

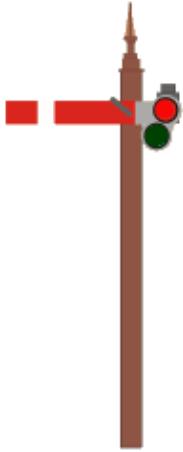


The Semaphore

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



On the web at www.wncmrr.org & Facebook



December 2014

VOLUME 44 NUMBER 6

Our next meeting is on December 4th 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.





NEWS FOR OUR MEMBERS

OUR NEXT MEETING

Our next meeting will be starting at **7 PM** on **Thursday December 4th**

Clinic: Christmas Party and White Elephant Sale.

Synopsis: Food, fellowship, and discussion of various modelling techniques.

As always, bring a model (in any phase of construction) any size or scale for discussion. **See you there!**

REPORT ON THE LAST MEETING

Assistant Superintendent **Tom McPherson** called the meeting to order.

Minutes of the previous meeting were approved.

We welcomed **Leland Jones** as our guest, and prospective new member.

We talked about the Black Mountain project. Several had ideas on where to find information.

We talked about our modules. Since we don't have a place to set the modules up except when they are on display at public events, we have not had much chance to work on them. While some repair work was done during the Autumn Rails Train Show, (thanks guys) we need more time as more work is needed. Needed track work includes replacing many sloppy rail joiners so that we have better track. And we need to do some work on the scenery. We agreed that we might use the next opportunity at our train show in March to set up early and get in a day's work before the show starts. One suggestion with regard to non-track repairs was to let this work continue during the show to show folks how we build and maintain the modules.

Tom reminded everyone that the next meeting is our annual **Christmas Party**. We should plan on bringing a significant other and something good to eat to share with others. To help coordinate this event, please contact Fred Coleman and let him know of your intentions in regards to guests and food to share. You can reach Fred at Fred_Coleman@bellsouth.net or 828 699-0983

Clinton Smoke reported on the progress of the model railroad at the Arboretum.

Gordon Fewster, Land O'Sky division Clerk, reported that **Joe Norris** is now officially a MMR.

Rick Pyeritz, our fearless Paymaster, reminds us that dues are due (\$12) and that he must see an NMRA card for all members

For the program, several members shared their railroad photographs. Many fine pictures were displayed.

Our next meeting is our Christmas Party and White Elephant sale on December 6, 2014 at 7:00 pm.



THE ARBORETUM "G" SCALE RAILROAD UNDER CONSTRUCTION





THE ARBORETUM "G" SCALE RAILROAD (CONT.)



25TH ASHEVILLE TRAIN SHOW

Bring in your ideas for items to be raffled, and how you would procure these items. They can be anything from custom painted rolling stock, engines to structures or other items that may generate raffle ticket sales. We are looking at having 25 items available for the raffle.



CLUB DUES ARE NOW PAYABLE

Our club dues for the inflation adjusted price of \$12 and are now payable to our Paymaster. Please bring your dues to the meeting or mail a check to Rick, correct change is appreciated. **Thanks!**



CLUB CALENDAR

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

December 3rd **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

December 4th 7:00 PM **Club Meeting**
Eliada Admin Building

December 10st **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

December 17th **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

January 1st 7:00 PM **Club Meeting**
Eliada Admin Building

January 7th **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

January 14th **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

January 21th

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

January 28th

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

February 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

February 5th 7:00 PM **Club Meeting**

Eliada Admin Building

February 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

February 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

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:

TOY TRAIN SALE

NC STATE FAIRGROUNDS, RALEIGH, NC.

December 6 and 7, 10 AM to 3 PM .

See the Train Collector Associations Southern eastern Division's [website](#) for more info.

WORLD'S GREATEST HOBBY ON TOUR

JANUARY 17&18, 2015

Raleigh Convention Center, Raleigh, NC

FEBRUARY 14&15, 2015

Kentucky International Convention Center, Louisville, KY

For more information see their [website](#).

26TH MODEL RAILROAD & TRAIN SHOW

JANUARY 24&25, 2015

From 10 AM to 5 PM both Saturday and Sunday

National Guard Armory, 1248 Eisenhower Drive, Savannah, GA

For more information see their [website](#).



2015 NMRA NATIONAL CONVENTION

August 23 - August 29, 2015

80th Annual NMRA National Convention, Portland, OR. Check out [the convention's website](#) for details.



2015 SER CONVENTION

June 5 & 6, 2015

Palmetto Excursion, Greenville, SC, check out the [website](#) for more details



Dangers Aside, Railways Reshape Crude Market

Shipping Crude by Rail Expands as New Pipelines Hit Headwinds and Train Companies Reap Revenue

In May 2008, a locomotive with a grizzly bear painted on its side pulled into a railroad siding next to an abandoned grain elevator in the ghost town of Dore, N.D. The engine, property of the Yellowstone Valley Railroad, hitched up a couple of tank cars of crude from nearby oil wells and set off on a thousand-mile journey to Oklahoma. Dore would never be the same—and neither would the U.S. energy industry. Until then, most oil pumped in North America moved around the continent in pipelines. Suddenly, and just as the oil industry began a period of unprecedented growth, there was an alternative: "crude by rail."



Today, 1.6 million barrels of oil a day are riding the rails, close to 20% of the total pumped in the U.S., according to the Energy Information Administration, chugging across plains and over bridges, rumbling through cities and towns on their way to refineries on the coasts and along the Gulf of Mexico. If all the railcars loaded with crude on one day were coupled together, the resulting train would be about 29 miles long.

Initially conceived of as a stopgap measure until pipelines are constructed, and plagued by high-profile safety problems, crude by rail has nevertheless become a permanent part of the nation's energy infrastructure, experts say. Even pipeline companies have jumped into the rail business, building terminals to load and unload crude.

Behind the new industry are powerful economics. While it costs a bit more to ship petroleum on trains than through pipelines, railroads have the flexibility to deliver it to wherever it will fetch the highest prices. And capital expenses are far lower. Major railroads' revenue for hauling crude has jumped from \$25.8 million in 2008 to \$2.15 billion in 2013, according to federal data.

The oil and rail industries have developed "a mutual dependence likely to continue for a long time," said Ed Morse, global head of commodities research for Citigroup. It is a similar story in Canada: the amount of crude moving by rail has quadrupled since 2012, and is forecast to more than triple between now and 2016.

The swift growth of crude by rail has been embraced by drillers in new oil fields in North Dakota, Texas and Colorado eager to move their product to the highest bidders. It was also welcomed, at least initially, by railroads looking for new customers after the recession sent traditional shipments tumbling.

Pipelines still carry most of the 8.5 million barrels of oil pumped every day in the U.S. But pipelines, especially new pipelines, face a lot of problems these days. They draw protests from communities

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worried about spills and unhappy with the use of eminent domain to take rights of way from local landowners.

Activists opposed to the use of fossil fuels have focused on blocking pipelines in hopes of keeping oil in the ground. The Keystone XL pipeline, which requires federal approval because it crosses the U.S. border from Canada, has been seeking a permit since 2008 amid fierce political fighting, pro and con.

Railroads, by contrast, already own 140,000 miles of track in the U.S., according federal statistics, in a system that can send cargo from coast to coast, north to Canada and south to Mexico. By law, railroads don't have the ability to turn down cargo, even if they want to, so all oil shippers had to do is to figure out how to get oil on and off the trains.

A big loading terminal might cost about \$50 million—equal to the estimated cost of building just one mile of the Keystone pipeline. With a terminal, "You can build it and have it under contract in 12 months and pay it off in five years," said Steve Kean, president and chief operating officer of Kinder Morgan Inc.

To justify the massive investments needed for pipelines, their builders usually require drillers and refiners to sign long-term shipping contracts before they start laying pipe. That has been a problem for new oil fields without a track record, and for the mostly independent energy companies that developed those fields using hydraulic fracturing, said Adam Sieminski, who runs the federal government's Energy Information Administration. Railroads don't require such lengthy contracts. The new way of moving crude was born out of frustration and need. In 2006, North Dakota faced what it called, in a report, a "crude oil transportation crisis." Oil production was rising, but the few pipelines that served the state were full.

Enter Musket Corp., a privately held Houston company owned by the family that also owns Love's Travel Stops & Country Stores. Musket bought inexpensive diesel from refineries along the Gulf Coast and moved it by rail to locations close to the Love's service stations, developing and patenting a portable pump for loading and unloading the fuel. In 2007, Musket tried using its pump to load a couple of tank cars with crude oil rather than diesel. When that worked, the company sent employees driving around North Dakota with binoculars to find an unused railroad siding to lease. They spotted Dore.

"Pretty soon, we knew it was going to be big," said J.P. Fjeld-Hansen, a managing director of Musket. Trains could deliver Bakken crude to wherever it could fetch the highest prices, including Philadelphia, California, Louisiana or the giant Houston petrochemical complex.

The first loads from Dore were carried to Oklahoma, home to a giant oil-trading hub, by BNSF Railway Co. It picked up the cars from Yellowstone Valley Railroad, a short line railroad that now operates on just one mile of track—specializing in hauling freight from shippers' yards to connections with the bigger railroads. The company that owns the railroad, Watco Companies Inc., is the operator of several short lines including Blue Ridge Southern in Asheville, NC.