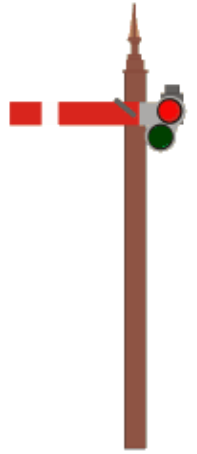


# The Semaphore



THE OFFICIAL PUBLICATION OF THE  
**WNC MODEL RAILROADERS, INC.**  
A 100% NMRA CLUB



On the web at [www.wncmrr.org](http://www.wncmrr.org)

**June 2010**  
**VOLUME 39 NUMBER 10**

Our next meeting is on June 3<sup>rd</sup> at 7 PM.

Send comments about and contributions to this newsletter to [editor](#).

Please keep us informed of changes in your address, phone number or email address.



**It's been a tough month for the railroads.  
Interesting prototype MMR modeling possibilities though, more examples inside.**



## NEWS FOR OUR MEMBERS

### OUR NEXT MEETING

Our next meeting will be starting at **7 PM** on **Thursday June 3<sup>rd</sup>**.

**Clinic:** **Gordon Fewster** will give a clinic on methods for wiring tortoise switch machine.

Synopsis: Gordon will give us many different ways to wire Tortoise switch machines for the various uses. **See you there!**

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## FROM THE SUPERINTENDENT

We are approaching elections for club officers for the coming year. This is an important event, especially this year, as we look ahead to our new role in the community. As a result of our organizational change (and the separation of Division 15) we have many options and many opportunities. How we proceed is for you to decide. I urge you to take an active role – get involved, offer your time and talent to help make our club one of the very best.

One way you can serve is by offering your name for one of the elected positions. Contact Assistant Superintendent Dave Anderson if you are interested. His call appears below this entry, and his email address and phone number are on the first page of this newsletter.

Regardless of the outcome of these approaching elections, we would do well to spread the work over more people. I say this for two reasons: more involvement or participation is good – it gives many a sense of ownership and responsibility in their organization. Secondly, at present, we have too few doing too much, and too many doing too little. Some of that may be the way I have assigned tasks.

Looking for a good model for organizing the work, and the workers, we can use the example of the leadership team at NMRA national. Their officers there include a President, Vice President, Secretary, Treasurer, Director of Education Department, Director of Fund Raising Department, Director of Information (Web Site), Librarian, Director of MAP Department (Marketing, Advertising, Promotion), Director of Meetings and Trade Shows, and Director of Membership Services. These positions could easily embrace some of the ongoing tasks we now face – someone to manage programs for meetings; someone to manage and distribute our collection of MR magazines (great publicity for the hobby); someone to manage our Club Apparel; and a team to manage our Train Shows (including someone to coordinate our volunteer support, the Train Show concessions, the Train Show advertising, etc.) If we break these tasks down, each will be small, and require little commitment from any one person. By the same token, many will be involved, and that makes for a better organization.

Stay on Track

**Fred**

*Editor's note: We could use some contributors to **The Semaphore** as well.*

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## Health & Welfare Corner

Ben Bartlett's wife recently lost her mother and a brother. Our condolences to the Bartlett family.

Harvey Klumb is recovering from a recent heart problems, Keep them in our thought and prayers.



## SUMMARY OF THE MONTHLY MEETING, MAY 6, 2010

Our May 6 meeting was called to order at 7 PM by **Fred Coleman** who announced that Tortoise switch machines from Junaluska and lighted and toggle switches are offered for sale; We participated in Old Fort Rail Days last Saturday - Gave away 1/2 box of old MRR with our label on it; **Fred** met *Larry Weed* from Banner Elk – a Z scale modeler who scratch built a brass mallet with all drivers powered. He will bring his 4 by 4-foot (not inch as some suggested) Z-scale layout for our Train Show next year.

**Fred** also reported that **Ben Bartlett** received recognition at the *Land O'Sky meet* in April for completing his MMR **Congratulations Ben!**

**Amtrak** will operate the Fall Foliage Train again this year - October 30 from Spencer to Roanoke, Va. and October 31, from Spencer to Asheville, with as many as 25 cars.

**Jack Mershon** announced he'll have a web site on eBay to sell custom structures. Email is [ho-scalestructures@att.net](mailto:hoscalestructures@att.net) - 828-452-3695. He is entering the models in the SER Convention competition via Fred Coleman.

.Assistant Superintendant **Dave Anderson**, as *Nominating Committee chairman*, announced elections for the coming year (See comment in the Superintendent's remarks above). Nominations close May 31, and voted on at our June meeting..

**If willing to serve, please contact Dave at 277 9092 or [webmaster@wncmrr.org](mailto:webmaster@wncmrr.org).**

**National Train Day** Saturday, May 8, honors the completion of first transcontinental railroad. (See article on pages 7 - 8.)

We need a librarian to (temporarily store and) handle books and magazines cataloging and other librarian duties.

We continue to look for our own new home, a building where we can store publications and much more.

We will participate in the Charlotte Train Show on June 26. We will set up the day before at the Fairgrounds just off I-77. **Volunteers are needed** - Call **Fred Coleman** if you can help.



After a short break, **Mike Smith** (left) presented an interesting program on using computer technology to enhance the interior walls of structures. Dressing up (and lighting) the interior of foreground models adds considerable curb appeal to our favorite buildings. Mike was using Photoshop<sup>®</sup> as his software, but says any good photograph software that allows you to add layers works just as well. (*Webmaster note: Paint.net is a good graphic/photograph program, windows based and free.*) He showed examples of how to do it and finished products. **Thanks, Mike!**

**Our next meeting is Thursday, June 3, starting at 7:00 pm.**





## EVENTS FOR MODELERS:

### Rail Days

June 12 & 13, 2010 at the NC Transportation Museum, Spencer, NC

Re-live the golden years of railroading with a weekend full of family fun! Train rides, model trains, live music, children's activities, the Rail Days Chili Cook-off and more. Tickets available in advance, see their [website](#) for more information.

### 7th North Carolina Rail Fair

Saturday, June 26, 2010 9:00 a.m. - 4:00 p.m.

Metrolina Expo Center  
Charlotte, North Carolina  
Adults \$6.00, Children under 12 FREE



## NMRA 2010 CONVENTION NMRA 75TH ANNIVERSARY JULY 11-18, 2010

For the latest information check out [the website](#).

### It's been a tough month for railroads



In nearly May, powerful thunderstorms drenched Tennessee, Kentucky and Mississippi, dumping over 13 inches of rain on the region in two days. Creeks, lakes and rivers swelled with the rainwater, overflowing their banks, washing away roads, and causing the deaths of at least 24 people so far. The Cumberland River, which winds through downtown Nashville, Tennessee, crested Monday at 51.9 feet, 12 feet above flood stage, spilling into the city and surrounding neighborhoods. As the waters are now receding,





cleanup and recovery begins, as municipal workers begin to repair power supplies and water treatment plants, and residents return to their homes to recover what they can. Railroad operations were also affected – yards were flooded and tracks washed out. The photos was taken in Nashville, Tn. and provided by the *Boston Globe*.

In Wyoming, a BNSF freight train ran into a rock slide near Thermopolis, and derailed. This western town is famous as a hangout for Butch Cassidy and the Sundance Kid. They stopped a few trains too.



In North Carolina, a passenger train came to a sudden stop after it collided with a stalled truck at a grade crossing in Mebane. The engine and several cars were derailed; thirteen passengers were injured. Photo courtesy of the *Raleigh News and Observer*.





# Painting Trucks and Wheels

By Gordon Fewster

While installing metal wheels on my rolling stock I painted the wheels and truck frames. I made a simple jig with scraps of styrene to mask the wheel treads and flanges while air brushing the wheels. (see photo) None of the dimensions are critical except the hole diameters. Using Intermountain 33" wheels, a 3/8" hole in a piece of 0.080 styrene was a snug fit to cover the wheel tread, and a piece of 0.040" styrene with a 7/16" hole was glued inside each 0.080" piece to mask the flanges. The wood block holding the two sides is 5/8" thick. The longer strip on one side acts as a spring to simplify installing and removing the wheel sets.

I use Accurail Bettendorf truck frames (112-154, 50 pr. for \$55) as they seem to be a better fit for the Intermountain wheels than the Ahearn frames on most of my cars. I ordered them directly from the Accurail web site as I could not find them from the usual discount sources. Before painting, I primed them with NAPA #7223 polypropylene clear primer. It comes in a spray can (for \$18!). I sprayed it into a small cup, diluted it 1:1 with Floquil thinner, and applied a light coat with an air brush. I then air brushed Floquil roof brown. This procedure seems to adhere better to plastics than the model airplane paints generally recommended for hand rails, etc.



The wheels are Intermountain 33", #85-40055 is a bulk pack of 100 for \$65 at Walthers. I could not find them listed elsewhere, but I would think that any dealer that orders from Walthers should be able to get them. It should be easy to clean the paint off the ends of the axles, but I don't bother, as they seem to roll very freely as it is. A truck alone will start rolling without help on my 2% grades.

I think this improves the appearance of the wheels and trucks a lot. Hope this is helpful.



# CELEBRATING RAIL DAY 2010

Few Americans take note of Railroad Day, a modern recognition of an historic event. May 10, marked the 141st anniversary of the opening of the First Transcontinental Railroad (known originally as the "Pacific Railroad" and later as the "Overland Route"), a railroad line built in the United States between 1863 and 1869 by the *Central Pacific Railroad of California* and the *Union Pacific Railroad* that connected its statutory Eastern terminus at Council Bluffs, Iowa/Omaha, Nebraska (via Ogden, Utah and Sacramento, California) with the Pacific Ocean at Alameda, California on the eastern shore of San Francisco Bay opposite San Francisco. By linking with the existing railway network of the Eastern United States, the road thus connected the Atlantic and Pacific coasts of the United States by rail for the first time. The line was popularly known as the Overland Route after the principal passenger rail service that operated over the length of the line through the end of 1962.

The construction and operation of the line was authorized by the Pacific Railroad Acts of 1862 and 1864 during the American Civil War. The Congress supported it with 30-year U.S. government bonds and extensive land grants of government-owned land. Completion of the railroad was the culmination of a decades-long movement to build such a line. It was one of the crowning achievements in the crossing of plains and high mountains westward by the *Union Pacific* and eastward by the *Central Pacific*. Opened for through traffic on May 10, 1869, with the driving of the "Last Spike" at Promontory Summit, Utah, the road established a mechanized transcontinental transportation network that revolutionized the population and economy of the American West.



The transcontinental railroad is considered one of the greatest American technological feats of the 19th century. It is considered to surpass the building of the Erie Canal in the 1820s and the crossing of the Isthmus of Panama by the Panama Railroad in 1855. It served as a vital link for trade, commerce and travel that joined the eastern and western halves of late 19th-century United States. The transcontinental railroad quickly ended most of the far slower and more hazardous stagecoach lines and wagon trains that had preceded it. The railroads led to the decline

of traffic on the Oregon and California Trail which had populated much of the west. They provided much faster, safer and cheaper (8 days and about \$65 economy) transport east and west for people and goods across half a continent.

The railroads' sales of land-grant lots and the transport provided for timber and crops led to the rapid settling of the supposed "Great American Desert". The main workers on the *Union Pacific* were many Army veterans and Irish immigrants. Most of the engineers and supervisors were Army veterans who had learned their trade keeping the trains running during the American Civil War. The *Central Pacific*, facing a labor shortage in the West, relied on Chinese immigrant laborers. They did prodigious work building the line over and through the Sierra Nevada Mountains and across Nevada to the meeting in Utah. The railroad was motivated in part to bind the eastern and western states of the United States together. The *Central Pacific* started work in 1863.

Due to competition with the War for workers, rails, ties, railroad engines and supplies, the *Union Pacific RR* did not start construction until July 1865. Completion of the railroad substantially accelerated popu-



lating the West, while contributing to the decline of territory controlled by the Native Americans in these regions. In 1879, the Supreme Court of the United States formally established, in its decision regarding *Union Pacific Railroad vs. United States* (99 U.S. 402), the official "date of completion" of the Transcontinental Railroad as November 6, 1869.

The *Central Pacific* and the *Southern Pacific Railroad* combined operations in 1870 and formally merged in 1885. *Union Pacific* originally bought the *Southern Pacific* in 1901, but in 1913 was forced to divest it. In 1996 the *Union Pacific* acquired the *Southern Pacific*. Much of the original right-of-way is still in use today and owned by the Union Pacific.

Needing rapid communication, the companies built telegraph lines along the railroad rights of way as the track was laid. The linkage made these lines easier to protect and maintain than the original First Transcontinental Telegraph lines, which went over much of the original routes of the Mormon Trail and the Central Nevada Route through central Utah and Nevada. They soon superseded the earlier lines, which were mostly abandoned. The *Union Pacific* laid 1,087 miles (1,749 km) of track, starting in Council Bluffs, and continuing across the Missouri River and through Nebraska (Elkhorn, now Omaha, Grand Island, North Platte, Ogallala, Sidney, Nebraska), the Colorado Territory (Julesburg), the Wyoming Territory (Cheyenne, Laramie, Green River, Evanston), the Utah Territory (Ogden, Brigham City, Corinne), and connecting with the *Central Pacific* at Promontory Summit. The route did not pass through the two biggest cities in the Great American Desert -- Denver, Colorado and Salt Lake City, Utah. Feeder lines were built to service the two cities.

The *Central Pacific* laid 690 miles (1,110 km) of track, starting in Sacramento, California, and continuing over the Sierra Nevada Mountains into Nevada. It passed through Newcastle, California and Truckee, California, Reno, Nevada, Wadsworth, Winnemucca, Battle Mountain, Elko, and Wells, Nevada, before connecting with the *Union Pacific* line at Promontory Summit in the Utah Territory. Later, the western part of the route was extended to the Alameda Terminal in Alameda, California, and shortly thereafter, to the Oakland Long Wharf at Oakland Point in Oakland, California. When the eastern end of the *CPRR* was extended to Ogden, it ended the short period of a boom town for Promontory. Before the *CPRR* was completed, developers were building other railroads in Nevada and California to connect to it.

At first, the *Union Pacific* was not directly connected to the Eastern U.S. rail network. Instead, trains had to be ferried across the Missouri River. In 1872, the *Union Pacific* Missouri River Bridge opened and directly connected the East and West.

Modern-day Interstate 80 closely follows the path of the railroad, with one exception. Between Echo, Utah and Wells, Nevada, Interstate 80 passes through the larger Salt Lake City and passes along the south shore of the Great Salt Lake. The Railroad had blasted and tunneled its way down the Weber River canyon to Ogden and around the north shore of the Great Salt Lake (roughly paralleling modern Interstate 84 and State Route 30). While routing the railroad along the Weber River, Mormon workers planted the "thousand-mile tree", to commemorate the milestone. A historic marker has been placed there. The portion of the railroad around the north shore of the lake is no longer intact. In 1904, the Lucin Cutoff, a causeway across the center of the Great Salt Lake, shortened the route by approximately 43 miles (69 km), traversing Promontory Point instead of Promontory Summit.

(Text and map from Wikipedia).





## ELIADA YOUTH PROGRAM PICTURES

**THESE ARE A FEW OF THE ELIADA YOUTH TTRAK MODULES PRODUCED OVER MANY TUESDAYS. THE CHILDREN'S AGES ARE FROM 9 TO 18 YEARS OLD.**



Left: "Bear"



Right: Madison's "Polka-dot Palace"

**BOTH YOUTHS AGE AROUND 10 YEARS OLD.**



Rachel's—"Moonlight walk"



Jenny's—"Orbit Inn"



Rowan's—"Waterfall"

### THREE RECENT EXAMPLES FROM THE SENIOR HIGH GROUP

We have some basic rules for the module. The kids then come up with the basic plan. They do all the work on scenery, painting that they can physically do. We try to have fun with the kids as they learn new skill and learn to 'remain on tasks'. We hope they will become budding model railroaders. If you want to be part of the crew talk to Penn.