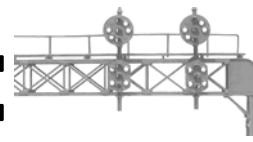


THE SIGNAL BRIDGE



Volume 17

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
APRIL 2010 ISSUE

Number 4

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 ??**



MAKING EVERGREEN TREES

A MEMRR Club Clinic
By Don Ramey

The following methods can be used to produce an acceptable model of evergreen type trees for model railroading. First things first... here are the materials you'll need to get started:

- SAFETY GLASSES
- HOBBY TAC - WHITE GLUE
- SMALL 2" BLOCK PLANE OR BELT SANDER WITH 40 GRIT PAPER
- DRILLS TO MATCH "LIMB" DIAMETERS
- BAMBOO SKEWER FOR MTG. PIN
- DRILL FOR BAMBOO SKEWER DIA.
- STAIN - PAINT (your choice color)
- GREEN FOAM (FINE - COARSE - LUMP)
- HAIRSPRAY OR CLEAR SPRAY GLUE
- A COLLECTION OF DEAD BRANCHES



STEP 1: SHAPE THE MAIN TRUNK OF THE TREE.

First square the ends of the branches. A belt sander is useful and makes the process go a whole lot quicker than doing things by hand. A Zona Saw could also be used in this step.

Remember: always use safety goggles when working with power tools.

The belt sander can also be used to taper the trunks of the tree. Working from the base begin to taper the tree form to a point at the top of the trunk. The trunk should conform to a gradual taper. Some of the original bark can be left on the branch for added realism.

Step 2: Stain the Trunk of the Tree:

Once the trunk has been formed stain the trunks. Use your favorite stain (or solvent based paint as a wash). As a rule of thumb, less is more. Brown tones can be used for foreground trees, grey tones for those that will be placed to the back of the layout.



Continued on page 8

SPRINGING TO MIND: THOUGHTS ON BEE KEEPING



I'm in the process of detailing the farm scene on my club module. You know the one... the one where Officer Frasier and Agent Firestine busted papaw for poaching deer out of season and cousin Billy Bob for running a still. Well now, the story goes, with spring near upon us, mamaw has got a hunger for some fresh honey so she asked uncle Bob to set some bee hives up on the hill.

Making the honey hive boxes (Apiaries) didn't take a rocket scientist (er... Sorry Gary). I had some 3/8" x 3/8" basswood. All I had to do was to cut the strip wood to an appropriate length, add some scale 1"x2" strips around what would be the tops of the hive boxes to give the impression of removable lids, and paint the boxes a weathered white not forgetting to add a touch of black to simulate holes for the bees to exit/enter the hives. As I said, that was the easy part.

However, in the quest for ever more realism, my brain engaged. Some would opine that what brain I did have went on spring break to Myrtle Beach or someplace sunnier and warmer to sit out in the sun with a beer and lots of sun block. "How can I make the scene more realistic?" I asked.

First idea: Add sound! So I went to the 2010 Walthers catalogue. No luck there.

An internet search on Google turned up three possibilities:

Option 1: For \$59.95 I could order a sound card from Natural Sounds Co. It comes with a programmable chip, speaker and motion sensor switch. I could uplink to the vendor's website and download for a modest fee of \$15.95 either the hive sounds of North American Honey Bees or Africanized Bees. At no extra cost the Africanized Bee sounds came with a randomized scream as the bee keeper got attacked by a swarm of Africanized Bees defending the hive.

Option 2: Start a full size "12" to the foot" hive in the back yard. For only \$215.95 the vendor would provide the hive box, queen with worker bees and drones, a full bee keeper outfit, and remote pickup microphone and receiver. The idea was to place the microphone in the hive box to relay the sound to a speaker on the

layout. I passed on that idea when I realized that the random screams from the bee keeper would be mine!

Option 3: I could purchase a pitch pipe tuned to bee harmonics and stand by the module making bee humming sounds. That would cost only \$29.95 for the pitch pipe.

Second idea: How to add miniaturized bees to the layout! I got the idea from Fred's birds. This time I went to both the 2010 Walthers and the Micromark catalogues. Once again, no luck there.

Another internet search on Google revealed several more options:

Option 1: Bugs Unlimited offers HO, S, O and G scale die cast bees (N and Z scale bee kits are under development at this time). The product is called "The Bees Knees" and come packaged with 500 die cast bees, miniature hive boxes (storage bins), bee loader (funnel), a manual or automatic air puff ejector system (squeeze bulb and air hose - or - fish tank aerator, motion detection circuit, and air hose). The manufacturer issues this warning: "Due to the minute size of the die cast bees use of Personal Protective Equipment (PPEs) is strongly encouraged to prevent injury. PPE's should include professional grade respirators and eye protection though a full hood is recommended. "Bees Knees" kits are for use around small children, or people with asthma, COPD, or diseases of the eye." **Note: the manufacturer also produces a wide variety of other insects including wasps, yellow jackets, and hornets. Their pre-painted butterfly selection is outstanding. All die cast**



insects are available in painted and unpainted models.

Option 2: A second vendor (Flies United, Corp.) offers genetically modified fruit flies in HO and O scale. For modelers who are not bothered by minor inconsistencies, this option looks to be the best of the lot. As noted in the manufacturer's spec sheet, the miniaturized fruit flies are easy to feed (just a drop of fruit juice or sugared water each week is needed); they don't have stingers; and they self propagate. The manufacturer does not guarantee that the flies won't wander off, especially if empty pizza boxes are left in the vicinity. It seems that the genetically modified flies are attracted to pizza and Italian cuisine.

Well, I haven't settled on which option I'll use, but if you see me standing by my module humming, you'll have an idea of what I might be doing. Happy April 2010! Oh, by the way - the genetically engineered fruit flies are not available in Europe or for use with European-themed model railroads.



ET&WNC RR Layout Development
Volunteer Group Meeting

Date: Saturday, March 6, 2010 10:15 AM

Members Present:

Gary Emmert
Ken Harmon
Gary Rabetoy

Members Absent:

Rich Gallaher
Bob Jones
Skip Oldham

Agenda:

1. Review preliminary track plan of the ET&WNC RR Johnson City to Hampton section drawn by Philip Sloan and received on March 5, 2010 (Encl. 1).
2. Update the information on the Deerfield River Laser ET&WNC RR passenger car kit.
3. Discuss methods to improve the tractive effort of the brass ET&WNC RR ten wheel locomotives.
4. Discuss layout construction initiation.

Discussion and conclusions:

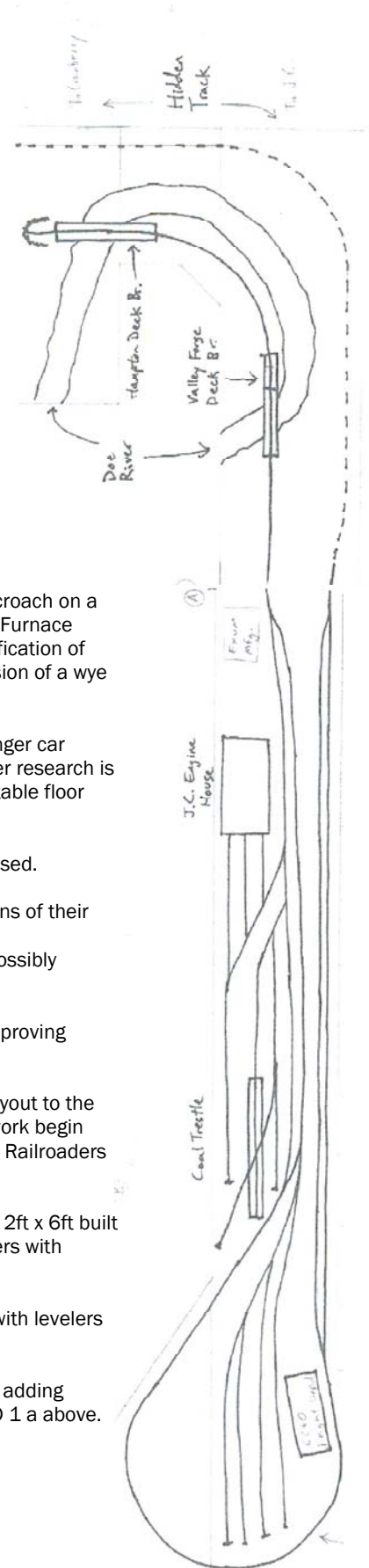
1. The preliminary layout plan for the Johnson City to Hampton section was reviewed. There will need to be a revision of the section representing the Hampton Deck Bridge as it will encroach on a corner of the Rabetoy Layout. Also recommended was a representation of the Johnson City Furnace either as a building flat or a more three dimensional structure. Other aspects include identification of dual gauge and narrow gauge track, a connection point with the Rabetoy Layout, and provision of a wye for turning locomotives.
2. It was noted that Deerfield River Laser is willing to do a special run of their ET&WNC passenger car (combine/RPO/coach) kit in HO_n3 scale. This kit, at present, provides only the sides. Further research is being conducted by Deerfield River Laser regarding provision of or recommendation for suitable floor and roof parts.
3. Alternatives for improving the tractive power of the ET&WNC brass locomotives were discussed.
 - a. NWSL has been contacted and they are in the process of developing multi-scale versions of their Stanton Drive (PDT replacement). This product is not currently available in HO_n3.
 - b. NWSL has offered to evaluate the above brass locomotives with a view to revising or possibly replacing the drive unit to improve the pulling power.
 - c. Another option discussed was a trial of Bullfrog Snot.

It was recommended to obtain a supply of Bullfrog Snot and conduct a test of this material in improving tractive effort as a first step.

4. It was recommended that the construction of shelf benchwork, elevation of the Rabetoy Layout to the same level as the shelf benchwork, and strengthening of the undeveloped modular benchwork begin immediately when approval to begin construction is granted by the Mountain Empire Model Railroaders Club and when the necessary supplies have been purchased to accomplish the following.
5. Shelf benchwork to consist of: Three modules: Two modules of 2ft x 8ft and one module of 2ft x 6ft built with a 3/4 inch plywood top and 1 inch x 4 inch frames with cross members on 12 inch centers with connection and wiring access holes in accordance with Sievers benchwork standards.
6. Rabetoy Layout to be elevated to the level of the shelf benchwork by adding leg extenders with levelers to all existing legs.
7. Undeveloped modules to be brought into accordance with Sievers Benchwork standards by adding dadoes to the existing legs and adding frame cross braces on 12 inch centers as noted in D 1 a above.

Next meeting: April 3, 2010 at 10:15 AM at the George L. Carter Railroad Museum.

Respectfully submitted,
Gary Rabetoy





**MEMRR Group Coordinators
Meeting
March 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 March 3, 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 plan provided by Philip Sloan for the Johnson City to Hampton section of the proposed ET&WNC RR layout. The group suggested the following modifications:
 - a. The end with the Hampton Deck Bridge and Valley Forge Deck Bridge will need modification to properly fit between the Rabetoy Layout that was donated and the shelf portion of the proposed ET&WNC RR layout.
 - b. A representation of the Johnson City Furnace will be needed either as a building flat or as a three dimensional structure.
 - c. Dual gauge and narrow gauge track will need to be identified.
 - d. A connection point with the Rabetoy Layout will need to be identified.
 - e. Addition of a wye for turning locomotives should be provided.
2. Philip Sloan was contacted on March 9, 2010, regarding these recommendations.
3. Details regarding the discussion of the following are provided in enclosure 1:
 - a. Deerfield River Laser ET&WNC passenger car kit.
 - b. NWSL provision of Stanton Drive vs revising/replacing the ET&WNC brass ten wheel locomotives drive mechanism vs a trial of Bullfrog Snot to improve the tractive effort of the aforementioned locomotives
 - c. Benchwork commencement and construction aspects.
4. Recommendations:
 - a. Await the revisions of the Sloan Plan for the ET&WNC RR Layout (both sections).
 - b. Await the results of the research by Deerfield River Laser on provision of floor and roof sections for their ET&WNC RR passenger car kit.
 - c. Obtain approval, funding, and supplies to initiate the following:
 - i. Conduct a trial of Bullfrog Snot to assess the effect on tractive effort of the ET&WNC RR brass ten wheel locomotives.

- ii. Begin construction of the benchwork (and necessary modifications of existing benchwork) for the ET&WNC RR Layout and the Rabetoy Layout.

Respectfully submitted,
Gary Rabetoy

**Additional reports from the March 11th
Coordinators' meeting:**

1. N-SCALE--Tod Eaton is still laying track. Talk of changing to DCC.
2. HO SCALE--Lyle, John C, Emil, Going to start wiring again. Yard plan is okayed ready to start frame work. Talking of how we are going to build add on and construction type. Some tracks need to be worked on the modules. Turnout is here for Don's module, Joe will install. Talked of wiring in turnouts on Hobie's and Duane's modules. Duane is waiting on weather and complete drawings before starting the yard.
3. KID'S ROOM--Gary E murals are being worked on. Duane is working on the lights for the caboose..
4. PUBLICITY--Hobie wants a Grand Opening for the Kid's Room. He is also checking on birthday parties and catering to be done by ETSU.
5. LIBRARY--Gary E has over 100 books to be catalogued. He has the cards and the file book. He says he will work on the library after working on the traveling layout.
6. TRAVELING LAYOUT--Gary E says the traveling layout is coming along and will be ready for rail grass in May. Ken is building trees; Hobie is ballasting track and the road is being laid. Need a type of container for inserts and the layout for protection.
7. CLUB SALES--Duane--the kids hats are in \$6.00 without logo and \$9.00 with logo. Club shirts are in. Duane will bring them to the meeting on Tuesday.
8. DISPLAY CASES--Gary E asked for extra key for display cabinets. Jim Pahriss, next month will change one cabinet display to wooden trains. Gary E requested a glass display case for books.
9. G-SCALE--Jessie Kittle-working on ballasting, almost finished. Wanted to rotate out engines.
10. TWEETSIE ROOM--Gary Rabetoy-working with Phillip Sloan on a layout plan. Brought to question the dismantle of the Rabetoy layout. Use of the materials elsewhere. Gary Rabetoy's copy of the Layout Development has been reprinted in *The Signal Bridge*.

Respectfully,
John Carter



**MOUNTAIN EMPIRE MODEL
RAILROADERS
Minutes
March 16, 2010
General Business Meeting**

The 3/16/10 meeting was brought to order at 7:00 P.M. by President, Fred Alsop. There were 22 members

present. Fred gave a brief scenario of his trip to South American.

Officer Reports:

Secretary, Don Ramey, was unable to attend due to recent surgery.

Newsletter Editor, Ted Bleck-Doran, reported that only eleven newsletters are now being mailed with the balance of members receiving them via e-mail.

Treasurer, Duane Swank, gave the financial report which was accepted by those present.

WebMaster, John Edwards, was unable to attend due to his recent knee surgery.

Vice President, John Carter, gave Fred a report on the Coordinators meeting of last Thursday evening. **John was to email this info to Harriet for inclusion in the minutes but it has not yet been received by her.** John also reported that Paul Haynes would demonstrate the making of trees for layouts tonight and that Joe Roberts would have the program next month, if his work schedule permits, reference the changing of gear sets.

President: Fred thanked everyone for carrying on with events of the Club/Museum during his absence; most recently the Staff Senate visit/tour to the museum on March 8th. There were approximately 40 people who toured the layouts that day and then they held their meeting in the Kids Room. It was quite a sight to see all those adults in that small room. Everyone seemed quite impressed with the museum.

Old Business:

1. Rail Grass is May 7-9 and ideas are needed as to how to present our Club/Museum at that event. There will be 2-3 tables for selling of the Club's, or member's, surplus items. Geoff Stunkard and Hobie Hyder are to get with Fred regarding publicity ideas. The Cope layout is to be ready to go for display and ideas are needed for how to transport it, publicity, enclosure for safely moving it, etc. Jim Pahriss mentioned that May 8th is also National Train Day which Fred will try to promote with the Club display at the Rail Grass event.
2. It was noted that approximately \$400 will be needed for the purchase of the wood and hardware for the construction of the HO yard that is to be added to the existing yard which will not be relocated but added to. Fred stated that a transfer table and the buildings for the yard have been purchased. An overall estimate for the cost of the tracks is \$3000. Costs of track are to be obtained from Hobby Town's Bob Barrett and Gary Emmert will obtain a cost from his contact in Georgia. A list of the wood to be used for the yard is necessary before the purchase of any. The military veterans in the Club suggested that one of them be contacted when the purchase is to be made and they get a 10% discount of the Lowe's and/or Home Depot on purchases, which would save the club the equivalent of the sales tax.

3. Bob Barrett contacted Jim Pahriss about displaying train layouts at a school. Jim displayed his traveling layout for them since the Cope layout was not yet ready.
4. Fred is to get with the ETSU Child Care Group this Friday, 3/19, in reference to supervisory assistance in the Kids Room. This would free up members to run trains and mingle with visitors in the large train room.

New Business

1. Gary Rabetoy passed around a drawing of a riser (step-stool) that a teacher friend of his is willing to construct two for the club to enable short people to step up on to better see the layouts. This will be done at absolutely no charge to the Club/Museum. Fred made the motion to have him go ahead and make one at this time for trial. The motion was seconded by Dan McLeod and passed by all.
2. Jim Pahriss passed around a picture of a periscope made out of PVC pipe which could be used by short people to enable them to see the layouts that are above their head height. No action was taken on this.
3. Lyle Montieth made a motion the club buy a Decoder Tester with all the essentials, seconded by Gary Emmert and approved by all.
4. Gary Emmert brought up that the trains are picking up lots of junk off the HO main lines and that the tracks need to be cleaned. Fred pointed out that each module owner is responsible for keeping their module clean.
5. Gary Rabetoy suggested moving work night from Thursday nights to Sunday afternoons. Fred suggested that instead of moving it, that any coordinator who could get his group together to work at any other time was quite okay and up to them.
6. Phillip Sloan of the Cranberry Train Shop offered to give a guided tour of the Tweetsie R.R. for rail fans on Sunday, March 21, starting at 10:00 A.M. from Newland at the Linville Depot and ending back at the Doe River/Hampton/Valley Forge area. Anyone wishing to go on the tour is to meet at 8:00 A.M. by the cross bucks at the Geo. L. Carter Train Museum for car pooling. The weather out date is Sunday, March 28.

Program/Clinic: Paul Haynes gave an interesting demonstration of building deciduous trees.

Respectfully Submitted,
Harriett Swank



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

We had a terrific tour of the ET&WNC "Tweetsie" ROW on March 21 lead by Philip Sloan. John Carter, Gary Emmert, Richard Gallaher, Gary Rabetoy and I met Phillip, MEMRR member Joel Shipley, and Jerry Turbyfill at the Linville Depot at its new site in Newland, NC. We spent some time admiring the refurbishing work that is bringing that Tweetsie depot back to life and touring the museum next door that has some significant ET&WNC memorabilia. Both Philip and Jerry are authorities on the Tweetsie and its history, and they took us from

Newland to Cranberry and its mines, Elk Park, the state line trestle site and into the south end of the Doe River Gorge with its bridges and tunnels #5 and #4. Jerry left us at that point and the remainder of the party continued on to Valley Forge and walked the old highway road back south to the abutments that held the covered deck bridge and through tunnel #1. We took lots of digital pictures, collected some iron magnetite ore, and even found an original tie plate (the last two items are now in the Carter Railroad Museum). We learned much of the history of the railroad and gathered a lot of important information that we will put to use when we attempt to recreate some of the Tweetsie Railroad in HO/HOn3 in the Ken Marsh room at the museum. In addition Phil is holding enough rolling stock for us with proper ET&WNC decals

that will allow us to pull some scale consists when the last spike is driven.

May 7, 8 and 9 is the RailGrass weekend in Kingsport. The MEMRR plans to attend and participate. Tables will be available for sales and will provide us with an opportunity to offer for sale personal model railroad items as well as some of the items now for sale to members in the museum. In addition we will represent the museum with the first showing of the "Cope Traveling Layout". We need to put together some plans for completing this layout, getting it ready for transport and transporting it to Kingsport on the 7th and back on the 9th. In addition we need to work up some brochures that promote our club and the railroad museum that houses it. Finally, we will need members to man the booth/tables/layout for the weekend. We will need to make final plans at the April meeting that will satisfy all these tasks. May 8th is also National Railroad Day and Hobie and I will generate publicity for release to the media about our club's support of both events

I have some terrific news to share with you all. Several months ago Broadway Limited Imports and Model Railroad News announced they would be giving away 50 of their new HO Paragon2 Diecast N&W Y6b locomotives (MSRP \$499.99) and a 1-year subscription to *Model Railroad News*. All any model railroad club had to do was register for the drawing and hope to be picked. Well, I entered for the MEMRR and had my usual luck—my entry was not selected, BUT Allan Morton had also entered the contest for the club without my knowledge. Allan emailed me recently with the news that his entry had been selected, he has received the loco and he will bring it to the next (April) club meeting where we will put it through its paces. It is ours to keep—FREE—, and all we are asked to do is have fun with it and, if we

want to, provide feedback on our operating experiences to Broadway Limited; we also will be receiving the monthly magazine. Thank you Allan! Come to the April meeting and see it for yourself; or if you can't make the meeting drop by the railroad museum and give it a test yourself.

The club/museum coordinators are continuing to meet and you will be provided with a summary of their April meeting at the next club meeting. Each of these groups invite your participation and all of them have projects underway or planned for the near future. They are a great way to get involved in the hobby and they could all use your help. The HO group is about to start building bench work for a new staging yard and a working freight yard and the necessary track and turnouts are already on order. The "Rabetoy" group will soon be constructing benchwork for the Tweetsie layout, a project that will provide a great opportunity for creative scenery and modeling work. Our librarian could use some help organizing our books, magazines, CDs and DVDs so they can be circulated among the membership. N-Scale, G-Scale and HO-Scale all have additional projects underway, so please talk to their coordinators and lend a hand. We can provide all the model railroad hobby fun you can handle. Get on board!!!

We have a terrific model railroad club operating in 3 scales in an outstanding facility. Thanks to all of you for all you do for the club, the museum and for each other. We are a solid organization that enjoys our hobby and I feel the best is yet to come. Hear the whistle blow and think of all the destinations still to come!

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

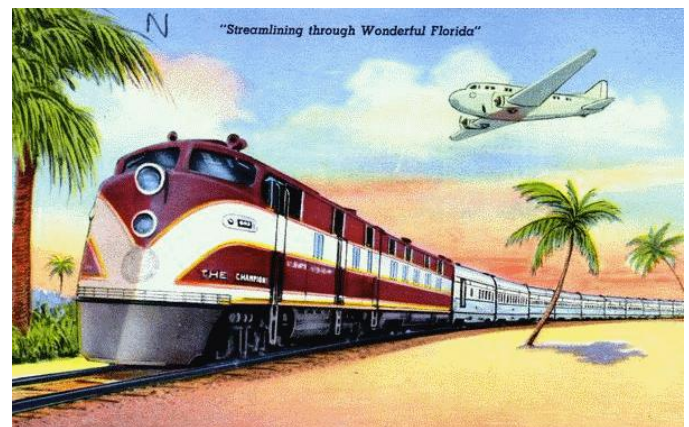
Historic Name Trains: The Champion – Atlantic Coast Line's Finest

In 1938 the Seaboard initiated its first streamlined passenger train the "*Silver Meteor*". The shiny consist of reserved seat coaches, lounges, and dining cars ushered in a new age for rail travel to Jacksonville south to Miami. In response the Atlantic Coast Line purchased cars and locomotives for its own streamliner, the Champion.



EMD E3A from ACL Champion
Preserved at Spencer NC

In 1939 The Atlantic Coast Line and Florida East Coast jointly started their first all streamline reserve seat coach train between New York and Miami. The success of Seaboard's *Silver Meteor* was immediate and the need for ACL/FEC to compete was swift.



The first *Champion* departed New York's Penn Station at 12:30pm December 1st 1939 arriving in Jacksonville the next morning at 6:45. The FEC set was on the first run using FEC E3A #1002, with Baggage dorm coach "*New Smyrna Beach*", two 60 seat coaches "*Cocoa-Rockledge*" and "*Pompano*", Dining Car "*Fort Pierce*", 60 seat coach "*Boca Raton*", 52 seat host coach "*Vero Beach*", and Tavern Observation Car "*Bay Biscayne*". The two ACL's sets used E3A 500 & 501, with Baggage dorm coaches 100 & 101, two 60 seat coaches each 200, 202, 201, & 203, Dining Cars "*Philadelphia*", and "*New York*", one 60 seat coach each 204, & 205, one 52 seat host coach each 206, & 207, and Tavern Observation cars 250, & 251. One train set was even number cars

Train with a section to St Pete out of Jacksonville via Ocala. The **Champion** made its new St Pete connection from Tampa after April 1968 via a Seaboard connection to Clearwater. The **City of Miami/ South Wind** section out of Jacksonville now used the Ocala subdivision until Amtrak.

Seaboard's **Silver Meteor's** "Sun Lounge" sleepers and Round End Observation cars on the **Champion**, it was their last service.



Beginning December 15 we go to Florida 3 times a day. Everyday.
Take your choice: and make your plans early.

FLORIDA SPECIAL <small>(Extra Fare Train)</small>		EAST COAST CHAMPION		WEST COAST CHAMPION	
First and only train featuring: Recreation Car / Hostess Fashion Shows Movies / Telephone Television / Games Free Champagne		First afternoon departure from New York First afternoon arrival in Miami Pullman and Coach Service		First and only train exclusively serving Central and West Coast Florida Pullman and Coach Service	
READ DOWN	READ UP	READ DOWN	READ UP	READ DOWN	READ UP
10:45 AM Lv. New York	Ar. 6:35 PM	1:45 PM Lv. New York	Ar. 10:05 AM	3:50 PM Lv. New York	Ar. 11:50 AM
12:34 PM Lv. Philadelphia	Ar. 4:37 PM	3:25 PM Lv. Philadelphia	Ar. 8:25 AM	5:32 PM Lv. Philadelphia	Ar. 10:05 AM
1:45 PM Lv. Baltimore	Ar. 3:10 PM	4:54 PM Lv. Baltimore	Ar. 6:51 AM	7:05 PM Lv. Baltimore	Ar. 8:37 AM
2:55 PM Lv. Washington	Ar. 1:55 PM	6:00 PM Lv. Washington	Ar. 5:45 AM	8:20 PM Lv. Washington	Ar. 7:20 AM
5:15 PM Lv. Richmond	Ar. 11:35 AM	8:20 PM Lv. Richmond	Ar. 3:25 AM	10:40 PM Lv. Richmond	Ar. 5:00 AM
9:35 AM Ar. W. Palm B'ch	Lv. 6:43 PM	7:20 AM Ar. Jacksonville	Lv. 4:45 PM	9:50 AM Ar. Jacksonville	Lv. 5:55 PM
10:25 AM Ar. Ft. Lauderdale	Lv. 5:50 PM	1:40 PM Ar. W. Palm B'ch	Lv. 9:48 AM	1:30 PM Ar. Orlando	Lv. 1:55 PM
10:35 AM Ar. Hollywood	Lv. 5:40 PM	2:48 PM Ar. Ft. Lauderdale	Lv. 9:00 AM	3:00 PM Ar. Lakeland	Lv. 12:40 PM
11:25 AM Ar. Miami	Lv. 5:15 PM	3:03 PM Ar. Hollywood	Lv. 8:40 AM	5:45 PM Ar. Ft. Myers	Lv. 9:45 AM
Pullman and Coach Service		3:50 PM Ar. Miami	Lv. 8:15 AM	6:50 PM Ar. Naples	Lv. 8:45 AM
				3:50 PM Ar. Tampa	Lv. 12:01 PM
				5:35 PM Ar. Sarasota	Lv. 10:05 AM
				4:39 PM Ar. Clearwater	Lv. 10:57 AM
				5:15 PM Ar. St. Petersburg	Lv. 10:30 AM

*** Until December 15 we have 2 trains daily from the East to Florida . . . in addition to CITY OF MIAMI / SOUTH WIND Between Chicago and all major Florida resorts**

1966-67 ACL Champion Timetable

Amtrak

When Amtrak assumed control of most of the passenger rail service in the United States in 1971, the *Champion* was retained as a New York–St. Petersburg service (#85/87) operating over the same line it had for the past thirty-two years. On several occasions throughout the 1970s Amtrak would combine the *Champion* with its old rival the *Silver Meteor*. The first of these instances came in the summer of 1972: the train split in Savannah, Georgia, with the *Champion* section continuing to St. Petersburg and the renamed *Meteor* section passing west of Jacksonville (via Thalmann) to Miami. These combinations occurred again in 1975, 1976, and 1977, but with two changes: the split occurred at Jacksonville, and the *Meteor* again became the *Silver Meteor*. In 1979, budget cuts forced Amtrak to eliminate the *Champion*, which was consolidated with its old rival the *Silver Meteor*, this time for good

On May 1st 1971 Amtrak took over all SCL passenger operations. The *Champion* continued as a fine 18-car train with all its amenities, first class lounge sleepers, two dining cars, and regular lounge service along with Budget Room Coaches, started by ACL in the 60's as a thrifty way of private travel.

On January 3, 1974 all Passenger Trains were re-routed to the Jacksonville Clifford Lane Station closing Jacksonville Terminal Passenger operations. In the late 70's Amtrak put the ex-

NEW YORK - TAMPA/ST. PETERSBURG
(VIA WASHINGTON-CHARLESTON)

145-91 Daily	Miles	TABLE 10	92-144 Daily
		(Penn Central)	
3 10 P M	0	lve. NEW YORK (Penna. Sta.) (E.T.)	arr. 11 20 A M
3 26 P M	10	..... Newark	11 03 A M
4 13 P M	58	..... Trenton	10 18 A M
4 42 P M	86	..... North Philadelphia	9 51 A M
4 51 P M	91	..... Philadelphia (P.C. Station 30th St.)	9 40 A M
5 19 P M	118	..... Wilmington	9 11 A M
6 20 P M	186	..... Baltimore	8 00 A M
7 00 P M	227	arr. Washington, D.C.	7 20 A M
		(R.F.&P.)	
7 20 P M	227	lve. Washington, D.C.	arr. 7 00 A M
7 37 P M	235	..... Alexandria	6 24 A M
8 02 P M	263	..... Quantico	05 57 A M
8 22 P M	281	..... Fredericksburg	05 39 A M
9 35 P M	340	arr. Richmond	4 45 A M
		(Seaboard Coast Line)	
9 50 P M	340	lve. Richmond	arr. 4 30 A M
10 21 P M	367	..... Petersburg	3 42 A M
11 50 P M	464	..... Rocky Mount	2 05 A M
12 10 A M	480	..... Wilson	1 35 A M
1 15 A M	554	..... Fayetteville	12 30 A M
3 00 A M	637	..... Florence	11 10 P M
4 25 A M	739	..... Charleston	9 25 P M
5 12 A M	798	..... Yemassee	8 25 P M
6 15 A M	849	..... Savannah	7 40 P M
9 10 A M	1020	arr. Jacksonville	lve. 5 15 P M
9 25 A M	1020	lve. Jacksonville	arr. 5 00 P M
11 15 A M	1127	..... De Land	2 37 P M
11 45 A M	1144	..... Sanford	2 15 P M
12 05 P M	1162	..... Winter Park	1 45 P M
12 20 P M	1167	..... Orlando	1 30 P M
1 40 P M	1227	..... Lakeland	12 20 P M
2 45 P M	1258	..... Tampa	11 40 A M
3 45 P M	1296	..... Clearwater	10 26 A M
4 25 P M	1314	arr. ST. PETERSBURG	10 05 A M

EQUIPMENT

Train Nos. 92-144 and 145-91—Champion
Sleepers—Budget Rooms, Roomettes, Double Bedrooms—
New York-St. Petersburg
Diner..... New York-St. Petersburg
Coaches, Reserved Seat..... New York-St. Petersburg
Tavern Lounge..... New York-St. Petersburg
Bar Lounge Sleeper..... New York-St. Petersburg

1971 Amtrak Champion Timetable

A budget cut ended the *Champion* on October 1st 1979 along with Florida- Chicago's "Floridian" on October 8th. This was the true end of First Class Passenger Trains in the United States. The ironic side of this story is to this day the Amtrak *Silver Meteor* runs on the *West Coast Champion's* route from New York to Auburndale Florida!

Information taken from
Wikipedia,
Classic Trains Vol. 1 No. 1,
www.jacksonvilleterminal.com/champion.htm

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

MAKING EVERGREEN TREES
(Cont. from page 1)



Step 3: Making Branches

For branches you'll want a supply of dried natural caspia which comes in two ounce packages at Michael's and Hobby Lobby. The caspia is brittle so handle with care. Don't throw away the broken pieces. These can be used later for forest ground cover. Trim branches in varying lengths and set them aside. You'll want the longer branches toward the base of the tree and shorter ones toward the tree tops. Stained toothpicks can also be used to form bare lower branches for the tree.

Step 4: Preparing the Tree Trunk

First, drill out a hole in the base of the tree for a mounting post. This is a good time to pull out the hobby vise since drills and not usually kind to hands when they slip. You can use either a common finishing nail or toothpick. The mounting post can be glued using tacky glue or other adhesives that can bond metal to wood.



The picture to the left shows several tree trunks in various states of completion. Here Don has used toothpicks as mounting posts. The drill size is not critical and should be larger in diameter than the thickness of the toothpicks used. The posts should fit loosely into the hole. Forcing the posts into the mounting hole may split the base. White glues tend to

act as fillers setting the mounting posts into the holes firmly.

Step 5: Adding Branches and Limbs

The next step may appear to be tedious but it moves along quite quickly. Using a small drill bit begin to drill holes in the trunk. These will be used to insert the branches formed by the caspia and toothpicks. Care should be taken to randomize both the distance



between layers of branches and placement around the trunk of the tree. Three or four holes should be drilled at each level. Once again, a word of caution: Use a modeler's vise to hold the trunks and save your fingers for other things.

The photo to the left shows a partially finished tree with both toothpicks representing bare limbs and caspia pieces for leafed out branches.

Don starts from the lower limbs and moves upward to the peak of the tree. He places a drop of white glue in each hole and then inserts the branch.





A large holed cheese shaker is helpful when sifting the ground foam onto the tree branches. A combination of fine, coarse and clump foam products creates a variety of leaf patterns. Dark green ground foam can be used to create shadows when used as an undercoat. Medium green and light green can be used to highlight areas of new growth or sunlight areas on the tree.

Reuse the loose foam from the bottom of the bucket or box. Save any of the caspia branched that may break off for forest floor ground



A tree begins to take shape. The caspia branches can be trimmed with a pair of hobby shears if the tree's shape needs some pruning/ don't be too near 'cause nature isn't.

Step 6: Filling in the Foliage

You're nearly with the tree. The final step is to add ground foam to the branches. This is where it gets a little messy.

Some handy hints:

- Use rubber or latex gloves
- Have a scrap piece of foam board nearby
- Get a plastic bucket or box to contain the mess
- Respirator or dust mask

Using the mounting post stick the tree into the insulation foam block. Set the tree and block into the box or bucket. Spray a light coat of spray adhesive or hair spray on the branches. Dust the branches with fine ground foam. Repeat the process of spraying the tree and adding the ground foam until the tree looks leafed out.



cover. Another safety hint: use a respirator or dust mask when using the spray adhesive or hairspray. And always spray in a well ventilated area as the fumes may be toxic.

When the tree looks finished leave it along. Too much foam can spoil the effect of a wispy pine on a forested hillside.

For lodge pole pines, use bamboo skewers. The same steps are followed as with the use of sticks.

Placing the finished trees on the layout is an easy task, especially if you are using insulation foam as a scenery base. Just make a hole in the plaster shell for the mounting post to go. A drop of white glue in the hole is all that's needed to place permanently the tree,

Finish the installation by adding ground clutter and debris at the base of the tree to hide any gap or seam.

As you can see by the photos - making fir trees, pines and evergreens is a quick and easy process.