



The CRM&HA Newsletter

September/October 2004

Dennis Moriarty/Editor

Volume 13 Number 5

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

Headline: Picnic September 2nd (See details below)

2004 Picnic

1. The picnic to be on the first Thursday in September and start at 6:00 PM.
2. The picnic will be at Dennis Moriarty's home. There will be no meeting at the Library in September.
3. Dennis to supply beverages, ice and paper products.
4. The club will supply Kentucky Fried Chicken.
5. Members bring a dish to pass.
6. Janet Moriarty to coordinate.
7. Phone Janet at 888-2332 by August 31 with number in your party and for dish selection.
8. Members bring lawn chairs.
9. Club activities to be after 7:15 for late arrivals.
10. There is plenty of room in the recreation room in case of inclement weather.
11. A map is included at the end of the newsletter.

Editorial

By Dennis Moriarty

This is the first newsletter that will not be e-mailed. It will be placed in the club website and can be accessed as a PDF file. An e-mail will be sent to all members when a new issue is available to read. Those that do not have a computer will still be mailed a hard copy. Since PDF files can be read by all computers, it will save the club postage expense. If you do not have an Adobe Acrobat reader to read PDF files, you can download a free copy at the following web site.

<http://www.adobe.com/products/acrobat/readstep2.html>

I am sad to report the passing of Joe Stribling.

Joe has been in our club for over a year. I remember that Joe was interested in seeing if a G-gauge garden railroad could be installed in the Clemson Botanical Gardens. Joe's wife Lyn has shared with us a tribute that she wrote to honor him at his memorial service. Since Joe was so interested in trains, I have included it in this issue. Joe will be missed.

Our club will be setting up the HO layout at the Central Heritage Days Festival Saturday, October 2. Please volunteer to help with the festival. Details are in the CEO report that follows.

Janet and I have just returned from a Cruise to Alaska. When stopping at Skagway we had the opportunity to ride the White Pass and Yukon narrow gauge railroad. The track was originally laid to carry the gold miners from the boat dock in Skagway over the mountain to the gold fields. Before the railroad was constructed, each miner was required to carry 2000 pounds of food and gear over the mountain by the Canadian government. The trail was about 50 miles up hill and it took many trips to get the gear over. Today tourists enjoy the trip. The railroad has magnificent scenery and is worth taking.

Please support the newsletter by submitting articles, news and or information. If you do not wish to write, please give me a phone call. E-Mail, copy on disk and written contributions are most appreciated. My address is Dennis Moriarty, 519 Beacon Shores Drive, Seneca, SC 29672. Phone 864-888-2332. E-Mail MQK @ carol.net.

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

Thank you, Rodney Cowen, Bob Hanson, Lyn Stribling, Michael Childress, 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

As the summer draws to a close, we are getting ready for another active fall and winter season. Our next meeting will be at Dennis Moriarty's with our annual picnic. Just one short month later, we will be involved in the Central Heritage Days Festival on Saturday, October 2. The HO layout will be on display as well as the N display at the Central Museum. There is much to be done on both layouts before then not to mention moving the HO layout to and from the fire station and running it. On December 4, we will be participating in the Hospice of the Foothills annual fundraiser. Plans are presently to have an N modular display and some G equipment operating. Then comes our Annual Train Show at the Armory in Seneca on February 19.

The idea of the old Southern Railway Central Depot being restored is still very much alive. Sites are presently being considered for relocation and plans are still to have it become a museum with CRM&HA being involved. I cannot over-emphasize the importance of finishing the Central Museum N display because it sends a very distinct message about our seriousness in being in the depot.

At our October meeting, Allen Brown will be presenting a program about the Long Island Railroad. Howard Garner has the program for November.

In November, we will be entertaining nominations for Paymaster (Treasurer) and VP General Interest.

This newsletter will be reaching a number of club members whose faces I haven't seen recently. If you haven't been able to be at previous club meetings, please don't feel like you shouldn't attend the picnic! In fact, this is a great opportunity to get back in sync. Please let Dennis know if you can attend so we know how much food to plan for.

HO DIVISION REPORT

By Bob Folsom

Little by little progress is being made on the HO modular layout. A trial installation of hinges has worked successfully for attaching the modules so work will proceed forward to equip the rest of the layout similarly. This should make the moving process considerably quicker. More ballasting has been done but there is a lot more to do. Also, we want to install new taller Plexiglas before our October 2 display. I plan to be at the Train Store every Saturday at 10 AM except September 25, but Saturday, September 4 is the next official work day. If we could get a good turnout that day, we could complete the hinge project. The Plexiglas project should be pretty easy to complete, but we can use all the help we can get to get these jobs done. I promise that if you make the effort to be at a work session, you will have something to do!

HO Layout Work Sessions

Some of the members are working on the club HO layout at Rail and Spike. You are welcome to attend the first Saturday of the month work sessions. It is a great way for beginners to learn and old timers to enjoy.

Minutes of Meeting July 1, 2004

Pres. Bob called the meeting to order at 7:15 sharp---no new members or guests were on hand to be introduced.

Minutes of the previous meeting(s) were not available thru the newsletter so were not voted on for approval.

Treasurer's report---none presented as Howard was on vacation. Pres. Bob indicated that we should still have around \$10,000 available for our use.

Deadline for the next newsletter will be given at the August meeting.

Upcoming programs---August/Folsom and September/Moriarty. The September program will be a picnic at Moriarty's---please call to confirm if you plan to attend.

Re reorder of Club T-shirts and caps---Folsom to check locally or in Liberty (where Textile Express shirts were made) on costs and cost of making patch to attach to our inventory of striped caps. Need to find out, perhaps from Curt, who made the last order of club shirts---we think it was done in Seneca. Pete DeLorme will also check possible costs in Anderson.

Hanson to check on availability of Seneca Armory for 2005 train show---dates would be either

February 5 or 19—both are Saturdays. Any info on conflicting train shows should be relayed ASAP to Pres. Bob.

We have made a commitment to appear at the Central Heritage Festival on October 2---HO layout definite/N layout is also a definite possibility. The Flat Rock Train Show will also be in October---date not known for sure. Whether we have a direct conflict or are looking at back-to-back dates is currently unknown. Our Flat Rock contact, Clifford Meek, had supplied no additional info by the time of this meeting. Zonay to check with his contact to get more info.

It was voted to spend a yet undetermined amount to upgrade and elevate the Plexiglas around the HO layout and the museum N display---too many anxious hands are getting into the scenery. This was moved by Richard Nichols and seconded by Pete Sheriff.

Under new business, the Hospice of the Foothills had contacted Pres. Bob about putting up some type of train display in December to go along with their Christmas Tree display. Hanson will check with Hospice to see what they are interested in doing---when---and how we might be able to help. Possibilities---set up a tree with train decorations, set up a floor display to run around one or more trees, set up a part of our HO layout, set up the N scale layout, or donate to Hospice for auction a train set.

Howard had sent out a E-mail to members about doing or receiving the Club newsletter in PDF format---no one really was able to explain what Howard meant by this so will wait till next meeting for him to explain in more/better detail.

Member Stacey Smith was recognized in an article in the Journal/messenger for the work he is doing on researching the Blue Ridge Railroad. The article (July 1 issue) was complete with Stacey's picture and his phone number should anyone have additional details on the Blue Ridge Railroad.

Pres. Bob showed a copy of the most recent Oconee-Pickens Factbook newspaper---issued by the Anderson Independent Mail. Our organization was not listed and Pres. Bob will see how we might get recognized/included next year.

Member DeLorme showed pictures of his and Zonays participation---in historical costumes---at a recent event at Woodburn Plantation. Pete also brought in 3 boxed British N-scale trains which were excess to him and available for sale at \$150.00 each.

DeLorme also brought in a KATO corner unit/N scale for either Club or individual purchase---\$35.00 each. He has 4 units total.

No motion was made for Club purchase. Also available from Pete were one and two foot N-track straight modules---\$5.00 and \$10.00 each, respectively.

Remember---the first Saturday of every month is the official work session for the HO layout.

A report of "611 plus train in SC on the NS" was not confirmed---the 611 and its tender are still on its concrete stanchions in Roanoke as far as we know.

After a brief 5 minute break, Rodney Cowan present a video on "Guilford's Revitalized West End/Boston and Maine trackage"

Respectfully submitted, Bob Hanson Station Master

Minutes of Meeting August 5, 2004

Pres. Bob called the meeting to order promptly at 7:15 p.m.

The first order of business was a remembrance of former member Joe Stribling who passed away recently at age 54 from liver cancer. After some comments by Pres. Bob, Mac McMillin (who had known Joe for a number of years) gave us some details on his battle with cancer and on his earlier years. Joe's wife, Lynn, has asked Mac to help dispose of some/all of Joe's collection of brass trains---after the whole probate thing is cleared up. **New member**, Charles Thomas gave us a little bio info---brought in by Stacey.

The secretary mentioned that all open points from the previous meeting were covered in the agenda and, as such, the previous minutes were approved.

Treasurer Garner reported we had a balance of \$10,765 with little activity during the previous month.

Deadline for the next newsletter is August 12.

Upcoming programs include the September picnic at Moriarty's---please call to confirm your attendance and to see what to bring. Allen Brown will do the October Program and Howard Garner will do November. (December will be our annual party.)

Due to other family commitments, Pres. Bob did not have anything to report re Club T-shirts or caps.

Our annual train show was confirmed for February 19 at the Seneca Armory with set-up on the evening of the 18th.

We will be showing the HO layout at the Central Heritage Festival on October 2---again in the firehouse.

Attending the Flat Rock show is questionable---if we do not hear anything positive about this by the next meeting---forget it!!

Re Plexiglas:

- 1) The cost to extend the height of the plexi for the HO layout will be in the area of \$350.00 (Plus cutting charges) for 1/4" material---would be about double this if we opted for 3/8" material. This was previously approved at the July meeting with no specific cost info and was left to the HO Division to purchase and complete.
- 2) For the record---Pete DeLorme's Father donated the plexi for the Central Museum N Scale layout.

Hanson will check with Hospice to see how we might help make their Christmas show a success. Probably will only involve N and G scale trains---Seel with 2' X 8' layout and Hanson to fill in any "voids".

Discussion followed on issuing the Club newsletter in a PDF format versus a .doc file. No final resolution.

Pres. Bob told the group it would be nice if the Club had 4 corners for an N scale layout---how to accomplish and whether to do left up to N Division members.

Reminder---HO Division workdays are still the first Saturday of every month.

NEW BUSINESS---Pres. Bob called for members to serve on a nominating committee---will need nominees for Treasurer and General Interest Superintendent. The current office holders---Garner and Seel---agreed to serve and indicated they would both be willing to stand for re-election.

The business portion of the meeting adjourned at 8:15 and was followed by a "power point" presentation by Pres. Bob on the growth of railroads in the Chicago area close to where he formerly lived.

Respectfully submitted, Bob Hanson Station Master

**Meeting Confirmation
Submitted by Bob Hanson**

August 20, 2004
TO: NCOIC SFC Black
C/o Seneca Armory
RE: 2005 Train Show

I appreciated your time this morning and was glad that we were able to come up with a set of dates to again do our annual train show at your location.

To confirm:

Friday, February 18, 2005 from 6 till 10 p.m.

(for set up of displays)

Saturday, February 19, 2005 from 7 a.m. till 4 p.m.

(for testing and actual show)

The cost to us will again be \$250.00.

We appreciate your making this facility available---we will again do our usual clean-up after the show. Many thanks, BOB

**Tour of Scotland
By Don Rumer**

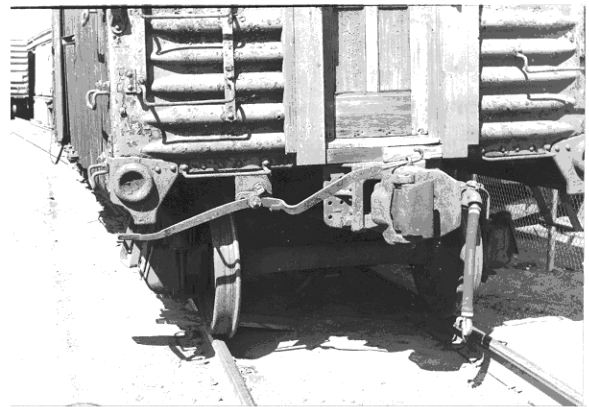
Although most of our touring was on a charter bus ("coach" they call them) we did ride ScotRail back from Inverness near the Scottish Highlands to Stirling. Train was fast and quite smooth. Sections of single track required stopping a couple times to allow passing. The coaches were relatively new but, surprising, had very limited legroom. Amtrak coaches are much better on that account.

The trip was mostly through the beautiful Scottish countryside and quaint small towns. ScotRail still provides service to many towns in the country. When we visited Edinburgh, we also got a glimpse through rain and fog of the Firth of Forth railroad bridge. Built about 100 years ago and of cantilever design, it still carries over 200 trains a day. It's an interesting contrast to the relatively new suspension highway bridge crossing the Forth right next to it.

**Staking Cars
By Rodney Cowen**

Whenever I had any spare time, after I was old enough to walk the mile from my home to the depot, I could usually be found there.

It wasn't long before I got to know all of the train crews and soon it was my privilege to either ride around on the locomotive or mingle with the train crew whenever they had work to do.



At North Falmouth, all cars were flown in. This was done by the cars to be dropped, being cut off the train. The engineer would then get the cars and engine up to speed. When he thought that he was

going fast enough with the throttle still open, he would pull the Johnson bar just past dead center. Then fling it forward again. The little engine would leap ahead and the cars would go rolling safely into the team track.

That was done so the man riding the cars could pull the pin. And slow the cars enough so that the conductor could throw the switch between the cars and the engine.

But sometimes those cars with their brass bearings that all cars had at that time; wouldn't roll into clear and would stop on the switch. With one end half in the siding, and the other half on the main line.

Whenever this happened, the crew had to get out a pole that hung on hooks on all locomotives tenders. Then push the cars back with it for another try. This was called staking on both the New Haven and the Boston & Maine.

The stake was also used, when a crew of a northbound train wanted to get a car behind the engine from out of a track with only a switch on its south end.

The stake was usually about eight feet long, eight inches thick and tapered on both ends. It took two men to stake a car. One on each end of the stake to hold it against the stake pockets; that were on both the locomotive and car. When the engine started to slowly push the car, the men had to walk along with it to hold the stake in place.

After I grew up, I went to work for the Boston & Maine as a trainman and was sent out to Mechanville, New York. Where I found most of the men had been working there since before I was born.

One night while working on a switcher, the yardmaster sent us over to the stock pens to get a car of livestock. When we arrived at the stock pens, we found cars spotted at all five chutes. The car that we wanted was at the chute at the lower end of the track.

Now we had to get that car ahead of the engine to place it on the rear of a train.

So, rather than pull the whole track and then having to re-spot the other cars back at the chutes. The conductor decided to stake out the car through the switch on the lower end of the track.

The other brakeman and I unhooked the stake, carried it over and held it in place while the engine came up and put pressure on it. The conductor then told us to leave the stake, as he was afraid that we might get hurt.

He then motioned the engineer ahead. The car began to move. And then things began to happen. The stake, with no one to hold it in place, fell down and lodged against the end of a tie. The other end

of the stake still in the pocket on the tender caused one side of the tender to rise up about two feet. Then the stake broke in the middle and the tender fell back down with one terrible clang.

And I came to the conclusion that particular conductor had never seen a car staked before.

This Month's Tip By Dennis Moriarty

When starting a new layout many things have to be considered. One of the most important is the selection of track curve radius. As the scale increases so must the track radius. Manufactures of locomotives and other rolling stock often will give the modeler the minimum track radius to use with their item. In general, make the radius as large as your layout size will allow. In addition, it is important to remember that track turnout's effect the radius that a train will have to transverse. The beginner often is confused by the meaning of #4 or #6 turnouts. #4 will only allow some locomotives to pass without derailing, mainly diesels. In most cases, #6 should be selected as a minimum.

Photos From Michael Childress



Geo. Dugan Mercantile, Virginia & Truckee R.R.,
Carson City, Nevada



J.W. Bowker, #9, 2-4-0, Virginia & Truckee R.R.,
Virginia City, Nevada

LOVING REFLECTIONS ON JOE'S LIFE By Lyn Stribling

Joseph Neal Stribling was born on August 9, 1950 in St. Albans, WV. His parents were Neal and Edith Chenoweth Stribling. His childhood home from age 5 was 2116 Pennsylvania Ave where a train track bordered his back yard. It was probably these early years of being excited as the trains passed so closely, that Joe's love of trains developed.

Joe and his younger brother, Allen spent their childhood attending Riverlawn Presbyterian Church until the family moved their membership to Springhill Baptist Church during Joe's adolescent years. Christian values and church involvement was a mainstay of Joe's family. Joe was a shy and awkward child and teen, whose social connections came from church, a few close buddies and his family. He was a Boy Scout and loved the mountains of WV: hunting and fishing, but most of all camping. High standards of academic excellence and responsible behavior were expected by his parents, and these qualities became an integral part of Joe's personality.

Upon the advice and sponsorship of his church and pastor, Tennessee Temple University became his destination after graduating from St. Albans H.S. He majored in Psychology hoping to gain insight and understanding of himself, his family and relationships. Joe graduated in 1972 with honors, and felt called into ministry and also toward an advanced degree. He married his college sweetheart, Linda Mitchell and was accepted at Baptist Theological Seminary, Louisville, KY. After completing his M. Div. with honors and serving a brief stint as a foster care worker in Louisville, Joe became the chaplain at a county correctional facility for juvenile boys in Birmingham AL. This experience solidified his feeling that his "calling" was to help individuals change their behavior and make better choices. He worked and gained further training in a hospital chaplain residency program and later as a marriage and family therapist at Baptist Hospital in Birmingham. In 1992 after completing his residency, Owen Tucker hired Joe at Baptist Hospital in Columbia

SC to work in the Pastoral Counseling Department. He and Linda relocated to Columbia and Joe and Owen developed Counseling site offices throughout the state. Joe also worked under Owen to develop a Clergy program to offer clergy and their families the counseling and guidance they needed as individuals and for their families and churches. **Eventually, Joe's expertise** developed in the area of career counseling for clergy candidates. In this capacity Joe interviewed, advised and tested candidates for the clergy throughout South Carolina.

Joe's mother and father passed away and he and his wife grew apart, separating in 1999. Being very satisfied with his career, Joe went on a quest for personal growth. He completed his Ed.S. from USC and then took time to focus on developing socially and relationally. He participated in activities others did during their teen years: he got contacts, traveled, joined clubs, dated and learned to dance. He traveled to Europe and Alaska, bought a house, and developed social circles, with the underlying goal of meeting a woman with whom he would be well matched.

Joe and I met January 8, 2002 at O'Charlies in Columbia when I was in training with my job at DSS. Initially we spent time together when I was in Columbia for work. One of our first outings was to the Railroad Museum so he could share his love of trains and probably to test my reaction. I connected trains to my love of history and it was fun to witness Joe's enthusiasm as he taught me train history. In February he met Elizabeth and we started seeing each other every weekend. We first "went public" in Columbia at Keith Barron's birthday party. I knew we were "a couple" when Joe invited me to go dancing at his usual ballroom and church sponsored hangouts. Soon we were burning up the road between Williamston and Columbia! We talked every night and Joe sent sweet cards and e-mails daily. In March we spent a weekend in Chattanooga where he shared stories of his college and young adult life. Memorial Day Weekend Joe took me on my "first ever" camping trip to the Smokey Mts. in his pop-up camper. He was planning to introduce me to his extended family in WV during a two-week camping trip in the WV Mountains August of 2001 after Elizabeth went off to her freshman year at USCS. Since I was a total rookie at camping, I think Memorial Day was a test! I passed because we had so much fun hanging out together, hiking to waterfalls and being in the mountains, Joe's element. I looked so forward to our two weeks in WV that I coped rather well when Elizabeth, my only child went off to rather. I found out later, that Joe had planned it that way to help me in my life transition. In WV we road trains, hiked, visited family and just played in the woods. Coming home from that trip, we knew that we would rearrange our lives to be together. We both started looking for new jobs, but Joe loved the up state and felt it was time for him to move on in his career.

Joe was hired as the Director of Oconee County Department of Social Services in December. He was excited and challenged by the opportunity to help people on an organizational level. On one day in December we looked at 14 houses. We chose 805 Alpine Drive, Seneca because Joe loved the neighborhood, the interior space, the fireplace, the yard and the woods. It had been

neglected and was more of a fixer upper than we initially thought, but we loved our home: the physical structure and the atmosphere. We worked on our home continuously the first year, Joe could do anything around the house and I was his "helper". We did make time for a wedding celebration at the Walhalla Depot on May 17, 2003. I would have been fine with a private ceremony, but Joe said he wanted to celebrate his happiness in finding me with the whole world (he was mushy like that). Because of hectic work demands we took a weekend honeymoon, but we went camping in our new camper for a long Memorial Day Weekend. Later we took our three-week DSS furlough in September and camped in the Smokeys: it was always such a joy to be with Joe in the mountains. The highlight for Joe on this trip was going to Chataloochie and watching the Elk that had been reintroduced to the Smokeys. We planned to go back and see the calves this spring.

Joe had not been in my life a long time (a little more than 2 ½ years), but I knew him intimately. **We did everything together**, except the occasional train or Sierra Club meeting, which I would insist he go on his own, lest I get on his nerves. He read voraciously, subscribing to three daily newspapers and four magazines. He cut out things of interest that he read and shared them with me, sticking them up or stashing them away for future reference. He was so intelligent, but it wasn't just innate intellect. Joe worked hard to stay current of the news, trends, science and therapy. Joe never bought anything without researching consumer report and other expert opinions. He would easily pick up the phone to ask people whom he respected for advice, insight or just to hear their wisdom. We never went anywhere without Joe doing the background research and studying the maps. It was almost as much fun planning a trip with Joe as it was going on the trip.

He loved being in nature and especially the mountains. He loved living in Oconee County, it reminded him of WV. Joe was a passionate train hobbyist throughout his life. He loved anything pertaining to trains: he had model trains, train pictures, train magazines, train books, equipment to ride the rails and when ever possible he traveled by train. He was planning to narrow his train interests because he had so many other interests and not enough time. He also reflected that his train passion had helped insulate him from intimacy, which most of his life he had feared. During his adulthood, he had grown and challenged his fears and now he felt less and less need for that "safety net". He wanted to focus on his interests and hobbies that included and supported our relationship. He ran with Calhoun every morning and we often walked him together in the evening, but Joe despised working on machines or in a gym. He loved to work in the yard with an ever-changing "master plan". I never knew a man who loved to chainsaw and split wood like Joe. He wore size 13 shoes, but after months of effort (before he met me) he became a good dancer. He was so proud that he overcame his natural obstacles and his introversion and learned to really have fun dancing. He was a large man who left his self-conscious teen years and was comfortable with his body. Joe had a way of slouching into a chair, always looking for the seat that had the most legroom. He ambled into a room and despite his size he rarely called attention to himself

unless he wanted more information. To Joe knowledge and information were power for a shy man, he could attract attention by asking questions, no matter how large the crowd.

Joe sought out information in all styles, he also loved to hear and learn from peoples life stories. He was a good and loyal friend and did not require daily contact to consider you his kindred spirit or his brother. He would frequently stay in touch with men who had traveled through his life at other times, but with whom he continued to feel a special kinship. **He was a very spiritual man**, believing in a calm and positive presence of God in all good things. He had grown in his beliefs, leaving behind his bitterness and resolving his confusion related to the rigidity of his religious up bringing. He felt closer to God in the mountains than in any church or chapel, but he loved to hear a good sermon that challenged his heart and mind. When he preached or conducted a ceremony he was meticulous in making sure that every word was meaningful. I had hoped he would some day conduct my daughter's marriage ceremony because I knew no one would do a meaningful service. When he counseled candidates for the ministry he did everything possible to ensure that his advice and comments were growth producing and that the experience was

a positive one for each candidate.

He was a most affectionate man and he had a sweet intellectual way of complimenting people. He made a diligent effort to focus on people's strengths and refrain from being critical and faultfinding. His mother and father were very good people, but expressions of affection and spontaneity were not a part of Joe's childhood. He told me once that throughout his life, expressing affection felt very risky to him, but he finally realized that if he wanted an affectionate and demonstrative partner, he would have to be an affectionate and demonstrative partner. I can attest to the fact that he accomplished that personal goal with great success. Joe was a good and responsible man. He was respectful and compassionate of others less fortunate. He had the heart of a social worker and referred to himself "one of a dying breed: an old fashioned liberal Democrat". He followed his beliefs with good works and felt that helping people was a calling for him, not just a job. Like his father he was a logical problem solver always striving to be responsible and to "do the right thing". Like his mother, Joe's feelings and convictions ran deep and affected everything he did. **Joe so wanted** to entertain people at our home so we planned a Christmas open house. We frantically worked on getting the house presentable and decorated, but Joe caught a virus which turned into "a touch of pneumonia" and we had to cancel our party. I wonder now if that was the beginning of his illness, but the 3 X-rays and 2 CAT scans showed nothing significant. Joe started working at Redfern Counseling Center at Clemson in March: he was surprised how much he enjoyed being back in the counselor's office seeing individual clients. He enjoyed and respected the professional staff at Redfern and the break from the stress of DSS was welcome. With the summer off, he planned to paint the house and complete the landscaping and then we would reward ourselves with a three-week July camping trip to Michigan to the Upper Peninsula. However it was late March while we

were walking Calhoun, that Joe told me he had been feeling more tired than usual. I was also exhausted after hauling logs and timber all weekend so I played it down, teasing him that he was not a youngster anymore. He followed up with a doctor visit: his blood sugar was a little high and he had gained 15 pound since we married. The doctor advised him to check his sugar more regularly, watch his diet and lose a few ponds. One month later Joe scheduled another Doctor appointment. We had been to Charleston camping: a very relaxing time just loafing and reading on the beach. It was clear then that Joe's energy level was diminished. I advised him to be sure to have the Doctor order a stress test because as a 53-year-old man it was probably his heart. He called me at work on April 29 to tell me there was noting wrong with his heart, but his liver was enlarged and the doctor thought it was probably hepatitis. We were both in a state of disbelief and even more so when hepatitis was ruled out and cancer was suspected. Life became a blur of doctor appointments, referrals; opinions, tests, and worry as I watched my dear husband's health steadily decline. We waited 16 days for an inconclusive biopsy that was processed by the nation's best pathologists in Washington DC, we had numerous tests and screens and still Joe's Diagnosis was inconclusive.

On July 1st we consulted with the liver transplant team at MUSC. Joe was not a good candidate since metastasized liver cancer was the suspected (but unconfirmed) diagnosis. Dr. Chaven staffed Joe's case the next day with the MUSC Tumor Board and Joe was offered an immediate resection to remove as much of the cancerous liver as possible. We went to MUSC on my birthday, July 8th and Joe's declined health led to problems after the angiogram. It took a weekend in ICU to stabilize him for surgery, but Dr. Chaven could not remove the tumor. When they operated they found that Joe did not have a solid tumor nor were his tumors confined mostly to the right lobe. Rather he had multiple, low density nodules throughout his liver which could not be removed surgically. Dr. Chaven came out of surgery and advised me that he was 99% sure Joe had neuroendocrine cancer, which could positively respond to chemotherapy. He took numerous tissues for biopsy to confirm his suspicion. In recovery Joe's general health from the cancer was so compromised that he was in back in ICU Monday evening on a 100% oxygen mask with the looming threat a respirator. I slept in the hospital waiting room for two nights. He did not go on a respirator, but his status was not improving. MUSC could not give him chemotherapy in his condition. On Thursday, July 15th the MUSC doctors advised me that they did not think Joe would leave the hospital alive.

Through all these medical trials and as ill as Joe was, he was not ready to give up in Charleston. His liver was failing, but had not yet completely and Joe held out hope that the cancer would respond to chemotherapy. Joe's goal was to get well enough for chemotherapy and that's what he focused on. He was so sick, but so brave. I made to transfer him to Palmetto Baptist Health where Joe had worked for 10 years and where he would not be just a number. Joe totally agreed with the move. With the hopes of chemotherapy, Joe was transferred to

Columbia Monday, July 19 putting both of us in better spirits. Joe had supportive people there with whom he had worked for 10 years and who loved him and cared about him. Even though he was not up for visitors, Joe knew they were there for him. Dr. Bobbie Smith agreed to be his oncologist, increased his nutrition and got Joe off oxygen. Joe's incision was even healing well. He was out of ICU and I stayed in his room in the oncology unit. There were times when Joe was so fatigued that even my presence was taxing, but I was never far.

After some blood work Dr. Smith agreed to start chemotherapy on Friday July 23, honoring Joe's wishes and knowing it was Joe's only hope. On Friday Dr. Smith received the results of the biopsies and neuroendocrine cancer was ruled out. The results were inconclusive, but based on everything that was known Joe's diagnosis was metastasized liver cancer from an unknown origin. Dr. Smith started chemotherapy using the recommended drugs for aggressive digestive system cancer. Joe's nutrition was increased and tolerated and he told me he felt no worse from the chemo. By Saturday he didn't like the smell of food, so I ate in the hospital cafeteria. Fluid had been accumulating in his legs and abdominal cavity from his first day in at MUSC and that continued to be a concern and a source of discomfort. His electrolytes were evened out compared to the crisis he had been in at MUSC, but his blood sugar spiked and he was put on insulin. Joe was not in acute pain but he had been unable to feel comfortable for weeks as his disease progressed at home. The morphine drugged him up so much, Joe like oxycodine better and had it at his request. At night he would be restless and have trouble breathing so he went on

40% oxygen Saturday, July 24th.

Saturday night we listened to Garrison Keillor on NPR. Afterwards, I helped him shave and brush his teeth and use the mouthwash for chemo patients. He wanted me to bath him (instead of an aid) and when I did, he got chilled. I covered him up and called the nurse who checked his vital signs. I stroked his forehead and whispered in his ear encouraging him to think camping in Charleston and loafing on the beach. He warmed up and requested pain relief, but since he didn't want morphine he would have to wait an hour. As he tried to settle in for the night, he called for me several times for ice chips, to rub his feet and to adjust the bed. Around midnight Joe asked for his headphones to listen to a relaxation tape and I told him when it was over he would get some pain medicine.

I did my usual daily recap of what was good about the day. He told me that he liked me to point out the progress of each day because it helped him feel more calm and focused. Saturday night I tucked him in and told him, "We are into day two of chemo, and you're tolerating it. I bet those cancer cells are not. You've been alert and you were able to concentrate on the radio. That's a good day." My last words to my sweet husband were, "I loved you, Joe. Now relax and think about camping at the beach.....and be sure it's with me." His last words

To me were, "Of course, who else?".

I dozed off and I did not hear Joe call for me again. The nurse walked in at 3:30 am I watched her go over to Joe's bed. She said, "Ms. Stribling, your husband's not

breathing and you need to leave the room!" They tried to resuscitate him, but the chaplain came out to the waiting room and told me he had passed away. The nurse said she had checked on him at 2:30 and he was asleep. I do take some comfort that he passed peacefully and that he never felt hopeless or despairing.

Throughout Joe's hospital stay at MUSC, in ICU, and at Palmetto, he was cognizant and informed. The only thing I did not tell him was the opinion of MUSC that he would not leave the hospital alive. I explained that he was leaving MUSC because his recovery looked to be complicated and lengthy and we both agreed that palmetto Baptist would meet our needs better. Before going to MUSC, Joe knew that his odds of 5-year survival with successful surgery were 20%. He knew his odds with liver cancer were even worse and that liver surgery was very complicated and risky. All the time we were home consulting with different specialists and having diagnostic tests, Joe and I were researching and asking questions with Joe making his usual lists. When Joe became too fatigued to research I did the "leg work" and shared the information with him. In Columbia, I told him what I had learned about neuroendocrine cancer from my research at the Richland County Library and. He knew about the problems that developed because of the compromised condition of his overall health. Dr. Smith talked openly with him answering Joe's questions: Joe wanted to understand everything. Sometimes on the morphine or in his severe fatigue he would get confused, I would listen to his concerns and explain to him that he was confusing dreams and reality or he was just feeling goofy because of his fatigue or the pain medicine. Even though in better times, telling Joe he could not trust his own perceptions would have been the ultimate insult; in the hospital Joe trusted me to look after his well being and interest.

Joe never cried or despaired. He told me he would cry when it was time. Once I called him from work just to check on him and he told me he was too tired to worry. I

assured him I was worrying enough for both of us anyway. Joe tried to stay focused on what he could do to recover. He explained on the way to Charleston that he was not afraid to die if it was his time, but he did not believe yet that it was his time and he was going to do everything possible to survive. He apologized one evening saying, "I want so much more for you, Lyn and I want so much more time with you." Joe was such a strong man, and I prayed ceaselessly that he could overcome this obstacle and have more quality time on this earth (with me...of course). Joe and I believed we were soul mates and we were old enough and wise enough to know how rare a blessing that is.

I never felt loved the way Joe loved me; but like I would always answer him when he so often said, "I love you, Lyn"....."I love you more, Joe, don't ever forget that".

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

September: Picnic at Dennis Moriarty's.

October: Allen Brown

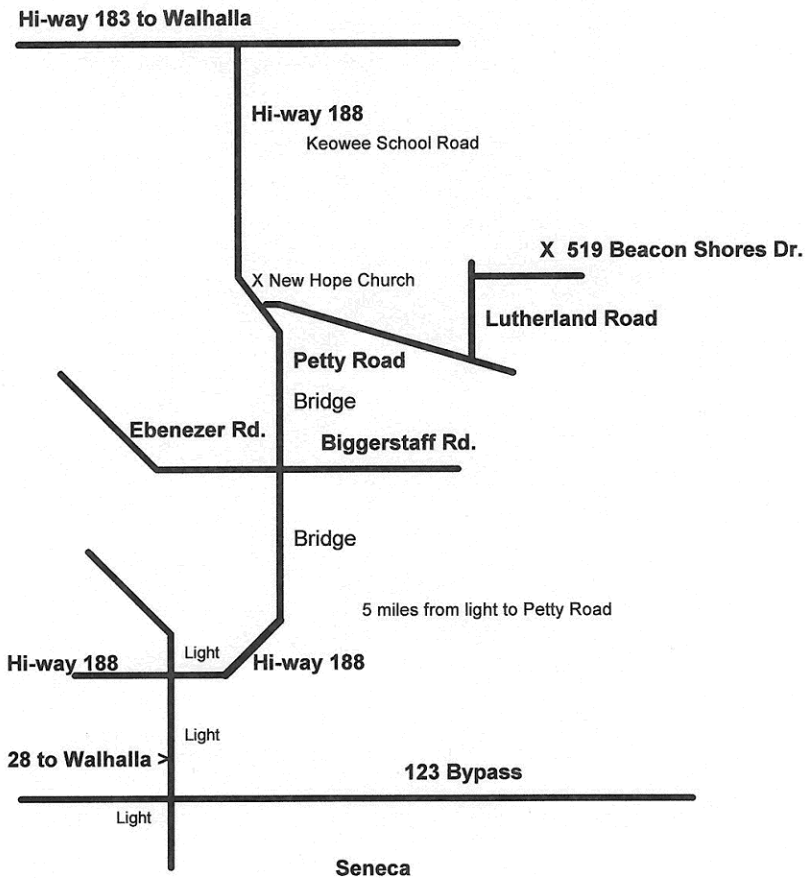
November: Howard Garner

December: Christmas Party

Web Site

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

Directions to the Picnic Follow:



Not to Scale

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 _____

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

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