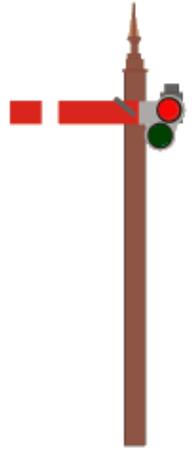


The Semaphore



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

On the web at www.wncmrr.org

July 2010
VOLUME 39 NUMBER 11

Our next meeting is on July 17th at 11 AM.

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 Great Hall at Chicago's Union Station.
See article on [page 4](#)



NEWS FOR OUR MEMBERS

OUR NEXT MEETING

Our next meeting will be starting at 7 PM on Thursday July 17th.

Clinic: Annual Picnic!!

Synopsis: A short business meeting, then food, train talk and fellowship. **See you there!**

FROM THE SUPERINTENDENT

This is an announcement from the NMRA, that I am forwarding to you for consideration:

So far, the Diamond Club Fundraiser has been a rousing success, and we're well on our way to achieving our goal of \$75,000. To date we've raised about \$67,000, and are hoping to go "over the top" sometime in the next few months.

A firm has been selected to do the Diamond Club photo digitizing and web posting, and we're anticipating that members will be seeing the first of the photographs online before year's end.

Keep your eyes open for Part 1 of a two-part series on the "History of the NMRA" in the August issue (the "Convention Issue") of Scale Rails. It's a fascinating story of how the organization was founded, and the pitfalls it encountered as it grew and evolved.

An exhibit depicting the past 75 years of model railroad manufacturing history will be displayed at the Milwaukee Convention. The exhibit features everything from Al Kalmbach's model train to trains, kits, and accessories from our childhood. There are even examples of items that were produced 60 years ago that are still being manufactured today, plus much more.

The Milwaukee Convention will also feature "Ask the Historian" sessions with Lee Riley (Bachmann) and Bill Wischer (Walthers) -- two experts in the history of model railroad manufacturing. Here's your chance to ask those lingering questions about model production,

Stay on Track

Fred

Health & Welfare Corner

Harvey Klumb is recovering from a recent heart problems, we hope that the rehabilitation is soon over. Keep them in our thought and prayers.

"THE TRAIN SHOP" (Formerly *Old Fort Model Trains*) has opened at 93 South Main Street, Marion, NC 28752! Phone number - 828-668-9434. Big Sale - 20% off all purchases made between now and July 3 at 10pm! So don't miss out! Come, and mention this announcement to receive your discount! The store will have a grand Re-opening July 3! Visit Wes in his new store in downtown Marion!

N-SCALE TRAINS FOR SALE

I have over 200 N-scale trains (MicroTrains) from my late husband's collection for sale, and a few Atlas, Athearn, Roundhouse, Intermountain & Red Caboose. I am selling them 50% off the list price on the trains...all are new in cases. Will do 60% off for 10 or more. Can also email pictures. I can send t you a list. I also have lots of train books, some quite old. Contact Pat Tallman at pattallman@yahoo.com



SUMMARY OF THE MONTHLY MEETING, JUNE 3, 2010

Our June 3rd meeting was called to order at 7 PM by **Fred Coleman**. He reported on the *SER Convention* recently held in Alabama. Our club did well in contest entries- second in participation in the contest room. **Jack Mershon** and **Joe Norris** won awards. **Ben Bartlett** received his MMR certificate and **Fred Coleman** won second place award in the people choice award for this year's theme of manufacturing. **Fred** was elected Vice President of the Southeastern Region.

Bill Seibert, representing the nomination committee presented a slate of offices for the coming year as follows: **Fred Coleman**, Superintendent; **David Anderson**, Asst. Superintendent; **John Williams**, Paymaster; **Mike Smith**, Clerk and **Clinton Smoke**, *Semaphore* Editor. A motion to elect the slate by acclamation was offered, and approved.

Sam Hopkins reported on the start of a new group focused on S, O, and G scales, to work in harmony with this Club and Division 15. His report appears [on page 4](#).

After a short break we had a slide show presentation by **Gordon Fewster** on short lines of the north east. **Gordon** showed us many interesting shot which could be used for modeling possibilities whether for your MMR or not. **Thanks Gordon!!**

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

EVENTS FOR MODELERS:



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

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

LAND O'SKY DIVISION MEETING

Our division is meeting on Saturday, July 24, starting at 9:30 am in the Fletcher Public Library. The Library is located 1.75 miles south of Airport Road on US 25 in Fletcher. . A business meeting, various reports, and an interesting clinic are planned. All are welcome.



July 17 - Annual Picnic

Our July meeting will be a picnic on Saturday, July 17. Please contact Fred Coleman or Dave Anderson about your attendance at our annual picnic on July 17th. Please include what you're bringing and number of people for the main-course head count. This information was needed by July 1st. Thank You,

Set up starts at 1000, meeting starts at 1100, food and shop talk start immediately after the meeting! SEE YOU THERE!

REMEMBER MODEL RAILROADING IS FUN!!!



LARGE-SCALE GROUP STARTS ORGANIZATION PROCESS

By Sam Hopkins

Editor's Note: *The following report summarizes the initial meeting. A second meeting was held June 17. Details will be published in the next issue of The Semaphore.*

The first 'get acquainted' meeting was held near Waynesville on Thursday May 29th. After a casual time of getting to know each other we sat and each told a little about themselves and interest in model railroading. Most had an operating layout. That is a really good sign! I've asked everyone to give suggestions for a name and it was mentioned that it should be "Model RR Generic" to indicate interest in Model Trains in general – encompassing 3 rail, 'Toy Trains', and Large Scale. Please send me your ideas and we'll select one at the next meeting. This is not intended to compete with the area's several good HO & N gauge clubs but rather to compliment and expand the interest in model railroading.

We looked up info on several inspirations for a name. Reflecting the beautiful geographic area of the country we live in seems to be a good idea. 'French Broad' refers to the river and basin that runs from south of Asheville N and NW into Tennessee picking up the Pigeon and eventually becoming the Tennessee River. 'Appalachian' is the whole Mountain range from Georgia, thru Tennessee/North Carolina, up through Virginia and into Pennsylvania and New England. 'Blue Ridge' is generally North of here and into Pennsylvania. 'Smoky Mountain' is the most 'local' designation of this area extending into Tennessee and North Carolina. Other suggestions are welcome. Please put on your thinking caps and let's come up with something really nice!

Several of the organizers are interested in starting construction on a Modular 3 rail O gauge layout with the goal of having a nice operating display to showcase O gauge Trains at area venues – Train Shows, Shopping Centers at Holidays, County Fairs, and other public places to help introduce the hobby to the general public. As such, we need to decide on a type of track and construction specifics. Please feel free to contact Sam if this is an interest of yours as we need to start on this aspect ASAP to have something nice to display by summer's end when the fairs and train shows pick up. Someone asked to have a 'how-to' or 'clinic' on some aspect of Model Railroading at each session. That is a good idea and we welcome your input here. I believe that I can have someone give one at this next meeting. Also suggested is to hold meetings at different member's homes to allow everyone a chance to see your layout and operation.

Chicago's Union Station

Your editor recently toured the mid-west, stopping in Chicago on a quiet and beautiful Sunday morning. Among the stops was Union Station. The station is much in use and has an interesting history.

Chicago's Union Station opened in 1925, replacing an earlier 1881 station, and is now the only [intercity rail](#) terminal in Chicago. Union Station was built on the west side of the [Chicago River](#) and stands between [Adams Street](#) and [Jackson Street](#). It is, including approach and storage tracks, about nine and a half [city blocks](#) in size, and almost entirely beneath streets and skyscrapers (only its impressive head house is not). The [Chicago Union Station Company](#), now a subsidiary of [Amtrak](#), owns the station.

On April 7, 1874 the Pennsylvania Company (the owner of the Pennsylvania Railroad's "Lines West" territory), Chicago, Burlington and Quincy Railroad, Michigan Central Railroad, Chicago and Alton Railroad and Chicago,

(Continued on page 5)



(Continued from page 4)

Milwaukee and St. Paul Railway signed an agreement to build a union station on land owned by the Pennsylvania Company's Pittsburgh, Fort Wayne and Chicago Railway between Van Buren Street and Madison Street on the west side of the Chicago River. The Michigan Central, which used the Illinois Central Railroad's Illinois Central Depot, would have switched to the Pittsburgh, Fort Wayne and Chicago Railway at Tolleston, Indiana. However, it quickly decided to keep using the Illinois Central Depot. The Chicago and North Western Railway also considered switching to the new station from its Wells Street Station, but instead built the Chicago and North Western Passenger Terminal in 1911. The other four companies went on to use the station when it opened in 1881.

The second Union Station was built by the Chicago Union Station Company, owned by all the companies that used the first station but the Chicago and Alton (which used the new one anyway). The architect was Daniel Burnham of Chicago, who died before its completion. The firm of Graham, Anderson, Probst and White completed the work to Burnham's designs. Work began in 1913 and the station opened on May 16, 1925, though some construction on viaducts carrying streets over the approach tracks went on into 1927. Construction was delayed by World War I, labor shortages and strikes. It is one of about a dozen Beaux-Arts railroad stations that were among the most complicated architectural programs of the era called the "

Upon its completion, Union Station was hailed as an outstanding achievement in railroad facility planning. Today, the monumental neoclassical station is the last remaining railroad terminal still used by intercity trains in Chicago. The station's ornate Beaux-Arts main waiting room, the "Great Hall", is one of the United States' great interior public spaces with its vaulted skylight, statuary, and connecting lobbies, staircases, and balconies. The Great Hall is over 110 feet (34 m) high. Enormous wooden benches are arranged in the room for travelers.

During World War II, Union Station was at its busiest, handling as many as 300 trains and 100,000 passengers daily. In 1969, with greatly reduced traffic, the concourse at Union Station was demolished, in anticipation of the station's general destruction. However, its continued usefulness prevented this, and a new, modernized concourse was constructed. In 1992, Union Station was renovated by Lucien Lagrange Associates. Union Station currently serves all Amtrak intercity trains to Chicago, as well as Metra commuter rail lines - the North Central Service, Milwaukee District/North Line, Milwaukee District/West Line, BNSF Railway Line, Heritage Corridor and SouthWest Service. Union Station remains a busy place: ^[update]approximately 54,000 people use the station on a daily basis, including 6,000 Amtrak passengers.

In spite of the large volume of traffic, trains do not pass through Chicago—just the passengers do. All through-passengers must change trains in Chicago. As rail author Jack Swanson stated, "Rail passengers traveling across the U.S. funnel through Chicago like sands through the neck of an hourglass".

Unlike other major American intercity/commuter rail hubs, such as Grand Central Terminal and Penn Station in New York, 30th Street Station in Philadelphia, and Union Station in Los Angeles, Union Station does not have any direct connection to local rapid transit service: the Chicago Transit Authority's 'L' system does not stop at Union Station (one must walk about one block south of the station to board the blue line CTA train at Clinton). However, Chicago's highly centralized urban form means that most commuters can walk to their final destinations.

The magnificent Great Hall at Chicago Union Station is the ideal location for elegant special events, receptions and weddings. The Great Hall is considered to be one of the greatest indoor spaces in the United States. Guests are awed as they enter this 20,000 foot classic Beaux Arts style room which boasts 18 soaring Corinthian columns, terracotta walls, a pink Tennessee marble floor and is crowned with a spectacular five-story, barrel-vaulted, atrium ceiling. Opening onto the Great Hall is the Union Gallery, a beautiful 3,500 square foot room, ideal for VIP receptions, lounges, ceremonies and meetings.

The rich history and beauty of the Great Hall has made it a popular location for feature films including *The Untouchables*, *My Best Friend's Wedding*, *Flags of Our Fathers* and many others.

Some of this information was provided by Wikipedia.



Double Stacks at Bluefield

These may be the first double stacks at Bluefield. Which likely came from the east as a test train for the Heartland Corridor project, as the west end of the project is still being worked on. Image taken from Grant street bridge looking west. *Roger Link photo courtesy of the Norfolk and Western Historical Society.*



**Fred Coleman's
People Choice
Award winning
entry at the
recent
SER Convention.**

Photograph by Mike Smith



Photographs by Mike Smith

Two examples of Jack Mershon's fine work

Photographs by Mike Smith

Bring your recent examples of your work to our meeting for some good shop talk comments.

