

CLUB OFFICERS

President:
Fred Alsop

Vice-President:
John Carter

Secretary:
Mary Doran-Bleck

Treasurer:
Duane Swank

Newsletter Editor:
Ted Bleck-Doran

Webmaster:
John Edwards

LOCATION

ETSU Campus, George L.
Carter Museum

HOURS

Business Meetings are held the 3rd Tuesday of each month. Meetings start at 7:00 PM at ETSU Campus, Brown Hall Science Bldg, Room 312, Johnson City, TN.

- A social gathering is held prior to the business meeting at *EL TORITO* on State of Franklin near ETSU in the Kroger Plaza starting at 5:45 PM. Visitors and those interested in joining MEMRR are invited to attend.

- Work nights are held weekly on Thursday evenings starting at 4:30 PM and lasting until ???

- Open viewing and operating layout is available every Saturday from 10:00 AM until 3:00 PM.

From the Conductor's Desk...

Norfolk & Western Oddball Diesels - Part 4 ALCo Switchers : The S-series S-1

Power type	Diesel-electric
Builder	ALCO and MLW
Build date	S-1: April 1940 - June 1950
Total production	S-1: 540
AAR wheel arr.	B-B
Gauge	4 ft 8½ in (1,435 mm)
Power output	660 hp (490 kW)

Identification

The S-1 and S-3 are distinguishable externally from the very similar S-2 and S-4 1,000 hp (750 kW) switchers in that they have a smaller exhaust stack with a round base and a smaller radiator shutter area on the nose sides. The S-1/S-3 radiator shutter area is taller than it is wide, while the S-2/S-4 radiator area is wider. The smaller stack is due to the lack of turbo-charging.



Bath & Hammondsport #4 - AlCo S1 - Built 1950 - (ex N&W #2085, ex NKP #85, still in Bath , NY 7/96)

The N&W owned one ALCo S-1 switcher inherited from the Nickel Plate upon the merger of the two railroads. Built in 1950 the switcher put in nearly 50 years of service with three roads (the NKP, the N&W and the B&H) attesting to its durability. The *Signal Bridge* editor had the pleasure of catching a cab ride on #4 stable mate #5 in 1978 and published an article on the B&H in a 1979 issue of the *NMRA Bulletin*... but that's another story.



Bath & Hammondsport #4 ex N&W 2085 ex NKP 85 ALCo S-1



Norfolk & Western #2069 ex-NKP 69 ALCo S-2

S-2 and S-4

Power type	Diesel-electric
Builder	ALCO and MLW
Build date	S-2: April 1940 - June 1950 S-4: August 1950 - January 1961
Total production	S-2: 1502 S-4: 797
AAR wheel arr.	B-B
Gauge	4 ft 8½ in (1,435 mm)
Power output	1000 hp (750 kW)

The ALCo S2 and S4 were 1000 hp (750 kW) switcher diesel locomotives produced by ALCo and Canadian licensee Montreal Locomotive Works (MLW). Basically, the two locomotives differed only in trucks, with the S-2 using ALCO's own Blunt trucks, and the S-4 riding on standard AAR type A switcher trucks. Both were powered by ALCO 539 turbocharged, 6 cylinder diesels. The S-2 was built between April 1940 and June 1950, with a total of 1502 completed, while the S-4 was constructed between August 1950 and January 1961 (MLW until 1957) with total sales of 797. A modified version, the S-7, was built by MLW only; 29 were built between June and August 1957.

Identification

The S-2 and S-4 are distinguishable externally from the very similar S-1 and S-3 660 hp (490 kW) switchers in that they have a larger exhaust stack with an oblong base and a larger radiator shutter area on the nose sides. The S-1/S-3 radiator shutter area is taller than it is wide, while the S-2/S-4 radiator area is wider. The larger stack is due to turbo-charging. The

carbody and cab of late S-2s are nearly indistinguishable from those of S-4s. Hence, a truck swap can cause many to mis-identify a unit.

Survivors

A few S4s are still in service on shortline railroads around the United States. Several more are preserved in US and Canadian railroad museums.

The Norfolk & Western wound up acquiring 2 S-2's from the merger with the Wabash and an additional 21 S-2's in the merger with the Nickel Plate. As for the ALCo S-4's, Wabash provided 3 while the NKP added 34 more to the N&W roster.

From: Wikipedia the Free Encyclopedia



Norfolk & Western #2069 ALCo S-4 ex NKP 69

Norfolk & Western

Locomotive Roster, 17 December 1968

N&W Road Numbers	Built	Builder	Builder's Model	HP	Original Owner Road Numbers
2085	1950	Alco-GE	S1	660	NKP 85
2025-2045, 3320-3321	1949-53	Alco-GE	S2	1000	WAB 320-321; NKP 25-45
2046-2061, 2065-2083, 3322-3324	1951-53	Alco-GE	S4	1000	WAB 322-324; NKP 46-61, 65-83



Wabash Alco-GE S-2 #321, Decatur, Ill., 06/1962.

Source: Chione-Wallin #140.
Collection of: J. Nixon DS #W-0580.

Wabash ALCo S-2 321 (N&W 3321)



NKP ALCo S-4 66 (N&W 2066)



N&W 2066 ALCo S-4 (ex-NKP 49)

PRODUCT REVIEW

Dream-Plan-Build: Rails Across America Edition

Kalmbach has produced a new addition to its videos in The Dream Plan Build video Series. This one entitled **Rails Across America: The Pokey: Norfolk Southern's Pocahontas Division**. The subject of the video is modern day rail operations on one of Appalachia's premier rail lines, the stretch from Bluefield to Williamson. This is coal country railroading at it's finest..

Chapters include:

- Leaving the Yard in Bluefield
- Rolling Through Keystone Tunnel
- Fighting an Uphill Battle
- Picturesque Point – Capels
- The Pocahontas Division Tunnels
- Turing the Line from laeger to Mohawk
- A Parade of Trains
- From Lindsay to the Horseshoe Curve at Devon
- Riding Riverside to Williamson, WV

You can borrow the club's copy and enjoy an hour or so of watching the big boys operate right in our back yard!

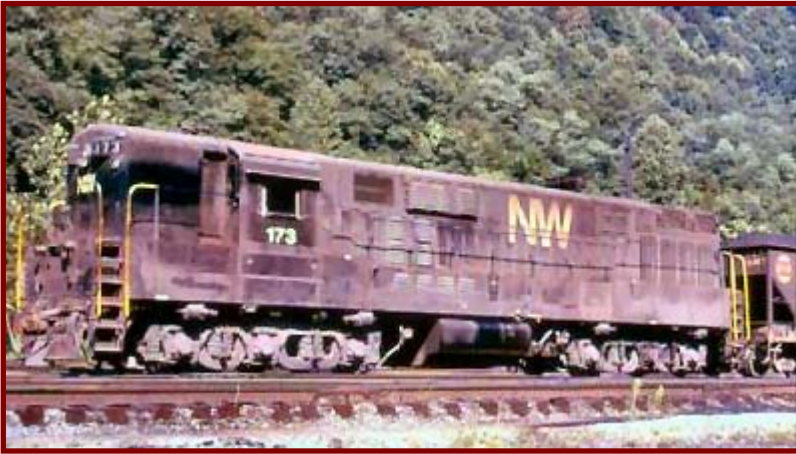
Cost: \$24.90 (S&H Included)

Thursdays

Are Work Nights - Come join the Fun -
There's always a project going on
from 4:30 to 7:30 or later

Saturdays

Are Open Sessions for Public Viewing -
Sign up to help out for 9:30 -12:30 or 12:00 -3:00
or stay the day



Coming in July: N&W Fairbanks-Morris 44-16 #174

scouts.

One little notice that is very important. Someone left one of the museum doors unlocked one weekend in late April and Cathy, the building custodian, found it open and locked it for us. Dear members, we have a lot of very valuable, and in some cases non-replaceable, items on display in the museum. Some are personal items that we would not want to lose, and many are items we do not own that we are also responsible for that we cannot afford to lose. Please be careful and check both the museum doors (room 113) when you are the last to leave to be sure that BOTH are locked. I know everyone is very careful and we all appreciate and depend on everyone being responsible, but someone slipped up once and we need to be very careful with our trust that it does not happen again. Thank you all for being alert to our security in the museum and in the building itself.

The N-scale gang has been working on rewiring the Bankus layout and also will be laboring to improve the trackage for better operation. Several packages of wire, switches, and other electrical components were delivered as per their requests in late April/early May and they have been busy ever since. Please lend them a hand if you are asked to do so. The G-scale contingent will be working on putting the 3 sound systems into that layout over the next few weeks which should help bring that layout to life. The buildings on it have interior lights installed so that should be worked on as well to brighten up the little town. HO folks continue to work on the big layout and now that we are bringing together a plan for a new freight yard and have taken over the roundhouse and engine facilities originally obtained by Mike Buster that project will serve to keep us busy well into the summer. There is no lack of interesting things to do on the 3 layouts and there are plenty of projects to go around in addition to the continuing work on our personal modules.

We look to have a great summer ahead and plans are falling into place to try to make ourselves more noticeable in the community. The club got off to a good start on May 10th as we became part of the first National Train Day and we will continue to link ourselves with the many summer events that Johnson City and Jonesborough and the other surrounding cities host this season.

I look forward to seeing all the activity over the next few months and being a part of the best little railroad museum in Southern Appalachia hosted by an outstanding club. The green light is on and the tracks are clear. Get on board and enjoy your model railroad hobby at the George L. Carter Railroad Museum.

Fred Alsop, President MEMRR



The Aerotrain by Con-Cor

Allan Morton

The new Aerotrains produced by Con-Cor are some of the best models I've seen in recent years. Although most modelers will operate their new HO Aerotrain right out of the box, there are some things that can enhance the

appearance of this fine model, especially the Pennsy version.

There is only one very minor shortcoming in the overall detailing on this model. On the roof of the locomotive you will find four small protrusions. This was Con-Cor's effort to duplicate four small lift rings. Take a small X-Acto blade and

April signals songbird migration and if you are wondering what that has to do with model railroading I must admit I am the single club member who is affected the most. I will be traveling in 4 states conducting bird identification workshops for federal and state biologists beginning on 20 April and ending on May 30th. So, I won't be seen in the museum as often as I normally am, but I will be there whenever this schedule allows.

I want to thank all of the club members who came in on Tuesday night, April 29th, to show off our railroad museum and operate the layouts for the Tiger Cubs, their parents and pack/den leaders who were our special guests that evening. We had great membership turnout and every one had a terrific time. Thanks for making it such a wonderful evening for the

carefully sliced these four items off, flush with the roof surface. This leaves you very small black plastic areas of missing paint. Drill holes in the center of these remnants for mounting Detail Associate wire lift rings. Once the new lift rings are installed, use Testors Aluminum paint and lightly dab each area to finish.

All of the locomotive, coach and tail car truck sideframes on the prototype appear to have been painted aluminum. The Con-Cor trucks are black. Paint the face and edges of the sideframes with the same Testors Aluminum paint. There is no reason to paint the backside since they will never be seen. In the prototype photographs of the PRR version, as well as other versions, the diaphragms between each car are painted to match the car bodies. Again, use the aluminum paint to hand paint all of the diaphragms.

The model also lacks a coupling system on the rear of the tail car. I have talked to several people who think that it is the correct version as delivered. However, when put into operation on the PRR and several other roads, a standard coupler was installed. Remove the body shell of the tail car and drill and file a hole that will allow for the insertion of the shank of a #58 Kadee coupler. Insert the shank into the hole and install it in the Kadee coupler box with the ears cut off. Glue the coupler box lid to the coupler box. After the body shell is replaced, paint the coupler with aluminum paint and add an airline for looks (See below).

Next, the cars need to be numbered. The PRR numbered their coaches 301-309 and the tail car was numbered 310. Find photographs of other roadnames and number accordingly. I just printed several rows of the numbers 301-310 on Testors Water Slide Decal Paper on my inkjet printer. Make sure the size and font type resemble the coach numbers in the prototype photographs. Spray Testors Decal Bonder over the top of the ink to bond the ink together. When dry, use your scissors to cut around each number, keeping as close as possible to the decal. Working with only one decal at a time, dip them into clear



water, slide them off the backing and onto the coach in the proper location. Additional decals need to be added to the locomotive number boards and an EMD hot dog plate should be added over the oval plates Con-Cor put on the sides. Both types of decals are available from the Micro-Scale decal sheet numbers MC-4056 and 87-21.

Remove the body shells and add passengers into each of the cars. This last step can get very expensive so I will only add a few passengers at a time. There you have it, a train that will be the pride of your layout or display.

SIGNAL BRIDGE
MEMBER OF THE MONTH
DAVID FIRESTINE

E-mail danifirestine@prodigy.net

Occupation Mechanical Engineer, Product Engineer
Home Layout No
Guests Welcome No
MEMRR Module No

Favorite railroad New York Central
Favorite aspect of hobby Operations; Geared Locomotives; Building or working a layout
Least favorite aspect of hobby No Answer
How did you get started in the hobby Dad is a long time model railroader; I grew up with it.
How long have you been a member of the MEMRR 4 Months
What got you started with MEMRR Visited the museum on Saturdays, liked the opportunity to rum my equipment
What dreams do you have for your layout or module Would likr to build a functional model of Grand Central Terminal trachage or build a logging railroad
What other model railroad or railfan activities do you participate in Railfan visits to Tennessee Valley Railroad
What one thing would improve MEMRR Exhibits that would be interactive for children

MOUNTAIN EMPIRE MODEL RAILROADERS
Minutes
April 15, 2008

Call To Order:
The meeting was called to order at 7:07 PM by F. Alsop, club president.

Recognition of Guests and Visitors:
There were no guests or visitors; 17 members were present including one new member..

Officers' Reports

Secretary's Report: M. Doran-Bleck reported the minutes from the February meeting were published in the April 2008 issue of the *Signal Bridge*. Minutes were accepted as printed.

Newsletter Editor's Report: Ted Bleck-Doran reminded members that articles for the *Signal Bridge* are always appreciated. Some suggestions are:

- "How to" articles,
- Memories of train trips,
- Rail fan trips,
- Model projects,
- Photos or anything of interest regarding the hobby.

He has material for several more articles on N&W oddball diesels. If the series is too boring...well, become a *Signal Bridge* author.

Treasurer's Report: Harriet Swank reported in the absence of Duane who arrived later: Balance forward \$1222.46. Income: \$140.00, including dues, donations, gifts, and etc. Expenses were \$164.31, including hardware, fixtures for the wish list and DPB supply expenses. A balance for the month of March is of \$1198.15, with a current available balance of \$743.86.

Webmaster's Report: John Edwards reported the website is up and running well. Anyone wishing to receive the *Signal Bridge* electronically can do so by contacting John. This will defray the cost of postage. Allan Bridwell has created a George L Carter Museum page to his johnsondepot.com page with links to video clips of the layout, displays and significant events. New graphics for the club page were discussed since they date to Tipton-Haynes days. F. Alsop challenged the shutterbugs in the club to shoot new photos of the layout.

Vice-President's Report: John Carter reported on upcoming programs. A tentative schedule follows:

- May: Hobie Hyder "Exploring Internet Resources on the Internet".
- June: Ted Bleck-Doran "Norfolk and Western Oddball Diesels".
- July: Duane Swank "Wreck of the 611".

President's Report: Fred Alsop complemented the members on opening the club to a senior citizen group. Nearly 50 enjoyed viewing the displays and layouts thanks to John Edwards, Mike Buster, John Carter, Hobie Hyder, and Larry Fraser. Dave Firestone has requested help opening the club for a Tiger Cub group.

Old Business:

1. **Engineer Hats for MEMRR Members:** Hobie has the hats for member purchase; Hobie was authorized to have club logo affixed to the hats with a reminder that the club name has been changed to Mountain Empire Model Railroaders. Cost to members will be estimated at \$10.
2. **N&W Club Coaches Wheel/Truck Problems:** Wheelset/truck problems were again discussed; J. Edwards was authorized to purchase new IHC wheelsets as needed for the 8 cars of the club N&W passenger train.
3. **Final Reading of the By-Laws:** F. Alsop declared the revised by-laws to have passed and now be in effect. He thanked the members for their diligence and perseverance enduring the three readings and hard work at perfecting the document. The revised by-laws should not need revision for several years.
4. **Track & Wiring needs for HO Layout:** J. Edwards/J. Carter discussed electrical needs including:
 - Creating 4 block zones on the main
 - Creating a new booster block for the yard
 - Rewiring the reverse loop
 - Redrawing the wiring schematic
 - Rewiring the bus lines to accommodate the change from modular to set layout
5. **Club Brochures:** F. Alsop reported that the ETSU print shop wanted \$600 for 1500 color tri-fold brochures (less for black & white but still expensive). T. Bleck-Doran reported that 100 copies were available at the museum. Additional work needs to be done to update the brochures for our new location.

6. **Additional Digitrax Controller** J. Carter was authorized to purchase a Digitrax DT400R controller at \$169 for backup.
7. **N&W J Class Running Problems:** The running problems have been resolved.

New Business:

1. **Planning of the HO Engine Terminal:** The club after lengthy discussion agreed to reimburse M. Buster \$750 for the purchase of a 21 stall roundhouse and servicing facilities (machine shop, cosling tower, ash pit, sand house, turntable, and water tower) with three quarterly payments of \$250. It was agreed that the club could extend payments if financially tight one quarter. Funding can come from additional fund raisers and donations. Members were invited to assist in constructing the engine facilities.
2. **Working Yard Planning:** Plans to design a working yard and relocate the staging yard were tabled.
3. **Jack Cope's 5x7 HO Layout Gift:** The club agreed to accept a partially scened layout from Jack Cope. Layout can be used for clinics and hands on display.
4. **N Gauge Layout:** The purchase of addition wire for the N-Gauge layout was approved. Wire will be used to upgrade the electrical system on the layout.
5. **Advertising:** Placement of the roadside signs on special operating session was discussed to promote attendance Saturdays. F. Alsop will check into having the club/museum promoted on the marquee State of Franklin by the Dome possibly for May 10th National Train Day.

Announcements: None

Program: John Edwards provided a clinic on "*Operating the Digitrax System*" in which he shared several of the tricks and traps one can encounter on the HO layout.

Club Events:

- 4/29 - Tiger Cub
- 5/10 - The American Train Day

May Meeting: 7:00 PM, Tuesday, May 20th, Room 312 Brown Hall ETSU. Social time and dinner for those who wish to meet prior to business session: 5:45 PM, El Toritos Mexican restaurant on State of Franklin in the Kroger shopping center complex west of ETSU campus.

Adjournment: the meeting adjourned at 9:07 PM



Coming in the June Issue
More Oddball N&W Diesels
Can you name the model above?

