The CRM&HA Newsletter

July/August 1999 Dennis Moriarty/Editor Volume 8 Number 4
Meetings are held at 7:30 PM on the 3rd Thursday of the month at the Central SC Library.

HEADLINE!!!!!!

There will not be a regular Thursday night meeting in August.

The August meeting will be a potluck picnic held at Mac McMillian's house on Saturday August 28th (or August 29th if it rains) 1999. There will be boat rides on Lake Keowee (weather permitting) before the picnic. A separate letter with the details will be sent before the picnic. The September 16th meeting will be at the Central Library

Editorial: by Dennis Moriarty

Did You Know? The club has a web site at WWW.Concentric.net/`Eldred/crmha thanks to John Thorpe. It is an excellent site. If you would like to add anything to keep it current, contact John.

For the HO fans: Athearn is coming out with its first **steam** locomotive in 40 years. It is going to be a 2-8-2 Genesis. It is to be released soon in 7 road names and two undecorated versions.

It was nice seeing Ed Painter, (one of the charter members) at a couple of meetings. Ed has been in town working on the Duke Power Outage.

Chuck Laffoon has offered to allow the club to set up the N scale layout at his **Rail and Spike** Hobby Store in Easley. Thank you Chuck for solving the problem of a permanent home for the layout.

The newsletter was so long last time that I didn't get a chance to thank Clark Reed properly for the nice article that he submitted on painting brass engines. Thanks Clark for a job well done.

Also, thank you Mac McMillin for your article this newsletter.

Please help the newsletter 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.

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!

Thank you, Bob Hanson, Curt Ehmann, Rob Seel, and Mac McMillian for your contributions this month.

Thank you!

We wish to thank Clarence Harold of **Realty Executives** in Seneca for printing our newsletter at no cost to the club.

Keepin' the Green Light Shining
By Bob Hanson

It's hard to believe that over a year and a half has gone by since the membership elected yours truly to be the "Top Dog", the "Head Honcho", the "Chief Engineer" of our own little train- - -but the time has really flown by.

Soon it will be time for me to retire to a rocking chair in the depot and leave the"Trainin'" to another of our worthy members. Luckily, your new engineer will find the coal tender (Treasury) filled. Hopefully, all of us will keep the green light burning for years to come and we won't get sidetracked.

It is not too early for each of us to begin thinking about who might take over the throttle for the next couple of years, a nominating committee will be appointed in September and their report is due back for the membership in November. Voting will take place at our December meeting- - -as will our "Show and Tell", "Goodies"' and maybe another white elephant sale/auction.

While we're not to the home depot yet, we've had a good run and this is an early word of "Thanks" to all who have helped make our activities a success. Our (train) orders from here on out say we should pick up a few more crewmembers and ready our modules and mailings for the anticipated February train show.

Again, Thanks To All

Engineer Bob

HO Division Report

By Robert Seel

The HO Division has been rolling steadily with progress on scenery. Work on the river/bridges module is taking shape nicely, as we placed riprap along the banks and poured Enviro Tex "water". Application of real red clay, Woodland Scenics ground foam, and leftover "clinic kudzu" occurred prior to water placement, as well as touch-up painting the riverbed. Look for a future write-up on Rob's scenery techniques that everyone can use. In the mean time, is there anyone who is willing to demonstrate some convincing quick tree methods?

We continue to learn the plus and plusses of Digital Command Control (DCC). It's a good thing we're learning DCC, because our old, faithful Troller twin power pack is limping, at best. Looks like its time to be sweet to Mr. Paymaster for a new power pack?

BOB Folsom finished installing code 83 track in the passenger terminal, and we will soon be adding lighted bumpers. And for those of you, who missed the Great River Pour, we'll be pouring Enviro Tex again in the canal in a few weeks.

ASrailD
ZfansD

At the June Meeting there was a discussion about train engines running out of fuel and having to be refueled by tanker trucks.

At the July meeting there was a discussion about the Newry Track being used for the Duke Power Company power plant parts and equipment and how they were off loaded. Also some members talked about train sighting while on vacations. Spencer is very active at this time and trolley rides are available in Charlotte. Rob Seel saw an UP Diesel painted for the United Way Campaign.

Just a reminder, be safe and do your railfanning from a distance.

At the March meeting, some ideas for next year's train show were as follows: 1. Close show at 3:00 PM as the crowd thinned out at that time and it will give us more time to clean up. 2. Have the show in February to avoid conflicts with other shows. 3. Try to get more people involved from the club.

At the April meeting it was suggested that: 4. The show starts at 9:00 AM instead of 10:00 AM.

We need some more suggestions!!!

ONE OF MAC MCMILLIN'S UNUSUAL HOBBIES
By Bryan Sosebee and Mac McMillin

The dictionary defines a hobby as something a person enjoys doing in their spare time. For example, guys may list among their hobbies such activities as golfing, fishing, hunting, or sports. One of Mac McMillin's hobbies is restoring and operating railroad motorcars.

What is a railroad motorcar?

Mac explained it this way. Most people are familiar with the railroad handcar, where the track maintenance crew had to pump a handle on the car to make it go down the track. A motorcar is basically a handcar to which a gasoline engine has been added so that the crew wouldn't have to pump the car. The crews' foremen discovered years ago that they couldn't get much track maintenance work out of the crew if they arrived at the work site tired and worn out from pumping the handcar for 10 miles. In the early days, the foremen, out of their own funds, bought gasoline engines so they could get adequate work out of their crews. Later, the foremen were able to convince railroad management to buy motorcars and the handcars gradually disappeared from the scene.

How was a railroad maintained in the early days?

A railroad line was divided into sections of approximately 10 to 15 miles in length. Each section had its own maintenance crew consisting of a foreman and a number of laborers who were responsible for maintaining the track and signals.

What types of motorcars were used?

Basically, there are three types of motorcars: inspection cars, section cars, and gang cars. An inspection car, or "track speeder," is the smallest of the three and was designed to carry from two to four people and a few small tools. Track that was heavily used required daily inspections. The inspection crew would be on the lookout for anything that might be wrong with the track or signals such as loose bolts, missing spikes, broken rails, burned-out signal bulbs, and objects on the track. This crew made some minor repairs but they mainly noted the location of problems and reported them upon completion of the inspection. Inspection cars typically had single-cylinder, two-cycle, gasoline engines of 5 to 8 horsepower but could run as fast as 50 MPH if required. These cars were lightweight, weighing around 650 pounds, and could be set on and off the track by the two-man crew. The two-cycle engine required fuel that was a mixture of gasoline and motor oil and, since it was designed to burn the oil, gray smoke was produced during operation. The engine would run equally well in either direction. To reverse the car, the engine was hand-cranked in the opposite direction after resetting the ignition timing. A wide canvas belt connected the engine pulley to the pulley on the rear axle.

Section cars were larger than inspection cars and could carry four people with ease, plus a few small tools and small track materials. Some cars had enough power to pull a small trailer with additional tools and materials.

Gang cars were the largest motor cars and could carry the entire track gang, plus pull several small trailers. The gang consisted of up to 16 people who would perform major repairs and maintenance. Gang cars typically had gasoline engines with from four to eight cylinders, and typically had three or four-speed transmissions. A transfer case enabled the gang car to run equally well in either direction. This car would weigh a minimum of 2,000 pounds and was considerably more difficult to set on and off the track than an inspection car.

Are motorcars still used today on the railroads? Motorcars are very rarely used today. Instead, pickup trucks with retractable railroad wheels are presently used. These trucks are called "hy-railers." The transition from motorcars to hy-railers has taken about 25 years and is largely complete today. During this transition many motorcars were scrapped, but a fair number were sold or given to the public. Public ownership of motor cars spawned a hobby that is continuing to grow as the final motorcars are disposed of. No new motorcars are being produced.

Mac, do you own any motorcars?

Yes, I own two, both manufactured by Fairmont Railway Motors of Fairmont, Minnesota. I acquired my first car in 1991, a Model M19G inspection car built in the early 1960's for the Southern Railway. This car has items such as the roof, windshield, windshield wipers, headlight, and taillights, which were all, added by the railroad after purchase. A friend in Columbia had bought it from Southern's motorcar shop in Charlotte and then decided to sell it after he didn't know what to do with it. He doubled his money when he sold it to me. I paid him $400.00 and also got a spare engine in the deal.

My other car is a Model A4D1 gang car which I purchased from a logging equipment dealer in Greensboro, GA, in 1992. This car was built in 1967 and has the optional factory roof, windshields on both ends, windshield wipers, headlights and taillights, and car horns. I actually discovered four motorcars and four trailers at this location. The Duluth, Missabe, and Iron Range Railroad in Minnesota originally owned these cars and trailers. They were then acquired by the Coastal Plains Company, who had a contract to lay fiber optic cable along the railroad right-of-way in Georgia. When the contract was completed, the logging equipment dealer purchased the cars and trailers at an auction in Dublin, GA, planning to remove the towing pintle hooks and engines to use in some logging equipment he was building. He never got around to removing the engines and I bought all eight pieces for $1,500.00. Then I moved them all to the South Carolina Railroad Museum near Winnsboro. I was hoping to get enough good parts from all four cars to build one good car as they were all in pretty rough shape. As it turned out, I got all four cars running and I sold three cars and three trailers to other members of the Museum. I sold them at my cost, as I was just glad to have the opportunity to preserve them. My A4 car is presently disassembled as I am doing a ground-up restoration on it. Some of the parts are presently being stored in my 40-foot long former Southern Railway boxcar, which is located at the Museum.

Mac, tell us about the railroad museum.

The South Carolina Railroad Museum is located near Winnsboro and owns not only about 50 different pieces of rolling stock (trains), but also owns an 11.5-mile track to operate the trains on. I am a member of the Museum. The Museum's people are all volunteers. Our only pay is the satisfaction of working on the equipment and knowing that we are preserving examples of trains for future generations. The Museum offers rides to the public on selected Saturdays between April and October. I served on their Board of Trustees for many years when I lived in Columbia. When I moved to Seneca, I resigned from the board, but I manage to get back for visits and work sessions several times per year. I take my M19 motorcar and run it on the Museum's track about every year. The Museum is allowing me to store my boxcar on their property, and in return I let them store some of their property in it. I'll save the details of the Museum and my involvement over the years for another article.

Are there any motorcar clubs and are you a member?

Yes, there are two national clubs and I am a member of each one. One is the Motor Car Collectors of America (MCCA) and the other is the North American Railcar Operators' Association (NARCOA). These clubs work together and complement each other. They have established rulebooks and minimum safety standards. They set up and sponsor runs on railroads around the country. I, as a member, can pay a fee of about $25.00 per run and can join about 25 other motorcar owners for a run of typically 50-100 miles on a real railroad. The closest NARCOA runs are on the Great Smoky Mountains Railroad in North Carolina and the Blue Ridge Scenic Railroad in north Georgia. Presently my M19 car is being upgraded to meet the stringent safety standards before being allowed on NARCOA runs. The upgrading involves adding brake lights and a warning horn. I will also have to get the NARCOA insurance before being allowed to participate. These clubs publish quarterly newsletters containing notices of upcoming runs, sources of spare parts, complete motorcars for sale, and write-ups of interesting runs around the country.

We have heard that you have a railroad track in your basement. Please tell us about it.

I discovered when I lived in Columbia that the flanges of the steel motorcar wheels made marks on the concrete floor in my garage. When we built our house in Seneca, railroad rails were imbedded in the floor of one bay of our four-bay basement garage. This way the motorcar runs on actual rails and does not mark the floor. The track extends out into the driveway and on into the woods for about 250 feet. I can take the motorcars on a short run at home to be sure the motorcar is operating properly before hauling it several hundred miles for a run.

How do you transport your motorcars?

A 16-foot tandem-axle trailer is used. This trailer has been modified with 4-inch channel iron serving as rails. Eleven-foot long ramps made of 6-inch channel iron connect the trailer to the track. An electric winch on the trailer easily pulls the motorcar up on the trailer. It is then tied down to the trailer and towed by my pickup truck.

What are the rules concerning operating your motorcar on railroads?

The only safe and legal way to operate is either on the Museum track as a member with permission or

through a NARCOA or MCCA sponsored event. It is strictly illegal, not to mention extremely dangerous, to operate in any other fashion. For example, if I put my car on Norfolk Southern track in Seneca without permission, assuming a train didn't hit me, Norfolk Southern Railway could legally destroy my motorcar and send me to jail. I would never consider setting my motorcar on a track without permission. I would like to obtain permission to run on the Pickens Railroad between Easley and Pickens. The Norfolk Southern track between Seneca and West Union would also be a nice run. In the meantime, it's easier to participate in an official MCCA or NARCOA sponsored run.

Unlike trains, motorcars do not have the right-of-way at highway crossings. Motorcars must stop at all crossings and wait for the highway traffic to clear before proceeding. Motorcars have insulated wheels, which do not activate the automatic flashing lights and gates at highway crossings. MCCA and NARCOA runs employ people who stop traffic by flagging the crossing to allow the 25 or so cars to cross quickly.

Mac, do you hunt, fish, play golf, or participate in sports?

Yes, I've fished twice, played golf twice, and shot lots of squirrels (which were chewing the wood on my house in Columbia) with a pellet gun. I've also played (when I was younger) on the church volleyball team. I haven't had much time available lately to continue with those activities.

The above article reprinted by permission of Square D Company. This article originally appeared in the Summer, 1999 edition of <u>Details</u>, the in-house publication of the Square D Seneca, SC Plant.

Inside/Out
Ground Covers and Roads
By Dennis Moriarty

In the last article the painting of Hydrocal was discussed. The layout has nice rocks and formations, but still doesn't realistic because there is no grass, or weeds etc. Woodland Scenics makes realistic looking ground foam. Foam rubber or other materials is ground up in small pieces and colored. It comes in several sizes from very fine for grass and coarser for weeds and bushes. Of course in modeling various Scales from Z to G gauge different sizes are used for different effects. I work in HO scale and find that the ground foam works very well for fields and mountainsides etc. I use all the foam sizes at different points on the layout. Modeling is an art and only you can decide where to use the different ground covers. However, using one color of foam does not look realistic. I use dark green, shaded with light green and then sprinkle small amounts of yellow and rust colored foam on top for a weed and wild flower look.

To keep the foam in place I use hair spray applied to the previously painted surface and then sprinkle the ground foam on with my fingers or if it is a large area, I put the foam in a kitchen wire strainer and tap the side as the strainer is moved over the area to be covered. The first layer is sprayed again with hair spray and the lighter colored foams are applied. Clear lacquer can be used also. I find that the Aqua Net brand hair spray works best for me. Be sure to have adequate ventilation when using large amounts of hair spray.

Roads are a problem because they are never flat and therefore are difficult to model. Drywall compound works well for making concrete or asphalt roads. Strips of wood or wire can be placed running down the center of the road to act as a guide for a putty knife. This will hold the putty knife up at the center and maintain a constant slope to the outside edge of the road. Expansion joints are typically 20 feet apart and can be scratched in with a knife after the drywall compound has set up. The scratches can be darkened with a dark gray pencil. The pencil can be used for applying cracks also. The drywall compound is almost concrete colored so it can be used as is for concrete roads but must be made dirty with chalks, inks and even a little real oil. Remember hi-ways usually have a dark area where the cars and trucks have dropped exhaust and oil as they pass over. Asphalt can be painted a flat black but in real life asphalt is not black but a gray shade of black. This look can be achieved by wiping chalk dust over the black paint after it dries. To make a really old looking asphalt road, mix some black latex paint with Hydrocal. When it dries it cracks and shrinks into funny shapes, which looks like old asphalt driveways. Dirt or gravel roads can be made the same way only the concrete road technique above is used for the base to get the proper slopes. The drywall compound is then painted brown and dirt, sand, or gravel is sprinkled into the brown paint before it dries. After it dries the entire road is sprayed with hair spray and a second layer of dirt, sand or gravel is applied. The dirt can be obtained from Woodland Scenics or bird gravel obtained from pet departments can be strained with a kitchen strainer to get realistic looking gravel.

I recently read that 600 grit sandpaper glued on with white glue makes a realistic road surface. However, I have not tried that technique.

Next time we will discuss railroad road crossings and sidewalks.

Rail Yard Control the Easy Way
By Dennis Moriarty

In case you missed the July 17th meeting, the hand out given at meeting program follows:

A typical rail yard consists of several tracks laid parallel to each other to create a place to store trains, cars, engines, and other equipment when it is not needed, and a place to assemble trains before they are sent to the main line. Some rail yards are entered from one end only and the train must come back out from the direction it went in. Other rail yards have entrance/exit tracks at both ends. In addition to RR yards small yards are found at industrial sites.

The model railroader has to arrange the track turnouts so that the train will leave the main line, pass yard tracks and enter the desired storage track. To do this the route has to be figured out and all the track turnouts in the route must be turned in the correct direction or typically a series of electrical switches in the cap must be lined up in the correct order. Also, power must be applied to the tracks involved (unless using DCC of course). If the switchman makes one mistake there can be disaster.

If the model railroad is equipped with electric solenoid or motor operated track turnouts, then the entire routing can be planned ahead of time. The cab can be set up so all that is required is to throw a rotary switch to the yard track desired, push a single button to throw all the track turnouts in the proper positions, and switch on the power for that section of track.

One of the rotary switch positions should be the main line track turnout line up so that trains on the main line can pass the yard if desired (you could label it track 0 (zero) or M (for main)). Its that simple! For example: turn the rotary switch to yard track 6 – push one switch to line up all the track turnouts to track 6 – throw one switch to apply power to track 6. That's it, only three switches to control the entire yard.

Rotary switches can be purchased in many configurations. The rotary switch has a shaft extending from the knob to as many rotary switch wafers as desired. Each wafer can have several solder connections going to corresponding contacts which are contacted by a rotating disc with one or more connecting contacts. For example the feed wire attaches to a slide on the rotating part and this is turned to position 6 (for the example above) and makes contact with that solder connection. From there the wire will go to the turnout machines. The next wafer on the rotary switch shaft also turns to its connection 6. This can be used to power track 6 so that when the switch is in another position there is no power on track 6. Another wafer can be used in position 6 to light up an LED or light bulb in the Cab yard map if desired. Another wafer could be used to power any train signals that may be desired and so on.

There are two problems that are easy to overcome:

First if the track power is left on the power wafer, any engines left on other yard tracks will start and stop as the rotary switch is rotated past their positions. This is overcome by putting a switch on the feed line to the power wafer. To operate, you turn off the feed switch; rotate the rotary switch to the track desired and then turn the feed switch back on.

The second problem is in feeding the track turnout operators. The problem is as follows: when feeding the turnout operators to track 6, one turnout is left and six are right, all of the wires to these operators would be soldered to the same terminal on the rotary switch position 6. When feeding track 7 one turnout is left and seven are right and all of the wires would go to the terminal on the rotary switch 7. The problem is that the wires also go to terminal six, which will feed back to wrong positions. This problem is over come by installing a diode matrix. Don't let this big sounding name (diode matrix) throw you, as it is really a fancy name for a very simple idea. Simply put, diodes only let electricity flow in one direction. So we put diodes on the rotary switch terminals so that the power flowing from one rotary switch position can't flow back to another and feed the wrong turnout operator. Why do we use a matrix? Because; it is a simple way of understanding and building the circuit of diodes.

Matrix construction: One way is to solder diodes to all the terminals as the wires to the turnout operators are attached, but that gets confusing and messy. Another way is to build a matrix board. A matrix board is a series of parallel wires separated from another series of parallel wires and turned ninety degrees from the first set. This can be made by using a picture frame (made of insulating material such as plastic or wood) with small nails tacked every ½ inches or so on opposite sides. Copper hook up wire is run from nail to nail so that one side on the picture frame looks like a rail yard of wires. The picture frame is turned over and wires are applied in the same manner only in the opposite direction as the first set so that when viewing from the top the wires look like they are making squares. This can be done on perforated circuit board material in the same manner only you don't need the nails.

There should be one wire across the frame for each position of the track turnout operators. When using snap turnout operators there will be one wire per solenoid with the common going back to the power supply (two wires per turnout). You should letter the wires with the turnout number and L or R for the turnout position. This can be done with a pencil, as the matrix will be hidden from sight when finished. On the other side of the frame there should be one wire for each terminal of the rotary switch. You should number the wires to correspond with the

track number. Now comes the easy part, solder diodes from the terminal wires down to the desired turnout wires, and you are almost done. The power will go from the rotary switch to the diode to the wire to the turnout operator and there will be no feed back because the diodes keep the power from coming back to the other operators on the same hookup. Each turnout wire may have many diodes attached as that turnout position may be used in several different track routes.

I said you are "almost done" because you have to feed power to the track turnout operators. When using snap turnout operators the power must be applied for a short period of time or the solenoids used to pull the turnout will burn up. This is accomplished by adding a momentary push button switch to the feed line going to the rotating part of the wafer. When in position 6, for instance, push the switch for a short time until you hear the turnouts move then release. You can use a similar set up for the motorized turnout operators or you can eliminate the feed switch altogether if the operator can have power applied at all times. If the motor requires a polarity reverse to operate, a separate wafer may be used for each polarity. Be sure the diodes are in the proper direction on the matrix wires.

You figured out each route coming in and out of the yard when you set up your matrix so that you never have to do it again. I use a long powered wire to touch the matrix as I set it up to double check the track turnout positions when I install the diodes so that any errors can be corrected immediately. Your power supply must be large enough to throw several turnouts at the same time. The addition of a large low voltage capacitor to a DC supply power outlet will allow the use of a smaller power supply.

The construction may a little time consuming, but the resulting easy operation of the yard sure makes it worthwhile.

Minutes of Regular Meeting
June 17, 1999

The meeting was chaired by Secretary Curt Ehmann. 15 members and 1 guest were in attendance, namely, Ed Painter, our founder, who is temporarily in the area.

The Minutes of the May 20 meeting were approved, as printed in the last newsletter.

Treasurer Ralph Milz reported income of $20 and expenses of $30 for the period, and a current balance of $5,358.52.

Bill Hughes reported that Chuck Lafoon has agreed to let us set up the N Division's layout at his hobby shop's new quarters in Easley. Because Chuck already has the N Scale layout of the Greenville club, there won't be room for our HO Division's modules. Therefore, Bill will arrange to move the N modules to Easley, hopefully by the end of the month, so we can save the storage costs we have been incurring since January.

Bob Folsom has generously agreed to keep the HO modules in his basement for the time being. Bob also set a much needed work session on Thursday, July 1 to make some repairs and to finish the stream and scenery around the new bridges.

Both the HO and N Divisions are in dire need of new power packs. Steve Zonay moved that we buy one for the HO, but was not certain of the cost. Bill Hughes says 4 packs (much smaller units) are needed for the N layout, at a cost of $50 each. The motion was tabled until the next meeting when both men will come in with more information, and the expenditures can be accurately proposed and approved.

Bill Hughes reported that he has been storing a large collection of Model Railroader Magazines that were given us by Chuck Laman's family. After some discussion on it's monetary value and the impracticality of continued storage for eventual sale, it was decided to let Bill keep the collection, in exchange for the long term storage he has been providing, for the N gauge modules, as well as the magazine collection.

Howard Garner suggested that we offer to host the annual Meeting of the Southeastern Division of the NMRA in the spring of 2002. Greenwood is hosting this year's meeting and Huntsville, Knoxville and North Atlanta have taken their turns. We have been asked to decide by this fall if we can take on the job. We can expect help from Asheville, Greenwood and the Palmetto Division so we wouldn't have to do it alone. We would not necessarily have to run a Train Show at the same time, since that requires a lot of manpower. Home layouts and Clinics would be more appropriate.

The members voted to investigate this proposal and decide by September.

The meeting was adjourned until July 15 at 7:30 PM. Dennis Moriarty then presented a program called, "Rail Yard Control the Easy Way."

Respectfully Submitted, C. J.Ehmann, Stationmaster

Minutes of Regular Meeting
July 15, 1999

The meeting was opened by President Bob Hanson at 7:30 P.M. 12 members and 1 guest, Bill Atwell, were in attendance.

The Minutes of the June 15 meeting were read and approved.

Treasurer Ralph Milz, although unable to attend, reported income of $96.70, received from the sale of Harshman Estate items sold at the Asheville show. Disbursements of $113.48 covered Newsletter postage, HO layout expense and monthly rent for our storage unit. This left a balance of $5,341.74 in our checking account. The report was approved as read.

Mac McMillin asked if we were receiving any interest

on our treasury balances. Curt Ehmann responded that he understood that the receipt of "unrelated income" such as interest would necessitate the preparation of annual tax returns. Mac suggested that we review the IRS position on interest income, and determine whether we might benefit from an interest-bearing account of some kind. The question will be referred to the Treasurer and Secretary for study.

Chuck Lafoon, through his Rail & Spike train store has agreed to set up, or store, parts of our N Division layout. He is also displaying a Greenville Club's N-Scale layout, and is building, with the help of Rob Seel and Bob Folsom, a HO display layout to fit his remaining space. Members are invited to visit Chuck's new hobby shop in Easley, and see all the action!

Bob Hanson received a call from the widow of a deceased model railroader in the Lake Keowee area. She had sold her house and was moving to Florida, and asked if he could use a 10" x10" HO sceniced train layout. Bob hustled right over and picked up a number of buildings and an Amtrak Train, which he presented to the HO Division for their use. He even offered to help remove the bench work, if the new owner couldn't use it.

It was decided to replace the August Business Meeting with a Picnic on Saturday, August 28. Mac MacMillin offered to have his motor car available for rides on the same day if we wanted to work that into our plans. Details will be finalized this weekend and announced in a special mailing.

At the last meeting a motion was made to purchase new power packs for both the HO and the N modules. but was tabled for lack of cost estimates. Rob Seel renewed the HO Division request at a maximum cost of $120. It was approved unanimously, but the N Gauge request will be renewed when the modules are assembled in Easley.

Bob Hanson reported that the United Assembly Church has been approached once again, as a possible site for our 2000 Train Show in February. Our first and second choices were the February 12 or 19. Their Church Council will consider our request at their meeting on July 20 and let us know. This will be earlier than previous years, so we will need to start planning soon.

Rob Seel reported that the HO Division has been working on their layout each Thursday and have filled their stream with Envirotek "water." Now they need trees and ground foliage to complete the new module. Rob is proposing Saturday morning work sessions, or classes in scenery making at the hobby shop in Easley. All members are invited!

The Association has received a letter from the Greenville County Library asking for revisions to our club's description in their Annual edition of the *Clubs and Organizations Directory.* The Secretary will replace Ed Painter with Rob Seel as our contact person, and add more detail to their description. This Year 2000 edition will be free to anyone requesting a copy, after the end of the year.

The meeting was adjourned at 8:20 PM. Our next event will be the picnic on August 28, and our next Business meeting will be held on September 16th at 7:30 PM.

The program for the evening was presented by Mac McMillin, in 2 parts: The first was his nostalgic recollections of railroad trains, peaches, and the Saluda Grade, while growing up during the late 40's and 50's near Inman, South Carolina. The second part of his presentation was an explanation (with props) of how The Westinghouse Air Brakes work on railroad cars.

Respectfully Submitted, C. J. Ehmann, Stationmaster

Welcome New Members

No new members at this time. Please help us increase our membership.

Meeting Programs

August: Picnic August 28th.

September: Jay Jablonski - - - (History / NY & Long Branch RR)

CMR&HA TRAIN CREW

Engineer and CEO: Bob Hanson
Division Super: Gene Tagliarini
Station Master: Curt Ehmann
Paymaster: Ralph Milz
HO Division Super: Rob Seel

Cartoon from WWW.toytrunkrailroad.com

Membership Application

Member #_____

Name:_____

Address:_____**Phone:**_____

City:_____**State:**_____

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 O G (Circle yours)

4 Railroad Memberships: NMRA NRHS Other?_____

5. Do you have a home lay-out? 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 lay-outs 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 1999. Enclosed is my (check) or (cash) in the amount of $20.00, Send to: Treasurer, CRM&HA, P.O. Box 27, Central SC, 29630-0027. Phone (864) 944-8120.

Signature _____

C.R.M.&H.A.
Dennis Moriarty, Editor
519 Beacon Shores Drive
Seneca, SC 29672

FIRST CLASS MAIL

ADDRESS CORRECTION REQUESTED