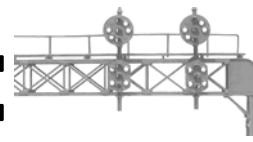


# THE SIGNAL BRIDGE



Volume 17

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB  
MAY 2010 ISSUE

Number 5

## 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 3<sup>rd</sup> 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 ??**



## MOUNTAIN EMPIRE MODEL RAILROADERS WIN BROADWAY LIMITED CONTEST



**All-New Sound Locomotives**  
*Locomotive & Magazine Club Promotion*



## Your Club is a Winner

March 2010

Dear Model Railroad Club,

Congratulations! You've won one of our 50 HO Paragon2 locomotive giveaways! This valuable prize pack includes a brand new, cutting edge, die cast Paragon2 N&W Y6b 2-8-8-2 steam locomotive (MSRP: \$499.99) as well as a free One Year subscription to what we consider one of the hobby's most valuable information resources, Model Railroad News magazine (\$29.95 value).

Both the locomotive and subscription are your club's to keep. All that we ask is that your club, at its next convenient meeting, run the Y6b through its paces. And if you'd be so kind as to provide your feedback and suggestions on the following new features, we would greatly appreciate it:

1. Synchronized Puffing Smoke
2. Load-Dependent Variable Chuff Sounds
3. Quillable Whistle (if your club uses Digitrax DT400 or NCE)
4. Optional Whistles
5. Cab / Radio Chatter

We've provided on the next page a place for you to include your feedback on the abovementioned features. Also, if you have general comments or suggestions, there is a place for those as well.

The N&W Y6b is one example of the technologically superior locomotives Broadway Limited Imports is producing in its brand new Paragon2 Series. The Y6b is available in stores everywhere. If for some reason your club members are unable to acquire this or any other Broadway Limited product, please do not hesitate to contact us and we will direct you to one of our very competent super stores.

Please enjoy, and we look forward to hearing from you,

Bob Grubba  
President / CEO  
Broadway Limited Imports, LLC

9 East Tower Circle, Ormond Beach, FL 32174 | [www.broadway-limited.com](http://www.broadway-limited.com) | [info@broadway-limited.com](mailto:info@broadway-limited.com)  
Telephone: 386-673-8900 | FAX: 386-673-8080



## BROADWAY LIMITED IMPORTS PARAGON2 N&W Y6b 2-8-8-2

The Y6b was known as the "workhorse of the N&W". Starting with locomotive number 2120 in 1936, the Y6 class would become the final refinement of the 2-8-8-2 design. The model Y6b would be the epitome of the compound Mallet (Malley) development. With the completion of locomotive number 2200 in 1952, this Y6b would become the last mainline US manufactured steam locomotive produced.

The N&W shops in Roanoke, Virginia gave all "Y" Class engine and tender axles roller bearings and they used the same outside frame lead truck as the Class "A". The trailing truck also was equipped with roller bearings which were fit into an outside frame design. With these improvements the Y6's cost considerably more than their earlier brethren, but just as the maintenance records show, these locomotives had a time "available for assignment" rating far superior to any of the predecessors.

The Y6b had a starting tractive effort in simple configuration of 152,206 pounds. While in the compound mode, a tractive effort of 126,838 was achieved. These locomotives delivered 5,500 horsepower, a substantial bit of power indeed. The Y6b locomotive engine weight was 582,900 pounds with 522,850 pounds directly on the drivers.

When the N&W ceased their mainline steam operations in the summer of 1959, 50 of the Y6's were still running out serviceable miles in the coal fields waiting for the final order of diesels to replace them. The last of the Class Y's were retired in the summer of 1960.

### Industry-Leading Features:

- ALL-NEW Paragon2 Sound & Control System
- Synchronized PUFFING SMOKE with Chuff Sound
- Variable Puffing Smoke Intensity and timing
- Integral DCC Decoder with Back EMF for Industry Best Slow Speed Operation in DC and DCC
- Precision Drive Mechanism engineered for continuous heavy load towing and smooth slow speed operation
- 5-Pole Can Motor with Skew Wound Armature
- Premium Caliber Painting with Authentic Paint Schemes
- Prototypical Light Operation with Golden White LED Headlight, Rear Light
- Factory Installed Engineer and Fireman Figures
- Near-Brass Caliber Detail at a Plastic Price



### Product Information:

- Heavy Die Cast metal Body with Heavy Die Cast Chassis for Maximum Tractive Effort
- Pulls equivalent of 130 freight cars on level surface
- Locomotive + Tender Length (coupler to coupler): 16.4 inches
- Locomotive Weight: 2 lb.
- Tender Weight: 12 oz.
- Equipped with traction tires. Spare metal-wheel drivers included in box
- Metal Kadee-compatible Couplers (2)
- All-Driver Drive and All-Wheel Electrical Pick-up except for pilot trucks/trailing trucks
- Separately Applied Handrails, Ladders, Whistle, and Brass Bell
- Operating Cab Roof Vents
- Will Operate on Code 70, 83, and 100 rail
- Recommended Minimum Radius: 18 inches
- Accurate prototypical sounds for N&W Y6b

Broadway Limited Imports is proud to introduce Paragon2: The new benchmark for premium HO sound-equipped locomotives. These DC and DCC-Sound equipped locomotives feature the ALL-NEW Paragon2 sound and control system. Each Paragon2 locomotive comes with BLI's own integral DCC Decoder factory installed. Paragon2 locomotives offer Dual Mode DC and DCC operation with: superb back EMF motor control in DC and DCC, recordable DCC operation for automated playback, the same detail level as the original Paragon Series, and the familiar sturdy maroon box!

#### Industry-Leading SOUND Features:

- Operates in DC & DCC (use DCMaster for DC Sound)
- **Record & Play Operation** - Records and plays back sounds and movements once or repeatedly for automatic operation
- **16-bit Sample Rate** for exceptional high frequency sound clarity
- **Playback Whistle** for multiple whistle lengths and patterns
- Choice of **3 selectable Horns**
- **Alternate Whistle / Horn** where applicable for locomotive with air horn and steam whistle - both the main whistle and alternate can be easily played
- **Adjustable bell ringing interval** for faster or slower bell
- **Numerous user-mappable functions** with available keys
- **Johnson Bar Sound** at Direction Change
- **Passenger Station Ambient Sounds** - Controlled with Function Key
- **Freight Yard Ambient Sounds** - Controlled with Function Key
- **Lumber Yard Ambient Sounds** - Controlled with Function Key
- **Farm Ambient Sounds** - Controlled with Function Key
- **Crew Radio Communications** - Controlled with Function Key
- **Maintenance Yard Ambient Sounds** - Controlled with Function Key
- **Demo Mode** for display and demonstrations
- **Grade Crossing Automatic Signal**
- **Simple Programming** with Integral DCC Decoder
- **Automatic Forward / Reverse Signal** - When activated, stopping triggers and stop whistle toot. When moving forward from a stopped position, toots twice. When moving in reverse. toots three times.
- **Chuff sound intensity varies with load**
- **Individually adjustable sound volumes** for each effect
- **EZ Reset Button** for quick return to factory default settings

Thanks to Broadway Limited for the specifications on the model. As you can see this locomotive is loaded with special features. It takes an articulated locomotive to pack them all in.

And now for the rest of the story... Fred Alsop, MEMRR Club President, noticed Broadway Limited's "Club Contest": announcement in the hobby press and entered the club in the running for one of the 60 soon to be released Norfolk & Western Y6b's. We all know that Fred is not always the luckiest guy... so unknown to Fred, Alan Morton also entered the club in the contest. If there's anyone in the club with the "Midas Touch" it would be Alan. Alan received word of the club's selection while Fred was out of town. How he kept the secret until Fred's return is anyone's guess. Long story short, the club has a N&W articulated steamer added to its stable.

The locomotive came just in time for an unveiling during East Tennessee University President Paul Stanton's visit to the club. University media and public relations staff were on hand to film and photograph President Stanton taking her out on a maiden run over the club's HO layout. The smoke chuffs lent a realistic feel to the photo run-bys staged for our guests.



Give her a try on a Saturday operating session. You'll hear visitors' "ouhs" and "ahhs" over the chuffs, bells and whistles for the Y6b. She's a real crowd pleaser.



Preceding photos by Charles F. Warden, ETSU Photographer

**Photo 1:** The Y6b rounds the curve on Paul Haynes modules – **Photo 2:** Fred Alsop, President Stanton and Alan Morton pose with the Y6b – **Photo 3:** President Stanton shares a railroad memory - **Photo 4:** Just a portion of the club's 80+ members



## Mountain Empire Model Railroaders General Meeting Minutes April 20, 2010

### All Aboard:

President Fred Alsop called the meeting to order at approximately at 7:04 p.m. under rainy skies. With 20 members present, we settled in for the fourth meeting of 2010.

### Officer Reports:

**Secretary Report:** Secretary's minutes of previous month's meeting were published in the April Signal Bridge. Minutes were approved without additions or corrections as published. If you did not receive your Signal Bridge Newsletter, please let Ted know.

**Newsletters Editors Report:** With no additions or corrections, approved as published.

**Treasurers Report:** Treasurers report was given, income and expenditures reviewed, and approved.

**WebMasters Report:** John was absent due to health issues. John, Get well soon!

**Vice Presidents Report (upcoming programs):** John Carter reported we need programs for upcoming months. If you have anything you would like to share with the club on a railroad theme especially of the modeling aspects, please volunteer and let's get

you scheduled in the near future. Upcoming programs include an O. Winston Link video provided by Joe Roberts, a Branchville Railroad report, and, a safety film on circus trains.

### Presidents Report:

1. Fred reported on the upcoming visit on Thursday night of ETSU president and staff, please wear your green club shirts and be prepared to work.
2. May 1<sup>st</sup> is National Preservation Day and the Reese museum is to be presenting films on the Tweetsie Railroad. Films include "Going Places" made in 1939, the "Tweetsie Railroad Theme Park" filmed in 1959, and an "Excursion to Boone" filmed in 1937, and an hour long program of 8mm footage "The Color of Tweetsie" including views during WWII, scenes along the right of way between Johnson City, Elizabethton, Hampton, and the Doe River Gorge filmed in 1950.
3. May 7<sup>th</sup> is Rail-Grass in Kingsport. Hobie is to get a covered truck to move the HO Scale traveling layout to the setup site in Kingsport. We discussed the tables for selling railroad items, procuring brochures of the club to be handed out. While information at the time of the meeting was scarce on the schedule of events of Rail-Grass, everyone was reminded to be at Thursday night work sessions to assist with the planning for our club's participation. If you have items you want to sell, bring them with pricing to the work session on Thursday night.

### Old Business:

1. A decoder tester is approved and will have 8-pin & 9-pin connections and be wired for use.

2. Craig Haney viewing steps have arrived thank you notes were sent.
3. The Craggy Mountain RR excursions on speeders over in Ashville is tentatively set for second weekend in June. More information at May meeting

#### New Business:

1. Reporting from the coordinators meeting we learn that the "**N-scale**" Bankus layout is cleaning tracks and reviewing cost of new throttles. A note of caution was issued. If you are operating the N-scale layout please be aware that as the engines warm-up, they will increase in speed and they must be "controlled" or have speed reduced. The "**G-gauge**" has the Ballast completed and is experiencing difficulties with the sound modules. The Rabtoy HO-scale is looking at \$\$ issues. Work is continuing on the **HO YARD**; track has been ordered and all has been received with the exception of 7 turnouts. Work is progressing on this new expansion. Wood is in the planning stage.
2. May 8<sup>th</sup> is National Train day. Please celebrate as you wish. Maybe by attending Rail-Grass.
3. Gary Emert is cataloging, and needs room for upcoming storage of our treasures.
4. Fred met with ETSU President and, "No, train museum is not moving downtown."
5. "**THANK YOU ALLEN**" Fred reported that the new "Norfolk and Western Y" has been received and along with it came a reporting sheet for our club to report back to Bro9adway Limited our experience with this locomotive. Allen Morton had registered the club to be chosen to receive one of these magnificent engines and we were selected. Lyle had the

engine on a test track and displayed it and its sounds & smoke for all to see.

6. Joe Roberts reported he has set up a "You Tube" site for the club "**MEMRCarterMuseum**". Videos of operations at the club can now be posted on the internet. See Joe for more information on uploading your videos.
7. Gary Emert donated the gear-sets to repair the GP-9 #832. Thank you Gary.
8. Joe Roberts reported the wiring is now fixed with the power shields and reverser operating correctly.
9. We discussed and passed a 5' rule on sound engines. Please reduce the sound on your engine when operating at the Museum to be heard only within a 5' radius. This will enhance the operation of the layout and make the whole experience of viewing trains operating more pleasurable for all.
10. A private showing on Friday May 7 was discussed for the Piedmont Model Railroad Club.

#### Volunteer Recruiting for Saturday Operating Sessions:

Please volunteer your time to running trains on Saturdays. This helps the club more than you know.

#### Announcements:

Rail-Grass is May 8th

#### Program for the Evening:

Joe Roberts presented a Power-Point show on, "Replacing Gear-Sets" on Proto 2000 and Athearn Diesels

#### Next Scheduled Monthly Meeting:

May 18<sup>th</sup> 2010.

## Bridge Deck Comes Up Missing

"Sometime between April 30<sup>th</sup> and May 5<sup>th</sup>," says Allan Morton, "a bridge deck for the Bankus N-Scale layout came up missing." When asked to describe the decking Allen "Eeyore" Morten replied, "It wasn't much of a bridge...just a pile of styrene and glue really. But, it was my bridge. Not much to look at... I liked it though."

A thorough search of the small work room revealed styrene shavings and a couple of shorten deck spans. "It's like someone wanted the middle of the cake," suggested Jessie Kittle "The culprit cut the missing spans right out of the middle."

Some members quickly suggested that the decking was washed away in the storms that ravaged Central Tennessee and the Cumberland Plateau over the weekend. When approached Gary Emmert and David Doherty both responded "Haven't seen it. That's my story and I'm sticking to it!"

Residue of asphalt grey, brick red and aged concrete paints was discovered in the spray booth. "The perpetrator must be good with an airbrush," suggested Hobie Hyder. "I'd consider him armed and dangerous," he continued. "I'd stay away from places with air compressors," Hobie suggested.

A member who wished to remain anonymous report that he had been in the club rooms one night between the 30<sup>th</sup> and 5<sup>th</sup> and had heard the hood exhaust fan running in the large workroom. He reported that maniacal laughs followed by bird whistles could be heard from the hallway. "I didn't think that it was strange since it was finals week," he stated, "Anything can happen given the stress students and staff are under with the end of the school year."

The investigation into the missing bridge deck spans was suspended when the truck arrived to take the Cope layout to the Railgrass event. One could not help but notice the wonderful attention to detail Gary, Dave, Emile, Hobiie, and Fred have given the layout, especially the roadways and culverts.

## May Clinic Preview

### The World's Oldest Railroad Junction Museum Branchville, South Carolina

Recently, during a trip, my wife and I took a detour to Branchville, South Carolina, at the suggestion of Gary Cameron. The first settlement there was reportedly located at the junction of two Indian trails, one going West and the other going North. Eventually, a railroad was built from Charleston to Branchville around 1832 and subsequently extended, closely following the routes of the above mentioned trails apparently establishing it as the world's first railroad junction. Similarly, the town lays claim to being the location of the world's first railroad turnout and the terminus of the then longest railroad line in the world (approximately 120-130 miles in length).



However, to me, the jewel of the location is the old railroad depot which is now being restored to its original condition and which is now home to an excellent railroad museum with a superb President and former Southern Railway Manager (John Norris) who has a wealth of railroad knowledge. The museum is sufficiently small that one can get an excellent sense of railroading without being overwhelmed. There is also a restaurant that served meals to four US Presidents (McKinley, Taft, and both Roosevelts). I have provided a few photographs and I recommend it as a place to visit if you are ever traveling from Columbia, South Carolina, along Interstate 26 prior to its junction with Interstate 95. It is 272 miles from Johnson City, Tennessee (4 ½ hours driving time).

Gary Rabetoy

## Electronics Clinic

### Program Track Kit for a Digitrax Zephyr

Here is a parts list and pictures of the Digitrax Zephyr box that I built and we talked about briefly earlier for the Signal Bridge.

- Harbor Freight Aluminum Case SKU#P36870
- 1/4" Phone Jack Panel Mount Mono (Radio Shack 274-280)
- Mini Center Off DPDT Toggle Switch (Radio Shack 275-664)
- (1 set) 2" Alligator Clips (Radio Shack 270-356)
- 1/4" Mono Phone Plug (Radio Shaack 274-1536)
- 5/8" X 5/8" stock wood cut to 6 3/4"
- 1" X 1" stock wood cut to 6 3/4"
- 1/2" Nylon plug (to plug power cord access hole when not in use)
- #4 X 1/2" wood screws to mount stock wood to inside of case
- Wire for wiring jack panel and mini DPDT toggle switch
- Solder



Stock wood is mounted inside box with the 1" X 1" in front for the front edge of Zephyr and the 5/8" X 5/8" spaced to support the rear of Zephyr. Apply Velcro to both ends of each stock wood piece and to each corner of zephyr. This allows you to remove the zephyr anytime it's needed.

Drill (2) two holes in end of case as picture shows to accommodate the DPDT switch and the ¼" panel mount jack. The common of the DPDT is wired to the lugs of the panel jack, one end wired for rail A and rail B connection and the other end for prog A and prog B connection to Zephyr. Aluminum must be removed from around DPDT switch and phono jack, because the the corner braces of the case are grounded to aluminum sheeting on the case.

Drill ½" hole in back of box directly opposite the power input of the Zephyr.

Wire ¼" phono plug with wire length of choice to alligator clips. This will allow a common connection to rails or any



special connector can be wired to plug for connections (Bachmann, Kato, or any other special need).

Place the Zephyr in the case and connect the rail A, rail B, prog A and prog B connection from the DPDT switch.

An extension for the loconet ports can be made to length with 6 wire coupler on end to make throttle connections easier.

Case will accommodate power supply, sections of test track, power connectors, etc. All you need to make DCC mobile.

Lyle Montieth



### From the engineer's side of the cab:

Museums' "Doors Open" Weekend was a success as the George L. Carter Railroad Museum and the Carroll Reece Museum on the ETSU campus co-sponsored an event on May 1<sup>st</sup> that

highlighted the ET&WNC "Tweetsie" Railroad. The Reece scheduled to be open with identical Saturday hours as the Carter RR Museum and they showed "Tweetsie" archived films during morning and afternoon and directed visitors between the two museums. Both museums had good numbers of people attracted to view some of our shared displayed Johnson City regional railroad history.

The MEMRR and the Carter RR Museum celebrated National Train Day on May 8<sup>th</sup> by debuting the "Cope" Traveling Layout at the RailGrass Festival in Kingsport. The little HO layout is decked out in bright fall colors and attracted a lot of attention. Special thanks to **Dave Doughty**, **Gary Emmert** and **Emile Hamm** for all their work on the village inserts, to **John Carter** and **Hobie Hyder** their track work and ballasting, to the **club N-Scalers** for the use of part of their highway bridge, and your president did a little work on the scenery as well. With a little tweaking this layout will be ready to represent the club and the RR museum on many occasions to come. We need another crew of volunteers to build additional

inserts for it so we can change the scenery and the time period. How about a town and an industry, or a circus midway and a village, or a rural scene, or an English village for a kid's Thomas-the-Tank venue? There are lots of possibilities limited only by the imaginations of the next group of volunteers who would like to be creative and build something. My thanks to those of you who came to the RR Museum to give RailGrass visitors from other clubs a tour and a welcome to our club's home on Friday, May 7<sup>th</sup>. Our appreciation, also, to **Gary Cameron** for arranging for the transportation of the "Cope" layout to-and-from Kingsport in a covered truck. Thanks!

Parking on the ETSU campus should be much easier for the next few months. The Spring Semester is over with graduation exercises conducted on May 8<sup>th</sup>. There will be some students and classes in May and summer school from June 7<sup>th</sup> to the middle of August, but parking near the museum for work sessions will be much easier. However, remember that parking is still enforced, especially Monday-Friday prior to 3:30 p.m. and you may be ticketed if you park in a non-visitor's parking place during these days/hours if you don't have a parking permit. You can expect to be ticketed if you park in any space not designated for parking, i.e., service vehicle spaces, handicapped spaces (w/o a proper tag/license plate), fire lanes, 20 minute loading spots, etc. If you are going to work in the museum M-F, before 3:30 p.m. please stop by the Parking Director's Office on Maple Street (just off University Pkwy on the east side of campus) and ask for a free parking permit. Just tell them you are a Railroad Museum volunteer/staff person and they will issue you a permit on a daily



basis to park anywhere parking is not restricted (in any blue or yellow painted curb spot). I cannot "fix" all our parking tickets, and there have been only a few in 2 years, but you can help by parking legally and getting a parking permit and displaying it in your vehicle. Thanks.

**Joe Roberts** has established a U-Tube account for the club and there are some interesting videos of some of our members' and club trains operating in the museum. Check them out and make some videos of your own to add to this collection. Thanks, Joe, for creating this additional opportunity for us to share and enjoy our hobby.

**Geoff Stunkard** has produced a terrific new brochure featuring the MEMRR and the Carter Railroad Museum. His photography of all our exhibits combined with newly edited information about us and a crisp printing job have produced a very professional brochure, complete with membership application information, that we can all be very proud of. We took some to RailGrass with us and they received a most positive response from visitors to our tables. We will display a few, but keep most out of circulation until we have exhausted our current supply of the "old" brochures.

We will try to plan our annual club picnic for sometime in late June. This is a fun event that includes our spouses or significant others and we look forward to this out-of-doors event as one of the social highlights of the year. So, please provide suggestions and let's get a committee formed to begin working on this event. Close your eyes and you can almost smell the smoke from the BBQ pit!

Two important complex building projects are getting underway in the museum. The MEMRR is in the initial stages of adding a working freight yard to its HO layout as well as a new staging yard. Benchwork construction will begin shortly and anyone interested in helping is encouraged to step forward and make your presence known to one of the coordinators. All of the track, including turnouts, has been purchased and delivered, and we have purchased an operational transfer table and supporting maintenance buildings for the yard, so we are ready to proceed. The "Rabetoy" layout in the Ken Marsh Room will be in need of a group of modelers and carpenters as they will be starting their project of bench work completion very soon as well. The lumber for this has been purchased and we have been accumulating 10-wheeler Tweetsie locomotives and rolling stock, as well as lots of reference materials, for this project. Again, if working on this ET&WNC RR appeals to you, come on aboard and tell the coordinators you want to be a part of building a narrow-gauge railroad that may have visitors to the National Narrow Gauge Convention in Hickory, NC in 2011 coming to our museum as one of their "must-see" stops.



Amtrak Photos from: <http://www.rrpicturearchives.net>

Last year the MEMRR had a record membership of 96 paid members. Much of the attraction of new members, and most importantly, the retention of our existing members, is due not only to the marvelous facility the club uses as its home, or the to variety of scales we can offer members to work on and operate their trains on, but in the outstanding core of active members we have in the MEMRR. You really are a terrific bunch of people who are not only very talented as model railroaders, but great ambassadors for the hobby, the region you live in and for the university. You are the reason we have grown so much in the last 2 years and the reason so many members eagerly renew their memberships every year. Thank you for all you do for each other, for the club, the hobby and the university. We could not do it without each other's continued efforts. This year of 2010 has barely reached its 5<sup>th</sup> month and we have 92 paid members! Is this the year the MEMRR will break 100?

On April 22<sup>nd</sup> we had a wonderful visit from our number one supporter, **Dr. Paul E. Stanton, Jr.**, President of East Tennessee State University. Dr. Stanton arrived wearing his traditional business suit, topped with one of our railroad engineer's caps, and he stayed and visited with everyone present for more than an hour. President Stanton is a member of the MEMRR and he toured the entire museum, asking questions about model railroading, the details of scenery making, laid some track on **Bill Henlsey's** module, posed for photographs, and was a most delightful visitor. He remarked several times on the quality and the extent of the work he saw since his last visit and expressed his pleasure with the volunteer efforts the club makes and the number of visitors the museum attracts to the ETSU campus. We, in turn, are most grateful for the opportunity he has provided for us to be able to showcase our hobby of model railroading in an historic university and in a museum that honors one of the true business leaders of the region. We only hope that Dr. Stanton will put on his railroad working/leisure clothes and come back soon and let us check him out on train operation and the other facets of the hobby that we are enjoying anytime he would like to do so. Dr. Stanton, you always have the green light to highball with us and we have a special train with your name on the last coach!

I will be away for several weeks until the first of June conducting workshops for state and federal biologists and technicians in South Carolina and Tennessee and spending a week in Minnesota with my wife, Jo Ann, at her parent's home with her mother and two of her brothers. It will be my first opportunity to travel there following the loss of her father in April. We both wish to express our deepest thanks to all of you who expressed sympathy to us and kept our family in your thoughts and prayers during this time of personal loss.

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

**NATIONAL TRAIN DAY**  
**MAY 8, 2010**

**Amtrak Acela 2035 at Edison NJ**

**Have You Ridden a Train Lately?**



Amtrak Acela 2001 at Cornwall Heights, PA



Amtrak Acela 2038 & 2001 at Washington, DC



### Recalling Another Flood

An aerial view of the Cumberland River flood of 1950 in Nashville looking northeast; the L&N Railroad bridge is in the foreground.

Photo from: Tennessee state library and archives

### Railfan Outing

Railfan outing, Saturday June 12th to Craggy Mtn Line in Asheville to ride speeders. All interested in going, we will depart ETSU promptly at 9:00 am. Everyone that attends is asked to bring a boxed lunch. There will be a nice park beside the Railroad to picnic and watch NS.



### 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