

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 5 The ALCo Road Switchers

ALCO RS-3	
Power type	Diesel-electric
Builder	ALCO
Model	RS-11
Build date	May 1950 - August 1956
Total production	1370
Gauge	4 ft 8½ in (1,435 mm)
Power output	1600 hp 1.2 MW
AAR Wheel Arrangement	B-B
Prime Mover	ALCO 244

The ALCO RS-3 is a 1,600 hp (1.2 MW), B-B road switcher railroad locomotive. It was manufactured by American Locomotive Company (ALCO) from May 1950 to August 1956, and 1,370 were produced – 1,265 for American railroads, 98 for Canadian railroads, and 7 for Mexican railroads. It has a single, 12 cylinder, model 244 engine.



N&W 2557 (ex-NKP 557) has seen better days and awaits the scrapper's torch her Nickel Plate roots showing

Competition

ALCO built the RS-3 to compete with EMD, Fairbanks-Morse, and Baldwin Locomotive Works. In 1950, Fairbanks-Morse introduced the 1,600 hp (1.2 MW) H-16-44. Also in 1950, Baldwin introduced the 1,600 hp (1.2 MW) AS-16. In the case of ALCO, Fairbanks-Morse, and Baldwin, each company increased the power of an existing locomotive line from 1,500 to 1,600 hp (1.1 to 1.2 MW), and added more improvements to create new locomotive lines. All of this was to be more competitive with EMD. ALCO's 1,500 hp (1.1 MW) line was the RS-2, although 31 were built in 1950 with 1,600 hp (1.2 MW). Fairbanks-Morse's 1,500 hp (1.1 MW) line was the H-15-44. Baldwin's 1,500 hp (1.1 MW) line was the DRS-4-4-15. EMD, however, kept its competing GP7 at 1,500 hp (1.1 MW) But in 1954, EMD introduced the GP9. It was rated at 1,750 hp (1.3 MW).

EMD won the road switcher production race, though. EMD produced 2,729 GP-7s. ALCO produced 383 RS-2s, and 1,370 RS-3s. Fairbanks-Morse produced 30 H-15-44s, and 296 H-16-44s. Baldwin produced 32 DRS-4-4-15s, and 127 AS-16s.

RS-3					
Qty.	Original Road #'s	Post Merger #'s	Date	Notes	
4	N&W 99-96	300-303	1955		
4	N&W 95-92	304-307	1956		
23	NKP 535-557	2535-2557	1954	19 Survived to 1968	2535-2536 2538-2548 2550-2552 2554-2557

The N&W Experience

The Norfolk & Western purchased 8 RS-3 in two batches of 4 units. The first was ordered in 1955 and originally numbered 96-99 and renumbered 300-303. The second order was placed in 1956 with original numbers 92-95, renumbered to 304-307.

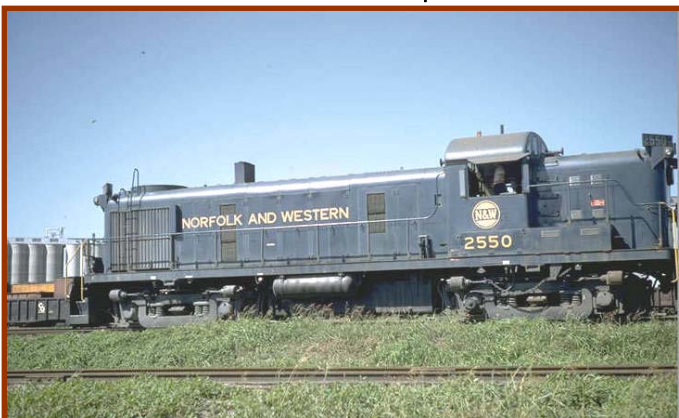
A year earlier than the N&W, the Nickel Plate received 23 units numbered 535-557. As with other NKP units these were renumbered in the 2000 series post merger
From Wikipedia, the free encyclopedia



N&W RS-3 300 in the Black & Gold paint scheme



N&W RS-3 303 in Blue & White N&W paint



N&W RS-3 2550 (ex-NKP 550) in Blue & Gold paint



N&W RS-3 2557 (ex-NKP 557) in faded Blue & Gold paint

ALCO RS-11 DL-701	
Power type	Diesel-electric
Builder	ALCO
Model	RS-11
Build date	1962 - 1963
Total production	356
Gauge	4 ft 8½ in (1,435 mm)
Power output	1800 hp 1.3 MW
AAR Wheel Arrangement	B-B
Prime Mover	ALCO 251B

The **ALCO RS-11** is a diesel-electric locomotive of the road switcher type rated at 1,800 hp (1.3 MW), that rode on two-axle trucks, having a B-B wheel arrangement.

Development

The first RS-11s were produced by ALCO in early 1956. This locomotive, classified by ALCO as model DL-701, was their replacement for the very popular RS-3 road switcher. Featuring a V-12, 1,800 hp (1.3 MW) 251B diesel engine, the RS-11 was ALCO's answer to EMD's very successful GP9. The turbocharged RS-11 accelerated faster, had a higher tractive effort rating and typically used less fuel than the competition. It was also quite versatile and could be found in heavy haul freight as well as passenger service.

Original purchasers

The largest owner of RS-11s was Norfolk and Western Railway which purchased a total of 99 units (an additional 35 were added to the fleet after the merger with Nickel Plate Road). Other major purchasers included Northern Pacific

Railway, Pennsylvania Railroad and Southern Pacific Railroad, all of whom placed repeat orders. With approximately 426 units built for the US and Mexico over 8 years of production, the RS-11 was successful for ALCO in that it provided ongoing competition for EMD's popular road switchers. A few examples of this model are still in service as of 2007 and can be found working for various short-line railroads in the US.

From Wikipedia, the free encyclopedia



N&W RS-11's DL-701 317 - 318 - 389 in Blue & Gold Paint



RS11 DL-701				
Qty.	Road	Numbers	Date	Notes
41	N&W	308-348	1956-57	
34	N&W	350-382	1957 & 58	
24	N&W	384-406	1959, 61,62	
15	NKP	2563-2577	1956, 58, 60	Originally NKP 563-577
15	NKP	2850-2864	1959	Originally NKP 850-864



N&W 2863 (ex-NKP 863) with NKP paint peeking through



N&W 2570 (ex-NKP 570)



A Clean N&W 2569 (ex-NKP 569)



Norfolk Southern Receives First Uni-Level Railcars for Large Motor Vehicle Transport

NORFOLK, VA. – Norfolk Southern Corporation has put into service the first of the new Uni-Level railcars supplied by TTX Company. Last week, Norfolk Southern loaded the first 13 of 55 Uni-Level

cars received from TTX, officially launching the railroad's Uni-Level service network.

The fully enclosed Uni-Level railcar is designed to provide economical rail transportation of large motorized vehicles, including Class 5-8 trucks and recreational vehicles. Transporting these types of vehicles in a Uni-Level car helps ensure that the vehicles will arrive at their distributors in factory-quality condition and will not require re-work, as is typically the case with over-the-road transportation. Prototypes of the Uni-Level railcar have been tested successfully in the marketplace over the past three years.

Norfolk Southern's Automotive Group and Modalistics Supply Chain Services will provide dock-to-dock shipment management to Uni-Level users through their Load Planning, Web-Based VIN Visibility, Optimized Mode Selection, and Strategic Network Design services.

The initial Uni-Level service network will be concentrated on local NS service lanes, with later expansion into Mexico, Canada, and the West Coast.

For more information, please contact unilevel@nscorp.com.

Norfolk Southern Corporation (NYSE: NSC) is one of the nation's premier transportation companies. Its Norfolk Southern Railway subsidiary operates approximately 21,000 route miles in 22 states and the District of Columbia, serving every major container port in the eastern United States and providing superior connections to western rail carriers. Norfolk Southern operates the most extensive intermodal network in the East and is North America's largest rail carrier of metals and automotive products

From NS Media Release <http://www.nscorp.com/>

MOUNTAIN EMPIRE MODEL RAILROADERS

Minutes
May 20, 2008

Call To Order:

The meeting was called to order at 7:07 PM by J. Carter, club vice-president.

Recognition of Guests and Visitors:

There were no guests or visitors; 17 members were present including one new member. Mark Elmore was introduced to the club.

Officers' Reports

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

Newsletter Editor's Report: T. Bleck-Doran complimented A. Morton for his timely submission of an article on detailing Con-Cor Aerotrains. The article arrived in ample time to make the May issue of the *Signal Bridge*. Others were encouraged to also submit articles on their favorite aspect of the hobby. He also reported that the articles on N&W oddball diesels will be continued in upcoming issues. If the series is too boring...well, become a *Signal Bridge* author.

Treasurer's Report: D. Swank submitted a paper report for April-May. Balance forward \$1,198.15. Income: \$322.00, including dues, donations, gifts, and etc. Expenses were \$420.77, including hardware, fixtures for the wish list and DPB supply expenses. A balance for the month of May is of \$1,099.38, with a current unobligated balance of \$359.41.

Webmaster's Report: J. Edwards reported the website is up and running well following the migration of website files to new servers by our internet provider. New members were reminded that email accounts are available through the club website. The webmaster can set up the accounts upon request.

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

- June: T. Bleck-Doran "Norfolk and Western Oddball Diesels" - PowerPoint Slides.
- July: D. Swank "Wreck of the 611" - Video
- August: T. Bleck-Doran "Railway Post Office Operations" - Video

President's Report: F. Alsop's report was read in absentia from the May *Signal Bridge* column..

Old Business:

1. **Engineer Hats for MEMRR Members:** D. Swank has the finished. Hats have the revised Club Logo and George L. Carter Museum

on embroidered patches. Cost to members will be estimated at \$10.

2. **Jack Cope's 5x7 HO Layout Gift:** D. Swank now has the layout stored in a trailer at his house. Members discussed possibly displaying it during Jonesborough days July 4-5-6. Layout would be set up at the former Exxon Station on Boones Creek downtown Jonesborough. Clinics could be offered.
3. **N Gauge Layout:** Additional track needs were identified including the purchase of a Peco #8 curved turnout. Progress was reported on scenery additions and buildings including new water resurfacing and farm scene by F. Alsop,
4. **G Gauge Layout N Gauge Layout:** Three sound units (Honky Tonk, Saw Mill, Loco Sounds) have been purchased and are ready for installation. Several improvements on the scenery have been made. The shay has been repaired by J. Milhorn according to J. Pahriss.
5. **HO Layout:** Work is progressing on the locomotive facilities with the base for the turntable and roundhouse built. Others are assisting with building construction (sand house and towers - M. Doran-Bleck, coal tower - M. Buster, Machine shop - ???, Water Tower - ???, Ash Pit - T. Bleck-Doran).. Some discussion regarding making the layout more interactive.
6. **Club Brochures:** T. Bleck-Doran discussed changing the format of the brochure to a single panel double sided flyer with basic information and directions included. Brochures/flyers could be used in tourism displays at various merchants. Some discussion regarding distribution and printing. D. Firestine volunteered his family to pose for people photos for use in the brochure.
7. **Other Old Business: None.**

New Business:

1. **Meeting with President Stanton:** F. Alsop will report on meeting with President Stanton regarding club concerns including budget, space and publicity. Report will be present at the next meeting of the club and the June issue of the *Signal Bridge*.
2. **Security:** The inside doors have been left unlocked several times during the past month. This may not be a member issue since ETSU staff have been encountered by members during times the club was not open.
3. **Jonesborough Days:** Jonesborough Days will be held July 4-5-6. Watauga Chapter of the NRHS will again host an open house at the former Exxon Station in Jonesborough. MEMRR has been invited to participate and provide a display.

Announcements: None

Program: No program was presented due to the absence of H. Hyder and inability to log on to the ETSU system.

Club Events: None

June Meeting: 7:00 PM, Tuesday, June 17th, 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 8:37 PM

Submitted by Mary Doran-Bleck, Secretary

From the chief engineer's desk

Fred Alsop, the MEMRR Club President, had an hour-long meeting with ETSU President,

Paul Stanton, on Thursday, June 5th, in which the principal topic of discussion was the George L. Carter Railroad Museum and its future. Dr. Stanton has always been the museum's major supporter and his commitment to its future remains strong and enthusiastic. Because President Stanton has announced an earlier retirement as president of the university then was expected because of personal health concerns, and because Fred's own retirement from the university will most probably occur in the next few years, both gentlemen felt the importance of working together now to make the future of the railroad museum as secure as possible. Our meeting agenda focused on 4 requests: 1) the need for additional museum space for displays and for work/storage/educational workshops; 2) the need for the creation of a formal position of Director of the Railroad Museum to further secure the museum as a functioning unit of the university as it transcends to a new president who may surely have different priorities for the university; 3) a \$500 increase in the annual budget to pay for telephone service to allow the installation of a land-line telephone with an answering machine to provide public information on museum hours of operation, for other public information, emergencies, etc.; and 4) a one-time donation of \$5,000 for exhibit expansion (HO freight yard) and for 2 flat-screen televisions.

President Stanton has provided us with one additional room, effective that date and the promise to study the possibility of providing the museum some additional space very soon. We have been given room #108 directly across the hallway from the museum. The key cylinder has already been re-keyed to our museum door key (#113). That room contains two long walls of cabinets and a working chemical fume hood. There is plenty of storage space for us to move a lot of the materials that are now stored under our layout and in the small work/storage space we have now. The chemical fume hood will make an outstanding paint spray booth, so we should plan to use it often for spray-painting our models. There is enough space to locate the 5' x 9' layout recently donated by Jack Cope to the club and to work on it there. Additionally, it may be a good location to use for "How-to-do-it" workshops for the public. The president is studying the possibility of being able to provide space in the room 113 complex for additional museum display. That is a 500+ sq.ft. room with a center divider that is just through the double door at the back (north end) of our museum that is currently being used by Distance Education for storage. I met with Facilities Management Director, Eddie Harkleroad, on Friday morning, 6 June, to inspect this space. We have forwarded our report to the president and are now awaiting his decision. If we are granted this room I think



we can take down part of the wall behind the G-gauge layout to open up our exhibit space some more. The rooms to the east beyond the double-wall chaseway remain committed to other units at this time.

I have a meeting with President Stanton and Provost Bert Bach on Monday June 9th to discuss the directorship request. We shall also discuss the additional funding requests at that time. So by the time you read this you may already know how those discussions progressed. But, whatever the outcome please know that President Stanton is really our "Chief Engineer" and he can be counted on to do whatever he can to meet our needs for space, funding, and permanency on the ETSU campus. Not many universities can boast having an operating railroad museum and we already know that we are well received by the community.

Fred presented the President with one of our new club engineer's hats with club logo on the front and the Carter RR Museum patch on the back as well as a framed copy of the museum dedication invitation/program from 16 November 2007. President Stanton gratefully accepted both gifts and tried the hat on right away. He has been encouraged to come and join us in train operations anytime and to become a member of the MEMRR.

Now, switching to a side track, club member Jim Pahrts and a good friend of Jack Cope's, has asked us to be a part of the Jonesborough Day's Celebration in the following ways. One, be open to greet the public that may be directed from Jonesborough on Saturday July 5th (which we will be anyway) and two, to participate in the town of Jonesborough. He wants us to discuss bringing the layout we just got from Jack to a location he and some of his railroading buddies will be operating and to demonstrate some of the techniques of adding scenery to a layout. I think we should do this if we can and perhaps get a group discussion going as to how we can make this little HO layout multipurpose, with buildings, vehicles, and rolling stock that could be interchanged to make it exciting for children (Thomas the Tank??) or suitable for showings at the mall, fairgrounds, or a senior citizens home. What do you think?

Our museum exhibits continue to improve. The G-gauge gang has added the 3 sound systems that Tom McGee purchased (come try them out) and they are working on the lighting problems for the buildings. The Bankus N-gauge has had some additional scenery touches (check out the waterfront) and track work continues to improve. The Club HO modelers have continued to work on personal modules and the base module for the roundhouse and turntable is taking shape. So, lots of folks have been busy on behalf of the MEMRR and their work shows. We are having a great time enjoying each other's company as well. Come Thursday nights to share in the camaraderie and the creativity and don't forget that we need lots of volunteers to operate the museum on Saturdays and that everyone needs to put in at least one Saturday a month. We are all depending on everyone to do their part to continue to make this museum an important part of the community. I look forward to seeing you at the June meeting and at the George L. Carter Railroad Museum. Hear the whistle blowing???

Fred Alsop
President, MEMRR



N&W Alco RSD 12 DL-702 #250

The **ALCO RSD-12** was a diesel-electric locomotive of the road switcher type rated at 1800 horsepower, that rode on three-axle trucks, having an C-C wheel arrangement. Used in much the same manner as its four-axle counterpart, the Alco RS-11 though the six-motor design allowed better tractive effort at lower speeds There were 6 RSD-12's passed on to the N&W as part of the merger with the NKP; These are true oddballs since most RSD-12's were built for export sales.

ALCO RSD-12 DL-702	
Power type	Diesel-electric
Bullder	ALCO
Model	RSD-12
AAR wheel arr.	C-C
Gauge	4 ft 8½ In (1,435 mm)
Power output	1800 h

ALCO RSD-12 DL-702

Qty.	Road	Numbers	Date	Post Merger	N&W/NS #
5	NKP	328-332	1957	Became N&W 2328-2332	Became N&W 250-254
1	NKP	333	1957	Became N&W 2333	Became N&W 255



N&W RSD-12 DL-702 #'s 251, 252, 255



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

SIGNAL BRIDGE
MEMBER OF THE MONTH
ALAN SANDIDGE

E-mail snowman.com
Occupation Over the Road Truck Driver
Home Layout Yes
Guests Welcome Yes
MEMRR Module No

Favorite railroad: Norfolk Southern and then of course the Southern

Favorite aspect of hobby : Getting to meet so many great folks, like you all. MEMRR has helped me a lot with the hobby

Least favorite aspect of hobby: I have none.

How did you get started in the hobby: I got my first engine when I was only 11 years old...A Clinchfield SD45. It still runs. I fell in love with the hobby. I really love it. I also had the opportunity to ride in the engine at the Dollywood theme park. I will never forget that. That was awesome. And I got to ring the bell coming back into town..

How long have you been a member of the MEMRR: Two or 3 years, I can't remember how long I've been with the club.

What got you started with MEMRR: I wanted a place I could run my trains and show them off. I enjoy you alls company as well.

What dreams do you have for your layout or module: I would like to make my own layout bigger and better than it is now. I've come a long way on my own layout. I invite all of you to come and see it.

What other model railroad or railfan activities do you participate in: Not a whole lot because of my job. That keeps me close to the house, but I'd like to visit Cass Scenic Railroad in Cass, WV more.

What one thing would improve MEMRR: Nothing. I think the club is in good shape. A phone list would be helpful.



PRODUCT REVIEW

**Dream-Plan-Build: Layouts, Tips and Prototypes
 Special Edition**

Kalmbach has produced a new addition to its videos in The Dream Plan Build video Series. This one entitled **Dream-Plan-Build: Layouts, Tips and Prototypes Special Edition**. The subject of the video the normal mix of layout visits, modeling tips and prototype segments.

Chapters include:

Layouts

- Healing Power of the Dallas Medical Center Layout
- Details Come to Life on Tilman S Gauge Layout
- Operations on Jack Verducci G Scale Layout
- The Student Run Rensselaer Model RR Society

Technique

- Replacing Your Turnouts
- Hands Free Uncoupling with Magnets
- Creating Your Own Signs
- Weathering the Vehicles On Your Layout

Prototype

- Restoring the Georgetown Loop
- The B&O Railroad Museum
- Manitou and Pikes Peak Cog Railway

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)

PRODUCT REVIEW

Dream-Plan-Build: Volume 13

Kalmbach has produced a new addition to its videos in The Dream Plan Build video Series. This one entitled **Dream-Plan-Build: Volume 13**. The subject of the video the normal mix of layout visits, modeling tips and prototype segments.

Chapters include:

Layouts

- Trolley Service on Schwab's O Scale Layout
- Multiple Custom Built Garden Layouts in Arizona
- Operations on the Milwaukee Model RR Club
- Detailed Scenes on Schlicht's Flyer Layout
- Northwest Logging on Lorbecki's HO Scale Layout

Technique

- The Secrets to Curving Flextrack
- Tools and Techniques for Weathering with Pastels
- 8 Tips for Better Passenger Cars
- Creating Urban Street Scenes
- 4 Methods for Cleaning 3 Rail Track

Prototype

- The Great Smokey Mountain Railway
- The Diamonds at the Rochelle Railroad Park
- A Nostalgic Look at Railroad Advertising

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)