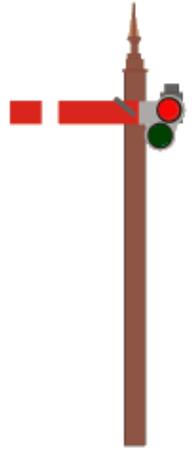


# The Semaphore



THE OFFICIAL PUBLICATION OF THE  
WNC MODEL RAILROADERS, INC.

A 100% NMRA CLUB



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

## October 2010

### VOLUME 40 NUMBER 2

Our next meeting is on October 7<sup>th</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.



**IS THIS FOR REAL OR IS AN ENTRY IN THE "WHAT-IF" CATEGORY FOR NEXT MONTHS LAND O'SKY MEETING?**



# NEWS FOR OUR MEMBERS

## OUR NEXT MEETING

Our next meeting will be starting at 7 PM on Thursday October 2<sup>nd</sup>.

**Clinic: Work shop on scenery** by John Williams

Synopsis: 20 - 9 1/2 x12 inch modules will be furnished along with the necessary supplies to do scenery. John Williams will be doing the teaching. See you there!



Three views of what John will lead us through in this work shop.



### WE ARE STARTING OUR 40<sup>TH</sup> YEAR AS A MODEL RAILROAD CLUB.

We would like to share some of your experiences of our history in these pages over the coming year. If you can contribute something, please contact the editor.

**We are starting a new year and dues are due.** If you have paid, thanks. If you haven't paid, please bring your money to the next meeting. If you are not coming to the next meeting, please mail your check to the paymaster at . Dues are \$12 per year. Checks may be made payable to WNCMR, Inc. Send to 205 Sunset Ridge, Clyde, NC 28721.

### BY LAWS REVISION

During the summer we have been working on new bylaws. We will have more information on these in the next *Semaphore* to facilitate discussion and approval at the November 4 meeting. We are obliged to give two months notice such action; here it is: We will vote on new bylaws at the November 4<sup>th</sup> meeting.



# REPORT ON THE LAST MEETING

*Superintendent Fred Coleman* called the September 2<sup>nd</sup> meeting to order and made the following announcements:

The Mountain State Fair coming up September 10 - 19 There is a G scale layout we are compensated to operate. It is also a good venue for passing out fliers. Setup after lunch on Wednesday the 8th. Contact **Fred** if you can help with setup, or staff the layout during the fair

Farm City Days Oct. 2nd. We will be there at 7AM - tear down at 4 PM. **Fred** asked for help to organize the trailer next week so the Farm City Days modules are in the back. Again, we need some helpers

We will also participate (that means more helpers) in *Fall by the Tracks* on Oct. 16th at Black Mountain with a 12' x 12' foot module setup.

There is a listing in the *Semaphore* of 480 places you can go to enjoy railroading. (*a slight exaggeration - Ed.*)

Oct. 24th NMRA HQ in Chattanooga will have a train-trip called the Missionary Ridge trip. The Tennessee Valley Railroad is a great place to visit.

**Train Show March 4th and 5th of 2011**. **Mike Smith** is working on publicity. Hopefully we get magazine ads in 2 months prior to the show. **Fred** called for volunteers to help with other tasks. Here was some discussion about advertising in the Asheville C-T. We want to increase participation – our goal is 2,000 people this year.

*Paymaster John Williams* reported that we are solvent. IRS changed rules 2-years ago and now we have to file an e-post card. We had lapsed in reporting due to these changes and **John** got everything straighten out with the IRS for our non-profit section 501(c)(3) status.

September is dues month. If you haven't paid, send check for \$12 to **John Williams**.

**Dave Anderson, Dick Burdette Fred Coleman** and **Clint Smoke** have been helping Tom Wheeler who moved from Winston-Salem over a year ago. Got the layout to where he can run trains from his wheel chair. There was a picture in last month's *Semaphore*. Club earned \$ 1,000 for the service.

At our next meeting **John Williams** will do a hands-on workshop in scenery. There will be supplies so each person can make a diorama.

**Clint Smoke** is looking for longer-term members to help him learn the club history. He is working on an article for *Scale Rails*.

**John Williams** recalled discussion about an award to recognize achievers and milestones such as 10, 20, years or longer membership.

After a short break, **Clint Smoke** provided an illustrated report on his trip to Milwaukee to attend the 2010 Annual NMRA Convention, and then on to Canada to visit friends, and see trains and steam-powered ships.

*Our next meeting is **October 7**.*



## ABOUT THE COVER PHOTO

This is billed as the largest rail in the world. The vehicle is a Schnabel car, built by the Schnabel Corporation, makers of specially designed heavy railcars. The cargo is a huge steel cylinder. It was made in Oakville, Ontario, and is being shipped to Kansas to be installed in a natural gas refinery. The car and the cargo together weigh over 2 million pounds (1000 tons). The maximum speed is 10 to 15 miles per hour. To give you some perspective it takes an automobile at 75 mph 1 hour to get to Flint. This train will take 6 hours to make the trip. Every train that has to pass it must stop and then proceed by it at walking speed which is about 2 to 4 mph.. The special car is part of a train made up of a dedicated locomotive followed by 5 buffer flatcars, then the Schnabel car, another flat car and then a caboose. This train barely fit in Port Huron yard. The picture on the cover was taken August 24, 2010 at the Canadian National Yard at Port Huron, Michigan.



A **Schnabel car** is a specialized type of railroad freight car. It is designed to carry heavy and oversized loads in such a way that the load itself makes up part of the car. The load is suspended between the two ends of the cars by lifting arms; the lifting arms are connected to a pivot above an assembly of pivots and frames that carry the weight of the load and the lifting arm. When a Schnabel car is empty, the two lifting arms are connected together, and the car can usually operate at normal freight train speeds. Some Schnabel cars have hydraulic equipment that can shift the load vertically or horizontally (while moving at very low speeds) to clear obstructions along the car's route. There are

30 of this type of car in operation in North America, 31 in Europe and 26 in Asia.

The largest Schnabel car in operation, owned by ABB, carries road number CEBX 800, and is used in North America. It has 36 axles (18 for each half). Each half contains nine trucks which are connected by a complex system of span bolsters. (To save you're the agony of doing the math, at 1000 tons, the wheel loading is comparable of fully-loaded 100-ton car on four axles.) Its tare (unloaded) weight is 370 tons. The car measures 231 feet long; it can carry loads up to 113 ft long. The word Schnabel is from the German word Tragschnabelwagen, meaning "carrying-beak-wagon", because of the usually tapered shape of the lifting arms, resembling a bird's beak.

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## EVENTS FOR MODELERS:

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### **FRENCH BROAD E'N'PIRE AUTUMN RAILS**

**MODEL RAILROAD SHOW AND SWAP MEET,  
WHITMIRE ACTIVITY BUILDING, HENDERSONVILLE, NC  
FROM 10:00AM-4:00PM ON OCTOBER 9TH,**

Adults & Teens \$5, Scouts in Uniform & Kids Under 13 free

Check [their website](#) for more details



## EVENTS FOR MODELERS: (CONT.)

### OUR LOST RR WILL BE AT (AND YOU SHOULD TOO!)

**FARM CITY DAYS, SATURDAY OCTOBER 2, 2010,  
JACKSON PARK, HENDERSONVILLE, NC**

**FALL BY THE TRACKS, SATURDAY OCTOBER 16  
AT THE DEPOT, BLACK MOUNTAIN, NC**

We will take the LOST RR modules and operate trains at both events (Farm City days is weather permitting). Our core mission is to promote the hobby - here is a great opportunity to help accomplish our mission, while having a lot of fun. Please help in the set up and operation by contacting Fred Coleman or Dave Anderson.

**SOUTHERN RAILWAY HISTORICAL ASSOCIATION GATHERING  
OCTOBER 9TH, 2010, 9 AM TO 4 PM AT STEARNS, KENTUCKY**

Go to their [website](#) for more info.

### NARROW TRAK 10

**OCTOBER 8 & 9, 2010 AT PISGAH FOREST, NC**

For further details, contact Frank Persall by [e-mail](#)



### RAIL OPERATIONS WEEKEND

**HOSTED BY THE CAROLINA SOUTHERN DIVISION  
OCTOBER 15-17, 2010**

Held in various layouts in and around Charlotte, NC or check out [their website](#) for registration and info.

**LAND O'SKY DIVISION, DIVISION 15, SER  
QUARTERLY MEETING ON OCTOBER 16, 9AM TO NOON**

Contact Frank Pearsall at [plans@citcom.net](mailto:plans@citcom.net) for more info



### CAROLINA SOUTHERN DIVISION 1ST ANNUAL TRAIN SHOW



**OCTOBER 30, 2010, FROM 10 AM UNTIL 4 PM**

ADMISSION: Adults \$5.00

Children under 12 **FREE** and Scouts in uniform **FREE**

**NO CHARGE FOR PARKING**

We will have up to 80 vendor tables available for your shopping pleasure, in addition to special tables for local railroad clubs and groups. We are also planning on one or more operating layouts.

The Hickory Grove Methodist Church is located at 6401 Hickory Grove Road, Charlotte, NC. Use this link [Hickory Grove Methodist Church, Charlotte](#) for a Google map and directions.

For more information check out [their website](#).



# AUTUMN TRAIN EXCURSIONS



Oct. 30 - Roanoke, Va. and Oct. 31 - Asheville, N.C.

The N.C. Transportation Museum Foundation and the Watauga Valley Chapter of the National Railway Historical Society will host two day trip excursions to Roanoke, Va. and Asheville, N.C. this fall. These excursions, now in their fourth year, allow travelers to see beautiful fall foliage, experience a great destination and enjoy the romance of riding the rails. The "Virginia Autumn Special" travels to Roanoke Saturday, Oct. 30; the "Blue Ridge Special" will travel to Asheville. Sunday, Oct. 31.

Departing Spencer at 7 a.m., Saturday's Virginia Autumn Special" will offer additional passenger pick-up at the Greensboro Amtrak Station at 8 a.m., allowing those in the Triad a more convenient boarding opportunity. The train will travel through the northern portion of the North Carolina Piedmont to the western part of central Virginia, offering spectacular views of the fall foliage, crossing the Dan and Roanoke Rivers. Moving onto the old Virginian Railway line, the train will pass through four tunnels and over trestles that provide views of the tributaries into Smith Mountain Lake. The train will arrive in Roanoke, the "Star City of the South," at noon, passing by the historic Roanoke Shops, where Norfolk Southern built their classic steam engines. Passengers will have nearly three hours to enjoy the attractions offered. Downtown Roanoke offers an array of dining, shopping and sight-seeing opportunities. Departing Roanoke at 3 p.m., the train will arrive back in Greensboro at 6:45 p.m. and in Spencer at 8 p.m.

During Sunday's trip, the "Blue Ridge Special" will travel through the western Piedmont into the foothills and on to the Blue Ridge Mountains. Departing Spencer at 7 a.m., the train will roll through the cities of Statesville, Hickory, Morganton, Marion, Black Mountain and Swannanoa. The train will climb the famed "loops" of the Blue Ridge Mountains and pass through several tunnels before arriving in Asheville at noon. Passengers will have nearly three hours for an outing at Biltmore Village. Departing Asheville at 3 p.m., the "Blue Ridge Special" will return to Spencer at 8 p.m.

Ticket sales for this year's excursion will differ from previous years. As a benefit of museum membership, there will be a two day advance sale, July 26 and 27, beginning at 9 a.m. Members are limited to six tickets each. Family memberships begin at \$50

and include free train rides, special ticket prices during museum events and member benefits at over 250 other museums through the Association of Science-Technology Centers. Public ticket sales begin July 28 at 9 a.m.

Tickets are available online at [www.nctrans.org](http://www.nctrans.org) or by calling 704-636-2889 ext. 237.



## EVENTS FOR MODELERS: (CONT.)

### STEAM TO RIDE THE NORFOLK SOUTHERN RAILS AGAIN, IN COOPERATION WITH TVRM

Norfolk Southern Corporation is in negotiations with the Tennessee Valley Railroad Museum with regard to the operation of a limited schedule of steam locomotive event appearances and passenger excursions beginning later this year. "21st Century Steam" would highlight milestones in rail history and provide an opportunity for audiences to learn about today's safe and service-oriented freight railroads. The program would feature three venerable coal-powered steam locomotives:

- Southern Railway 4501: Built in 1911 by Baldwin Locomotive Works, 4501 served Southern Railway in freight service in Tennessee, Virginia, Kentucky, and Indiana, before being sold to a short line railroad. No. 4501 was retired from revenue service in 1963 and enjoyed a second career in the excursion program operated by Southern Railway and Norfolk Southern from 1966 until 1994. This Ms (Mikado superheated) Class locomotive has 63-inch driving wheels.
- Southern Railway 630: Built in 1904 at the Richmond, Va., works of American Locomotive Company, this Consolidation-type locomotive has traveled throughout the Southeast, often in the company of 4501 and sister locomotive 722. An extensive six-year rehabilitation to Federal Railroad Administration standards is being completed at TVRM's Soule Shops complex in Chattanooga.
- Tennessee Valley Railroad 610: Built in 1952 by Baldwin-Lima-Hamilton for the U.S. Army, 610 has been the mainstay of TVRM steam operations since 1990. It also appeared on several Norfolk Southern steam excursions from 1990 to 1993. No. 610, also a Consolidation type, was one of the last steam locomotives built in the U.S.

"This is the right time for steam to ride the Norfolk Southern rails," said CEO Wick Moorman. "We have a fascinating history, and we have a compelling message about how today's railroads support jobs, competition, and the economy. It is a forward-looking message that resonates with people everywhere."

"21st Century Steam can help introduce historic and modern railroading to a broad new audience of supporters," said TVRM President Tim Andrews. "We are pleased to be developing this relationship with Norfolk Southern for the purpose of preserving and interpreting the steam age, and of bringing today's railroad closer to people young and old, in communities large and small." The launch of 21st Century Steam would coincide with key dates. 2011 will be 4501's 100th birthday and TVRM's 50th. The year 2012 will mark Norfolk Southern's 30th anniversary.

21st Century Steam's initial appearances and runs tentatively could take place in the Chattanooga area this fall, with locomotives 610 and 630. No. 4501 could join the program sometime in 2011, after rehabilitation. Exhibit dates, ticketing, and other details will be announced later.

"The sights and sounds of a steam train are powerful enough to catch the public's attention in this busy and complex age," said Jim Wrinn, author of Steam's Camelot: Southern and NS Excursions in Color, and editor of Trains Magazine. "A steam train is a living piece of American history that teaches volumes about this exciting industry that has much to offer our country today. Once the door is open with the steam locomotive, you've got an opportunity to teach a new generation how railroading is the right transportation solution to so many challenges facing us."

Later this year, Norfolk Southern and TVRM plan to launch a web site in support of the program.

From a NS Corp. news release.



# A REPORT FROM THE SMOKY MOUNTAIN MODEL RAILROADERS

By Sam Hopkins

The September meeting was held Friday evening at the home of Dr Russ and Laurie Barone in Arden. Again, several new faces were in attendance and introductions were made all around. The upcoming Henderson Train Show was mentioned by Jim Hendley and Joe Martinez who will have three tables along with Doug Mason. Several of the members are heading for the big TCA meet in York PA next month and stories were exchanged.

Something funny came up as we talked and we discovered that almost everyone present was originally from NY - Brooklyn, Long Island, Staten Island, and several other cities! We joked about adding something referencing NYC in our name. Seems these beautiful mountains are a haven of sorts for New Yorkers especially.

It was suggested that we look into having a little 'structure' to the club with the possibility of installing officers soon. Please give this some thought and if you would like to offer your services, do let us know. We will need some lead time to announce nominations and then to have an actual election perhaps by the end of the year. Your club needs YOU!

The next meeting will be Friday October 22 with the location open. This date was chosen due to the many members who will be attending the York meet and this is the first weekend following. Who would like to host this meeting? Please step up soon and let me know so I can get the information out quickly. Some of you have not been getting these mailings. I have tried my best to get them to you and I have 37 email addresses in this folder. When I send it as a mass mailing, 13 - 14 come back immediately with some problem. I have then re-sent each of those one at a time in hopes they get through. I am sending this one to just a few address together this time in several groups. Please help me get the word out. Tell your friends and anyone else you think may be interested.

Harold Clackett gave a report on the modular project that we now have 6 tables 32" x 48" and 4 corner tables ready for track and wiring. Construction costs are at just \$27 each table at this stage and should come in under \$70 each with track and wiring. Harold suggested that if someone wanted to cut costs slightly, the 2" foam sheet (@ \$10) could be eliminated and 1/2" carpet foam or Homasote could be substituted. The legs would then be adjusted 1 1/2 inches to keep the rail head at the same height. The advantage of the 2" foam is to add stiffness to the module and give the ability for the owner to cut gullies, ravines, and the like giving greater variety to the terrain.

Having access to a modular layout has many advantages. It gives us the ability to express our individual ideas in landscaping, scenery, function, and to have a personal, unique portion of a larger layout. We will be able to set up at various public venues to give exposure of the hobby to the general public by running our trains and talking with people who will come watch. As nice as the many HO and N gauge layouts are that we've all seen at area train shows, the visual impact of the larger O scale trains is something that will be immediately noticeable. The sounds, smoke, and detail are much more apparent in O gauge than in the smaller sizes. Although technically twice the size of HO, these models appear to be four times larger in real life!

To recap for those of you who may have missed some of the earlier notices, the club has a building crew composed of Harold Clackett and his two sons, Jacob & Josh who are all skilled carpenters. They have offered their services to construct the modules and bring them to the state of being wired and having three lines of ballasted track. At this point the modules are fully functional and will be compatible with each other to minimize any problems with assembly when the layout is set up. Anyone interested in participating in the project will purchase (at cost) as many tables as you please. Most will probably want to have several to develop a 'theme' for 8, 12, or 16 feet of layout. You then can finish detailing out your tables as you desire with scenery, mountains, tunnels, bridges, industries, stations, etc.

Our goal is to have a very nice looking layout with continuity of trackage, ballast, and of good quality and imagi-

*(Continued on page 9)*



(Continued from page 8)

nation similar to the better HO setups you've seen. For many of us who don't have the space to construct a large home layout, this is a great place to run your trains and experience fellowship with others of similar interests. We hope to export good will and fun to the community in general. Please let us know how many tables you would like to obtain and also, please send in funds as soon as you can as the building crew has to purchase track and supplies ahead.

Again, the modular project is just one facet of our club and completely optional for those interested. This is your club and hopes to encompass many areas of interest. Please come and express your views and ideas.

After some lively discussion and a round of snacks & drinks, our gracious hosts invited everyone down to view the terrific layout that takes up most of their basement. (See photo above) Dr Russ and Laurie did all of the finish work on this layout themselves and it is amazing. Those of you who were 'no-shows' really missed something! Russ is quite fond of the Erie RR around the time of post WW2 and later. He was running mostly late 40s - early 1950s diesel equipment for us. His layout has a lot of action, many accessories, great lighting, and many, many small details that will amuse and interest you for hours.

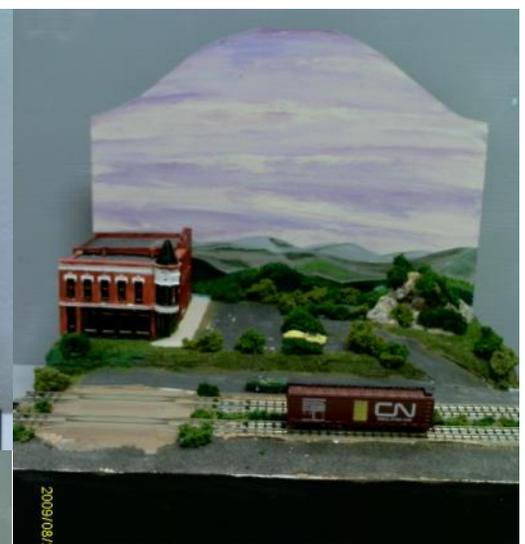
A hearty 'Thank you' to both of you! We broke up around 10 pm and a great time was had by all.

We look forward to seeing you at the October 22nd meeting at the Toy Box, located at 793 Merrimon Ave., starting at 7 PM.

## ELIADA YOUTH PROGRAM MODULES



A sample of recently



finished modules



**C**ome on out and help on Wednesday afternoon, evenings or both. Contact **Penn** or **Dave** for more information.



# A FOLLOW-UP TO THE SEPTEMBER MEETING

By Clinton Smoke

*At the September meeting, during my presentation about my trip to Milwaukee and Canada, I showed a picture of the **RMS Segwun**. I was asked when was built. At the moment, I didn't have the answer. Here is the answer. Old steam ships, like old steam locomotives, are a rare and interesting bit of history.*

The **RMS Segwun** is the oldest operating steam driven vessel in North America, built in 1887 to cruise the Muskoka Lakes in the District of Muskoka, Ontario Canada, a resort area with many lakes and rivers. Early in the 20th century Muskoka was poorly served by roads. Vacationers were transported to lodges, or private cottages, via a fleet of steamships, including the *Segwun*.



In the 1920's the Muskoka Lakes saw strong growth in tourism as the Canadian economy recovered from the trauma of World War I. By 1924 the Muskoka Lakes Navigation Company found that the six steamers then serving the lakes were growing inadequate to the task and looked to add to their fleet. Rather than commission an entirely new boat, management decided to convert the decommissioned *SS Nipissing* from a paddle-wheeler to a twin propeller passenger steamer. The *Nipissing's* wrought iron hull was built on the Clyde in 1887 and was in service on the lakes from 1887

through 1915. When the *Segwun* was rebuilt on the hull of the second *S.S. Nipissing* she was also converted from a side paddle wheel steamer with a walking beam engine into the current two counter-rotating propellers.

The conversion was performed at the Navigation Company's yard in Gravenhurst, Ontario during the fall and winter of 1924-5, at which time the bulk of the *Nipissing's* machinery was removed, including her engines. Workers installed a new Scotch marine boiler along with two secondhand Doty compound steam engines and stack[1]. The bulk of the two lower decks were retained. The ship was launched in June, 1925 for the summer passenger season. While originally she was intended to retain the *Nipissing* name, the extent of the alterations were so extensive that the Navigation Company chose to rename her *Segwun*, an Ojibwa word meaning "springtime".

In the off season of 1946-7 the *Segwun* was remodeled. The gentleman's lounge and two staterooms toward the aft of the upper deck were removed and a new series of seven carpeted staterooms were added in their place and connected to the forward oak-paneled lounge. The open space formerly present on that deck just aft of the stack was closed in. Additionally a new steel bulkhead salvaged from the *Medora* was installed in the forward hold to create a crew sleeping area. The changes were generally favorable, but at the cost of increasing the craft's sensitivity to the wind. These changes finalized the silhouette of the ship to this day.

Most of these vessels on the Muskoka Lakes were broken up or lost to fire, when roads were built. The *Segwun*, and the fleet's former flagship, the **RMS Sagamo**, the last two remaining vessels in service, were retired in 1958 and *Segwun* spent decades moored at the Town Dock in Gravenhurst. From 1972 through 1981, the *Segwun* was restored, and put back into service on 27 June, 1981. The *Segwun* still maintains its Canada Post 'R.M.S.' designation as an official 'Royal Mail Ship' and features her own private label wine which is distributed throughout Ontario by the L.C.B.O.[3] In 2001 & 2002, the *Segwun* was voted 'Best Large Attraction' by Attractions Canada. *Segwun* now provides short sightseeing excursions, lunch and sunset dinner cruises.