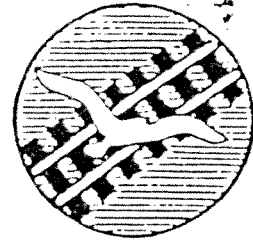




TIDEWATER, VIRGINIA

BIG TRAIN OPERATORS' CLUB



Majoring in  
G. & Scales  
on Gauge 1



The Gull is the official newsletter of the Tidewater Big Train Operators' Club and is published monthly. Dues are \$20.00 on 30 June yearly. Submit items for inclusion NLT the 20th of each month. We'll take anything.

President  
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Editor  
Shel Owens  
3615 Princeton Place  
Portsmouth, VA 23707  
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April, 1994

\* MEET SCHEDULE: Our April meet will be hosted by the Mahoneys at their home at 1612 Claud Lane, Norfolk, VA 23505, Phone 423-1673. A map is attached to this issue.

\* The Washington Club is going to hold their March Meet in Virginia Beach at the home of Bill Frank who is also a member of our Club. We are invited also and it will be on Saturday, 26 March from 1-4PM. A map to the Franks is enclosed in this issue. Come on over. You'll enjoy it & see how another Club does things.

\* MEMBERSHIP INFO:

NEW MEMBER. Welcome to:

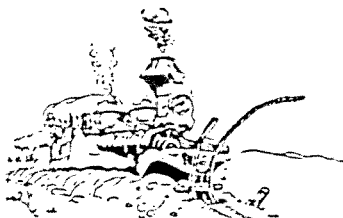
Robert Lewis  
Trains & More, Inc.  
541 31st Street,  
Des Moines, Iowa 50312  
Phone (515) 243-5437

Joseph F. Blankley  
141 Satterfield Drive  
Newport News, VA 23606  
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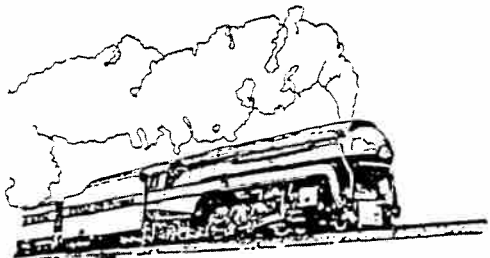


\* With his membership application, Robert Lewis sent pictures of his locos out in the snow. Looks fresh and around 6-8 inches on his tracks. I'll bet he gets more than this routinely and often too. I'm glad I live in Virginia where 2" cover causes a major panic.

\* An item about the new A.W.N.U.T.S. (Always Whimsical & Usually To Scale) Garden Railway Society that we carried several issues back seems to be getting started off well. They now have a newsletter titled "Pentamerous" and are looking for more members at an intro rate of \$10.00. This is a world-wide club. Write to AWNUTS, 5473 N. University Dr., Parlor 219, Lauderhill, FL, 33351.



\* Despite the heavy rains and sudden change back to winter on 10 March, our Club meet attracted a good crowd at the home of Bill and Karen Reynolds in Chesapeake. Bill ran his nice attic railroad for us. To get the maximum use of his restricted space up there, he had to run a line through a closet and his home-made old-time portals gives his disappearing road a nice touch. \* We appointed our new Board of Advisors and they are: 1. Bob Maisey, 2. Joe Walls, and 3. Ken Berg. After our June elections and ex officers become available, one or two of this Temporary Board will be retired. The purpose of the Board is to advise Club Officers and ex officers will surly be the most experienced to advise officers when the full Club does not meet. \* Our Club voted to change banks to one not charging a fee for low balance accounts, and Ameri Bank was chosen. \* We also set up a Club Librarian and Jon Miller Volunteered for this position. He will hold and lend model Railroad how-to and layouts videos to Club Members. A list of on-hand videos will be out shortly. Contact Jon Miller to borrow them at (1) 898-4114 in Yorktown. The Club decided to spend some money on an LGB tape on how to set up a layout. Bill Mahoney volunteered to do non-copyrighted duplicating and several members donated blank tapes to our Club. \* Steve Galovics suggested a permanent outdoor layout at the SEVALS (Southeastern Virginia Live Steamers) site at Mike's Train Land in Suffolk. Further checking into this. \* Steve also reported that the Chesapeake and Albemarle Railroad Historical Society is looking for members at \$35.00 yearly. With this is free rides on their trains between South Norfolk and Edenton, NC as well as engineer apprenticeship for diesels. This is the real thing. This Society now owns a diesel locomotive and a couple coaches and is talking to Chesapeake city for a permanent site in that city. Contact John Paffrath at 474-4884 southside. \* Shel Owens asked members how they liked the Gull as it now is or if some thought that the cartoons, whimsical articles, line drawings, Ramblings, etc should be cut out and limit the newsletter to strictly G scale material and Club Activities. All at the Meet said keep as is. They like it; misspelling and all.. \* Joe Walls told us of his difficulty with his new Aristocraft U25 diesel and their Pulse-Wave power pack. Seems when using this power, his diesel emits a high whine and his loco doesn't even have sound yet. Joe tested the U25 on a LGB Pack and had no problem. He talked to Aristocraft about the whine and from his conversation found that some of these pulsewave power packs are causing this whine and that Aristocraft will repair them free. Contact Polks ModelCraft, 346 Bergen Ave., Jersey City, NJ 07304 or call Walter Matuch at (201) 332-8100. \* Jon Miller showed off his lovely work in an extensively scratch built wooden half office, half tool car. He also displayed his scratch "A" frame logging crane with all the exposed mechanism and a beautiful boiler and steam engine for power. All very nice to look upon. \* Van Zandt ran his video of our January 94 greenberg Show in Virginia Beach. Real interesting, especially his his overall shots out the hall's second floor interior windows. Those shots really put it all together on how much work we expend on our layouts. From this perspective, it is hard to realize we could get this all together in eight hours. It is a very good tape and R.A. will copy it for anyone if a blank tape is furnished. Contact him at (1) 890-2368 in Yorktown.



\* Future Meets      12 May    Ken Berg    Newport News  
                           9 June    Steve Galovics    Chesapeake  
                           11 July    open  
                           11 Aug    Bob & Paula Green    Chesapeake

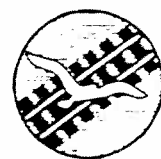
Shows            16-17 July (CHANGE) Greenberg, Virginia Beach Pavilion  
                           24-25 Sept.    NMRA Model RR Show, Virginia Beach Pavilion

\* FOR SALE: Lehmann 9000 Cableway Set with two suspended cable cars and electric power = \$95.00. Contact Steve Galovics at 482-2443 in Chesapeake.

\* Jon Miller reports two extensive LGB collections, including track, for sale in Ohio. Example of some of the items are: LGB Starter Sets for \$75.00; LGB Track for \$3.50 per foot; many Moguls and Crocs as well as a load of European style cars; and lots more. Contact: Chris Meyer, Landscape Railroads, Columbus, Ohio, 43209. Phone (614) 235-5105.

\* Dave Caldwell has a bunch of the Original REA(now Aristocraft) rolling stock and buildings for sale. Contact him at 490-2155 southside after 5 PM. He says he'll give very good prices. These items are unused and still in original unopened boxes. Here's a breakout:  
 18 boxcars/reefers in many road names such as B&O, UP, Schlitz, PRR, CofG, Pabst  
 10 Gondolas marked for C&O, P&LE, SP, NYC, REA.  
 5 Cabooses (2 Truck?) marked for Pennsylvania.  
 10 Old Time Passenger Coaches/Combines (With Lighting and interior) for V&T, Santa Fe, Royal Blue.  
 6 Flat cars for SP, NP, CP.  
 1 Bulkhead Flat (Pulpwood hauler) for C&P.  
 1 Flat with Trailers for REA.  
 2 Stock Cars marked AGS, Armour.  
 2 F&I Diesels for SP, Rio Grande.  
 1 F&I Diesel for Rio Grande.  
 6 Victorian Barn Kits  
 10 Signal Bridges.

\* Last month I mentioned "Trains & More, Inc" in Des Moines, Iowa as giving very good discounts on anything we might need. I sent them a copy of the Gull and recently got a call from Robert Lewis, the owner, to thank us for mentioning his operation in it. He said he'd like to join our club so he could continue to receive our newsletter. Robert said he hopes we will take advantage of his very good prices which are much lower than anyone else can go. This covers anything we-all could want, including live steam. He figures about 50-60% off retail. As example, I ordered USA Trains knuckle couplers with a retail price of \$5.95. Robert offered them for \$1.85: Aristocraft's U25 Diesel will be about \$1.55 and the LGB Forney Loco for sale to the general public should run about \$350...Robert expects them anytime now. Before ordering anything, call or write Trains & More for their price. I'll bet you'll save a bundle. Also, shipping cost is included in the items' prices. Trains & More, Inc. 541 31st St., Des Moines Iowa 50312. Phone (515) 243-5437  
 Shel Owens





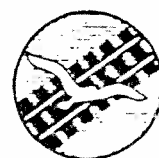
## FIBBLETOWN & COPPEROPOLIS RY.

Prompt and Vigorous Action by F. & C. Emergency Crews Avert a Horrible Catastrophe at Grizzly Gulch

### COMMENTS ON THE GULL

\* I think our newsletter has too much trash in it. Let's keep it aimed at member model railroading and information bearing directly on it and Club operations. Who wants to know the names of real locomotives; who the owner was of the railroad tracks crossing the Lynhaven River; how to pronounce "mallet"; and other junk? I could care less. I'm in this Club for the running of my G scale trains and I'll bet others feel the same. If my operations are not prototypical, that's tough. I run my equipment the way I like.

Will E. Eferstoppe  
(Never heard of this member. Anybody  
Know him?)



JON MILLER'S



CLEVELAND, DELPHOS  
& St LOUIS RY  
DELPHOS, OHIO



ANNOUNCEMENT

March 16, 1908

ATTENTION: Shippers, Mercantile Proprietors, Passengers, Agents, and Drummers

President, Old Dominion Line, Portsmouth, Virginia, visits CD&StL property. Mr. Titus A. Neuboute announced a recent visit by Mr. Shelton M. Owens, Pres., ODL. Purpose of the visit was to view CD&StL operations and to negotiate for acquisition of two additional revenue cars from the ODL. Agreement was reached on purchase of an additional combination car and the CD&StL's first ever refrigerator car. The reefer will be used in the shipment of dressed poultry from the Kissell Brothers processing plant at Columbus Grove. It is reported that while visiting, Mr. Owens was quite taken aback by what he termed the "deplorable condition" of the CD&StL's ten wheeler that was recently acquired from the ODL. While admitting that engine #5 was in fine operating condition, Mr. Owens was quite disturbed with its overall appearance. It is reported that Mr. Neuboute stated the line is more concerned with operations than appearances; however out of deference to Mr. Owens, Mr. Neuboute directed that the engine crew at least polish the bell and clean out the wine bottles and chicken bones that were littering the cab.

CD&StL logging operations slowed. In what Mr. Neuboute termed a most unfortunate incident, logging operations at the Cary environs have been seriously disrupted. In the process of dynamiting stumps to extend a haul road, Goldie Van Meter, the operations dynamiter, overcharged one of the stumps. The ensuing explosion lifted the stump into the air with the stump landing some distance away right next to a four horse hitch driven by teamster Tubby Lamb. As the stump landed the horses bolted and ran off with their skid of logs; subsequently attempting to cross the rail line at the yarding operation, with Tubby in hot pursuit. The horses made it across the tracks but the logs didn't. The force of the logs hitting the light rail forced the track out of alignment while breaking the tugs leaving the logs and rail in a jumble. At about that time Porter #3 was backing a string of buggies into the yard. The buggies hit the misaligned track and logs causing several log buggies to derail. The derailed buggies struck the donkey engine used for yarding causing a most unfortunate boiler explosion; the donkey's boiler being hurled into the cook house causing its destruction. The donkey's engine man was found to have escaped serious injury once he was extracted from the branches of a nearby oak tree. The engine man was hastened to the Fuller Sanitarium in Columbus Grove where he is being tended by Doctors Lawrence, Mohammed, & Curly; having tree bark and splinters removed. In a related matter Mr. Neuboute announced an opening for an experienced dynamiter at the Cary operation. Those experienced with dynamite are requested to contact the CD&StL offices at Delphos for immediate employment.

Wedding plans proceeding. Plans for the upcoming wedding of Alphons "Lumpy" Kohls to Miss Kitt E. Lytter of Portsmouth, Virginia are proceeding. Lumpy has made arrangements for a local church wedding with the gala wedding reception to be held at the Columbus Grove Sale Barn; in that no other establishment was willing to host such a occasion. Lumpy is keeping honeymoon plans to himself at this time. A neat little cottage has been rented by Lumpy for his bride to be in the fair village of Rimer, just a short distance from Delphos. Lumpy figuring a country atmosphere would be best for his soon to arrive new family.

C. E. Scribe  
Assistant to Mr. Neuboute



Accidentally, this correspondence came into my hands. If you think these are interesting, I also have the Appendices. I will contact you later about costs involved in my efforts.

(UNSIGNED)  
EDITOR

-NOTE-

This correspondence above & at right came to me from an unknown source. They are reprinted only for our Members' entertainment.

Editor



OLD DOMINION LINE RAILROAD CO.

"The Grand Old Line"  
a division of the

GRAND LINES SYSTEM



Shelton M. Owens, GNL MGR  
3615 Princeton Place  
Portsmouth, VA 23707  
(804) 397-4557



OUR SERVICE IS MODERN  
24 March, 1994

OUR HERITAGE IS OLD

Chairman of the Board  
Grand Lines System

Enclosed you will find my detailed report on the Cleveland, Delphos, & St. Louis Railway Company. In synopsis, I believe it is not in the best interest of GLS to acquire the CD&SL at this time. Specific justification for my position follows.

- a. Built originally as a bridge route between the major cities of Cleveland and St. Louis, this Line has not reached these goals. See page 10 & Appendix C.
- b. The CD&SL goes from nowhere to nowhere in west central Ohio. It presently has no interchange capability and serves no city of any size or growth possibility. See page 13 and Appendix F.
- c. On-line industry is very light except the Road's heavily dependent upon local logging operations. When this is exhausted, I see nothing at present to replace this Line's lost income. See page 23 and Appendix K and M.
- d. The Road's main line through Delphos and Columbus Grove, Ohio is laid on very light rail with a very basic right-of-way. Constant attention is needed to keep this line operational and several embargoes were established about the time of my visit. See page 7 and Appendix A.
- e. Operational equipment is in poor condition and maintenance is minimum. On-line capability for repair is low and not worth improving upon without major expenditures. See page 20 and Appendix B.
- f. Controlling stock is held by a small group who seem inclined to accept short term gains without any consideration to the "long run"; hence poor right-of-way and rolling stock conditions. See page 12 and Appendix E.

If you need more information, I am available any time. My inspections of several other lines for you is scheduled in the next few months. Among them are the Pine Bay and Dum Ball, Kensington Forest Line, Colonial Coast Line, Yellow Brick Road, and East Fremby Railway Line.

SHELTON M. OWENS  
GM GNL

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3615 Princeton Place  
Portsmouth, VA 23707  
(804) 397-4557



OUR HERITAGE IS OLD...

OUR SERVICE IS MODERN  
21 March, 1994

Mr. Titus A. Neuboute, President  
Cleveland, Delphos, & St. Louis Railway

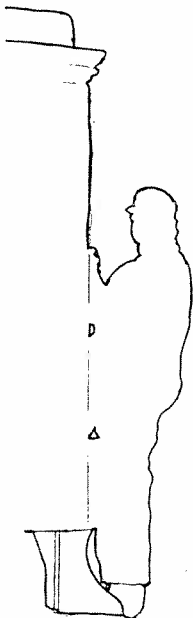
My Dear Mr. Neuboute;

While reviewing recent general correspondence originated or received by the Old Dominion Line Railroad Company, I noted several errors relating to this Company. Mr. J. Henry Wrinklebottom has been and continues in the position as ODL's President, as indicated in the heading of this letter's heading, I am it's General Manager; a position in other companies comparable to Chief Operating Executive.

In this capacity, I recently visited the CD&SL to gain insight on small Road operations; especially of your Company's ability to remain in the black. Senior Staff of the Grand Lines System, of which GLS is a member, are considering the purchase of stock in the Cleveland, Delphos, & St. Louis Railway Company with a view of bringing it under the umbrella of GLS. Their decision will be heavily weighted by my report to them.

Regards,

SHELTON M. OWENS



DEWEY, CHEATUM, & HOWE  
ATTORNEYS AT LAW  
COURTHOUSE SQUARE  
LIMA, OHIO

Mr. Shelton M. Owens, General Manager  
Old Dominion Line Railroad Company  
3615 Princeton Avenue  
Portsmouth, Virginia 23707

February 12, 1994

Dear Mr. Owens:

Dewey, Cheatum, & Howe represents Mr. Titus A. Neouboute both as an individual and as President, Secretary, and Treasurer of the Cleveland, Delphos & St. Louis Railway. The firm also represents the Cleveland, Delphos, and St. Louis Railway as an entity. As representatives of Mr. Neouboute and the CD&SL, Mr. Neouboute has turned over to us for disposition two documents relating to what could possibly be interpreted as the Grand Lines System's anticipated possible takeover of the CD&SL.

Mr. Neouboute wishes us to inform the Grand Lines System that the majority of stock in the CD&SL is held jointly and severally by Titus A. Neouboute and his wife Ima Neouboute. The remainder of CD&SL stock is held by a limited number of the leading citizens of Delphos, Columbus Grove, Pandora, Bluffton, Jenera, and Cary, Ohio. It continues to be the interest of these minority stock holders to see that the CD&SL remains in the hands of those that the line serves. The stock holders of the CD&SL are steadfast in their belief that narrow gauge railroading is still the wave of the future for branch and connecting line operations. Under no circumstances does the current ownership and management of the CD&SL wish to be brought under any lines umbrella.

In the matter of a report to the Chairman of the Board, Grand Lines System, that mysteriously fell into Mr. Neouboute's hands, Mr. Neouboute wishes to correct what appears to be several inaccuracies. The CD&SL does go from somewhere to somewhere. The good citizens of Delphos and the folks along the CD&SL all the way to Cary, Ohio consider themselves to be somewhere, the heart of the Midwest and Ohio's agricultural belt. As a matter of fact all the communities served by the CD&SL are now on maps that are readily available to the public. The CD&SL does have interchange capability at Delphos with the Clover Leaf RR, a division of the NY, C, and StL (Nickel Plate), the B&O and DT&I at Columbus Grove, and the PRR at E. Chicago Junction, Ohio. Each of these interchange sites is serviced by Ramsey Car Transfer equipment, making transfer from narrow gauge to standard gauge and vice versa a most efficient matter. Track is currently being upgraded to 60 pound rail from Bluffton to Delphos with work proceeding in the Columbus Grove environs and would be much progressed except for an unfortunate incident between the CD&SL track gang and a track gang from the DT&I. Once our firm obtains release of the CD&SL's workmen from incarceration by the Columbus Grove authorities work will proceed with all dispatch. While CD&SL equipment and property may not look pretty its mechanical maintenance is adequate to maintain mostly on-time operations. Tripp Hammer and the shop gang at Delphos take great pride in their innovative approach to maintenance and construction techniques. What other shop would have the innovative idea to fill a number of Ima Neouboute's bloomers with hot air, be them together and affix the assemblage to a shop member to raise him aloft the take serial photographs of the lines recently constructed timber loading derricks.

The CD&SL has recently expanded its on line car loadings by contracting with Kissel Poultry, Eggs, and Ice of

Columbus Grove for shipment of fresh dressed poultry to the Cleveland market via the PRR at E. Chicago Junction, Ohio. The line has also recently acquired new business in the form of tank car shipments of biodegradable agricultural liquid plant growth supplement (liquefied pig shit) produced by the Wright Brothers Farms of Vaungsville, Ohio. Shipments are moving daily from the Wright Brothers railroad to farmers and distributors along the line. Most recently the CD&SL has obtained contracts for the shipment of Bullary Beer (the politically correct beverage) from Presidential Bottlers production facility at Chagnn Falls, Ohio to the Northwestern Ohio distributor located in the fair city of Columbus Grove. Anticipated car loadings should reach 35,000 gallons per week once the weather breaks; the region being heavily Germanic and Democratic. In a related matter the CD&SL has entered into construction agreements and revenue car lease arrangements with the MMMS&BSL RR of Columbus, Ohio. The CD&SL shops currently have several construction projects underway for the MMMS&BSL as well as lease arrangements that have brought additional tank cars and log bogges to the CD&SL to handle increased freight tonnage. All of the above is cited to set the record straight, so to speak.

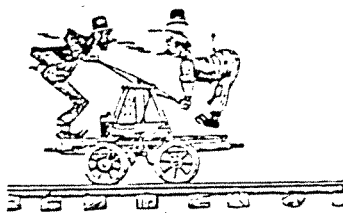
In a final matter, Should the Grand Lines System persist in its anticipation of a possible takeover of the CD&SL the line will be forced to seek redress through the courts. To this end our firm and the CD&SL has retained the services of the law firm of Murray and Son, of Hampton and Newport News, Virginia. The firm of Murray and Son is well known throughout the area (they reported to us significant press coverage in recent months) and will represent the CD&SL should legal proceedings become necessary in Virginia courts.

It is Mr. Neouboute's position and that of Dewey, Cheatum, and Howe that the Grand Lines System seek takeovers of railroads closer to home and of those more closely aligned with the management philosophy and operations of the Grand Lines System and those lines currently under its control.

Despite what appears to be a takeover move on the part of the Grand Lines System, Mr. Neouboute remains committed to the maintenance of a cordial relationship with the Old Dominion Line and looks forward to possible future equipment purchases from the ODL.

Adamantly,  
*J.A. Blynd*  
Suem AN Blynd  
Junior Partner

CC J. Henry Winkbottom, Pres., ODL



OLD DOMINION LINE RAILROAD CO.  
*"The Grand Old Line"*  
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OUR HERITAGE IS OLD ...

OUR SERVICE IS MODERN.

Mr. Titus A. Neouboute, President  
Cleveland, Delphos & St. Louis Railway

15 February, 1994

Ref: Letter, Dewey, Cheatum, & Howe, Lima, Ohio 12 February, 1994

Mr. Neouboute;

The above letter received by us and forwarded to me is perplexing. I know of no action by this organization or GLS to effect a controlling interest in your Company. If we were interested in your Railway, I am not aware of any legal action to prevent public stock "if the price were right" purchase.

The only correspondence you may have is privileged information for internal use only and I would appreciate the return of any you may have. If you have what I believe you do, you will note that I recommended no action towards the CD&SL.

Information contained in the reference above is known by GLS. Apparently you do not yet have appendixes listed in my letter to the COB of GLS. These contain detailed data mentioned in the Dewey, Cheatum, & Howe letter.

From the context of this letter, I don't believe you understand what GLS is and how it relates to affiliated Roads. I have enclosed a synopsis of the history of ODL and GLS for your enlightenment.

OdL presently has much rolling stock in its dead line in Portsmouth and we will certainly exchange specific items with your Company "if the price is right".

Regards,  
*Shelton M. Owens*  
SHELTON M. OWENS  
General Manager  
Old Dominion Line

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OUR HERITAGE IS OLD ...

OUR SERVICE IS MODERN...

HISTORICAL SYNOPSIS  
of  
THE OLD DOMINION LINE

The Old Dominion Line Railroad Company is the oldest United States Narrow Gauge Railroad in continuous operation and has shown unbroken profitability throughout its life. The Road was chartered originally as a Virginia Company in 1851 and has expanded to serve North America directly or through affiliated Lines of the Grand Lines System. The Railroad is presently the major stockholder in this System; an organization of standard and narrow gauge companies in every part of the United States.

The Old Dominion Line is a modern system with a majority of its revenue originating in the transportation of natural resources in the southeastern U.S.. An important part of this is coal haulage to the James River on the Virginia Seaboard where the Road operates its own transshipping facility. The Railroad also operates an up-to-date passenger system; one of the few in the United States producing more revenue than it expends on its operation.

The Line is fondly known as "The Grand Old Line". The nickname was originated by President Theodore Roosevelt when he had cause to travel the ODL. He was much impressed with the well-kept right-of-way, its equipment and structures, as well as the heavy traffic on the Line. The President was so impressed, he commented: "Bully, Bully!!, what a Grand Old Line!!". The Title stuck and the Railroad is now widely known by "Grand Old Line" or "GOL" than its official name today. It is quite frequently referred to as the "Golly Line" and sometimes as a pun, some call it the "Gully Line".

Upon GOL purchase of stock in other companies, an affiliation was effected with them. The Holding Company took its name from the nickname, becoming the "Grand Lines System".

ODL

OLD DOMINION LINE ODL GRAND OLD LINE GOL GULLY  
Whatever its called, it's  
GRAND LINES SYSTEM

OUR HERITAGE IS OLD ...

OUR SERVICE IS MODERN.



APRIL 1994 GULL

\* Rumours Department. From Greenberg Shows comes word that LGB has laid down the law to authorized dealers not to sell at shows such as Greenbergs and at lower than suggested retail prices. If caught doing so, loss of franchise can be the result. Greenberg reps say several dealers pulled out of the Richmond show because of this. This policy is making a lot of people upset.

\* Five or six of our members and families visited Jim Hobb's Pine Tag and Gum Ball Railroad in Richmond after their visit to the Greenberg Show and had a good look in pretty good weather. Jim had everything running fine except when he got distracted in conversation and forgot to throw an electrical switch or two. (He's got his road segmented into several blocks). Jim also had his new Bachmann Bighauler Plus running and it did well. Nice and Quiet and easily pulled the six-coach train up the PT\*GB's grades. This 4-6-0 loco came equipped with outside valve gear and I must say it makes this engine much nicer looking. Jim suffers one nagging problem with his LGB Moguls when using two of them together on his ten coach passenger train. Once in a while when going through 2 LGB large radius turnouts, his whole railroad shorts out momentarily then starts up again on it's own. Carefull observation showed nothing wrong (naturally while being looked at closely, everything worked fine). Always when this short does occur, it seems that the offending loco is the second one. Jim thinks maybe that engine's wheels are causing this short as they pass through the turnout's frog. Never happens when only one mogul is pulling this train. Shel thinks the first loco is leading the second one tighter into the curved portion of the switches than normally occurs with only one loco at the head. Both moguls are stock except for the addition of a working couple on front of one. Haven't proved any of this pondering though. Jim is wearing a groove in his head with his scratching.

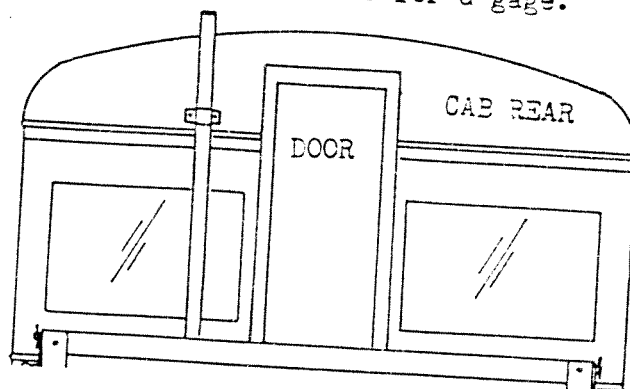
Shel Owens

\* While visiting Jim Hobbs, another ex Vice President of the RF&P Railroad came in and in discussion brought up a poece of information I hadn't been aware of. Seems that down in Wilmington, NC is a very nice railroad museum in the old Atlantic Coast Line's buildings with several outside displays of loco and other rolling stock. Says it is well worth going down to see. Not that far away. Another interesting item brought out was that the Wilmington and Weldon Railroad (Forerunner of the ACL) was the longest railroad in the world in 1840 with its 161 miles.

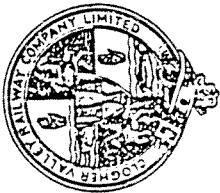
Shel Owens

\* A reminder to all owners of the red LGB 2018 mogul locomotive that LGB of America will rebuild any of this style to newer standards. If yours has trouble going around LGB's sharpest curve or the loco motor is noisey or slipping gears, you should have it worked on. LGB does this at no cost. Contact LGB of America, 6444 Nancy Ridge Road, San Diego, CA 92120 or phone (619) 535-9387 for more info.

\* Steve Galovics has furnished us with plans for an interesting little rail truck which could quite easily be buit for G gage.

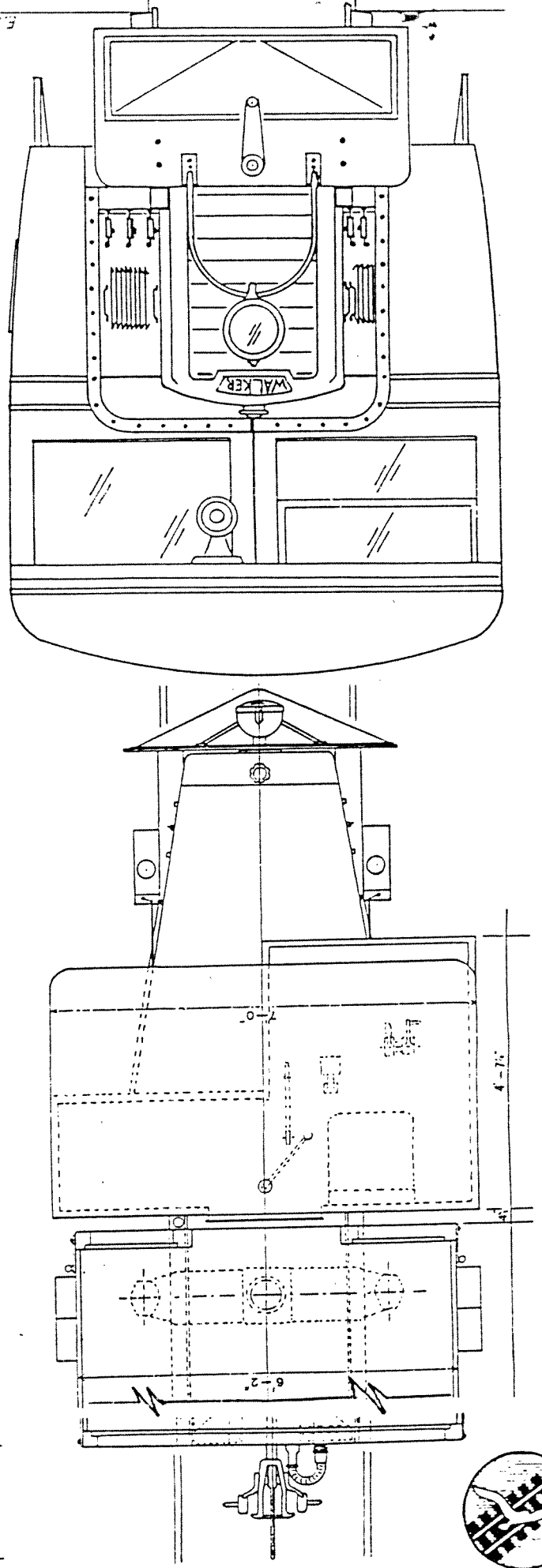
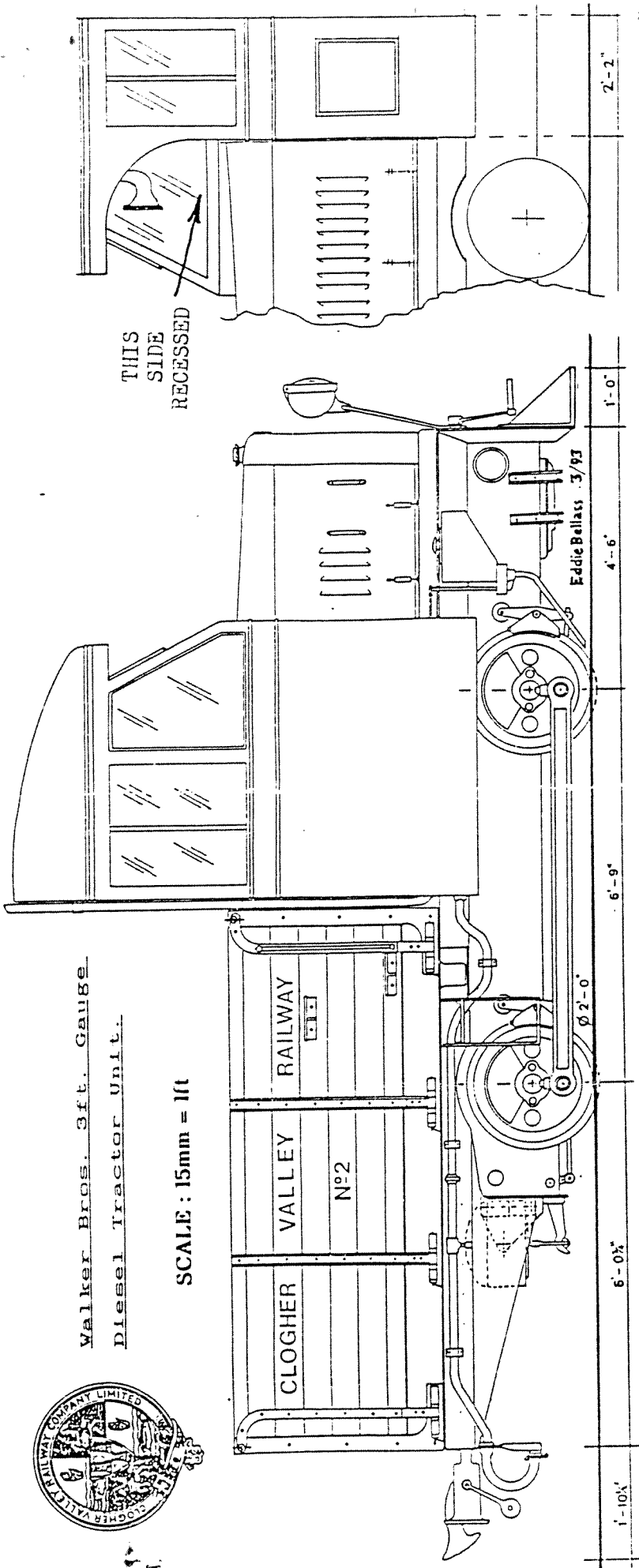






Walker Bros. 3ft. Gauge  
Diesel Tractor Unit.

SCALE : 15mm = 1ft



NOT TO SCALE

FROM HAMPTON - I-64

NAVAL AIR STATION

EXIT 73

I-564

TERMINAL BLVD

LITTLECREEK RD

TO

WILLIAM MAHONEY'S HOME  
1612 CLAUD LANE  
NORFOLK VA 23505  
Phone 423-1673

I-64

HAMPTON BLVD

HELENA

PASADENA

SHIRLAND

CLAUD

LAFAYETTE RIVER

NOTE:  
PASADENA AND CLAUD STS  
ARE ONE-WAY.

# NORFOLK

HAMPTON VA 337

ST PAUL BLVD

BRAMBLETON AVE

US 58

SCOPE

I-264

VA BEACH EXPRESSWAY

MIDTOWN TUNNEL

PORTSMOUTH VA I-664

