

# The CRM&HA Newsletter

January/February 2003

Dennis Moriarty/Editor

Volume 12 Number 1

Meetings are held at 7:30 PM on the 1<sup>st</sup> Thursday of the month at the Central SC Library

## Headline: CRM&HA Train Show February 15, 2003 in Seneca

### Train Show

**Arraignments have been made** to use the Seneca Armory on February 15, 2003. We will be able to set up on February 14<sup>th</sup>. Please Contact Bob Hanson at 885-0136 to schedule when you can help with the show.

### Directions to Train Show

**Take 123/76** to N. Pine St. (This where the overpass is). Turn south to Armory Dr. Turn left.

**From North 1<sup>st</sup> Street**, turn North on N. Pine St. (N. Pine St. is one block west of Oak St. which is Hi-way 59). Go north on N. Pine St. to Armory Dr. Turn Right.

### Editorial

#### By Dennis Moriarty

**I want to thank** Bob Folsom and his wife Jean for opening their home to the CMR&HA for the Christmas party. A good time was had by all and the dinner that everyone contributed to was fantastic.

**Congratulations to Rob Seel** for being elected to the position of General Supervisor and **Howard Garner** to Paymaster. Thank you to outgoing officers **Mac McMillin** and **Richard Nichols** for a job well done.

**It was announced at the meeting** that Chuck is selling the Rail and Spike store in Easley. Chuck your store will be missed.

**The annual CMR&HA train show** is scheduled for February 15<sup>th</sup>, I hope you can attend. Bob Hanson stated that there is a possibility that the Armory may close to the public if we go to war. Lets hope that this doesn't happen. In any case, check the advertisements in the local papers encase there is a change in the location. As of now it is scheduled to be at the Seneca Armory.

**Many other interesting things** were brought up at the December 5<sup>th</sup> meeting. Please read the minutes in this newsletter for more information.

**Please support** 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.

**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 Folsom, Maurice Adams, Don Rumer, Maurice Adams and Rob Seel for your newsletter contributions this month.**

**And thank you to Richard Nichols for printing and mailing out the snail mail newsletters.**

### The Club Layout Still Needs a New Home

**The layout** was moved to an storage facility. If anyone has room in their basement or other part of their house for all or part of the layout, and would be willing to have the layout set up or stored there between uses please let Bob Folsom know. (654-8244)

### CEO's Corner

#### PRESIDENT'S REPORT

##### By Bob Folsom (also HO Division Super)

**As we** are about to hang a new calendar on the wall, the hot topic right now at CRM&HA is locating a permanent HQ. There are some real possibilities on the table, and we do have some cash that might help us get there. Your opinion is important. Please take an active part in helping to decide what to do, or what opportunities are available. If you see buildings that appear unused or hear ideas, please bring them up at meetings or tell our elected officers about them.

**Other items of interest** of course include our annual train show in Seneca, scheduled for February 15. How can you help? We need many hands to set up and take down the HO display layout. There are dealer tables to be set up.

**We want to** have better signs this year and could use some help making signs, and putting them up. During the show, we need people to man the company store, man the ticket booth, or help run the HO layout. Maybe you have something you would like to sell at the show, or you might know of someone who has a collection or items to sell. REMINDER, if you put anything in the company store, be sure you fill out a form that clearly states your selling price range or what to do with it if it doesn't sell.

**Also, your word** of mouth is one of the best ways to get the word out about attending the show.

**Another item of interest** involves creating a display for the Central Museum. They asked if we would be interested in doing something that would be a model of downtown Central at some selected time period. It could be a diorama or operating layout. It looks like N gauge would be the most practical for the space available. This would be a great opportunity for the entire club. There would be the actual hands-on aspect of building the layout, which would be open to all members regardless of what their own particular gauge or interests are. But there would also need to be a great deal of research to prepare for it which is something other members would enjoy doing. Another reason for responding positively to this invitation is that the museum curators have been promoting our club and working towards rekindling the tourism aspects of the Central community.

**We have programs** scheduled for the first quarter of the new year. If you have pictures, slides, experiences, or memorabilia, you have what we need for a program - please share it with us!

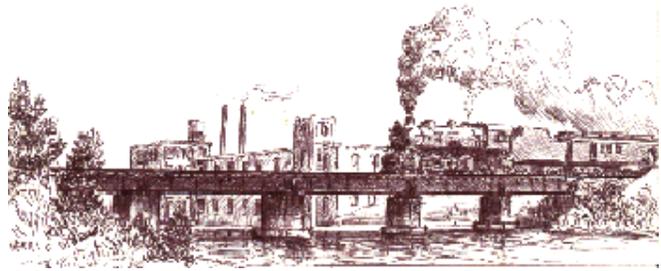
**We have one home layout tour** scheduled for Sunday, February 16, at Steve Zonay's. I know there are other members of the club with home layouts that we would enjoy seeing. Please remember that these visits are also as much of a social event as they are seeing trains, so please invite us to see what you are up to! (See map on page 7. Ed.)

## HO DIVISION REPORT

By Bob Folsom

**At our January** meeting, we need to decide if we should plan to take the HO layout to the SER Convention in Chattanooga, which is to take place on Mother's Day Weekend rather than Memorial Day Weekend. We would rent a truck to take it there, and recent experience at our own train shows has proved that this works quite well, and does not require near as much work to set up and take down. The big expense would be renting the truck for the three days plus mileage. Why would you care whether we take it there or not? Because we would need YOU to be there to set it up, run it, and take it down! I would be willing to set the layout back up here at the house between our show and the SER show so we can continue to work on it. After that, it would need to be stored again until we

come up with a permanent home.



## CRM&HA Minutes

November 7<sup>th</sup> 2002

President and Chief Engineer Bob Folsom opened the meeting at 7:30 PM.

14 members and 3 visitors (Ellis Grant, John Rach, and Abigail Reed) attended the meeting.

The minutes of the October meeting were approved. The Paymaster reported that the balance this month is \$9590.50. This included a \$2791.15 check from the Textile Express convention.

Dennis Moriarty stated that the newsletter information is due before 12-12-02

### Business in Process

Nominations for the December election are General Superintendent Rob Seel and Pay Master Howard Garner.

Future Programs: December – party, January – Richard Nichols, February – Rob Seel, March – Dennis Moriarty, April – Pete Delorme.

The Christmas Party will be on Thursday December 5<sup>th</sup> at Bob Folsom's house. Bob will provide pork tenderloins and the members are to bring pot luck dishes. The meeting will be at 6:00 PM and spouses are invited. There will be a wrapped gift exchange as in previous years. It was asked that a train scale or general tag be put on the packages. We are to let Bob know how many are coming and what we are bringing. Howard Garner stated that his open house will be December 7<sup>th</sup> from 12:00 noon on.

Steve Zonay stated that his open house will be February 16<sup>th</sup> the day after the train show from 12:00 noon on. This is a change from an earlier announced date.

Bob Hanson gave a report on the upcoming train show. He stated our new contact at the Armory is John Foster. Because of 9-11 all Armories will have to have a guard present at public functions. This will cost us approximately \$400. There will be free coffee Saturday morning for the dealers and we will sell food at the event.

### New Business

Howard Garner received an invitation to have our club take the HO layout to Chattanooga on Mothers Day 2003. No decision was made at this meeting whether or not to accept the offer.

## Rail Fan

Bob Folsom said that the CATS director went to eastern Europe and brought back train related post cards and a calendar. Bob brought them to show. He also went to the Apple Valley Club at the Hendersonville RR Station. Bob said that there is a large layout out in the Hendersonville area that the club may be able to visit in the future.

Rob Seel said that he is working on a travel log from a trip he took to NJ in March. He plans to have it ready for a future newsletter.

Howard Garner went on a trip to the Midwest and saw lots of BNSF activity along side the Mississippi River. He went to the Naperville Club and they had many clinics. Howard and Steve went to Greer to visit a layout.

Mac McMillin reported that he had the pleasure of taking his Motor Car to Georgia. He was able to run with 24 other Motor Car enthusiasts on the L&N tracks on several trips over a 3 day period. Mac said he also took his first night trip. There was only one Motor car derailed and that was caused by improper rail to wheel spacing tolerances on a curve.

Rob Seel reported that the Capital Limited derailment in Maryland was caused because CSX was doing track work. Their mechanical ballast tamper malfunctioned and they had to tamp ballast by hand. CSX put a 25 MPH speed limit on that section until the ballast tamper could be repaired and the ballast placed properly. But a new dispatcher changed the order to 60 MPH which caused the derailment.

## Hobby News

Rob Seel stated that Athearn has started making N scale trains.

## Program

Clark Reed gave a interesting talk about early railroad watches and the RR's rules for using them. In the early days watch accuracy was critical for Engineers and Conductors. If the timing was off collisions were possible and did occur.

*Respectfully submitted by Dennis Moriarty Acting Station Master*

## CRM&HA Minutes

December 5, 2002

This was the Clubs annual Christmas party held this year at CEO Bob Folsom's home. Bob called the business part of the meeting together at 7:55 PM. Nine members and several guests attended the meeting. Minutes from November Meeting - No report  
Treasurer's Report - No report

## Business in Progress

Nominations for General Supervisor and Paymaster openings were presented from the nominating committee. Rob Seel was nominated for the position of General Supervisor and Howard Garner was nominated for the position of Paymaster. With those

selections, nominations were closed. Both Garner and Seel were elected to office.

Future programs will be assigned to the following members: January - Richard Nichols; February - Rob Seel; March - Dennis Moriarty; April - Pete DeLorme  
The February train show will feature an N gauge T-Trak layout with modules created by various members. So far, four dealers have signed up for the show.

Club Headquarters - The Central Community Center and, also, the Central Depot are potential future permanent locations for the Club. The Depot would have to be moved.

Member Layout Visits - Howard will have an open house December 7; Steve will have his February 16.

## New Business

Central Museum - Bob Folsom and Rob Seel met recently with Ann Sheriff from the Central Museum committee. She would like to have the Club build a scale train layout for the museum which would represent the Central area in the 1930-1950 era.

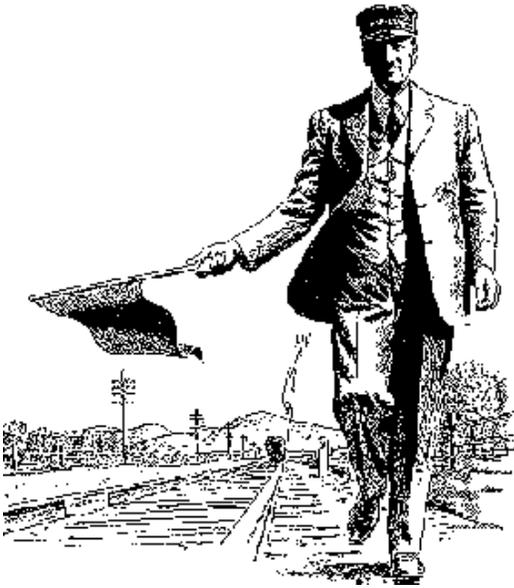
Members expressed interest in pursuing this activity.  
Clubs N Gauge Layout - This modular layout is presently located at the Rail and Spike Hobby Shop. With Chuck's decision to retire and close the store, the future of this N gauge layout is in question. The Club has received inquires into possible purchase of the modules. Recognizing that this layout is rarely utilized by the Club and that future N scale projects will occupy member's time, the membership voted to sell the layout. The minimum asking price will be \$250 and the layout will be sold to the highest bidder. Pete took responsibility for contacting those who have indicated an interest.

## Adjournment

The business meeting adjourned at approximately 8:30 PM. Door prizes and grab bag gifts were then exchanged. Many thanks to Bob Folsom and his wife, Jean, for the great evening! The next meeting of the Club will be January 2, 2003 at the Central Library.

*Respectfully submitted by Don Rumer Stationmaster*





## A Short History of my Grandfather and the Southern Railway

By Maurice R. Adams

**As most of you know** the Atlanta & Charlotte Air Line Railway started operations in 1873. It was later sold under foreclosure to the Piedmont Air line Route. It followed a very crooked route from Westminster SC to the old steel plant north of Toccoa GA. When the Southern double tracked, it abandoned this section of track and the roadbed was deeded to South Carolina and Georgia. With a little work they opened Highway 123 on the old roadbed. Later parts of it were rerouted and paved. Still later more of it was rerouted.

**The double tracking** is when my grandfather, Henley Adams came into the picture. The new route went right through the middle of his little farm. It missed the house by about 100 yds. The house was built before 1850 as a one room log house with an attic; later more rooms were added. My grandfather was born in this house and so was I. It is located at mile post 537 on Toxaway creek and it still stands.

**Henley and Zelia Cox Adams** had 5 children, Carley who died as a baby, Beaxie my father, Lyda, Leslie and Bertha. More about the children later.

**From my grandfather's house to Westminster** is about 4 miles by the railroad which was to be built. About 6 miles by road which got very bad in the winter time. The men that didn't want to live in the camp had to find a place to live. The steam shovel operators, who were better paid, boarded at my grandfather's home. Joe Burrel, a shovel operator, later married the oldest girl Lyda. Cliff Childers, married the youngest girl Bertha. Will Gentry and Cleve Hart also married local girls. Joe, Will and Cleve lived to be old men and operated heavy equipment all their working lives. Will Gentry did some of the grading on 123 when it was

paved. I don't know about Cliff Childers because Bertha died of the flue not long after they married.

**There was a lot of work** in that area which lasted for some time. The cut nearest to the house is one of the deepest cuts in that area with lots of blue granite rock. The cut is why they moved the road. Two more of the cuts were deep also.

**Back to my grandfather and the Railroad.** He got his water from a spring nearby. After they moved the road on account of the deep cut, it ran between the house and spring. They moved the road because it was easier to put in an underpass than to build a high bridge. They worked a way to get water easier. First they put in a well and installed a hand pump. That didn't work because of quick sand which clogged the pump. Then they went to the spring and used concrete to make it deeper, put a pipe in it, and ran it through the culvert under the road to a spring house they built. The spring house they built was about 8ft. square made of solid concrete. They put a partition across one side about 30 inches high and 18 inches from the wall. Water entered one end and went out the other end about 20 inches deep. So my grandmother had a good place to keep her milk butter and other food cool. Not as good as a refrigerator but better than most people had at that time.

**There is an outcropping** of granite rock on a hill near by, so the Railroad opened a quarry there to get rock for abutments and pillars for the trestle and the underpass etc.

**So you see** my grandfather did pretty well when the Railroad came through. He got two son-in-laws. A pump that didn't work, an improved spring, a very nice spring house and a concrete back porch.

**My father worked** a short time as a section hand on the maintenance crew after they started regular operations.

**Two of the workers** went on with the Railroad and became conductors. They were on different trains. They would gather up the newspapers that passengers left on the trains, bundle them up and throw them off to grandfather for many years. That's how we got the news. "No Radios" Until my father built one...

## Patriotism on a Pizza Box New Jersey by Rail, March 2002

By Rob Seel

I guess you could say it's my grandfather's fault. At least that's what my wife says. One could say that either he was very wise or very shrewd, depending on how you consider his motives – or, shall I say, his loco-motives? I was his first grandson, and I suppose he felt the burden of having to come up with his own gift ideas for me after my grandmother passed away. **Grandma Seel** died when I was three years old, about the time Dad's job with Purolator transferred us hundreds of miles away to Fayetteville, North Carolina. So maybe that's why I received my first Tyco, HO scale, electric train set for Christmas at the unusually young age of four. Maybe

he had heard or known something about the habits and addictions of model railroaders and toy train enthusiasts. Maybe he decided that he “couldn’t lose” by introducing me to the World’s Greatest Hobby – either I would enjoy the trains for a while, or I would get on board for the journey of a lifetime. Of course, he was hoping for the latter, as he eventually confessed to me his scheme: If I were to get hooked on trains, he would NEVER AGAIN have to ponder over what he should give me for my birthday or for Christmas presents! The answer would be simple – a new locomotive, box car, model buildings, trees, people, switch tracks, and so forth.

**Purolator moved us** around quite a bit, so there was no good opportunity for a young train engineer to do more than run trains on a circle of flimsy track on a sheet of plywood. But when we moved back to Jersey from Fayetteville, Grandpoppie was able to fuel his plot (and maybe even a little interest of his own) to the next level. He built a 4-foot by 8-foot Homasote train table in the attic of his 1880’s Victorian house in Rahway. Whenever we came to visit, the grown-ups would do “their thing,” while I flew up the winding stairs to my dad’s old bedroom in the attic gable – a stifling, hot, musty room with a dark brown wood floor and brilliant red walls with black trim (Rahway High School colors). Grandpoppie set up a double-track oval, and I was often greeted at the front door with a new Plasticville house, signal tower, or whatever he had put together since our last visit.

**One building model** that really stood out then, and still does as one of my prized possessions, is a McDonald’s hamburger stand complete with the tacky-yet-(in an American, Pop Culture sense) yellow arches on the sides. Now and then a hobby manufacturer will produce items in a limited run as to create a valuable, collectible piece, but I don’t think that is what Life-Like, Inc. had in mind with the McDonald’s kit. The run became limited very soon after it was first released to the market. It seems that Life-Like produced this model without first getting *permission* from McDonald’s Corporation! Not amused with the idea of free advertising, but rather stirred up by copyright infringement, McDonald’s ordered that the model kits be pulled off the market. A few kits managed to escape, and I have one! Others show up on eBay auctions occasionally, and sell for over \$100 – especially if it’s still in the box and factory sealed since 1972! As I write, to this day McDonald’s has not authorized a model kit of their restaurant buildings, even though Burger King, Kentucky Fried Chicken, and Pizza Hut have. Too Bad Mickey D’s was busy counting their fries when They could have been selling McBuildings.

**Besides the fun** and excitement of getting to play with my trains at Grandpoppie’s house, I had the thrill of watching REAL trains for most of the 30-minute trip

from Somerville to Rahway. You don’t have to look far to see trains in north-central New Jersey – tracks are literally everywhere and they mostly spread out like a spider’s web from New York City, Jersey City, Hoboken, and Newark. The Central Railroad of New Jersey (CNJ) ran through Somerville, and we would drive alongside their tracks until we’d pull onto I-287, which we took through Bound Brook, Piscataway, and Middlesex. We left 287 in Edison, where we would pick up State Route 27 in Metuchen – where the REAL action would begin! From Metuchen, through Menlo Park, Iselin, and Colonia on into Rahway, we drove parallel to the eighth wonder of the industrial world: The Broad Way – the main line of the Pennsylvania Railroad from New York to Philadelphia and Washington, DC.

**Four tracks across**, and occasionally six – all under 11,000 volts of overhead electric lace strung between rusty-brown transmission towers that can be seen miles away and identified by their signature Pennsy style. This shooting gallery was Railroad Heaven, where electric locomotives rocketed famous Limiteds at speeds of 90 mph since the 1930s and no one had to wait more than a few minutes to see a train or three. For the second half of our trips to Rahway my face would be fixed, gazing in wonder at GG-1 passenger trains, E-44 freights, MP-54 commuter trains, and the newest technological marvel – the 120 mph Metroliner. Little did I realize at the time that The Pennsylvania Railroad was a shadow if its former keystone logo, struggling to coexist toward mutual survival with its former rival New York Central under its new, flat black, Penn Central logo. Soon the Metroliners would disappear, Penn Central would become the most of Conrail, and the Northeast Corridor would become the home of another “great” American enterprise: Amtrak. (Sarcasm aside, the Northeast Corridor is really the only place where Amtrak has really been able to “prove” itself.) The Jersey Central is long-gone, too. But the tracks remain, and New Jersey Transit runs on them.

**So, in a round-about way**, we come to the reason for this particular railway journey. For years as a child, I had ridden alongside the CNJ and the Pennsy. But except for taking a commuter train from Rahway to Newark on two or three occasions en route to New York, I had never ridden a train in New Jersey. Just a few months earlier, in September 2001, I rode my first intercity Amtrak train from Clemson, South Carolina to Washington, DC, and I was eager to take another trip. This next trip, though, would be to fulfill a dream, of sorts – to board a train in Clemson, ride to New Jersey, and travel the length of CNJ’s Raritan Valley Line through the heart of my childhood. It seemed like an idea to work out in the summer, but the days were turning gloomy for Amtrak (again). The bitter reality of Amtrak running out of money and forcing a shutdown put a sense of urgency to my travel plans. My wife, Frances, completely took me by surprise by suggesting I make the trip in March!

**As it turned out**, I was teaching an evening, Construction Materials and Methods class at Anderson College for Interior Design students. Spring Break was approaching, and I was in need of a vacation. I ordered my Amtrak tickets the next day, and I was set to go to New Jersey!

**Before I could step foot** aboard the northbound

Crescent, I knew I had a lot of planning to do. Going to Washington and planning that trip was easy compared to this. That trip merely involved one night in a hotel within walking distance from a Metro station. New Jersey, however, is an altogether different place – as most people will tell you! New Jersey Transit will take you practically anywhere, as long as it's north and west of US Route 1. Hotels are harder to come by, they are seldom come anywhere near train stations, and they are very expensive. Fortunately, I have many friends and family who still live in New Jersey whom I'd hoped wouldn't mind me inconveniencing them for an overnight stay. I sent out a flurry of emails and phone calls, my telephone in one hand and a one-quarter inch stack of downloaded NJ Transit schedules before me. Within a few days and nights, I had my excursion charted and most importantly, where I was going to sleep each night!

## Industrial Sidings

By Dennis Moriarty

Last month, an article about the Engineering and Operating Criteria for Industrial sidings was included in the newsletter. (I don't know if the modern standards are the same or if they are the same in all states. These are from the Office of Chief Engineer in Philadelphia, Pa. and are dated November 17, 1972.) At the end of the Criteria, construction specifications were included. Since there was not enough room in the last newsletter, they are presented here.

### Construction:

(a) Construction of track and turnouts shall conform to current AREA specifications for the laying of New Track (Chapter 5, Part 4) and Track Maintenance (Chapter 5, Part 5) modified to these specifications and to accommodate requirements of each job. Any question relating to interpretation of these specifications or railroad requirements will be decided by the Railroad's Representative.

(b) Grading—subgrade, minimum depth of 8 inches, shall be thoroughly compacted, free from voids, and graded to allow 6 inches minimum of ballast under cross ties and switch timber and conform to Penn Central Transportation Company standards for width,

(c) Track Laying—Ties shall be uniformly placed with the equivalent of 20 ties to 39-foot rail, normal to center line of track, with one end of ties aligned. Ties shall be moved with tongs only. On curved track over 8 degrees, ties should be spaced 24 ties to 39-foot rail. Rail shall be laid with staggered joints. Rails shall be shimmed to allow proper spacing between rail ends for temperature. Stagger on curved track not less than 10 feet, rails less than 13 feet must not be used.

Rail shall not be cut, or holes blown in, with acetylene or other burning methods. Tie plates shall be in correct position on ties, true to gage, and with shoulder in full contact with the rail. All trackage shall be fully tie-plated.

Splice bars shall be secured with at least four bolts nuts and nut locks, and drawn tight before spiking. Rails shall be fully spiked promptly after laying. Spikes shall be set vertically and driven with face of the spike in contact with the rail base to full bearing on the rail base.

Track shall be gauged to 4' 8 1/2" at joints, center, and quarters while spiking, on tangent track and curves up to 8 degrees inclusive. Track gage should be widened 1/8 inch for each two degrees or fraction thereof over 8 degrees inclusive. Track gage should be widened 1/8 inch for each two degrees of fraction thereof over eight degrees, to a maximum of 4'9". All curves over eight degrees must be lag-spiked.

(d) Switches—Timbers shall be laid straight and perpendicular to straight track. Timbers shall be spaced in accordance with standard to match switch material. (No Spike Down Switch Braces to be used). All bolts to be cottered.

(e) Ballasting and Surfacing--After track is laid and ballast placed, track shall be brought to final grade and surfaced. Both rails shall, be raised uniformly, with jacks close enough to prevent bending of rail or strain on joints.

Ties to be checked for full bearing on tie plates. Each tie shall be thoroughly tamped from a point 15 inches inside each rail to end of tie.

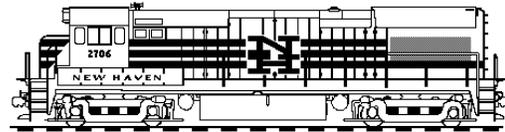
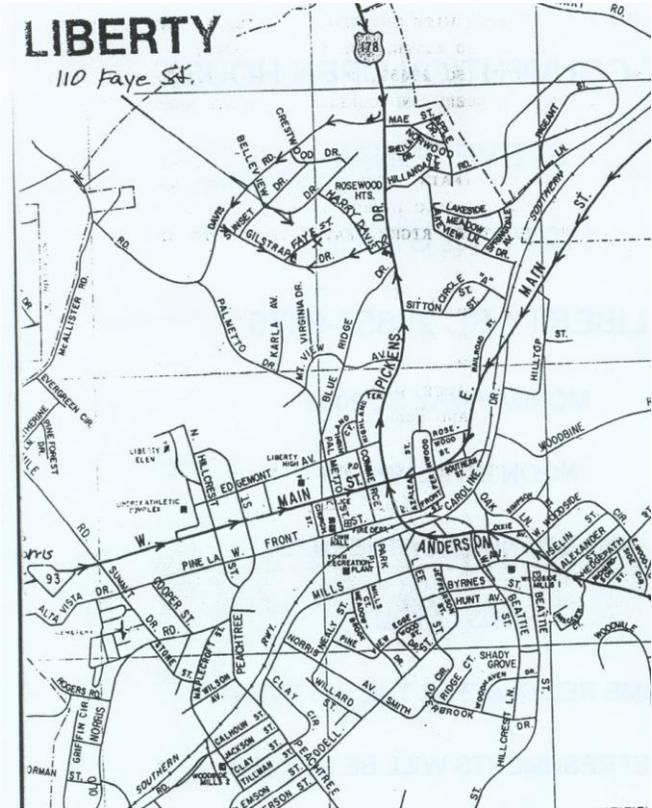
(f) Oil unloading tracks and trucks for handling any flammable liquids and compressed gases to be insulated, bonded and grounded in accordance with Penn Central Transportation Company rules and regulations, designated as the current issue of General Notice No. 201. Same to be inspected by Penn Central signal inspector, or authorized employee.

(g) Approval--After completion of the work, in accordance with these specifications, the contractor shall obtain written approval of the railroad installation from the Penn Central Transportation Company, stating that the workmanship and details are suitable for operating requirements, before final payment shall be made. The Contractor shall correct any conditions: line, surface, etc., that may occur within thirty (30) days after track is put in service.



### Open House

Steve Zonay will have an open house starting at 12:00 noon on February 16<sup>th</sup> (the day after the train show). See the map below. His address is -- Address removed for web publication -- for more information

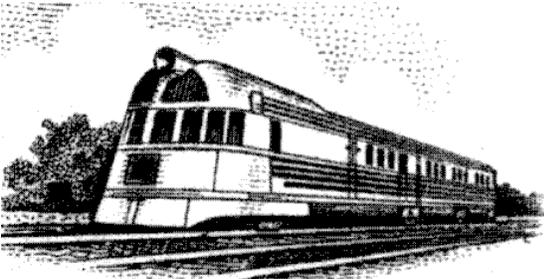


**Future Meeting Programs**

- January: Steve Zonay
- February: Rob Seel
- March: Dennis Moriarty
- April: Pete Delorme

**CMR&HA TRAIN CREW**

- Engineer and CEO: Bob Folsom
- General Division Super: Rob Seel
- Stationmaster: Don Rumer
- Paymaster: Howard Garner
- HO Division Super: Bob Folsom
- Large Scale Division Super: Bob Hanson
- N Scale Division Super: Bill Hughes
- HTTP://central-railway.tripod.com is the club website.



**Some Pictures Submitted by Rob Seel**

I had the pleasure of being in New Hope NJ for the Railfan events on Sept 14-15. The photos were taken on the 14th, either on the morning train to Ivyland or the night photo session. (Because it takes so long to download the pictures, only one is included in this newsletter, more will be included in the future. Ed.)



cartoon from [www.toytrunkrailroad.com](http://www.toytrunkrailroad.com)



# 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 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 2000. Enclosed is my (check) or (cash) in the amount of \$20.00, Send to: CRM&HA, PO Box 128, Central, SC 29630-0128. Phone (864) 261- 3496
- Signature \_\_\_\_\_
- 

**C.R.M.&H.A.**

-- Address removed for web publication --

**FIRST CLASS MAIL**

**ADDRESS CORRECTION REQUESTED**

