



The CRM&HA Newsletter

July/August 2005 Dennis Moriarty/Editor Volume 14 Number 4 Meetings are held at 7:15 PM on the 1st Thursday of the month at the Central SC Library

Editorial By Dennis Moriarty

The club is looking for a new location for the 2006 train show and is following up on suggestions from the membership. Look in the June minutes for more information.

Bob Hanson has agreed to have our annual picnic at his home on September 11th, which is on the weekend. In addition, there will be a regular meeting on the first Thursday, September 1st. Thank you Bob!

The 2005 membership list is again included in this newsletter. Please check it and contact me with corrections.

We need volunteers to present the August and September programs. Please contact Bob Folsom if you would like to take one of these months.

Dale Reynolds is the program speaker at the July meeting. Dale has written an article in this newsletter about Railfanning the Clinchfield, which will be his subject at the meeting.

Speaking about articles, the newsletter could use a few more articles, news and or other information from the membership. Please consider sending me a short article for the next newsletter. 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 Dale Reynolds, Rob Seel, Bob Hanson, 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 Report By Bob Folsom

After our last train show, there was a feeling that perhaps we should take a year off to try to rejuvenate it. Since then, the idea of finding a location that could attract a captive audience has stirred interest in having a show in 2006. At this writing, a location has been found in Greenville in a shopping plaza where we could have all the space we need free of charge. There are additional burdens on the club, however. We will need to clear the space we want to use before the show, and restore it to its former condition afterwards. We will also have to rent tables for dealers and get them delivered there. I am always optimistic about things and my inclination is to go ahead with this idea. However, it is the entire club's responsibility. Anyone who says, "Yes, let's do it" is also saying, "yes, I will be there as needed." We are probably looking at the weekend before Valentines Day or the weekend after Valentine's Day. There will be activities on Thursday evening, Friday evening, the show on Saturday, and probably Sunday afternoon. **IT IS EXTREMELY IMPORTANT THAT ALL MEMBERS ATTEND THE JULY 7 MEETING!** We don't want to go forward with something that not everyone has had a chance to have their say about. We must decide this issue on July 7 so that publicity can start.

If you wonder why we should knock ourselves out over having a train show, let me remind you that the train show is our "witness" about our own club and its broad-based interest in railroads and about the hobby of model railroading. It recruits members for the club and actually benefits those of us modeling because we often come across good deals on products. You may also know of other benefits. The club has also added to its financial resources at every show, significantly, beyond what we contribute in dues.

Incidentally, the club has been invited to be present at the Central Heritage Days Festival on Saturday, October 8. This also involves setting up our modular display layout on Friday evening, October 7. The layout happens to be HO gauge, but it is the entire club's responsibility to set it up, operate it, and take it down afterwards, because the layout is only a visible presence of the CRM&HA. In fact, I would like to make this observation about the relationship between the layout and the "HO Division." The HO Division is an interest group that exists within the CRM&HA because there are a number of HO modelers who like to share information, etc. It tends to be HO modelers (but certainly not limited to them) that work on the club's HO gauge modular layout. ANYONE who wants to be active in the nurture of the CRM&HA HO modular layout is welcome. However, EVERYONE in the club has the responsibility to help display the modular layout! To put it another way, the modular layout is not a plaything for the HO Division interest group! It is a marketing and recruiting tool for CRM&HA; tangible evidence that we exist.

PLEASE BE THERE JULY 7!

HO Division Report By Bob Folsom

The HO modular layout is currently residing at Tom Barnshock's house in Greer. On May 14, there was a work session which finished installation of all connector track sections and debugging the DCC. There was a wiring aberration that was corrected, and the DCC was purged by removing the battery momentarily from the master unit. As of this writing, the club has been invited to have the layout on display at the Central Heritage Days Festival on Saturday, October 8, and it presently is in operating condition and ready to go. Oh yes, there are many things that could be done to make the layout better. The connector track sections all have styrene backs and could use some ballasting. More structures could be added on the freight yard side. There are operational scenarios that could be developed to make the layout more interesting when on display (this takes enough operators). If you have any ideas, let me know.

Minutes---May 5th Meeting

Pres. Bob called the meeting promptly to order at

7:15 p.m.

Under the introduction of new members and guests, we welcomed Gerald Price of Seneca and Jim Reece. We were pleased to welcome back former member Curt Ehmann who held up our "S" scale banner for years.

Treasurer Garner reported that our fund balance was \$10,771.

Newsletter issues are available for review at cwrail.com/CRMHA.

Upcoming programs were confirmed---June, Seel and July, Dale Reynolds.

Annual picnic was again agreed to be held in September with additional details as to when, where and what to bring to be set in the next few meetings. As in the past, members would be asked to bring a salad, a veggie or a dessert---host family to prepare an entrée paid for by the Club.

The issue of membership in the N.C. Railroad Museum at Spencer was again on the agenda. This was originally brought up by Rob Seel and he suggested that at this time we should defer any discussion until Nov/Dec to see what, if any, benefits this might hold for our group.

Under New Business the question of home layout visits again came up---we have an opportunity to visit Dan Lang's layout in Flat Rock---BUT not on weekends. Also, the layout of Gordon Fewster in Hendersonville---Pres. Bob has details if you are interested.

Pres. Bob asked for a work session on the HO layout---which continues to be located in Greer. Work session is May 14---meet at Folsom home at 9 a.m. and either caravan or group ride to Greer. Should be back by mid-afternoon at latest. Discussion ensued on the 2006 Train Show---Should we have??? If we have where should it be???? And what dates to avoid major conflicts??? No resolution at this time but various members volunteered to look in to any possible locations in or around where they might live or work, e.g., Seel to look into McAllister Square and the Greenville Mall---Moriarty to look into Shaver Recreation Complex in Seneca and the Anderson Civic Center. Jim Reece will see what he might be able to find in the Easley area. We need to decide FIRST if we want to hold off for a year---some members thought this might be disastrous and destroy all the work we've put into this in the past years.

We are looking for a firm GO or NO GO not later than the August-September meeting dates.

On the subject of field trips for the Club, in addition to visiting the S.C. R.R Museum the following were mentioned---the Misty Mountain R.R. in Blairsville and the Smoky Mountain R.R. in Bryson City. No action at this time.

After returning to brief additional discussion on the Train Show possibility, the meeting adjourned to a program put on by Howard Garner illustrating numerous natural and artificial ways to create trees and shrubs for your layout. Since Howard is modeling a fall season on his layout, reds, yellows, oranges and browns were the predominant colors that he showed us how "to do".

Meeting adjourned at our usual 9 p.m.

Respectfully submitted,
Bob Hanson Station Manager

Minutes---June 2nd, 2005

President Bob called the meeting to order at 7:15 sharp and announced to the assembled group (11 members present) that we now have a total of 30 paid members.

In the hopes that additional members would show up, Pres. Bob moved down the agenda to Railfan and Hobby reports.

Richard Nichols reported that he now had a new Atlas #325 Quantum Engineer which, with the one engine he has that has a card in it, "is almost like DCC" and he is able to get "big-time sounds" out of it. Something for others to consider.

Rob Seel reported that "The Little Engine That Could" was on national tour and was seen at the Great Smoky Mountain RR. This is actually a dummy unit that was built at Strasburg—but looks GOOD!!

Howard Garner reported that he had attended the NMRA/SER regional convention in Montgomery, AL--good time but small attendance (maybe 100 total). Heading back to the regular published agenda---

We welcomed back to our ranks Stacey Smith who had been absent for a few meetings---and also Fran Hanson, a guest.

On motion by Steve Zonay, seconded by Howard Garner, all minutes as published in the newsletter were unanimously approved.

Treasurer Garner report that we have, after paying all known bills, a total of \$10,737.06 in our accounts.

Dennis Moriarty gave us a deadline of June 6 for the next newsletter.

Upcoming programs---July---Dale Reynolds ---looking for volunteers for August and September.

2006 Train Show---it was generally felt by all that we should definitely hold a Train Show in 2006---but perhaps at a better trafficked location. Possibilities brought up included 1) the Easley Armory/Rec Center, 2) Anderson Civic Center (\$940.00 per day), 3) New building at the Greenville Fair Grounds on White Horse Road, 4) First Baptist Church in Seneca, 5) Shaver Rec. Center in Seneca, 6) McAllister Square in Greenville (\$500.00), and 7) a portion of the Liquidation Furniture Building in Greenville.

The last one mentioned---Liquidation Furniture at the junction of Routes 25 and 253 in Greenville was brought up by Jim Reece. Jim has already seen the place and the price is FREE!! He mentioned that the owner also makes vinyl signs so that could solve another problem. Wherever we have the show we will definitely need more publicity---particularly with a new site. Jim also mentioned that the owner has a delivery van for his furniture sales---doesn't know if we could use it---but this is another possibility to save some money. An entourage of Folsom, Reece, Seel, Rumer and Hanson will arrange to visit the site to verify its suitability and other factors---at first blush this sounds like a GREAT THING. Thanks, Jim!!!

Last items of business---we will hold our regular meeting on September 1---just before the Labor Day weekend and will tentatively schedule our annual picnic for Sunday, September 11 at the Hanson home. More to come on this later. Respectfully submitted, Bob Hanson

Respectfully submitted, Bob Hanson Stationmaster

Railfanning the Clinchfield By Dale Reynolds

The Blue Ridge Division of the CSX was the Carolina, Clinchfield and Ohio Railroad. It was known as the Clinchfield Railroad from 1924 until the merger forming the Seaboard System in 1982, becoming CSX in 1986. The Clinchfield was the last big railroad built in the U.S., completed in 1915. It was built thru very rough and beautiful country, connecting the ACL in Spartanburg, SC with the SW Virginia coalfields and a northern connection to the C&O at Elkhorn City KY. Since steam shovels and other mechanized equipment were available, it was built to very modern standards, and has never been rebuilt. The majestic steel bridges are all original.

For a railroad of only 277 miles in length, it has attracted a disproportionate number of fans, in my case due to the scenic and remote location of the line and the very heavy-duty nature of its equipment. Each October, about 25 rail fans from all over the country gather for 5 days of informal railfanning of a portion of the railroad. The group is an offshoot of the Clinchfield's Yahoo list on the internet.

In 2004, the north end of the line, where all of the coalmines are located, was the focus of the group. We began in Johnson City, TN on Wednesday evening, October 20, gathering to discuss the planned trip locations and showing slides and videos. Early Thursday morning, we took off in several vans, trucks, and cars for St. Paul, VA. Checking scanners, the route to see the most trains was set, and the rest of the day was spent heading north, ending at the lodge at Breaks Interstate Park. Along the way, we stopped at the Dante VA yard office for a list of the trains running in the area. The leaders of our group, serious local railfans and retired CSX employees, took us to several known photo spots where trains were shot, arranged a tour of the small Clinchfield museum at Elkhorn City, and led us on a hike to and across Pool Point Bridge. Having CSX retirees along smoothed the way regarding finding train locations and obtaining at least tacit permission to trespass on the railroad.

Friday we knew would be a rather slow day on the Clinchfield, due to a shortage of crews, so most of us traveled to Norton, VA where we checked with the Norfolk Southern yardmaster for a lineup of trains on the former N&W line that day. NS was fairly slow too, but by mid-afternoon activity picked up in the area. We toured several active and abandoned tipples in the Norton area. The old Norfolk and Western had a major presence in the area, competing for coal traffic which they forwarded to their huge export facility near Norfolk, and NS still does. We also followed some of the abandoned right of way of the Interstate Railroad, an independent short line that was purchased by Southern Railway in the 1960's.

On Saturday, we retraced part of the lines around Dante as activity was heavy in the Clinchfield's coalfields again. Most railfans left for home on Sunday morning. In 3 plus days, we saw probably 30 trains, some multiple times, in spectacular fall scenery in my favorite part of the eastern mountains, all only a 2 to 3 hour drive from Clemson. This year, the south end will be explored. The dates are October 20-23, open to all. Photos from the 2004 trip are the program for the July meeting.

To everyone who asked about our trip! By Rob Seel

Well, we went up to Bryson City to see the Little Engine That Could. And, as it turned out, it was the Little Dummy (railroad term for a non-powered unit) That Couldn't.

Since the Strasburg shops did such a great job building a live working 0-6-0 Thomas the Tank Engine that really did pull 2 loaded coaches, I was curious as to how they would accomplish a little 4-2-4 storybook character. Generally, locomotives depend upon weight on driver wheels for pulling power, which is why only having one pair of drive wheels has been impractical for over 120 years for anything but a self-propelled inspection engine.

The Little Blue Engine looked great – a perfect life-sized rendition from the book. It even had a clown in the cab. (No, it was not me.) The poor guy must have gone nuts by the end of the day, though, from the constant chorus of "I think I can, I think I can" substituting for what would normally be steam

chuffing and snorting. The bell rang, and the cute, toot toot whistle was blown by compressed air. Little wisps of smoke spilled (but did not blast) out of the flower bouquet stack. But, the Little Engine was too quiet; three coaches behind the blue teakettle was a rumbling, snorting GP-7 diesel doing all of the work.

So, it turned out as I had suspected. The amusing irony of it all was how it relates to the current self-esteem pop psychology. The flashy little star of the show assumed all of the credit and was very proud of itself while doing nothing but going along for the ride. It was kind of like Tiny Tim trying out for the Boston Celtics: determination will only get you so far when you are physically incapable of doing the work. Sure, we should keep trying and never give up – but if we have a remote chance in the first place we might get there for real!

Regardless, it was a beautiful day and we had a nice time together.



Hey guys ~ Here is a link to THE Model Railroad Club in Union, NJ. You may know these guys already, but I was VERY impressed by their web show.

www.tmrcl.com

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 July: Dale Reynolds August: Volunteer needed September: Volunteer needed for the meeting. The Picnic will be September

11th

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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