

CLUB OFFICERS

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LOCATION
ETSU Campus,
George L. Carter Railroad
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.

Open House for viewing every
Saturday from 10:00 am until
3:00 pm

Work Nights each Thursday
from 5:00 pm until ??



Knoxville's Phillip Brooks wins Carter Railroad Museum logo contest

From ETSU Accent, December 9,
2009 Vol. 50 No. 8

Phillip Brooks of Knoxville submitted the winning entry in ETSU's George L. Carter Railroad Museum logo contest.

Brooks was recognized and received a \$500 cash prize during an award ceremony today (Dec. 3) at the Tennessee Credit Union branch at 310 Sunset Drive.

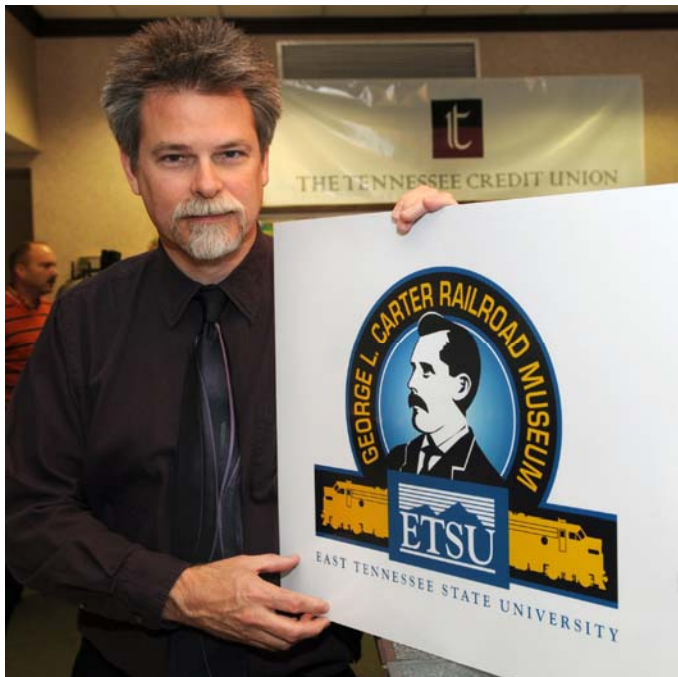
The logo contest was held in November in conjunction with the Carter Railroad Museum's second anniversary and National Model Railroad Month. Artists of all ages were invited to participate in the contest, which was coordinated by the museum, ETSU and the Mountain Empire Model Railroaders (MEMRR).

Brooks, a 1982 ETSU graphic design alumnus, is a model railroader and a fan of Southeastern railroading, history and modeling.

"The logo incorporates design elements important to George L. Carter's life and work," Brooks wrote in a letter accompanying his entry. "The shape of the logo and locomotive artwork echo Carter's own Clinchfield Railroad logo, and frame a stylized Carter portrait. The locomotives are early EMD 'F' units, which were also used by the Clinchfield.

"Another nod to local railroad history is the use of Southern Railway's font in the museum name, with gold lettering on a black background reminiscent of Southern's 'tuxedo and gold' scheme. Southern ran through Johnson City until Norfolk & Western and Southern merged to form Norfolk Southern Corp. in the mid-1980s."

The new Railroad Museum logo also incorporates the classic ETSU mountain logo, as required by the contest rules, as well as the university's colors of blue and gold.



Phillip Brooks with his winning logo design.

Other participating regional artists whose designs placed in the competition included Tommy G. Tidwell of Johnson City, first runner up; Sandy Green, a school teacher from Erwin, second runner up; and Lillian B. Brooks of Hendersonville, third runner up. They received \$250, \$100 and \$50 respectively in prize money. Funds for the prizes were provided by Tennessee Credit Union.

The Carter Railroad Museum, located in the Campus Center Building, is open to the public every Saturday from 10 a.m.-3 p.m., staffed by volunteers from the MEMRR. Admission is free. For more information, contact Dr. Fred Alsop, museum director, at 439-6838 or alsopf@etsu.edu.



The View from the Engineer's Side of the Cab:

Wow! What a Christmas Party it was! We packed the room on December 15th with around 50 merry-making attendees at the

Tipton-Haynes State Historical Site and packed ourselves with all the wonderful holiday foods and desserts that weighed down the tables. A heart-felt thanks to all of you on the "Party Committee" who did such a great job of getting us organized, creating the decorations, and arriving early to make sure that everything was ready. Santa could not have been prouder of his helpers and we could not be more blessed with the quality "elves" we have who worked so diligently to make sure that every detail was in order for the good time we all shared. Our club treasurer reported a record membership of 96 members for 2009, and if we continue to grow we may well have to find a bigger party room for Christmas 2010. "Dirty Santa" made an appearance and we had a terrific time picking and choosing gifts with a couple of things changing hands from potential owners several times before the snow finally settled and last package was unwrapped.

In the brief business meeting several recent anonymous donations to the museum, in honor of the MEMRR officers and our core of regular workers, were announced. These included at least 5 new editions of railroading books on coalmines in the Southern Appalachians and the railroads that hauled the coal, including the Interstate Railroad, as well as 2 new duplicate copies of "20 years of the Stemwinder", important reference materials for the museum on the ET&WNC "Tweetsie" railroad. We wish to express our sincere thanks to our benefactor. These reference materials will be available for checkout. As the Carter RR Museum library continues to grow we need someone to be responsible for it and perhaps for organizing a club scrapbook to capture and archive the materials that document the 15 or more years of the MEMRR's existence. I would like to suggest that we move to create an elected position of "Club Librarian" to fill this growing responsibility. If you think this is a worthy idea please let's discuss it at our January meeting, and if you would like to be the person to fill that position please let our membership know that as well.

Southern Railroad Depot collectors' ornaments are on sale by the Johnson City Development Authority. They comprise a limited edition, 400 ornaments, each numbered and in 24 carat gold over brass. We have a limited supply at the Museum that can be yours for a donation of \$10 each. All proceeds go to the Development Authority and we are selling them only as a public service; we retain no funds from the sales. See any of the officers if you are interested in purchasing one of these beautiful pieces.

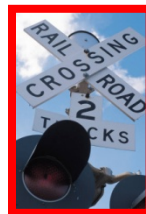
On Friday evening of December 18th the region was blanketed by a heavy, wet snowstorm that closed lots of roads, put cars in the ditches, and left thousands without electrical power. Most of our museum volunteers and several other MEMRR members made it into the university campus (graduation went on as scheduled that day with many hundreds of those who were to receive their degrees being absent) and kept the museum open for only a few visitors. Please know we don't have an "official" policy for museum closings—we can create one if you wish to formalize one—but, if you have volunteered to be present and... 'the weather outside is frightful,...' Please use your common sense and don't risk anything, including life-and-limb, to come in and operate on such days. Call me if you can and we will discuss options, but know that everyone, including our visitors, will understand if we

are shut down when it is not fit for man-or-beast outside. I do appreciate your willingness to be present when you commit to do so, but please don't take any risks this winter, or winters to come, just to keep the doors open. A special thank-you to those of you who were there on the 19th (I was snowed in and without electrical power for more than 3 days.)

One of the initiatives taken by the MEMRR in 2010 will be the construction of a yard, and perhaps some passing sidings, on the Club's and Club Members' HO layout. We have been planning to build a working freight yard to compliment the current staging yard; a yard that can be used to build trains using scale locomotives just as it is done in the prototype yards. The construction of the this yard will fill most of the existing space available inside the parameter of the current layout leaving only aisle ways for people movement inside the modules and around the yards. Such a yard will provide countless hours of switching cars and building and breaking up consists for trains leaving and arriving the yard. Emile Hamm has been drafting several versions of such a freight yard over the past few months and soliciting members' opinions of his various designs. I think we are close to breaking ground and purchasing wood for benchwork needed to support the multiple tracks. The club treasury can support most of the initial costs with the funds now on hand, supplemented by our donation boxes. We will need to discuss and approve this project at the January meeting so please be prepared to do so. For those members who are HO modelers this will also present an opportunity for you to build something in your scale, and ownership of some of the modules may be possible as well.

As I type this the snow is still on the ground, and Christmas is a couple of days away. We have had a wonderful year and accomplished many things together that we can all be proud of and thankful for as we enter this special holiday season. The New Year of 2010 looks bright and inviting and we are on our way. Thank you all for all you do for MEMRR and the Carter RR Museum. May your tracks be straight and true; may your load be light; and may you continue to enjoy your hobby of model railroading for a lifetime. Hear the whistle blow and think of all the destinations yet to come. See you in January.

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



MOUNTAIN EMPIRE MODEL RAILROADERS

Operating Group Coordinators Meeting
December 10, 2009

To: Fred Alsop III, President, Mountain Empire Model Railroaders (MEMRR)

From: Gary Rabetoy, Coordinator, Rabetoy Layout Development Operating Group

Rabetoy Layout Development Progress Report:

1. In an email of November 13, 2009, John Waite suggested to me that the period from 1915-1920 would be the best period to model. He said that by 1920, the iron furnace and mines were not operating about as often as they were in operation. By 1925 the railroad was in serious decline and by 1930, the narrow gauge was barely operating including almost no

passenger service. Consequently, it is my recommendation that consideration be given to the modeling period from 1915-1930 which offers the possibility to display multiple variations in operation from good to bad times.

2. Further suggestions for the layout to be built included the following (which is an expansion and clarification of earlier recommendations):
 - a. Johnson City (including the Furnace)
 - b. Coal Chute
 - c. Hampton with passing siding
 - d. Doe River Gorge with Pardee Point and bridge-tunnel-bridge sequence
 - e. Elk Park with White Mill
 - f. Cranberry with upper yard, mine buildings and tipples and lower yard with store and depot
 - g. Staging tracks representing the Linville River Ry.
 - h. Elizabethton is considered optional
3. In Sn3 scale (1:64), on John Waite's ET&WNC layout the following dimensions pertain:
 - a. Iron Furnace – 8'x 3.5'
 - b. Johnson City Yard – 18'
 - c. Johnson City to Tunnel 2 – 35'
 - d. Doe River Gorge (Tunnel 2 to Roan Mountain) – 40'
 - e. Roan Mountain to Cranberry – 40'
 - f. Cranberry – 22'

The above required 700 sq. ft. John Waite estimated that the same thing in HO3 scale (1:87) would require 500 sq. ft. I have made a scale drawing (copy presented to Fred Alsop this date) of the room in which the proposed ET&WNC RR is to be developed including the Rabetoy Layout (original form) and expansion benchwork plus the display cabinets and their locations in the room. I have calculated that the current square footage available is 116 sq. ft. (shelf and expansion benchwork). If the expansion benchwork is configured in a double-decked manner, the available square footage would be increased to 188 sq. ft. If the shelf and the expansion benchwork were both configured in a double-decked manner, the square footage would be increased to 232 sq. ft. This does not take into account the square footage dedicated for the track to traverse the distance from the shelf to the expansion benchwork. Similarly it does not take into account the potential loss of square footage that will occur when one of the expansion benchwork modules is configured to comply with access requirements. Consequently, there will have to be some compromise made as to the extent of what is actually modeled either in terms of specific features, the area given to those features selected, or both.

4. In an email from Philip Sloan on November 21, 2009, the following information was provided on the ET&WNC brass locomotives:
 - a. The minimum radius for operation is 15"
 - b. Grades of 3-4 % are too steep for these locomotives to pull more than a few cars upgrade.
 - c. It is possible to install DCC with sound in these locomotives. An MRC #1639 HO Mini Steam Sound Decoder has been installed in at least one of them.

In an email from Ken Anderson on December 4, 2009, the following information was provided on the ET&WNC brass locomotives: Only 6 cars could be pulled around a curve of 27" radius.

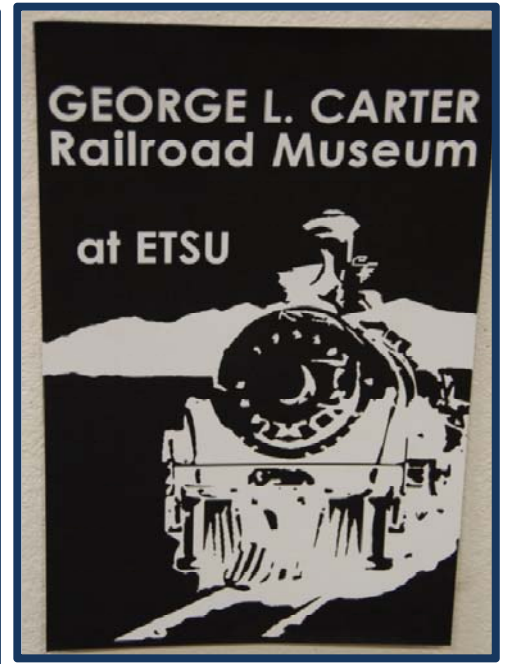
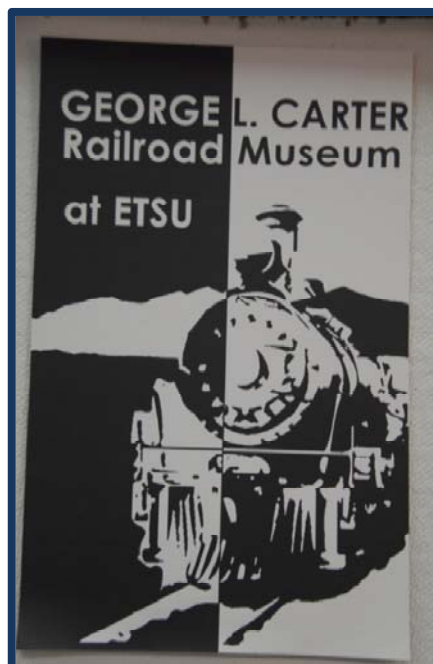
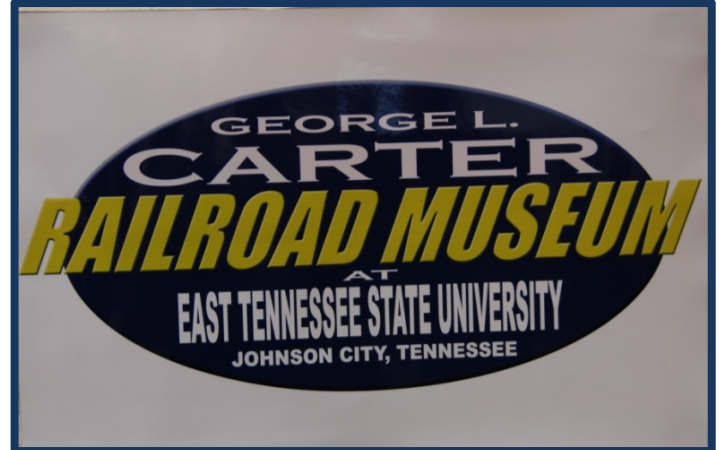
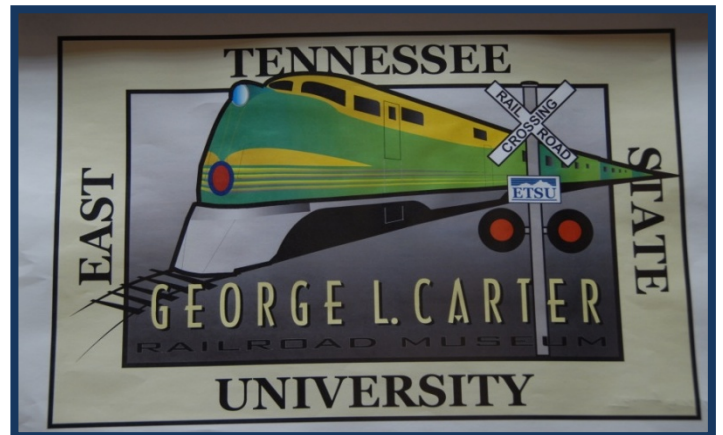
Consequently, it is my recommendation that the minimum radius for operation should probably be more in the range of

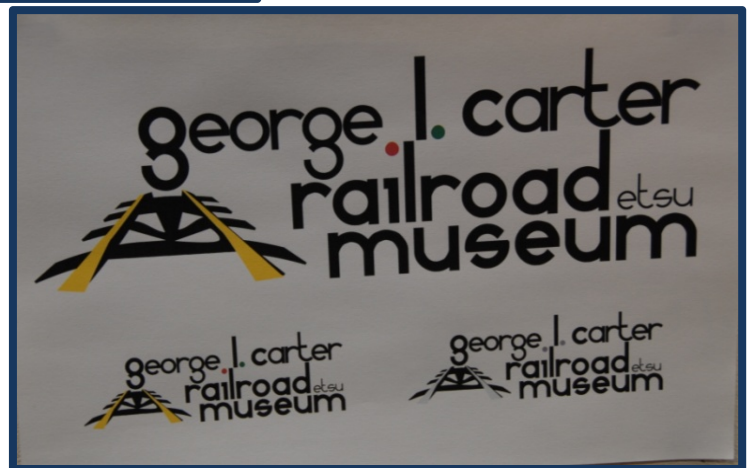
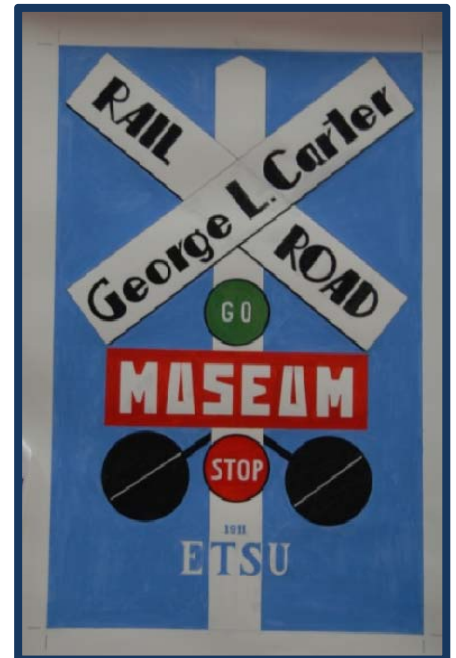
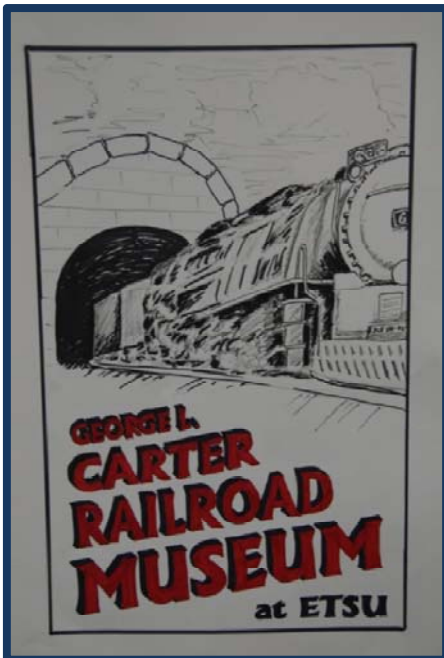
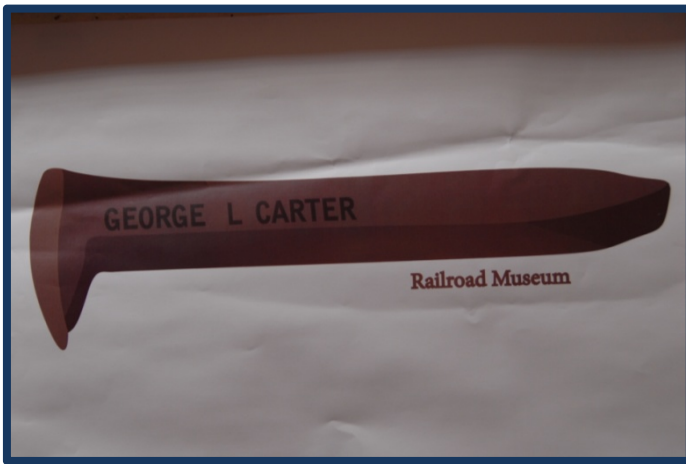
22" with grades limited to 1-2 %. Similarly, traction of these locomotives will have to be improved possibly by adding weight and/or traction tires (most likely in the form of a product called Bullfrog Snot) to the locomotives. Bullfrog Snot has been reported to increase traction in the range of around 50-100%. Also, the most free-rolling wheels will need to be applied to any rolling stock on the layout to maximize performance.

5. In a telephone call and a variety of emails beginning on November 29, 2009, I received an inquiry about publishing some information about our project to build an ET&WNC layout from the editor of the newsletter of the East Tennessee and Western North Carolina RR Historical Society. I sent him the details he requested and forwarded my response to President Alsop for clarification and amplification as necessary in an email on November 30, 2009.
6. On November 16, 2009, Philip Sloan of Cranberry Car Shops mailed me a set of ET&WNC decals for review by interested MEMRR members.
7. On November 18, 2009, I purchased one copy of Tweetsie Country: The East Tennessee and Western North Carolina Railroad by Mallory Hope Ferrell for \$41.98 including shipping and tax from Barnes and Noble at the authorization of the MEMRR club which was given at the club meeting of November 17, 2009. This price is better than the approved amount of \$42.95 plus shipping and handling (The Signal Bridge December, 2009 Issue, Volume 16, Number 12, Page 2, Item Number 6).
8. I donated 114.7 ft. of HO/HO3 narrow and dual gauge track for the above project to East Tennessee State University (ETSU) and the George L. Carter Railroad Museum (GLCRM) on December 3, 2009.
9. I donated two original copies of the CD 20 Years of "The Stemwinder" for the above project to ETSU and the GLCRM on December 3, 2009.
10. I am donating a Rio Grande Models HO scale three way coupler car kit to the MEMRR club for the above project this date. This will allow for dual gauge operation of both standard and narrow gauge rolling stock.
11. If the reference library is established, I plan to convene a meeting of Rabetoy Layout Development volunteers before the next meeting of this coordinators group for the purpose of initiating the track planning process.
12. Recommendations:
 - a. Complete the reference library (required publications previously noted).
 - b. When the reference library is complete, begin track planning considering the above noted information.
 - c. Consider methods to improve the traction and performance of the brass ET&WNC HO3 locomotives as noted in section 4 above (added locomotive weight and traction tires, broad 22" minimum radius curves, and gentle grades of 1-2%).
 - d. Consider building the planned ET&WNC layout as a double-decked layout on the shelf and the expansion benchwork.

Respectfully submitted,
Gary M. Rabetoy

George L. Carter Railroad Museum Logo Contest Entries





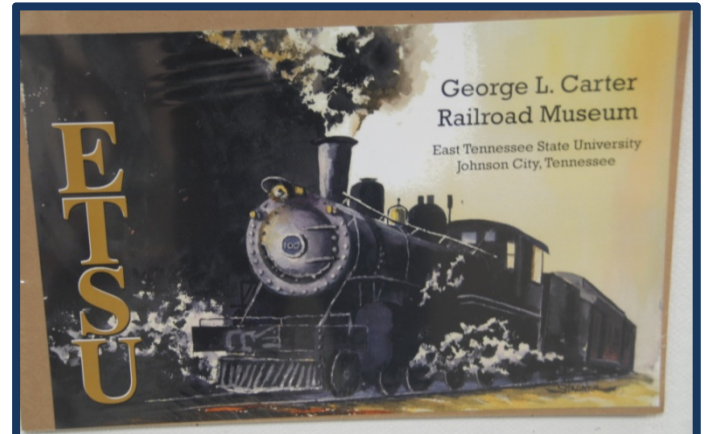
Thursdays

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



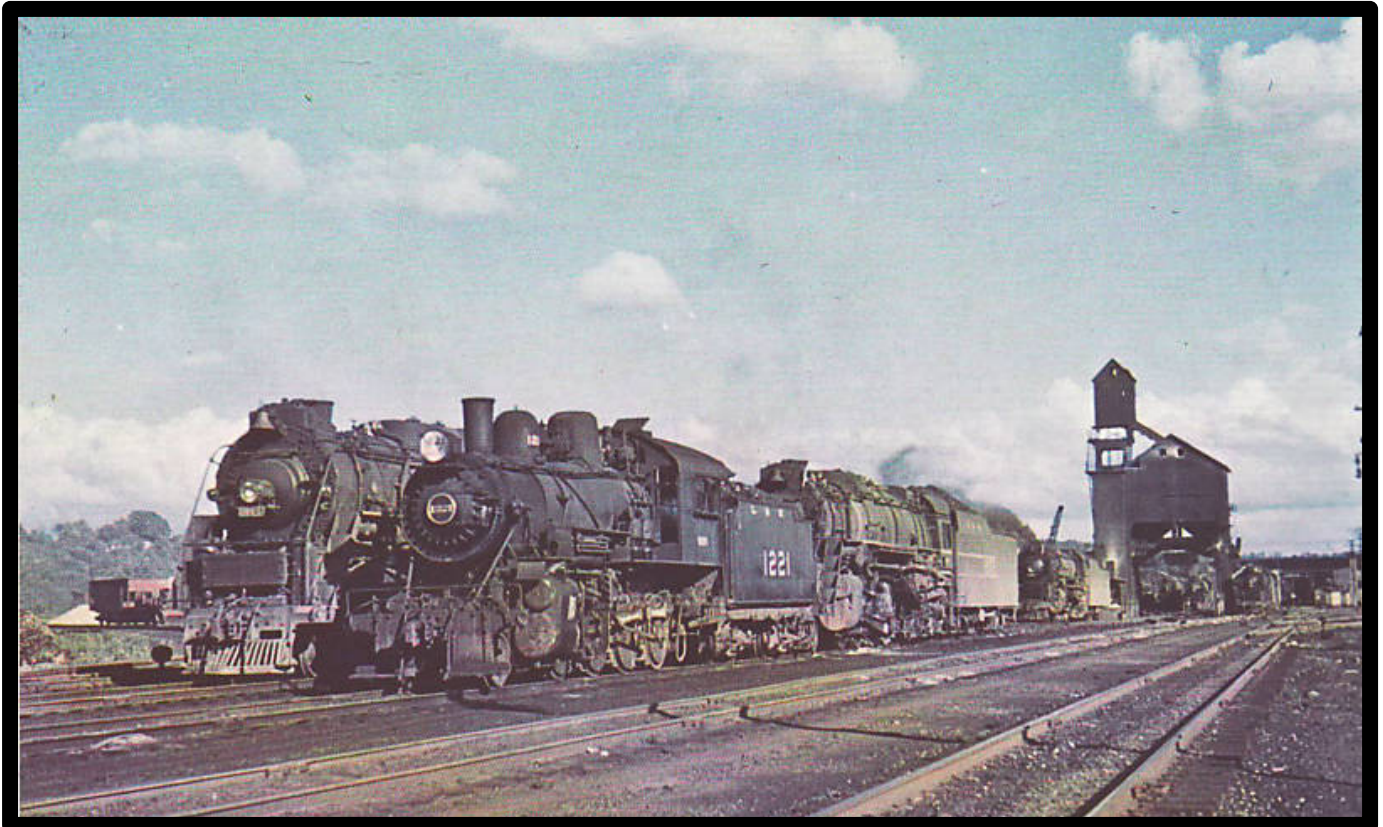


Logo Contest Display and Judging at The Tennessee Credit Union



MEMRR Christmas Party at Tipton Haynes Historic Site

The loco is coaled and steam is up! Are you on board for 2010?



Your membership with Mountain Empire Model Railroaders is about to expire and this may your last issue of *The SIGNAL BRIDGE*.

December-January-February are membership renewal months.
So please consider renewing your membership today.

Full Membership is \$30.00
Family membership is an additional \$5.00 per member
Associate Membership is \$12.00

Send your check to:
MEMRR
c/o Duane Swank
1763 Sylvan Hill Road
Elizabethton TN 37643

The club is in new quarters at ETSU with both HO and N Gauge Railroads to operate.
Come join the fun.