



# The CRM&HA Inc. Newsletter

September/October 2007      Dennis Moriarty/Editor      Volume 16 Number 5  
Meetings are held at 7:15 PM on the 1<sup>st</sup> Thursday of the month at the Central SC Library

Headline: The September Picnic will be held at Howard Garner' House.  
Find directions at the near the end of the newsletter.  
The regular meeting will still be held on September 6<sup>th</sup>.

## Editorial By Dennis Moriarty

On a personal note, my computer crashed to the point that it was necessary to purchase a new one. I lost some information; mainly the emails that were sent to me that were in the computer. This included some club information. A notice was sent out and I hope everyone's information is now in the newsletter.

**I hope you like railfan pictures.** Bob Folsom just returned from California with pictures (thanks Bob) and Janet and I just returned from our first trip to Europe with lots of pictures (over 2600). Of course I am only including a few from a railfan's perspective (see below). Thank goodness for digital pictures, I would have gone bankrupt if I that much film developed.

We took a Baltic Sea Cruise and went from England to Norway, Denmark, Sweden, Finland, Russia and Estonia. From my interest in railfanning, the most interesting thing that I noted was that each major city had streetcars running on almost every major street. In most cases I was only able to take pictures from tour bus windows which are not great quality but I have included a few to show some of the equipment and overhead wire systems. I saw a lot of track with overhead wires outside of towns as well. One streetcar, the red one in the picture was a bar car. You could ride free if you purchased a beer on board. In Finland I saw a small steam engine pulling a tourist train but only got a picture of part of the engine through the trees. We docked in St. Petersburg Russia and were at the end of a long dock used to unload all kinds of ships. I counted 60 large cranes on RR tracks about 20 feet wide used to unload them. The unloaded materials went into every manor of railroad car. I have included some pictures of that operation also. What was funny was that there was a Band welcoming the people coming off the ship while we had to wait in line

to go through customs at a small building at the end of the dock. Being from the Clemson area, I was amused that they were playing "Hold that Tiger" when we walked up.

Preparatory demolition work including wall-covering removal is well underway at the new Central Railway Museum. And, progress has been made in preparation for the Train Show. Please read about the activities in the CEO comments and meeting minutes.

**Tools and supplies** are going to be needed to build the new layout at the Central Railway Museum. Please check your shop for tools, that you no longer need, that you would be willing to donate to the club once we have a secure location to store them. Also, if you have left over materials from building your layout or other materials that can be utilized on the new layout please consider donating them.

Please **send information** for the next newsletter to [MQK@CHARTER.net](mailto:MQK@CHARTER.net) or hand it to me at a meeting before **October 12<sup>th</sup>**.

**Thank you Jim Reese, Bob Folsom, Bruce Gathman and Brian d'Entremont for your contributions to the newsletter this month. Also, thank you Howard Garner for managing the club website.**

## CEO COMMENTS September/October 2007 BY JIM REECE

As most of you know by now, the Central Railway Model & Historical Association Inc. signed a lease with the City of Central that will allow the house at 108 Werner Street to become the future home of the Central Railway Museum. This Museum will house a show class model train layouts, host swap meets, club

fund raising events and showcase Central's railroad history. The lease is for twelve years and became effective on July 7, 2007.

The other night I was looking through the notes I kept while working on this project and realized that the first meeting I had with the Mayor of Central was on July 7, 2006. At that time, none of us dreamed that a club home was just 365 days in our future. I want to thank all club members for helping make this happen. This was accomplished in one year because it was important to us and we all contributed the time and effort necessary. I also want to give a special thanks to the following individuals whose effort were instrumental in securing the Central Railway Museum.

**Roy Collins** of Collins Ole Towne, he introduced are need for a club home to Town Administrator Phillip Mishoe and let me know I should contact him to discuss this need.

**Town Administrator Phillip Mishoe**, he took the time to listen and made arrangements for me to contact the Mayor for an appointment.

**Mayor Mac Martin**, he has been a driving force and the clubs leading supporter.

**Beverly Cureton and Ann Sheriff** of the Central History Museum, for their support and kind words at town council meetings.

**Jackie Reynolds**, for helping with the grant. And sharing her grant knowledge that help lead to the towns decision to not apply for a grant.

**Bob Folsom**, he was there every step of the way and willing to do what ever was necessary.

Now is the time for the hard work to start. Everyone's involvement is important. I am confident that in our next future, which starts now, we can create a showcase museum that can become a City of Central landmark.

## Minutes – Regular Meeting Central Public Library 5 July 2007

CEO Jim Reese called the meeting to order at 7:15PM with 17 members in attendance. We were joined by two guests, Mr. Mac Martin, mayor of the Town of Central, and Mr. Jack Merrill who joined the club after the

meeting. Several items regarding the lease were clarified with the mayor. The mayor stated that:

\* He did not think that an amendment to the lease to allow payment in kind service/ toward /future/ rent would be passable by council. The issue was dropped

by the club leaving the lease to state that payment could be made "in kind service."

\* Upgrades in the electrical system were not stated in the lease, since it was the duty of a landlord under state law to bring this to code.

\* There was money available for electrical upgrades since the town had spent only about \$12000 of a \$30000 appropriation. At this point, he expected the electrical job to be small enough not to require a bidding process.

\* The kitchen was for our use.

\* The conference room, although officially available to the town, would be unlikely to be ever needed for any reason but our meetings.

\* The public restrooms will be constructed on site by the city, with its own entrance power meter, and will not be a part of this lease. They are expected to be open for events only.

\* We should contact Phillip at town hall when we need to start work, get dumpsters, etc.

\* The town will be doing landscaping and grading on the site.

\* The first rent payment is due at the end of the year. Some final amendments were made on the lease before signing:

\* The statement that the property was to be used for eating, sleeping, etc. was removed

\* A statement that the tenant may remove walls, etc. was added. The city will provide permits as required for such work A motion to sign the lease in the amended form was made by Bob Folsom and seconded by Bruce Gathman. The motion passed by voice vote of the

membership present without opposition. CEO Jim Reese signed the lease on behalf of the club.

Bob Folsom reported that the interior design committed needed to schedule another meeting. No further discussion at this time.

On the issue of the show in February, logistics of distributing flyers at upcoming shows were discussed.

In other old business, Mr. Reese indicated that because we have a permanent home, the insurance agent with whom Mr. Nasworthy had previously negotiated would be able to classify us as a train store, lowering our liability rates from \$630 to \$379 annually. Coverage with this policy would cover two incidents at up to one million dollars each.

Property insurance could be purchased for \$340. Dale Reynolds made and Bob Folsom seconded a motion to purchase the liability coverage. The motion passed by voice vote without opposition. Discussion of liability was deferred. In other legal matters, Howard Garner indicated that he had received acknowledgment from the State of South Carolina regarding the change of agent for CRM&HA Inc.

After brief discussion, Bob Hanson was approved to

buy a DVD player for the club.

In railfan discussions, Rob Seel brought models as an exhibit and there was discussion of new maintenance activities on the Pickens Railroad.

A program on the Clinchfield Railroad was presented by Dale Reynolds.

**Respectively Submitted**  
**Brian d'Entremont Stationmaster**

**Minutes – Regular Meeting**  
**Central Public Library**  
**2 Aug 2007**

CEO Jim Reese called meeting to order 7:19 with 16 members and no guests in attendance.

In old business, it was reported that the liability insurance policy had been purchased. The issue of property insurance was again discussed. The current offer by the agent was about \$341 for coverage on \$5000 with a \$500. This issue was deferred until we had accumulated more permanent property at the new address.

On the issue of renovations, heating and air conditioning had yet to be installed. Richard Nichols had offered a first proposal drawing for the fire and security system, to be modified due to removal of interior walls. In this plan, each 950 square feet will have a smoke detector and motion detectors that will provide full coverage of the window/door areas. There was discussion over whether there should be monitoring service (requiring phone service) and whether each member would get a separate code. Rob Seel offered to provide Mr. Nichols with an updated floor plan to complete the design?

Bob Folsom reported that work was progressing well over the following three Saturdays and that "Seeing the place opening up is inspiring new ideas." Work sessions should proceed every Saturday from this date forward. Few details of the work were discussed and no decisions were made.

On the issue of the 23-24 Feb. 2008 train show at the Upstate SC Fairgrounds, Howard Garner and Steve Zonay were asked to work on a calendar of what needed to be done. Mr. Reese indicated that he did not know whether anything had been done on the lease with the fairgrounds as that task had been assigned to Bruce Gathman who was not present. Bob Hanson indicated that he would contact Upstate Today about publicity. Glenn Nasworthy indicated that "Tri-County" had said that they could provide rental tables. Dennis Moriarty suggested that we could supplement our income by having a flea market on the fairgrounds

during the show. However, other members expressed concern over issues of insurance, coordination, and the effect on the train vendors and the issue was dropped.

In other announcements, the club picnic will be Howard's house on Sept 22, 2007 in addition to a September regular meeting earlier in the month. Bob Hanson bought VHS/DVD player and will be seeking reimbursement. Donation of a television for the new house would be appreciated.

In railfan reports there were discussions of improvements to the Railroad museum of PA, impending run of Reading 425, former Conrail E-8s, private car restorations in SC and GA, and free liquor on Acela Express.

The meeting was adjured at 8:04PM followed by a video program provided by Gerald Price

**Respectively Submitted**  
**Brian d'Entremont Stationmaster**

**Short trip to California**  
**By Bob Folsom**

Jeanne and I took a short trip to California this July to visit my cousin who lives in Adelanto, which is on I-15 on the way to Las Vegas, not too far from Barstow. We went from her place to Napa. On the way, we passed by the Tehachapi Loop, which is right on California Highway 58, east of Bakersfield. It is recognized as a historical monument and there are signs directing you off the highway to viewing places. I got pictures of a westbound UP with two pushers, and immediately an eastbound BNSF. Strangely, the BNSF had to wait for the UP to clear the loop even though the loop appears to be double-track. On the way to Napa, we passed the California Electric Railway Museum on California Highway 12 east of Fairfield, but it was not open that day. In Napa, we rode the Napa Valley Wine Train, and had dinner in the vintage dining car. We chose it over the full-length dome car because of the ambiance. The food was top-notch. They served hors d'oeuvres in a lounge/observation car one direction, and then dinner in the dining car coming back. They took the Alco FA's off at the end of the outbound run in St. Helena, which is about 30 miles from Napa, and ran around the train for the return trip. I stood on the back observation platform while they coupled up the engines. It was quite awesome to have the loco headlight right in your face. There was a problem getting the couplers latched. The engineer had to make three tries. What skill he had. He never moved the train one-inch while making the coupling attempts. Some of the pictures I took were taken in St. Helena the next day when the lunch train showed up. Next, we went to Ft. Bragg and

stayed over two nights on the Pacific Ocean. There, we took a ride on the "Skunk Train" of the California Western Railroad. #45, a Baldwin 2-8-2 oil-burner turned out to be "The Little Engine That Couldn't"! On the return trip, the train could not make the grade back into Ft. Bragg due to a heavy payload of tourists. However, they had a diesel ready for such an eventuality, and it came out of Ft. Bragg and rescued the train. The delay was only about fifteen minutes.

The train consisted of four coaches (two were former Harriman commuter cars off the SP), and concession car, and in the middle of the train an open car. The curves are so sharp and the vegetation so thick that it was difficult to get a shot of the engine out the window of the end coaches, so the "observation" car in the middle of the train was best. The last railroading I could do was to see the cable and streetcars in San Francisco. They had one loop of electric streetcars featuring PCC's and vintage cars. There were numerous electric bus routes. We did not ride the cable car because there were huge lines waiting to ride. I took a picture of the former car-ferry dock which looks like the Arc De Triomphe. It still had the tracks connecting to the ferry in place, but the approach tracks were long gone.

### **Bob's California Pictures Follow:**









### Dennis's Baltic Trip Pictures Follow:

Below are the pictures I promised you in my editorial. The pictures are from several of the countries we visited. I have included several that show the overhead wire systems. I found it interesting that they find so many ways to hang wire. Sorry about some of the pictures as you can see reflections from our tour bus windows but I included them because at least to me the subjects were interesting.



An electrical feed station for the overhead wires.



The only working diesel we spotted.



Station



Old engine on display that was used to haul sand at a glass factory at near Oslo Norway

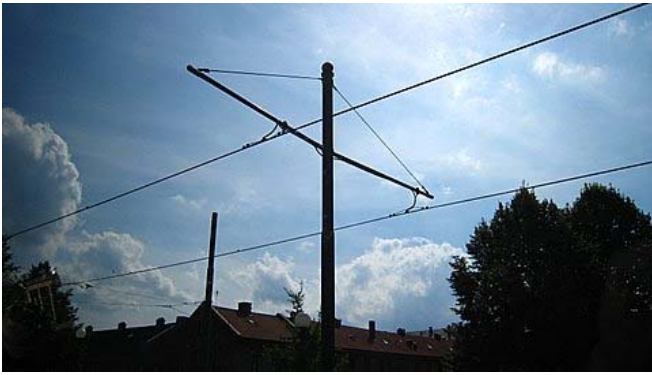


More wire



Another streetcar station. Like a bus stop.





Why is pole so wide?



Tourist train station - Finland I think?



Just caught part of the steam engine



Tourist train cars



This streetcar is a pub in Finland. Ride free if you buy a beer. Note sign on top.



These two pictures show joints required when making the sharp curves



Train station at our ship dock in Harwich England.



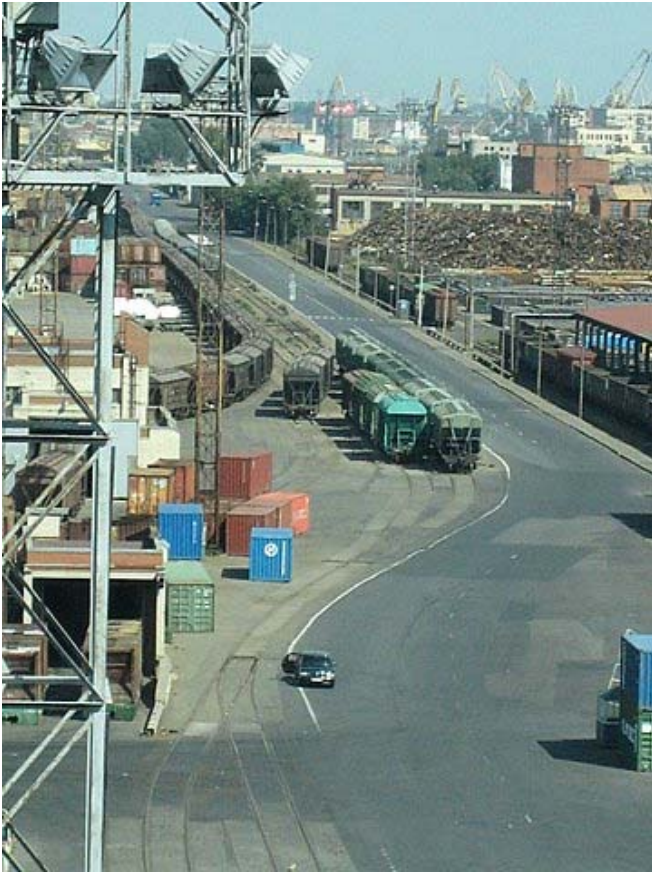
Streetcar stop in front of a railroad station



Wire mess!



Typical views in all the cities we visited



View from our room on the ship of the dock at St. Petersburg Russia. Following are pictures of some of the rolling stock used to remove ship cargo.



Some of the track mounted cranes used for unloading.





Old train car freshly painted. It may be used for locked storage on the dock. Note the wheels are removed and it is on blocks



Electric train in the countryside.



Another feed point in the country. England



Views of cross country electric system.





Ops a bus lost the wire.

### Interesting Web Sites

<http://www.trains.com/mrr/default.aspx?c=a&id=397>

<http://www.trains.com/TRC/CS/forums/1185851/ShowPost.aspx>

<http://www.trains.com/TRC/CS/forums/1184669/ShowPost.aspx>

### This Month's Tips

**Please send in your tips, for future newsletters.**

### New Member

#### Jack Merrill

803 Clearlake Pte. Seneca SC 29672 885-1033

Jack is into HO scale and is interested in modeling, railfanning and RR history. He does not have a home layout at this time. He is willing to work on the club layout. Jack says that he is just getting started.

## CMR&HA TRAIN CREW

Engineer and CEO: Jim Reece  
General Division Super: Rob Seel  
Stationmaster: Brian d'Entremont  
Paymaster: Howard Garner  
Large Scale Division Super: Bob Hanson  
Program Chair: Dale Reynolds

### 2007 Activities & Meeting Programs

SEPT 6 -- Bruce Gathman (See Below)  
SEPT 22 -- Picnic at Howard's house.  
OCT 4 -- To be determined - HOWARD GARNER  
NOV 1 -- OPEN  
DEC 6 -- Annual Party - BOB FOLSOM

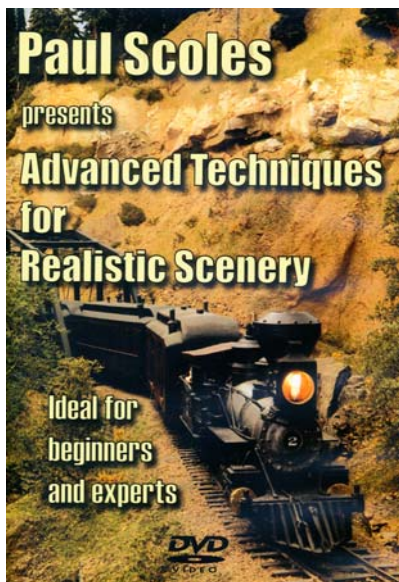
If you would like to present a program at the  
November meeting, contact our program Chairman  
DALE REYNOLDS @

[reynoldsdale@earthlink.net](mailto:reynoldsdale@earthlink.net)

Here is info for the September meeting.

I will be sharing the first segment of Advanced  
Techniques for Realistic Scenery by Paul Scoles. His  
Sn3 layout has some of the nicest scenery I have ever  
seen and this DVD goes over it step by step how he  
created it.

Bruce Gathman



## **Picnic**

Directions: From downtown Pickens at the courthouse. Go west 0.5 miles Turn Right onto Reece Mill Rd (Tony's is on the corner) Two blocks, Turn Right onto Margaret St 2nd house on Left (244 Margaret St) Park on either side of street or down the drive. Party is around the opposite side from the drive on the patio. As to what to bring, that should be the same as other years. I provide the location. The club will provide the meat; others will provide drinks, veggies, dessert, etc. This should be firmed up at the regular club meeting on September 6th. Howard

## **Club Web Site**

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

## **Club Mail Box**

PO Box 128, Central SC, 29630.

## **Paymaster Mail Box**

(For Membership Applications and Dues Payments)

PO Box 826, Pickens, SC 29671-0826

8/21//07

# Central Railway Model & Historical Association Membership Application

Name: \_\_\_\_\_ Date: \_\_\_\_\_  
Address: \_\_\_\_\_ Phone: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_  
Zip Code \_\_\_\_\_ E-Mail Address: \_\_\_\_\_

1. Declared Interest Group: (Circle yours) Modeling Collecting RR-History Railfan General
2. Other Railroad Interests: \_\_\_\_\_
3. Modeling Scale: Z N HO S SN3 O G (Circle yours)
4. Railroad Memberships: NMRA NRHS Other? \_\_\_\_\_
5. Do you have a home layout? Y N Open to Visitors? Y N
6. I can help the Association by:
  - Working on one of the modular projects
  - Helping with set-up and operation of layouts at shows.
  - Organizing an excursion to a show or museum.
  - Serving on a committee (i.e. Audit, Publicity, etc.)
  - Serving as Officer or Director.
  - Preparing a short program for monthly meeting.
  - Other: \_\_\_\_\_
7. Please record my membership in the Association for the year. Enclosed is my (check) or (cash) for \$20.00, Send to CRM&HA, PO Box 826, Pickens, SC 29671-0826. Phone (864) 878-4705

Signature \_\_\_\_\_

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CRM&HA  
PO Box 826  
Pickens, SC 29671-0826

**FIRST CLASS MAIL**

**ADDRESS CORRECTION REQUESTED**

