

The CRM&HA Newsletter

May/June 2004

Dennis Moriarty/Editor

Volume 13 Number 3

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

Headline: The May meeting will be at the Clemson RR Station

May Meeting Change!!!

The May meeting will be at the **Clemson RR Station at 7:15**. The June meeting will be held at the Central Library.

Editorial

By Dennis Moriarty

Our eighth annual train show was held on the 21st of February at the Seneca National Guard Armory. The HO layout went together faster than I have ever seen it. The N Scale Central Museum layout was set up so that people could see the progress so far. It really looks like it will be a quality layout. As of the last meeting, the total accounting of the train show profits was not complete. The results should be ready by the May meeting. The sale of the Pat Hogue estate went well. Dealers lined most of the walls and Fran Hanson and her crew had doughnuts and coffee in the morning and Jean Folsom and her crew served chili and hot dogs at lunch.

We have several new members and I want to welcome them to the CRM&HA. A list of their names is in this newsletter. In addition, you will find the latest membership list. I hope this is helpful to you in finding members with like interests to share information and to help each other when needed.

If you have any ideas for the annual picnic, please present them at the next meeting.

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, Rodney P. Cowen, Robert Seel Bob Folsom, and Bob Hanson for your contributions to the newsletter this month.



CEO's Corner PRESIDENT'S REPORT By Bob Folsom

The CRM&HA has much going for it. The following opportunities are either on going or have already taken place: South Carolina Railroad Historical Presentation (at the Woodburn Plantation; Steve and Pete are taking part); trip to the Norfolk Southern Museum (Rob Seel and I are going); possible trip to the South Carolina Railroad Museum in Winnsboro; N Gauge display at the Central Museum (Pete, Rob, Don, Jim and myself actively taking part); N gauge T-trak and/or modular layout; HO modular layout (scheduled for display in September and October). I hope I didn't leave anything out. Time is always a factor in your participation in any of these things, but please don't ever think that you wouldn't be welcome to get involved, or that your skills are not good enough, etc.

Pete, Rob, Don and I burned the midnight oil last Wednesday to get the museum display ready for the Central High School reunion. The trains run, and it has scenery! There is more to be done, but

not so much pressure time wise. If you would like to have a chance to learn some modeling skills, please join in this effort. I personally have learned so much just working with this museum project. We are all working together to arrive at the right result, so it is not like any individual is going to flop when trying to take an active role. If we make mistakes, we can correct them. There are also all kinds of projects to get involved in with the HO layout and there will be more on this in the HO Division Report.

The one common thread in the surveys that I passed out at the last meeting is camaraderie (I looked the spelling up in the Random House 2nd Edition Unabridged Dictionary that is 5" thick!). What that means is that we are a family and nothing we work on or do should ever become so important that it strains the fundamental basis of the club. Sometimes I get worried that we don't do enough or do good enough, etc., but I think I have a personal over-emphasis on "getting something done." I saw this happen in the early years of the club; a president got really up tight about getting ready for the Central Railroad Days Festival and came down on club members because certain goals were lagging behind. Don't ever let me get to that stage!

For anyone who has put their heart and soul into any project we have undertaken, don't ever get the feeling that other club members "aren't doing their share." Every member of this club is already doing their share just by being a member of the club. What we do in the way of activities is fulfillment for other indicated interests. There is no better life experience than giving someone a chance to learn from you, or opening the doors to new knowledge or experiences.

I have wanted to go the NS Museum in Spencer for some time; just the idea that it is an activity with other people going was enough to get me off my duff and do it! So if we undertake a little too much in the way of activity just so that everyone has a chance for fulfillment, I think that is a better risk than not doing enough. I will be glad to burn the midnight oil many more times so that someone else's life can be enhanced.

HO DIVISION REPORT By Bob Folsom

The "official" HO Division work session is the 1st Saturday of the month. I won't have been at the May work session because of the NS Museum visit. Also, the Woodburn Plantation presentation was taking place, which would have taken other "HOers" away. Not to worry (which I must always remember!). However, there is a list of things that COULD happen before we have our next layout display. I talked to Herb Thompson, the Town

Administrator of Central this week and he said the Heritage Festival is on for sure next September. The layout is in shape for this right now. I think there is more operational capability than we have shown so far but that takes OPERATORS! I think I said recently that up to SEVEN people could be busy running that layout all at one time! (Four on the two mainlines, one at each end of freight yard or one doing some switching at the passenger depot, and one continuously switching the coal yard.) I think we could develop an operating schedule just like I have seen at much larger layouts; assemble the equipment needed and DO IT. Anyone who would like to contribute some ideas to this end, please do! We have any number of possible projects that would improve the layout or serve as "how to" clinics: New more efficient ways to attach the modules; ballasting more track (including the connector sections); powering mainline switches; installing signals; creating more scenery; building staging tracks or a reverse loop; installing some additional crossovers; adding more motive power (including installing DCC), and adding more rolling stock (which may include painting and decaling). I am hoping that at the June HO work session (Saturday, June 5), we can collectively decide on what might be do-able by September. BE SELFISH! TAKE PART FOR WHAT YOU CAN GET OUT OF IT! THAT IS WHAT THIS IS ALL ABOUT!



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.





After a pre-meeting operating session accompanied by hot-dogs and chili (the leftovers from the Train Show), President Bob called the meeting to order at 7:15.

Next meeting sites---April at the library and May at the restored Clemson Depot.

We welcomed new members Alan Brown and Dale Reynolds to the organization.

Treasurer Garner presented his treasurer's report showing a balance of \$12, 573.74. There were still some dues monies to come in and not shown were the last two bills from the Train Show---Armory Rental (\$200.00) and truck rental. Howard stated that we definitely made money at this show and he would have a full "show report" at the next meeting.

The next newsletter deadline is April 12---this upcoming issue will have a full membership list included.

Upcoming programs---April, George Stoudenmeier---May, Mike Childress, and June, Bob Folsom.

There was no response to a standing request for club member's layouts to visit. President Bob had also extended this invitation to participate to the informal club at Keowee Key.

Member Garner had no further reports on the charter/tax status of our Association/Corporation.

President Folsom is still working on the Pat Hogue plaque to be affixed to his module on the club's layout. Sales of the Hogue merchandise went well at both our last meeting and the Train Show and while he doesn't have a final accounting yet, he estimated that the proceeds going to Mrs. Hogue would be well in excess of \$1,000.00. Folsom thanked all for their individual purchases and for helping to sell this merchandise at the train Show. A

full report on this will be available at the next meeting.

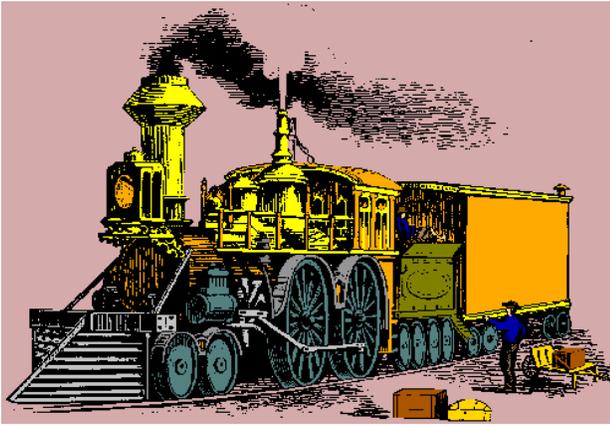
President Folsom also thanked all who helped make the February Train Show a success. Although our attendance was down about one-third, we still did "all right". The question was raised by member Moriarty if we should choose another time of year for the show---after a brief discussion any action on this was tabled.

Other matters:

1. Member Seel reported that on April 24 there will be an open house at the Berea Public Library, which will include his N-scale layouts and his designs for some railroad-like furniture.
2. President Folsom reported that we may be able to see the old Blue Ridge/Greenville train Club layout/modules which are now in storage since the dissolution of that Club. They may be available to be sold for "the good of the model railroading community".
3. In response to a question, President Folsom reported that the use of the Central Depot had been put on hold for 2-3 years---as reported in the newspaper. This happened even with significant and important community leader support. Folsom will continue lobbying efforts to see if this can become a reality.
4. Central is in all likelihood going to hold it's Railroad Fair again this coming September to which we should be invited. Also we have been invited to Flat Rock, NC for their October festival.
5. Member Stribling reported that he had talked to Lisa Wagner about the possibility of installing an outdoor railroad in the South Carolina Botanical Gardens---similar to what many other Clubs do. He will follow up as will Member Hanson.
6. Members McMillin and Stribling walked "X" miles picking up trash in assisting the Greenville Chapter NRHS. The total responsibility for this clean up went all the way from the shops at Dillsboro to Bryson City.
7. Members Zonay, McMillin and Garner reported that they had attended the Asheville Train Show on February 28, which was held in the Biltmore Square Mall. Lots and lots of mall traffic but only a limited amount of space---they resorted to using one-way aisles so people could move.

The meeting was adjourned at 8:08 p.m. and was followed by Member Nichols program featuring a 52,000 square foot layout, 30 feet tall and capable of running over 100 trains at a time. Whew!!!

Respectfully submitted, Bob Hanson
 Stationmaster



CMR&HA Minutes April 1, 2004

President Bob called the meeting to order at 7:16 p.m. at the Central-Clemson Library.

We welcomed the following individuals:

Stacy Smith from Central---HO gauge

Jim Kimball from Central---N gauge

John Delano from Pendleton---HO gauge

Approval of minutes from the previous meeting was deferred—they are in the previous issue of our newsletter.

In the absence of Treasurer Garner there was no financial report presented to the meeting.

Next newsletter deadline is April 12---the next issue will contain an updated membership listing. Editor Moriarty asked again for e-mail addresses of all members.

THE NEXT MEETING---MAY 6---WILL BE AT THE CLEMSON DEPOT.

Programs coming---May/Childress, June/Folsom. Need someone to volunteer for July.

South Carolina State Botanical gardens---no further reports on either the possibility of an indoor or an outdoor railroad.

Woodbine Plantation Programs---Pete DeLorme has met with the curator of the Plantation—they are looking for program assistance on May 1---want 2-3 people to act as pioneer railroad magnates and do 3-minute scenes for visitors to the Plantation from 1 till 4 p.m.. Actors will discuss early days of railroading, particularly as they pertain to S.C. railroading and the Upstate area. Any volunteers are to contact either President Bob or Pete D.

We have about exhausted our supply of Club T-shirts and our caps are gone!! Howard was instrumental in getting our last orders of shirts from a supplier in Liberty and Folsom to ask Howard to follow up on a new order of Club merchandise.

President Bob asked all present to fill out—and leave with him—a questionnaire on 1) Why they joined the Club, 2) Why do they stay with the Club,

and 3) What would you like to see the Club do???? The answers he receives back will help in promoting the Club to potential new members and some additional information may be included on our membership applications.

N Scale Division---the Central Museum layout is moving along although slowly. The buildings are mostly done and roads are cut in but not painted and finished. Lots of little things to do and it should come together and be ready to show in May.

HO Scale Division---work still needs to be done to bring this up to our standards and be completely ready to show in September. The May 24 event at the Berea Library has been delayed so will have to wait to see Rob Seel design work.

Road Trips---Seel planning to go to Spencer for Railroad Days on May 1 and 2. Members were advised to contact Rob if they are interested in going on May 1---car-pooling a possibility. Joe Stribling questioned whether or not we as a Club should get more involved with the S.C. Railroad Museum in Winnsboro—maybe start our involvement with a road trip there.

Member Moriarty noted that the Greenville Amateur Radio Club was holding their show also on May 1---off of I-85 at Exit 69. Lots of lights, diodes and other parts available CHEAP!!!

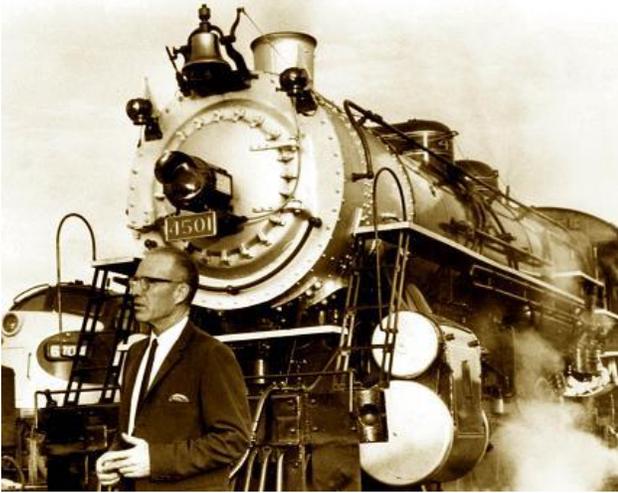
Rodney, our railroad professional mentioned that he had seen a multi-unit MOW operating in and around Westminster and questioned if anyone else had seen it and what it was---this is presumably a ballast cleaner working the mainline before they start major tie replacement.

The meeting adjourned at 8:10 p.m. for a program presented by George Stoudenmire on 1-1/2 inch scale/7-1/2 inch gauge model railroading on the world's largest model railroad (per Guinness). Even with some technical difficulty this was a GREAT program!

Respectfully submitted, Bob Hanson
Stationmaster

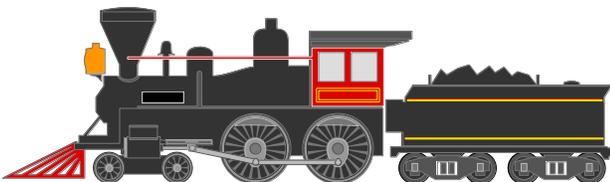


Paul H. Merriman
March 5, 1909 - January 15, 2004
By Robert Seel



Paul Merriman did not understand the word "no". When he personally purchased ex-SR #4501 from the Kentucky & Tennessee Railway in 1964, he heard that word numerous times from Southern executives in his quest to gain permission to operate the locomotive under steam from Stearns, KY to Chattanooga over the busy CNO&TP mainline. Ultimately, the green light was given and on June 6, 1964, the "Oh-One" steamed to Chattanooga drawing huge crowds along the way. Locomotive 4501 became a roving ambassador around the South for both the Southern Railway and Tennessee Valley Railway Museum from 1966 until 1998. TVRM's reciprocal relationship with Southern (now Norfolk Southern) began with Merriman and allowed donation of the current East Chattanooga site and pre-Civil War, ex-ETV&G right-of-way through Missionary Ridge over which TVRM trains travel.

Paul served as TVRM's first president from 1961 until 1977. He is survived by several family members in the region and his son Marcus who is a college professor in England.



**HOW THE B & M GOT RID OF ITS
PASSINGER BUSINESS?**

By Rodney P. Cowen

In the middle fifties, the Boston & Maine decided that they wanted out of the passenger business. But a railroad can't just say we aren't going to run passenger trains any more. They first have to discourage people from riding the trains and get rid of the mail, milk and express business.

At this time, I was on a run that left Boston around 5p.m. for White River Junction by way of Bellows Falls and arrived back in Boston around 10a.m. the next morning. Every morning we left Bellows Falls with enough passengers whose fares were enough to pay the crews wages and costs of operating the train. I don't remember a morning that we didn't have at least sixty passengers when we left the branch. We were still 60 miles west of Boston. After leaving Fitchburg, the Ayer passengers usually had to hunt for seats.

The railroad got rid of all this business by putting a thirty-mile an hour speed limit on the branch and then giving us a twenty-mile an hour schedule. We would creep along at 30 M.P.H. and then wait for time to catch up with us at every station. After two weeks, it was a big day if we had 15 passengers.

On another run, this time out of Troy, New York, night after night we would leave Shelburne Falls right on time and then leave Greenfield the next station over an hour late. This was done by putting us into Deerfield middle and then running two eastbound freights around us. This although the freights could have run around us on the eastbound while we did our work on the westbound at Greenfield. After all that was what the C.T.C. had been put in for.

Quite often, when no freights were around, we would be held out at Greenfield if we were a little late for train No. 61. Even though No 61 wasn't due for another twenty minutes or so. As No 61 terminated at Greenfield. We would then have to wait for its engine to be cut off, the train to be unloaded and then wait for a switcher to come and put the train away. By this time, of course, we would be good and late.

It wasn't long before the railroad received permission to reroute the mail and express to Springfield over the B & A and then up the Connecticut River line. It now traveled on trains that carried no passengers from and to Boston. Those trains used the Deerfield loop between the Fitchburg and Connecticut main lines and didn't go into Greenfield at all. With no mail and few passengers, it was now easy to get permission to pull off a train.

News

Submitted By Rob Seel

The Ohio Central will be hosting Train Festival 2004 from July 30 to August 1, 2004, with main-line excursions and displays. Scheduled to be there and running are Pere Marquette Berkshire #1225, as well as Ohio Central's own massive ex-GTW 4-8-4 #6325 and ex-CPR 4-6-2 #1293. OC also has a matching set of F-9s in Pennsy pinstripes used in excursions. Looks like a good one!! Go to their websites for more info: www.ocsteam.com and www.TrainFestival2004.com

ALSO!

The Belvidere and Delaware River (a subsidiary of the Black River & Western) will be running 2 trains this coming summer. A just-restored, 1930 Brill Model 55 motor car will run from Phillipsburg to Carpentersville, NJ along the river on Thursdays and Fridays. On weekends, the NYS&WTS's Susquehanna 4-6-2 #142 will run!

In Addition to the Train Festival announcement that (Big drum roll!!!) NKP 765 will be there too!!

And

(Railpace Website News) OLD LOCOMOTIVE GETS NEW LOOK AND LIFE: One of the F-40PH diesel locomotives instrumental to Amtrak's survival through the 1980s and early 1990s is being preserved. At the direction of Amtrak's president and CEO David L. Gunn and the company's Board of Directors, the State of North Carolina has received a retired F-40PH for its Transportation Museum in Spencer. As part of the donation, CSX and Norfolk Southern moved locomotive #307 free of charge from Amtrak's Beech Grove, Ind. maintenance facility to the museum's Back Shop Hall, where it will be restored and eventually put on display. Locomotive #307 was one of 216 F-40PH engines that pulled the nation's passenger trains between 1976 and 2001, including those operating in North Carolina. The 16 cylinder, 3,000 horsepower locomotives began to be phased out in 1997. The last F-40 was taken out of service in 2001. Only two others have been restored and preserved, both of which are located on the West Coast. (Alexander D. Mitchell IV, Amtrak - posted 2/25)

(Railpace Website News) B&O MUSEUM TO REOPEN THIS NOVEMBER: At a private event held to thank their top donors, B&O Railroad Museum officials said yesterday the museum will reopen on Nov. 13 - 634 days after a roof collapse during a snowstorm forced it to close. The refurbished museum will feature a new entrance,

exhibition gallery and living history center. The entire project will cost nearly \$30 million and that two-thirds will be paid by insurance. Twenty-two railcars, locomotives, and hundreds of railroading trinkets and artifacts were damaged or destroyed in the storm. The lower roof has been replaced and workers are now replacing the upper roof and reinstalling the signature cupola. (Baltimore Sun via the B&O Railroad Museum website, Joe Calisi, Alex Mayes)

This Months Tips By Dennis Moriarty

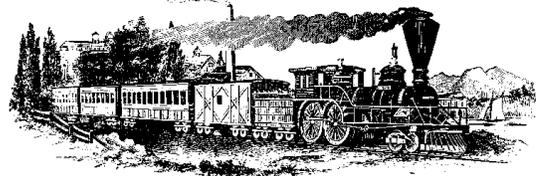
After painting plaster rock formations and highlighting, spray the area with a dilute solution of ink. An old window cleaner spray bottle works for this application. The ink flows into the crevices and tones down the bright colors so that they look more natural. The only source for ink I have found is the kind that is used for inkpads. Be sure to get the water-soluble kind. Experiment to get the proper concentration of ink to water.

Save pill bottles to store small parts and to mix small amounts of paint in. If the cap seals tightly you can store small left over color mixes for touch up and future use. Paint a little of the paint on the bottle cover to identify the color. When storing nails, screws, brads, train wheels, light bulbs etc., keep a roll of Scotch Tape available and tape one of the contents to the outside of the bottle to identify the contents.

If you drop small parts on a carpet you can find them by vacuuming them up. Just put a piece of nylon stocking over the suction nozzle with a rubber band and the parts will not be pulled into the vacuum.

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



Welcome New Members

Stacy Smith
Jim Kimball

John DiLeo
Thomas Doolittle,
Thomas Barnshock
Dale Reynolds
Douglas Taft

Note to new and old members. Please review the information below and send me any corrections. Also include your interest (N, HO, General etc.) and your e-mail address if not included. Thank you, Editor. (MQK@carol.net)

Future Meetings Programs

May: Mike Childress (Note: The May meeting will not be at the Library. The meeting will be held at the Clemson RR Station.)

June: Bob Folsom

July: Volunteer needed

CENTRAL RAILWAY MODEL AND HISTORICAL ASSOCIATION 2004 MEMBERSHIP

name address phone e-mail address gauge groupcomments

-- Address removed for web publication --