



The CRM&HA Newsletter

March/April 2005 **Dennis Moriarty/Editor** **Volume 14 Number 2**
Meetings are held at 7:15 PM on the 1st Thursday of the month at the Central SC Library

Editorial

By Dennis Moriarty

As all of you know our annual train show was February 19 at the Seneca Armory. The turn out was disappointing but we can call it a success as we made some money and picked up three new members at the show and had several others comment that they may come to one of our meetings. Thank you to all the members and spouses that helped with the show. A special thank you to Bob Folsom who drove the truck all the way to and from Greer to pick up the HO layout, Bob Hanson and Bob Folsom for making the arrangements and Steve Zonay for setting up and supervising the company store. Of course thank you to all the many others that helped in major and minor ways.

It is time to evaluate where our club has been and where it is going. We need to establish goals for the future. Please come to the next meetings with your ideas as to what you can do for the club and what the club can do for you. Tell us why you are a member and what you think we should do next to keep you and others interested. Should we keep the HO layout and keep hauling it around. Should we make a serious attempt at obtaining a permanent home for the club? Should we go in another direction? Should we have more social events, more presentations, how to work shops etc. You decide and come up with some new ideas. Please read the CEO observations in this newsletter.

Please support your 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

This is the last CRM&HA Newsletter that will be mailed out using the 2004 membership list. Please submit your dues as soon as possible so that you will be included in the 2005 membership list. Still only \$20.00. Send to CRM&HA, PO Box 826, Pickens, SC 29671-0826 or hand to Howard at one of the next two meetings.

Beacon Shores Drive, Seneca, SC 29672. Phone 864-888-2332. **New E-Mail** MQK@CHARTER.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, Rob Seel, Bob Hanson, George Stoudenmire, Don Rumer and Bob Folsom for your contributions to the newsletter this month.

ALSO, thank you Howard Garner for printing and mailing of the snail mail newsletters and managing the club website.



CEO's Corner PRESIDENT'S REPORT By Bob Folsom

Our Annual Train Show is just a little over a week away as I write this. We should have a great show again this year with operating layouts on display, lots of merchandise available for purchase, and great food! Speaking of merchandise, do not forget

there will be a number of European-style buildings for sale at astoundingly low prices! In addition, Joe Stribling's C&O collection will be there as well as more of the Hogue collection.

This is a great family activity. I urge every member of CRM&HA to hit the phones or whatever; be sure everyone you know is aware of the show. I think personal contact works better than anything does. If you have an e-mail list of local friends, etc., please let them know.

I want to comment a little more about overall club activities and our mission. I think we have been doing a great job of living up to our name. Our meeting programs have addressed many aspects of railroading interests, and in the past two years, hands-on modeling opportunities have abounded. We still have some work to do on the Central Museum display with a goal of having it "finished" by the end of April. Don, Pete, and Rob have led this project, with contributions from several others, and this is still opportunity for anyone else in the club to be involved.

Most of our programs tend to be historical in nature; others have involved current practices in prototypical railroading or model railroading. Remember, a major feature of being in a club is the opportunity to share information. We want to know what interests YOU - so please step up with your favorite topic - a video or whatever. It occurs to me that it might be interesting to go back and summarize all the programs we have seen in recent times; however I would like to leave that on the table for someone else to tackle!

Incidentally, I understand that a forerunner of CRM&HA existed years ago, affiliated with Clemson University. Maybe it would be to our benefit to re-establish some affiliation which would expand our membership base; coordinate our historical interests with professional interests; and coordinate our hands-on activities such as modeling (including the HO modular and possible N modular layouts) with a group who do not have their own layouts and could benefit from such opportunities. More on this in the HO report.

CEO Report Addendum

Well, we did it! The 2005 Annual Train Show is history. Many, many thanks to all who helped. At every step of the way, you all were there doing what needed to be done.

I am not sure if the attendance was significantly different from previous years. I know that not

everyone I personally invited showed up. However, people showed up from relatively long distances away, and at least one person came because he saw the signs posted along the road. In addition, CRM&HA now has three new members.

I want to make a few observations and the show will be the major agenda item at our next meeting, as well as the opportunity to discuss where we are headed for the future. Everyone's input is welcome and needed.

CEO OBSERVATIONS

- Putting on the show takes a lot of work; is it worth it?
- Setting up the HO layout takes a whole lot of time and work and some costs.
 - The show is obviously a recruiting tool .
 - I do not think the public was short-changed; there was an operating HO layout, two operating N gauge layouts, and operating G gauge trains. There was plenty of equipment and artifacts for sale, including live steam, much of which was at bargain prices. Maybe our new members might have some valuable insight as to whether the show was what they would have expected.
 - Having a display railroad open to the public (such as when the HO layout was at Rail N' Spike; or at the train show) has attracted members.
 - Train shows need operating model railroads.
 - A lot of attention has been given to the HO layout because it has been an integral part of the train show, or on display, but the club is definitely not an HO model railroad club.
 - There is a vicious circle going on; the club doesn't need its own HQ to exist, but it really needs a display railroad to be visible to the public; so therefore it needs a place to have the display railroad which then means that perhaps it DOES need a HQ.
 - There continue to be possibilities for having our own HQ; some more information will come up at our next meeting.
 - We might consider some new ideas about next year's Christmas Party.
- The attendance last year was low. Those who were there had fun, but again, a lot of work went into it.
- Is Thursday night the best time to meet? I have had some informal comments that a Saturday morning might be better. A number of persons do not participate because they cannot drive at night.
- Why are we not attracting more members or more attendees to the train show? We know of many who are interested in trains, but have not joined the club, or failed to come to the train show.

HO DIVISION REPORT By Bob Folsom

As I write this report, I have not confirmed that we would be able to set the layout up at the Woodburn Plantation, but that is still a possibility. I hope that it could be a reality this coming week so that we could move the layout there directly from the show. If not, Tom Barnshock has agreed to continue to host the layout either until the fall (Central Heritage Festival) or before that if his personal needs at home dictate that it be moved. Thanks, Tom for helping the CRM&HA in this regard. It is certainly better for it to be set up rather than stored. I plan to start some dialog with George Smith, Director of Student Life at Clemson University to explore the possibilities of the layout being at CU (with obvious benefits to ÇU as well as CRM&HA). Every hand that can help in the disposition of the layout after the show is greatly needed.

Minutes of Meeting January 6, 2005

Meeting was called to order by Bob Folsom at 7:15 PM. Two former members, Bill Hughes and Bob Presley were present as well as two guests, Laurie Presley and Larry Felker. Howard gave a treasurer's report and there were some volunteers for upcoming programs: Michael Childress in February, Dennis Moriarty in March, and Howard Garner in May.

Bob presented a new proposal regarding club shirts, which recommended a golf-style pullover with a collar; and patches made that could be attached to the shirt and to the engineer-style caps. There was no formal motion made, but a general approval was voiced by the group. Shirts and patches were to be ready for the February meeting.

The Train Show was reviewed, more flyers issued, and the duty sheet passed around.

A collection of HO gauge European-style buildings was presented to the club for possible purchase prior to the train show.

The meeting was adjourned at 7:44 PM to allow time for building purchases and for CEO Bob Folsom to meet with the HO and N interest groups to make some additional plans for the Train Show and completion of the Central Museum project. The program by Rob Seel consisted of exhibiting his N scale modular layout including explanations of how it was built and scenery developed. The layout will be displayed at the train show and will be for

sale.

Respectfully submitted, Bob Folsom, CEO acting for the Station Master

Minutes of Meeting February 3, 2005

President Bob called the meeting to order at 7:15 on February 3, 2005.

New member Al Shanks was introduced to the Club as were two guests—Lyn Stribling and Warren Rosenberger. We also welcomed back John Rach. The January minutes were not read. Howard Garner presented the Treasurer's report verbally, which showed a continuing balance in excess of \$10,000. Only major outstanding bill was for new Club shirts and Club patches—total \$922.12.

Upcoming programs----March / Dennis Moriarty, April / Bob Folsom and May / Howard Garner. We need a volunteer for the June meeting.

President Bob presented to the group an outline of things to be done and individual responsibilities for the upcoming Train Show in Seneca on February 19. There was general agreement to all items on this schedule/timetable and any vacant slots were filled in.

President Bob will arrange for the truck to pick up the HO layout in Greer where it is currently. We need to decide whether the layout goes back to Greer or into storage—Pres. Bob to handle this. New Club shirts and patches were displayed—and later presented to all Club members in attendance. It was decided unanimously that all members should get one shirt and one patch (plus cap) for free but would have to pay for any additional they desired.

Lyn Stribling thanked the Club members for their help in organizing her late husbands train "stuff" and she presented to the Club—for sale at the train show—lists of available rolling stock, engines and scenery items. She had done a lot of work to get this all organized and alphabetized.

Secretary Bob went over the publicity required for the Train Show and handed out extra copies of the Press Release to those who could help get publicity in the local media.

After the meeting was officially adjourned we were treated to a video of the Virginia and Truckee presented by Michael Childress.

Respectfully submitted, Bob Hanson Station Master

Possible Club Trip By Rob Seel

A friend sent me the following and it looks like a possible club trip opportunity. We can even stop by a few hobby shops! We can talk about it at our March meeting to see if there is any interest. Follow the web link below for more detailed info and pictures.

On March 12, 2005, the Kennesaw Historical Society, in partnership with the Southern Museum of Civil War and Locomotive History will host a lecture by Joe Bozeman, who will discuss the history of the Nashville, Chattanooga and St. Louis railroad. The NC&StL, which built the Kennesaw railroad depot, passed into history when it merged with the L&N in 1957.

The lecture will take place from 2:00-3:00 PM in the Museum conference room, and is free to the public. If you would like to attend the lecture, but not pay museum admission, please enter by the rear door of the museum.

<http://www.mindspring.com/~robertcjon es/khs/khs.htm>

Blue Ridge Railroad Research By Stacey Smith

This is a brief history of the B.R. from 1901-1951. The Blue Ridge Railway was chartered on Sept. 28 1901 by the Southern Railway Co. The company was given the power to acquire, possess, enjoy, and operate all the completed line of the railroad known as the Blue Ridge Railroad between Anderson and Walhalla SC, a given distance of 34 miles. In addition the charter allowed the new company to acquire and operate the unfinished portion from Walhalla to Rabun Gap GA given as a distance of 17 miles.

The BR made two unsuccessful attempts to cross the mountain north of Walhalla. The Stumphouse tunnel along with other tunnel projects were too costly to complete and the final attempt was made in 1940.

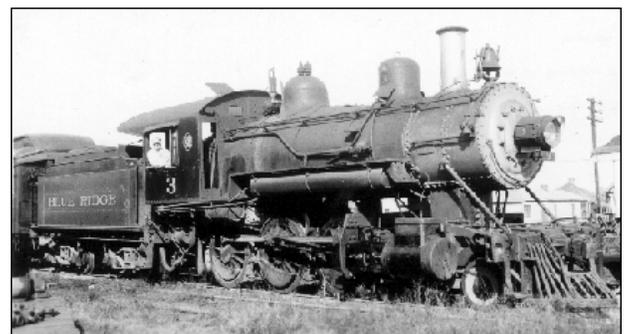
The BR connected with the Columbia and Greenville in Anderson on the end of the 10-mile branch line from Belton. In 1902 the Southern Railway leased this portion of the line to the Blue Ridge.

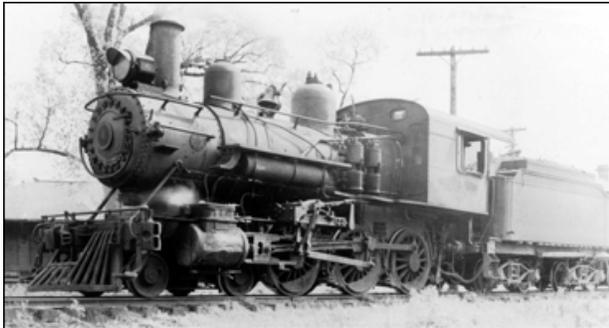
In 1927 the B.R. owned 5 locos and 84 cars. By 1934 there were ten trains on the timetable: two from Anderson to Belton; two from Seneca to Belton; one from Seneca to Anderson, one from Walhalla to Belton, three from Belton to Seneca and one from Belton to Walhalla.

Through sleeping cars from Atlanta to Charleston traveled via the Blue Ridge as a shortcut by leaving the main at Seneca and joining the Greenville Columbia line at Belton.

The Blue Ridge became the Blue Ridge division of the Carolina and Northwestern Railroad in 1951 when it was leased to this southern railway holding company.

There are a few reminders of the BR. The passenger station and the steam and diesel backshops in Anderson still exist. Norfolk Southern still operates trains on the Seneca-Anderson portion of the line and the Pickens Railroad operates the line on the Anderson-Belton line.





The Bellows Falls Milk By Rodney P. Cowen

BACK IN 1945 soon after I was discharged from the army, I bumped on the Bellows Falls milk job. This run went up to Bellows Falls, Vermont as train 5509, leaving Boston at 5:09pm and if on time, arrived in Bellows Falls at 8:10pm.

Train 5509 ran express to Ayer, not even stopping in Cambridge. It usually consisted of nine milk cars, an old open platform wooden combine with a stove in one end and two or three coaches, pulled by a P4-class Pacific.

We used the old combine as a smoking car for the passengers on train 5509. But the baggage section was so full of buckets of journal box packing, oilcans, hotbox dope, hooks and packing irons, coal hods etc. that there wasn't much room for anything

else.

The rest of the milk cars had to go up on other trains, for if 5509 carried more than nine, the combine and coach couldn't be placed on the station platform at Bellows Falls without fouling the Connecticut River line diamond there.

Returning from Bellows Falls, we ran as train 5500, except Sunday nights, usually with seventeen or eighteen milk cars and the old wooden combine. 5500 was a second-class train with a timetable meet with train 5511 at Keene. 5500 left Bellows Falls at 9:10 pm if the Rutland's Whippet had been on time, which actually happened once in a while.

This Whippet, which was named after a breed of racing dog, was also a second-class train. Most of its milk cars originated out in New York State, up near the Canadian border.

On Sunday nights, we ran as train 5552, still a second-class train, on the same schedule as 5500. The only difference was that we met train 5557 at Webb and did carry passengers as far as Cambridge.

There were two creameries at Bellows Falls. One, which was just east of the depot, bottled milk for the First National Stores. It shipped its milk already bottled and gave the railroad five cars a day. One car went down on train 5510. The other four cars went down on No. 5500. The other creamery was across the river on the back track in Walpole. This track connected the Cheshire branch and Connecticut River line. It was a Whiting Milk company plant and shipped its milk out in tank cars.

The Whippet had a peddler car into which each night small shipments of 40-quart cans of milk or cream had been loaded, plus tubs of cheese and other dairy products. If the car was more than half-full, it would go through to Boston with us. If the load was light, everything had to be unloaded and placed in other cars. Some nights we had to unload twenty-five or thirty of those 40-quart cans at Ayer. We didn't go into the North Station on our return to Boston. We went around the Valley track instead and backed into Yard 10, where we left the whole train. The Valley track ran behind the New Boston Engine House and connected the Fitchburg line with the Portland line.

Once we left Bellows Falls, the dispatcher had no way of knowing where we were, until we hit the approach signal at South Ashburnham, for at night all offices between those two points were closed. The diamond at Winchendon was controlled by a ball signal and was set by whoever pulled the rope

first. So our crossing there wasn't even registered in any tower. The ball signal was supposed to be left set for movements on the Cheshire Branch.

So being a second-class train, we had to figure our own nightly meets with train 5511 when we were late. Anyway no matter where we went for train 5511, the head end brakeman had to ride the locomotive until the meet was made, as he had to throw the switch for train 5500 to take the siding. One night we decided to go to Summit Siding for train 5511. When we got there, we found the XB job, the Bellows Falls freight, in there ahead of us. When we pulled in behind them, we could only get a third of our train off the main line. Well there was nothing that we could do but to go flag against 5511. After 5511 showed up, the freight had to pullout so we could get the rest of our train into the siding to release 5511. Then we backed out and the freight had to back in to let us by.

As I looked the train over, our train on a curve coming into Fitzwilliam, New Hampshire, I saw fire dropping out from under a car. After signaling the engineer to stop, we walked up and found the insulation on fire in one of the wooden milk cars. All that we could do was call the dispatcher and have him ask the fire department in Winchendon to meet us there. In Winchendon, we stopped the car on a crossing by a fire truck that was waiting for us. As soon as the train stopped, the firemen went to work pulling boards off from that car. The more boards that those firemen pulled off, the more fire there seemed to be. Finally after more than an hour, the pulling off boards got ahead of the fire and it was out. The fire had been started by a car repairman's torch in Bellows Falls, Vermont, found and reported in Fitzwilliam, New Hampshire, and put out in Winchendon, Massachusetts. So it was truly an interstate fire.

One trip we had a P-3 for power instead of the usual P-4. On the way up the water pump quit. There was no other engine available at Bellows Falls, so they asked the engineer if he would take a chance and go back to Boston with the P-3 with only its injector working to supply water to the boiler. He agreed and off we went.

Now this engineer had frozen his ears on the way to Troy, New York one night. He didn't know where he was and had kept his head constantly out of the cab window trying to find familiar landmarks. So his ears were very tender and he wore earmuffs from the first of November to the end of March. He never took them off, even in the engine house, although some nights we would be there for two or three hour's waiting for the Whippet.

To get back to the P-3, up around a place called Black Jack Crossing, the fireman looked up and saw no water in the water glass. We opened the top gauge cock. Nothing but steam came out-same on the middle one-same on the bottom one. He then grabbed the shaker bar and dumped the fire in the firebox. The old engineer, because of his earmuffs, hadn't heard when the injector, that was on his side of the cab, had quit.

After the engineer and fireman had hunted around on the cab floor for a while, they found a missing bolt and got the injector working again. It took quite a while to build a new fire and get up steam again. So we didn't go very far for 5511 that night.

On the coldest night that I can ever remember, it was 28° below zero. I walked up to the head end while they were taking water at Ayer, so as to be ready to unload the milk cans after they were done and had pulled into the station. I usually walked up on the left side to inspect the train and checked the right side when I dropped back to the rear. As I walked by the locomotives tender, the front truck didn't look quite right. Although I couldn't see much of it because of the deep-frozen snow, on closer inspection, I saw that the whole center of the rear wheel was cherry red-hot. I called the engineer's attention to it. He then unbolted the cover of the journal box and there lay about a foot of red-hot axle broken clean off. The only thing that had kept that truck from falling apart was the fact that it had been riding for the last three or four miles in and on that deep-frozen snow and ice.

It was only about three or four car lengths that we had to back up to clear the end of Camp Devens siding and the P-4 managed to do it without losing any wheels. A relief engine came over from Fitchburg, pulled the train back and then shoved it through Camp Devens siding until it came to a place where the train could be run around. We then left the crippled P-4 standing on the main line.

After setting off a milk car at Ayer one night, when we came back to the train, we found that the head car was a Rutland milk car. Now some of those Rutland cars had springs on each side of the drawbars that was supposed to keep the drawbars centered. This car had weak springs on one side of the drawbar. So the results were just the opposite and made the car almost impossible to couple to. After three tries at coupling, all we succeeded in doing was to break the angle cock off the air brake pipe at the back of the locomotive's tender. To get out of that predicament, the engineer drove a wooden plug into the broken pipe that sealed it. We

then twisted the brake and signal hoses that were on the front of the locomotive around and coupled them together. Then we were lucky and made the hitch on the next try. After we coupled the signal hose on the tender, to the brake hose on the train, much to my surprise the brakes worked perfectly. The wooden plug in the pipe held and we had no trouble whatsoever from Ayer to Boston that night.

About once a month, the overloaded and underpowered Concord job would have trouble getting out of Ayer after making its pick up. So we would have to stop, cut off, and give them a push. One night, during their struggles, they had broken a knuckle and had pulled their head-end up above Flanagan's crossing. They wanted us to shove the rest of their train up and onto them. We coupled on and our engineer put the passenger train's 110 lbs. of brake pipe pressure under that hind end. We pushed up and coupled on. What fun they must have had in the deep snow with 110 lbs. on the rear cars and only 70 lbs. on the head-end.

The trainmen worked five nights a week-Friday through Tuesday, with a relief crew covering the job on Wednesday and Thursday nights. That was unusual in those days of seven days workweeks for most runs. The engineers worked every other night, with one man going up and back one night and the other the next night. Both engineers and the trainmen started out of Boston. For some reason or other, the fireman's terminal was Bellows Falls. We would go up with one fireman and come back with a different man.

When I first bumped on the job, both firemen lived in Fitzwilliam and they would swap there, with one-man finishing out the other's run and then he would work back to Boston and go to Fitzwilliam the next night. The other firemen became jealous and their union made both men go to Bellows Falls. We ended up with two firemen each night between Fitzwilliam and Bellows Falls-one working and one deadheading each way.

One of the firemen lived just down the bank at the west switch of the passing track at Fitzwilliam and he lay off one night to have a party at his house. This particular night, 5510 was way late due to the good old Rutland and we had a train order to meet them there at Fitzwilliam. As we were the inferior train, we had to take the siding. After No. 5510 went by, I opened the switch and No. 5509 came storming out. With old earmuffs at the throttle, all he could think about was making up lost time and he forgot about me having to line the switch back. Of course the flagman gave a stop signal on the signal whistle when they cleared the switch of the siding.

But old earmuffs couldn't hear it because of his earmuffs and kept on going.

When I straightened up after closing and locking the switch, I caught a glimpse of the marker lamps just disappearing around a distant curve. Then I thought about the fireman's party and headed for his house. Just after I walked along and found the path to his house, I looked up and saw those marker lamps coming back around the curve to pick me up.

Going up on train 5509 was usually pretty routine. I remember three incidents, however, when the brakes went into emergency. Upon walking up to the head-end we were informed in each case, "Somebody pulled the air back there." But with those two deadheading firemen, no secrets could be hid and they couldn't wait to tell us on the way back what had happened on the way up.

In the first incident old earmuffs had caught his jacket sleeve on the brake valve handle accidentally throwing the brakes into emergency. In the second incident, at the summit the engineer came around a curve, saw a pair of taillights on an auto on the adjacent Route 12 and thought he was going into the hind end of another train, so he dumped the air. The third incident was at the Willows. The engineer came around the big curve there one stormy night, saw a string of rocking, roiling, refrigerator cars reflected in his head light and thinking that he was going to run into the side of them, threw the brakes into emergency. Forgetting that the freight was going east from the westbound to the Stony Brook Branch and that he had been signaled to cross over to run west on the eastbound.

After reading the above, you would think that the Bellows Falls Milk was nothing but trouble. Usually though the Whippet was on time, we were on time and I would be in bed by 1 am. It was then just a milk run. It did give us a taste of real railroading now and then.

Points of Interest By Dennis Moriarty

The internet has many sites that have paper models of houses and other buildings that can be printed out in scale and cutout with scissors. As an example, the following site has two N scale buildings.

<http://www.3dpapermodel.com.tw/>

These are of interest as the cutouts can be used as patterns to scratch build buildings cut out of balsa wood or plastic.

Some prototype Railroads suggest a minimum track radius of 459 feet. In HO scale, that is 63.3 inches. No wonder some model trains have trouble traversing a 22-inch radius.

CRM&HA Train Show February 19, 2005 By Don Rumer

CRM&HA held its ninth annual train show at the Seneca armory on February 19, 2005. Between 9 am and 3 PM, approximately 150 paying adults and 50 young children attended the event. Numerous dealers and private collectors displayed and offered model railroad equipment and railroading collectibles for sale. Something new this year was the display and operation of G gauge trains on the floor of the armory. Mr. Hugh Thomas of Lavonia, GA demonstrated his extensive collection on four circling tracks.

Members of the Club were in abundance. Dennis Moriarty and Pete Sheriff were at the cashier's table collecting fees and inviting visitors to join the Club. Bill Hughes this year displayed his small N gauge layout for visitors as they entered the armory. It ran reliably during the whole time. The club's HO layout, now featuring DCC control and sound, was operated by several members including Bryan D'Entremont, Doug Taft, Al Shanks and Stacey Smith. Mike Childress was seen guiding young potentially future members in operating trains with the remote control unit. He walked with them as they circled the layout.

Steve Zonay and several other members including our president, Bob Folsom, were observed at the Club's sales table inviting visitors to purchase merchandise. Rob Seel's T-track modular layout ran flawlessly with two trains continuously circling the four modules. Each module represented a season of the year. The kids especially enjoyed this miniature layout. Bob Hanson and his wife Fran brought coffee and pastry for the crews as they were setting up in the morning. A special thank you to Mike Childress, and his wife, and Jean Folsom for preparing the chili and cookies and handling sales at lunchtime. The food was delicious and a real convenience to dealers, members and visitors. At the end of the day, numerous members assisted in cleanup and loading of equipment. It was handled in record time.

Some 2005 Train Show Pictures





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

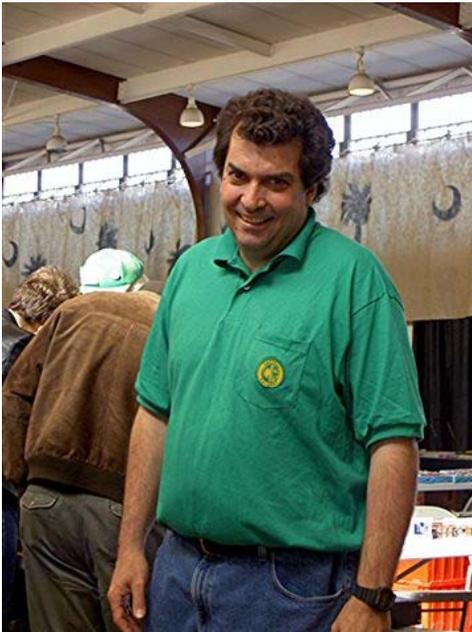
Future Meetings Programs
March: Dennis Moriarty
April: Bob Folsom
May: Howard Garner
June: Volunteer needed

Web Site

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

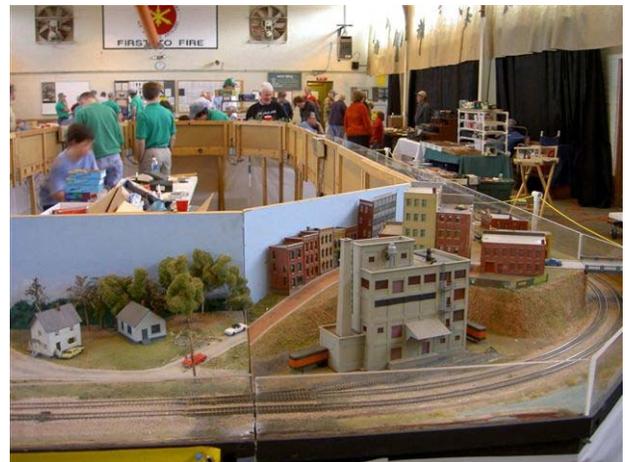
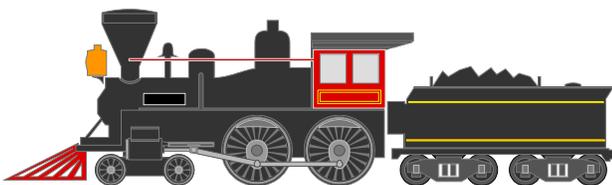
**The Following Have Paid Their 2005
 Membership Dues:**

| | |
|------------------------|---------------------------|
| Richard Nichols | George Stoudenmire |
| Charles Thomas | Steve Zonay |
| Bob Folsom | Maurice Adams |
| Pete Sheriff | Michael Childress |
| Mac McMillan | Don Rumer |
| Howard Garner | Tom Proctor |
| Richard Kemp | Dennis Moriarty |
| Bill Hughes | John Rach |
| Rodney Cowen | Stacy Smith |
| Curt Ehmann | |



Welcome New Members

Al Shanks
Adin Capron
Jennifer D. Jones
Robert Kennedy



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 layout? Y N Open to Visitors? Y N

6. I can help the Association by:

- Working on one of the modular projects
- Helping with set-up and operation of layouts at shows.
- Organizing an excursion to a show or museum.
- Serving on a committee (i.e. Audit, Publicity, etc.)
- Serving as Officer or Director.
- Preparing a short program for monthly meeting.
- Other: _____

7. Please record my membership in the Association for the year. Enclosed is my (check) or (cash) for \$20.00, Send to CRM&HA, PO Box 826, Pickens, SC 29671-0826. Phone (864) 878-4705

Signature _____
