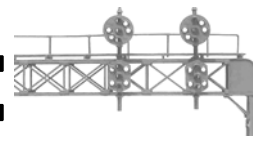


THE SIGNAL BRIDGE



Volume 16

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
OCTOBER 2009 ISSUE

Number 10

CLUB OFFICERS

President:
Fred Alsop

Vice-President:
John Carter

Secretary:
Art Daniels

Treasurer:
Duane Swank

Newsletter Editor:
Ted Bleck-Doran

Webmaster:
John Edwards

LOCATION

ETSU Campus, George L.
Carter Museum

HOURS

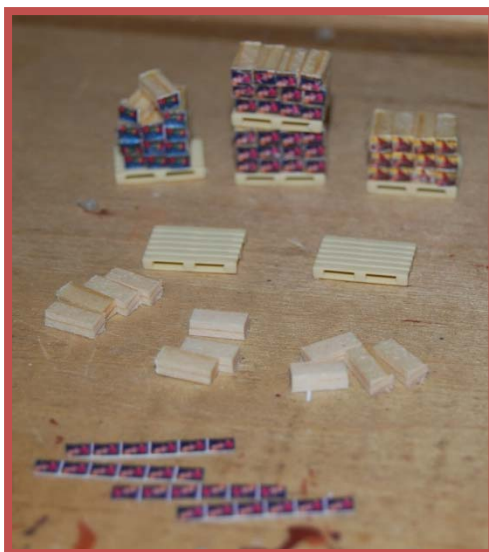
Business Meetings are held the 3rd Tuesday of each month. Meetings start at 7:00 PM at ETSU Campus, Brown Hall Science Bldg, Room 312, Johnson City, TN.

- 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.

A Signal Bridge Extra Fruit Crate and Flat Labels



The October Issue of *MODEL RAILROADER* featured an article on detailing station platforms. On suggestion was to photo reduce fruit crate labels and glue them to the ends of cut pieces of stripwood. Balsa or bass wood can be used.

A bonus page has been included with this issue of the *SIGNAL BRIDGE* containing crate and flat labels in HO, O and G scales.

To complete the project all you will need are the following:

- Cutting board
- Sharp cutting blade
- Straight edge
- Stripwood
- Chopper or miter box
- Glue
- Preiser palettes



With a little practice and some patience you can create palette loads for those refers, platforms and loading docks on the layout.

This is a great little project to do while watching TV or when you only have a few minutes to spare. You'll be surprised at the added realism a handful of loaded palettes will bring to any scene.





**MOUNTAIN EMPIRE MODEL RAILROADERS
MINUTES
Meeting
SEPTEMBER 15, 2009**

Call to Order:

The meeting was called to order at 7:06 PM by President Fred Alsop

Officers' Reports:

Secretary's Report: Minutes from August meeting were accepted as printed in The Signal Bridge.

Newsletter Editor's Report: Ted Bleck-Doran was not present. Fred Alsop reminded members to sign up for the electronic version in order to get full color version via email.

Treasurer's Report: Duane Swank reported as follows:

Balance Forward:	\$1876.42
Income:	\$ 224.00
<u>Expenses:</u>	<u>\$ 484.10</u>
Month Ending Balance:	<u>\$1616.32</u>
Available Balance:	\$1136.10

Webmaster's Report: John Edwards reported that web site is functioning normally. John publishes Signal Bridge electronically as soon as all data is available. Members will receive the electronic version as early as possible.

Vice President's Report: John Carter reported that there is no program currently planned for October. Todd Eaton will provide a DVD program showing the Union Pacific RR Challenger running on the Clinchfield. Fred has also asked members to consider putting on clinics from their areas of expertise. Simple is fine. Suggestions for clinic topics are also welcome.

President's Report: Fred reports that the working groups are getting off to a good start. A meeting for group coordinators was held and lists for each group are available for members to sign to indicate interests in participation in one or more of the various groups. The Logo contest is about ready for launch. The plan has been cleared with ETSU and work is underway to find commercial sponsors for the prize monies. Contest kickoff now appears to be in late September and the contest will run for about 2 months

OLD BUSINESS:

- 1. Clinchfield RR Prints Fundraiser:** Prices have been finalized at \$20.00 each and \$30.00 for the set for club members and \$22.00 each and \$33.00 for non-club members. All prices include sales tax. Prices for mail order prints will \$41.00 per set, including shipping and tax. No individual prints will be sold via mail order.
- 2. HO Modules Sold:** Both modules were sold for \$10.00 each with the owner carrying the modules away.
- 3. Club NCE Digital System:** System has been inventoried and is being offered for sale. MEMRR has \$1989.00 invested in the system. The club is soliciting offers and all offers will be brought to the club for approval.
- 4. HO Layout Engineers' Schedule Board:** Sometimes there are more members wanting to run trains on the HO Layout on Saturdays than there are running slots available. Now there is a Schedule Board to permit members to sign up for 1-hour running slots. If there is no competition for running slots, members present may run for extended periods.
- 5. Railfan Trip Options:** No new information available regarding a Railfan trip. Several members indicated potential interest.

Fred will get some information into the next Signal Bridge. The issue will be further discussed during the October meeting.

- 6. Cleaning Out Under The HO Layout:** Members need to continue to remove all possible items from beneath the HO Layout. Fred is looking into alternate storage within the club confines.

NEW BUSINESS:

- 1. Corporate Donations:** Hobie Hyder has been working on donations in support of both the Logo contest and the Kids' Room. He has contacted a number of merchants and commercial institutions and is awaiting responses. Walmart Unicoi County has already donated a \$25.00 gift card. Fred has been working with ETSU for larger donations, including possible opportunities to have museum rooms named after large donors.
- 2. Digitrax One-Time Combined Order:** Bob Barrett is establishing Hobbytown as a Digitrax Dealer. Digitrax has offered a 30% discount for the combined initial order. Deadline for the order is Friday September 18, 2009. All Club orders will go through Duane Swank, who will forward the orders to Hobbytown. All orders must be accompanied by an 80% down payment of the order value for each member. Museum orders are tax-free. All individual member orders must include Tennessee sales tax at 9.75% of the 30% discounted price. MEMRR club orders will also be taxed. ETSU will make the combined purchase for the Museum layouts and for the Club HO layout. Lyle Monteith outlined various items proposed to be purchased by the club to make the club layout compatible with the "Rabetoy HO Layout" in order to permit common locomotive running between both layouts. Motion made to spend \$121.00 by the club. Motion passed.
- 3. President's Classroom:** We are invited to be a part of the annual President's Classroom. We have been asked to open the club layouts and museum to this group on Tuesday, September 22, 2009. Time is from 4:45 PM until about 5:45 PM. The tour time is from approximately 5:15 PM to about 5:30 PM. This event is the third consecutive year in which MEMRR has been invited to participate in this prestigious event. A number of members have volunteered to assist at the club for this event.
- 4. Ed Lockett's Two HO Modules Offered For Sale:** Ed has offered his two modules are for sale to one or more club members. Price for each module is \$135.00, excluding all buildings. The modules will be left in place in the layout and will then be maintained and scenery can be altered as appropriate by the new owners. Individual members interested can work directly with Ed Lockett to finalize a sale.
- 5. Bristol Train Station Wants Volunteers to Build Layout:** The director of the Bristol Train Station has asked for MEMRR club volunteers to build a multi-loop continuous-running layout on site. Funds are available and excess funds can be donated to the club upon completion of the layout. No timeframe or other business details are yet available. Motion made by Art Daniels to table this issue until all details are available. Motion was seconded. Gary Cameron made mention of a demonstration layout possibly being available for sale by UT Knoxville. Motion was carried.
- 6. Improving the Library for the Museum:** Gary Emmert brought up the need for a library for the museum and possible locations within the museum for housing books and magazines. Fred will work with Gary and others to investigate options for such a library.

LAYOUT REPORTS: President Alsop announced these reports will no longer be a regular agenda item for our meetings, but will be handled by the individual working group coordinators and their reports will be solicited for inclusion in *The Signal Bridge*. Clipboards with sign-up sheets for each group are located on the back of Hobie Hyder's HO module and a list of projects for each group is located on the large white board in room 108 "research lab".

VOLUNTEERS FOR SATURDAY MUSEUM OPERATING SESSIONS:
Volunteers were taken for upcoming Saturdays for Museum.

ANNOUNCEMENTS:

Dates for Upcoming Events:

1. September 22, 2009 – 5:15-5:30 PM: President's Classroom Museum Tour Carter RR Museum.

2. October 16, 2009 – 7:00 PM: MEMRR Club hosting Southern Railway Historical Society and the Norfolk & Western Historical Society group for a tour Carter RR Museum.
3. October 17, 2009 – 8:00 AM – 4:30 PM: SRHS & N&WHS Meetings at the Bristol Train Station
4. October 18, 2009 - 1:00 PM: HobbyTownUSA Swap Meet and Contest, store parking lot, Johnson City.

PROGRAM:

The business portion of the meeting was adjourned at 8:50 PM and the program scheduled for the evening was cancelled.

Minutes prepared and respectfully submitted by
Arthur Daniels, Secretary



**MOUNTAIN EMPIRE MODEL
RAILROADERS
Operating Group Coordinators Meeting
September 10, 2009**

To: Fred Alsop III, President, Mountain Empire Model RailRoders
From: Gary Rabetoy, Member/Coordinator, Gift Shop and Rabetoy Layout Development Operating Groups

Gift Shop:

In accordance with the Memorandum of Understanding between the Mountain Empire Model Railroaders (MEMRR) and East Tennessee State University (ETSU) of February 27, 2009, ETSU guidelines for fundraising must be followed. Also, the designee of the Office of the Provost and the Vice-President for Academic Affairs must be notified of the intent to conduct such business. Consequently, the MEMRR organization cannot operate a gift shop on its own.

In addition, as there is no space currently available for a gift shop and it appears that sufficient personnel support is unavailable to conduct operations, it is the recommendation of the Group (Duane Swank and Gary Rabetoy) that this project should be suspended until such time that adequate space and personnel become available.

Rabetoy Layout Development:

At the MEMRR regular meeting of August 18, 2009, I outlined my thoughts on how development of the Rabetoy Layout (RL) might proceed. I pointed out that the operating section of the RL was donated to ETSU and is the property of ETSU. I also noted that there were a number of undeveloped sections of benchwork that were not part of the ETSU donation, that these undeveloped sections were donated to the MEMRR, and that they are now the property of the MEMRR.

I mentioned two possibilities for going forward with the RL.

The operating (ETSU) section has a number of modules, some of which will require structures and scenery for completion. Members who want to develop their skills in these areas might want to adopt one or more of this type of module. I have sufficient structure kits and some scenery materials that I could donate to ETSU and which members could then complete on their own.

There are more than enough structures available from my inventory to complete all modules. I may also have enough scenery materials available but this aspect is so variable that a blanket statement cannot be made in this regard since everyone has his or her own idea as to how much or little scenery is necessary to complete a scene. Nevertheless, it is my opinion that there would be little or no out of pocket expense to members choosing this pathway.

The undeveloped (MEMRR) section has a number of benchwork-only modules that will require a track plan, track, electrical wiring, structures (as necessary), and scenery. Members who adopt one or more of this type of module will, in effect, own the module(s) and development will be at their own expense. It is my impression that the latter MEMRR modules are to be developed into a representation of the East Tennessee and Western North Carolina Railroad (ET&WNC RR). An interface would be established between the ETSU and the MEMRR sections for operating purposes. I have sufficient narrow and dual gauge track available in my inventory to supply MEMRR members with this track at a reduced cost (20% discount from my original cost to the member(s)) and/or, as applicable, to donate said track to ETSU.

My concept for completing this project is to establish a number of sub-committees to include the following:

1. Historical Committee
2. Track Planning Committee
3. Benchwork Completion Committee
4. Track Laying Committee
5. Electrical Committee
6. Structure Committee
7. Scenery Committee

These committees would work with MEMRR members providing assistance as necessary to complete the project. The anticipated time frame for this project would be one year from the time the above sub-committees are established. A call for volunteers was made.

The above remarks somehow did not appear in *The Signal Bridge* of August, 2009.

From a research standpoint, I took the initiative to call and speak with the authors (Chris Ford on August 7, 2009 and John Waite on August 17, 2009) of the Blue Ridge Stenwinder. John Waite is currently building a Sn3 scale layout of the ET&WNC RR and he offered his thoughts on what should be required to adequately

represent that railroad. The following are his suggestions for what should be modeled:

1. Johnson City Furnace (Furnace plans are apparently available in one of the first three issues of the Stemwinder Magazine)
2. Johnson City Yard
3. Coal Chute/Valley Forge
4. Covered Bridges (Note B.T.S. has one of these bridges available in kit form and Chris Ford supplied the actual plans to the manufacturer).
5. Hampton Passing Siding
6. Doe River Gorge from Tunnel 2 to Big Nance Cut including Pardee Point
7. Roan Mountain Passing Siding
8. Elk Park/White Sawmill and Passing Siding
9. Cranberry

On John Waite's layout, he has devoted the following amount of space to certain features:

1. Johnson City Furnace – 8 feet
2. Johnson City Yard – 22 Feet
3. Tunnel 2 to Big Nance Cut – 45 feet
4. Doe River Gorge – 30 feet
5. Cranberry – 26 feet

S (Sn3) Scale is 1:64 and HO (HO_n3) Scale is 1:87 so the above sizes would be correspondingly reduced if one were to duplicate the Waite plan.

It is my recommendation that these ideas be formally discussed at the next MEMRR meeting (September 15, 2009) and, if approved, that sign-up sheets for interested volunteers be posted at a location in the George L. Carter Railroad Museum at ETSU and electronically on the MEMRR website.

Respectfully submitted:
Gary M. Rabetoy



THE VIEW FROM THE ENGINEER'S SIDE OF THE CAB: October will prove to be a busy month for our club and the Carter Railroad Museum. The joint meeting of the Southern Railway Historical Society and the N&W Historical Society will have members touring the Carter Railway Museum the evening of October 16th and we need plenty of MEMRR members to be present to host them. They will have their meeting at the newly refurbished Bristol Railroad Station the next day and we are invited to participate at that railroading event. I

will be out of Tennessee that weekend with our annual biology class field trip to the Outer Banks of North Carolina, so take plenty of good notes for me as I hate to miss all the workshops on Saturday.

A special "thank you" to everyone who pitched in and hosted our 3rd annual visit by ETSU President Stanton's Classroom participants on September 22nd. They were only scheduled 20 minutes with us, but I heard many compliments about the club and the museum, and many said they would be back with friends and grandchildren. Our club member, Tom McKee, was one of the special "students".

By the time you read this our George L. Carter Railroad Museum Logo Contest will have been launched and hopefully the entries will be coming in. The university media releases are slated for either Oct 2nd or 5th and will be carried by area newspapers, radio, and hopefully some of the TV stations. We will make a special effort to get all the local school systems involved. The contest will run approximately 6 weeks with entry deadline set for November 14th and the announcement of the winners shortly thereafter. The Tennessee Credit Union will be the exclusive sponsor of the contest by providing all the prize monies, totaling \$900, for the winners. I will send *The Signal Bridge* editor a copy of the news release and the contest rules. I want to thank Allan Morton and Hobie Hyder, the other members of the logo contest committee, and Vice-President Jeff Anderson of the ETSU Advancement Office for all the work they put into this project to bring it to reality. By the end of November we should have a logo for the railroad museum. Thanks are also in order for Hobie as he has gotten

\$75 in gift cards donated from two area Walmart stores that will be used for the Little Engineer's Room.

The MEMRR, Carter Railroad Museum, and our club members placed a Digitrax order with the state's newest Digitrax dealer, Bob Barrett of HobbyTownUSA, in excess of \$3,000 in late September. The digital electronics should arrive by mid-October and will be distributed to their new owners. Dave Lotz, our regional Digitrax sales representative, will be sending us a 3 x 5 foot color banner with the club logo on it for display in the museum as part of this new relationship with his company. I had a mock-up of that banner circulated for your remarks and approval; and your approval was overwhelming. Regarding digital control systems, the Appalachian model train club has decided not to purchase our NCE system. Anyone with suggestions for its possible sale is urged to bring them forward.

By now many of you have seen the changes taking place in the "Little Engineer's" room. The G-gauge is ready to run its circle around the ceiling and a "caboose" is taking shape thanks to the carpenter skills of Duane Swank. We had the first meeting of the officers and group coordinators on Sept. 10th and discussed projects, priorities and teams. Sign-up sheets for groups are available on the clipboards on the back of Hobie's coal tippie HO module, so sign up for one or more groups. Projects are listed by group on the large white board in room 108 across the hall. Group leaders are encouraged to report their goals, activities, and progress to the editor of *The Signal Bridge*.

The HO engineers "operations" board is in place and being used thanks to the work of Allan Morton. It is going a long way in organizing the scheduling of those who want to operate trains on this layout on Saturdays. Thanks to everyone for cooperating in this "first-come/first-served" method of letting everyone who wishes to have a turn at operating on those particular days when the train traffic gets a little heavy.

The University is preparing a media release on the fund-raiser sale of the CRR print pair and will place information in the Alumni Magazine that will go out this month as well as the monthly electronic newsletter that circulates to university employees. When I have that copy I will provide it to our newsletter editor as well. Remember, we have copies of this pair of prints, but they are very limited, and if you have not purchased one of these historic Clinchfield Railroad sets just see our treasurer, Duane, or me, and we'll fix you up while supplies last. They will make

excellent gifts for that railroading friend and the holidays are just around the corner!

Like I said, October will be a busy month, but look down the tracks of the calendar with me for a moment. November is National Model Railroad Month. It is also the month we will celebrate our 3rd anniversary of the Carter Railroad Museum, be part of ETSU's homecoming celebration, announce the winners of our museum

logo contest, and elect our officers for the coming year. We have lots of things to celebrate ourselves and many opportunities to publicize the happenings in our model railroad world in the coming weeks. See you at the museum; full steam ahead! Hear the whistle blowing?

Fred Alsop
President, Mountain Empire Model Railroaders
Director, George L Carter Railroad Museum

Special Offer from T2 Decals

Looking for HO Scale waterslide decals of modern railcar graffiti? T2 Decals has graffiti decals available in HO and N scale. They also have 24 different sets of circus sideshow decals for your circus/carnival modules and dioramas. They have also introduced a series of 18 ghost sign decals that were just released. Ghost signs? Those are the signs painted on the sides of brick buildings like the Mail Pouch sign in Jonesborough.

Each of these sets is professionally printed on a high-end digital press, making the end product far superior to the competition. They are sprayed with 4 coats of varnish so that they hold up to solvents. Each set comes on a 5 1/2" x 3" sheet crammed full of colorful decals

T2 Decals have been selling them on EBay (user name Thorn14141) with rave reviews. The decals are available for \$3.99 at the company's EBay store. You can check them out at: http://shop.ebay.com/merchant/thorn14141_W0QQ_nkwZQQ_armrsZ1QQ_fromZQQ_ipgZ Inquiries can be made by calling Todd Thornberry direct at 262-853-0566. He will offer volume discounts to the club.



Ghost Signs #1



Ghost Signs #2



Ghost Signs #3



Graffiti #1



Graffiti #2



Graffiti #3



Circus Sideshow #1



Circus Sideshow #2



Circus Sideshow #3

GEORGE L. CARTER RAILROAD MUSEUM LOGO CONTEST

The George L. Carter Railroad Museum and East Tennessee State University, in conjunction with the Mountain Empire Model Railroaders, is pleased to announce a contest to design a logo for the Carter Railroad Museum. The contest is intended to encourage the citizens of our region to display their creativity, and to introduce them to the fascinating tradition of railroading in the Tri-Cities area. The Tennessee Credit Union is the exclusive sponsor of the logo contest.

LOGO THEME

George L. Carter was an extraordinary businessman, builder, visionary and entrepreneur who made Johnson City his home in

the early twentieth century. He had vast mining and timberland holding, built the Clinchfield Railroad and provided, as a gift to the state of Tennessee, the land where the campus of East Tennessee State University now stands. The George L. Carter Railroad Museum at ETSU is a tribute to Carter and to his foresight that established the university here in 1911. Participants in our museum logo contest are encouraged to illustrate the creativity in their artwork. The artwork will be judged on creativity, presentation, technical ability, and appropriateness to the theme. The logo design must contain these words, "George L. Carter Railroad Museum" and "ETSU", and must incorporate an area railroading theme. Potential contestants are encouraged and welcome to visit the George L. Carter Railroad in the Campus Center Building at ETSU to get possible ideas for your logo. The museum is open Saturdays 10 AM to 3 PM.

Prizes will be awarded to: Grand Champion, 1st Runner-Up, 2nd Runner-Up, 3rd Runner-Up, and Honorable Mention. The prizes will be as follows:

- Grand Champion.....\$500
- 1st Runner-Up.....\$250
- 2nd Runner-Up..... \$100
- 3rd Runner-Up..... \$50

Honorable Mention:Carter Museum Engineer's Cap

All entries must be postmarked by November 14, 2009. Winners will be notified by November 20, 2009. Winning entries will be displayed at the George L. Carter Railroad Museum.

Entry Fee: No entry fee for ages up to 13 years. \$5.00 entry fee per entry (multiple entries per contestant are allowed) for ages 14 years and older.

(make check payable to "ETSU")

MAIL ENTRIES AND FEES (if appropriate) TO:

Dr. Fred Alsop, Director,
George L. Carter Railroad Museum
P.O. Box 70703
East Tennessee State University
Johnson City, TN 37614

The Lost Engines of Roanoke, VA Norfolk & Western 1118

The last steam locomotive in the Virginia Scrap Iron & Metal yard, and the last known steam locomotive from a major railroad to be found in any U.S. scrapyards, N&W 1118 was removed on August 25, 2009 and delivered to her new home at the 9th Street yard of the Roanoke Chapter, NRHS for preservation.

When she was parked outside the scrapyards fence, M2 no. 1118 was the most familiar of the steamers, since she was the most accessible, and apparently the most intact as well. While she is missing her smokestack and pilot beam, she does appear to have the most complete running gear of any of them. She is only missing the eccentric rod on the fireman's side, and all of the rods are present on the engineer's side.



Norfolk & Western 1134

N&W 1134 was removed from the scrapyards on August 24, 2009 and delivered to the 9th Street yard of the Roanoke Chapter, NRHS for cosmetic restoration. She will be delivered to her new home at the Railroad Museum of Virginia in Portsmouth, VA in the spring of 2010.

At first glance, 1134 appears to be in slightly better shape than 1118. Most notably, she still has her smokestack, unlike either 1118 or 1151, and her smokebox interior appears to be completely intact. However, she is missing her connecting rods and eccentric rods on both sides, and the coupling rods between the rear three drivers on the engineer's side. The coupling rod appears to have been broken or cut just aft of the main (no. 2) driver crank pin. Her running boards were also removed, unlike the other engines.



Norfolk & Western 1151

N&W 1151 was removed from the yard on August 21, 2009 and delivered to her new home at the Virginia Museum of Transportation.

The only surviving Roanoke-built M2c 4-8-0, no. 1151 is easily in the worst shape of



the 4-8-0's, at least in terms of missing parts. In earlier visits, she was also the

most heavily vine-covered of the engines. Like 1118, she is missing her smokestack. The smokebox front is also gone, as well as the connecting rods, coupling rods, and eccentric rods on both sides. However, 1151's condition is not as bad as it had seemed at first glance of her in 1999. At that time it looked as though the crank pins were cut off the drivers, but on closer inspection during a March 2008 visit, it's clear that they were simply unbolted and not cut. Also, a number of the "missing" parts (including coupling rods and the smokebox door) are on the ground next to the engine. The valve gear, which is of the Baker type instead of the Walschaert's valve gear used on the Baldwin-built M2's, appears to be more or less complete apart from the eccentric rods.

Norfolk & Western 917

N&W 917 was removed from the yard on July 8, 2008 for preservation in Bellville, Ohio.

Norfolk & Western no. 917 is the only surviving W2 class 2-8-0. The connecting rod, crosshead, crosshead guides, and the whole valve gear assembly are missing from the fireman's side, but like the 1151, some of these parts can be found on the ground nearby. Although the W2's were built with inside Stephenson's valve gear, a look at the engineer's side reveals that no. 917 was rebuilt with Baker valve gear at some point. The smokestack is still in place, as are the two single-stage air compressors mounted separately on her fireman's side. Her smokebox door has been slightly open for many years, and now seems to be frozen in that position. Although she appeared to still have glass in some of the smaller windows in the cab front when I was there in 1999, there was no evidence of any glass there during a 2008 visit.

Chesapeake Western 662 & 663

The last pieces of rolling stock in the former Virginia Scrap Iron & Metal yard, Chesapeake Western diesels 662 and 663 were removed on August 28, 2009 and delivered to the 9th Street yard of the Roanoke Chapter, NRHS where both will be cosmetically restored. Following restoration, 663 will remain with the Roanoke Chapter, while 662 will go to the Virginia Museum of Transportation for display.

Chesapeake Western nos. 662 and 663 are 1946-vintage Baldwin diesel



switchers of the DS-4-4-600 type. Like the steamers, they were heavily covered in vines when visited in 1997, but the overgrowth has been cut back in recent years. Being outside the fence, they are somewhat easier to see than the locomotives in the yard. Their diesel engines and generators appear to be intact, although the cabs are pretty much stripped of controls and gauges. It's not certain what kind of condition the main engines, generators, or traction motors are in. Although covered in surface rust, the metal seems to be in reasonably good shape, and these engines could probably be cosmetically restored quite easily.

Tenders and Other Equipment

The N&W tenders were removed from the yard on August 27, 2009. The smaller, 15,000-gallon tender was taken to the Virginia Museum of



Transportation where it will be paired with N&W 1151. The 16,000-gallon tender and the flatcar were taken to North Fork Lumber in Goshen, Virginia. The tender will be cosmetically restored there before joining N&W 1134 in Portsmouth, Virginia in the spring of 2010. North Fork

provided the equipment and manpower for all of the Lost Engine moves (except for the N&W 917 in 2008), and owner Will Harris has a private collection of historic railroad equipment there, including one of the four hoppers that was formerly in the VSI&M yard.



The other rolling stock consists of two auxiliary tenders, a flat car, and an orphaned pilot truck that apparently came from a long-scraped, unidentified 4-8-0. The flat car was apparently used as a boom tender for a wrecking crane. It has a square water tank mounted at one end of it, and a compartment that contains a steam-driven water pump. The large tenders are in reasonably good shape, but will need some work to either fully convert them into water cars by removing the old coal bunkers, or to rebuild them as coal tenders again. Until recently, there were also four hopper cars in the yard that have since been rescued. Three of them can now be seen at the Virginia Museum of Transportation.

Information on how to make donation to these preservation efforts can be found at <http://lostengines.railfan.net/>

Text from: **Richard Jenkins**
Photos by: **Richard Jenkins And John Higginson**

**Rail News from Jeff Jones and Gary Price -Saltville, VA
From Watauga Chapter – NRHS Newsletter**

Cosmetic restoration work has begun on the two historic steam locomotives located in downtown Saltville. Presently old wood has been removed, the locomotives have been steam cleaned and the first coat of primer has been applied. Work is expected to be finished before winter.

The photo at the left shows No. 11's boiler with grey primer, while the picture below left shows the locomotive's wheels in primer, and below right, looking like a ghost train, No. 11's 1892 pilot wheel gets a fresh coat of primer.



Please shop it around and tell me what the club's comments are and I will make any changes needed.

Thanks,
Tom Hebert
Digitrax, Inc.

Fellow Officers:

This is what the new banner will look like if we approve it. Get this information around to everyone you can that can be reached quickly and ask them to give you feedback on whether or not they approve of this changed MEMRR logo for a free banner for display in the museum. Majority wins, but I want to know by the end of next week.

Thanks,
Fred

Hi Fred,

Here's a mockup of a 2 ft x 5 ft vinyl banner we could make for you. I've taken some liberties with the original file Dave sent, but can also use the exact logo you have (it's no problem at all).

COME JOIN THE FUN – WORK NIGHTS ARE THURSDAYS 4:30 UNTIL???
OPEN HOUSES FOR THE PUBLIC ARE SATURDAYS 10 am UNTIL 3 pm