: 03/29/2001
EFFECTIVE DATE: 03/29/2001
DISSOLVED DATE

The decision has been made to host a train show on February 23 and 24, 2008. The show is to be held at the Exhibition Building of the Upper SC State Fairgrounds. This is a large building and we are planning on vendors to rent 40 to 50 tables. Howard Garner, Steve Zonay, Glenn Nasworthy and Roger Smith have agreed to take the lead in getting this project started everyone's help will be needed.

The club has been invited to set-up our layout at the Upper SC State Fair this year in late July through early August. Some benefits could be a dry run for the Feb. show, lots of exposure to draw new members and an opportunity to promote the club and the Feb. show with a nice handout. Think about this, we will be discussing it in the future.

The next Layout Standards Committee meeting is scheduled at the Central Railway Museum on Thursday June 21 at 6:30 PM everyone is invited.

Lots of things are happening and lots of members are getting excited and involved. But, we still need everyone's input and involvement.

**Minutes – Regular Meeting
Central Public Library
03 May 2007**

CEO Jim Reese called the meeting to order at 7.15PM with 21 members and 1 guest in attendance
In old business:

- There was brief discussion of the status of lease arrangements with the city concerning the new clubhouse. Mr. Reese reports that the mayor received the proposed revisions to the lease and letter of intent. This issue is awaiting response from the city as well as club incorporation.

- With regard to incorporation, Howard Garner reports that the 3 member board of the existing incorporated entity Central Railroad Model and Historical Association Inc passed proper motions to approve a merger with Central Railroad Model and Historical Association. A motion to approve the merger with CRM&HA Inc. and assume directorship of the merged corporation was put forth by Bob Folsom, seconded by Bruce Gathman, and passed by unanimous vote. Mr. Garner agreed to notify the state of the new officership. A subsequent motion was put forth by Mr. Garner and seconded by Jim McInnis to adopt the Articles of Association and by-laws of the club and transfer all asset to the merged organization CRM&HA Inc.
- There was continued discussion of the need for an attorney to review the lease. Rob Seel agreed to pursue and no action was taken.
- It was agreed to hold the first standards and design committee meeting on May 24th at 7:15PM.
- Plans for a possible train show in February 2008 at the fairgrounds in Easley were discussed. The price for this location was stated to be \$750 per calendar day. There was concern that the building was too dark and alternative sites were discussed. No action was taken.
- It was agreed that in addition to the regular September meeting, the annual picnic would be at the Garner's house on September 22.
- Mac McMillin reported that our publicity on the cancellation of the April show was not fully effective. However, the NRHS granted those who showed up for the canceled show free tours of the Republic Locomotive Works, which was said to be well received.
- There was also discussion of the previously approved repairs to Mrs. Ramsy's basement. Particularly fixing lights and light fixtures.

The business meeting was followed by railfan reports and a program on a trip across Siberia by our guest, Fred Marciner.

*Respectively Submitted
Brian d'Entremont Stationmaster*

**Minutes – Regular Meeting
Central Public Library
07 June 2007**

The meeting was opened at 7:15 by CEO Jim Reese with 17 members and one guest in attendance. Treasurer Howard Garner reported \$11,781 in the

bank with one outstanding bill for the library's annual subscription Model Railroader.

In old Business:

- Mr. Reese reported that not much has changed with regard to the dealings with the city of Central. Mr. Garner reported that he is still awaiting acknowledgement of the change of officership from the state, but as far as he can tell the incorporation was effective as of the merger approval at the May regular meeting.
- Rob Seel reports having discussed with attorney Kay Barret the possibility of obtaining her services to review the lease. He was cited a price of \$85 including ½ hour sit down time to discuss it. A motion was made to approve the expenditure for the services of the attorney to review the lease after it is received back from the city in revised form and after the club receives acknowledgement from the secretary of state regarding the incorporation.
- Bob Folsom made a brief report on the activities of Interior Renovation and Design Committee inviting all interested members to the next meeting on June 9. It was mentioned that a chairperson for memorabilia, etc. would be desirable, as would be donated tools and supplies.
- The possibility of a February 2008 train show was again discussed. The VRW post on Hwy 24 was presented as an alternative to the fairgrounds, but was generally seen as unfavorable due to small size and presence of an on-site bar. Richard Nichols moved to have the show at the Pickens County fairground pending a favorable assessment of the lighting, otherwise the officers would be empowered to select another location. This motion was seconded by Mr. Folsom and approved by vote of the present members.

In new business:

- It was proposed that membership cards should be issued. Brian d'Entremont agreed to have these available at the next meeting.

Railfan reports and a demonstration of building weathering by Rob Seel followed the meeting.

Respectively Submitted
Brian d'Entremont Stationmaster

**The first meeting of the
Layout Standards Committee
was called to order at 7:15 PM
on Thursday, May 24, 2007**

The following members were in attendance: Bob Folsom, chairman, Howard Garner, Jim McInnis, Mac McMillin, Steve Zonay, Glenn Nasworthy, Bruce

Gathman, Dale Reynolds, Richard Nichols, Rob Seel, Brian d'Entremont, and Don Rumer.

Almost all aspects of items I, II, III, and IV were acted upon. Highlights include:

- 1) There will be multiple scales/gauges represented;
- 2) Scales/gauges such as Standard, O tinfoil, and S scale/tinfoil will be referred to as "Heritage"
- 3) The principal purpose of the layouts will be for members to operate their own equipment and Heritage equipment.
- 4) Animation and lighting will be important considerations.

Changes to the original Standards document created by Bob Folsom and sent to all club members on May 19 are attached and will be subject to approval or amendment by the entire club at the next meeting on June 7, 2007. Copies of original documents and each revision of any document will be kept on file with the Secretary.

The next meeting of the Layout Standards Committee will be on Saturday, June 9 at 9:00 AM at the Allen House. All members of the CRM&HA continue to be welcome to part of this committee.

Almost all subcommittees now have chairpersons. Since it is likely that many of the same individuals will be serving on most subcommittees, further fine tuning of standards will probably be done by the Standards Committee-As-A-Whole, but can be split up among the subcommittees if desired. The purpose of the subcommittees will then be to develop budgets, obtain the materials, and start the projects.

Respectfully submitted, Bob Folsom

**Development of
Display Layout Standards
Amended 5/24/07
By Bob Folsom**

Changes are bold and italicized and will be in regular type at next amendment

- I. Purpose of Standards
 - a. Avoid confusion and people working at cross-purposes at the time work is performed
 - b. Guide the design as work progresses
 - c. Guide further decision-making as work progresses
 - d. Avoid bullying or people "doing their own thing" as work progresses

- e. Avoid discrepancies in execution of work when different groups of members are working on projects
 - f. Save time once work commences
 - g. Semantics such as the word “standard” or term “display layout”
 - h. Other **“We need them” (will be item h); resolution of conflicts of ideas having equal support will be resolved by referring to NMRA recommended practices, blogs, magazine articles, etc. (will be item i); NMRA recommended practices will be used unless in conflict with CRM&HA recommended standard**
- II. Purpose of **Display** Layout in priority order
- a. **h** Provide an opportunity for club members to operate their own equipment (especially when they may not have a home layout).
 - b. **e** Provide a clinical experience for club members in all aspects of the hobby in which experienced persons can share their skills.
 - c. **a** Provide an educational and **entertaining** experience for the general public.
- III. Scope of **Display** Layout
- a. More than one scale represented (are there enough club members interested in a scale to warrant including it, or is a scale unusual enough that the only persons interested in it have their own layouts or should it be included because of its interest to the general public? – other considerations?)
 - b. Which ones
 - i. G (gauge), O (tinplate), **On30 (future)**, S (scale/tinplate), HO, Hon3 **(future)** N **(future)**, Z,
- Other **Standard**
- c. Scale of Principal **Display** Layout, and other layouts
 - i. Principal layout to be HO scale; other layouts to include G gauge, O tinplate, S scale/tinplate, Z (display will be donated to club), **Standard**
 - d. **Space in building allotted to layout(s) deferred to later**
 - i. **Three main rooms, front room, possible tracks in meeting room (G gauge could run around the walls in all rooms)**
 - e. Relation of Principal Layout to other layouts (Principal Layout will be far more inclusive of space and capabilities than other layouts)
- IV. Concept of **Display** Layout(s)
- a. Purpose
 - i. Principal Layout
 - 1. Example of master level execution of scenery, trackwork, and computer aided digital control
 - 2. Allow numbers of trains to be operated simultaneously
 - 3. Be able to run trains depicting a certain era in a matching environment.
 - 4. Be able to run numbers of trains belonging to club members
 - 5. **This item must be consistent with #1, therefore standard will be code83 rail and RP25 wheel standards.** Be able to run a reasonably broad spectrum of equipment (flangeways and clearances; are there some limitations on what can be accommodated because the level of “realism” would be compromised by the necessity to use “tinplate” or “toy train” track,)
 - ii. Other **scales/gauges represented layouts**
 - 1. Display of typical or antique equipment in operation
 - 2. Other **Operation of Heritage equipment**
 - b. Visual Interest
 - i. Principal Layout
 - 1. See different trains passing by any given point in two directions every (three) minutes **(Apple Valley) manually or computed assisted**

- 2. ~~See the same train operating continuously in a smaller environment (Amrock, Chattanooga)~~
 - 3. See switching operations in action (computer assisted or manual)
 - 4. Other **animation, lighting in buildings, etc.**
- ii. Other Layouts (the visual interest may differ according to scale or gauge)
- 1. ~~See different trains in different scales pass a given point every (three) minutes~~
 - 2. See trains in different scales operating continuously in smaller environments.
 - 3. Other **animation, lighting in buildings, etc.**
- c. Track plans (somewhat of a function of Visual Interest)
- i. Principal Layout
 - 1. Single ~~or multiple~~ track ~~loops~~ **maximizing length of run**
 - 2. Reversability
 - 3. Dog bone forms **for later consideration**
 - 4. Staging yard
 - 5. Multiple levels **as in double deck**
 - 6. Includes freight yards
 - a. Traditional flat switching
 - b. Hump**
 - c. Intermodal **for later consideration when time stamp is established**
 - 7. Includes engine facilities
 - 8. Includes one or more passenger stations **but not major**
 - 9. Other
 - ii. **Other Layouts (refer to the document created by Mac**

McMillin and disseminated to the committee 5/24/07

- 1. **Single or multiple track loops**
- 2. **Reversability**
- 3. **Dogbone forms**
- 4. **Staging yards**
- 5. **Juxtaposition with Principal Layout**
- 6. **Levels**
- 7. **Other**

- V. **Location of Display Layout(s)**
 - a. **Names of areas**
 - i. **Three rooms in NE section of building**
 - ii. **Two rooms in SW section of building (front room, and meeting room)**
 - b. **Principal Layout location (around window walls or central with viewing aisles around the outside; staging in front room)**
 - c. **Other Layout locations (and relation to Principal Layout) layouts should not be outdoors unless they could be secure from vandalism, etc.**
- VI. **Relation of layouts to other functions of building (museum displays, meetings, other; display cases integral with layouts, etc., space allowed for aisles, wall hangings, etc.)**
- VII. **Relation of layouts to structural functions of building (what walls can be removed, doors moved, etc.; final footprint and track plan contingent on this)**
Items V, VI, and VII will be taken up at the next meeting, scheduled for Saturday, June 9, 9:00 AM at the Allen House
- VIII. **Exact track plans (may take some time to develop)**
- IX. **Timetable for execution of track plans to allow for incremental growth of an operable layout.**
- X. **Standards of construction for supporting structure**
 - a. **Style of construction (open grid, spline, etc., etc.)**
 - i. **Folsom example: open grid**
 - b. **Dimension of supporting members identifying common names of stock materials, fasteners, cost range, dimensions, sources. (Quantities to be determined later when track plan is finalized)**
 - i. **Folsom example: Supporting structure is made up of 3x6 frames of 1x4s supported by**

- 2x2 legs with 1.5 lag screws in bottoms of legs for leveling. Legs attached with ¼"x3 flat head bolts. 2" screws for frame and intermediate members located as necessary. Angled members at corners and legs for squareness and stability. Legs located 18" each side of center of long side of frame. Subroadbed rests on risers attached to intermediate members.
- XI. Standards for subroadbed (Homasote, Styrofoam, MDF, etc.)
a. Folsom example: was using ½" plywood, now using ¾" MDF
- XII. Standards for additional roadbed such as cork if needed (depends on scale)
a. Folsom example: Mainline roadbed is HO gauge cork, 2nd track uses N gauge cork, 3rd track laid directly on subroadbed
- XIII. Standards for track (brand, radii of snap sections, etc.; may differ according to scale/gauge)
a. Folsom example of track: Mainline track is mostly Atlas code 83-flex track because it is easy to curve. Was using Shinohara switches and track, now moving to Peco "Streamline" code 83 line of "DCC" compatible switches which feature non-conducting throw bars, and "dead" frogs. Switches have springs that allow them to be thrown without any hand throws or motors. Virtually all locomotives can pass through the frog without stalling. They also offer powered frog versions but you need a relay to change its polarity.
b. Folsom example of curvature: Main layout has a minimum radius of 43-1/2", one helix has a minimum radius of 32", and there is some 36" minimum in staging. Turnouts generally are #8 wherever passenger trains run or where there would be an "S" curve (crossovers), sidings are #6. All curves use "easements" (transitional sections from straight to curved).
c. Most turnouts are powered, those that aren't are self aligning such as Peco or tightly secured throw bars. Ground throws (hand throws) are not used because they are out of scale, and tricky to install accurately.
- XIV. Standards for wiring
a. Power bus; gauge and location
- b. DCC cables; gauge and location
c. Turnout control; gauge and location
d. Sensor wiring for panel indicators (if desired); gauge and location
e. Type of harnesses
f. Color coding
g. Other
- XV. Standards for power
a. Type of control (DCC, DC, or other, or combinations)
b. Equipment sources
c. Power parameters, circuitry, overload protection
d. Other
- XVI. Standards for control
a. Transformers with integrated controls for effects, brands
b. Radio-control DCC, brands
c. Control panels, style, design, hardware, levers, pushbuttons, indicator lights, etc.
d. Detection circuits and trackside signals
e. Computer
f. Other
- XVII. Standards for scenery
a. Track plan determines scenery or vice-versa
b. Geographical area(s)
c. Era(s)
d. Scope (Mountains, rivers, lakes, roads, towns, railroad facilities, industries, communication systems, power systems, lighting effects, etc.)
e. Track ballast (consistency throughout layout, color, material)
f. Standards for all aspects derived from magazine articles, scenery books, etc. Or developed from our own collective experience, or a combination of both.
g. Materials (Styrofoam, paper mache', screen, plaster, framing, water, etc.)
i. Examples: flat scenery rests on 2" Styrofoam. Roads are made of cardboard coated with plaster, etc., etc. Mountains are made of plaster-soaked strips laid over a frame of cardboard strips, etc.
h. Other
- XVIII. Standards for equipment **which may be operated on layouts**
a. Club equipment – standards already developed
b. Additional club equipment
c. Member's equipment
d. Other

- XIX. Other Standards (***will become item XX; XIX will become "Layout Operation Standards"***)
- a. ***Equipment which may be operated when layout is open to public (will be item XIXa)***
 - b. ***Equipment which may be operated in club operating sessions (will be item XIXb)***

Chairman Bob Folsom called the meeting to order at 9 AM. The following persons were in attendance: Glenn Nasworthy, Bruce Gathman, Jim McInnis, Jim, Richard Nichols, Rob Seel, Jim Reece, Steve Zonay, Brian d'Entremont, Roger Smith, Howard Garner, and Dale Reynolds. Attached to this report are the revised Standards. The layout Wiring/Control committee chaired by Howard had a brief meeting for idea exchange. No minutes were taken. The layout "Plan A" referred to in the Standards will be available to all club members by e-mail. Information on that will be forthcoming. In addition to the Layout Standards, the committee passed the following motions:
 The building no longer be called the Allen House but rather "Central Railway Museum" (we will probably all be just calling it the "museum") until such time as that name or some other name is officially adopted mutually by the CRM&HA and the Town of Central. Accept desks, file cabinets, and other possible equipment donated by Jim Reese.

The following recommendations were made with regard to the remodeling of the interior of the building:

- * There are load-bearing walls, but they can be "cleaned out" to allow for aisles and layout segments.
- * A door be installed to connect the kitchen with the meeting room
- * The layout can be secured from the kitchen and meeting room.
- * The lower portions of windows be blanked out for security reasons.

These recommendations will be considered and incorporated into a report developed at a meeting scheduled for Thursday, June 21. This meeting will be open to all club members, will be chaired by Bob Folsom, and will be designated as the first official meeting of a committee-of-the-whole dedicated to interior renovation of the building. This committee has two subcommittees: Interior Design, chaired by Rob Seel, and Electrical, chaired by Richard Nichols. In keeping with the timetable expressed in the revised Vision (also attached), decisions will be made as how to proceed to achieve the goal described for October 2007.

In keeping with a resolution passed at the regular Thursday meeting of the CRM&HA of 6/7/07, the CRM&HA Directors along with club members in attendance pursued the decision of hosting the Annual

Train Show at the Pickens County Fairgrounds. A report was given by Jim McInnis and Bruce Gathman regarding the lighting situation concluding that it will be OK; and that we could have the Friday night part for \$300 instead of \$750. That would bring the total rental to \$1800. We cannot do any concessions. The Fairgrounds will send a contract to Bruce. They were unable to give the exact available date, but it was decided to choose between the next-to-last weekend in February, or the first weekend in March. Jim Reece asked Steve and Howard to head up a steering committee, and Roger and Glenn to assist. They will be contacting dealers and otherwise guiding the club through the process of getting ready for the show. Richard Nichols volunteered to handle all periodical publicity. Rob will create the flyer. We should have the exact date within a week, and assuming it is acceptable, we can start the publicity immediately. A suggestion was that we somehow incorporate Thomas the Tank Engine in the show.

Following up on the discussion of incorporation from Thursday night's regular meeting, it was agreed that we are indeed incorporated although we need a copy of a substantiating document. Howard will look into that. Dale has looked into the matter of Directors/Officials insurance and the feeling is that we should take advantage of this opportunity to protect our leadership. The cost would be \$100 per individual per year. This can be done immediately and we would then be ready to sign the lease once the Town of Central Town Council finalizes it and our lawyer approves it.



**Development of
 Display Layout Standards
 Amended 6/9/07
 By Bob Folsom**
**Changes are bold and italicized and will be
 in regular type at next amendment**

XX. Purpose of Standards

- a. Avoid confusion and people working at cross-purposes at the time work is performed
 - b. Guide the design as work progresses
 - c. Guide further decision-making as work progresses
 - d. Avoid bullying or people “doing their own thing” as work progresses
 - e. Avoid discrepancies in execution of work when different groups of members are working on projects
 - f. Save time once work commences
 - g. Semantics such as the word “standard” or term “display layout”
 - h. We need them
 - i. Resolution of conflicts of ideas having equal support will be resolved by referring to NMRA recommended practices, blogs, magazine articles, etc. NMRA recommended practices will be used unless in conflict with CRM&HA recommended standard
- XXI. Purpose of Layout in priority order
- a. Provide an opportunity for club members to operate their own equipment (especially when they may not have a home layout).
 - b. Provide a clinical experience for club members in all aspects of the hobby in which experienced persons can share their skills.
 - c. Provide an educational and entertaining experience for the general public.
- XXII. Scope of Layout
- a. More than one scale represented (are there enough club members interested in a scale to warrant including it, or is a scale unusual enough that the only persons interested in it have their own layouts or should it be included because of its interest to the general public? – other considerations?)
 - b. Which ones
 - i. G (gauge), O (tinplate), On30 (future), S (scale/tinplate), HO, Hon3 (future) N (future), Z,
- Other Standard
- c. Scale of Principal Layout, and other layouts
 - i. Principal layout to be HO scale; other layouts to include G gauge, O tinplate, S scale/tinplate, Z (display will be donated to club), Standard
 - d. Space in building allotted to layouts deferred to later
 - i. Three main rooms, front room, possible tracks in meeting
- room (G gauge could run around the walls in all rooms)
- e. Relation of Principal Layout to other layouts (Principal Layout will be far more inclusive of space and capabilities than other layouts)
 - f. Other
- XXIII. Concept of Layouts
- a. Purpose
 - i. Principal Layout
 1. Example of master level execution of scenery, trackwork, and computer aided digital control
 2. Allow numbers of trains to be operated simultaneously
 3. Be able to run trains depicting a certain era in a matching environment.
 4. Be able to run numbers of trains belonging to club members
 5. This item must be consistent with #1, therefore standard will be code83 rail and RP25 wheel standards. Be able to run a reasonably broad spectrum of equipment (flangeways and clearances; are there some limitations on what can be accommodated because the level of “realism” would be compromised by the necessity to use “tinplate” or “toy train” track,)
 - ii. Other layouts
 1. Display of typical or antique equipment in operation
 2. Other Operation of Heritage equipment
 - b. Visual Interest
 - i. Principal Layout
 4. See different trains passing by any given point in two directions every (three) minutes

- manually or computed assisted
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 - 3. Animation, lighting in buildings, etc.
 - ii. Other Layouts (the visual interest may differ according to scale or gauge)
 - 1. See trains in different scales operating continuously in smaller environments.
 - 2. Animation, lighting in buildings, etc.
 - c. Track plans (somewhat of a function of Visual Interest)
 - i. Principal Layout
 - 1. Single track maximizing length of run
 - 2. Reversibility
 - 3. Dogbone forms for later consideration
 - 4. Staging yard
 - 5. Multiple levels as in double deck
 - 6. Includes freight yards
 - a. Traditional flat switching
 - b. Intermodal for later consideration when time stamp is established
 - 7. Includes engine facilities
 - 8. Includes one or more passenger stations but not major
 - ii. Other Layouts (refer to the document created by Mac McMillin and disseminated to the committee 5/24/07)
 - 1. Single or multiple track loops
 - 2. Reversibility
 - 3. Dogbone forms
 - 4. Staging yards
 - 5. Juxtaposition with Principal Layout
 - 6. Levels
- XXIV. Location of ~~Display~~ Layouts
- a. Names of areas
 - i. Three rooms in NE section of building **will be called "layout room"**
 - ii. Two rooms in SW section of building **will be called the** (front room, and meeting room)
 - iii. **kitchen**
 - b. Principal Layout location **will be** (~~around window walls or~~ central with viewing aisles around the outside; staging in front room)
 - i. **Layouts will not be in kitchen**
 - ii. **Layout footprints should be designed to avoid crawling under layouts for regular operation**
 - c. Other Layout locations (and relation to Principal Layout)
 - i. ~~layouts~~ should not be outdoors unless they could be secure from vandalism, etc.
 - ii. **Heritage layouts will be in the front room.**
- XXV. Relation of layouts to other functions of building (museum displays, meetings, other; display cases integral with layouts, etc., space allowed for aisles, wall hangings, etc.)
- a. **Location of principal layout allows for wall displays.**
 - b. **Aisle width is ADA compatible**
 - c. **Location of layouts allows aisle space for at least one dozen viewers at any given moment.**
 - d. **Entirety of layouts may not be visible from any given viewing location**
 - e. **"dead end" aisle will be minimal length to avoid congestion**
- XXVI. Relation of layouts to structural functions of building (what walls can be removed, doors moved, etc.; final footprint and track plan contingent on this)
- XXVII. Exact track plans (may take some time to develop)
- a. **"Plan A" was adopted in principle, subject to amendment. This plan will become available to the club.**
 - b. **Hidden trackage should be kept to a minimum**
 - c. **There is no specific theme to the track plan**
 - d. **The number of trains supported by the track plan is a function of the number of operators available until such time as electronic controls**

- can make it possible for one operator to control 2 or more trains.*
- e. *Time stamp or era would be from the steam/diesel transition to the present*
- XXVIII. Timetable for execution of track plans to allow for incremental growth of an operable layout.
- a. *“Plan A” allows for double decked principal layout, but independent operation on each deck such that the lower deck could become operational first.*
- XXIX. Standards of construction for supporting structure
- a. Style of construction (open grid, spline, etc., etc.)
- i. Folsom example: open grid
- b. Dimension of supporting members identifying common names of stock materials, fasteners, cost range, dimensions, sources. (Quantities to be determined later when track plan is finalized)
- i. Folsom example: Supporting structure is made up of 3x6 frames of 1x4s supported by 2x2 legs with 1.5 lag screws in bottoms of legs for leveling. Legs attached with ¼”x3 flat head bolts. 2” screws for frame and intermediate members located as necessary. Angled members at corners and legs for squareness and stability. Legs located 18” each side of center of long side of frame. Subroadbed rests on risers attached to intermediate members.
- XXX. Standards for subroadbed (Homasote, Styrofoam, MDF, etc.)
- a. Folsom example: was using ½” plywood, now using ¾” MDF
- XXXI. Standards for additional roadbed such as cork if needed (depends on scale)
- a. Folsom example: Mainline roadbed is HO gauge cork, 2nd track uses N gauge cork, 3rd track laid directly on subroadbed
- XXXII. Standards for track (brand, radii of snap sections, etc.; may differ according to scale/gauge)
- a. Folsom example of track: Mainline track is mostly Atlas code 83-flex track because it is easy to curve. Was using Shinohara switches and track, now moving to PECO “Streamline”
- code 83 line of “DCC” compatible switches which feature non-conducting throw bars, and “dead” frogs. Switches have springs that allow them to be thrown without any hand throws or motors. Virtually all locomotives can pass through the frog without stalling. They also offer powered frog versions but you need a relay to change its polarity.
- b. Folsom example of curvature: Main layout has a minimum radius of 43-1/2”, one helix has a minimum radius of 32”, and there is some 36” minimum in staging. Turnouts generally are #8 wherever passenger trains run or where there would be an “S” curve (crossovers), sidings are #6. All curves use “easements” (transitional sections from straight to curved).
- c. Most turnouts are powered, those that aren't are self aligning such as PECO. or tightly secured throw bars. Ground throws (hand throws) are not used because they are out of scale, and tricky to install accurately.
- XXXIII. Standards for wiring
- a. Power bus; gauge and location
- b. DCC cables; gauge and location
- c. Turnout control; gauge and location
- d. Sensor wiring for panel indicators (if desired); gauge and location
- e. Type of harnesses
- f. Color coding
- g. Other
- XXXIV. Standards for power
- a. Type of control (DCC, *for principal layout*; DC, or other, or combinations)
- b. Equipment sources
- c. Power parameters, circuitry, overload protection
- d. Other
- XXXV. Standards for control
- a. Transformers with integrated controls for effects, brands
- b. *For principal layout* - Radio-control DCC, brands *principally Digitrax*
- c. Control panels, style, design, hardware, levers, pushbuttons, indicator lights, etc.
- d. Detection circuits and trackside signals
- e. Computer
- f. Other
- XXXVI. Standards for scenery
- a. Track plan determines scenery or vice-versa

- b. Geographical area(s) **upstate SC, eastern Appalachia; definitely not Western**
- c. Era(s)
- d. Scope (Mountains, rivers, lakes, roads, towns, railroad facilities, industries, communication systems, power systems, lighting effects, etc.)
- e. Track ballast (consistency throughout layout, color, material)
- f. Standards for all aspects derived from magazine articles, scenery books, etc. or developed from our own collective experience, or a combination of both.
- g. Materials (Styrofoam, paper mache', screen, plaster, framing, water, etc.)
 - i. Examples: flat scenery rests on 2" Styrofoam. Roads are made of cardboard coated with plaster, etc., etc. Mountains are made of plaster-soaked strips laid over a frame of cardboard strips, etc.
- h. Other **No requirement to model anything specific to this or any area.**

- XXXVII. Standards for equipment which may be operated on layouts
- a. Club equipment – standards already developed
 - b. Additional club equipment
 - c. Member's equipment
 - d. Other

- XXXVIII. ~~Other Standards~~ **Layout Operation Standards**
- a. **Equipment which may be operated when layout is open to public**
 - b. **Equipment which may be operated in club operating sessions**

XXXIX. **Other Standards**



The Central Railroad Museum as it looked in 2006

**CRM&HA Inc. VISION
Created in February 2007**

**By Bob Folsom
Development of Club, HQ and Museum
Amended 6/9/07**

I. Timeline

February/March 2007 – Appointment of subcommittee chair persons for development of building and club in general (Bob Folsom over-all chair)

- Building Interior design – **Rob Seel**
- Building Electrical – **Richard Nichols**
- ~~Display~~ Layout concept – committee as a whole
- ~~Display~~ Layout substructure – **Steve Zonay**
- ~~Display~~ Layout Track and signals – **Bob Folsom**
- ~~Display~~ Layout wiring/control – **Howard Garner**
- ~~Display~~ Layout Scenery – **Rob Seel**
- Publicity/Club Image – **Bob Hanson**
- Website – **Howard Garner**
- Program – **Dale Reynolds**
- Historical –
- Audio/Visual equipment – committee as a whole
- Grants – **Dale Reynolds**
- Membership/Outreach – _
- ~~Other~~ – _____

Signing of lease contract

Installation of HVAC, any new wiring, and power turn on by Town of Central – commencement of interior refurbishing according to plan developed by Interior Design Committee

~~September~~ **October** 2007 – completion of all removal of unwanted walls, floor coverings, etc. New doorways in place. Interior of building clean and secure. Renovations may have started. The HO modular layout can be set up for the Heritage Festival.

~~February~~ **October** 2008 – HO layout construction to the point of having an operational mainline for the **Heritage Festival Annual Train Show. Dealers might be able to use the firehouse.**

II. General guidelines

Committee meetings for developing standards will be held at times that

accommodate the maximum number of club members. However, members not able to attend the meetings are not to be excluded from the process, and should forward their input to the Development Chairperson. Committee chairpersons have been nominated by the Project Chairperson because of their indicated expertise. The club as a whole must then approve them. Committee chairpersons have the responsibility of getting all input from committee members.

Any CRM&HA paid member may participate on any committee that interests them.

Meetings with more than five persons in attendance will be conducted with rules of order. Everyone regardless of experience level should be made to feel that his or her input is wanted and respected. All ideas should be evaluated in terms of practicality rather than personal bias.

Committee chairpersons should develop plans with their committees in a democratic manner, but may cast tie-breaking votes or have the final say. Once plans are developed, they must be strictly adhered to. Committee chairpersons have the authority to enforce this.

Committee members who disagree with the ruling of the chairperson may ask for arbitration with the Project Chairperson (Bob Folsom) and club officers.

All projects will be addressed in the highest professional manner. The best tools available will be used. Woodworking that requires the use of large power tools shall be done off site at club member's own shops where such tools are located. All materials being cut will be done with tools that guarantee squareness and finished edges. Decisions as to what tools will be used should be made by the committees prior to embarking on projects. Hopefully, club members who have these tools will make them available for the projects. Deviations from plans in order to save time should be discouraged. Shortcuts will not take precedence over quality. All materials shall be brand new unless their nostalgic value, quality, or unavailability as new takes precedence.

Drawings, guidelines and written directions shall be developed so that projects can continue in the absence of chairpersons.

III. Overall development of CRM&HA

The club may continue to use the Pickens County Library for business/program meetings until such time as an adequate meeting room is developed at the Club HQ.

The club needs a Membership Chairperson who will work in concert with the Publicity Chairperson to recruit more members.

A new schedule of meetings should be developed that reflect the need for work sessions, business meetings, committee meetings, and programs. Outreach to senior citizens and college students should become a priority.

With the connection of CRM&HA to the Town of Central, it will be possible to contract with CAT for buses to take field trips or bring seniors to meetings, etc.

The scope of CRM&HA may become greater. Its geographical location in a retirement Mecca makes it more accessible to a large number of retirees with disposable income. Closer ties may be made with local universities regarding railroad history, operations, and engineering. **Also with groups such as the Osher Life Long Learning Institute.**

The new site of CRM&HA lends itself to the development of **layouts displays** in other gauges besides HO. **A G gauge layout displays** could be built outdoors. **An N gauge display could be built in the "front" room (also used as a HO layout staging area and museum), as well as S and O gauges.** Live steam could even be considered. **An N scale layout may be considered in the future.**



Above is a picture of Curt Ehmann showing a train he donated to the Clemson RR Station

MAJOR DONATION RECEIVED Submitted by Dale Reynolds

The club was recently honored with a significant collection of American Flyer S gauge trains from **Curt Ehmann**. Curt and his wife are moving from their home in Keowee Key to an assisted living facility in Rock Hill. Without room for his layout, Curt dismantled it and gave the trains his grandchildren wanted to them. Fortunately for the club, there are many pieces remaining that are in temporary storage in Dale Reynolds' house. It is hoped a majority of the collection can be incorporated in our new home in Central, both as part of a layout and on display. Curt joined the CMR&HA Inc. in 1993 and has been an active member, serving as Secretary and Treasurer several times. Curt also worked on the bylaw revisions when required. We will miss Curt at our meetings.

Interesting Web Sites

The following site has a search type **index for articles in Model Railroader Magazines** since 1933.

If you keep this site stored in your favorite file of Windows Internet Explorer, you will be able to find the site when you need to find an article about any model railroad subject.

<http://www.index.mrmag.com/tm.exe>

You might be interested in **the Barnum & Bailey Circus Train**.

<http://www.trainweather.com/circustrain-littlerock-060407-bb.html> or <http://tinyurl.com/2qbn7>

And, Roger Smith suggested you might be interested in WWW.railroadsignals.us

This Month's Tips

When placing trees on your layout, remember that trees drop their leaves or needles on the ground under the trees. Real leaves or pine needles can be placed in a blender and carefully ground to the scale size. The miniature leaves can then be placed under the trees and adhered, as you would ground foam.

Next time you are driving on a **concrete hi-way**, notice the way that dirt and oil from the traffic makes darker areas in the middle of the lanes. This can be simulated on a layout using chalks or using a light rubbing of real oil made dirty with chalk.

Save your old **Nadina berry bunches**. After removing the dried fruit, cut the branches into small trees. These can be covered with a layer of ground foam, followed by some Hallmark Card Shop grass needles from their Christmas House Collection and then finished with another layer of ground foam. The Card Shop grass adds body to the branches. Use Aqua Net unscented hair spray to attach the layers. A small amount of yellow weed ground foam adds highlights.

Please send in your tips, for future newsletters.

New Members

Roger Smith: Roger is from West Union SC and is interested in modeling HO scale.

Ronald Keith: Ronald is from Salem SC and is modeling SN3. Ronald is willing to work on the modular projects, helping with set-up and operation of the layout at shows, serving on a committee and is willing to serve as an officer if needed.

Bob White: Bob is from Central SC.

CMR&HA TRAIN CREW

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

2007 Activities & Meeting Programs

JUL 5 -- Railfanning the Clinchfield - DALE REYNOLDS
AUG 2 -- 'Steam Journeys' Gerald Price
SEPT 6 OPEN
SEPT 22 Picnic at Howard's house.
OCT 4 -- To be determined - HOWARD GARNER
NOV 1 -- OPEN
DEC 6 -- Annual Party - BOB FOLSOM
If you would like to present a program at one of the open meetings, contact our program Chairman
DALE REYNOLDS @

reynoldsdale@earthlink.net

Club Web Site

<http://www.cwrail.com/crmha/>

Club Mail Box

PO Box 128, Central SC, 29630.

Paymaster Mail Box

(For Membership Applications and Dues Payments)

PO Box 826, Pickens, SC 29671-0826

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

Name: _____ **Date:** _____
Address: _____ **Phone:** _____
City: _____ **State:** _____
ZipCode _____ **E-Mail Address:** _____

1. Declared Interest Group: (Circle yours) Modeling Collecting RR-History Railfan General
2. Other Railroad Interests: _____
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**

FIRST CLASS MAIL

ADDRESS CORRECTION REQUESTED

