



The CRM&HA Newsletter

January/February 2004 Dennis Moriarty/Editor Volume 13 Number 1
Meetings are held at 7:15 PM on the 1st Thursday of the month at the Central SC Library

Headlines: Because the 1st Thursday of January falls on New Years Day, the January meeting will be held at Bob Folsom's house on January 8th.
CRM&HA Train Show February 7th.

January Meeting Changed!!!

Bob Folsom has agreed to have the January Meeting (on Thursday January 8th at 7:15 PM) at his house because the Central Library will be closed on New Years day. Bob's house is a little over a mile north of Hi-way 123. Go north on College Ave. out of Clemson. Just after you cross the bridge over lake Hartwell and the 12 mile recreation area, turn right on Santee Trail. Bear to the right and Bob's is the third house past a stop sign. The number is 105 Santee Trail and is on the left side of the street. Bob's phone # is 654-8244.

2004 train show

Our 2004 train show will be on the 7th of February at the Seneca National Guard Armory. We will be able to set up the night before. Please contact Bob Folsom for information on what you can do to help. Bob 654-8244.

Directions to the Seneca Armory

Take 123/76 to N. Pine St. (This where the overpass is). Turn south and go to the Armory sign. Turn left. **From North 1st 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 the Armory sign. Turn Right.

Reminder: The 2004 dues are due. Still only \$20, what a bargain. You can had them to Howard Garner at the January or February meeting or mail them to him at **PO Box 826, Pickens, SC 29671-0826**

Editorial

By Dennis Moriarty

A Very Merry Christmas and a Happy New Year to all the club members. I hope you enjoyed the CMR&HA Christmas party.

Congratulations to Bob Folsom on being elected to a repeat 2-year term as President (CEO), and Bob Hanson for being elected to a 2 year term as Secretary (Station Master) at the December meeting. We thank you for agreeing to serve. The remaining officers will carry over from last year.

A big THANK YOU to Don Rumer for a job well done as our outgoing Secretary.

Thank you, Don Rumer, Bob Folsom, Rodney Cowen, and Michael Childress for your newsletter contributions this month.

Please support the newsletter by submitting articles, news and or information. If you do not wish to write, please give me a phone call. E-Mail, copy on disk and written contributions are most appreciated. My address is Dennis Moriarty, 519 Beacon Shores Drive, Seneca, SC 29672. Phone 864-888-2332. E-Mail MQK @ 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.

In addition, thank you to Richard Nichols for printing and mailing out the snail mail newsletters.

CMR&HA TRAIN CREW

Engineer and CEO: Bob Folsom

General Division Super: Rob Seel -- Stationmaster: Bob Hanson

Paymaster: Howard Garner -- HO Division Super: Bob Folsom
Large Scale Division Super: Bob Hanson

CEO's Corner PRESIDENT'S REPORT

By Bob Folsom

As 2003 comes to a close, I would like to reflect on what has been accomplished this past year and where we are headed. We conducted our annual train show last February and while it was not a record attendance, it was good and we were able to increase our resources. The Town of Central revived its fall festival in September, calling it the Heritage Days Festival. CRM&HA was represented at the fire station with the HO layout on display. We accepted a challenge from the Central Museum to construct a working model of the Town of Central as it may have appeared in the 1930's.

In the interests of available space, it was decided to make this an N gauge project although club members from other scales are participating. The museum budgeted over \$1,000 for the project including some HO scale display models. An entire room was committed to the display and other railroad memorabilia. This effort is important to CRM&HA because it demonstrates our resolve to be activists in helping Central develop an image that will be interesting to tourists. Part of this development may include rehabilitating the old depot and allowing CRM&HA to have a home there.

Having been re-elected CEO, I want to re-affirm my interest in leading the club to a new home, hopefully in Central (which includes finishing the museum display), continuing to explore possible club activities such as home layout visits or trips to places of interest, reaching out to other enthusiasts, and continuing to sponsor our annual train show (February 7, 2004 is the next one). All of this depends on your interest in these matters. I hope that I can make everyone feel important in our club and that there is something interesting to do or experience for all aspects of participation.

One change in our by-laws to be considered is to make the General Interest VP term consistent with the CEO with the goal of grooming a CEO heir-apparent.

In addition, I want to take this opportunity to extend Seasons Greetings and wish everyone a Happy New Year.

HO DIVISION REPORT

By Bob Folsom

Operation on the HO layout is really starting to get exciting. The DCC installation is complete and there are only a few dead spots needing some attention. As a result of the DCC, it will now be possible to take a car out of the freight yard and deliver it to Howard's Mill, a feat that could never be achieved before. We still need to acquire some larger Plexiglas sections to keep little hands out. We will probably initiate a card

system to orchestrate operations for the annual show. The new potential operational capabilities call for more helpers at the train show. That is another reason to consider creating some kind of affiliation with other enthusiasts in the area that cannot make it to our regular Thursday night meetings. The club has been asked by Pat Hogue's widow to assist her in disposing of Pat's layout, trains, and some tools. I have visited there once and brought home some items to be inventoried. The next steps are to inventory the rest of what is there and dismantle the layout. If you are interested in helping with this effort, please contact me.

HO Layout Work Sessions

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

CRM&HA Minutes

November 6, 2003

CEO Bob Folsom called the meeting to order at 7:15 PM. Twelve members and one guest, Mabel Stroup, were in attendance. Membership cards for 2003 were made available.

Minutes - October minutes were accepted as written.

Treasurer's Report - No report.

Newsletter deadline - December 12, 2003

A five-minute recess was declared to allow Mabel Stroup, widow of Gordon Stroup, to describe her husband's N gauge collection. The Club will discuss the collection at the Central Museum meeting on November 15th in an attempt to provide Mrs. Stroup with an estimated value for the items.

Business in Progress

1. Upcoming programs: December - Christmas party; January - Dennis Moriarty; February - Richard Nichols; March - Bob Folsom: "Chicago"
2. Volunteers for club member layout visits; adjunct club: Nothing to discuss at this meeting
3. Charter 501C3 - Howard Garner had an item on this in the most recent Newsletter.
4. Sterling Johnson proposal:

A motion was presented, seconded and passed that we thank Mr. Johnson for his invitation to participate in his proposal but indicate that the Club would not be able to assist financially. The Club would consider providing labor for research as long as it received proper recognition.

5. Pat Hogue module and plaque: Bob Hanson will look into the cost of a proper plaque of reasonable size to commemorate the module. Bob Folsom will contact Mrs. Hogue about proper wording for the plaque.

6. Nominating Committee: The Nominating committee presented the following list of candidates:

CEO - Bob Folsom (second two-year term).
Stationmaster (Secretary) - Bob Hanson
No nominations were presented from the floor so a motion was made, seconded and approved that nominations be closed. The above slate of candidates will be voted on at the next meeting (December 4, 2003)

Note: See New Business on N gauge Chairperson.
7. Annual Train Show: February 7; 9:00 am - 3:00 PM; \$4; two dealers have already signed up per Steve.
8. Christmas party: A sign-up sheet was passed around; spouses are invited; gift exchange of usable, practical gifts will be held.

New Business

1. N Gauge Chairperson: N gauge superintendent - Since there are only three members who have identified themselves as being associated with the N gauge division the By-laws do not require that this position be filled. The N gauge division will be represented by the existing General Superintendent, Rob Seel.
2. Terms of Office: This item will be tabled to next year.
3. Change of By-laws: A question has come up over the need to change the By-laws to reflect the change in meeting time. Some members believe that a change has already been made. Bob Folsom will contact Curt Ehmann to find out if the By-laws are in computer format and what the latest version indicates.

Division Reports

N Division: A meeting will be held on November 15th at the Central Museum to ballast track and perform any additional work that can be done.

Steve has indicated that he will not be able to assist on constructing Museum buildings because of necessary HO division work (see below). He has returned purchased materials and has asked for reimbursement.

HO Division: Steve indicated that much work needs to be done on the HO layout to make it an acceptable, operating layout at the Rail & Spike. Bob Folsom has asked members associated with the HO division to stay after this meeting to discuss support and assistance.

Railfan reports:

Joe Stribling noted that some botanical gardens have created G gauge garden railroads. He wondered if there might be some interest in this on the part of the Clemson Botanical Gardens.

Dennis provided a book on the town of Central provided by James Hoyle. He requested that the secretary send a letter of thanks to Mr. Hoyle.

Adjournment

Business part of meeting adjourned at 8:10pm. After a short break, Joe Stribling discussed steam railroading through the West Virginia Mountains and presented a video on a Railfan trip along the

Chesapeake and Ohio route.

Next Meeting - Christmas party at Central Library; December 4, 2003

Respectfully submitted, Don Rumer
Stationmaster

CMR&HA Minutes December 4th 2004

CEO Bob Folsom called the meeting to order at 7:15 PM. Fourteen members and four guests were in attendance. As this was the annual Christmas party, an abbreviated business meeting was conducted.

Newsletter deadline - December 12, 2003

Business in Progress

1. **Upcoming programs: December - Christmas party; January - Dennis Moriarty; February - Richard Nichols; March - Bob Folsom: "Chicago"**
2. Pat Hogue: Bob Folsom visited Pat's widow to discuss the proposed plaque. He brought Pat's sketchbook to the meeting to show members. Bob asked for assistance from members in disassembling Pat's layout with the intent of finding buyers for all or part of it.
3. Train show: Bob will provide a signup sheet for members at the next meeting.

New Business

1. Renew meeting room: Appropriate paperwork was complete to renew our meeting room schedule with the Central Library.

2. Date of January meeting: Because of the New Years' Day holiday, the January meeting will be held on the second Thursday, January 8, 2004.

3. Election of CEO and Stationmaster (secretary): The nominees for CEO and Stationmaster were presented. Both were elected unanimously. Effective January 1, 2004:

Bob Folsom will serve a second two year term as Club CEO.

Bob Hanson will begin serving a two-year term as Club Stationmaster (secretary).

Congratulations Bob and Bob!

4. CEO's Platform:

Bob Folsom noted his intend to be less involved in future details of projects and more dedicated to the strategic interests of the Club. He believes this should be the real function of a CEO. However, to do this he will need the support of all Club members. He also reminded members that the Central Museum project is more than just an N gauge project. It represents the basic intent of the Club to be a **model and historic association**. It is a commitment to the town of Central that may pay significant dividends to the Club.

Railfan reports:

Mac McMillin noted that the Duke Power reactor equipment is sitting on two large flat cars at a siding in Newry.

Don Rumer noted that the New Orleans Regional Transit Authority has provided notification that the new Canal Street **streetcar line will replace** the existing **bus line**. A most unusual event!

Adjournment

Business part of meeting adjourned at around 7:40pm. Christmas party festivities then began.

Next Meeting - January 8, 2004 (second Thursday in January)

Respectfully submitted, Don Rumer
Stationmaster

WHO IS TO BLAME? By Rodney P. Cowen During WWII in Tehran

Most days there was a lot of work to do down in an industrial park. The glass works took many loads of sand, plus the oil and shipped out quite a few loads of finished products. The grain elevator was always busy and the flourmill received and shipped many cars. There were several other shippers and receivers of rail cars too but I don't remember them all. The Iranians knew some English and of course, I had learned quite a bit of Iranian by this time. So we were able to communicate using bits of both languages and had no trouble in knowing where cars were to be placed or picked up. By the time we left there and picked up at the Russian dump, we usually had quite a string of cars. Those cars had to be placed on one of the tracks over in the station, as that was where the southbound trains departed from. This move conflicted with the Marshaling job. When we worked the 2p.m. trick, we would leave the cars on the track from the industrial park as it was usually starting to get dark about the time we finished the park work. Then we would send the locomotive to the house for fuel and water. We ourselves would go up to camp for our own dinner. At the same time, we would get our lanterns and go back to work. By then the Marshaling job would be at dinner and we would finish our work and then spend the rest of the evening at the other end of the yard.

On October 6th, the lieutenant who was bored with the office was again riding around with us. This night it was quite dark when we came back from the industrial park and the Marshaling job was over in the depot picking up a train that the Russians had brought in. We couldn't place our cars over there until the Marshaling job came out. So as usual we stopped and were going to cut off the engine. The Lieutenant insisted that we make one more move before we went to supper. I protested that it was too dark and we had no lanterns to signal with and any

way the Marshaling job was in the way. But the Lieutenant insisted. So we went out on the yard lead and pulled up the Mineh line. Soon the Marshaling job came out and pulled up the line to Ghom. Now those two lines were parallel for over a half mile and to get into the depot from the Mineh line we had to cross over behind the train on the Ghom line. The Iranian switch tender, the only man with a lantern, threw the switches of the crossover as soon as the last car of the Marshaling job cleared. Then he signaled our engineer to back up. Of course the engineer of the Marshaling job saw the signal too and thought it was for him. He backed up and caught the third car of our string, which was a forty-foot boxcar square in the middle. Tipping it over and tying up both lines. Plus bottling up the two-yard engines. This left only the Goods engine to handle the wreck crane. The wreck crane was steam-powered, so it took over an hour to get steam up. It was well over three hours before any work could be done in Tehran yard and no train could get in or out during that time either. We went to supper and while we were gone, quite a crowd of army people had gathered. When we came back the Lieutenant was saying, "Who engineered this". I said, "Why you did sir. Remember I wanted to go to supper and get our lanterns. Therefore I laid the ground work for my future troubles." As a private in the U.S. Army isn't supposed to point out an officers mistakes, even if the officer asks for it.

Layout Pictures



Figure 1. The Reno (V&T #22) enters Washoe Meadows on the run north from Carson City to Reno, NV. The locomotive is a ready to run Rivarossi and the miner's cabin is by LaserKit on Michael Childress' HO Virginia and Truckee railroad.

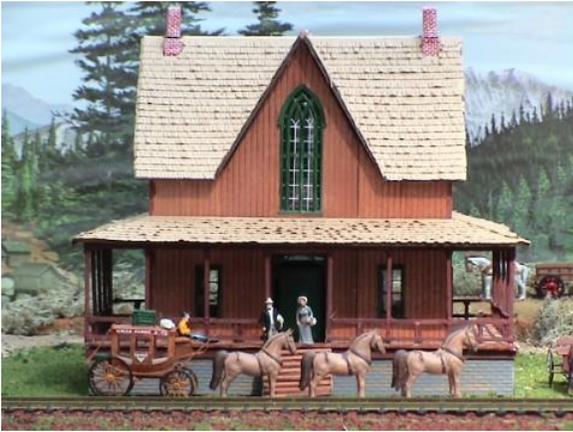


Figure 2. The Wells Fargo stagecoach makes a stop at the Winters Mansion in Franktown, NV. Driver Hank Monk and his spotted companion are headed to Reno along the right of way of the Virginia and Truckee Railroad. The Winters Mansion is by Classic Miniatures and the stagecoach is from Jordan Miniatures. Photo and models by Michael Childress.

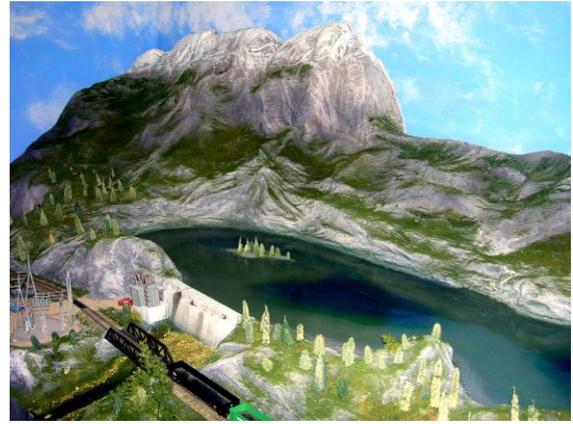


Figure 5. Picture of Bears Tooth Mountain and Mystic Lake on Dennis Moriarty's layout.



Figure 3. Picture taken at Howard Garner's open house in December.



Figure 6. Dennis's trailer park. Note the children running to catch the school bus.



Figure 4. Howard's layout has several levels and several towns, which makes for interesting operating sessions.

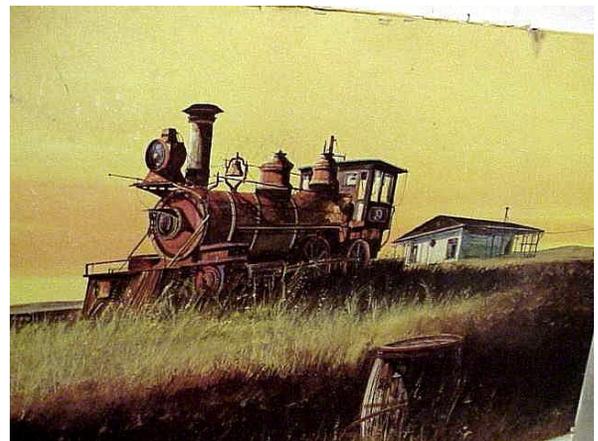


Figure 7. Neat old picture hanging on the wall of Howard's layout room.

Central Railway Model & Historical Association