

The CRM&HA Newsletter

March/April 1997

Chuck Laman: Editor

Volume 6 Number 2

Officers:

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Division Super - General Interest:	Ed Painter
Station Master:	John Cadmus
Paymaster:	Curt Ehmann
Division Super - HO:	Rob Seel
Division Super - N:	Bill Hughes

FOOD FOR THOUGHT

*(The following, in part, was taken from the editorial that appeared in the January 1997 issue of **Model Railroad News.**)*

“We must all hang together or surely we will all hang separately.”

SHOW TIME !

Our advertising campaign will be kicking into high gear over the next two weeks and hopefully all your friends, neighbors, and relatives will become aware of our upcoming show. You can reinforce our ads by calling attention to them and letting everyone know that this will be a good show--**not to be missed!** Aside from attracting many dealers, and having good attendance, how do we make **our** upcoming train show a success? The degree of success will depend largely on the perception of us that the dealers and our paying guests walk away with. Will they get their monies worth? That's up to us!

First we need to be identifiable--that means wearing our green club T-shirts and/or hats. Second, we must be friendly and make our guests feel at home. Encourage them to ask questions about our hobby and our club. Some will ask for advice or want to tell you about their trains. Be a good listener and be thoughtful in answering questions, even though you may be asked “How fast can that train go?” at least a dozen times! Remember, everyone you talk to may be a potential model railroader and club member. Try to make every effort to turn them onto the hobby and the club. If they didn't have at least a little interest in trains they wouldn't be there, but that little interest can quickly be killed with an inappropriate remark or attitude--don't let that happen regardless of the degree of provocation. If all of us play the part of gracious hosts, show success, at least in terms of public sentiment will be assured, and we will be able to look forward to a bigger and even better show next year!

Chuck Laman

Model railroad shows and swap meets across the nation are often held during the same time each year. They are expected--almost a tradition. Our local area (Merlin, Oregon) is no exception. Every Thanksgiving weekend at the local armory, various clubs and organizations set up layouts of different scales. A handful of retailers, swap meet vendors, and manufacturers are always present.

But tradition or not, the turnout for this year's local event was far less than expected. The weather was not extreme, the sponsor posted flyers prior to the event, but attendance was still less than average. Even local manufacturers were conspicuously absent.

Putting together any type of organized event takes a great deal of time, effort, and money. If the return on that investment isn't what the event organizers hoped for--especially if it occurs more than once--then the event itself is in jeopardy.

Other economics are involved, namely those incurred by show participants (travel, food and lodging expenses), not to mention moving in layouts and setting up tables. If the turnout is not what the show participants expected, they may not return either.

Any hobby is dependent on *people* for its survival. With model railroading in particular, individuals are at a grass roots level--both club members and individual modelers--are the foundation of the hobby. As important as it is for the hobby to cater to the *individual*, so is it the responsibility of the individual to *participate* in the hobby. By anticipation, I mean beyond the basement or garage layout.

Clubs and organizations are always short of volunteers--it seems to be part of the unofficial



definition. The people that do donate their time, however, are the most important element of any hobby and model railroading is no exception--but we need *more* of you! More of you to share your talents with others . . . More of you to volunteer your time, thus helping to reduce costs . . . More of you to introduce new people into the hobby.

Companies and organizations can also do their part. Their participation offers more for show attendees to see and enjoy. What goes around, comes around.

No model railroad event is too small that it doesn't benefit the hobby in some way. One individual can bring home a single boxcar from a show or swap meet. That boxcar can lead to a whole train, then a small layout. Family and friends could stop by, which in turn may lead them, or their children into getting involved with the hobby. It can be an endless cycle, as long as that first individual has a show or swap meet to attend.

So let's help keep our small, rural shows alive. Let's all see what we can do to keep the hobby we enjoy so much today from declining in the future. The donation of time for just one show could make all the difference. So, as a *New Year's Resolution*, let's all plan to participate in a show, join a model railroad club, or attend a model railroading event sometime this year. If you are already doing one or all of these things, then bring a friend along with you next time.

HO DIVISION NEWS

Things are progressing nicely as we look ahead to "spinning some wheels" in March. Dennis Moriarty and Curt Ehmman have been busy crafting a pair of "drop-in" scenery modules for the layout, and their work is sure to draw great interest. The idea itself demonstrates great ideas for portability, flexibility, and work-at-home opportunities. This is a wonderful departure from the "plop scenery" we had used before. Thanks, fellas! The rest of us--no despair--there is still real estate available to make your mark with that 50-lb. bag of Hydrocal you got last Christmas.

We should be able to swap wing nuts for T-nuts as we set up the layout at the NMRA meeting. Hooray!

And don't forget . . . it's not too late to call Rob to assist setup, operation, cleanup, transportation, etc. of the HO layout. "Many hands make for light work" (Not to mention an early evening!)

I am also calling all HO Division members for a Division meeting at 7 PM, just prior to our March 20 meeting, in the bank basement. We will discuss ideas and options to resolve layout care and maintenance

concerns, financial concerns, and the status of current HO Stock Certificates. If you are a stockholder, please be sure to attend. If you cannot attend this meeting please contact me at (864) 654-7625.

Rob Seel

N-SCALE NEWS

Several club members have made me aware that they would like to build an N-Trak module. This is good news and something that I strongly encourage. The more people that own modules, the more flexibility we'll have in setting up layouts. As things stand right now we must get all the module owners to participate if we are to set up a layout, and this is not always possible. More modules and module owners will create more options.

I think all of you have an N-Trak manual, if not contact Chuck Laman (972-1295) for a copy (\$1.50). The manual covers just about all you need to know about building a module, but if you do have questions, feel free to call either me (882-1657) or Chuck. Once you get started building you'll find that your enjoyment in the hobby will increase significantly.

For those of you that have modules--let's get them ready for the March 15th show. Whatever needs fixing--fix it, and whatever improvements can be made--let's do it. There is nothing like the deadline of a show to make one get things done!

Setup for the show will be on Friday evening, the 14th, and teardown will be Saturday at 4 PM. Please plan to be available to help out!

Happy modeling!

Bill Hughes



REMINDER

**THIS WILL BE YOUR LAST
NEWSLETTER IF YOU HAVE NOT
PAID YOUR 1997 DUES.**

Send \$20 to Curt Ehmman, Treasurer
P.O. Box 0027
Central SC, 29630-0027

Make check payable to: CRM&HA

ANOTHER SLANT ON U.S. STANDARD GAUGE . . .

The U.S. Standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used? Because that's the way they built them in England, and the U.S. railroads were built by English expatriates.

Why did the English people build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did "they" use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing.

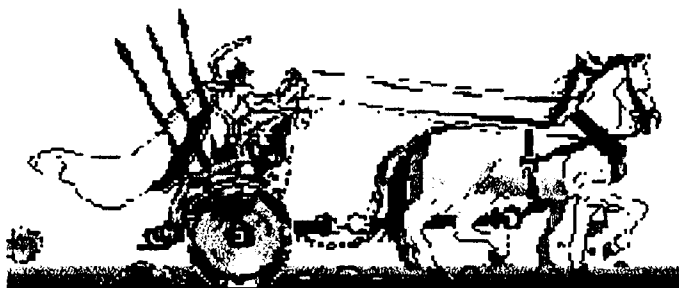
Okay . . . now we're getting somewhere. Why did the wagons use that odd wheel spacing? Well, if they tried to use any other spacing the wagons would break on some of the old, long distance roads, because that's the spacing of the old wheel ruts.

So who built these old rutted roads? The first long distance roads in Europe were built by Imperial Rome for the benefit of their legions. The roads have been used ever since. And the ruts? The initial ruts, which everyone else had to match for fear of destroying their wagons, were first made by Roman war chariots. Since the chariots were made for, or by, Imperial Rome they were all alike in the matter of wheel spacing.

Thus, we have the answer to the original question. The United States standard railroad gauge of 4 feet, 8.5 inches derives from the original specification (Military Spec) for an Imperial Roman army war chariot. MilSpecs and Bureaucracies live forever!

So, the next time you are handed a specification and wonder what horse's butt came up with it, you may be exactly right. Because the Imperial Roman chariots were made to be just wide enough to accommodate the back-ends of two war horses!

*Found on the Internet
Submitted by Curt Ehmann*



MEET YOUR MEMBERS

Rob Seel

Rob, our HO Superintendent, was raised in Somerville, NJ and Statesboro, GA. He went to Clemson and received his Masters degree in Architecture in 1990. He has lived in Clemson ever since. Rob and his wife, Frances, have a three year old daughter, Julie, and are expecting another child in October.

His grandparents lived in Rahway, NJ, which is on the Pennsylvania main line between New York and Washington DC, so trips to grandma's house always included watching the trains paralleling the highway. Grandpa had given Rob his first train when he was 4 years old (Tyco HO) and the interest in the hobby grew more intense over the years. His favorite prototype is, of course, the Pennsylvania along with other northeast railroads.

As a registered architect, Rob is employed by Interpretive Design/Architecture, which does design work primarily for churches and long-term private health care facilities. Rob also plays guitar every Sunday morning in the Clemson Presbyterian Church.

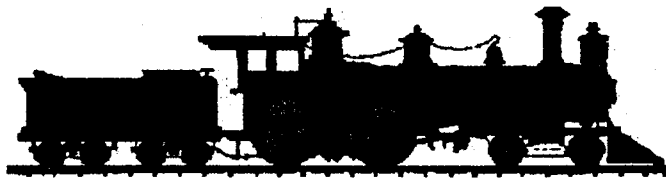
Chuck Laffoon

Chuck is originally from Kansas City, but is familiar with many parts of the country as a result of working for Montgomery Ward for 20 years and constantly relocating. Fifteen years ago he settled in our area working for Wal Mart in Easley, which he managed until last year.

In April of 1996 Chuck opened the Rail and Spike Hobby Shop on Rt. 123 in Easley. He has a 12' x 28' home layout consisting of post World War II Lionel O-gauge. He calls himself an operator rather than a modeler and holds no allegiance to any particular railroad, but rather selects his rolling stock based on good looks and color.

Chuck and his wife Elizabeth have two grown children that have left the nest. Chuck also enjoys white water rafting and reports that Elizabeth tags along from time to time.

RIO GRANDE SOUTHERN RR OPEN HOUSE

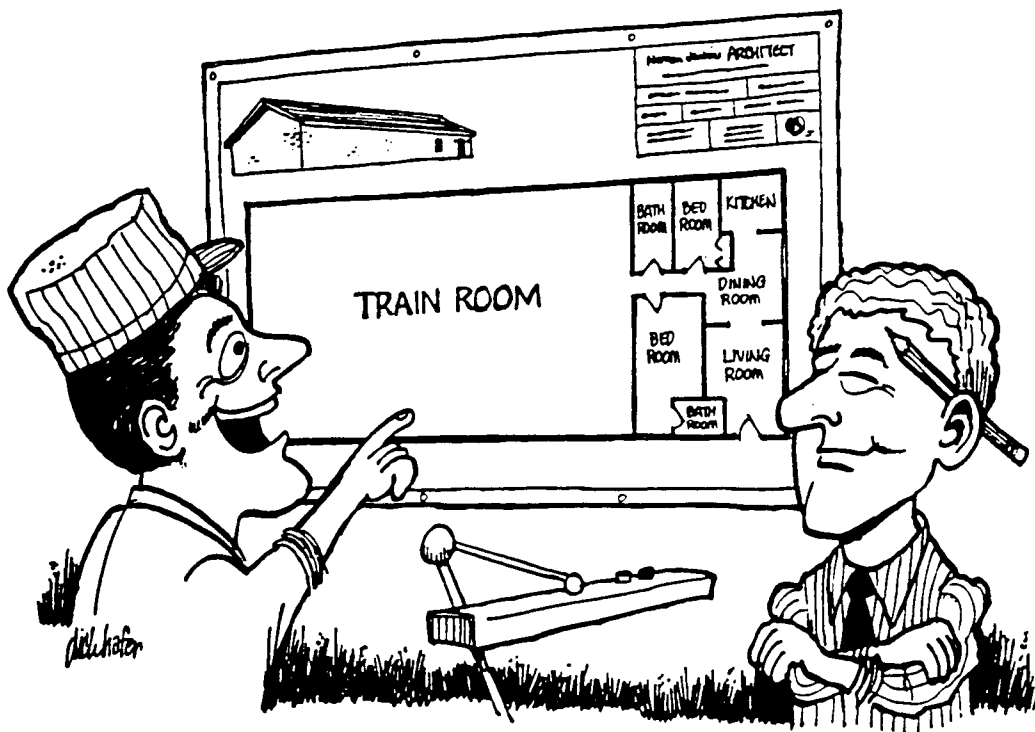


Since most CRM& HA members will be busy with the show on Saturday, March 15 in some capacity, and therefore unable to attend the layout tours, Steve Zonay, 110 Faye St., Liberty, SC (Phone (864) 843-0228), will have his home layout open for CRM&HA members and guests, as well as GVL NRHS members and guests, on **Sunday March 16, 1997 from 12 Noon until 6 PM (?)**

The layout is an HOn3 model of the Northern Division of the Rio Grande Southern RR, filling a 22' x 26' room and eventually featuring floor-to-ceiling scenery at the Ophir Loop area and two levels in other areas, with over 200' of main line track and more than twenty bridges and trestles. All bench work is complete as is mainline trackage with some temporary bridges and scenery.

Directions: Take U.S. 123 to U.S. 178 (Main Liberty Exit), take U.S. 178 West to Harry Davis Drive, 5th left after traffic light, Take to 1st street to left, Gilstrap Drive, take to 1st street to right, Faye Street, to 3rd house on the right. (See map to Steve's house on next page.)

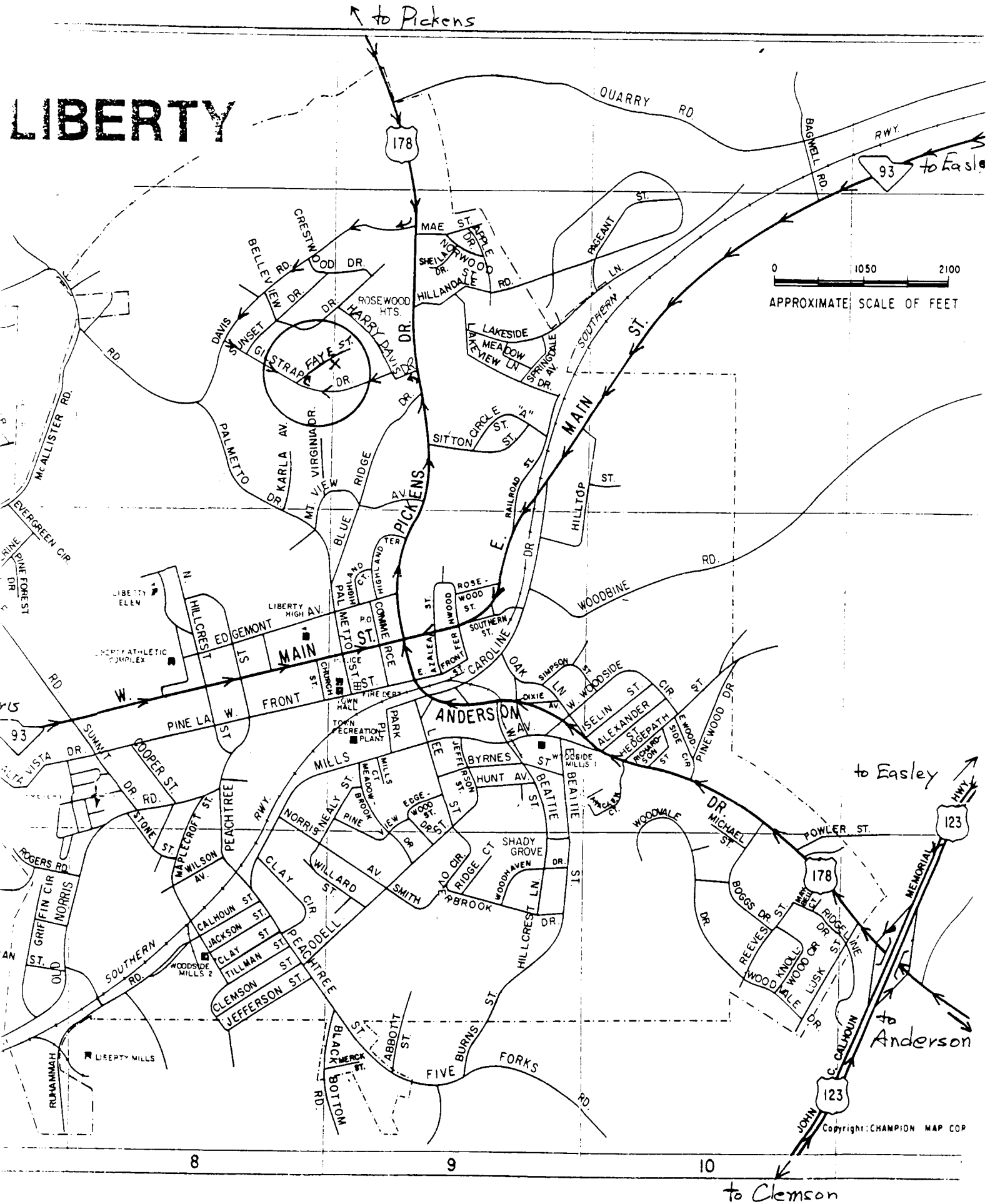
Refreshments will be served



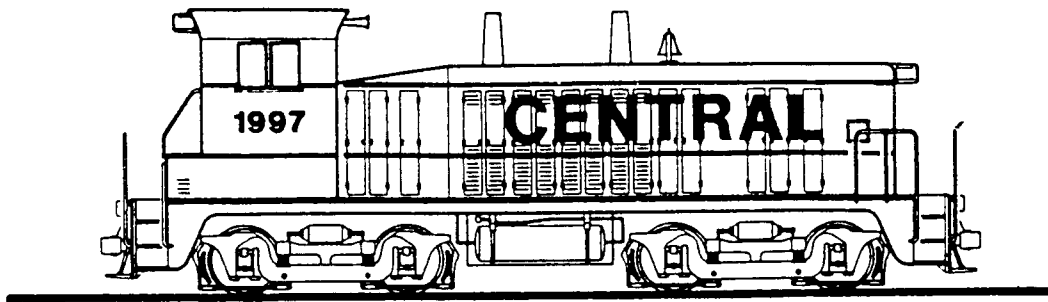
NOW YOU'VE GOT IT!!

DIRECTIONS TO STEVE ZONAY'S OPEN HOUSE

LIBERTY



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APPROXIMATE SCALE OF FEET



Halfway between Atlanta & Charlotte

TRAIN SHOW

Hobby and Collectors Meet

in conjunction with

**National Model Railroad Association
Palmetto Division Spring Meeting**

March 15, 1997

10 AM - 4 PM

\$3 General Admission

Children under 12 Free with paid adult

United Assembly of God

From Seneca: US 123, 1.2 mi North of Norfolk Southern overpass

From Clemson: US 123, 4.2 mi South of Holiday Inn on beautiful Lake Hartwell



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Home Layout tours - Free with NMRA card

Dealers: Reserve your tables for \$15.00 each. Call Steve Zonay at (864) 843-0228



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 Seneca, SC 29678

ADDRESS CORRECTION REQUESTED

FIRST CLASS MAIL



C.R.M.&H.A.
 Chuck Laman, Editor
 314 Nicklaus Road
 Westminster, SC 29693

*** * Current Club Highlights * ***

- **Train Show and NMRA Divisional Meeting
 March 15, 1997 (10 AM - 4 PM)**
- **Dues are Due !**
- **Steve Zonay's Open House
 March 16, 1997 (12 Noon - 6 PM)**