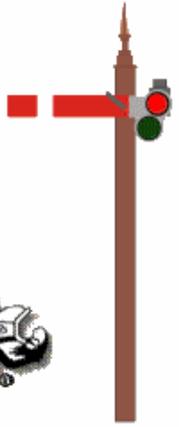


The Semaphore



LAND-O-SKY
DIVISION 15, SOUTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION
AND
WNC MODEL RAILROADERS, INC.

JOHN WILLIAMS, SUPERINTENDENT
ROBERT BELL, ASST. SUPERINTENDENT
KEN GRAZIN, COMPANY CLERK
JIM FIQUA, PAYMASTER



July 2009

VOLUME 38 NUMBER 11

Our next meeting is our annual picnic on July 18th at Noon.

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

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



Ben Bartlett's *Hillside Lumber and Coal facility* won **First Place** in the on-line structures category of the model competition at the **62nd SER Conference** in *Pensacola, FL*. Please see a report of the conference, comments about Pensacola's history, and photographs of other contest entries [inside](#).



NEWS FOR OUR MEMBERS

OUR NEXT MEETING

Our normal business meeting will be at regular spot starting at **Noon** on **Saturday July 18th**.

Clinic: None scheduled. Hey it's our annual Picnic. Contact Fred if you are coming by [email](#) or call 669-0983, we need a good count to have the right amount of club food.

Summary: Just a fun day of food and bull sessions. Contact [Fred Coleman](#) about what you can contribute in the way of supplemental food items.

NEWS FROM THE BARN

Operating sessions on LOST RR: Are suspended due to remodeling of the Barn for changing of the Eliada Home program.

LOST RR WILL BE IN CHARLOTTE

Our LOST RR (HO modular layout) will be displayed on **27 June** in Charlotte as part of the Train Show at the Charlotte Fairgrounds. The modules will be *transported to Charlotte on Friday the 26th* for the one-day show on Saturday. The layout will be torn down following the show and returned to Asheville after the show. **Members interested in participating in the showing should contact [Fred Coleman](#).**

MINUTES OF THE DIVISION MEETING, THURSDAY, JUNE 7, 2009

Ken Granzin, Company Clerk

The meeting opened at 7:00 p.m. **John** welcomed our visitors.

There was no Treasurer's report because of the absence of the Paymaster.

The Finance Committee has not yet provided a recommendation regarding the upcoming increase in annual dues

There was no information from the Module Committee.

At this time, we have no place to set up the HO modules on the Eliada grounds.

We do have a place to store the modules and associated equipment in a building on the grounds. We have hopes a building soon will be provided where we can set up the modules for operations and construction activities in the future.

The N-scale equipment and layouts, as well as the "German" HO layout, will be moved downstairs in the barn, where we will continue our work with the youth of Eliada. These layouts and equipment come from donations and they belong to Eliada. Our work with the youth will share the space downstairs with proposed classes in arts and crafts conducted by others.

Fred reported on the upcoming showing of our HO modular layout on 27 June in Charlotte as part of the train show at the Charlotte Fairgrounds. The modules will be transported to Charlotte on Friday the 26th for the one-day show on Saturday. The layout will be torn down following the show and re-



turned to Asheville that evening. Members interested in participating in the showing should contact [Fred](#).

John thanked **Wally** for his major contribution to operations in the barn.

Dan spoke of pending changes involving the Asheville Branch of the Apple Valley Club's layout in Hendersonville. Our club members would be impressed by the fine work that has been recently completed on this layout. The Apple Valley club has a layout for Thomas the Tank Engine at the planning stage, reflecting the great popularity of Thomas and friends with younger visitors

John reported that the layout at Lake Junaluska has reached the stage where scenery is being installed. You can visit the layout in the lobby of the Terrace Hotel at the lake. Your participation in this work will be always appreciated. Contact **John**, **Jack Mershon**, or **Bill Seibert** for further information.

The *SER convention* will be held 10-14 June in Tallahassee, FL. The *NMRA national convention* will be held 5-11 July in Hartford, CN. Those interested in the latter convention can register without being members of the NMRA for a \$25 charge.

The club's annual picnic will be held Saturday, 18 July at noon. The club will finance the major share of the food. *Call Fred about what you can contribute in the way of supplemental food items.* There will be no other club meeting in July.

Joe Norris presented the clinic on "Boom Loader -The Historical Spar Tree." Using his notebook computer, Joe showed pictures, drawings, and photographs related to lumber operations in the woods. The spar tree, approximately 100 feet tall, provides the vertical member of a very heavy-duty apparatus used for swinging logs from their means of delivery from the woods onto rail cars. **Joe** also showed an N-scale model of this apparatus, as well as a trestle bridge, both of



which he scratch-built. **Joe** provided copies of an informative handout, complete with pictures, diagrams, and references dealing with boom loaders. If you missed getting one, he has a few extra copies that will be available at the next meeting.



The meeting adjourned at 8:00 p.m.



A REPORT ON THE SER CONVENTION AT PENSACOLA, FLORIDA



The weather and the hospitality were warm in Pensacola during our visit for the 62nd Conference of the SER of NMRA. The conference had the usual clinics, tours, contests, and banquet. Participation was off a bit, but for those attending, it was a good conference and it is a good year to be in Pensacola.

PENSACOLA'S HISTORY

Pensacola, Florida has a rich and colorful history dating back 450 years, being the first European settlement in the continental United States (1559) and controlled by five countries. Early exploration of Pensacola Bay spanned decades, with Ponce de León (1513), Pánfilo de Narváez (1528), and Hernando de Soto plus others charting the area.

Due to prior exploration, the first settlement of Pensacola was large, with over 1,400 people on 11 ships from Vera Cruz, Mexico landing on August 15, 1559, led by Don Tristán de Luna y Arellano. However, weeks later on September 19, 1559, the colony was decimated by a hurricane which killed hundreds, sank five ships, grounded a caravel, and ruined supplies. The 1,000 survivors decided to relocate and resupply the settlement but, due to famine and attacks, the effort was abandoned in 1561. Pensacola was permanently reestablished by the Spanish in 1696 on the mainland, near Fort Barrancas (*see map*), it was occupied by the French in 1719 but another major hurricane devastated the settlement in 1722, causing the French to evacuate, and the Spanish returned.

Pensacola's location has caused great turmoil, with many buildings destroyed by wars and by numerous major hurricanes. The location, south of the original British colonies, and on the dividing line between French Louisiana and Spanish Florida along the Perdido River, has caused the possession of the city to change multiple times. Pensacola has been under the possession of the Spanish, French, British, United States and Confederate States, and has remained a part of the United States since the end of the American Civil War. Along with wars, numerous hurricanes have been a massive factor in Pensacola history, destroying houses and leaving many people homeless.

Pensacola is nicknamed "The City of Five Flags" due to the five governments that have flown flags over it during its history: those of Spain (Castile), France, Great Britain, the Confederate States of America, and the United States. Other nicknames include "World's Whitest Beaches" (due to the white sand prevalent along beaches in the Florida panhandle), "Cradle of Naval Aviation" (the National Museum of Naval Aviation is located at the Pensacola Naval Air Station, home of the legendary Blue Angels), "Western Gate to the Sunshine State," "America's First Settlement," "Emerald Coast," "Redneck Riviera," and "Red Snapper Capital of the World."

Pensacola is a sea port on Pensacola Bay, which connects to the Gulf of Mexico. A large United States Naval Air Station, the first in the United States, is located southwest of Pensacola (near the community of Warrington) and is home to the Blue Angels flight demonstration team and the National Museum of Naval Aviation.

Pensacola is the westernmost city in the Florida Panhandle and the county seat of Escambia County. As of the 2000 census, the city had a total population of 56,255 and as of 2007, the estimated population was 54,283. However, the Pensacola–Ferry Pass–Brent Metropolitan Statistical Area, comprising Escambia and Santa Rosa counties, had a population of 453,451.

On February 19 of 2009, the King and Queen of Spain, Juan Carlos I and Sofía, took part in com-

(Continued on page 5)



(Continued from page 4)

memorating Pensacola's 450th anniversary, as America's first European settlement.

PENSACOLA RAILROAD HISTORY

The *Pensacola and Atlantic Railroad* was chartered on March 4, 1881 to connect Pensacola with the parts of Florida east of the Apalachicola River, across the sparsely-populated Panhandle.

The railroad company completed its surveys and began full construction on June 1, 1881. Official ground breaking ceremonies in Pensacola on August 22, 1881 brought into focus the importance of the West Florida enterprise and its evident relationship with the expanding *Louisville and Nashville Railroad*. The *Louisville and Nashville Railroad* was operating the original *Alabama and Florida Railroad* and subsequent *Pensacola Railroad* route into Pensacola from Flomaton Alabama, forty-four miles to the north.

The *Pensacola and Atlantic Railroad* was constructed in less than two years' time with different sections of the railroad being built simultaneously by different contractors. The first Pensacola and Atlantic locomotive arrived in Milton in May 1882 by water and was placed in work train service constructing the railroad eastward from Milton. The first train over the newly constructed Escambia Bay Bridge arrived on August 15, 1882.

Upon completion of the Apalachicola River bridge west of Chattahoochee in February 1883, the river crossing at Sampson's landing was abandoned. Service from Pensacola to Jacksonville, Florida began the first week in May 1883 via connections with the *Florida Central and Western Railroad*, later *Seaboard Air Line Railroad*, at River Junction, Florida.

The *Pensacola and Atlantic Railroad* received financial backing from the *Louisville and Nashville Railroad* during construction and ceased operating as an independent line on July 1, 1885 when it was incorporated into the *Louisville and Nashville* system. Ninety seven years later in 1982, the *Louisville and Nashville Railroad* merged with the *Seaboard Coast Line Railroad*, *Atlanta and West Point Railroad*, *Georgia Railroad*, *Western Railway of Alabama*, and *Clinchfield Railroad* to form the *Seaboard System Railroad*. In 1985, the Seaboard system and the Chessie system merged to form *CSX Rail System*. The area is served by CSX today.

When the Pensacola and Atlantic was constructed through Northwest Florida in 1881-1883 the Florida panhandle was sparsely populated. The only two areas that warranted a depot were Milton and Marianna, Florida. Other depots were quickly added as people moved in to settle the wild lands and traffic began to increase. There were sixteen depots built in the first years.

Passenger service peaked in the 1920's with six trains a day calling at Milton. With the coming of the automobile and airplanes that were heavily subsidized by the government, passenger service started going into the red. Four trains survived until 1967 when the *Louisville and Nashville* along with other railroads lost the mail contracts. The remnant of the streamliner Gulf Wind, inaugurated in 1949 to replace steam-powered heavy-weight cars, survived until *Amtrak's* formation. Its last run was on April 30, 1971. The *Gulf Wind's* final years saw just token service consisting of one engine, one baggage car, one coach, and one sleeper with a diner between Jacksonville and Chattahoochee only. The service had been reduced to three times a week in an attempt by the *Louisville and Nashville* and the *Seaboard Coast Line Railroad* to cut costs and to help support the discontinuance petition filed with the ICC.

Beginning on April 4, 1993 *Amtrak's* "Sunset Limited" provided through service across Northwest

(Continued on page 6)



(Continued from page 5)

Florida from Los Angeles, California to Miami, Florida via New Orleans, Louisiana, and Jacksonville, Florida with stops at Pensacola and Crestview. The "Sunset Limited" ended a twenty-two year hiatus in passenger service across the Florida Panhandle. In August 2005, Hurricane Katrina destroyed the main line along the Louisiana and Mississippi Gulf Coast thus ending *Amtrak's* "Sunset Limited" and passenger service in northwest Florida.

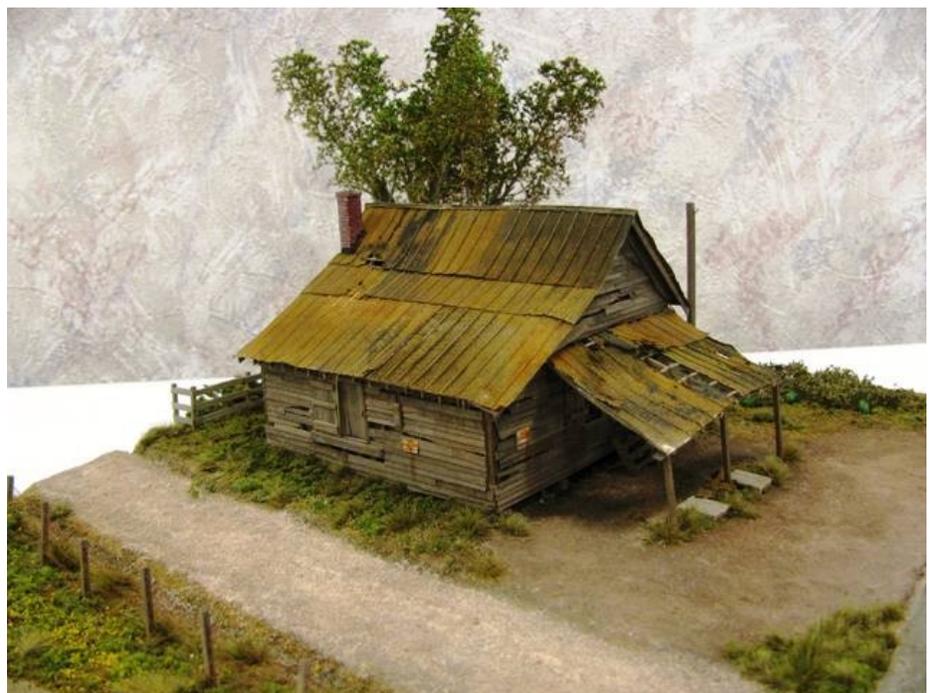
Next month: Pensacola's other railroad.

THIS YEAR'S CONTEST THEME WAS SOMETHING NAUTICAL TO TIE IN WITH PENSACOLA'S RICH NAUTICAL HISTORY.



SEVERAL MODELERS HAD FUN WITH THIS THEME; HERE IS ONE EXAMPLE

One of many fine models that won Merit Awards at this year's SER Conference.





NMRA CONVENTION IN HARTFORD, CT



NATIONAL MODEL RAILROAD ASSOCIATION CONVENTION

AND

NATIONAL TRAIN SHOW®

CONNECTICUT CONVENTION CENTER

JULY 10 - 12, 2009

HARTFORD, CONNECTICUT

Have a
Safe and Enjoyable
Independence Day.
Watch some 4th of July
fireworks,
and run some trains!!!

