

The CRM&HA Newsletter

January/February 1999

Dennis Moriarty: Editor

Volume 8 Number 1

Editorial: by Dennis Moriarty

Another year is here and lots of things are happening. First we had to leave our second home and a dedicated work crew moved our HO modules and the other club items to a storage locker. Our 3rd annual train show is coming in March. We have many exciting meeting programs planned and there is talk of possible trips. None of these things could happen without the dedication of the club officers and active members. We are blessed with a super CEO to keep the train moving. Another example of dedication is the switching of jobs by Curt Ehmann and Ralph Milz. Because their terms of office were up in their respective offices they switched from secretary to treasurer and vice versa so that they could stay in office to help the club. Rob Seel keeps the HO division on track. We owe our officers a great deal of gratitude.

Again I am asking you to help to make the newsletter an outstanding publication by submitting articles, news and or information. If you don't wish to write please give me a phone call. E-Mail, copy on disk and written contributions are most appreciated. My address is Dennis Moriarty, 519 Beacon Shores Drive, Seneca, SC 29672. Phone 864-888-2332. E-Mail mqk@carol.net (**Note: this is a change from last month**). I am continuing the series of articles called Inside/Out. I hope that you **will make comments, suggestions and alternatives** to the ideas presented in the articles so that I can share your ideas in future newsletters.

Thank you Curt Ehmann, Bob Folsom, Bob Hanson and Steve Zonay for your contributions this month.



Show and Tell Time---Again!!!! by Bob Hanson CEO

Our 3rd Annual Train Show is just around the corner and, as always, we need some help from each and every member. Reversing the above order, we've got to get out and tell our friends, neighbors, and any others we run into, about the show. To make it a success for both us and our exhibitors, we need to get our attendance numbers up---rain or shine!

Local publicity---newspapers, radio, etc.,---- can only do so much for us. The big part is up to us to encourage others to attend. And also---a couple of pre-show commitments we need. **First**, we would like to have some workspace where our modules can be put back into shape for showing and amazing train lovers---young and old. While we'd like to have it longer, a workspace that we could use for 2-3-4 weeks would be great!!! And **secondly**, for those members not actively working on the modules during the show, we need "some **body's**"----more than one---to work the tables where we will put out shirts, mugs, and the rest of the trains and materials that we picked up from the Harshman estate. This is not grueling---not demanding---but you will be helping the club in a major way. Get a relative or friend to help you out---it's only a few hours on one day---but it makes a big difference. **Finally**, after the show, we've got to find some good homes for our modules---someplace(s) where they'll be safe, out of

harm's way---and can be worked on. Any ideas from any of our members would be sincerely appreciated.

Thanks for Listening
Keep the lights **Green!!!**

That's all Folks. Bob

January Meeting

Those of you who missed the January meeting missed a hoboing good time. Bob Folsom brought two bonafied hobo's with him to the meeting.

The first to talk was Reeve Hastings who at the age of 20 years old rode the rails in 1934. Reeves was trying to get from San Francisco to Detroit during the depression. He talked about hobo camps called jungles and that as many as 65 men were riding in boxcars. Those were hard times.

Russ Brown rode the rails in 1942 trying to get back from a summer job in Idaho to school at the University of Michigan. He was also 20 at the time. His trip was during the last hobo era because the railroads increased the security during World War II.

They talked about the famous men who were hobos when they were younger. Both Russ and Reeve are engineering graduates from the University of Michigan



I've Got a Hammer by Dennis Moriarty

In the last newsletter I talked about using Homosote for roadbed. I saw a question from a reader in the last Model Railroader Magazine asking where to obtain Homosote. MR's response was to call Homosote for a supplier and that there is a new product that is more stable than Homosote and where it could be obtained. The product is Micore

from US Gypsum Corp.. MR's response was that Homosote was mainly used because it was easy to put nails in it and that it has some sound deadening properties.

I mentioned in the inside/out article that I don't like Homosote for track bed because it is messy to work with and does not have a consistent thickness. It also swells with humidity and temperature changes. Using plywood solves the problem, but it is hard to put little nails in plywood except with a small hammer.

I received an ad in the mail from Micro Mark the small tool specialists, They sell four styles of lightweight miniature hammers for delicate work. Their phone number is 1 - (800) 225-1066. I weighed my hammer and it is 2 oz's. Micro's 2 -oz hammer sells for \$4.95 and is item # 22119. They recommend their item # 22102 1 ½ -oz hammer for model RR spikes and it costs \$5.25.

For those of you that still want to use Homosote, you can get it ready cut from Homa-bed (510) 614-7629.

SEIZE THE DAY

Submitted by Steve Zonay

As Robin Williams said in that magnificent film The Dead Poets Society:

"Seize the day!" >>

Marry Rich,

'Seize the day', may be OK

But better still if she can afford to pay,
for the sort of things that you'll surely need,
that in non NG eyes are tantamount to greed,

Like a K-28 with sound inside,
she'll need a credit card that's fat and wide,
for the brass caboose that leaves you in a trance

forget the looks, check the bank balance,
There's that new branch line, sixty foot deep,
that in thousand of bucks, isn't so steep,
that she won't want to pay to keep you at home,
so that into other girls arms you will not roam,
So learn young man if want to stay sane,
and play with your narrow gauge trains again,

and see them running through plaster tunnels,
Make sure she's loaded, right up to the gunnels.

Sorry Keats.
Mark Szczowicz



Did You Know?

The National Park Service is going to build a 14.5-kilometer light rail line in the Grand Canyon. They are planning to use low-floor vehicles to carry up to 4,200 passengers an hour to different locations in the park.

Rail Fan Event

Winnsboro (Rockton): 5th annual Rail Fan Weekend – April 17-18, SC RR Museum. Saturday features all freight operations. Sunday features motor car rides. Tickets Sat. \$20 – Sun. \$7
Information LSASE:
John Parker
Special Events Coordinator
3038 Dennis Rd.
Augusta, Ga. 30907

Events

April 24, 1999: Railfest '99 – Western NC Model Railroaders, Inc. Land O' Sky Division, Div. 15, SER, N.M.R.A. at Trinity Baptist Church, 216 Shelburne Rd., West Asheville, NC. 9 a.m. to 3 p.m. – Call Kent Roberts (828) 648-6993 for tables.

May 22, 1999: 6th annual Middle Georgia RR and Model Train Show - Macon Centreplex Exhibition Hall – 200 Coliseum Drive @ I-16 exit 5. 10 a.m. to 4 p.m.
Call Robert Yancey
(912) 750-0948 or (912) 954-7891 for information.

Inside/Out

Substructures by Dennis Moriarty

A substructure is anything that will support the track roadbed, scenery, buildings or anything else on the layout. A substructure can be as simple as the floor, an old ping-pong table, anything that will hold the layout up.

Since the home layout doesn't have to be moved like the club layout, weight is not a major consideration. However, one should keep in mind that there is a possibility that the layout may have to be moved in the future to another residence. Therefore the substructure should be designed in modules sized to be moved later through the existing doors. This presents a problem if the layout features mountain terrain because even if the layout module is tipped the mountains may not go through a door. Most other layout designs should be able to be moved with out damaging the scenery.

The shape of the layout will determine what the substructure looks like. For a large home layout I prefer the I, U or E shaped layout, because the O shape makes it hard to reach the center area of the layout with out ducking under the track. Of course the O shaped layout is OK if you walk around the outside of the layout. The width of the layout at any one point should not exceed three feet or the back of the layout cannot be reached without a duck under or a trap door. The center section of an E shaped layout can be six feet wide because it can be reached from both sides. A problem always exists at the end of a section if the track is to take a return bend because a 24" radius loop takes over four feet plus the scenery from the track to the edge of the layout. The problem is reduced if there is access from the end.

I prefer the use of 2x4 lumber for substructures for several reasons.

1. It is strong and can be crawled on.
2. It is inexpensive.
3. It is easy to assemble because it can be screwed with drywall screws or nailed together just like house construction. Drywall screws make changes easier.

The legs can be 1/3 of an 8 foot 2x4 or 33" high. The top should be made like house

wall construction laid flat. A 2x4 frame with 2x4 beams placed on 16" or 24" centers. A section can be eight feet long with four legs. The next section can screw to the first section and use the first sections legs for support and so on around the layout. A short section can be lowered between two longer sections and this section can have a river or canyon at a lower level.

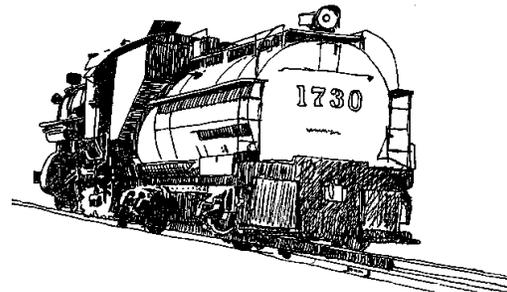
The roadbed is supported by short lengths of scrap wood or furring strips screwed to the side of the 2x4 beams and screwed down from the top of the roadbed into the support. Adjustments in elevation are easy using this method as the supports can be moved up and down and then screwed at the proper elevation.

The scenery in the open areas is supported by 1 ½ inch wide strips of cardboard stapled to the side of the roadbed and then down to the 2x4 frame. You can add pieces of scrap wood to support the cardboard strips at different elevations such as a roads or mountains etc. The easiest way to cut cardboard strips is with a band saw. The cardboard can then be covered with wadded or flat paper or chunks of Styrofoam etc.. Hydrocal Plaster soaked into paper toweling is then draped over the paper to make the final shape of the terrain. Added strips of wider plywood can support towns or rail yards and can be supported just like the roadbeds. Bridge supports etc. can be supported by short pieces of vertical 2x4's screwed to a crossbeam that is screwed to the substructure legs under the river or road bed.

I know that the following is controversial but I do not like the edge of the layout to be covered by Masonite or plywood cut to go up and down with the layout elevations. I like to leave enough room between the roadbed and the substructure so that I can run the Hydrocal down to look like a rock wall or a terrace etc. I know it is not totally realistic but it doesn't distract the eye as much as a board that looks like an excavation cut.

One final note: before adding the scenery I like to run plastic rain gutter supported about one inch below the support deck by short scraps of wood screwed to the support deck and down to the gutter. The gutter under the

layout is to lay the wires in from the layout to the cab area. If the gutter is stopped short about six inches or so at the corners the wires can be curved from one gutter to the next through the air with no support problems. Also if all or most of the wiring is done before adding scenery you will not have to do much crawling under the layout, as everything can be reached from the top. The track can be wired and tried out. If any corrections are required it is a lot easier to do if the scenery doesn't have to be moved and reworked.



EVICTED AGAIN!

In the last newsletter, we reported the removal of all of our modules and train show equipment from the school building in Central. You also learned that we had found a temporary location in one of the vacant offices in the Century Plaza in Seneca. Well, we didn't know how temporary that was!

Hoping to stay until our March 15 Train Show at least, we got the bad news early in January that the office we were using had been rented, and we were asked to vacate immediately! Ralph Milz and Curt Ehmann, with the approval of the Board, started searching for a good sized storage unit in the area, checking rates, availability and its proximity to the United Assembly of God church, which would be our next move. They finally located one on Old Clemson Road and started calling in "the troops." With the help of Steve Zonay, Bob Hanson, and Dennis Moriarty we began the move on January 8 and finished up the next morning with Rob Seel joining in.

At the moment, Curt Ehmann has much of the odds and ends of the Harshman Estate in his garage, for cleaning, sorting and organizing the items for sale. This was really necessary, since the owner of that

office storage site let his construction people in for remodeling of the unit before we could make the transfer. That meant that much of our things were covered with either sawdust-or plaster dust!

But most of our property is now safely stowed in a nice, clean 10 foot x 30 foot storage unit, and the other items will soon be added. The HO Division members will need to a little maintenance work on some of the modules, and then we'll be able to go. Thanks to all the volunteers who turned out at short notice!

START THE NEW YEAR RIGHT

Membership dues for 1999 are now payable, so if you haven't yet attended to that chore, send your \$20 to our new Treasurer, Ralph Milz. You can do it by mail if you must, but it's a lot easier to just bring it with you to the next meeting, on February 18. Membership applications are included in the newsletter, or you can pick one up at the meeting.



CHRISTMAS PARTY

The Association's General Meeting was held on December 17; and was very brief, in anticipation of the fun and fellowship of the Annual Christmas Party. Because the membership of the N Division had fallen to less than 5, those remaining will transfer into the General Interest Division. As a result, only the offices of Secretary and Treasurer were open for election. Ralph Milz was elected Treasurer and Curt Ehmann was elected Secretary. (Editor's note: The offices of President, HO Division V.P and General Interest V.P will be up for election at the December 1999 meeting). Rob Seel and Gene Tagliarini were then appointed to audit the Treasurer's books, and the party began! Each attendee as introduced and given the chance to show or tell a railroadiana tid-bit

and then draw a grab-bag gift. In between, everyone availed themselves to a veritable smorgasbord of food and drink, prepared by the members. It doesn't seem possible, but the quality of the gifts and "goodies" seems to be getting better every year. If you missed this one, mark your calendar for next December.



Welcome New Members

Jay Jablonski, 324 Gibson Rd., Anderson, S.C. 29675 – Jay is interested in G scale garden railroading and in the history of RR passenger stations.

Allen Lohmann, 113 Shaftsbury Road, Clemson, SC – Allen is interesting in HO scale and RR history. Allen would like to help by working on one of the HO modules.

CRM&HA TRAIN SHOW

When: March 13, 1999 10 a.m. to 4 p.m.
Where: United Assembly of God Church
1 mile east of highway 130, Seneca, SC off the 123 bypass. The church has a big blue sign along 123.
Cost: Only \$3. Children under 12 free with an adult.
Food: Available on site.
Call: Dennis Moriarty (864) 888-2332 for more information

Bring a friend!

Reminder!

The paymaster Ralph Milz would like to take your dues. Mail to CRM&HA, PO Box 27, Central SC, 29630-0027. Yes its still \$20.

Meeting Programs

February: Steve Zonay
Presentation on Narrow Gauge

March: Gene Tagliarini
Presentation on Trains Unlimited