THE SIGNAL BRIDGE

Volume 17 NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB Number 3
MARCH 2010 ISSUE

CLUB OFFICERS

President:
Fred Alsop

Vice-President:
John Carter

Secretary:
Donald Ramey

Treasurer:
Duane Swank

Newsletter Editor:
Ted Bleck-Doran

Webmaster:
John Edwards

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 ??

NEW YORK MUSEUM OF TRANSPORTATION RUSH (Rochester) NY – Part 2

Not pictured is the Rochester Subway Gas Locomotive L-2. The locomotive was used to serve on-line industries formerly served by the Erie Canal. Not all of the sidings served by the subway company were electrified, This required the line to purchase the 35-ton loco from the Plymouth Locomotive Work. It was retired in 1957 when the right-of-way was finally abandoned.

Other wheeled equipment on display include a 1926 International Six Speed Special Truck with an unusual 2 speed rear axle. There's also a 1951 Chevrolet Deluxe 4-door sedan to show the dramatic changes that occurred in the 20th Century as transportation habits changed from trains and trolleys to trucks and the private automobile.

Two unusual pieces in the museum's collection include a 1941 Mack Fire Truck and a 1952 Ambulance. They represent the best in emergency equipment from the 1950's. Compared with modern firefighting equipment they look absolutely primitive .

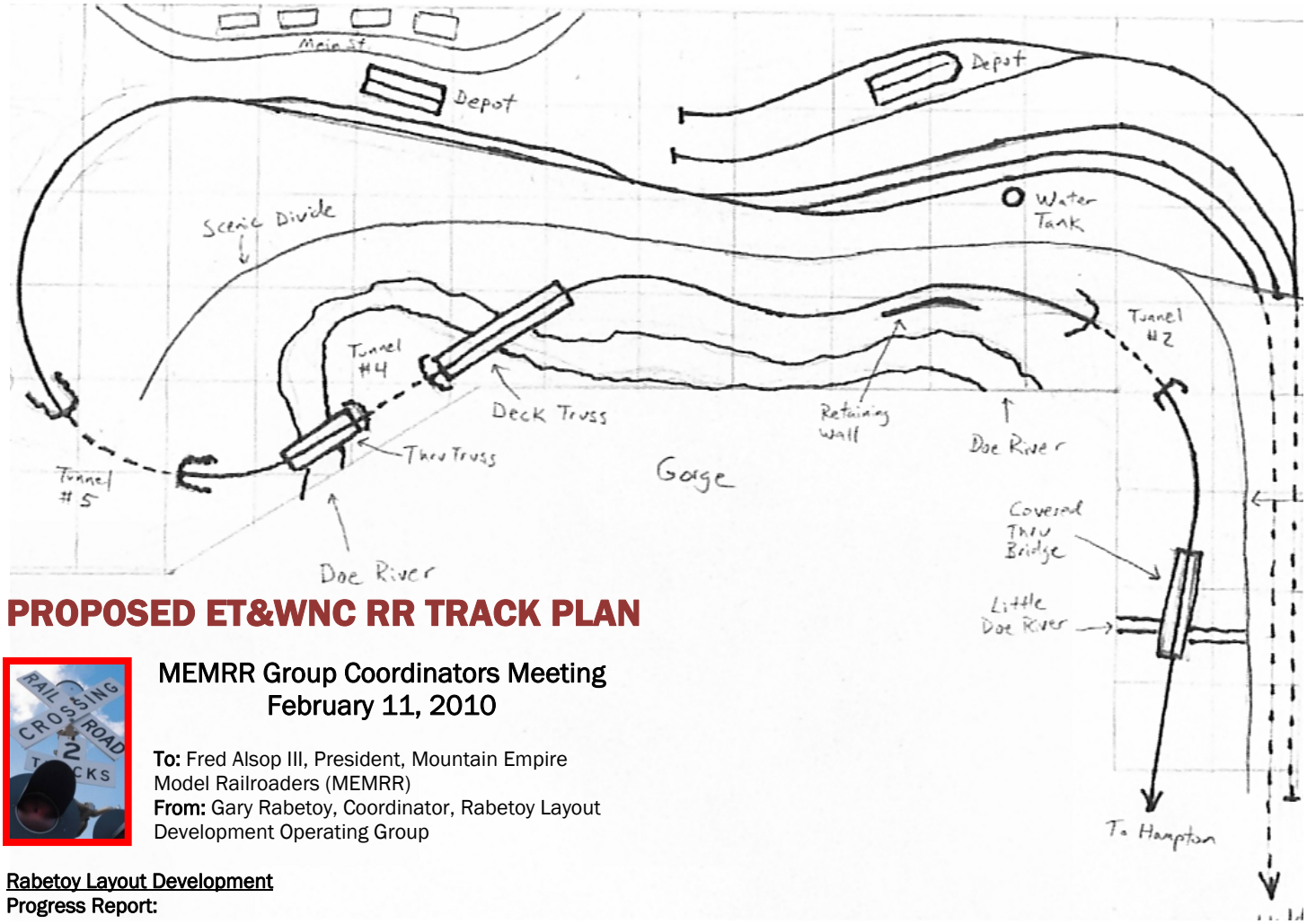
Finally, The collection has three examples of transit and parlor buses.Bus 233 is a model TDH5304 built by GM Truck and Coach in 1963. It is one of the first examples of the "Fishbowl" design. No. 815 is a GMC model T80204 built in 1984 featuring panoramic windows. The third model id Greyhound 1564, a 1948 PD3751, one of over 2000 classic "Silversides" built.

There are numerous other displays including vintage horse drawn carriages, carts and wagons, antique bicycles, and hand drawn baggage wagons and carts.

If it has to do with transportation any item has a home in the museum.

The museum hosts a model railroad club with an 11' x 21' HO layout, a wall display title "***THE EVOLUTION OF TRASPORTATION***" with a nice collection of antique, vintage and model HO models. The HO layout can operate 2 trolleys and 3 trains at a time using traditional DC cabs and block control. When asked if they ever considered switching to Digital Command Control – the reply came swiftly back – "Why? We already have DCC – Direct Current Control!" The club display also has a N-Gauge model of the Rochester Subway with the Rochester Products Loop, city core and below grade right-of-way depicted. The club room sports a workbench area where maintenance on the rolling stock can be done and where clinics can be given. Outside the club room is a smaller G-Gauge oval that visitors are encouraged to run and a historic 4-seasons diorama. The club members were very cordial and took time to answer visitor questions with a wry sense of humor.

All in all, The New York Museum of Transportation is worth a visit.



PROPOSED ET&WNC RR TRACK PLAN

MEMRR Group Coordinators Meeting
February 11, 2010

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. On February 6, 2010, a meeting of the ET&WNC RR Layout Development Volunteer Group was held at the George L. Carter Railroad Museum. The detailed record of this meeting is provided (Enclosure 1). In brief, the group reviewed the track plans provided by Emile Hamm (received on February 4, 2010) and Philip Sloan (received on February 5, 2010). Both plans covered the area of the Doe River Gorge to Cranberry. The plan by Emile Hamm also covered Hampton. The group decided to proceed with the plan drawn by Philip Sloan with two modifications which include:
   - Addition of a turntable at Cranberry
   - Addition of a spur and structure to represent the White Mill at Elk Park.

   Emile Hamm was notified of this development and was thanked for his assistance on this portion of the plan.

2. Philip Sloan was contacted on February 6, 2010, regarding these recommendations and he responded on February 7, 2010, noting that he will make the requested changes to his plan. He added that he also has a rough plan for the Johnson City end of the proposed layout and that he will proceed with the addition of Hampton to that part of his plan.

3. Details of the discussion on benchwork are included in Enclosure 1.

4. Subsequent to the above meeting, I contacted Deerfield River Laser on February 9, 2010, by telephone [(413) 730-6685] regarding their ET&WNC RR passenger car kits currently available in On3/On30 scales. They have given a preliminary indication that they would be willing to do a special run for us in HOn3 scale.

   However, this kit is only for the sides and decals at present and requires a floor and roof to be scratchbuilt or kitbashed from other items as available. I asked if they could provide a roof and floor. The floor did not seem to be a problem but they requested time for further research on the roof and promised to get back in touch with me when this has been accomplished.

5. Also, subsequent to the above meeting, I contacted NWSL on February 9, 2010, by telephone [(406) 375-7555] regarding the possibility of using their Stanton drive (formerly PDT) mechanism to assist the pulling power of the brass ET&WNC RR ten-wheel locomotives. A message was left that has not yet been returned.

6. On this date I am donating the following items to ETSU and the George L. Carter Railroad Museum to be used toward completion of the Rabetoy Layout and the ET&WNC RR Layout Project (Encl. 2).
   - CC Crow Engine House
   - Korber Engine House
   - B.T.S. Howe Thru-Truss Covered Bridge (ET&WNC RR Prototype)

7. **Recommendations:**
   - Await the revision of the Sloan Plan for the Doe River Gorge to Cranberry section of the proposed ET&WNC RR layout.
   - Await the submission of the Sloan Plan for the Johnson City to Hampton section of the proposed ET&WNC RR layout.
   - Await the response from Deerfield River Laser regarding production of an ET&WNC RR passenger car kit.
   - Await the response from NWSL regarding use of a Stanton drive (PDT replacement) for augmenting the pulling power of the recently acquired ET&WNC RR brass ten-wheel locomotives.

Respectfully submitted,
Gary Rabetoy

ET&WNC RR Layout Development Volunteer Group Meeting

Date: Saturday, February 6, 2010 10:15 AM
Location: George L. Carter Railroad Museum

Members Present:
Gary Emmert Ken Harmon Gary Rabetoy

Members Absent:
Rich Gallaher Bob Jones Skip Oldham

Agenda:

1. Review preliminary ET&WNC RR CAD track plan drawn by Emile Hamm and ET&WNC RR track plan hand-drawn by Philip Sloan.
2. Make suggestions regarding Johnson City section of the layout.
3. Discuss benchwork construction (shelf and modules).
4. Discuss operational difficulties with ET&WNC brass ten wheelers.
5. Additional item not part of the regular meeting agenda (Deerfield River Laser passenger car kit).
6. Discussion and conclusions:
   - The preliminary track plan drawn by Philip Sloan was considered to be well-done from the standpoints of accuracy, operation, and ability to be built. The concept for the return loop line to Johnson City which could also double as the representative connection to the Linville River Railway was considered to be desirable. However, it was recommended that a turntable be added to the Cranberry section of the plan to allow duplication of a point to point operation characteristic of the prototype. Another suggestion was the addition of a spur line and structure to represent the White Mill at Elk Park. Otherwise, it is my impression that this plan can, and probably will, be built as drawn.
   - Members were requested to review reference materials concerning the Johnson City terminus of the ET&WNC RR and make further suggestions regarding what items should be included on the plan for this end of the layout prior to the next meeting.
   - The benchwork on the shelf will be constructed for portability and probably will be built along the lines of the Sievers Benchwork design. This means either 1x4 or 1x6 lumber on 12 inch centers with either ½ or ¾ inch plywood for the top surface. Accordingly, the Rabetoy layout will be elevated to the same level as that of the shelf benchwork by the addition of leg extenders with levelers. This aspect will be coordinated by Paul Haynes. The expansion benchwork modules will also need strengthening in accordance with the other benchwork (Rabetoy layout and shelf benchwork) during the above construction but it will not be elevated so as to allow for scenery to be appropriately built especially as regards the representation of the Doe River Gorge.
   - Improving the pulling power of the ET&WNC RR locomotives will need to be done. One suggestion was to inquire about the addition of a NWSL PDT (or equivalent Stanton) self-powered truck or trucks to assist the locomotives (possibly in addition to the use of Bullfrog Snot). This will be investigated prior to the next meeting.
   - Jim Pahris presented information regarding a passenger car kit for the ET&WNC RR made by Deerfield River Laser in ON30 and suggested that it may be possible to have one made available in HOn3 scale. This will also be investigated prior to the next meeting.

7. **Next meeting**:
March 6, 2010 at 10:15 AM at the George L. Carter Railroad Museum.

Respectfully submitted,
Gary Rabetoy

Photos Below: Canadian Pacific Inspection Automobiles

George L. Carter Railroad Museum

Saturday operating procedures checklist

Powering up the museum:

1. Turn on overhead lights & cabinet lights (wall switch right side of entrance door).

2. Open right-side entrance door and set door stop at bottom.

3. Turn on two window air conditioners (as needed).

4. Turn on track lights over G-scale layout (rheostat on wall at left end of layout.

5. Raise blind on window nearest display cases about 1 foot and place yellow "model trains open" sign in window sill.

6. Stand three small framed photos up in above window sill

7. At approximately 9:50 a.m. turn on outside railroad crossing sign (wall switch left side of window you just placed the yellow "open" sign in) and turn switch on surge bar on the floor to left of "RR Crossing" donation box to the "on" position to activate that donation box and to light structures in adjacent display cabinet (railroad station and sawmill).

"Train show →" signs: Pick up 4-5 of these signs from room 108 "research" and place 3 on State of Franklin (west lane beyond overpass by hotel; east lane on corner beyond light west of the dome; at intersection of Robert Bell Dr/State of Franklin; and one on Robert Bell pointing to museum). Place on streets around 9:50 and pick them all back up around 2:45)

Powering down the museum: Reverse actions listed 1-7, make sure the museum doors are locked, and leave the key in the lockbox attached to the outside building entrance door.

HO Scale layout –power up:

1. Plug in both orange and black extension cords into outlet on column at right side (after entering through lift bridge) of layout.

2. Turn on power on surge bar on floor to left of control console.

3. Plug in one of the DT400 Digitrax throttles (stored in top drawer of control console cabinet) into the receptacle on the yard to the right of the cabinet. Push "Power" function key followed by "Y+" function key. Check "track status" lights on both the small consoles on the top shelf under the "glass" in the console cabinet. The **orange** "track status" light should be on on both units. If it is not, repeat with the two function keys until both are on. This will power all the tracks on the layout.

4. Use the 2 DT400 throttles to power-up/power-down the layout and to program locomotives. If you have never programmed a locomotive before don't try to do it now! Wait for help from someone experienced in programming. All the club locos will operate using the engine's number as its address. If you brought a new DCC loco to try out the factory installed default address is 3 unless the factory preprogrammed the loco to its engine number (try the loco number first and if that does no run the engine then try 3).

5. Staging Yard: The last 8 feet of the staging yard is un-powered until you flip the appropriate toggle switch to the "on" position (green light comes on). Closest track to you and the switch panel is the bottom one and #13 (the track on the other side of the yard) is the top switch. Remember, turn off the power when it is no longer needed.

6. Getting out of the Yard and on to the Mainline: Some of the turnouts are manual and you move the levers on the switch machine by the turnout by raising the small bar and moving it 180 degrees to throw the turnout. Several of the turnouts near the throat of the yard and on the mainline and mainline crossovers are electric and are operated from the panel to the right of the lift bridge (left of the control console). Follow the diagram on the panel and throw the toggle switch to move the turnout into proper position.

Remember, when your loco and consist have cleared these switches from the yard onto the mainline to throw the mainline switches back to the "mainline position" or the next train around will be derailed. When you re-enter the yard from the mainline these same turnouts must be placed back to the "mainline position."

7. Shorts: If a short occurs while trains are operating one or both mainlines may shut down. To correct the situation turn off the power switch on the surge bar (the one you activated on the floor near the control console) for approximately 1 minute and then power back up as described in #2 & #3 above.

8. Batteries for throttles: Slide the battery compartment off the back of the controller and insert one of the 9 volt batteries from their storage area by the computer. Be sure to check for proper +/- polarity. To address your locomotive initially you will have to plug your throttle into one of the outlets around the layout. After that, with battery installed, you can use the freedom of radio control to walk with throttle unteathered around the layout. Should you lose control, just plug your throttle back in until you regain it. Low battery power will cause loss of control—just replace them. Place used batteries in re-charger, but don't leave them there on charge after closing down the museum. Be sure to remove any batteries you use in the throttles after you are finished with that throttle and put them back in their storage places.

9. **Throttles:** There are 2 types; the large ones (2) are the DT400 and are used to power-up/power-down the tracks, program locomotives, and operate locomotives. The small ones (3) are utility throttles and can be used to operate locomotives, but not to program or power-up/down tracks.

- **DT400:** Plug into outlet. Turn either throttle (I prefer right one first) until "smoke" on small loco icon under that throttle pulses. You now command that side of the throttle. Push "loco" function button several times until LED screen says, "select loco". Enter your loco's address using appropriate number keys (3 or cab # as programmed) and push "enter" key. Turn the throttle knob clockwise and your loco should move. Direction key is <L> key on left throttle and <R> on right throttle. Pushing this key will change loco direction. Function keys: 0 = light; 1 = bell; 2= whistle/horn. You are ready to go. When you finish running your selected loco push "loco" function key followed by "Dispatch" key and you're ready to remove the battery and put the throttle away or take up control of another loco.
- **UTILITY THROTTLE:** Set each of the 4 number knobs to the address of your loco (if it is 03; then set the right most knob to 3 and the next on its left to 0; the other 2 to 0 as well). After setting the loco address, plug the throttle in (a **green** light should light up on the throttle), turn the speed knob and away you go. Direction is set with the small toggle switch on

the left top of the throttle (center position is neutral and nothing moves). When you are finished remove and store the battery and the throttle.

HO layout—power down:

1. Remove batteries from throttles and store both properly.
2. Use a DT400 to power-down track. Push "Power" followed by "N –" keys until **orange** lights both go out.
3. Turn off surge bar.
4. Unplug both orange and black extension cords.

N-Scale layout –power up:

1. Plug in extension cord to wall socket above AC unit on wall to left of small workroom door to power entire layout.

2. Controls for most of layout in drawers (2 power packs) in first "cove" of the layout. Power "on" and adjust for train speeds as necessary. Insure power switches are set to full power. A "sound system" control is also located here.

3. Controls for streetcar loop and small train loop in drawer at "G-scale" end of layout. Power "on" both power packs and insure power switches are set to "full power". Set speeds as necessary.

N-Scale layout—power down:

Reverse most of your steps above by turning off the power packs and unplugging the layout (**blue** cord) from the single wall outlet.

BE SURE NOT TO UNPLUG THE AC UNIT THAT IS CONNECTED TO THE SAME WALL OUTLET AS IT POWERS THE DRAIN PUMPS FROM THAT UNIT AND IF NOT POWERED WE WILL GET LOTS OF WATER ON THE FLOOR!!!

G-Scale layout—power up:

1. Plug in the orange extension cord at the "saloon" end of the layout into the wall socket for power (street and building lights should come on).

2. Open drawer under layout in back left-hand corner, remove throttle, press "faster" until locomotive gets to desired speed. Layout can be operated by radio control from some distance away.

G-Scale layout –power down:

1. Press "slower" button on throttle until loco stops. Replace throttle in storage drawer. Unplug layout from wall.

Railfanning along the ET&WNC Right-of-Way

The MEMRR is planning a trip to check out much of the ROW of the Tweetsie that will be on Sunday, March 21 with the following Sunday, the 28th being a backup date if we have to cancel for any reason on the 21. Philip Sloane will be hosting this trip.

Its a 10 a.m. start at the Linville Depot near the courthouse in Newland, NC on Sunday, March 21 ending up near Hampton, TN.

Below is a suggested itinerary for the ROW tour for you to consider. We can make any adjustments to it that you want. I didn't put the Doe River Gorge on the list because it would take up a big part of the day to hike it. The hike is about 2.5 miles to the deck truss bridge and tunnel #4 and 2.5 miles back out. We can certainly do it if you all want to though I just left it off for time considerations. I think we would have enough daylight to do the tour and the hike if you want to.

- Meet in Newland at the Linville Depot behind the Avery County courthouse.
- Leave Newland on the Old Toe River Road, follow the ROW to Minneapolis.
- In Minneapolis take 19E to Cranberry.
- Take 19E to Elk Park.
- From Elk Park continue on 19E down "State Line Hill" to Shell Creek.
- From Shell Creek continue on 19E to Roan Mountain.
- From Roan Mountain go to "Crabtree" and turn right on RR Grade Road.
- Follow RR Grade Road on the ROW to the Blevins through truss bridge.
- Continue on RR Grade Road to tunnel # 5 (The Sand Tunnel). Park and walk (approx. ½ mile) to tunnel # 4 and the other through truss bridge.
- Walk back to vehicle and backtrack to get back on 19E to Hampton.
- Turn right to the Doe River Christian Camp on old ROW to tunnel # 2.
- Get back on 19E to Valley Forge; look for tunnel # 1 on the left (west).
- If anyone wants to visit tunnel # 1 and the site of the covered deck bridge we will have to trespass on property belonging to the city of Elizabethton's Water Department. (They have a huge water line coming from Hampton through tunnel # 1 and crossing the Doe River on the old highway bridge.) You can see the abutments and piers of the wooden deck bridge, the old highway bridge over the Doe, and tunnel #1 which appears huge because it is standard gauge size because there used to be a third rail all the way to the Ritter sawmill east of Hampton.
- In Valley Forge we will visit the site of the "High Bridge" over the Doe River.
- After Valley Forge the next town is Elizabethton, then Johnson City.

You all probably know more about that part of the ROW- than I do.

Mountain Empire Model Railroaders
Meeting Minutes
February 16, 2010

All Aboard:

President Fred Alsop called the meeting to order at approximately 7:08 p.m. during light snow showers and a temperature of 28 degrees. Therefore, with a "full head of steam" & no new members present, 21 members including officers boarded and the meeting proceeded with the officers reports from the previous month.

Officer Reports:

Secretary Report: Secretary's minutes of the previous meeting were published in January Signal bridge and without additions or corrections were approved as published.

Newsletters Editors Report: Our Editor was present stating the January edition had gone to press and was presented to the membership either by e-mail or snail mail, *(Please note: If you did not receive your copy signal bridge for January, please contact Ted. Note: e-mail copies are in color!)*

Treasurers Report: Treasurers report was given, income reviewed, expenditures allowed, and approved. Note: We currently have approximately 12 members with unpaid dues for 2010. *Please do not let your membership expire*. Contact Duane Swank for remission of dues. Duane also reported the "New" shirts were due the following week (they are now at ETSU). Please see him to pick up the shirt you ordered.

Web Masters Report: Web site is up and running fine. E-Mail addresses for those wishing to acquire a MEMR web address are available. *NOTE: John is recovering from tendon surgery, made a "cameo" appearance at the Museum on the last Saturday in Feb. and is doing well. He is expecting to move to Johnson City soon*.

Vice-Presidents Report (upcoming programs): John Carter reported the method of making deciduous trees will be presented by Paul Haynes as our March program of the month. If you want to view or learn this process, please attend the February 16th meeting. Also, if you want to volunteer for a program during the upcoming year, please contact VP John Carter. *Note: an upcoming program on replacing broken or worn-out Athearn gears is in the making.*

Presidents Report:
Fred stated we have "officially" hosted our first "birthday party" at the museum. Arrangements were made for the son of Stacey Wile to have his friends join him and celebrate his birthday. David Doughty provided a Safety Program. This birthday event netted the Museum a $100 donation.

Old Business:
1. Joe Roberts reported the decoder has been installed, programmed for #182 (F1 operates the Mars light), and the Nickel Plate PA returned to the Museum. Thanks Joe!
2. John Carter reported on the rebuilding of the "central area entrance bridge". The excessive play has been 95% corrected but we still need to be mindful of the critical need this bridge plays in operating our layout. Please be careful when raising and lowering the bridge to avoid excessive or damaging movements. Discussions were held on making a lanyard to "hang" the bridge from in the "up" position during work nights or maybe making the layout "stronger" by building an arch at the entry-way. These will be reviewed in the near future.
3. Concerning the new proposed Yard. Concerns were expressed on cost, but a vote was taken and approved for funding the project. Costs are to be reviewed in the March Meeting. Further discussions on how best to proceed and develop a plan to changeover "what is there now" to "what we want to build" with the least amount of disruption were held and will develop further in the March discussions.
4. Two switches have been ordered and the double slip will be reviewed before being replaced.

NEW Business:

1. The events calendar was reviewed. Additional dates added and if you are aware of an important date to be included on the events calendar, please forward that info to John Edwards.
2. The February coordinators meeting was held and the following was reported:
   a. HO Scale: wiring has been slowed down due to health reasons concerning those performing the work, but should resume shortly.
   b. Bankus N scale: has new trackage laid and is reviewing wireless throttles to accommodate operators when visitors are present. Also the layout is approaching new plexiglass installation for safety.
   c. G Gauge: has new ballast
   d. Rabetoy: discussions on consolidating two differing track plans, locomotives and tractive-effort, and controlling the grades of the track plan.
   e. Kids Room: no report.
3. Gary has donated two kits for the Rabetoy layout for the covered deck bridges.
4. The glass display cases are now in the Ken Marsh room and require 4 glass shelves.
5. No new events for the remainder of the month were discussed.
6. A review of the schedules of operation at Cass was held and will advance in the future.
7. Bill Hensley requested and received a variance for connecting his module to Hobie's Module vie the elimination of the "bridge track" to accommodate a switch he intends to install.

Volunteer Recruiting for Saturday Operating Sessions:
1. Thanks again for a great showing of volunteers for our Saturday running sessions.

Special Note: Monday, March 8, 2010 the ETSU Staff Senate will review our Museum. If you signed up to run trains, please be there between 1:30 and 2:00 to get setup & running.

Announcements:
1. Lyle Montieth's wife has had knee surgery. Lyle will be missing as she recovers. Please call.
2. HO materials are bulk stored in the drawers in the work room for sale at a price marked. Most cars are between $1.00 and $3.00. Locomotives run $5.00 - $10.00. There are also "packs" of brass-steel-nickel silver $5.00 ea and other packs of 9" straight and 18" radius at $2.00. NOTE: if you are in doubt you are looking at correct sale items… Please coordinate with Duane. If you want an item and take it, please sign you name and pay Duane.
3. Gary Cameron reported on the upcoming RailGrass celebration in Kingsport May 7-8-9th. 7 layouts are scheduled to be present. There will be buy-sell-swap sessions. Selling tables are to be free to clubs that participate. There are a few Manufacturing tables scheduled to be present. Individual selling tables cost is yet to be determined. There will be a luncheon for club officers partially sponsored by CSX. Movies, slide shows and lectures are to be set up in the old Clinchfield Freight House. Also, there will be a car show Saturday morning on Broad Street. I am sure there will be more announcements to follow on this exciting event so watch the Signal Bridge for further developments. Hope to see YOU there.
4. New Rail Yard expansion had a "*lively discussion*" after Emil provided his latest version which has incorporated the latest ideas of all involved. Items discussed were:
   a. Do we want to do this yes or no. If yes Duane has graciously donated the use of his garage for construction of the modules.
   b. Do we leave the staging modules in place and build new staging modules along other side?

c. If approved, payment is to be by??? Benchwork should be the minor cost with track and switches being the major portion of monies to be allotted.
d. Diesel shops and access panels to be bought and/or built.
e. Revamping of trackwork at current yard throat to eliminate shorts.
f. Cost estimates of $3,000.00 +/- to build and complete yard in phases.
g. Move cross bucks to Kids room and use "donation monies" to assist in yard expansion.
h. Motion was made and seconded with successful vote to pay $500.00 from club treasury for the necessary remaining building to be purchased.
i. Sectional benchwork will be built with cost delivered at March Meeting.
j. Expansion should go forward in phases with Phase 1: build necessary benchwork for staging yard, removing track from the main yard, placing it in the staging yard and add a "Main Track" thru the existing yard modules to enable running sessions. This could be completed after necessary modules for the staging yard are all complete and moved into the museum by working in crews to:
   - Remove track from existing yard
   - Place modules in position along inside edge of current layout
   - Lay track on staging yard modules
   - Build "new" Main track thru existing yard modules.

   NOTE: This should be started at end of operating session on a Saturday, working each day (including Sunday) thru Friday by all available members and be accomplished within a week to be ready for next Saturday Running Session.
k. Motion was made and carried to build benchwork and have cost for March Meeting
l. Motion was made and carried to maintain minimum balance in the Club treasury during the phased build of the new staging yard of $1,000.00.
m. As phases progress, each section will grow independently of the others as the Diesel Shop, Switching area and other areas are completed.

5. N Scale has surplus items to be inventoried and could be placed on sale. To be announced.
6. Asheville, NC Train show will be March 5 (noon-7pm) 6 (9am – 4pm)
7. Phillip Sloan of the Cranberry Car shops has offered to lead Tweetsie Right-of-Way tours on March 20th and 27th. (pending interest) Watch for more information on these outings.
8. Watch for flyers for the Great Smokey Mountains Excursions of March 27th.

Program for the Evening:

"Making Pine/Fir trees using natural materials" was given by Don Ramey.

Next Scheduled Monthly Meeting:
March 16th @ 7:00 p.m.

Respectfully Submitted:
Don Q. Ramey

The view from the engineer's side of the cab:

hank you all who volunteered to give the ETSU Staff Senate a tour of the Carter Railroad Museum on March 8th. They are the folks who do a lot of the real work that keeps the university going and they requested the tour. I am grateful that you helped them enjoy the museum and our hobby of model railroading. Jo Ann and I will be leading a birding trip in Peru as you are reading this and we will be thinking about the mountains of Tennessee and we traverse the Andes and the tributaries of the Amazon.

We are in the first quarter of the new year and the MEMRR is in very good shape. Almost all of our members have renewed their memberships. We have several big projects underway, or very close to being started, and many smaller tasks that are being worked on as well. 2010 should be a year when we continue to see improvements in the 3 existing model railroad layouts thanks to the dedicated groups and their coordinators. The club members have great opportunities to get involved at a lot of hobby and skill levels as things seem to be going on all over the museum. A listing of current projects is on the big white board in the large work room and sign-up sheets are available in the museum on the back of Hobie's coal mine module. You are welcome to join any group(s) and get involved in any project(s) that interest you.

March offers the MEMRR an educational railfan trip with a tour lead by Philip Sloan, owner of the Cranberry Car Shop, and an expert on the Tweetsie Railroad. We are going to meet him in Newland, NC on Sunday, March 21st (March 28th is the backup date) for a riding and walking tour of the ET&WNC. Details of the trip are on the club website. We will make some plans for carpooling at the March 16th business meeting. This should be a fun day so bring your camera and plan to join us for the outing. We will be using the information we gather to plan some of the scenery and right-of-way details for the layout we will be building this year in the Ken Marsh room.

Gary Emmert, our librarian, has been busy organizing the many books, magazines, and DVDs that the museum and the club have acquired. He will soon have a working library set up with checkout, library-loans functioning. We have quite a reference collection available to members and you should see what is available to you. If you have old DVDs, CDs, magazines and books with a railroad focus, consider donating them to the library.

The "Cope Traveling Layout" is beginning to take shape and we will have it on display at the RailGrass event in Kingsport in early May for its début to the public. Gary Emmert and David Doughty have taken responsibility for the creation of a layout scene on a pair of its lift-out sections with a small town theme. We need for some of our other members with creative skills to take charge of other pairs of lift-outs so we can change the looks of this layout in a similar fashion as a stage manager changes scenes for a play. Got an idea for a good scene; a rural farming scene; a circus; town and industry; Ole England and Thomas-the-Tank; early American; etc., etc.? Get your idea on paper and transferred to the layout and let's see how many different looks we can create for this little traveling advisement for the club and the museum. This ought to be fun and it won't take a lot of time to build two little worlds that

are each less than 3 feet is diameter. Talk to the coordinator for this layout about it and join this little group.

The winter has seemed to drag on and on, but spring is just around the corner. We have lots of modeling opportunities and lots of good times operating the layouts and continuing to improve them. The Little Engineer's room has become a kid magnet and we have had the additional enjoyment of watching their excitement as they build their little railroads on our carpet, work the Thomas playstation, read their books, or just watch a Thomas DVD. Some of them are the model railroaders of the future and many of them are regulars with their parents and grandparents to our own layouts. The first quarter of 2010 is off to a very good start for the Mountain Empire Model Railroaders and the George L. Carter Railroad Museum indeed! Come down on a Thursday evening or any Saturday and enjoy your hobby of model railroading with us.

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

EARTHQUAKES AND DECONSTRUCTING SPACE
Bill & Myra Hemsley's Modules

DCC Shortcuts Card

PRINT OUT AND KEEP NEAR DCC SYSTEM

Model Railroad Hobbyist magazine - Issue 4 bonus

Common CVs

CV 1: Short address
CV 2: Vstart
CV 3: Acceleration
CV 4: Deceleration
CV 5: Vhigh
CV 6: Vmid

CV 7: Mfg version
CV 8: Mfg ID (list below)

CV 9: Total PVM
CV10: BEMF Cutout
CV11: Packet timeout
CV13: Alternate mode F1-F8
CV14: Alternate mode F9-F12, FL

CV15-16: Decoder lock
CV17-18: Long address

CV19: Consist address
CV21: Consist active F1-F8
CV22: Consist active F9-12, FL
CV23: Acceleration adjust
CV24: Deceleration adjust

CV29: Decoder configuation

CV30: Error indicator

CV65: Kick start
CV66: Forward trim
CV67-94: Speed table
CV95: Reverse trim

CV105-106: User ID

Manufacturer IDs (CV 8)

1: CML Electronics Limited
2: Train Technology
11: NCE Corporation
12: Wangrow
13: Public Domain & Do-It-Yourself Decoders
14: PSI - Dynatrol
15: Ramfixx Technologies (Wangrow)
17: Advanced IC Engineering, Inc.
18: JMRI
19: AMW
20: T4T - Technology for Trains GmbH
21: Kreischer Datentechnik
22: KAM Industries
23: S Helper Service
24: MoBaTron.de
25: Team Digital, LLC
26: MBTronik - PiN GITmBH
27: MTH Electric Trains, Inc.
28: Heljan A/S
29: Mistral Train Models
30: Digsight
31: Brelec
32: Regal Way Co. Ltd
34: Aristo-Craft
35: Elektronik & Modell Produktion
36: DCCConcepts
37: NAC Services, Inc.
38: Broadway Limited Imports, LLC
39: Educational Computer, Inc (DCCdevices.com)
40: KATO Precision Models
41: Passmann Modellbahnzubehoer
42: Digirails
43: Ngineering
44: SPROG-DCC
45: ANE Model Co., LTD.
46: GFB Designs
47: Capecom
48: Hornby Hobbies Ltd.
49: Joka Electronic
50: N & Q Electronics
51: DCC Supplies, Ltd
52: Krois-Modell
53: Rautenhaus Digital
54: TCH Technology
62: Tams Elektronik GmbH
66: Railnet Solutions, LLC
68: MAWE Elektronik
71: New York Byano Limited
73: The Electric Railroad Company
85: Uhlenbrock Elektronik GmbH
87: RR-CirKits
95: Sanda Kan Industrial (1981) Ltd.
97: Doehler & Haas
99: Lenz Elektronik GmbH
101: Bachmann Trains
103: Nagasue System Design Office
105: Computer Dialysis France
109: Viessmann Modellspielwaren GmbH
111: Haber & Koenig Electronics GmbH
113: QS Industries
115: Dietz Modellbahntechnik
117: cT Elektronik
119: W. S. Ataras Engineering
123: Massoth Elektronik, GmbH
125: ProfiLok Modellbahntechnik GmbH
127: Atlas Model Railroad Co., Inc.
129: Digitrax
131: Trix Modelleisenbahn
132: ZTC Controls Ltd.
133: Intelligent Command Control
135: CVP Products
139: RealRail Effects
141: Throttle-Up (Soundtraxx)
143: Model Rectifier Corp.
145: Zimo Elektronik
147: Umelec Ing. Buero
149: Rock Junction Controls
151: Electronic Solutions Ulm GmbH & Co KG
153: Train Control Systems
155: Gebr. Fleischmann GmbH & Co.
157: Kuehn Ing.
159: LGB (Ernst Paul Lehmann Patentwerk)
161: Modelleisenbahn GmbH (formerly Roco)
163: WP Railshops
165: Model Electronic Railway Group
170: AuroTrains
173: Arnold - Rivarossi
186: br /AWA Modellspielwaren GmbH & Co.
204: Con-Com GmBH
225: Elproma Electronics Poland
238: NMRA reserved

Resetting decoder to factory settings (use programming track):

- Set CV 8 to 8: Digitrax, ESU, SoundTraxx Tsunami
- Set CV 8 to 33: Lenz
- Set CV 30 to 2: NCE, SoundTraxx DSD, TCS

Then remove loco from track and put back on track (or power cycle the layout).

LOCO DOESN'T MOVE?

- Put loco on programming track
- Set CV19 to zero and try again
- Still doesn't move? Then ...
- Set CV29 to 2 and set CV1 to value 1-99
- Assign throttle to value in CV1
- Still doesn't move? Then ...
- Try resetting decoder to factory settings
- Still doesn't move? Then ...
- Time to send the decoder in for repair

GETTING OPTIMUM SLOW SPEED PERFORMANCE

Lubricate and break in your loco. Do the following while the loco is still warm:

- Make sure speed step table in CV67-94 is linear with step 1 = 0 (CV67) and step 28 = 255 (CV94).
- Put the decoder in 28/128 mode and speed table on (50 in CV29). Set CV3, CV4, CV65 all to zero.
- Run the loco, then determine the slowest speed step at which it will keep running.
- Put the speed step value in Vstart (CV2).
- Set the decoder to speed table off (34 in CV29).
- Turn the throttle to speed step 1.
- Play with kick start to get the loco to move consistently at speed step 1. Tweak CV2 up if needed.
- Set CV 5 to desired top speed (128-255 common)
- Set CV 6 to desired mid-speed (40-64 common)
- Now adjust acceleration, deceleration, torque compensation, dithering, or BEMF as desired.

CV Bit Mapping

Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
128	64	32	16	8	4	2	1

CV 29

Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0

Accessory decoder (**OFF**=mobile on=accessory)
Reserved (not used)
Addressing digits (off=2-digit **ON**=4-digit)
Speed table (**OFF**=none on=use speed table)
DC sensing (**OFF**=none on=run on DC)
Speed steps (off=14 **ON**=28/128)
Reverse direction (**OFF**=normal on=reverse)