



The CRM&HA Newsletter

November/December 2004

Dennis Moriarty/Editor

Volume 13 Number 6

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

Headline: Christmas Party and Elections to be held at the December Meeting

Christmas Party December 2nd

Please join us for food and fellowship at the annual Christmas Party at the Central Library meeting room on the regular meeting night, December 2nd at 7:15 PM. Please bring a dish to pass and if you would like to be in the gift exchange bring a wrapped gift. Gifts are usually white elephants, items of a RR nature that would be enjoyed by the recipient. As Bob Hanson used to say, "no junk". Spouses and guests are welcome. They may be in the gift exchange, if desired, by bringing a gift to exchange. If you bring something other than finger food, please bring cups, paper plates, forks or what ever is required to eat or drink it. **Dwayne and Joshua Lusk will bring their model layout.**

Members can take advantage of this night to bring show and tell items or projects that they are working on. **This might also be a good time to show off your latest T-Trax activity.** Please contact Bob Folsom at 654-8244 to let him know what you are bringing so that we do not all bring the same thing. Bob is also looking for a volunteer to host the party at their home. If one comes forward, you will be notified by e-mail or phone otherwise it will be at the Central Library

Editorial

By Dennis Moriarty

Please note that Rodney Cowen contributed an article for the newsletter with a very interesting picture that he took over **40 years ago** of a tank car with a brake cabin for the rear car of a freight train. The cars were ordinary cars with a platform across one end. The cabin that was about four foot square

and was in the middle of the platform. The cabin contained a seat and a screw type handbrake.

Thanks Rod!

The 2005 yearly dues are due at the end of the year. Howard Garner would be happy to except them at anytime. The dues have not gone up, still a bargain at \$20.

Thank you to all that helped setting up and tearing down the HO layout at the Central Heritage Days. The new method of connecting the sections together made the job go much faster. Brian d'Entremont came over from his apartment next door to the Central Firehouse and helped a great deal with the layout. Brian also joined our club. Brian's apartment is in the very room we used to keep the HO layout when we were in the old building. They fixed up the building and it now has several apartments. The HO layout was built in the back part of the building. Just a little history.

Please mark Feb 19 on your calendar. We need **EVERYONE** in the club to help at the train show.

Please support the newsletter by submitting articles, news and or information. If you do not 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 @ bellsouth.net. **(new e-mail address)**

If you received a snail, mail issue of the newsletter and have an E-Mail address, please send your E-Mail address to me.

Thank you, Bob Hanson, Rodney Cowen, Howard and Lorraine Garner, Dale Reynolds and Bob Folsom for your contributions to the newsletter this month.

ALSO, thank you Howard Garner for printing and mailing of the snail mail newsletters and managing the club website.



**CEO's Corner
PRESIDENT'S REPORT
By Bob Folsom**

What a year this has been for the CRM&HA so far! Our latest activity, participation in the Town of Central Heritage Days Festival can be termed a success because some new goals were achieved, and for other reasons as well. The most important goal was having the N scale museum display operational and being complete as to the requests of the museum curators. The other goal, hinging the HO layout modules shortened the set up time considerably and even more importantly allowed the modules to be re-attached immediately upon return to Rail N' Spike, something never possible before. In addition, transportation of the layout took place with only a minor hitch with a module, and the truck did not get hung up! Another success of the Festival is that we took in table rentals and sold items from the company store that more than offset the cost of the truck rental and fuel.

Looking ahead, we will have a presence at the Hospice of the Foothills annual Christmas Fund Raiser on December 5. There will be N scale and G gauge displays.

Nominations for General Interest VP and Treasurer will take place at the November meeting and Elections for those offices will take place at the December meeting along with our annual Christmas Party.

Since there will not be another newsletter before the election, I should mention that Rob Seel is willing to continue as General Interest VP, and Howard Garner likewise as treasurer. The November meeting is the time when nominations may be made and anyone interested in either of those positions is welcome to be nominated.

The Christmas party will be on Thursday, December 2 at the Library. If anyone would like to host the party instead of having it at the library, let me know.

Also, let us not forget to reserve the meeting room first thing in December! Hopefully we won't get any conflicts like we did this year.

Things are looking good for the Annual Train Show on February 19, 2005. We will have yet

better signage around the area to guide people there and there is even better publicity. What we really need is **EVERY MEMBER OF CRM&HA** THERE to help run the show. Please mark this date on your calendar as top priority. We can use help Friday evening, February 18 for setup, but Saturday is the most important. Also, start talking about the show to your friends and neighbors. We will get some flyers made that you could pass out. Try to make personal contacts with people you see. Talk it up at church - this is a great wholesome family activity.

Months ago, I had accepted the responsibility of looking into getting more club T-shirts and caps. My so-called "retirement" has kept me from following up on this, but things are looking better time-wise so I hope to have T-shirts and caps available to all club members before the Annual Train Show. At several meetings, the idea of having an engineer's cap with a club patch on it seems to have found favor, so that's the way I plan go.

In the longer term, our goal of having permanent club quarters still has life. There is active promotion of the idea of the club being given the old Southern Railway Depot in Central. However, no matter where we go, there is the problem of paying utility bills. I just recently thought that maybe Duke Power (or Blue Ridge Electric Coop) might be persuaded to donate power, and that a municipality or county might be willing to donate water and sewer. What do you think?

**HO DIVISION REPORT
By Bob Folsom**

Well, we did it! The hinge project was completed in time for the Central Heritage Festival and as a result moving time was again reduced and for the first time ever, the layout modules were all reattached upon return to home base. Thanks to everyone who had a hand in moving the layout forward either with hinges or ballasting, etc. and setting it up for the Festival.

There was lots of operation on the layout at the show. At one point, there were three trains on one mainline track and two on the other. And thanks to the DCC, it was possible to take a train on the outer track through the crossovers into the yard while trains were running on the inside track. There were problems, however. Some of the yard tracks were without power when they should have been turned on. There were too many distractions and too few people trying to run all those trains on close headways, and as a result, there were several serious collisions that actually resulted in damage to some equipment. Also, there was very little

switching activity, and yard tracks were not properly used. Stacey Smith had started working on operational scenarios, but there was not time to organize them in time for the Heritage Festival. As HO VP, I feel that I need to institute some discipline on how this layout will be operated in February. There needs to be some training and guidelines on what can or cannot be done.

Most immediately, I need to express the following:

1. No equipment may be operated on the layout at the February show that has not been previously tested on the layout. This will help avoid having locomotives that fail to respond to the DCC or have dirty wheels preventing reliable operation; or couplers that are not reliable.
2. There needs to be training as to how to use yard tracks.
3. Brand new batteries are to be used in the DCC controllers the day of the show.
4. There should be a practice operational session prior to the show. This could be on the official HO Work Session, the first Saturday of February (February 5). That would allow one week for a follow-up testing on Saturday, February 12. Anyone wishing to run any of their own equipment would need to bring it February 5 for testing. Once we knew what equipment could be available and when, we could then draw up some operational scenarios that would allow each individual the fun of running their own equipment as much as they wished, but in a manner that will complement the over-all operation of the layout.
5. We need to have enough people on hand at all times to operate the layout safely! We could have seven to nine operators at any given time. Two or three operators on each mainline, one in the coal yard, and one at each end of the freight yard or in the engine terminal.

You may have some additional suggestions. I think we will all have more fun with more structure. It is not fun running your passenger train and suddenly find it pushing freight cars ahead of it; or cleaning up ten jack-knifed cars from a rear-end collision, and looking for coupler parts, etc.; or wondering why a section of track seems to be dead or your locomotive won't move.

The next steps to be taken to make the layout even better for the February Show include

1. Finish ballasting the remainder of the connector track sections.
2. Install the connector track sections semi-permanently and cut them in half so they don't need to be removed when un-hinging the modules.
3. Kit-bash some flats for enhanced scenery on the freight yard side of the layout.

I plan to elaborate on these ideas at the official November work session, Saturday, November 6, 2004. I hope everyone in the HO interest group could be there!

HO Layout Work Sessions

Some of the members are working on the club HO layout at Rail and Spike. You are welcome to attend the first Saturday of the month work sessions. It is a great way for beginners to learn and old timers to enjoy.

"BARNSHOCK WORKS ON HO LAYOUT!"

"Kimble takes on museum project."
(As you can see, other people are taking part in these activities besides the usual nucleus.)



Minutes of Meeting September 2004

FIRST----a big "THANK YOU" to Dennis and Janet Moriarty for hosting the picnic and potluck held at their home before the meeting began!!!

Pres Bob called the meeting to order at 7:34 p.m.. No new members or guests were present. No Treasurer's report was presented and carry-over items from previous minutes were noted.

Deadline for items for the next newsletter is October 12.

Upcoming programs----October, Brown; November, Garner, December, Christmas/Holiday Party. Still looking for a volunteer for January and February.

Pres. Bob had no report with regards to Club T-shirts/caps.

The February 19, 2005 Train Show at the Seneca Armory is a "go"---Rob Seel had sent info to Model Railroader & others.

The Central Heritage Festival, scheduled for October 2 from 9 a.m. till 6 p.m. is progressing---the HO layout will need helpers. The N scale layout will also be on display---the museum N scale payout should be done and up and running for this. Pres Bob now has a key to the museum for work sessions. A possible side benefit to our displaying at the Heritage Festival and the work we are doing

on the museum piece could lead to us having space in the old Central station after it is moved.

The Flat Rock Train Show on October 9---we will not be bringing the HO layout there. They say that any expense reimbursement would be on a profit-sharing basis with no guarantee---further, they would only want a scaled down layout---not our full show model.

The train displays for the Hospice tree show and auction will be handled by the G and N scalers. This will now be a one-day event---Saturday, December 4.

Club newsletter on website---cwrail.com/crmha---try this. It may take up to 20 minutes to download. Howard Garner will still send out hardcopies to those that need it this way.

First Saturdays of the months are still official work sessions for the HO layout. A new method for putting the modules together---hinges with removable pins---is in process and should allow for quicker assembly and takedown. Re-ballasting is almost completed. SPECIAL NOTE: Michael at Rail & Spike may need the space where our HO is located for retail use after the first of the year---be on the lookout for possible homes for all or part of these modules.

Increased height Plexiglas for HO----no report.

N scale report----the N scale layout is shown more than the HO scale per DeLorme. In addition, Pete and Rob have been featured in the N Scale News. DeLorme enumerated several additional points where the HO group gets benefits from the showings of the N scale. At the conclusion of **Pete's comments**, it was moved by Pete Sheriff, seconded by Stacey, that the Club set aside \$150.00 for improvements and other needs of the N scale group.

Meeting concluded for more looking at Dennis' HO layout and marveling at his handling of automatic blocks on the layout. Great work, Dennis!!!

Respectfully submitted, Bob Hanson Station Master



Minutes of Meeting October 7, 2004

President Bob called the meeting to order at 7:16. Guest Eleanor Cowan (Rodney's wife) was introduced as well as new member, Brian d'Entrement. Brian is an Aiken native but is in the

area as a student at Clemson studying Mechanical Engineering.

It was noted that all open items from the previous meeting were included on the agenda for this meeting.

Treasurer Garner verbally gave a Treasurer's report---we have \$10,383 in our accounts.

Next newsletter deadline is October 12.

Upcoming programs---November/Garner will present a clinic---December/Dwayne and Joshua Lusk will bring their model layout for us to look at and envy. Additionally, a sign-up sheet was passed around for those coming to the December meeting to see what they could bring for our "party".

Club T-shirts and caps----no specific action on shirts but we will probably order same or similar to our present green. It was decided to affix a club patch to our existing inventory of striped caps.

2005 Train Show----confirmed for February 19 at the Seneca Armory with a setup and show timetable similar to previous years. We will need to work on our Club flyer as soon as possible as this does not have to wait until the train show. General publicity for the train show will be assembled by Hanson prior to the show but should not be issued to the media until the end of the week before the show. Garner has some directional signs and will check the cost and how to go about getting more signs to direct people to the show.

Elections will be held in December to fill upcoming vacancies---the nominating committee of Garner and Seel will present their proposed slate at the November meeting.

President's comments:

1. The Central Museum layout is up and running GOOD for extended periods of time. There is still more to do and we are targeting December 31 to have this completely done.
2. There is also more work to be done on our HO layout---again the complete date is hoped to be December 31.
3. The hinge connections are finished on the HO layout and are working GREAT!!!
4. Pres. Bob will make time to talk to Mrs. Stribling (widow) about Joe's train equipment and rolling stock. We would hope to get this settled before the Train Show date so that we might have the opportunity to sell some of this for her benefit then.
5. At the Central Heritage Festival---Zonay presented to the Treasurer \$152.00 in proceeds from this Festival---\$75.00 from the sale of 5 dealer tables at \$15.00 each and \$77.00 from "Company Store" sales. Thanks to Steve for handling both of these. However, due to lack of traffic, Steve recommended that

next year we have the Company Store only and no dealers.

6. Upcoming Hospice event at the Hartwell Inn on December 5—we will only show G and N gauge trains---Hanson and Seel to head up.

After adjournment and a short break, we were treated to a brief video and---more importantly---some personal insights and experiences by the team of Allen Brown and Chuck Spelina. Great work. Guys, and thanks for doing this for us.

Respectfully submitted, Bob Hanson Station Master



THE MISSING BOX CAR By Rodney P. Cowen

I was stationed in Tehran, Iran for a while during WWII with the 730th R.O.B. One day I was a conductor on a switcher when the yardmaster, who was a Staff Sergeant, sent me to get a car with a brake cabin for the rear car of a freight train.

Now those cars were ordinary cars with a platform across one end. A cabin that was about four foot square was in the middle of the platform. The cabin contained a seat and a screw type handbrake. The car also had brackets for the rear end lights and banners. The platforms and cabins could be found on just about any type of car and one of them was supposed to be on the end of all freight trains. After placing the car that happened to be an empty boxcar on the rear of the train, the yardmaster sent me on another assignment.

The next time I came back into the yard office the yardmaster climbed all over me. He told me I was no good, hadn't done my job, etc, etc and so on. It seemed that what had happened was; when that freight was ready to leave there was no cabin car on the rear.

Meanwhile, a man came into the office and after the shouting had quieted down a little, he said, "He

had seen something odd happening a little while ago."

He said he was over by the engine house when he saw a boxcar come out of one of the station tracks. (All southbound freight trains departed from one of the station tracks.) It seemed to be moving all by itself. When it got to the ladder track, it stopped, and then reversed direction and went up the ladder track until it came to the Goods Yard track switch. Then it stopped and again reversed direction and headed into the Goods Yard.

The man then said, "He saw what was causing the car to move. It was a gang of men pushing the car by hand.'

Someone had needed an empty boxcar to load and without saying anything to anyone just helped himself to a car.

Of course the Sergeant didn't apologize to me. Sergeants don't apologize to privates in the U. S. Army no matter how wrong they are.



Cumbras & Toltec Scenic Railway By Howard and Lorraine Garner

Over the Labor Day weekend and the following week, the wife and I traveled from Las Vegas, NV back to South Carolina. Along the way we took in many railroad sites.

In the Las Vegas area, in the Clark County Museum, they have a Union Pacific 0-4-0 and a boxcar on display. A few miles down the road in Henderson, NV is the Nevada State Railroad Museum. Even being there on a Saturday, I found them closed. They do appear to run excursion behind diesel. They also have a lot of equipment behind a fenced area. Several steam locomotives, passenger cars, etc.

In Flagstaff, AZ there is a SouthWestern Forest Products 2-8-0 on display a block east of the depot next to the original passenger station. On the way out of town to the Grand Canyon there is a 2-6-6-2 and some other equipment on display at the county park.

At the Grand Canyon we caught the Grand Canyon Railroad with the 2-8-0 on the head end with 2 FA's following. Watched it leave town that afternoon.

In Dolores, CO the Rio Grande Southern goose is on display at the depot. We were able to go inside the passenger compartment and sit in the driver's seat. A is a different experience setting there with no steering wheel.

In Durango, CO we missed all the trains and did not have time to tour the back shop area.

We spent the night at Chama, NM and rode the Cumbras and Toltec from Antonito to Cumbras the next day. Riding the C&TS this direction has my recommendation. If you overnighted in Cumbras you ride a bus over to Antonito. You have time either that morning or later that afternoon to explore the Cumbras yard and shop area. Most of this is still as it was back in the D&RGW days.

The ride out of Antonito starts in the high desert and attacks the rise to the south. The entire trip is on a 1.4% grade to the summit at Cumbras Pass. The track will twist and turn, crossing the CO/NM border several times, climbing all the while. In some locations you can see 3 levels of track ahead. Lunch is at Ossier, served cafeteria style. This is included in your ticket price. Many of the old structures have been restored at Ossier. After leaving Ossier you cross the Cascade bridge, this is the longest and highest bridge on the C&TS.

At Cumbras Pass you finally reach the first paved road crossing. At this point they have restored the snow shed and other company buildings. This is also the point you start down the 4% grade to Chama. On the way down you go around Windy Point, pass a movie set (Indiana Jones), and cross the highway several times. The engine is just coasting during this down grade section.

Going from Antonito to Chama you get to listen to the locomotive work for hours. Going the other way you do get to go up the 4%, but then it is all-downhill for the next 4 hours, no stack talk to listen to. Overall a very worthwhile day was spent riding the C&TS.

In Jackson, TN we stopped at the Casey Jones Museum. Jackson, TN has the home of Casey Jones. They have moved, and restored his house. They have an engine of the same class on display along with a baggage car with a layout inside. If you are going by, be sure to stop.

Other highlights of the trip were the Red Rocks of Sedona, AZ, the Grand Canyon, route 66 across Texas and Oklahoma, a winery in Arkansas, blues on Beale Street in Memphis, and the Country Music Hall of Fame in Nashville.



How I spent my Summer Vacation, or an Update on the Maine 2-Footers By Dale Reynolds

There were five 2' gauge common carrier railroads in Maine. The first began in 1879 and last quit in 1943. Almost all of the rolling stock that was not scrapped went to South Carver, Mass. including the Edaville RR, which ran from 1946 to 1991. By then, the popularity of this small equipment, especially in Maine, spawned three separate events. In Portland, a group obtained a loan and purchased the Edaville engines and cars. They were brought to the Portland Locomotive Works site in 1992. They currently operate 1.5 miles of regauged track along the waterfront as the Maine Narrow Gauge RR. Also, a Railfan in Alna began to build a replica of the Wiscasset engine house of the 43 mile Wiscasset, Waterville, and Farmington Railway. He found an original engine and two freight cars stored in Connecticut, moving them to Alna and forming the WW&F Railway Museum. Thirdly, an historic society in Phillips saved two of the original buildings there and have now rebuilt 1/2 mile of track. This is the Sandy River and Rangeley Lakes Railroad.

Since I spend most of every August in Maine, I visit these railroads annually. Here is an update for 2004. At the MNGRR, rebuilding of Forney #4 (18 ton, former Monson RR) was completed this spring and was running trains this summer. Since I visited during the week, diesel #1 (23 tons, 1949) powered my train, which did include a 1904 caboose. Since the weather was perfect, I rode in an open excursion coach built in 1958 at Edaville. The Portland railroad is the only daily operation in the summer. A scenic 1-hour drive up Route 1 brings us to Wiscasset, and 5 miles north to the WW&F Railway Museum. This is a wonderful place with a 3-stall engine house, machine shop, 7-track yard, and replica freight and passenger depots. I have been a Life Member there since 2000, and work every summer to get grants for them from my former employer. This year two significant events occurred. The railroad was rebuilt to serve two replica depots on their original sites, 1.6 miles

apart, via the original 1895 roadbed. In addition, Forney #10 (12 ton, Vulcan 1904, former Louisiana sugar plantation) celebrated its centennial after a total rebuilding over the last year. I also traced the entire 43 miles of right-of-way by car, winding up in Albion, where the original 2-story depot has been externally restored.

Another 2-hour drive northwest is Phillips, site of the SR&RL RR. They built a new 4-stall engine house on the site of an earlier roundhouse and expanded it recently, so all of their equipment is out of the weather, making the site much more attractive. The ride has not changed recently, behind a gasoline-powered Forney replica in an original 1894 coach.

It is a major problem for me to go a whole year between visits to Maine and these railroads. Therefore, I plan to attend next April's work session on the WW&F. This semi-annual event typically draw about 75 of the groups 950 members and a lot of work, usually track laying, gets done in the 3 or 4 days. The people and conditions are great, and it is lots more exercise than working on the G-gauge in the backyard in Pendleton.



This Month's Tip By Dennis Moriarty

Some liquid dishwasher soap comes in a plastic bottle with a cap that has a pull up feature. The empty bottle can be used to hold a mixture of 50 percent white glue and 50 percent water. In addition, a tablespoon or more of the dishwasher soap should be retained or added. The pull up top can be **adjusted to the proper position** to allow any amount of flow required. This mixture is usually used to glue the ballast between the RR ties. In HO scale, you pour in enough to fill the area between the tracks to the top. The wet glue then soaks down into the ballast and out between the ties to permanently attach the ballast. Short pieces of cut off 2X4 lumber can be dragged over the track using the end grain of the wood. This removes any excess glue off the rail tops. The end grain absorbs the glue. (In addition, this method can be used to remove excess paint off the rails tops.) The soap is

required to make the mixture wet. If not added the wet glue bubbles on top of the ballast and will not soak in. Some adjustment of the quantity of soap may be required. A small amount of wet glue may be required outside of the ties depending on how much passes out between the ties. Be sure you paint your rails and ties before applying the ballast.



Welcome New Members

Brian d'Entremont 617-9665

Charles Thomas 654-4680

CMR&HA TRAIN CREW

Engineer and CEO: Bob Folsom

General Division Super: Rob Seel

Stationmaster: Bob Hanson

Paymaster: Howard Garner

HO Division Super: Bob Folsom

Large Scale Division Super: Bob Hanson



Future Meetings Programs

November: Howard Garner

December: Christmas Party (Dwayne and Joshua Lusk will bring their model layout)

January: Volunteer Needed

February: Volunteer Needed



Web Site

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

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

Name: _____ Member # _____
Address: _____ Phone: _____
City: _____ State: _____
E-Mail Address: _____

1. Declared Interest Group: HO N General (Circle one)
2. Other Railroad Interests: Modeling Collecting Railfanning History
Other? _____
3. Modeling Scale: Z N HO S SN3 O G (Circle yours)
- 4 Railroad Memberships: NMRA NRHS Other? _____
5. Do you have a home layout? Y N Open to Visitors? Y N
6. I can help the Association by:
 - () Working on one of the modular projects
 - () Helping with set-up and operation of layouts at shows.
 - () Organizing an excursion to a show or museum.
 - () Serving on a committee (i.e. Audit, Publicity, etc.)
 - () Serving as Officer or Director.
 - () Preparing a short program for monthly meeting.
 - () Other: _____

7. Please record my membership in the Association for the year. Enclosed is my (check) or (cash) for \$20.00, Send to CRM&HA, PO Box 826, Pickens, SC 29671-0826. Phone (864) 878-4705

Signature _____
