



The CRM&HA Inc. Newsletter

November/December 2007

Dennis Moriarty/Editor

Volume 16 Number 6

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

Headline: Christmas Party

Editorial By Dennis Moriarty

Merry Christmas and Happy New Year to all the CRM&HA Inc. members and family. Bob Folsom and his wife Jeanne have graciously offered to open their home again this year for the Christmas Party. A map will be sent by email with directions to their house. The Christmas party will be held on the regular meeting night December 6th at 6:00 PM. Please mark your calendars. Following are the details.

Schedule:

6:00 PM – 6:30 PM Early arrival, especially those bringing hors d'oeuvres
6:30 PM – 7:15 PM Hors d'oeuvres
7:15 PM – 8:00 PM Dinner
8:00 PM – Dessert, brief club meeting, layout operation

Food:

The Folsom's will provide Chateau Briand and will have some wine, beer, and cocktails available. Club members should bring their favorite beverage, hor's d'oeuvres, side dishes, and desserts.

Please sign up at the November meeting for number of persons and what dish you are bringing, or call or e-mail Bob. See the membership list for email and phone number.

Some members have been worried about personal security because the membership list in the newsletters can be found at our web site by using Google. **As a result the membership list will be sent out by email to the membership as changes to the list are made. Please print a copy when you receive it and use it to find phone numbers and addresses of the members when they are needed. Phone numbers will no longer be included in the newsletter.**

The nominations for President and Secretary will be held at the November meeting and elections will be held at the December meeting. If you are interested in

running for either of these offices please contact Jim Reece.

A big thanks to the Garners for hosting our annual picnic this year. A few pictures of his home layout are near the end of the newsletter. They were taken the day of the picnic. Also, **Howard Garner announced that he would be hosting an open house on December 1, 2007** from noon to whenever. Check the membership list for Howard's telephone number if you need to contact him.

I want to personally thank Jim Reece, Bob Folsom and many others for making it possible for the CRM&HA Inc. to have a clubhouse (Central Railroad Museum). I know many hours were spent on this endeavor. Preparatory demolition work including wall-covering removal is well underway at the new Central Railway Museum. And work on the ceiling has started. The members will do the building wiring next.

Progress has been made in preparation for the February Train Show. Please read about the activities in the meeting minutes and CEO comments.

I am wondering if we should continue to put out a newsletter. I asked the entire membership for input for this issue and did not receive any response. The articles by Bob and Howard (thanks guys) were already committed to this issue. If only our regular three or four people have a desire to put input into a newsletter it will not be possible to put out a quality newsletter issue after issue. We could send out information by email. Items such as minutes and reports could be send as they are received. It doesn't seem like there is a lot of interest in the newsletter. What do you think? Should we continue next year?

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.

Please **email information** for the next newsletter or hand it to me at a meeting before **December 12th**. **Please, you do not need to wait until December 12th. Newsletter information will be accepted anytime from today on.**

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



**CEO COMMENTS
Nov/Dec 2007
BY JIM REECE**

The end of the year is approaching and the club has many irons in the fire. Fortunately the club is moving full steam ahead, the members are excited and good things are happening. Now is a time to pat ourselves on the back for what has been accomplished. The large turnouts we have at the Saturday work sessions, the teamwork that has been displayed and the clubs ability to always have someone capable and willing to tackle the next problem. Now is also the time to look to the future, making the plans and commitments that will carry us through 2008?

The Future

Central Railway Museum

The City has agreed for the club members to do the Museum rewiring and the City will provide the person for final inspection. City will cover the material cost.

The City will be working on getting the Heat and Air Conditioning installed as the club does the rewiring.

After rewiring we will start insulating the walls and installing sheet rock.

With the club taking on the rewiring project there is a possibility that we could have our January club meeting at the Museum.

Fairgrounds Train Show

Things are starting to come together for the Feb. 23 & 24 show. Flyers are complete. Tables and chairs source and cost has been identified. Insurance requirements have been worked out. Lease has been signed and deposit has been paid. Plans are to use Jim McInnis trailer to transport layout. Bob Hanson is making arrangements for advertising. Estimated expenditure for the show is \$3,500 to \$4,000.

Club Officer Elections

At the December meeting we will be holding elections for Engineer/CEO and Stationmaster. Come to the November meeting with your nominations for those positions.

Monthly Programs

At the end of the year Dale Reynolds will be developing next years calendar for member programs to be presented at monthly meetings.

All volunteers will be appreciated.



**Minutes – Regular Meeting
Central Public Library
Thursday 9 Sept 2007**

President Jim Reece called the meeting to order at 7:17PM. In old business, the issue of personal properties insurance was raised, but there were no comments. On the subject of the Central Railway Museum it was reported that work had been performed on the previous eight Saturdays.

The mayor and building inspector were reportedly pleased with the progress, but indicated that they may need space to install a handicap accessible toilet in our

bathroom. Finances and alternative budgets for the museum were discussed. Treasure Howard Garner indicates that our current balance is \$10108, of which his personal estimate is that \$5000 must be reserved for the show in the spring of 2008. Advertising and table rental costs are unknowns at this point. Member Richard Nicholas moved to authorize up to \$1000 for advertising for the show. The motion was rejected in a divided voice vote.

In new business, it was noted that names, addresses, and phone numbers of members had been found by GoogleBot and thus were available to the public. Dennis Moriarty agreed to include the member lists in the body of attachment of notification e-mails rather than in the newsletter in the future. It was also announced that a scout troop from Spartanburg was looking for assistance Railroading Merit Badge. There was discussion of this issue, but corporate action was taken by the club at this time.

Respectively Submitted
Brian d'Entremont Stationmaster



Minutes – Regular Meeting
Central Public Library
October 1, 2007

President Jim Reece called the meeting to order at 7:18PM. Dennis Moriarty asked that the information for the November/December newsletter be sent to him by October 15, 2007.

Old Business:

Personal property insurance will be purchase as needed.

The train show is scheduled for February 23 and 24, 2008 at the Upper SC State Fairgrounds. The flyers are complete. Unless more are needed, depending on the response from dealers, there will be 100 8' tables and 35 chairs rented for a cost of \$769,50 including delivery. An alternate table rental quote of \$521.00 may be accepted but at this time the details of what will be supplied have not been received. The insurance for the train show has been completed. A deposit of \$500 was paid for the fairgrounds lease. The remaining rent will

be \$1200.00. Suggestions were made for the truck rental company to be used. Bob Hanson requested \$1250 for newspaper and radio advertising.

A report was made on the progress of the Central Railroad Museum. Work sessions were held on 11 of the last 12 Saturdays and 2 on Thursdays with very good turnout. It was reported that the City is having trouble finding a contractor willing to do the electrical work. Since some members have experience doing electrical wiring it was decided to ask the City if the CRM&HA Inc. could do the wiring in order to speed up the process. Bob Presley volunteered to head up the electrical work. Also the heating and air conditioning may be delayed until the electrical work is finished. Work is still underway in designing the layout to be installed in the building.

New Business:

There will be a Christmas Party at Bob Folsom's House on the regular meeting night in December. The Party will start at 6:00 PM and a short meeting will be held to elect next years President and Secretary and other important business. Nominations for President and Secretary will be made at the November meeting. Also, a sign up sheet will be at the November meeting for number of persons that are coming to the Christmas party and what dish members will bring,

Howard Garner announced that he would be hosting an open house on December 1, 2007 from noon to whenever.

Bruce Gathman will do the November program.

There will be a vote on a dues increase at the November meeting. Some discussion was made that we hold the dues at \$20 a year. (A donation box could be brought to each meeting and members could add to it if they desired. This could have the same result as dues increase and be strictly voluntary.) Ed.

No program was presented and the meeting was adjourned early so that the Museum planning committee could hold a short meeting.

Respectively Submitted
Dennis Moriarty Acting Stationmaster



Wisconsin Trip By Bob Folsom

Jeanne and I took a trip to Wisconsin this September. On the way, we stopped in Indianapolis to visit a Purdue University classmate of mine. He is a director of the Indiana Transportation Museum, and has part ownership of Nickel Plate business car #1. This car was built by Pullman in 1929 for use by the Van Swearingen brothers, and was eventually owned by the C&O, N&W, and another private individual. The car was attached to a regular excursion train run by the ITM for a thirty-mile run from Fishers, IN to Tipton, IN on the former Nickel Plate line, now owned by ITM. I was given the opportunity to ride in the cab of F7 83A, formerly a Milwaukee Road engine, but painted up in Monon colors. The track still runs right down the middle of the street in Noblesville, IN. Later, my host, David Wilcox and his wife Eleanor sat down for dinner with Jeanne and me at the table that the Van Swearingen's must have sat at many times.

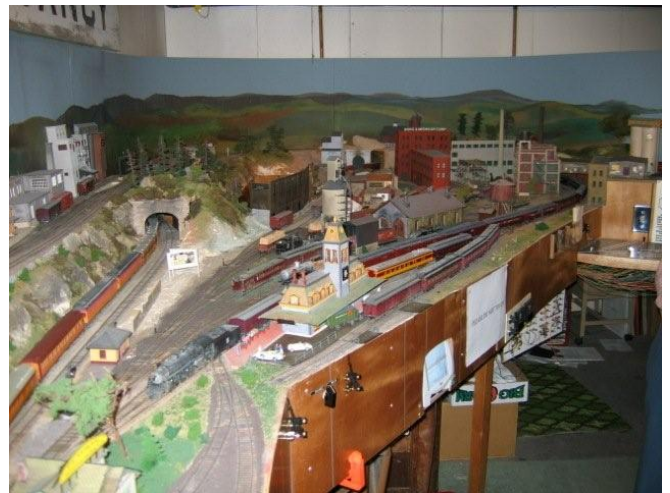
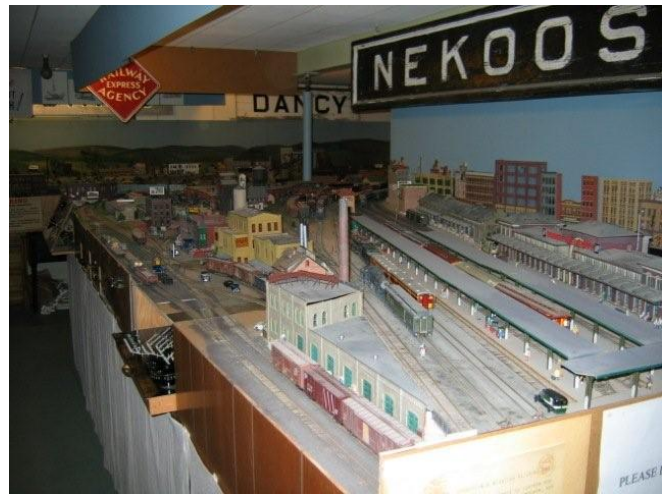
Later, Dave took me to visit a proto 48 layout at the home of Jim Canter. He regularly hosts an O scale meet once a year, and this year was hosting a national O scale convention. All track is hand laid and the switches use frog castings complete with bolts. The switches will all be controlled from the side of the layout rather than with ground throws. The layout takes up part of the 3000 sq. ft. basement. He has a brass collection featuring many locos imported by PSC and others. The level of detail on these engines is mind-boggling. I'm sure the prices are too. He had a roundhouse planned for about 270 degrees worth of stalls that will accommodate even articulated!

We then went on to visit the Indiana Live Steamers Club which features a 7.5" gauge railroad built on acreage in Johnson County Park. We got the VIP treatment riding on a short train with padded seats on the cars. Our engineer turned out to be a career Amtrak engineer currently driving the Cardinal from Chicago to Indianapolis. One guy was hauling load after load of riders with his Shay. The exhaust sounded like a gasoline-powered lawnmower!

While visiting Jeanne's cousin in Wausau, WI, I had the opportunity to visit a home layout built by Ralph Wehlitz in the town of Merrill, WI. His layout was featured in the local newspaper, and he was gracious enough to allow a couple of strangers to visit. Ralph's track is entirely hand laid and the layout is completely scenicked. The theme of his railroad is a point-to-loop from Ashland, WI on Lake Superior. He features the Milwaukee Road, Soo Line, and Northern Pacific. He has many brass models of equipment from those roads. Interestingly, all his switches are also controlled from the side instead of right at the switch. Some switches are powered, and

others are controlled by manual devices that look like Armstrong levers in interlocking towers. On the layout, there are scale dummy switch motors or scale switch lanterns, but no operable ground throws. His layout was DC only, but with a PFM sound system that had some really good sounds. You can't get that system any more.





Minn-Rail 2007 – An Operations Weekend By Howard Garner

Minn-Rail is one of many Operations Weekends that are sponsored by members of the Ops Sig of the NMRA. Some are open calls for crewmembers and are filled on a first come first served basis. Minn-Rail and some others are by invite only. My other trips to various operations weekends have given me various contacts, and this year I managed to get an invite to Minn-Rail

Minn-Rail is held in the St Paul, Minnesota area usually in October, of odd number years. Pro-Rail in Chicago fills the even number years. This year Minn-Rail offered 13 different layouts to choose from. After listing your 6 preferred layouts in order, you wait to find out which layouts you actually get to operate. A visit to <www.minn-rail.org> will give you descriptions of the layouts that were available.

Most operations weekends (and Minn-Rail is no exception) start with a get together Friday afternoon with the first operations session Friday evening. Saturday morning and Saturday afternoon will see the next two sessions with Sunday morning brining up the rear. Saturday evening is left for socializing or perhaps some layout visits.

So it's off to St Paul. For my trip I arrived on Wednesday evening to visit with family and do research at the Minnesota Historical Society library. Meet up with the operators on Friday afternoon.

Minn-Rail 2007 had 93 out of town operators from 15 different states. Arizona and South Carolina were the most distant. The layouts accommodated from 4 operators up to 25 operators. They all had some of the local crew to provide guidance to get us off on the right foot.

My first session was on the Pig's Eye and Red Hook. This layout used 14 visiting operators. This railroad runs from Prescott, WI to Minneapolis, MN. A lot of overhead traffic on the BNSF and CP Rail. I worked the St Paul yard (old Milw Pig's Eye yard). Originated and terminated CP trains and sent haulers over to Red Rock yard for all the local switch jobs. A few road jobs just stopped and swapped power.

Saturday morning was on the smallest railroad on the list. The crew was 4 visiting operators and the layout owner. The Santa Maria Valley accurately represents the real railroad as to overall design. Many freelanced industries that follow the California fruit packing industry. This was mostly switching with a couple of mainline moves. Again I chose a switching job that also had a road run this time.

Saturday afternoon was on to the Sierra Railroad. This is a full representation of the entire Sierra, including the Hetch-Hetchly dam branch and the Angels Camp logging line. Again I bid on one of three yard jobs. This was the only interchange point between the Sierra and the SP and ATSF. This job built outgoing trains for the Sierra and interchange blocks for both SP and ATSF. It received all the outgoing cars from Sierra trains and received interchange blocks of cars from both the SP and ATSF. If either of these had cars for the other roads industries in town, the Sierra did car spotting.

Saturday evening we went out with friends to the Fright House restaurant in Stillwater, this was a refurbished 1885 CM&StP (Milw) freight house. Basic bar food but a good atmosphere.

Sunday morning was over into Wisconsin to operate the 13th subdivision of the M&StL. This railroad accommodated 6 operators running the layout with the owner functioning as dispatcher writing all the orders. Many trains were run with blocks being swapped at most of the modeled towns. At Watertown, SD the C&NW also had some industries and had joint rights into the creamery. Down at Aberdeen the M&StL had trackage rights over the MILW. The MILW had its own industries on its section of track and its own operator. This was the most enjoyable layout to run. Again I spent my time switching. Two of us handled all the in town work at Watertown.

Over all impression is that they did a bang up job.

Photos are available at <www.cwrail.com/minn-rail>

Some Photos Taken at Howard Garner's House at the Picnic







Interesting Web Sites

<http://www.youtube.com/watch?v=6Fwk5R51A4o>

Please note other videos on this site.

<http://backdropwarehouse.com/indexbdwh.htm>

For those of you that do not like to paint.

This Month's Tips

Take ordinary wooden spring-loaded clothes pins and square cut off the part of the end where the clothes pin is curved to go around a rope. This leaves a very good clamp for holding small parts when gluing, painting, soldering and for other purposes.

When soldering wire to track or other delicate work where excess heat may damage plastic ties, wire insulation or other items, apply a small drop of solder to the track and then a small drop to the wire. Then hold the two items together and add heat. This minimizes the volume of metal that must be heated a one time. Also purchase solder with a low melting point. A small diameter rosin core solder designed for circuit board wiring requires the least amount of heat. Avoid acid core solder, as it is corrosive to most metals.

Please send in your tips, for future newsletters.

New Member

Reg Graham: Reg is a railfan and is interested railroad history and HO scale modeling

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

NOV 1 – Bruce Gathman
DEC 1 Open House at Howard Garner's House
DEC 6 Annual Christmas Party at Bob Folsom's House
JAN - Open
FEB - Open

Contact Dale Reynolds if you can do a meeting program next year.

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 _____
