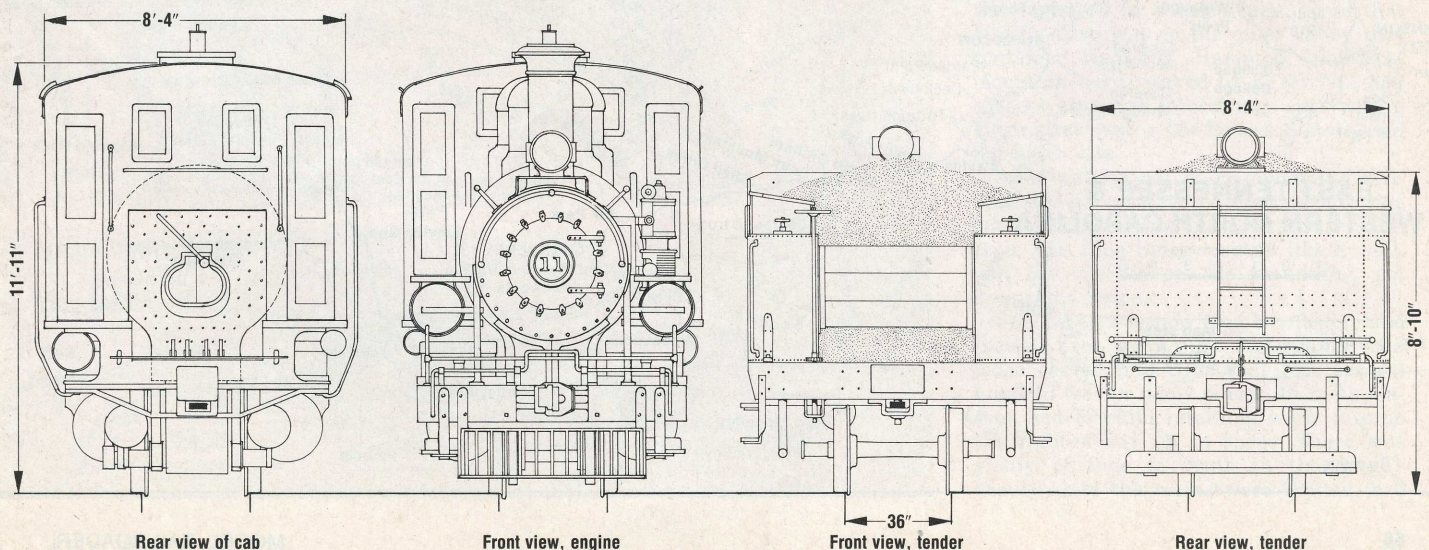
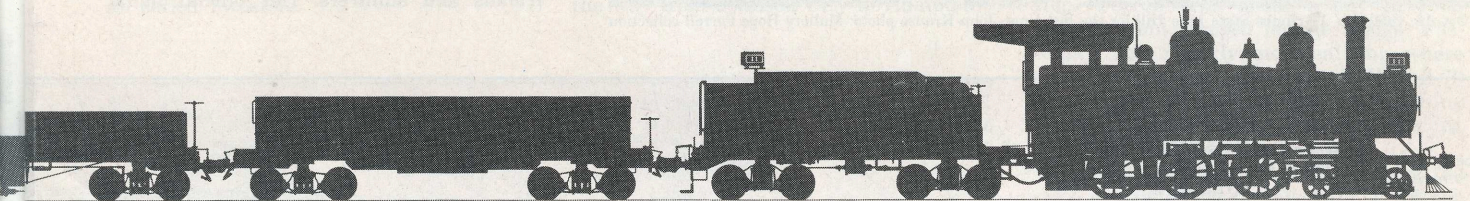


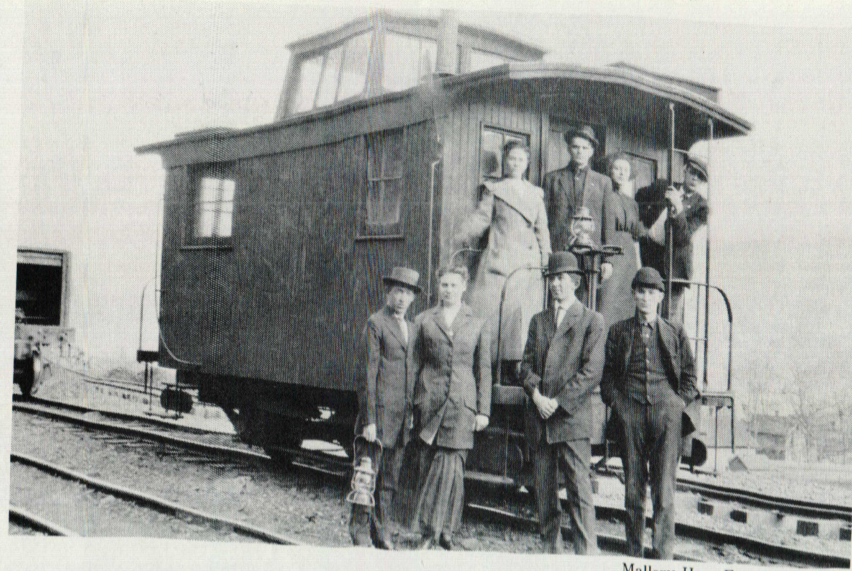
Robert LeMassena: Mallory Hope Ferrell collection

An ET&WNC train you can model

FOLKS called her Tweetsie, but officially she was the East Tennessee & Western North Carolina RR. She was a 3-foot gauge line and her home was in the Blue Ridge, 2000 miles east of the Rockies and the better known Denver & Rio Grande Western. This was an eastern railroad but it served a region as beautiful in its own right as the country west of Denver. On the pages that follow you'll find a story about this great little railroad. On these fold-out pages you'll find drawings for an entire Tweetsie train you can model. Sharp-eyed readers will notice that the couplers were set at standard gauge height, ET&WNC's practice after 1903.

The locomotive presented here, no. 11, was one of seven 3-foot gauge Baldwin Ten-Wheelers bought by ET&WNC between 1907 and 1919. These nimble locomotives were well suited for the tortuous grades and tight curves of the Doe River Gorge and were Tweetsie's road engines. Eight-driver locomotives handled most of the switching. Toward the end, no. 11 was the most reliable and best-liked of the Tweetsie engines. She pulled the last ET&WNC narrow gauge train on Oct. 16, 1950. In 1952 she was scrapped. Her sister engine, no. 12, shown above in 1947 at Elizabethton, Tenn., can be seen still under steam at the Tweetsie tourist railroad near Blowing Rock, N. C. — *Jim Kelly*





Mallory Hope Ferrell collection



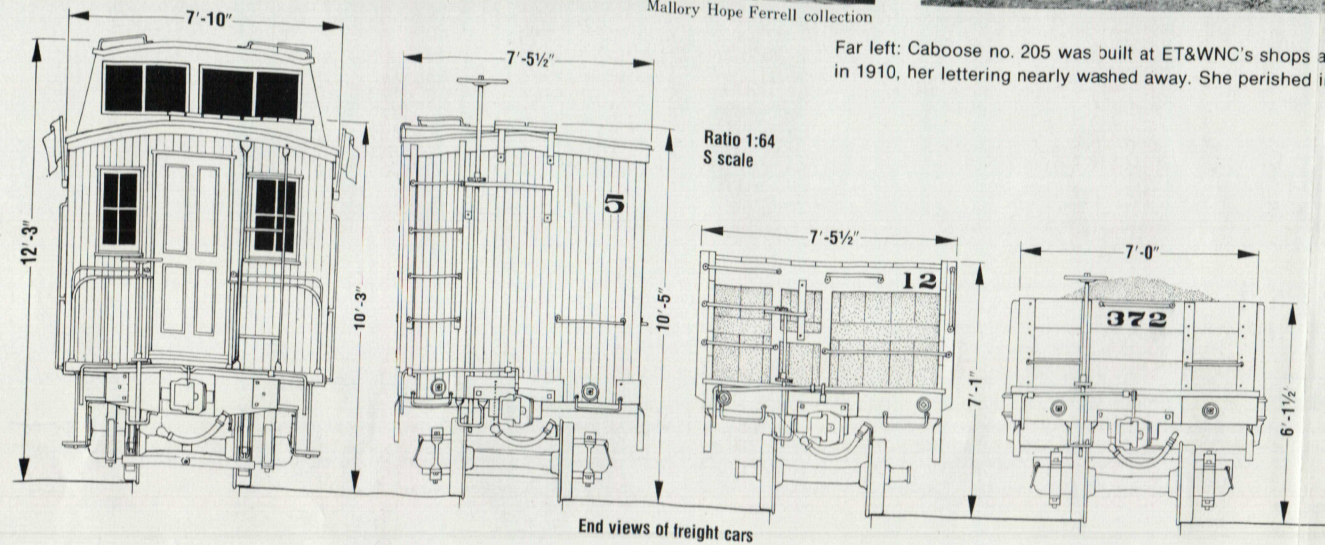
Robert W. Richardson; Mallory Hope Ferrell collection



Hugh Boutell; Mallory Hope Ferrell collection



Robert



Far left: Caboose no. 205 was built at ET&WNC's shops at Cranberry in 1909. Here she is in 1910, her lettering nearly washed away. She perished in a wreck not long after. Center

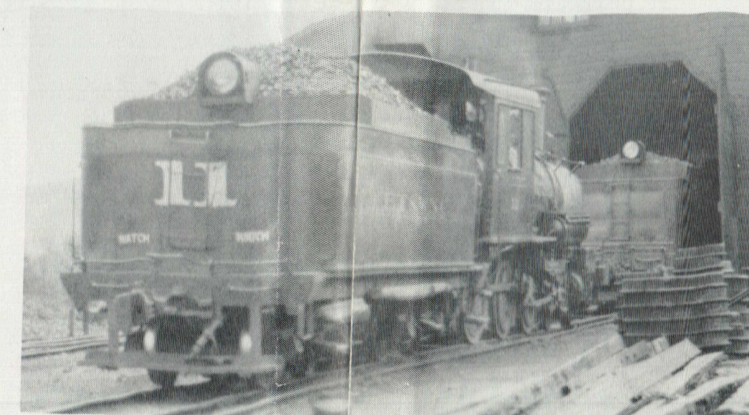
two photos: Tweetsie was an iron-ore hauler, and in her heyday she had about 40 hoppers and around 70 gondolas, most black with white lettering, although a few were red. Far

right: Here's no. 11 in third-rail territory near Milligan College, Tenn. The coupler could be swung to either side and then pinned into position for pulling standard gauge cars.



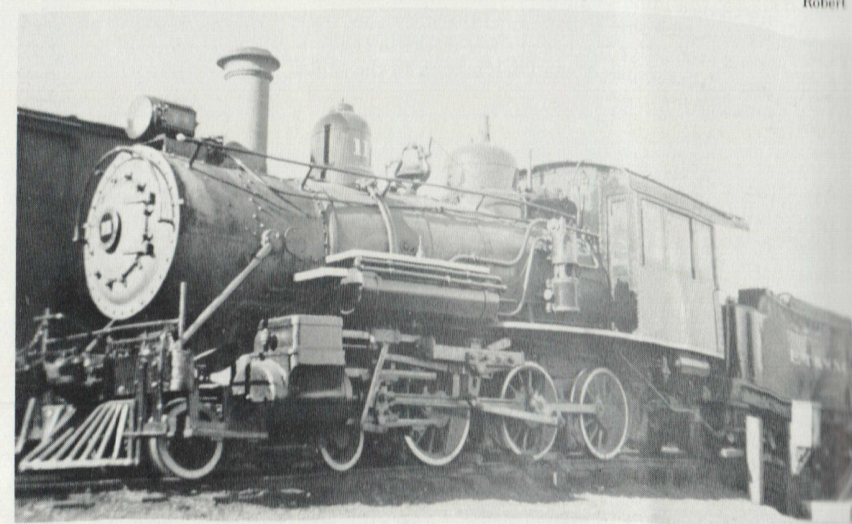
Robert W. Richardson; Mallory Hope Ferrell collection

Tweetsie's 32-foot boxcars were longish as 3-foot gauge equipment goes. They were boxcar red with white lettering.



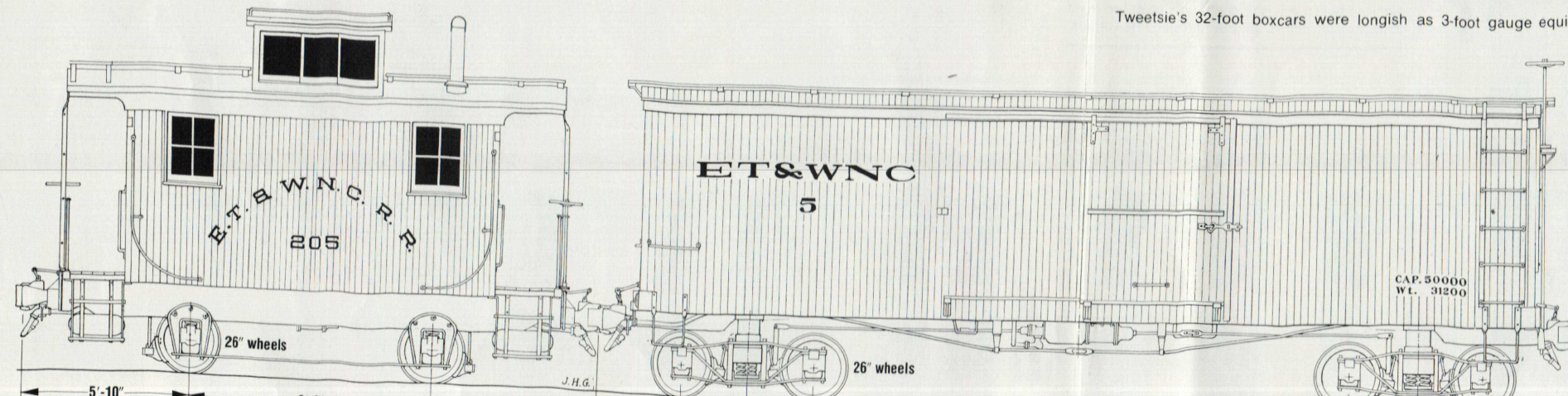
W. L. Keuthe

In 1946 nos. 11 and 12, seen here at Johnson City, were the last Tweetsie 3-footers.



J. R. No

Right: On November 9, 1919, no. 11 was less than a year away from her final run but as shined up as usual.



Drawn for MODEL RAILROADER MAGAZINE by
J. HAROLD GEISSEL

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