

The CRM&HA Newsletter

**May/June 2005 Dennis Moriarty/Editor Volume 14 Number 3 Meetings are held at 7:15 PM
on the 1st Thursday of the month at the Central SC Library**

Editorial By Dennis Moriarty

The new 2005 membership list is included in this newsletter. I do not have all of the data to complete the list. Please check your information and send me the missing information.

MQK@CHARTER.NET

I noticed that there are several new members on the latest membership list. **Welcome New Members.**

There has been discussion of the future goals. We need to decide if we want to obtain a permanent location to set up the layout. Whether or not we want to keep moving the layout to events. Because of the poor turnout at the last train show whether to lay off having a show for a year or two or to change the location date etc.. What would the membership like the club to do. A survey was taken and the results are being studied. More input would be welcomed.

Our paymaster reported that we made around \$500 at the train show. The exact figure will be reported after all of the bills are paid. The important thing is that, do to the club exposure at the show, we did gain some new members.

We need to decide if want to have a club membership in the Spencer Museum.

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 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 Rodney P. Cowen and Bob Hanson 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.

Minutes---April Meeting

President Bob called the meeting to order promptly at 7:15 p.m. with 10 members and 2 guests present.

Two new members were present and gave brief information on themselves and their railroading interests: 1) Adin Capron, formerly of Philadelphia, PA expressed an interest in resuming his HO modeling activities and 2) Bob Kennedy, formerly of Pittsburgh, PA, (and a Southern RR employee for 6 years in his earlier days) wants to revive his Lionel modeling days.

Guests present were 1) Eleinor Cowen, wife of Rodney, and 2) Gerald Price, guests of Dennis Moriarty.

Reading of minutes was passed as the regular Secretary was not present at the March meeting--Pres. Bob will give some summary notes on this meeting to the newsletter.

Treasurer's report--we have 27 paid members and a total of \$10,768 in our accounts. Only a few minimal bills are not paid at this time. Although we still have a few bills yet to be received and paid for the Train Show, it looks as though we will net around \$500.00 this year. A summary of to-date Train Show accounting was available for members to review.

The deadline for articles for the next newsletter has been extended to April 19.

Upcoming program responsibilities were confirmed---May/Garner, June/Seel and July/Reynolds

An updated CRM & HA information and membership brochure was made available for members to take as many as they could distribute.

Membership in the N.C. Railroad Museum at Spencer—discussion was deferred until Rob Seel could be present and explain the costs and benefits.

It was noted that we owe Helping Hands of Clemson around \$130.00 (so far) as their percentage of the sales of the buildings and related items that they gave us to sell---these are outstanding German and Austrian buildings---well put together—and well worth the minimum prices we are asking for them.

President's report---

1. 1. Pres. Bob still has some old Ass'n records in his possession as well as the Train Show signs and the key to the P.O. Box.
2. 2. He then recounted for our own information and for the benefit of the new members presented some of the Ass'ns activities over the years.
3. 3. He indicated that he would like to have us start up the home layout visits, which we did a few years ago---layouts do not have to be complete before you volunteer for this.
4. 4. He then posed an open question to the membership---should we consider passing on the train show for the next year---or maybe we should consider another more heavily trafficked location? It was noted that we do not need to commit to the Armory until September or October if we plan to do it there in 2006.

Discussion on our annual picnic ensued---general agreement that we will do it again in September---we are open as to whether to do it on a meeting night or to have something on a weekend. No firm answer given or needed at this point.

Howard Garner recounted some of his "operating trips" to both Dallas, TX and Lansing, MI for our info and Mac McMillin gave up the "inside scoop" on some of his more recent adventures with the Greenville Chapter of NRHS, including the purchase of a plate girder bridge and its attendant problems/challenges.

After taking a brief break from all this activity, Pres. Bob gave us a PowerPoint presentation on his travels in the late '60's in Europe, with concentration on Germany and Austria. Thanks BOB.

Respectfully submitted, Stationmaster: Bob Hanson

FUN ON 501 By Rodney P. Cowen

The events that I am going to relate took place over 50 years ago and except for the dialog are true to the best of my memory.

Back in 1950, I was on a run that started on train 501. Then out to Fitchburg on 501, back on 5504 then right out again on 57 and back on 54. I reported for duty to load mail an hour before 501 was due out. One day it was the first Monday after the change of time in April. I reported for work but found no baggage master for No. 501. Anyway I started to load mail and had it all in and stowed before leaving time.

About two minutes of leaving time, the baggage master showed up and wanted to know why we had no mail to load that morning. I told him to look in the car. When he saw all that mail stowed in the car, he wanted to know why I had come to work so early. I told him that I wasn't early that he was late. Just then the conductor called, "All aboard!" Henry, the baggage master, looked at me as if he thought he was losing his mind. I then asked him, "Didn't you change your watch last night?" Then came the dawning and Henry said, "Oh my God! I forgot too!"

Then there was the time we had an engine on 501 but no engineer or fireman.

One morning, as I was loading train 501, I glanced across the platform and saw that train 303, the 6am train to Concord, New Hampshire, had two locomotives. I thought nothing about it and thought the other extra engine was going to the Concord shops. In addition, the company was just saving the price of a flagman by sending it up that way.

The next time I looked out, the lead engine on 303 was gone. Now I thought that is indeed strange.

Soon we felt a slight bump as our engine was tied on. Then it was time to go but we didn't leave. I asked the conductor, "Why"? He said, "That we were waiting for our engineer and fireman." I then asked, "Why we had no engineer and fireman when we had an engine." He then explained what had happened.

The other engine on 303 was our engine. It had been coupled to 303's engine and the engineer on 303 had dragged our engine all the way to the North Station. There a switch engine had set it over onto our train and now was going over to the engine house to get our engineer and fireman. I guess the engineer on 303 had proved that old adage was true. That a locomotive engineer never looks back was right. Today they haven't an excuse as most diesels have rear view mirrors.

One morning both the conductor and flagman managed to be left behind at Waltham. They were in the depot when we took off.

The man who hauled the mail from the station to the post office used to back his stake body

truck right up to the car door. When we had thrown the last piece of mail into the truck, we would holler, "All right" and he would drive the truck away.

This day when we shouted, "All right", the truck took off and so did the train. I thought it was strange as we were a little ahead of time. Anyway, we went to Roberts and stayed there quite a while. When I went back to find out why, I couldn't find any conductor or flagman. I then called the tower in Waltham and he told me to back on the westbound to pick them up.

When I told the engineer what we were going to do, I asked him who started the train out of Waltham. He said, "He heard somebody call all right" and he thought we meant for him to go.

Nothing much happened at Lincoln except this pretty girl would ride 501 from Lincoln to Concord every morning. As it took 501 two hours to go the 50 miles to Fitchburg, most of our passengers were short riders and seldom rode more than two or three stations. I don't remember any one going the entire way. After all, one could ride a bicycle up to Fitchburg in less time than that.

The mail at Concord was usually very heavy. An assistant signal maintainer deadheaded from Waltham to Ayer every morning and he would come up and help us drag the mail to the car door. Charlie, the station agent, would lock up the office and come out to help Freddie, the mail hauler, load his truck.

Now this signal maintainer was very touchy. If someone touched him and at the same time said, "Hit him" the signal maintainer would hit the nearest guy over the head with whatever he had in his hands no matter what it was.

If the conductors on other morning trains, noticed more passengers without tickets one day, I'll tell you the reason why?

One morning after unloading our car and loading Freddie's truck, Charlie said that he had something in the office that he wanted to show us.

We lined up behind Charlie with the signal maintainer right behind him. When Charlie had his key in the lock, someone touched the signal maintainer and cried hit him—he hit Charlie and Charlie broke his key off in the still locked door. Thus no tickets could be sold from Concord that morning.

Now Freddie, the mail hauler, was nervous in a different way. When he heard a loud noise, he would jump straight up.

Every once in a while, either the baggage master or flagman would sneak out and place a torpedo on the rail just behind the front truck of the baggage car. He would then come in and say, "Watch Freddie". When the rear wheels hit the torpedo, it would go off as the train pulled out. Of course we would all be in the doorway to watch Freddie go air borne. One morning they both placed a torpedo on the rails unbeknown to each other or the rest of us. When the first torpedo went off, Freddie jumped but when the second one went off we all jumped.

There was a bakery in Boston that used to send bread out to South Acton daily by railway express; but, as there was no express messenger on 501 on Saturday, they would bring it to us and we would get a bag of dinner rolls and a dollar-a-piece for our troubles.

One Saturday as we were leaving Concord, I looked and couldn't see any breadboxes. hollered, "Hey, what happened to our bread?" The baggage master looked, then without a word reached up and pulled the emergency cord; jumped out, ran back and climbed on Freddie's truck. There he started digging through the mail until he found our six boxes of bread.

A train ran from Worcester to Boston by way of Lowell every morning. At Ayer they would back in on the West Main Street siding and leave their hind car for 501. This car was a baggage car loaded to the roof with mail for Leominster and Fitchburg.

One morning Bill, our baggage master, cut off our engine and then went over to the baggage car and let off its hand brake. He figured its air brake would hold it until our engine coupled onto it.

Then he turned to see how I was doing. Just then I noticed the car starting to sneak away. I shouted, "Bill the car is running away." Just then our engine started through the cross over from the westbound to the West Main Street siding and for a moment it looked as if that car was going to hit our locomotive square in the side.

However, Bill was a fast runner and a quick winder and managed to get the car stopped just before the point of impact. Apparently, there had been no air under that car all the way from Worcester to Ayer.

One morning we had a handsome boxer dog in a crate traveling as checked baggage. He was going to Fitchburg. Leaving Ayer he looked and sounded as if he had to go. So I let him out of the crate, and boy did that dog go! He went up one side of the car on three legs then back down the other side—still on three legs. I don't think that he missed a package or sack of mail that was still in the car.

Finally, we would get to Fitchburg and I would be done with 501 until 5am the next morning.

When I first bumped on this run, I didn't realize that my whole life was about to change. For that pretty girl that used to ride 501 from Lincoln to Concord and I was married in Lincoln on June 8, 1952 and have lived together happily for over 50 years now. Of course I can only speak for myself, but I think my wife feels the same way—I hope?

Setaria Basil Holland

By Dennis Moriarty

SBH is another material that makes good mountainside or residential trees. See the story in pictures. Hot glue them to the layout.



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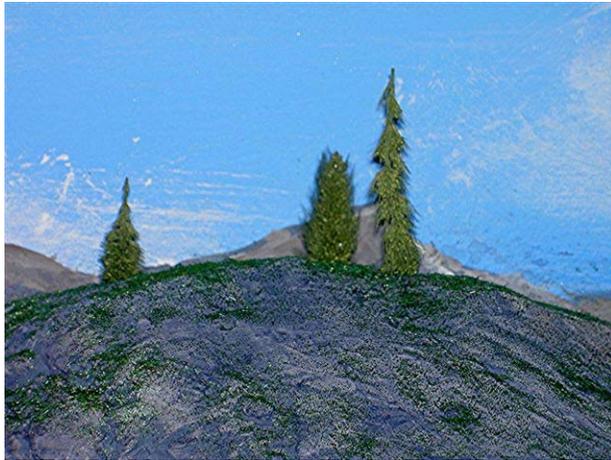


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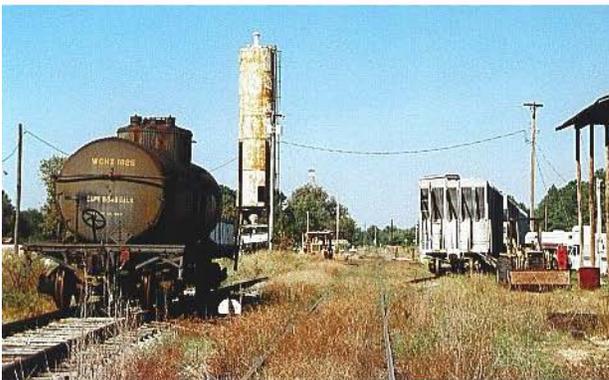
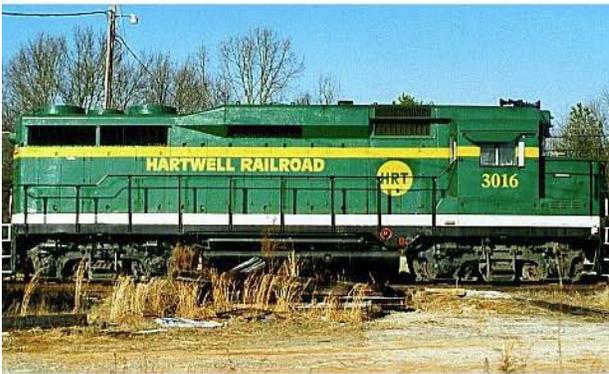
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Hartwell Railroad By Dennis Moriarty

Richard Weisser of Sharpsburg, GA has an interesting website with photos and some of the history of the Hartwell Railroad. I have included, with permission, some of the photos courtesy of Richard Weisser and richardweisser.com. Richard thinks the Hartwell Railroad would be great to model.



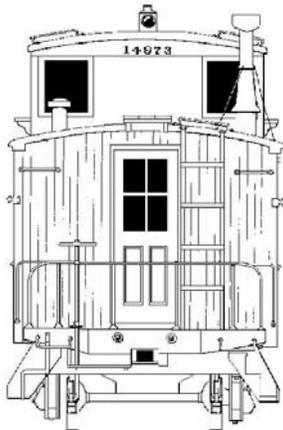


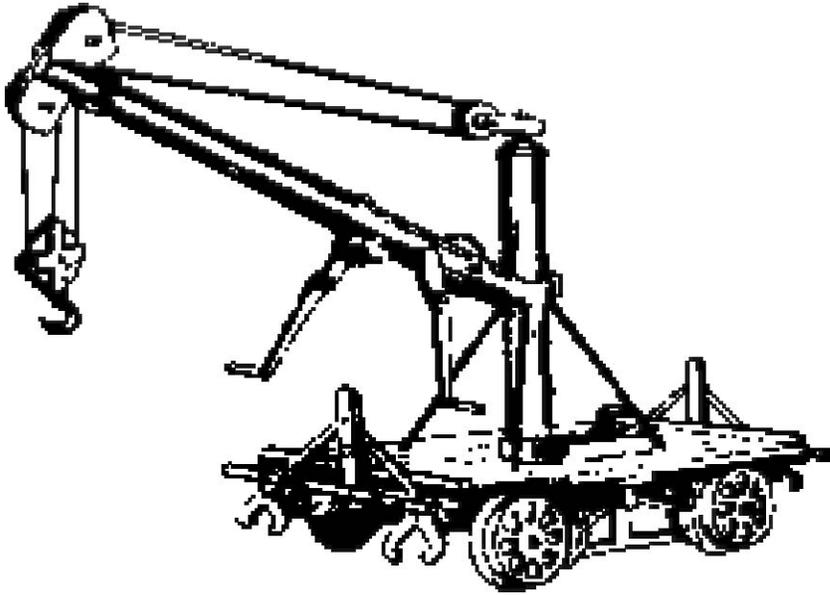
**CMR&HA TRAIN CREW Engineer and CEO: Bob Folsom General
Division Super: Rob Seel Stationmaster: Bob Hanson Paymaster: Howard
Garner HO Division Super: Bob Folsom Large Scale Division Super: Bob
Hanson**

**Future Meetings Programs May: Howard Garner June: Robert Seel
July: Dale Reynolds August: Volunteer needed September: Picnic
(information to come)**

Web Site

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





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? _____

1. 3. Modeling Scale: Z N HO S SN3 O G (Circle yours)

4 Railroad Memberships: NMRA NRHS

Other? _____

2. 5. Do you have a home layout? Y N Open to Visitors? Y N

3. 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: _____

4. 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 _____

CRM&HA PO Box 826 Pickens, SC 29671-0826

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