



The CRM&HA Newsletter

March/April 2007

Dennis Moriarty/Editor

Volume 16 Number 2

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

**Headlines: The new clubhouse is a go and there will be
a train show in Greenville on April 21st .
See the CEO Comments below**

Editorial By Dennis Moriarty

Reminder: the dues for 2007 are due. Still a bargain at \$20. Please check the membership list near the end of this newsletter. Those 2006 members that have not paid their 2007 dues are show in red. If you know any of these people please contact them and see if you can get them to renew their membership. We are planning a full and interesting coming year.

There is information about our new clubhouse and about the train show on April 21 in the CEO report. These are big events for our club and I am sure you will be interested in reading about them. The train show will be at the Greenville Hyatt in conjunction with the National Railroad Historical Society convention. A map to the Hyatt parking will be emailed to you before the show.

A nice article about our new clubhouse was published in the Daily Journal / Daily Messenger on October 19, 2006. Greg Oliver wrote it from their staff. Greg emailed me the picture that was in the paper and I scanned the article, which took up most of the front page of the Life and Family section of the newspaper. It was very well done and I wanted you to see the presentation, but the reproduction is hard to read. Therefore, I included an OCR copy so that you can read it. Greg came to our meeting with the City of Central representatives.

We just returned from a successful train show at Mutt's restaurant in Easley. A large number of our membership came to help. A big thanks to all of you who helped in any way. At least 150 people came through plus many children.

Thanks to several of our members we have had some terrific newsletters. The newsletters also contain the history of the club. I have most of the newsletters back to 1996 when I joined the club. If you have any from earlier dates please hand them to me so that I can digitize them. I will be glad to return the hard copy back to you.

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

Thank you Jim Reese, Rob Seel, Bob Folsom, and Brian d'Entremont for your contributions to the newsletter this month.

Also, thank you Howard Garner for managing the club website.

**CEO COMMENTS
MAR/APR 2007
BY JIM REECE**

Mutts Train Show

The Mutt's train show was very successful. We had a much larger attendance, good vendor participation and Mutt's indicated their lunch business more than doubled for a Saturday. At this time I do not know how much profit was realized; indications are it was very profitable. Question: Should a new, multiple scale portable layout be part of our future planning decisions?

New Club House

If you missed the February meeting, you missed the conversation that suggested using a grant to secure money for repairs to the Allen house might not be the best method. The grant is a \$20,000 grant to be match with \$20,000 by the City of Central. As we began to develop a budget for repairs we realized to meet specific grant requirements, such as removing the lead paint in accordance to DHEC certification, the cost of having someone administer the grant; the city could be spending an additional \$40,000 to \$50,000 for a \$20,000 grant. With this information the Mayor decided to propose to the council that they drop the grant and designate \$30,000 from the hospitality fund to make repairs. This is in addition to replacing the roof. This money would be to repair and paint the outside, make foundation repairs and install heat and air conditioning. The following Tuesday after our last club meeting, I received an email from the Mayor, the council voted to supply the money and not pursue the grant.

Things are going to start moving fast. The roof has been replaced, Richard Nichols has offered to supply the fire alarm and security system, the city is acquiring bids to paint the house and we need to start planning and making decisions. Bob Folsom's House Interior & Layout Design Committee needs your help. Get involved now with your what if, have you done and what do you think about questions. All scales need to be represented so their desires are known. How can our long-term plans include all scales? Should we have a walk through or walk around layout design? What floor treatment is best? How do we want to control tools or buying supplies? Type of track, wire gauge, lighting and frame work are just a few of the important questions to be decided to insure the layout is build consistently and of show class quality. Our next club meeting, March 4, will be an opportunity for us to start developing answers and moving closer to laying track. Please try to attend.

NRHS Train Show

The train show at the National Railroad Historical Society is still on track for April 21. To pull this show off smoothly members will need to be flexible. The Continental ballroom to be used will have a Casino set up Friday evening. This means it will not be available to us until 6:00 am Saturday morning. Also we will need to be out of the ballroom by 4:00 PM, so it can be made ready for a banquet that night. Our show time from 10:00 am to 3:00 PM will require early set-up and fast tear down.

Our train show event has been part of the NRHS mail out package. In November while in Huntsville, Lester Collins included the train show in his presentation on the upcoming event. I

recommend we give registered NRHS members a discount on the \$5.00 show fee.

Lester indicated that NRHS still has plenty of space and would like to have our member attend the field trips and other events, including the banquet. He will email me time and fee schedules when they are finalized. I invited Lester to our March meeting, he indicated he would try to attend.

Minutes – Regular Meeting Central Public Library 4 January 2007

President Jim Reese called the meeting to order at 7:15PM. In old business, plans for a train show at the NMRA National Convention in April were discussed. Approximately 1500 sp. ft of space is said to be available. However, details such as admission price were left unsettled at this time. There was also continued discussion of the status of the Allen House. The city is said to have an opportunity to apply for \$20k in matching funds for renovation work. The issue of possible asbestos contamination was raised. Mr. Reese is also working on getting a quote for painting and scraping, as this estimate is needed in order to meet the May 15 grant deadline. Two committees were proposed regarding the Allen House, one to draft a long-term agreement with the city and the other to plan renovations and draft the overall design of a layout. In new business, Mr. Reese moved to reimburse member Bob Folsom \$100 for expenses related to the club party he hosted at his house in December. This was approved by unanimous vote. It was also proposed that the club consider appointing a public relations chairman. However, as there was no immediate volunteer for to fill such a position, no motion was made. I general discussion and railfan news, there was discussion of an old Picken's Railroad locomotive pictured in /Trains/ Magazine. Member Rob Seel also read an article regarding Wal-Mart's choice to sell a line of toys prompting graffiti of railroad property as art. Howard Garner briefly described the fabrication capabilities of his new laser. *Respectively Submitted*

Brian d'Entremont Stationmaster

Minutes – Regular Meeting Central Public Library 8 February 2007

The regular February meeting for the CRM&HA had to be postponed from the usual first Thursday of the month due to inclement weather. With the library not being available, the meeting was held at Bob Folsom's house. President Jim Reece called the meeting to order at 7:22 PM with 14 members in attendance. **OLD BUSINESS** Final plans were made for the Train Show to be held at Mutt's BBQ on Saturday, February 18. Steve reported that there would still be room for more dealers' tables. Flyers were available and several members volunteered to distribute them. It was also reported that there was interest in this show from places like Greenwood and other locations out of the area. Jim passed out a schedule of activities, and it was decided that a Thursday preparation meeting would not be needed. Therefore, the layout moving crew will meet at Mrs. Rampey's at 4 PM on Friday, February 17, and the setup crew will meet at Mutt's at 6 PM. Jim and Glenn will set up the direction signs in Easley. Rob reported that we would have a "hands on" train set at the show. Jim said he could get a piece of plywood for the train set. There will also be two more similar train sets for sale in the company store. The train show for the NRHS convention was discussed. Admission will be \$5. Rob will do a flyer, which Steve can include in the dealer invites. The show will be from 10 AM until 3 PM subject to final confirmation by Lester Collins of the NRHS. There is an event going on in the "West End" of Greenville the same weekend. Possibly we could have flyers being distributed there. The latest report concerning the new club HQ notes that the building now has a new roof. There was also an article in the Greenville News about the project. Jim and Bob had met with the mayor of Central and also attended a town council work session at which the mayor suggested that the town proceed with getting the house scraped and painted and defer grant applications for later when there will be less complicated projects to be funded. It was also reported that the town council would like to have a 12-year renewable lease. CRM&HA will pay an annual rent of \$1000 cash or in-kind services, and be responsible for heating bills, and content and liability insurance as we deem necessary. The town will have fire and liability insurance on the building, and pay the water bills. It looks like the club can occupy the building fairly soon. Mac gave a railfan report concerning a motor car event on the Greenville & Western in which considerable trash was picked up. It was a fun event, which may be repeated regularly. Rob had purchased a number of John Deere tractors

on sale for \$1 each from Wal-Mart. A number of club members purchased quite a few of them. Howard had brought some examples of control panel boards he etched using his new laser cutter. He also showed an example of a support lattice cut with this machine. Steve gave the program for the evening, presenting his model of a curved trestle on the Rio Grande Southern. He brought all the tools he used in the construction. After the program, Bob convened a meeting of the steering committee for development of the new club HQ, museum and layout. This committee is open to any club member interested, and there was a good turnout. Bob had prepared an informal schedule that called for development of the basic layout plan and interior design by May, and all removal or change of the present décor/structure to be completed by September so that the HO modular layout could be on display at the next Heritage Festival. Due to the fact that the HVAC will be installed under the house, the “footprint” of the layout was the main topic for discussion. It was decided that if floor ducts are placed around the walls, it will not interfere with either with visitor traffic around the layout, or if the layout covers the ducts, hoods can be placed over the ducts to direct the airflow. It appears that having the viewing areas along the window walls is preferable both for traffic flow, and also having wall space available for artifacts. A preliminary plan under consideration calls for a double deck HO gauge railroad as the primary display. There could be a staging area the “front room”, and possibly an N gauge display in that room as well. *Respectively Submitted*

Bob Folsom Acting Stationmaster

611 Railfanning By Robert Seel



People experience many “firsts” when they go off to college. Living on your own, doing your own laundry, mending your own buttons, and, of course, steam chasing. That’s right – steam chasing.

Being well “trained” as a New Jersey Pennsy Freak, and then being mercilessly transplanted to South Georgia as a young teenager, I was thrilled by the fact that Clemson University was on the

Southern Railway main. It was an undisputed given that I was going to study architecture at my father/aunt/uncle's alma mater, and I was eager to graduate from high school as quickly as I could and get to the Upstate. Somerville, New Jersey and Statesboro, Georgia are a nation apart in more ways than one. Somerville is ten miles from Princeton and thirty-five miles from the Big Apple; Statesboro is ten miles from Brooklet and fifty miles from Savannah. George Washington headquartered in Somerville; Sherman didn't even bother himself with Statesboro. Somerville is on the Jersey Central, a short drive to the Pennsy 4-track, and within 20 minutes of two steam railroads; Statesboro has Dukes of Hazard wannabes. Bruce Walthers and his catalog helped me build a decent attempt at a layout set on top of the Ping-Pong table, but I went for many years without seeing a train longer than three cars up close.

I didn't make it trackside too often, due to the long walk from my Clemson House dorm room. But, I did get down to the Clemson Newsstand frequently to purchase "Model Railroader" and "Railfan" magazines. The magazines would publish schedules of shows, events, and excursions all over the country. One day in the middle of spring semester 1985 I saw an announcement for a train I would not want to miss – Norfolk Southern Steam Special: 4-8-4 #611 from Greenville to Toccoa, courtesy of the Greenville NRHS. Saturday, May 4.

Hot Dang! I was going to be done with final exams and had a free morning while waiting for my dad to show up and drag me back to another Statesboro summer. I had no idea when the train would come through, but I knew that Clemson was a good half-hour from Greenville on the way to Toccoa. So, the day before the Big Event I found a piece of left-over illustration board and drew a sign with a black Sharpie marker: a thoroughbred Norfolk Southern logo with the word "Highball!" sprawled across it like the cheesy signs college students take to football games hoping to get noticed on television. Then, on the 4th of May I got up early, grabbed my Kodak Insta-Matic camera, snatched a bite of Clemson House breakfast, and walked briskly to the depot. I must have arrived trackside by about 7:30 or 8, and I struck up some small talk with a few railfans already there. There were big cameras with five-pound lenses, tape recorders, video camcorders, and my little Insta-Matic. Like my blue Magicube flashcubes, the air was electric – albeit overcast and looking like rain.

And so we waited. And waited. And waited. A northbound freight blasted through, long hood first as usual. And we waited some more. Then, I heard 611's low whistle blowing in Central. Just like the 611, I was stoked. I heard the whistle again – this time louder, but still a ways off – or so I thought. Suddenly, out of nowhere, she blasted out from around the curve and pounced upon us like a starving lion! Our group of six or eight jumped to life to get "The Shot." I honestly never heard it coming until it was right on top of us. I snapped my camera, and spun around just quickly enough to shoot the railing on the observation car. The train was gone, but the tail draft continued for several seconds afterward. I waited for my heart to slow down, crossed back over the tracks, picked up my blown-over sign, and headed back to campus. Under the gray, heavy sky, 611 and her entourage made me pause to wonder just what it was that just flashed before me. I had never seen a streamlined steam locomotive before, and I'm not sure if I really saw one that morning, either. I had to wait until my pictures were developed to get confirmation. Yup, 611 all right. What a way to end my first year at college the day after my birthday! And what a long summer it was to come.

Since then, the chance to see steam run at mainline speeds had me glued to the schedule sections of my favorite train magazines. Other annual Greenville NRHS trips to Toccoa would happen in May, but after I had already gone back to Statesboro for the summer. In 1987 N&W 1218 came along, and that is a story for next time!



end



The Sign

Indiana Transportation Museum By Bob Folsom

I made a trip to Chicago recently and during a trip to see my in-laws, noticed a sign along US 45 in the southwest suburbs of the city indicating the availability of parking spaces in parking lots serving two stations on the Metra former Rock Island Line to Joliet. A commuter driving on Route 45 could make a decision whether to turn at the upcoming intersection and catch the train at the station where parking was available. The former Wabash also has commuter service in nearby southwest suburbs.

On the way back to Clemson, I stopped in Indianapolis to see a Purdue classmate I haven't seen for a while. It turns out he is on the board of directors of the Indiana Transportation Museum. We visited the site and I took a few pictures. They have a string of Budd lightweight coaches circa 1937 formerly used on the El Capitan. They run them as an excursion train. Altogether, they have about 100 pieces of equipment, including NKP #587, a Mikado 2-8-2 that has been running

but is currently undergoing flue replacement. They just recently purchased a Van Sweringen business car from NS and have repainted it back to NKP #1. The ITM owns the former NKP line from Indianapolis to Tipton, IN. There is still some freight service provided on that line (but not by ITM). Freight trains operating on the ITM line must call the ITM dispatcher for scheduling.

I will describe the pictures:



#1 – NKP cabooses and ballast machine.



#2 – NKP business car #1.



#3 – my friend Dave Wilcox (on the left) and behind him, you name it.



#4 – Baldwin switcher.



#5 – Chicago Rapid Transit car.



#6 – I don't think that loco ever ran on the Monon; behind it is – you name it.



#7 – a colonoscopy of #587.



#8 – the car on the left looks better in the photo than it really is. It was a horse drawn streetcar from the 1850's. The electric locomotive was used at a Singer Sewing Machine Co. lumber facility.

end

**Pictures from the Train Show at Mutts
By Dennis Moriarty**



High Tech Sign



Low Tech Sign



Over 150 people saw the layout



Trains a running



Margo is on cloud nine



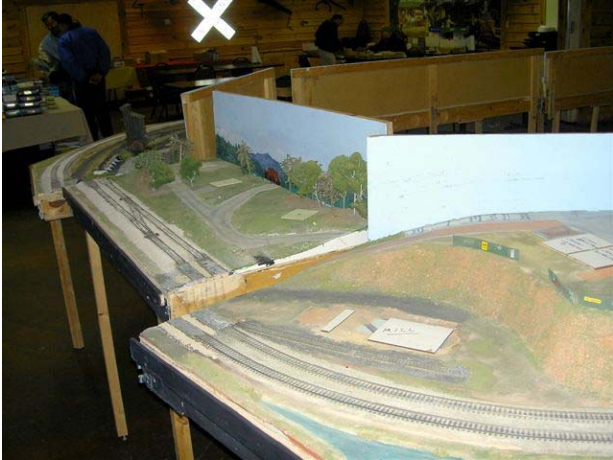
Time for a break



Is he dealing cards?



See we brought two layouts to the show



Getting the layout ready to take back



If we only had the truck by the door



There it is



Just a little bit closer



Come on hurry get the door open, I have to get the truck back before the rental company closes



Just get it out of the truck



Its cold and I have to go before the rental place closes



The trucks gone and now the real work starts, getting it inside.

Thank you to all that helped, It was a big job.

This Month's Tips

Send a tip to the Newsletter.

Please send in your tips, for future newsletters.

CMR&HA TRAIN CREW

**Engineer and CEO: Jim Reece
General Division Super: Rob Seel
Stationmaster: Brian d'Entremont
Paymaster: Howard Garner
Large Scale Division Super: Bob Hanson
Program Chair: Dale Reynolds**

2007 Activities & Meeting Programs

**MAR 1 -- French railroading 2006 - BRIAN D'ENTREMONT
APR 5 -- Shay locomotives - BRUCE GATHMAN
APR 21 -- Train show - Hyatt Regency Greenville
MAY 4 -- Siberian Railfanning - DON RUMER and Dr. Fred Marcinak
JUN 7 -- Weathering Structures - ROB SEEL**

JUL 5 -- Railfanning the Clinchfield - DALE REYNOLDS

AUG 2 -- OPEN

SEP 6 -- Annual Picnic - OPEN

OCT 4 -- To be determined - HOWARD GARNER

NOV 1 -- OPEN

DEC 6 -- Annual Party - BOB FOLSOM

If you would like to present a program at one of the open meetings, contact our program Chairman DALE REYNOLDS @ reynoldsdale@earthlink.net

Interesting Web Sites http://www.lionel.com/commercial/lionel_commercial.html

Submitted by Dale Reynolds

Note the small layouts at

www.gatewaynmra.org/default.htm

<http://donsdepot.donrossgroup.net/dr810.htm>

The RFD channel on Direct TV has one or two train shows almost every week. Go to the following web site and click on schedule and you can find when they are on. Channel 379.

<http://www.rfd-tv.com/>

Club Web Site

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

Club Mail Box

PO Box 128, Central SC, 29630.

Paymaster Mail Box

(For Membership Applications and Dues Payments)

PO Box 826, Pickens, SC 29671-0826

Below is the newspaper article that appeared in the Daily Journal / Daily Messenger.



Greg Oliver/Staff

Among the 31 members of the Central Railroad Model and Historical Association are, front row, from left: Bob Folsom, Howard Garner, treasurer, and Jim Reece, president. Back row: Glenn Nasworthy, Don Rumer, Richard Nichols, Steve Zonay, Mac McMillin and Rob Seel.

Central Model Railroad Association nearly 15 years old and going strong,
CENTRAL - In 1992, Ed Painter took his love of model railroads and organized a club called the Central Railroad Model and Historical Association. The club brought together members from all walks of life, bonded by that same passion.

Nearly 15 years later, many of the faces have changed but the 31 members that currently make up the association still have that same desire. Association members meet monthly at the Central-Clemson Regional Library and coordinate and attend train shows locally and throughout the state.

While they all share the same general interest, they each share specific interests when it comes to the hobby.

"There's a lot of diversity in this," said Jim Reece, president of the association. "Some collect classic toy trains, some collect prototype models and others are historians."

There are members in the club that are even retired railroad employees. For example, one member was a train conductor for the Boston and Maine railroad system while another person affiliated with the club collects old railroad watches and pocket watches.

Reece said some members of the club enjoy laying track and constructing scenery for their

layouts.

"You 'get what you pay for," Reece said. "If you spend, a little more, you will get more features and more detail."

Reece said some members select a specific time period for their collection, adding that he enjoys the 1979-81 Seaboard Coastline.

Howard Garner, another association member has been involved with railroad clubs his entire life, said enjoys the historical research.

"I do 1905 periodic models," Garner said.

Some members model sections of the Virginia & Truckee, others modern day Montana and then there is Bob Folsom. Folsom said he and another member scripted a program that resulted in a computer-operated train layout in his home.

Folsom said the program activates the train's headlight, rings the bell, blows the whistle and starts and stops the train.

"It takes about 45-50 minutes for the train to come all the way around the track," Folsom said. While the club discusses business at its monthly meetings, members have long desired to have, a permanent location to display model railroads and other train memorabilia: Their wish moved a step closer to reality when the Central Town Council, which purchased the Allen House on Werner Street, voted in August to allow Mayor Mac Martin and the association to continue efforts toward making the home the permanent headquarters of the association.

"A couple of members from the Central Railroad Club said provide enough space for vendor shows," Martin said. "They had the right ideas for the building and were willing to maintain it for public use."

Prior to taking over the building a year ago, the Allen House, originally constructed in the 1800s and consisting of 1800-2000 square feet, served as a residential apartment. While the hardwood floors are in good condition, Martin said an HVAC system and ADA equipped accessibility are still needed.

Although the Mayor said that grant applications are being made, he said the process is a slow one and doubts funding for repairs can be obtained in time to have the building renovated by next October. But Martin feels the wait will be worthwhile.

"We hope to provide a nice, quality building," Martin said.

This times just right with the town's railroad theme and streetscape efforts."

Association member Rob Seel said the house would feature many uses for the club.

"We will be able to have people come through the house every week to watch club members run trains, see shows that explain how the trains operate and learn about railroad preservation and safety," Seel said. Meanwhile members plan to continue doing what they do best by collecting model trains or railroad memorabilia and gathering once a month to discuss them as well as planning for future shows. Those shows include the Central Heritage Festival, where members will be on hand with their model train layout at the fire department from 9 a.m.-3 p.m. Oct. 28, Mutts in Easley, also during the same hours, on Feb. 17; and the National Railroad Historical Society Convention in April at the Hyatt in Greenville.

"It doesn't matter what you enjoy," Reece said. "There's something for everyone and, if you get involved, you get pretty good at all of that. "You can take it to wherever you want it to go." Seel agreed, adding that most spouses don't mind their husband's enthusiasm over the hobby because "it keeps them home at night."

"It's a hobby that lasts a lifetime," Seel said. "It's, not something you put together and just observe. You put it together and watch it move."

Additional information on the Central, Railroad Model and Historical Association can be obtained on line at <http://www.cwrail.com/crmha>.

Below as it appeared in the Daily Journal / Daily Messenger

Among the 31 members of the Central Railroad Model and Historical Association are, front row, from left: Bob Folsom, Howard Garner, treasurer, and Jim Reece, president. Back row: Glenn Nasworthy, Don Rumer, Richard Nichols, Steve Zonay, Mac McMillin and Rob Seel.

All aboard!

Central Model Railroad Association nearly 15 years old and going strong

By GREG OLIVER
greg@dailyjm.com

CENTRAL — In 1992, Ed Painter took his love of model railroads and organized a club called the Central Railroad Model and Historical Association. The club brought together members from all walks of life, bonded by that same passion.

Nearly 15 years later, many of the faces have changed but the 31 members that currently make up the association still have that same desire. Association members meet monthly at the Central-Clemson Regional Library and coordinate and attend train shows locally and throughout the state.

While they all share the same general interest, they each share specific interests when it comes to the hobby.

"There's a lot of diversity in this," said Jim Reece, president of the association. "Some collect classic toy trains, some collect prototype models and others are historians."

There are members in the club that are even retired railroad employees. For example, one member was a train conductor for the Boston and Maine railroad system while another person affiliated with the club collects old railroad watches and pocket watches.

Reece said some members of the club enjoy laying track and constructing scenery for their layouts.

"You get what you pay for," Reece said. "If you spend a little more,

you will get more features and more detail."

Reece said some members select a specific time period for their collection, adding that he enjoys the 1979-81 Seaboard Coastline.

Howard Garner, another association member who has been involved with railroad clubs his entire life, said he enjoys the historical research.

"I do 1905 periodic models," Garner said.

Some members model sections of the Virginia & Truckee, others modern day Montana and then there is Bob Folsom. Folsom said he and another member scripted a program that resulted in a computer-operated train layout in his home.

Folsom said the program activates the train's headlight, rings the bell, blows the whistle and starts and stops the train.

"It takes about 45-50 minutes for the train to come all the way around the track," Folsom said.

While the club discusses business at its monthly meetings, members have long desired to have a permanent location to display model railroads and other train memorabilia. Their wish moved a step closer to reality when the Central Town

Council, which purchased the Allen

House on Werner Street, voted in August to allow Mayor Mac Martin and the association to continue efforts toward making the home the permanent headquarters of the association.

"A couple of members from the Central Railroad Club said they needed a place to meet that would provide enough space for vendor shows," Martin said. "They had the right ideas for the building and were willing to maintain it for public use."

Prior to taking over the building a year ago, the Allen House, originally constructed in the 1800s and consisting of 1800-2000 square feet, served as a residential apartment. While the hardwood floors are in good condition, Martin said an HVAC system and ADA equipped accessibility are still needed.

Although the Mayor said that grant applications are being made, he said the process is a slow one and doubts funding for repairs can be obtained in time to have the building renovated by next October. But Martin feels the wait will be worthwhile.

"We hope to provide a nice, quality building," Martin said. "This times just right with the town's railroad theme and streetscape efforts."

Association member Rob Seel said the house would feature many uses for the club.

"We will be able to have people come through the house every week to watch club members run trains,

see shows that explain how the trains operate and learn about railroad preservation and safety," Seel said.

Meanwhile, members plan to continue doing what they do best by collecting model trains or railroad memorabilia and gathering once a month to discuss them as well as planning for future shows. Those shows include the Central Heritage Festival, where members will be on hand with their model train layout at the fire department from 9 a.m.-3 p.m. Oct. 28, Mutts in Easley, also during the same hours, on Feb. 17; and the National Railroad Historical Society Convention in April at the Hyatt in Greenville.

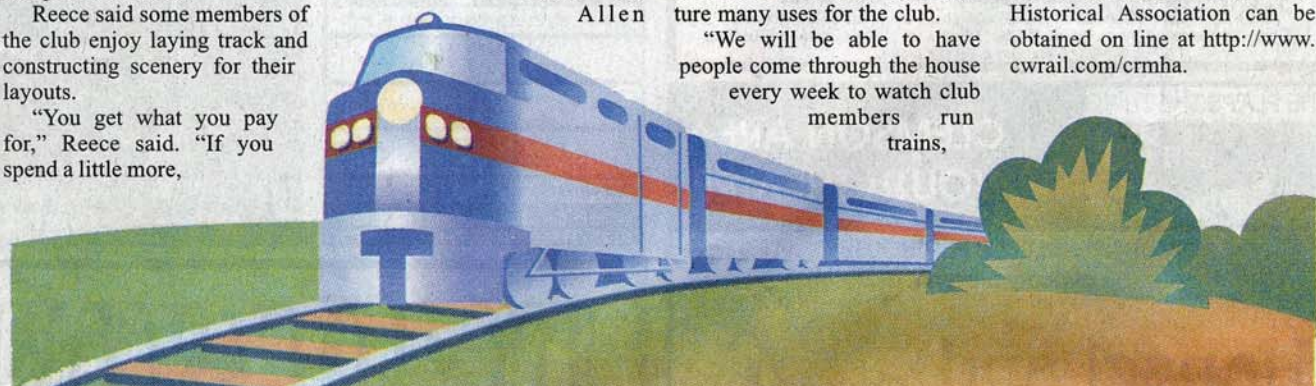
"It doesn't matter what you enjoy," Reece said. "There's something for everyone and, if you get involved, you get pretty good at all of that."

"You can take it to wherever you want it to go."

Seel agreed, adding that most spouses don't mind their husbands enthusiasm over the hobby because "it keeps them home at night."

"It's a hobby that lasts a lifetime," Seel said. "It's not something you put together and just observe. You put it together and watch it move."

Additional information on the Central Railroad Model and Historical Association can be obtained on line at <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: Modeling Collecting RR-History Railfan General (Circle yours)

2. Other Railroad Interests: _____

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

