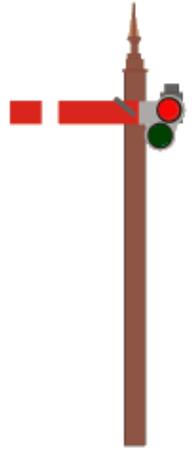


The Semaphore



THE OFFICIAL PUBLICATION OF THE
WNC MODEL RAILROADERS, INC.

A 100% NMRA CLUB



On the web at www.wncmrr.org & Facebook

June 2014

VOLUME 43 NUMBER 12

Our next meeting is on June 5th 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.



THE "GOLDEN SPIKE" (ALSO KNOWN AS "THE LAST SPIKE"^[1]) IS THE CEREMONIAL FINAL SPIKE DRIVEN BY LELAND STANFORD TO JOIN THE RAILS OF THE FIRST TRANSCONTINENTAL RAILROAD ACROSS THE UNITED STATES CONNECTING THE CENTRAL PACIFIC AND UNION PACIFIC RAILROADS ON MAY 10, 1869, AT PROMONTORY SUMMIT, UTAH TERRITORY.



NEWS FOR OUR MEMBERS

OUR NEXT MEETING

Our next meeting will be starting at 7 PM on Thursday June 5th

Clinic: A wonderful clinic

Synopsis: We would like you to bring in principally steam engines, or if not your era other model (in any phase of construction). Any size or scale from the 'Big Boy' on down in size. **See you there!**

REPORT ON THE LAST MEETING

Assistant Superintendent **Tom McPherson** called the meeting to order at 7:05

The next outing for the LOST RR is June 22 at Charlotte. We will set up on June 21. This is the NC Rail Fair at the Charlotte Expo Center. For more information contact **Fred Coleman**.

Unfinished business: None

New business:

Tom and **Fred** presented information regarding the possibility of us having space in a building that is next to the Eliada Home property. This is only a possibility, nothing is confirmed. So no details can be mentioned until Eliada Home gets through their negotiations.

Dan Lang is having an open house on May 17, more information is available at the DIV 15 website.

The NC Transportation Museum is having several big events in the near future. Additional information is available on [page 5](#).

Tom reminded us that there are elections for officers of the SER NMRA. The ballot is in the current SouthErneR Magazine. The SER Convention is June 13 - 15 in Memphis.

Our next meeting is June 5. This is our "Annual Meeting where we elect new officers. Several positions are available including Superintendent, Paymaster and one Board member. If you are interested in serving your club in any of these positions, please contact **Clinton Smoke**.

Tom reported seeing a video of the movement of Union Pacific's Big boy to the shop for restoration.

Clint Smoke reported on a article in today's paper regarding a derailment and spill of crude oil on CSX property in Lynchburg, Va. The accident led to a fire and release of crude oil into the James River.

Good and Welfare:

Dean Kahl is recovering nicely with a new knee in place. He sees the recovery time as a great opportunity to do some model building. **Boyce Brown** is scheduled for some medical tests.

Several members responded to the call to bring structures to the meeting. The presentation of these modules led to an interesting discussion on building bonding and weathering techniques.

Our Annual meeting is on June 5, 2014 at 7:00 pm.



NATIONAL TRAIN DAY AND THE TRANSCONTINENTAL RAILROAD

National Train Day is a holiday started by Amtrak in 2008 as a method to spread information to the general public about the advantages of rail travel and the history of trains in the United States. It is held each year on the Saturday closest to May 10, the anniversary of the pounding of the Golden Spike in Promontory, Utah that marked the completion of the transcontinental railroad within the United States. Events are held at Amtrak stations as well as railroad museums across the country and often have passenger cars and model railroad layouts on display. The largest events usually take place in Washington, D.C., Philadelphia, PA, Chicago, IL, and Los Angeles, CA.

The First Transcontinental Railroad (known originally as the "Pacific Railroad" and later as the "Overland Route") was a 1,907-mile (3,069 km) contiguous railroad line constructed between 1863 and 1869 across the western United States to connect the Pacific coast at San Francisco Bay with the existing Eastern U.S. rail network at Council Bluffs, Iowa, on the Missouri River. The rail line was built by three private companies: the original Western Pacific Railroad Company between Oakland and Sacramento, California (132 miles (212 km)), the Central Pacific Railroad Company of California eastward from Sacramento to Promontory Summit, Utah Territory (U.T.) (690 miles), and the Union Pacific Railroad Company westward to Promontory Summit from the road's statutory Eastern terminus at Council Bluffs on the eastern shore of the Missouri River opposite Omaha, Nebraska (1,085 miles). Opened for through traffic on May 10, 1869, with the driving of the "Last Spike" with a silver



hammer at Promontory Summit the road established a mechanized transcontinental transportation network that

revolutionized the settlement and economy of the American West by bringing these western states and territories firmly and profitably into the "Union" and making goods and transportation much quicker, cheaper and much more flexible from coast to coast.

Paddle steamers linked Sacramento to the cities and their harbor facilities in the San Francisco Bay until 1869, when the CPRR completed and opened the WP grade (which the CPRR had acquired in 1867-68) to Alameda and Oakland (MP 6). (Service between San Francisco (MP 0) and Oakland Pier (MP 6) was provided by ferry.)

The CPRR eventually purchased 53 miles of UPRR-built grade from Promontory Summit (MP 828) to Ogden, U.T. (MP 881), which became the interchange point between trains of the two roads. The transcontinental line was popularly known as the *Overland Route* after the principal passenger rail service that operated over the length of the line until 1962.

The gauge, the distance between the wheels, of both railroads was set at what is now called standard gauge—4 ft 8 1/2 in (1.435 m). The railroad gauge used in the United States were not all standardized at this time with several different gauges being used. This made transferring railway cars and locomotives to different railways difficult. The gauge of the southern and Panama Railroads were 5 feet (1.5 m) then. The rails used were nearly all iron rails of a flat bottomed modified I-beam profile weighing 56 pounds (25 kg) per 1 yard (0.91 m) or 66 pounds (30 kg) per 1 yard (0.91 m). The heavier rails were used in the Sierras where they made it easier to plow the tracks for snow clearance. Railroad rails were



restricted to U.S. manufacturers by congressional fiat.

Today's engines and railroad cars are much heavier and use much heavier and stronger steel rails, often continuously welded. By 1865, steel rails had only just been introduced, as the Bessemer process and open hearth furnace steel making processes started to be established in the United States. From these came steel rails, which, at slightly higher prices, lasted much longer than iron rails. They were not used in building the first transcontinental railroad though which was built as rapidly as possible at as low an initial cost as possible. The advantages of steel rails had as yet not been demonstrated. Upgrades would have to be made in railroad equipment, tracks, ties, bridges, etc. as the railroad became profitable or wore out.

Within a few years, nearly all railroads converted to steel rails. Not only one of the major initial costs of building a railroad, rails also get a surprising amount of wear and have to be replaced sooner if made of iron, particularly in corners. The iron rail lengths used in building the Transcontinental Railroad are variously listed as 30 feet (9.1 m) (560 pounds (250 kg)) or 15 feet (4.6 m) long (280 pounds (130 kg)). The available pictures seem to favor the shorter length; but the longer rails may have been used if available, especially on curves where their longer length made them easier to bend (using crow bars).

Time was not standardized in the U.S. then, but set by each railroad to minimize errors in scheduling its own trains. Only later (about 1883) were standardized time zones set up and time standardized so all the railroads could schedule their trains—later recognized by Congress. Needing rapid communication for ordering more supplies or particular types of workers with specific skills, and needing to schedule the trains which had to go both ways on a single track, the companies built telegraph lines along the railroad rights of way as the track was laid. The close proximity of the railroad made these lines easier to protect, easier to supply with operators for relay or train stations, and easier to maintain than the original First Transcontinental Telegraph lines, which went over much of the original routes of the Mormon Trail up the North Platte River and across the very thinly populated Central Nevada Route through the central Utah and Nevada Big Basin "deserts". The railroad's telegraph lines, which followed the railroad and were needed to schedule train traffic to avoid conflicts and collisions, soon superseded the earlier telegraph lines in general use.

WANT A CLINIC?

- If you have a clinic you would like to give, see or email [Tom](#) or [Dave](#) with what you want to give. Try it out on us before going big time at a SER or Land O'Sky meeting.

Even if you don't want to go big time, we would love to hear about your niche of our expansive hobby!

NOTICE OF ANNUAL MEETING

**WNC MODEL RAILROADERS ANNUAL MEETING
WILL BE HELD ON JUNE 5TH AT 7:00 PM.**

Elections will be held for the positions of Superintendent, Company Clerk, and two Board of Directors as part of the business meeting.



STREAMLINERS AT SPENCER

May 29 through June 1

Schedule of Events

Thursday, May 29

Streamliners Preview Day: 8 a.m. - 5 p.m.

For a special price, get in on the excitement early with the arrival of the last units, behind-the-scenes spruce up and initial set up at the Bob Julian Roundhouse. It is a unique look at the locomotives that will not be available at any other time during the event.

Celebration at the Station: 5:30 p.m. - 8:30 p.m.

Learn more about the restoration of the event's important locomotives during a kickoff Southern dinner at the nearby Salisbury Station. Enjoy music, speakers and socializing at this beautiful depot on Norfolk Southern's main line.

Nighttime Photo Shoot: 9 p.m. - 11:30 p.m.

View the engines with special nighttime photo lighting around the Bob Julian Roundhouse. Enjoy special arrangements and pairings of the locomotives that will change each night.



Photo from 2012 Norfolk Southern Heritage Unit Family Portrait

Friday, May 30

Streamliners at Spencer: 8 a.m. - 8 p.m.

Watch the locomotives on the turntable while a narrator describes each unit. Every day will have a unique gathering of locomotives around the turntable, and this day features "twins."

Nighttime Photo Shoot: 9 p.m. - 11:30 p.m.

View the engines with special nighttime photo lighting around the Bob Julian Roundhouse. Enjoy special arrangements and pairings of the locomotives that will change each night.



Saturday, May 31

Streamliners at Spencer: 8 a.m. - 8 p.m.

Marvel to the spectacle of historic streamliners on parade. Participants in the event will help to select the line up of units for the afternoon display of locomotives at the turntable.

Nighttime Photo Shoot: 9 p.m. - 11:30 p.m.

A final session of special arrangements around the Bob Julian Roundhouse will take place with our third and final nighttime photo session, concluding the event's after dark activities.

Sunday, June 1

Streamliners at Spencer: 8 a.m. - 8 p.m.

The grand finale features unique gathering of locomotives on display side-by-side and an assembly of the participating locomotives in a single consist.



PICTURES OF STRUCTURES AT OUR LAST MEETING





THE SER/MCoR JOINT REGIONAL CONVENTION

The Southeastern and Mid Continent Regions of the National Model Railroad Association invite you to attend the joint regional convention for 2014, held in Memphis Tennessee on June 13, 14 and 15. This combination of talents and resources from both regions provides an excellent opportunity to expand your knowledge and skills in the hobby while making new acquaintances and renewing old friendships. A wide array of activities are available in the Memphis area and will include such model railroad events as home layout tours, prototype tours, clinics and demonstrations and an excellent train show.

Prototype tours will include opportunities to visit intermodal facilities and witness the highly choreographed process of transferring tons of containerized cargo from truck to train and visa versa. While it is a daily activity for those in the industry, it is still amazing to watch the skill and deftness with which crane and truck operators do their jobs. Millions of packages yearly pass through the FedEx Hub facility, and watching the way they are handled from pick up, sorting through the system on to delivery is a study in coordination and efficiency. Container transfer and package handling are two examples of why Memphis is known as the distribution capital of the world.

In addition to moving goods and packages, Memphis is not to be left out in transporting people. Rather than focusing on the efficiency of people transport, Memphis has created a trip down nostalgia lane with the downtown trolley line. Here is an opportunity to visit behind the scenes of MATA's trolley barn and see repair and maintenance facilities in operation. A ride on one of the restored trolleys will take you through the downtown area, and make a stop at the newly created Memphis Railroad & Trolley Museum, an outstanding collection of historic railroad artifacts and train exhibits the entire family is sure to enjoy.

All Prototype Tours are an extra fare feature of the convention and \$15 each person will cover the cost of transportation. There is a limit of 40 people per tour, and busses will pick up and drop off at Harding Academy at prescribed times.

Home layouts are always an exciting and anticipated event in model railroad conventions. While Memphis does not have the plethora of home layouts other large cities have, the quality and extent of those available are certainly worth spending time on the road. There are 12 fine locations of home layouts around the city and include scales from N to G.

Train show, clinics, banquet and slide presentations round out the activities. Some well known clinicians will be presenting top quality clinics on various aspects of the hobby, and include names like Fran & Miles Hale, Allen Keller, Cliff Powers, Jim Six and many more. If you are bored, you are sleeping. There is more than enough to fill three days of activity, but if you must, Beale Street, the Pink Palace Museum, and the FedEx Forum (home of the Memphis Grizzlies) will provide extra enjoyment outside of model railroading, if such activities really exist.

Reservations for the convention can be made on line or by mail, and forms can be found on line at www.MRTM.org/convention. All activities other than Prototype Tours and Home Layout tours will be at Harding Academy, including clinics and the Train Show. Hotel accommodations can be made at the Hilton Hotel off Interstate 240 at Poplar Ave, or at the Memphis Hotel (formerly the Marriot) off I-240 at Perkins and American Way.



CLUB CALENDAR

This is listing of know activities for our club members in the near future:

June 4th **Eliada Hobos**
Downstairs in the Barn
 Session 1 2:30 –3:15 PM
 Session 2 3:30—4:15 PM
 Session 3 4:15—5:00 PM
 Session 4 6:00—6:45 PM
 Session 5 7:00—7:45 PM

June 5th 7:00 PM **Club Meeting**
Eliada Admin Building

June 11th **Eliada Hobos**
Downstairs in the Barn
 Session 1 2:30 –3:15 PM
 Session 2 3:30—4:15 PM
 Session 3 4:15—5:00 PM
 Session 4 6:00—6:45 PM
 Session 5 7:00—7:45 PM

June 18th **Eliada Hobos**
Downstairs in the Barn
 Session 1 2:30 –3:15 PM
 Session 2 3:30—4:15 PM
 Session 3 4:15—5:00 PM
 Session 4 6:00—6:45 PM
 Session 5 7:00—7:45 PM

June 25th **Eliada Hobos**
Downstairs in the Barn
 Session 1 2:30 –3:15 PM
 Session 2 3:30—4:15 PM
 Session 3 4:15—5:00 PM
 Session 4 6:00—6:45 PM
 Session 5 7:00—7:45 PM

June 30th **Eliada Hobos**
Downstairs in the Barn
 Session 1 2:30 –3:15 PM
 Session 2 3:30—4:15 PM
 Session 3 4:15—5:00 PM
 Session 4 6:00—6:45 PM
 Session 5 7:00—7:45 PM

July 2nd **Eliada Hobos**
Downstairs in the Barn
 Session 1 2:30 –3:15 PM
 Session 2 3:30—4:15 PM
 Session 3 4:15—5:00 PM
 Session 4 6:00—6:45 PM
 Session 5 7:00—7:45 PM

July 3rd 7:00 PM **Club Meeting**
Eliada Admin Building

July 9th **Eliada Hobos**
Downstairs in the Barn
 Session 1 2:30 –3:15 PM
 Session 2 3:30—4:15 PM
 Session 3 4:15—5:00 PM
 Session 4 6:00—6:45 PM
 Session 5 7:00—7:45 PM

July 16th **Eliada Hobos**
Downstairs in the Barn
 Session 1 2:30 –3:15 PM
 Session 2 3:30—4:15 PM
 Session 3 4:15—5:00 PM
 Session 4 6:00—6:45 PM
 Session 5 7:00—7:45 PM

July 23rd **Eliada Hobos**
Downstairs in the Barn
 Session 1 2:30 –3:15 PM
 Session 2 3:30—4:15 PM
 Session 3 4:15—5:00 PM
 Session 4 6:00—6:45 PM
 Session 5 7:00—7:45 PM

July 30th **Eliada Hobos**
Downstairs in the Barn
 Session 1 2:30 –3:15 PM
 Session 2 3:30—4:15 PM
 Session 3 4:15—5:00 PM
 Session 4 6:00—6:45 PM
 Session 5 7:00—7:45 PM

August 7th 7:00 PM **Club Meeting**
Eliada Admin Building

We have things for you to do, expand the hobby and your talents! Come out to see what your fellow club members are doing.



EVENTS FOR MODELERS:

11TH NC RAIL FAIR

JUNE 21ST, 2014

Metrolina Expo Center
Charlotte, North Carolina

NATIONAL N SCALE CONVENTION

JUNE 25TH-29TH, 2014

Roanoke, VA.

See their [website](#) for more information

HISTORIC SPENCER SHOPS TRAIN SHOW

AUGUST 23-24

NC Transportation Museum
Spencer, NC



2014 Memphis Convention - Rails Across the River

Fri, 06/13/2014 (All day) - Sun, 06/15/2014 (All day)

The Memphis Railroad and Trolley Museum and the Bluff City Division of the NMRA are proud to host the 2014 Joint Convention of the Southeastern and Mid Continent Regions of the NMRA.



2014 NMRA NATIONAL CONVENTION

July 13 - July 19

79th Annual NMRA National Convention, Cleveland, OH. Check out [the convention's website](#) for details.