

TRAIN SHOW ON HOLD Location Lost



The CRM&HA Newsletter

September/October 2005 Dennis Moriarty/Editor Volume 14 Number 5
Meetings are held at 7:15 PM on the 1st Thursday of the month at the Central SC Library

NEWS FLASH

The proposed location of the 2006 Train Show has changed hands. We no longer have a location.

Attend the September Picnic/meeting for

further information

Headline: There will be no regular meeting in September.

**Instead, there will be a Picnic on September 11th.
See details below**

Picnic

Bob Hanson has agreed to have our annual picnic at his Lake Keowee home on Sunday, September 11th. If there is enough interest, there will be boat rides available. Please bring a dish to pass. **If you would like to come, contact Bob Hanson (885-0136) and let him know how many will be in your party, what dish to pass you would like to bring and if you are interested in a boat ride.** The people that signed up at the last meeting are indicated on a list shown later in the newsletter. **The club will supply** meat, beverages, and paper products.

There will be no regular meeting on the first Thursday, September 1st. The October meeting will be in Central as usual. See Bob's directions and parking information below. Thank you Bob!!!

Parking: A SPECIAL NOTE!

Parking at the Point is very limited—

Our neighbors have graciously offered their driveways and parking pads for your convenience. For those who may experience serious walking difficulties, there is limited parking available inside the gates at the Hanson's home or in the nearby neighbor's driveways.

As a general rule, parking is available all the way around the Sugar Valley Road Circle. Park and then enjoy the short walk down the gentle hill and through the gates to the last home—the Hanson's. We will see that transportation is provided to get you back up the hill if need be.

Directions:

From the new Ingles and Bi-Lo stores at the junction of Routes 123 and 130 in Seneca, proceed north on Rte. 130 for one mile. After you pass the Hosanna Fellowship and the Tabernacle Baptist Church on your left, the first road on your left will be Sugar Valley Road. Proceed in on Sugar Valley; you will soon see a sign in front of you for "Keowee Shores".

This is the beginning of a circle—bear right and go halfway around the circle. On your right you will see a private road—Westview Point. Park anywhere around the circle and take the short walk on down to the last home on Westview Point. WELCOME!!!

PERSONS INDICATING THEY WOULD BE INTERESTED IN TAKING A BOAT RIDE ON LAKE KEOWEE BEFORE THE SEPTEMBER PICNIC-----

DON RUMER (2)

BOB PRESLEY (2)---HAS BOAT

ROB SEEL (4)

MICHAEL CHILDRESS (2)

BRIAN D'ENTREMONT (1)

ANY OTHER MEMBERS WHO WOULD LIKE TO TAKE A RIDE/TOUR ON LAKE KEOWEE ARE ENCOURAGED TO DO SO---KINDLY CALL BOB HANSON AT 885-0136 AND LET HIM KNOW YOUR DESIRES AND HOW MANY WOULD BE GOING. At present, there are four boats available. THANKS

PERSONS WHO HAVE SIGNED UP TO BRING FOOD TO THE SEPTEMBER PICNIC:

SALADS----- Number of people

PETE SHERIFF ?
MICHAEL CHILDRESS ?
DON RUMER 2
ROB SEEL 4

VEGGIE DISH-----

RICHARD NICHOLS 1
BOB FOLSOM 2
BOB PRESLEY 2

DESSERTS-----

STEVE ZONAY ?
PETE SHERIFF ?
DENNIS MORIARTY 2
GERALD PRICE ?
BRIAN D'ENTREMONT 1

ANY ADDITIONAL MEMBERS WISHING TO ATTEND THE PICNIC ARE WELCOME--
-KINDLY CALL BOB HANSON AT 885-0136 AND LET BOB KNOW HOW MANY ARE COMING
AND WHAT YOU PLAN TO BRING. THANKS

Editorial
By Dennis Moriarty

MARK YOUR CALENDARS---we will again participate in the Central Heritage Festival on
October 8.

The club has chosen a location for the 2006 train show. See the preliminary details in this
newsletter.

Our annual Christmas party will be at Bob Folsom's house in December. Details are in this
and will be in the next newsletter. Thanks Bob

I am more and more impressed with the articles that our members have been sending for
publication in the newsletter. This issue is no exception. I am sure you will be impressed with
Don, Curt, and Bob's articles. In addition, we have had some great stuff in the past from Rodney,
Rob, Maurice, Michael, Bob, and others. Please do not let their fine writing discourage you from
entering a piece. We cannot all be as talented as these men are.

Please **send information** for the next newsletter to MQK@CHARTER.net or hand it to me at a
meeting before October 12th.

Curt's article really hit home, his train stopped at Sioux Lookout. Almost 50 years ago, when I
was a teenager, my father and I went by a steam headed passenger train to Sioux Lookout to go
on a Canadian canoe trip. I think I will try to find our log from that trip and write about it in a future
newsletter.

If you received a snail-mail issue of the newsletter and have an E-Mail address, please send
your E-Mail address to me.

Thank you Don Rumer, Curt Ehmann, 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

The August meeting has to be one of the best ever, especially since I have been president.
There was a great turnout (including a new member) and the collective will to deal with a tough
issue, the 2006 Annual Train Show. I want to congratulate all of you for your courage in this

situation. Even if you did not vote in favor of having the show, I am sure you will be able to contribute in some way toward making the show a success. I especially want to thank Jim Reeves for chairing the steering committee, and Richard Nichols and Bob Hanson for being part of the committee. I have always had the highest respect for those individuals for their pro-active participation, enthusiasm, and imagination so I know the show is in good hands. Thanks also to Steve Zonay for taking on the hobby dealer project yet again. I want to encourage all club members to contribute any ideas you have on how to make the show a success, but I still think there is nothing like getting the word out personally to your friends and neighbors. There will definitely be great shopping opportunities at this show, as there always has been. For example, I bought a batch of track from Pat Street at our last show at a huge bargain. I have already used it up. **Don't forget** that in the meantime, the CRM&HA is also having a presence at the Central Heritage Days Festival on Saturday, October 8. We will be setting up the HO modular layout at the fire station on Friday evening, October 7. Remember, this is not just an HO gauge activity; the layout is only a tangible indication that our organization exists! **Therefore**, we can use anyone and everyone's help at this event. There will be a sign-up sheet at our next meeting (picnic) to help with that event. **Also, don't forget** that our next meeting is our annual picnic and there will not be a regular first -Thursday-of-the-month meeting. The picnic promises to be a first class event. **I will be hosting** our Annual Christmas Party, and we agreed that it would be on the 1st Thursday of December, but at my house rather than at the library. I will have maps at our next two meetings how to get here, and here are some simple directions: **Come into Clemson** from any direction and take SC 133 North from the intersection of 133 with US 76/123 (right by the railroad depot). A little less than one mile, turn right on Santee Trail (look for a signboard indicating the Calhoun Forest subdivision). At the stop sign, continue straight ahead to the third house on the left (105 Santee Trail). If you are coming south on 133 from Daniel High School, cross the Lake Hartwell (Seneca River) bridge, continue past Pike Road around the curve and turn left at the first opportunity onto Santee Trail. If you get lost, call 654-8244 for landing instructions.

HO DIVISION REPORT By Bob Folsom

As you are aware, the HO modular layout is in Tom Barnshock's garage in Greer. Although two of the six-foot modules are set aside, the layout is fully operational. Tom has graciously hosted it since it was removed from Rail N' Spike, but now is the time for finding a new home or storing it. The plan presently is to pick up the layout and club stuff on Friday, October 7, bring it to the Central Heritage Days Festival, and then store it at some convenient location until the train show in February. The show steering committee may have some recommendation as to the best storage location in anticipation of the show. As I stated in the CEO report, anyone and everyone is welcome to help with moving the layout, and those of you with HO equipment you would like to run, or who would like to run club equipment on Saturday, October 8, this is a great opportunity. There will be a sign-up sheet at our next meeting for this event. Thanks again, Tom, for helping keep the layout in an operational situation all this time!

Minutes

July 2005 Meeting

President Bob called the meeting to order at 7:15 sharp with 14 members and one guest--- Eleanor Cowen---present.

Previous minutes as published in the newsletter were approved.

Treasurer Garner had submitted an e-mail financial report in his absence---current balance is \$10,737.06

Deadline for the next newsletter was set at August 12---that will be the last newsletter before the Association's picnic.

Upcoming programs---August/Rob Seel---September/no regular meeting and any necessary business will be handled at the Association picnic, now scheduled for Sunday, September 11 from 3 until 7 p.m... PLEASE NOTE THIS ON YOUR CALENDARS!

PICNIC---will be at the Hanson's home on Lake Keowee- See separate directions and parking information.

Brief mention was made that we will again have our Christmas/Holiday Party in lieu of a regular

meeting in December.

ALSO—MARK YOUR CALENDARS---we will again participate in the Central Heritage Festival on October 8.

We had previously talked about an affiliation with either Clemson University or Southern Wesleyan University---both to get students and hopefully faculty involved with trains but also in the hopes of finding a “home” for our Association’s HO layout. Latest information is that we would need eighteen (18) students to get any type of affiliation and would receive yet unspecified benefits. No Go at this time.

As a special note, kindly remember in your prayers the following--

1. Wayne Sheriff---battling a recurrence of cancer
2. Alan Brown---recovering from double knee surgery
3. Dennis Moriarty’s father-in-law---unspecified illness, which has called Dennis and Janet away.

2006 TRAIN SHOW

A lot of time was spent at this meeting analyzing and talking in general about the 2006 Train Show. President Bob noted that while he would continue his show activities as in the past, that the show would be a new President’s responsibility. Also that we would need a completely new approach to show publicity—which Hanson has agreed to undertake. Finally, he asked for a vote from the assembled members on their intentions to work at least 2 days of the show if it is held in Greenville. Specific points:

1. Floor space is free---4 msf to 5 msf
2. We will have to pay for tables, chairs, etc.
3. We must relocate furniture on Thursday to clear space.
4. We need to determine how to establish show boundaries.
5. We need new publicity contacts/
6. We are willing to try Greenville to get our show closer to more people.
7. Store space includes small kitchen and space for clinics.
8. Folsom will contact S.C. NMRA and NRHS
9. Probable work/show schedule:

Thursday night---move furniture/clear space

Friday Night---Load, move and set up HO layout—pick up or have delivered tables and chairs

Saturday---Show and clean-up---show times 9 a.m. to 1 or 2 p.m. ---close earlier than in past

Sunday---put furniture back in place---maybe can do this on Saturday after show.

After discussion and a review of 2006 calendar it was moved that the Train Show date would be Saturday, February 11---moved by Rumer and seconded by Seel.

After all of the above discussion and vote concluded, President Bob asked for a non-binding vote of intentions from the members present as to whether or not they would be willing to work at least 2 days at a Train Show in Greenville---he specifically commented that this had to be non-binding as we had less than half of our membership present as well as less than half of those who in the past had normally worked the Train Show. The results of this vote will be held under advisement until such time as we get a clearer feeling of intentions from more members of the Association.

The meeting adjourned at 8:30 p.m. and after a brief break, we were entertained and informed with a program by Dale Reynolds on the Clinchfield Railway---a personal trip taken by Dale with friends. Good Program Dale!!!!

Respectfully submitted,

Bob Hanson

Minutes---

August 4, 2005 Meeting

President Bob called the meeting to order promptly at 7:15.

We welcomed new member Glenn Nasworthy of Easley---formerly from N.C.---and welcomed

back Eleinor Cowen, wife and partner of member Rodney.

Approval of minutes was deferred until they are published in the upcoming newsletter--- deadline for items for the newsletter is August 12.

Treasurer Garner reported the only change in account balances was the receipt of new member Nasworthy's dues---amount in our account after the preceding---\$10,757.06.

Tacit approval was given to Garner to pay our Association's next years dues to the NMRA--- Howard estimates this at \$110.00

Upcoming programs---September---NO regular meeting at the library---instead annual picnic at the Hanson home. October will be done by Dale Reynolds- Looking for a volunteer for November. December will be "party" with details and location to be decided upon.

President Bob went thru the complete discussion on the 2006 Train Show---as included in the July minutes---and asked for questions or comments from the floor. After a brief time for the preceding Member Nichols made a motion that WE WILL HAVE A TRAIN SHOW in 2006 in line with the discussion---seconded by Member d'Entremont---ad carried by a secret ballot of 14 "yes" to 6 "no" votes.

Further on the 2006 train show-----

1. If we will need additional help we might contact the Columbia "O" or "N" gauge clubs---or the Asheville Train Club (with whom we have worked in the past---or the Greenville chapter of NRHS---or the NMRA/SER Group---for the latter contact thru Garner who is still associated with SER.
2. We need to get started now on determining how to get our publicity out---could be the crucial link in this chain of events, e.g., Train Show.
3. A mini-committee was made up of three volunteers to do the in-depth work "pre-show"---Chair Jim Reece with help from Richard Nichols and Bobby Hanson.
4. If we do the show we will go back to our old hours of opening to allow time for more to visit this new location---open 9 a.m. until 3. P.m.

We are still committed to put up the HO layout for the Central Heritage Festival on October 8. Since there will be little festival emphasis on the train history of Central we will not invite dealers to participate (last year was a disaster for those dealers that did show). As of the date of this meeting we will plan on doing our own "company store" with the available merchandise that we have in inventory.

Discussion on what to do and where to have our annual Christmas party was deferred until a later meeting.

On a note of general interest---President Bob had been talking to Dan Lang/Hendersonville about a trip to visit Dan's layout---first such trip is scheduled for Saturday, August 13 leaving the Clemson area at 9:30 a.m. and returning on or about 5 p.m...

Folsom/President and Hanson/Stationmaster terms will expire at the end of this calendar year. A nominating committee volunteered to present the slate of officers at the December meeting---to serve in the above positions for a period of two years---Committee members--- Folsom, Hanson, and Garner

No specific Railfan reports and no new model information was forthcoming. Richard Nichols did inform the group of a new website sponsored by Model Railroader but which apparently includes all Kalmbach publications---this site provides for e-mail communication on a number of topics related either to modeling or 1:1 scale activities.

The meeting adjourned at 8:10 p.m. and was followed by a program presented by Rob Seel on his railfanning in the mid-80's in and around Pennsylvania---Many thanks, Rob

Respectfully submitted

Bobby Hanson

Apple Valley RR Club Open House By Bob Folsom

Rodney Cowan, Rob Seel, and Bob Folsom visited the Apple Valley Railroad Club Open House August 13. They were given a detailed tour of the layout and station by Dan Lang. The Apple

Valley Club was incorporated in 1992 when the city of Hendersonville asked them to take custodianship of former Southern Railway Depot. The city declared that the depot would not be used for commercial purposes, and that the club should build a model railroad in it. The layout represents the Southern Railway lines from Asheville to Hendersonville and Saluda. It is operated by either DCC or analog and owns quite a lot of rolling stock. **The club** recently received a grant from the North Carolina Department of Transportation for further restoration of the interior of the depot through the 7th Avenue Historical District of Hendersonville. They have refurbished doors and windows; electrical systems, and have repainted. Some of the work has been contracted out, other items worked on by club members. **They are now applying** for another grant to do some repair work on the roof. Plans are to build another layout representing the Murphy branch of the Southern. The towns of Bryson City, Dillsboro, and Sylva are included as well as a standard gauge logging line. Dan showed a scale model of the proposed railroad (see a picture with him holding the model). **After lunch**, there was a visit to Dan's model of the Boston & Maine Railroad. The entire track is in place and it is quite far along with scenery. It is DCC operated and has many scenes that are quite accurate representations of real places on the B&M. Dan gave a demonstration of a mini-cam mounted on a flat car that was pushed around the layout. The realism of the scenery and smoothness of the track became very apparent when watching the trip on TV! As can be observed in the pictures, the layout is nicely finished with Masonite fascia and hunter green curtains held in place with Velcro. Wiring is immaculate! **Dan was a very gracious host** and will be very glad to have other visitors.



Apple Valley Layout



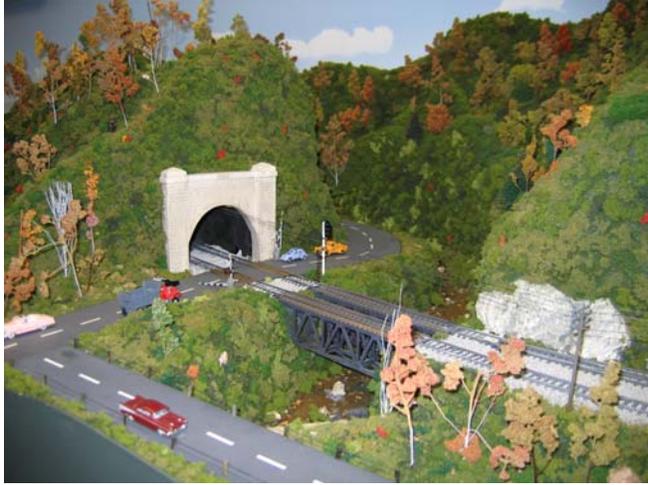
Apple Valley Layout



B&M Layout



B&M Layout



B&M Layout



Dan Lang's House



Painting the Depot



Proposed Layout



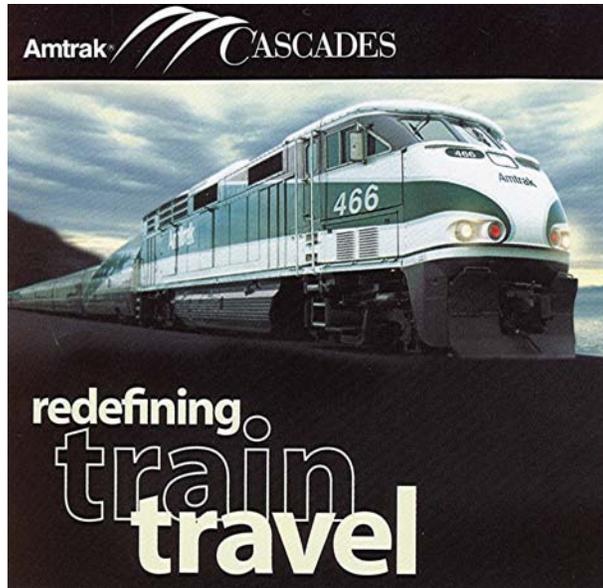
Restored Depot

Comments on Rail Transportation in China and Hong Kong By Don Rumer

My wife and I recently returned from a tour of China and Hong Kong. We spent a week in mainland China visiting both the present Capital, Beijing and the ancient Capital, Xian. We spent the second week in Hong Kong attending the Lions International Convention and touring the area. For us, this was the trip of a lifetime. My wife had always wanted to visit China. **Rail transportation** is still the major form of transport in China. According to 1999 statistics, approximately 50% of the countries' passenger traffic and 40% of its freight is carried by rail. Much freight also travels by inland waterway. China is expanding its rail service into the western reaches of the country including Tibet with the intent to soon connect Lhasa with the rest of the country. Year 2000 figures indicate that the country has approximately 33,000 miles of track. It most surely has increased since then. Although I did not have the opportunity to take any rail transportation on the mainland, I did get a glance at a freight train and a passenger train as we traveled via tour bus over the roads near Xian. As we traveled, I also saw a double track main line that connected the western part of the country to central China. **Beijing has**, according to tourist information, five main railroad stations. The different stations handle trains going to various

parts of the country. Trains are typically crowded especially during the summer season. The cost of train travel is significantly lower than airline fares so most of the natives if not the tourists travel that way. Outside of major cities like Beijing, few major highways exist so bus transportation is slower and much less comfortable. In addition, few people have cars. **Beijing is a huge city** in both area and population. It was incredibly hot when we visited Tiananmen Square. The city has three subway lines, one making a circle around the inner core of the city. China is supposed to expand the subway system for the 2008 Olympics. My understanding is that, at rush hour, the trains are so crowded that the authorities have asked only commuters to use the subway at those times. I did wander down into a subway station but didn't get to see a train. One interesting note on surface transit in Beijing, the buses are an eclectic mixture of trackless trolleys (trolley buses), articulated buses, double deck and minibuses as well as the more typical ones. Subways and buses are crowded well into the evening. In Beijing there are a surprising number of private cars but the majority of commuters travel by mass transit or bicycle. Our guide indicated that he took the subway. Probably the preferred way to travel by most commuters, the subway system certainly needs to be expanded. **No subway system existed** in Xian. It's just a small town of around 3 to 5 million! Statistics ten years old indicated that China had over 40 cities with greater than one million people. I'm sure that number has increased since then. There is significantly fewer automobiles in this city. Public transportation by bus (including electric buses) or bicycles are the main choice for most residents. **Hong Kong** is really the Manhattan of the Orient. Modern skyscrapers are everywhere. About 90 percent of the natives and many of the tourists travel by public transportation, which includes ferries, subway, double deck buses, double deck trams, light rail and commuter trains as well as taxis. I did not see any bicycles and not many private cars. Hong Kong is located on an island and Kowloon, the other densely populated area of the region is on the mainland. An express train line connects the airport to both downtowns. From our tour bus, I did see a couple of trains passing by. They didn't seem very crowded. **I did ride the subway** from Kowloon, where we were staying, to the Central area of Hong Kong. It struck me as one of the best I've traveled on. The stations are completely enclosed. You can't see the tracks. When the train arrived it lined up perfectly with the doors in the station. Once on the train, a lighted display showed a map indicating where we were, what direction we were going and what the next station was. Really neat. In addition, everything is both in Chinese and English. My only complaint is the cash machines, which are as temperamental as any others. The subway trains have a headway of one minute during rush hour and four minutes the rest of the time. You can't beat that for convenience. **We also rode** the double deck trams, the last remaining in the world. They are crowded both with local commuters and tourists. However, if you miss one you only have to wait a few minutes for the next one. One problem though, as a tourist it is hard to recognize where to get off. If you're lucky enough to run into someone who speaks English they'll be glad to help you. However, tram conductors only speak Chinese. We got off in the area of Hong Kong with open markets near where the movie "The World of Suzy Wong" was made. A lot of changes have occurred in Hong Kong since that movie was made in the 1960's. I got confused on the way back and we got off at the wrong stop. After walking through a mall and obtaining directions from several Hong Kong residents we found the nearest subway station for a train back to our hotel in Kowloon. **When we left Hong Kong** and were traveling to the airport, I saw the commercial area of the busy port. Containers were all over the place. Interestingly, unlike in the US, my understanding is that few if any containers travel by train in China. They are trucked from factories in the eastern part of the country to key ports like Hong Kong and Shanghai.

(Don said that he will have some pictures for us to put in a future newsletter.) Ed.



Riding the rails in Canada By Curt Ehmann --- Retired!

In May of 2004, Jeanne and I went on an Elder Hostel tour to Canada, something I had wanted to do for years, but just never got around to doing. Our particular tour was called **Canadian Explorer** and it took us by train across that country, from Montreal, on the French-speaking end, to Vancouver, on the Pacific coast. The program goal was to explore the history of Canada and the importance of railroads in the settlement of their western territories. Sounded good to me!

Elder Hostel programs call for all kinds of learning experiences. We heard lectures on the political and commercial development of the country, and visited many historic buildings in the cities, and natural wonders in the plains, forests and mountains of the Western provinces. We learned that railroads did not really get started in Canada, until the United States connected the lines of the Central Pacific with those of the Union Pacific at Promontory Point.

Suddenly the Canadian Parliament saw that European immigrants were staying in the USA where the railroads could take them all the way to the West Coast. They needed those settlers badly, to populate their own vast provinces! So the Canadian government under-wrote the cost, and sustains it to this day.

Building their own cross-country lines close to their boundaries around the Great Lakes they made settlement in Canada an easy for settlers.

The physical aspects of the tour were excellent. We stayed for two nights each in very good hotels in Montreal, Toronto, Edmonton, Jasper, and Vancouver. We also had an 8-hour ride on a double-deck commuter train between Montreal and Toronto. But the best part was three full days and nights aboard the streamlined **VIA Rail Canada** as we traveled across the country.

Each couple had a compartment like the crack trains of yester-year, with big, double, bunk beds by night and 2 easy chairs during the day. There were 32 cars on our train, including 3 diners, 4 domes, and an observation car! Three diesel engines provided the power. These trains run each day—in both directions, so it was easy for us to catch another train after our 4-day stopover in the Jasper National Forest.

The dining cars were beautiful—just like I remembered from the 1940's and 50's! There were hostesses to seat us, at tables for four, with white tablecloths and napkins, and fresh flowers. There were printed menus with multiple choices, smiling waitresses—and excellent food! Memories revisited!

The dome cars were popular alternatives to our compartments during the day, with beautiful full-range windows up-stairs, and comfortable chairs and tables on the lower level where coffee and snacks were available. The favorite occupation was watching for a glimpse of a bear,

moose, or elk!

All in all, the train ride was great! Smooth and quiet, we were barely aware of starts and stops, but as I lay in my bunk at night, I thought of the days of my youth, growing up in Central Iowa. My dad worked for the Chicago & North Western Railway, and that entitled him to an occasional train pass! In 1933 we took the train to the Chicago World's Fair. A few years later we moved to Chicago, and often traveled back to Iowa to visit relatives. Those were over-night rides, and my brother and I were thrilled to ride in those curtained upper bunks! And we thought it was keen being lulled to sleep by the gentle swaying of the cars, and the soft clickety-clack of the wheels on the tracks. I noticed the same swaying on this modern-day train, but the clickety-clack had turned into a bumpety-bump! How did that happen?

They gave us a half-hour rest stop at a town called **Sioux Lookout**. The main street was only a block long, so most of the passengers tried to walk the length of the train and still get back to their own cars before the whistle sounded. Few made it!

A highlight of the trip was our visit to a brand new—and yet unfinished **Canadian Railway Museum** in Delson, Quebec. The Director, Kevin Robinson opened the doors for an exclusive showing to our group. There were at least 12 tracks, separated by wide concrete platforms, and they were full of beautiful engines and rolling stock. That will be a first class museum soon, since they seem to have a very generous budget!

Since my brother lives near Portland, Oregon, I had arranged to take the American Amtrak down to visit for a few days before flying back home. It seemed a fitting ending to my Canadian train adventure, so Jeanne and I went down to the train station to catch yet another train. I found the Amtrak window, but it was un-manned. When I located the stationmaster, I learned that I needed to catch a **bus** outside and ride it all the way to Seattle, where I would go through customs, and **then** board the **Cascades Amtrak!**

It was a let-down from **VIA**, but it was a clean and roomy coach, with comfortable seats, so we could watch the beautiful coastal scenery all the way to Portland. Returning to reality, after an all-inclusive Elder Hostel Excursion, we went to the lunch car, where we **purchased** our soup and sandwich lunch, in something less than dining car luxury!



The Museum is at Delson, Quebec near Montreal.



Where are you, Jeanne?



Compartments are Nice!



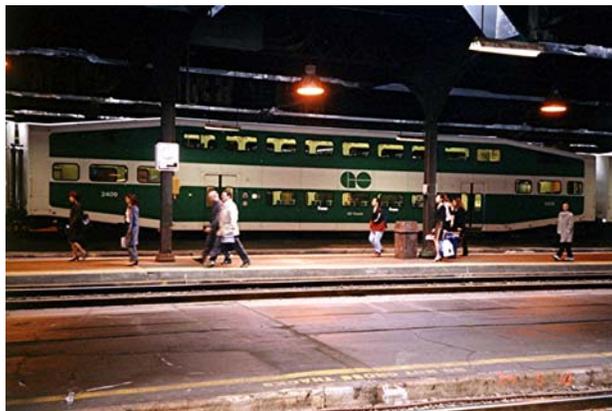
Another Retiree



Dining Car Service is Great!



Look at the Scenery!



Commuter Train to Toronto

Welcome New Member

Glenn Nasworthy is from Easley. Glenn is interested in HO modeling, history and rail fanning.

HO Division Super: Bob Folsom

Large Scale Division Super: Bob Hanson

Future Meetings Programs

September: The Picnic will be
September 11th .

October: Dale Reynolds

November: Volunteer Needed

December: Christmas Party at Folsom's



Another Apple Valley

CMR&HA TRAIN CREW

Engineer and CEO: Bob Folsom

General Division Super: Rob Seel Stationmaster: Bob Hanson

Paymaster: Howard Garner

Web Site

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

**Central Railway Model & Historical Association
Membership Application**

Name: _____

Date _____

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 _____

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

FIRST CLASS MAIL

ADDRESS CORRECTION REQUESTED

