

The Semaphore



THE OFFICAL PUBLICATION OF THE
WNC MODEL RAILROADERS, INC.

A 100% NMRA CLUB



On the web at www.wncmrr.org & [Facebook](#)

October 2011

VOLUME 41 NUMBER 4

Our next meeting is on October 6th 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.



**AT THE DURANGO AND SILVERTON NARROW GAUGE RAILROAD
ROUNDHOUSE.. DAREL CRAWFORD PHOTO**



NEWS FOR OUR MEMBERS

OUR NEXT MEETING

Our next meeting will be starting at 7 PM on Thursday October 6th.

Clinic: A presentation on great layouts.

Synopsis: Fred Coleman will present a program on great layouts. Come and see Dr Joe Nichols layout with all hand laid track and 150 switches and others that Fred will reveal. **See you there!**

REPORT ON THE LAST MEETING

The meeting was called to order at 7:00 PM by Superintendent Fred Coleman.

He provided information on upcoming events:

October 1, Farm City day at Hendersonville, NC

The LOST RR is scheduled to be there, weather permitting. Setup, operating, and removal crew needed, contact **Fred if you can help!**

October 8, SRHA Gathering at Hendersonville, N C

October 15, Railroading Merit Badge Event at Camp Daniel Boone.

October 14 and 15, French Broad e'N'pire's Autumn Rails show at Ag Center

October 22, Division 15 Mini-Meet in Hendersonville, NC

October 27-30, MER NMRA Conference at Cary, NC

In October, we have two opportunities to help.

The first is **Farm City Day** in Hendersonville. This is a big day in Henderson, and a great day to show off our model railroad. We will setup and operate, and have lots of visitors. Whether you like to run trains, or meet with the public and share stories about the World Greatest Hobby, this is a great the day to be out in the community. Call Fred Coleman and let him know that you will help.



The second opportunity will come two weeks late when we are assisting with the **Boy Scout Railroading Merit Badge** program. Again, this is a great and satisfying opportunity to tell interested young men about real and model railroads. Call Charlie Krug at 828 684-7475 and let him know that you will help.

We are awaiting word from the good folks at the Eliada Home regarding the proposed site for our new building.

We continue to work on Tom Wheeler's layout. Tom is in a wheelchair. But his is an avid model railroader, and has a nice model railroad set up in his garage, thanks to several of our club's members. Tom's family has generously donated to our club in exchange for these efforts. We need another afternoon or two to finish the layout.

Call Fred Coleman and let him know that you will help. Fred will set up a day for continuing our involvement with this layout.



(Continued from page 2)

Fred has flyers for our March 2012 Train Show.

Treasurer John Williams reported on our finances, and collected money for dues, issuing new membership cards to those who paid. If you missed this opportunity, send \$12 to John Williams at 205 Sunset Ridge, Clyde, NC 28721.

After a short break, **Clinton Smoke** provided an interesting program on the history of the Durango and Silverton Heritage Railroad in Colorado. **Clint** rode the train in September of 2010.

NATIONAL CONVENTION

Well the 2011 National Convention is now history. We will see reports of this great event in the next issue of NMRA magazine. It not too early to start thinking about the next show, or even the one after that. So, here is the info:

- **2012: Grand Rapids, MI. July 29 - August 4, 2012** For info go to www.gr2012.org
- **2013: Atlanta, GA July 14 - July 20, 2013.** For info go to www.nmra2013.org

The event in Atlanta is sponsored by the Piedmont Division., SER. They always put on a great show, so this should be their great accomplishment to date. Its close and you have had plenty of warning.

While the 2011 NMRA event is now history, it is worth noting that the site is still worth visiting. The convention was in Sacramento, California. Sacramento has long been a railroad town. The Central Pacific Railroad began building eastward from Sacramento in 1863, and celebrated the completion of the Transcontinental Railroad at Promontory, Utah, five years later.

It was home to the vast Southern Pacific Railroad Shops. It is now home to the California State Railroad Museum, one of the premier railroad museums in the country, located in Old Sacramento. With 53 historic buildings, Old Sacramento has more buildings of historic value condensed into its 28 acres than most areas of similar size in the West.

Many of the clinicians at the Sacramento convention have **uploaded their handouts or full presentations** as PDF files to the [x2011 website](#). Anyone can download them. Just look for the Clinics tab, then Clinic Handouts.

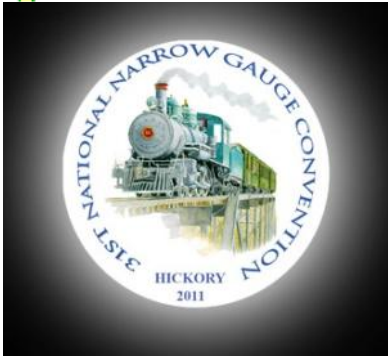
HELP OUT WITH THE BOY SCOUTS ON OCTOBER 15TH. HAVE SOME FUN AND EARN SOME CREDIT TOWARDS YOUR VOLUNTEER AP CERTIFICATE. CONTACT CHARLIE KRUG FOR MORE DETAILS



DUES, DUES, DUES

TIME TO RENEW THE ANNUAL DUES IN THE WNC MODEL RAILROADERS

Again the dues shall remain at \$12.00 and are due September 1. Please be sure to pick up your new membership card when paying your fee. Address in meeting notes, if you can not attend a meeting.



NATIONAL NARROW GAUGE CONVENTION 2011

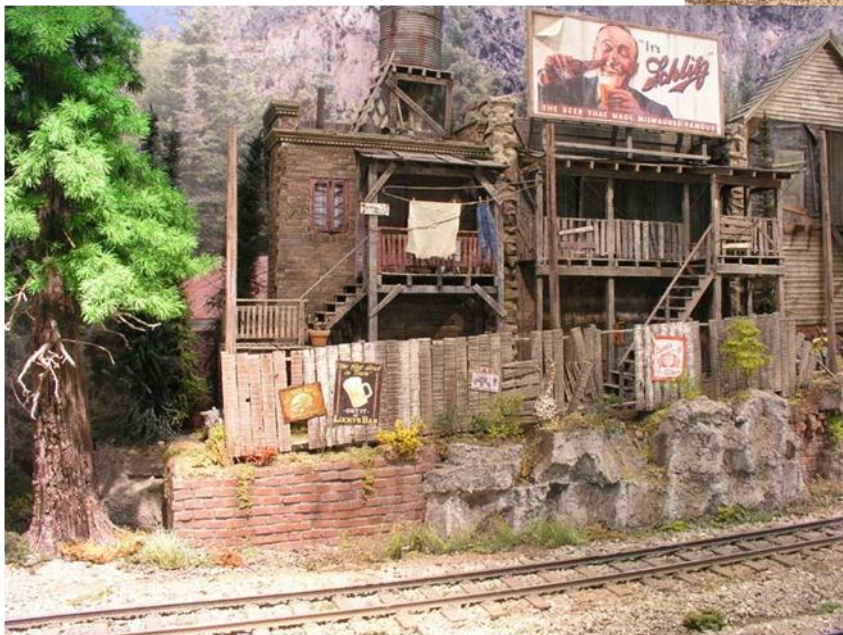
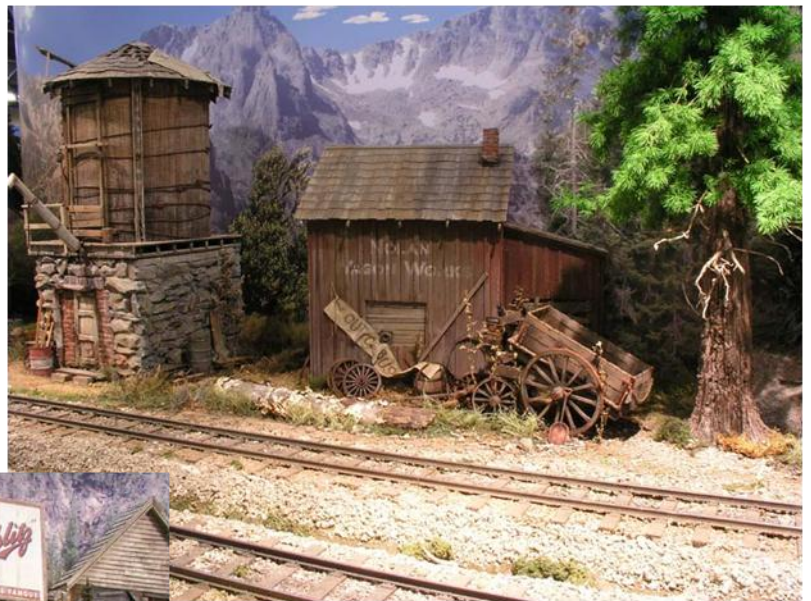
SEPTEMBER 7-10, 2011 AT HICKORY, NC 28

The 2011 31st National Narrow Gauge Convention in Hickory

Text by Fred Coleman. Photos by Mike Smith

The 2011 31st National Narrow Gauge Convention was well attended with around 2000 avid modelers there from 12 countries. The contest room was filled with many outstanding models, dioramas and photos, making a real challenge to judge. The layouts were again eye candy for minute detail , weathering and precision.

Many home layout tours were offered scattered out all over North and South Carolina, and Tenn. Tweetsie, Spencer, Denton Farm Park, and several depots were a few of the proto type tours available. With 90 clinic slots for you to make a choice from, it did take planning as to what you were most interested in. The train show had over 325 tables of venders from all over the country, it would not take long to blow your monies put aside for your layout. There was something for everyone to enjoy and /or experience while making new friends, learning new direction to focus on or just having a great time. Here are several pictures taken at the Convention, courtesy of Mike Smith. (Check out mike's photos on [his Narrow Gauge picture website.](#)) Mike will have more of these great pictures at our October meeting. See you there!





A BRIEF HISTORY OF THE **DURANGO AND SILVERTON NARROW GAUGE RAILROAD**

The railroad that is now known as the Durango and Silverton Narrow Gauge Railroad was once a part of the Denver and Rio Grande Western Railroad. The **Denver and Rio Grande Western Railroad** started as a narrow gauge line running south from Denver, Colorado in 1870 and served as a transcontinental bridge line between Denver, and Salt Lake City, Utah. In 1988, the Rio Grande's parent corporation, Rio Grande Industries, purchased **Southern Pacific Transportation Company**, and as the result of a merger, the larger Southern Pacific name became better known. Today, most former D&RG main lines are owned and operated by the **Union Pacific Railroad**; several branch lines are now operated as *heritage railways* by various companies.

The Rio Grande was the epitome of mountain railroading, with a motto of *Through the Rockies*, not around them and later *Main line through the Rockies*, both referring to the Rocky Mountains. The D&RG operated the highest mainline rail line in the United States, over the 10,240 feet (3,120 m) Tennessee Pass in Colorado, and the famed routes through the Moffat Tunnel and the Royal Gorge. At its height, around 1890, the D&RG had the largest operating narrow gauge railroad network in North America. Known for its independence, the D&RGW operated the last private intercity passenger train in the United States, the Rio Grande Zephyr.

The Denver and Rio Grande Railway (D&RG) was incorporated on October 27, 1870 by General William Jackson Palmer and a board of four directors. It was originally announced that the new 3 ft (914 mm) gauge railroad would proceed south from Denver and travel an estimated 875 miles (1,408 km) south to El Paso via Pueblo, westward along the Arkansas River, and continue southward through the San Luis Valley of Colorado toward the Rio Grande River.^[1] Closely assisted by his friend and new business partner Dr. William Bell, Palmer's new "Baby Road" laid the first rails out of Denver on July 28, 1871.

Narrow gauge was chosen in part because construction and equipment costs would be relatively more affordable when weighed against that of the prevailing standard gauge. Palmer's first hand impressions of narrow gauge operations in England buoyed his interest in the narrow gauge concept which would prove to be advantageous while conquering the mountainous regions of the Southwest. Eventually, the route of the D&RG would be amended (including a plan to continue south from Pueblo over Raton Pass) and added to as new opportunities and competition challenged the railroad's expanding goals.^[2]

Feverish, competitive construction plans provoked the 1877–1880 war over right of way with the Atchison, Topeka and Santa Fe Railway. Both rivals hired gunslingers and bought politicians while courts intervened to bring settlement to the disagreements. One anecdote of the conflict recounts June 1879 when the Santa Fe defended its roundhouse in Pueblo with Dodge City toughs led by Bat Masterson; on that occasion, the D&RG paid the defenders to leave. In March of 1880, a Boston Court granted the AT&SF the rights to Raton Pass, while the D&RG paid an exorbitant \$1.4 million for the trackage extending through the Arkansas River's Royal Gorge. The D&RG's possession of this route allowed quick access to the booming mining district of Leadville, Colorado. While this "Treaty of Boston"^[3] did not exactly favor the purist of original D&RG intentions, the conquering of new mining settlements to the west and the future opportunity to expand into Utah was realized from this settlement.

Jumping over about a century of service, in 1998, the Union Pacific Railroad sold 12 miles (19 km) of track through the Royal Gorge in an effort to preserve this scenic route. Two new corporations, the Canon City & Royal Gorge Railroad (CC&RG) and Rock & Rail, Inc. (R&R), joined together to form Royal Gorge Express, LLC (RGX) to purchase the line. Passenger service on the new Royal Gorge

(Continued on page 6)



(Continued from page 5)

Route Railroad began in May 1999. The Royal Gorge Route Railroad operates trains on their 12-miles of track through the Royal Gorge year-round.

The D&RG also pushed west from Walsenburg, Colorado over Veta Pass (now "Old La Veta Pass") by 1877. At the time the 'Uptop' depot on Veta Pass, rising over 9,500 feet (2,900 m) in elevation, boasted the highest elevation for a narrow gauge railroad. The railroad reached Alamosa by 1878. From Alamosa, a line was pushed south through Antonito eventually reaching Santa Fe, New Mexico (the Chili Line) and west as far as Creede, Colorado. From Antonito a line was built over 10,015 feet (3,053 m) Cumbres Pass, along the Colorado-New Mexico border, reaching Durango, Colorado in August 1881 and continuing north to the rich mining areas around Silverton in July 1882. Even as the D&RGW exploited the best new standard-gauge technology to compete with other transcontinental carriers, the railroad continued to operate the surviving steam-powered narrow gauge lines, including the famed narrow gauge line between Durango and Silverton, Colorado.

Most of the remaining narrow-gauge trackage was abandoned in the 1950s and 1960s. Two of the most scenic routes survived in operation by the D&RGW, until they were sold to tourist railroad operators.

- The **Cumbres and Toltec Scenic Railroad** assumed operation of the line between Antonito, Colorado and Chama, New Mexico in 1970.
- The last D&RGW narrow gauge line, from Durango to Silverton, was sold in 1981 to the **Durango and Silverton Narrow Gauge Railroad**, exactly one hundred years after the line went into operation.

WEBMASTER INSIGHT

Website you may not have seen: [Train Life](#) from the people of ExactRail®, but a separate entity. Why should you care, well the idea is for people to not only join different groups, but they are uploading out of print magazines to there members. It is a searchable index. The out of print magazines include Great World of Model Railroading, Prototype Modeler, Model Builder, Model Railroading and Model Railroading Ideas to name a few. The articles may be older, but research about a prototype doesn't change. You can get access to an article that you may think is lost, and they are adding content constantly as they have acquired the rights from the publication owners to post it on there website.

There are groups that include train movies, scale, prototype railroads, or even a group dedicated to everything Athern. You should be able to find a group you can learn something from.

The site has over 1200 videos from layouts to rail fanning and DCS-50 tricks. Photos are also available to see. It's free to join, so check it out.

If you haven't seen it, there is a free model railroading magazine on the internet. Just google for free model railroading magazine and the following link will appear: <http://model-railroad-hobbyist.com/>. Model Railroad Hobbyist is free, and published monthly. It is supported by sponsors, provides some good multi-media presentations within the articles.

It can be downloaded to all platforms as PDF file, but it is seems geared toward PC platforms than Mac. (I have a little trouble with safari browser on my iPhone. It may just be that it overpowers the abilities of the iPhone. I can read the PDF file on the iPhone.) I like the articles because they go more in depth on the item, like Railroad Model Craftsman. They don't take up as much space since the exist out in cyberspace. Try it out.



EVENT FOR MODELERS

OCTOBER 1, 2011

FARM CITY DAYS

LOST RR will be at the Farm City Days from 10 AM to 4PM (weather permitting) at Jackson Park, Hendersonville, NC See the [their website](#) for details

OCTOBER 14–15, 2011

FRENCH BROAD E" N"PIRE TRAIN SHOW

October 14 from 1 to 7 PM, 15th from 9 AM to 3 PM, WNC Ag Center, Fletcher, NC See the [their website](#) for details.

OCTOBER 15

CAMP DANIEL BOONE

Boy Scout Merit Badge at Camp Daniel Boone, NC, contact [Charlie Krug](#) for details.

OCTOBER 22

Land O'Sky Division mini meet in Hendersonville, NC. See [website](#) for details.

OCTOBER 27TH - 30TH

NMRA MID-EAST REGION CONVENTION

at the Embassy Suites in Cary, NC. See the [website](#) for details.

JUNE 1-3, 2012

'TRACKS TO THE SMOKIES' 2012 SER CONVENTION, GATLINBURG, TN
HOSTED BY THE SMOKEY MOUNTAIN DIVISION, SER.
CHECK [OUT THEIR WEBSITE](#) FOR LATEST DETAILS.





Autumn Rails All Scales Train Show

October 14-15, 2011

Fri 1-7 Sat 9-3

Western North
Carolina
Agricultural Center

- The Carolina's Model Railroading, Toy Train and Railroadiana Show and Exhibition
- Bigger and Better than ever with 26,000 square feet of model and toy trains, railroadiana, hobby and collectible vendors, clinics and operating model railroads.

- Dozens of new and used model train, railroadiana, hobby and toy vendors
- Operating Layouts in several scales
- Model Railroading Clinics
- Door Prizes
- Tons of FREE Parking
- Admission \$6 Adults for both days, kids under 12 and scouts in uniform free

www.fbe-ntrak.com/autumnrails.htm

Expo Building, **Gate 5** Boyleston Hwy and Fanning Bridge Rd. Fletcher, NC
across from Asheville Regional Airport
I-26 Exit 40 Airport Road

Presented by the French Broad eN'pire Ntrak Club
Contact: Chuck Place 828 685-2726 email hmp3@blueridge.net