

# The CRM&HA Newsletter

March/April 2004

Dennis Moriarty/Editor

Volume 13 Number 2

Meetings are held at 7:15 PM on the 1<sup>st</sup> Thursday of the month at the Central SC Library

Headlines: The March 4<sup>th</sup> meeting will be held at Bob Folsom's house.  
The CRM&HA Train Show has been rescheduled to February 21.

## Editorial

By Dennis Moriarty

### March Meeting Changed!!!

**Bob Folsom has agreed** to have the March Meeting at 7:15 PM at his house. 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.

### Eighth Annual Train Show

**Our 2004 train show** will be on the 21<sup>st</sup> of February at the Seneca National Guard Armory. We will be able to set up the night before. If you can help set up, be at the Armory at 6:00 PM Friday night. The HO layout will be trucked to the site and be there between 6:00 and 6:30. Extra help is always welcome on Saturday, anytime from 7:00 AM to 3:00 PM, and to clean up at 3:00. **In addition**, if you can be at Rail and Spike on **February 28<sup>th</sup>** your help will be needed to reassemble the HO layout.

### 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 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 the Armory sign. Turn Right.

**Reminder: The 2004 dues are due. Still only \$20, what a bargain.** You can hand them to Howard Garner at the March meeting or mail them to him at **PO Box 826, Pickens, SC 29671-0826.** **This is the last mailing of the newsletter with the 2003 membership list.**

**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.

**Thank you, Don Rumer, Bob Folsom, and Bob Hanson for your contributions to the newsletter this month.**

**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

Our Annual Train Show is now just two weeks away. We will be at the Seneca Armory again, Saturday, February 21, 9:00 AM to 3:00 PM. I hope you will contact everyone you know and urge them to attend. We will have hot dogs and chili available this year from 11:00 AM to 2:00 PM. We need all the help we can get to run the show! The HO layout now has DCC and could use four people running trains at any given time. The company store will be huge this year due to the Pat Hogue collection being for sale. It will take several people just to keep track of that.

You will notice from the roster that not only has CRM&HA gained some more new members, we have some former members returning. In fact, Michael Moore came all the way from Columbia to attend our February meeting. He had a great slide presentation "around the USA in 80 slides!"

The Train Show is our major focus right now, but there are still other important ongoing projects. The N gauge display at the Central Museum is moving forward. Many of the buildings have been completed and the general positioning of the street and buildings has been determined. Central is hosting a meeting of High School Alumni in May and our goal is to have the layout completed by then. Most of the remaining work will be in the area of scenery and will be done on site at scheduled Saturday morning work sessions. This will be a great opportunity for anyone wanting to get some guided practice in creating scenery! Please contact Pete DeLorme or Bob Folsom if you would like to be involved. Any club member is welcome even if you are not an "N Gauger."

The latest installment of the ongoing saga of finding a new club home has to do with the former Southern Railway Central depot. The Town of Central administrator has expressed his support to applying for grants to have the station restored, and has received a letter from the CRM&HA declaring interest in being co-curator and having the station as club home. The town council is meeting Monday, February 9 and I think the issue will be on the agenda. We are a long way from having this as a reality, but there are definite strides being made in that direction.

We will not be able to meet at the library in March or May so I will host the March meeting and we think we will be able to have the May meeting at the Clemson depot. Please call me during the day at 654-2287 or in the evening at 654-8244 if you need directions to my house for the March

meeting.

## HO DIVISION REPORT By Bob Folsom

I plan to be at Rail 'N Spike at 4:00 PM on Friday, February 20 to start preparing the layout for transport to Seneca. This involves disconnecting the wiring and removing the connector track sections between modules, and removing the skirting. If you can also be there at that time, things will go all the faster. We will then load the layout onto a 24' truck, leaving Rail 'N Spike no later than 5:30 PM, but earlier if possible. We should arrive at the Armory no later than 6:30 PM to set it up. We will finish that phase by 10:00 PM.

For anyone interested in being an operator for Saturday, hopefully some of you can be at the Armory by 8:00 AM for some preliminary testing and review of some operating plans. But if you cannot be there then, try to come later on and you will greatly be needed. Now equipped with DCC, we could have a person operating the coal yard, another person switching that end of the freight yard, another person switching the opposite end of the freight yard, and as many as four trains out on the mainlines! That could involve anywhere from five to seven operators! Operating those yards is as important as having trains running on the main line. People like to see those intricate sections of track being actually operated on rather than just there for show. And of course, we need all the help we can get to take the layout back to Rail 'N Spike.

Although the official HO layout work session is the first Saturday of the month, I hope as many as possible would be able to be there on Saturday morning, February 28 to put the layout back into operating condition. What next? More scenery such as flats for backdrops, some new crossovers near the passenger station, SIGNALS, and possibly more sidings or "customers." Also, any Saturday is a great opportunity to show up and talk shop or run your own trains on the layout.

## 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  
January 8, 2004**

The meeting was at Folsom home.  
President Folsom called the meeting to order at 7:15 sharp.

Guest/prospective member Allan Brown was introduced—he was met at Rail & Spike by President Bob and invited to attend and join our ranks.

Minutes of the December meeting were approved unanimously.

Treasurer Garner reported a balance in the bank of \$9,431.89, with only minimal bills remaining to be paid. 2004 dues are now due and payable.

Next newsletter deadline is February 6, the day after our next meeting and we hope for publication prior to the train show.

Upcoming program schedule is as follows:  
February—Nichols, March—Folsom, and April—Childress.

No additional volunteers were found to host a Club Member Layout Visit.

A lengthy discussion followed led by Garner on continuing our status as either an Association or as a Corporation—or both—and as to what form of corporation we should pursue. One option is to dissolve the Association and transfer its' assets to the S.C. Not-For-Profit Corporation that was used for the summer Regional meeting and train show. Additional discussion ensued on what our status should be as either a 501 ©4 or 501 ©3 corporation. After an involved and protracted time a consolidated motion was initiated by Stribling and seconded by Nichols as follows—Moved that we put together a (small) committee to pursue

- a) what form of organization we should be,
- b) how can we best pursue an I.R.S. status as either a 501 ©3 or 501 ©4—with the ©3 status being our ultimate goal, and
- c) under any form of organization we should look into the liability status of members, officers and directors. This was unanimously approved without action being taken to establish the committee referred to in the motion. (It was noted by Garner that during the February Train Show we will be covered for liability under the NMRA Master Policy.)

President Folsom told the group that he had visited Pat Hogue's widow and had looked at the railroad "stuff" that Pat had accumulated. Apparently the widow is ready to clean all of this out now and President Folsom will revisit her and, with Pete DeLorme, will remove the railroad related items and make an inventory of them. Depending on how fast

this is done, we may be able to offer many of these items at the "Company Store" table at the Train Show.

It was moved by Nichols and seconded by DeLorme that we now have enough N gauge members and we should have an N Gauge Superintendent. Approved, with President Folsom asking the N-Gaugers to get together and select a leader/superintendent.

There was a limited general discussion on the lengths and staggering of terms of office to provide for a "leadership ladder" after which President Folsom deferred further discussion until a future (undefined) meeting.

The question arose as to what our By-Laws said about meeting dates and times as well as Officers and Directors terms of office—and the question also arose as to whether or not anyone really had a current and up-to-date copy of the By-Laws. President Folsom to check this with Curt Ehmann — Curt was looking into the matter.

Bob Hanson presented to the group handouts pertaining to the upcoming Train Show—after noting that the date had moved from February 7 to the 21st. After reviewing the handouts, the following suggestions were received from the membership—

1. Change the Press Release to include wording that a limited number of display tables were still available at a cost of \$20 each.
2. Add the Toccoa Record to the list of publications to be sent the Press Release—Pete Sheriff will handle.
3. We should consider a way to get/provide a minimal lunch for those attending the show. Richard Nichols will get in touch with his contact at SUBWAY to see what might be done and at what cost.

Additionally, President Folsom will try to contact Michael Moore and see if he might be interested in bringing his point-to-point N scale layout to the show.

While the above Train Show discussion was proceeding. President Folsom passed around a sign-up sheet for all to participate in some way at the Train Show.

On another matter, DeLorme moved and Nichols seconded a motion that we have a Chair for Membership Development and Retention. This was not brought to a vote as President Folsom opted to take this under his power to appoint Committee Chairs and indicated that he might simply appoint DeLorme to the position after he and Pete had a chance to discuss what might be done.

On January 24 there will be an N-gauge workshop at the Central Museum — time unspecified. Participants are to contact DeLorme.

Due to the extended length of the business portion of the meeting. President Folsom bypassed Division Reports, Railfan Reports and Hobby News (although Garner showed a press release indicating that Athearn had recently been sold).

The meeting adjourned at 8:40 to view Dennis Moriarty's film of his rail trip thru Alaska.

Respectfully submitted, Bob Hanson  
Stationmaster

### CMR&HA Minutes

CRM & HA---Minutes, February 5, 2004—at Central Library

President Folsom announced that the beginning of the meeting would be delayed while members had a chance to look over the many boxes of railroad equipment and buildings that he had brought along for display and purchase from the Pat Hogue estate. Any unsold item would be on display at the "company store" at the upcoming train show..

The meeting was called to order at 8:10 p.m. with a limited agenda.

Ex-member Michael Moore was welcomed back as a visitor—and a presenter of the program for the evening.

Steve Zonay introduced Dale Reynolds as a guest-- Dale is from Pendleton and is a member of the Carolina Association for Railway Passenger Travel. ( President Folsom is due to speak at an upcoming meeting of this organization. )

Due to other commitments at the Library, the March 4 meeting will be at the Folsom residence. The April meeting will be back at the library while the May 6 meeting will also have to be held elsewhere--two suggestions----the Depot in Clemson or at the Hampton Inn ( where Pete Delorme's sister works ). To be decided at a later date.

Upcoming programs----March, Richard Nichols, April, Bob Folsom, and May, Michael Childress.

The balance of the meeting was devoted to distributing information and soliciting help for the 8<sup>th</sup> Annual Train Show to be held on February 21 at the Seneca Armory. A copy of this discussion outline is attached to the minutes.

New items----

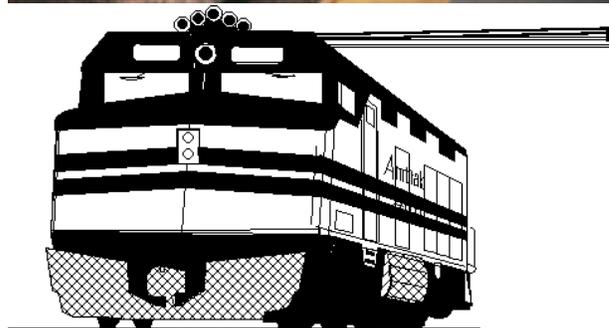
- 1) there are now 18-sold "dealer" tables for the show,
- 2) we will plan to use the Armory's new tables rather than renting them (a savings to the Club of about \$160.00),
- 3) all publicity assignments handed out at the last meeting have been completed, and
- 4) we will have a limited dining car selection---hot dogs and chili---handled by the wives of Folsom and Childress.

Additionally, between 8:30 and 9:00 a.m. on the day before the show, February 20, Secretary Hanson will be doing a live radio interview on AM radio station WHAT ( sister station to WCCP ) With "Jazzy Jeff".

President Folsom concluded the meeting at 8:25 P.M.—it was followed by an outstanding slide presentation by Michael Moore entitled----"Around the States in 80 Slides". Thanks Mike.

On a separate note, both Bob Folsom and Bob Hanson now have keys to the Mailbox at the Central post office.

Respectfully submitted, Bob Hanson  
Stationmaster



## **New Orleans via Amtrak By Don Rumer**

In November of 2003 my wife and I celebrated our thirty-first wedding anniversary by taking the train to New Orleans and spending three days in this city. This was our first visit and it turned out to be an ideal time to go. The temperature and humidity were comfortable and we only had rain early one morning. I used to think that San Francisco was the most unique and interesting city in the United States. Now I've changed my mind and consider that New Orleans deserves that distinction.

We stayed at a bed and breakfast, which was a renovated 1850 mansion just out side of the French Quarter. The breakfast was delicious, the price quite reasonable and the location really convenient. We took cabs in the evening but walked and used public transportation during the day. We rode the St. Charles Avenue streetcar several times, as we toured the downtown (the old American Quarter), the garden district and the University section. Streetcars run about every 8 minutes twenty-four hours a day. Beside the St. Charles Avenue line, New Orleans has a riverfront line, a brand new Canal Street line (which replaced a bus!) and is considering a new streetcar line in an area of Frenchtown where the famous *Streetcar Named Desire* play takes place. Let's face it, a town that cherishes its streetcars has to be great!

Regarding the train trip down, we parked at the Clemson station and got the Crescent around 6:30 AM just a few minutes late. Beyond Atlanta, the trip is primarily through pastoral lands and pine forests. You do get a glimpse of the mountains in north Georgia and Alabama. Of course, we did go through industrial areas, shantytowns (but not many) and the large cities of Atlanta and Birmingham. But for a train buff, it's all interesting isn't it? We passed the Honda plant in Alabama but the view was mostly blocked by auto carrier rail cars. Passed innumerable freights and the North bound Crescent between Birmingham and Tuscaloosa. We arrived in New Orleans around 9:30 PM about 20 minutes late.

The return train left New Orleans around 7:30 AM. This was the most pleasant part of the trip. The coach was clean, the crew fresh and enthused and the food was definitely better. As we left New Orleans, we got a daylight view of Lake

Pontchatrain. We arrived in Clemson around 11PM about 40 minutes late. Would we visit New Orleans again? Definitely. You can't begin to do the place justice in just three days. Would we consider taking the train again? Sure! We're retired so don't mind the length of the trip. Actually, we rather enjoyed it. We spent most of the time looking at the world go by. And parking, arrival and departure times are quite convenient. No strip-searches, either.

In December, our son came down from Baltimore on the Crescent to visit us right after Christmas and over New Years. Amtrak was on time both coming and going. And our son sat with a young lady all the way to Greenville where she got off. Train travel definitely has its advantages!

## **This Months Tip By Dennis Moriarty**

Storing extension cords in the shop, garage, or train room can be a problem. If you hang them on a nail or hook there is a chance that the insulation on the cord can be damaged. If you put them in a box, they can get tangled. An easy solution is to obtain an empty clean metal paint can. Screw the bottom of the can to the wall and drape the extension cords over the can. If you have several cords, use more than one can. Since the cans are round and have no sharp edges, your cords should last a lot longer. If you plan to store heavy 100 ft. cords, putting a wooden disk in the can over the bottom before you screw it to the wall will reinforce the thin metal of the can.

## **Future Meetings Programs**

**March: Richard Nichols**

**April: Bob Folsom**

**May: Mike Childress (Note: The May meeting will not be at the Library. It is hoped that the meeting can be held at the Clemson RR Station. More in the next Newsletter)**

**June: To be announced.**



