

# The CRM&HA Inc. Newsletter

July/August 2008

Dennis Moriarty/Editor

Volume 17 Number 4

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

## Editorial By Dennis Moriarty

Our officers assure me that the next meeting (July) will be held at the Central Railway Museum. At this time it looks like the club will be able to start work on the new layout with in the next two or three months. The club members have spent an amazing number of man-hours on the Museum, to date over 1100 man-hours. It looks like the city will reimburse us close to \$7,000 for materials that we have used. We are looking forward to a grand opening in May. In addition many man-hours have been spent on up grading the portable layout and on the train shows which helps us pay for our material costs. I bet that the founders of our club would be amazed, I know that I am. (PS: Don't forget to bring your chairs.)

Show Superintendent Bruce Gathman has started planning for the February 2009 train show and would like anyone willing to assist him to give him a call.

Ron Keith is working on the spring 2009 City of Central Railroad Festival and will require assistance.

Speaking of the Central Railroad Festival, there is a possibility that a short section of railroad right of way will be available for us to lay track on, so that we can have a full sized layout.

Please print the membership list each time it is updated and sent to you by email, so that you can contact other members when required.

Please **email your information** and articles for the next newsletter or hand it to me at a meeting before **August 12<sup>th</sup>**. **You do not need to wait until the deadline. Newsletter information will be accepted anytime.**

**Thank you Jim Reece, Brian d'Entremont Dale Reynolds, and Bruce Gathman for your contributions to the newsletter this month.**

Also, thank you **Howard Garner** for putting the newsletter on the Web.

**Michael Childress** will have a new CRM&HA Inc. website up and running soon.

## Programs By Dale Reynolds Program Chairman

**July 3:** 'Clinic: Engine Tune-up' - Bob Folsom

**August 7:** 'Clinic: Installing DCC and Decoders' Jim Mcinnis

**September** 'Clinic: Building Trees' – Jim Reese

**September Picnic - Need Volunteer**

**October/November:** 'Work Sessions, Portable HO Layout' – CRM&HA Inc. Members

**December Christmas Party - TBA**

Dale Reynolds, Pendleton, SC

## CEO COMMENTS JULY/AUGUST 2008 BY JIM REECE

A few months ago Bruce Gathman sent me an interesting article. Written by Craig Ross initialed "**Belmont Shores Railroad Club's Ten Practices of a Successful Club.**" Mr. Ross said " the Club is still going strong after 35 years, mostly by learning from our mistakes and playing to our strengths. Much of our success can be boiled down to ten concepts." I have listed those ten practices, each with a short recap explaining its content. As we approach the time for us to start building our new railroad, would we want to consider developing our own Practices of a Successful Club?

1. **"Don't be afraid to experiment because you can always redo it."** Remember new technology and modeling methods are being developed constantly. Look for what will be good for the future, not what was good for the past.

2. **“Keep the tent as big as possible, short of silliness.”** Don’t set your time period too small or make your railroad theme and terrain too limiting. Also, have free run nights with no limitations on road names or eras for rolling stock. Try to have as much operational variety as possible. Plan for open country running, city and yard areas, small towns and spurs.
3. **“Operating sessions have themes of a general era and part of the country.”** Occasionally have northern or western night to give members an excuse to run trains that may have been hidden away in a drawer.
4. **“Know when to get out of the way.”** Mr. Ross states that in the earlier days the Club would decide what area of the layout would be open for construction or repairs and all other areas of the layout where off limits for any work. This was done to concentrate the manpower and speed up the process. In reality individuals not interested in the area to be worked on just quit working on the layout. Now any section of the layout can be worked. The layout was divided into sections and each section has a volunteer captain. The captain works with the Engineering Committee to develop final plans. Once approved the captain and his group are free to use their favorite techniques to complete the work.
5. **“Set the quality target before a project is begun.”** Use current examples on the layout, how to articles, pictures and teaching programs to improve the groups skills. Mr. Ross says “Not everything can be a contest winner, but almost anyone can get good results when they have something tangible to shot for.”
6. **“Don’t rush a project to finish it for the open house.”** If you don’t take the time to do the planning, construction and landscaping correctly the first time you will have to live with it a long time. It is hard to tear out work you have just finished when it’s operational even though you are not happy with the finish product. It’s even harder when you are remodeling a building and just starting a large new layout.
7. **“Time is money.”** Mr. Ross is talking about time versus money. The need to determine how your club can balance the two. The newer high tech, maintenance-free equipment and ready-built office buildings or the lower cost of make your own. He says “ With the ready-to-run aspects of model railroading growing all the time, we can concentrate on the aspects of the hobby we enjoy the most and throw dollars at those we don’t.”
8. **“Don’t put up with trouble makers.”** Quoting the article “don’t put up with trouble makers. We are all lucky to enjoy a hobby that attracts such agreeable and talented people. Having said that, some people just do not have the personality to function in a club environment. It is difficult to tell someone

that their company is no longer appreciated, but when you start losing good members, you will wish you had acted earlier.”

9. **“Avoid the entropy trap.”** (Process of degradation) Avoid this by making plans that keep the number of members that are building and repairing in line with those running trains. The trap is many more want to run than repair. Work out a reliable and fair system that rewards those working with running time. Mr. Ross suggests several different systems.
10. **“Plan maintenance blitzes.”** Real railroads do this now. They will shut down an entire division and reroute all traffic to do major building projects or repairs in a short period of time. They will also bring in all available maintenance personnel to speed up the job. These blitzes can also be helpful at the model train level.

**This is just food for thought. Does CMR&HA need to develop its own Practices for a Successful Club. If so, would we want to adopt some of the above mentioned practices or create ones that better suite our clubs needs.**

If you would like a copy of this article, contact Bruce or myself.

### **Minutes – Regular Meeting Central Library 1 May 2008, 7:15PM**

President Jim Reece called the meeting to order at 7:16 with one guest, Bill Buron, and 20 members in attendance.

#### **February 2009 Train Show**

Members reported inquires about our next train show. Bruce Gathman had no updates on his search for a facility since last month. Bob Hanson suggested an old gymnasium at Furman University, but didn’t know a contact person. McAlister Square mall was also discussed, as it is no longer an active shopping mall and owned by Greenville Tech. This facility would be available for a “donation” of around \$1500 and would have security staff present during the night. Dale Reynolds made a motion to go with McAlister Square. However, Jack Mural reported favorable things about the Larry Bagwell Gymnasium, owned by the City of Easley, as a possible venue and Mr. Reynolds withdrew his motion. [This facility was discussed further in June].

#### **Central Railway Museum**

Last month Mr. Reece reported and received \$165.52 dollars from the city in reimbursable expenses for house renovations. This month we have a little over \$1200 in reimbursable expenses to report and have totaled 981 man-hours to-date in volunteer labor. Bob Folsom reported on the Monday meeting of the renovation committee. Molding around the ceiling is up

and the Monday meeting it was concluded that the interior was ready for painting. However, at the current club meeting, there was discussion regarding whether the walls were in fact ready to be painted, whether more work should be done on the putty and sanding, or whether a professional should be hired for the finish work. No definite conclusion was reached, but their appeared to be consensus's that painting the following Saturday was probably not a good idea. Rob Seel gave a brief overview of options in terms of Sherwin-Williams paint options, on which he can get a contractor's price, and also reports having connections for overruns on Millikin carpet tile. Mr. Seel indicates that this is this is the least expensive floor option.

#### **Central Railway Festival**

Ron Keith reported that the joint committee with local businessmen would meet the following Wednesday. He indicated that Bobby Balentine of the Central Area Business Council and a friend, have bought and are restoring the roller mill. They are trying to determine if the right-of-way for the spur is owned by NS and if NS is willing to sell. Mac McMillin asked whether the property was officially abandoned, the answer to which was unknown. Rob Seel brought up the presence of an old caboose on the previous site of Old Norm's, which is now under development. It was discussed that perhaps Eddie Nail can find out who owns the property. Later, in new business, Mr. McMillin indicated seeing two motor cars, a small locomotive, and a wood-beam caboose up for auction that might be suitable for operations on the spur track if the city decides to go that route.

#### **Portable Layout**

Bruce Gathman reported installation of new folding legs, new wiring, and a plan to put the DCC under a modified Mount Moriarty. A motion was made and passed to authorize up to \$500 for upgrades to the portable layout, including a new staging yard. Mr. Gathman indicated a need for G-gauge track for the Thomas the Tank Engine at the next train show. Bob Folsom offered that of his Christmas train. The meeting was followed by the showing of part of a video on scenery construction brought by Mr. Gathman.

#### ***Respectively Submitted***

#### ***Brian d'Entremont Stationmaster***

### **Minutes – Regular Meeting Central Library 5 June 2008, 7:15PM**

President Jim Reece called the meeting to order at 7:15 with 17 members and two guests, Bob Hazen and Greg Houck, in attendance. Howard Garner gave treasures report.

#### **February 2009 Train Show**

Bruce Gathman reported having had a favorable meeting with the mayor of Easley. Mr. Bagwell, the mayor, showed him the Larry Bagwell Gymnasium. Mr. Gathman describes the space as "one college size and two high school-size basketball courts," as well as smaller rooms that we could use for clinics. The facility is new, clean, and well lit. Mr. Bagwell reportedly said that he thought we could work with \$1000 (our previous year's rent at the fairgrounds) or less. At this time arrangements are a verbal "gentleman's agreement," but the mayor has changed scheduling of the gym to allow us Feb. 28 and March 1, so we can presume that he is serious. Verbal agreements at this time would also allow us a motor car in the building, with appropriate protection of the floor. Member Richard Nichols made and Dale Reynolds seconded a motion to schedule the show for February 28-March 1. There was discussion of a least getting an e-mail from the mayor regarding the date and rent shortly, as many members are uncomfortable with the current vague status of the agreement.

#### **Central Railway Museum**

\$1265 was reported to the city for expenses this month and Mr. Reece has logged 1071 volunteer hours to-date. The city has paved and stripped the parking lot and Mr. Reynolds made a "Central Railway Museum" sign for the building. Mr. Gathman reported having discussed the handicap bathroom with Mr. Mac Martin (Central mayor) and Philip (building inspector). They appear to be thinking we will make necessary changes (removing the shower, moving the toilet, and making the door swing out) whereas we had previously agreed that the city would handle the bathroom. This needs resolution.

#### **Central Railway Festival**

Ron Keith reported that discussions with the business council were proceeding, but lack a plan for actually coordinating a festival for the fall. It was found that Norfolk Southern still owns much of the right-of-way for the mill spur and is willing to lease. We are not sure who owns the rest, but the NS owned section is likely too short for feasible development by itself.

#### **501.c3 status**

Mr. Garner reported no action on obtaining 501.c3 status.

#### **The portable layout**

Jim McInnis reported that track work had been begun on a new staging yard for the portable layout. The legs still need extensions to reach proper height and the background must be replaced with 10" rather than 12" high board to fit on our carts. Track joints will also be replaced with straight cut track avoiding the installation and removal of track sections and rail joiners during each move. It has been proposed that the club buys Mr. McInnis's trailer for storage and transportation of the layout, but no action was taken on this.

#### **Future meetings**

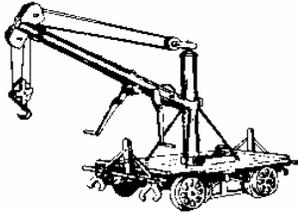
Next month's meeting will be held at the clubhouse due to unavailability of the library. Upcoming programs are, for July, Bob Folsom, on Engine tune-up and, for August, Jim McInnis on DCC. Richard Nichols has offered slides on the DC metro as a program and portable layout work sessions have been proposed instead of programs for October and November.

**2012 NMRA-SER convention**

In new business, Mr. Garner indicates that the Southeastern Region (SER) of the National Model Railroad Association (NMRA) is looking for a host for the 2012 convention. This is traditionally held on Memorial Day weekend, but doesn't have to be. There was also interest in what the Central Area Business Council could do to help since this is the type of "heads-in-beds" event that might interest them. A venue with appropriate space for meetings and a show, preferably close to hotels and food, will be needed. Mr. Garner offered to get a copy of the convention handbook so that we can make a better assessment as to whether this is something in which the club wants to get involved.

The meeting was followed by a brief presentation on the features of a home-built resistance soldering iron by Jim McInnis.

*Respectfully Submitted,  
Brian P. d'Entremont Station Master*



**Museum Visit  
By Curt Ehmman**

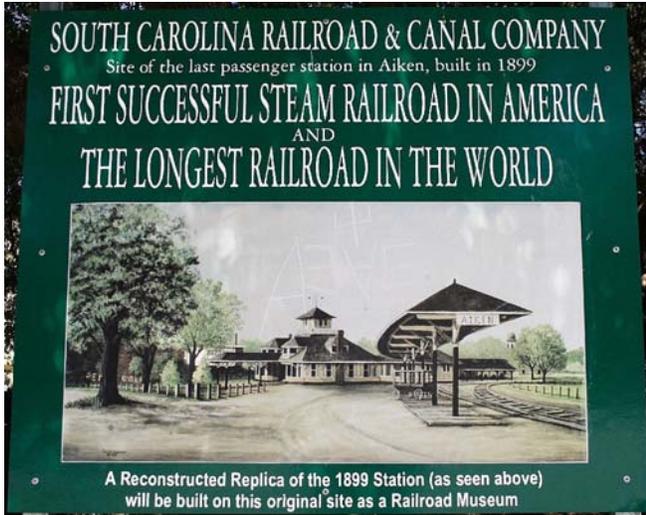
(Curt moved to Charlotte last year and is still a member of the CRM&HA Inc. He and his wife Jeanne were in town on business and reported the following. Ed.)

I drove over to the Museum to see what I could see.. That was a Friday so no one was working, and I had to get back home but I took these pictures of the building before I left.

Greetings to the gang.



## Depot Reconstruction in Aiken By Brian P. d'Entremont



The city of Aiken, South Carolina, my hometown, is one of the first railroad towns in America. It was on the line of the **South Carolina Railroad and Canal Company** and received rail service in 1833. The town was founded just two years later, with the unique system of median divided streets laid out by engineers hired by the railway and the town was named after the first president of the railroad company, William Aiken Sr. It is not clear why the railroad came through this minor, unnamed crossroads, as the hill on which it stood presented serious engineering problems. The most popular rumor that I that have heard is that the railway engineer fell in love with a local girl who's father used the location of the railroad as a bargaining chip in negotiating for her marriage. A novel solution was developed to the engineering problem. Cars on early trains stopping at Aiken were actually hauled up by winch powered by a stationary steam engine, as the locomotive could not handle the grade. The foundations of the winch, are reportedly still visible, but on private property. This situation was fixed some years later by digging a large trench through downtown and placing the depot at the end of the cut, somewhat father from the center of town. The right-of-way of the old railroad is now a trail in the Hitchcock Woods, a large urban forest. I would venture to guess that this might be the original American rails-to-trails project with the rail line abandon by 1852 and the forest a playground for ultra-wealthy equestrians and fox hunters since the late 1800s.

In 1897, William C. Whitney, former Secretary of the Navy and prominent businessman came to Aiken as a Winter Colony resident. It was apparently considered unlucky to build a new home at the time, so he bought and expanded a local house to become the 60 room Joye Cottage. The "cottage" alone spanned an entire city block with outbuildings, such as the carriage

house, across the street. The following winter, his wife was injured and rushed by train to New York, but died due to the injures. Mr. Whitney blamed the lack of good passenger rail service for her death, so the next year a very nice passenger rail station went up with direct service from Penn Station\*. It was not huge, but surprisingly, lavish for such a small town. The station was torn down with the end of passenger rail to Aiken in the 1950s.

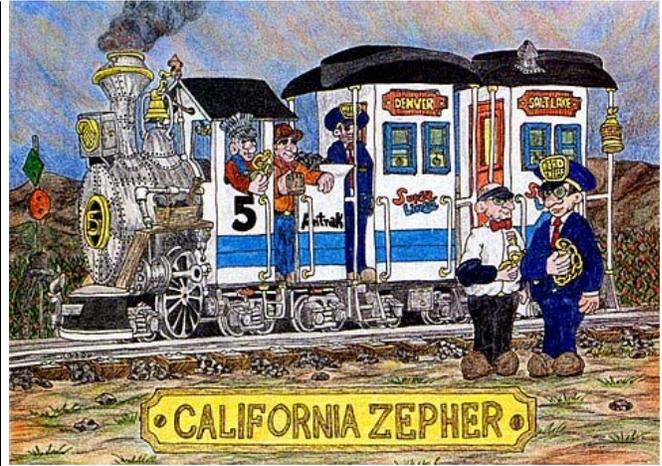
I have heard rumors about people trying to rebuild the old depot for years, but since I have left Aiken concrete plans have been developed, funding procured, and work started. Current plans call for the rebuilding of the station and station platform on the original site in the median of one of Aiken's downtown streets. Norfolk Southern track still exists through this site of the original platform and I am not sure how this was negotiated to build so close to it. Two passenger cars and a caboose have already been moved to the site and are to become part of the final facility, which will be a rail museum, but also available for rental for private parties and events. Plans also call for the renovation of the adjacent City Park in which the caboose now sits. I took the photos that follow in October of last year. Since then, the cars have undergone asbestos and lead removal, have been primed, and one has had windows installed. Construction of the building has not started yet, but a sign is up with a picture of the original.

- Aiken Railroad Depot Website  
<http://aikenrailroaddepot.com/history2.html>  
retrieved 2007-06-11

Interesting references:  
Aiken Railroad Depot Project Website:  
<http://aikenrailroaddepot.com>

Joye Cottage Website: <http://joyecottage.com>





The crew of the new Amtrak California Zephyr from left to right; Bob Folsom, Engineer; Rob Seel, Fireman; Steve Zonay, Brakeman; Glenn Nasworthy, Station Agent; Jim Reece, Conductor.

### Member Early or Current Layouts

Here is a nice photo of Dale Reynolds with his latest acquisition. It is a 7/8ths-scale 2' gauge Forney and train. It is a live steam locomotive made by a manufacturer from Australia and is one of only a handful in the US. (Submitted by Bruce Gathman)



**Members:**  
Please send in your layout pictures.

### New Member

**Jim Wofford** has joined the CRM&HA Inc. Jim is interested in modeling, collecting, RR history, and railfanning. He also likes to take train rides and photography. He does not have a home layout but is interested in HO scale. Depending on his work schedule, he is willing to work on the club and modular layouts, helping to set-up and operate at the train shows and organizing excursions. Welcome to the club Jim.

### California Zephyr Submitted by Bruce Gathman

Here is a picture of the new California Zephyr service.  
Caption should read:

### Interesting Web Sites

(For Membership Applications and Dues Payments) PO Box 826, Pickens, SC 29671-0826

Please send in your tips for future newsletters.

**CRM&HA Inc. 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  
Superintendent of Train Shows: Bruce Gathman  
Superintendent of Central Railway Museum: Bob Folsom  
Superintendent of Central Railroad Festival: Ron Keith  
Superintendent of Web Site Updates: Michael Childress  
Superintendent of 501c3 Tax Option: Howard Garner



**Club Mail Box**  
PO Box 128, Central SC, 29630.

**Paymaster Mail Box**

**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 \$25.00, Send to CRM&HA, PO Box 826, Pickens, SC 29671-0826. Phone (864) 878-4705

Signature \_\_\_\_\_