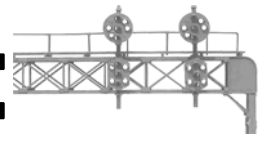


THE SIGNAL BRIDGE



Volume 17

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
AUGUST 2010 ISSUE

Number 8

TRAIN WATCHING AT MEMRR – Part 3: AMTRAK'S GE GENESIS AMD LOCOS

GE Genesis	
Power type	Diesel-electric
Builder	GE Transportation Systems
Model	P40DC, P32AC-DM, P42DC
Build date	1992-2001
AAR wheel arr.	B-B
UIC classification	B'B' or Bo'Bo'
Gauge	4 ft 8½ in (1,435 mm)
Trucks	Krupp- MaK high-speed bolsterless
Wheel diameter	40 in (1,016 mm)
Wheelbase	43 ft 8 in (13.31 m) (between truck centers)
Length	70 ft 0 in (21.34 m)
Height	14 ft 8 in (4.47 m)
Weight	P40, P42: 268,240 pounds (121.67 t) P32: 274,400 pounds (124.5 t)
Fuel capacity	2,200 US gal (8,300 l)
Prime mover	GE 7FDL16 (P40DC, P42DC), GE 7FDL12 (P32AC-DM)
Engine type	45° V16, four stroke cycle (P40DC, P42DC), 45° V12, four stroke cycle (P32AC-DM)
Aspiration	turbocharged
Top speed	103 mph (166 km/h) (P40DC), 110 mph (177 km/h) (P42DC, P32AC-DM)
Career	Amtrak, Metro-North Railroad, VIA Rail Canada, New Jersey Transit
Number	Amtrak: 1-207 (P42DC), 700-717 (P32AC-DM), 800-844 (P40DC)(most in storage) Metro-North: 201-231 (P32AC-DM only) VIA Rail Canada: 900-920 (P42DC only) New Jersey Transit: 4800-4803 (P40DC only) (acquired from Amtrak 8xx batch)

GE Genesis (officially trademarked **GENESIS**) is a series of passenger locomotives produced by GE Transportation Systems, a subsidiary of General Electric. Between the period of 1992 and 2001, 332 of these locomotives were built for Amtrak, VIA Rail, and Metro-North.

The Genesis series of locomotives was designed by General Electric in response to a specification published by Amtrak and ultimately selected over a competing design presented by GM EMD. The Genesis series are unique among current North American diesel-electric locomotives because of their low height. This height restriction allowed the locomotive to travel easily through low-profile tunnels in the Northeast Corridor. The Genesis series is lower than even the previous-generation F40PH by 14 inches (35.6 cm), and is the only Amtrak diesel locomotive that meets the clearance requirements on every Amtrak route.



Amtrak P-42DC at Springfield, Massachusetts

Technical design

The General Electric Genesis series are unique among recently manufactured North American passenger locomotives in that they use single, [monocoque](#) (meaning the body structure is a single piece), [carbody](#) design thus making them lighter, aerodynamic and more fuel efficient than its predecessors (F40PH, F59PH, P30CH, P32-BWH). However this makes it more costly and time consuming to maintain, causing Amtrak to install bolt-on nose cones. As an example of the improvements over the predecessor locomotives, the Genesis uses 22% less fuel than the F40PH

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LOCATION

ETSU Campus,
George L. Carter
Railroad Museum

HOURS

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

Open House for viewing every Saturday from 10:00 am until 3:00 pm. Work Nights each Thursday from 5:00 pm until ??

while producing 25% more horsepower. This is due to a brand-new patented, integrated four-section fuel tank system, which limits the amount of fuel consumed by the unit when operating as well as limiting the amount spilled in an accident where the tank is punctured. In addition, all Genesis locomotives are four-stroke engines instead of the two-stroke engines previously used in EMD counterparts.

The Genesis unit is a fully computerized locomotive which automatically controls all on-board functions thus producing high reliability while keeping the maintenance requirements low. For example the Genesis' computers will automatically reduce the power plant's output in the event that the locomotive is overheating, low oil pressure, low water pressure, reduced airflow into the intakes, thus making it still operable.

All Genesis units can provide head-end power (HEP) to the train with capacity of 800 kilowatts output, drawn from an alternator or inverter mounted on the main engine. The P40DC and P42DC power plants are speed locked to 900 rpm when operating in HEP mode. The P32AC-DM powerplant does not have to be locked at a certain rpm because it utilizes an HEP inverter setup, which allows the prime mover to run at 900 rpm when providing traction power and idle at 620 rpm (or notch three) when not providing traction power.

The Genesis' unit was designed through a partnership between GE and Krupp Verkehrstechnik of Germany.

Models

There are three major models of Genesis units in operation today: the P32AC-DM, P40DC, and P42DC. They were built between 1992 and 2001.

P40DC



New Jersey Transit P40DC #4800 in Dunellen, NJ

The **P40DC**, or Dash 8-40BP (originally known as the **AMD-103** or **Amtrak Monocoque Diesel - 103MPH**) was the first model in the Genesis series. The locomotive operates in a diesel-electric configuration that uses **DC** to power the traction motors, producing 4,000 horsepower (2,980 kW) output. When in HEP mode, power output to the traction motors is 3,650 hp (2,720 kW). The P40DC is geared for a top speed of 103 miles per

hour (166 km/h). The P40DC was succeeded in 1997 by the P42DC.

P42DC

A feature unique to the P40DC Genesis locomotive is a hostler stand at the rear of the locomotive providing increased visibility and reversing capabilities to the engineer while conducting reverse operations. When a unit is in operation from this stand it is limited to 10 mph (16 km/h) and a dead man's switch protects against movement without an operator being present.

The P40DC and P42DC allowed Amtrak to operate heavy long-distance trains with fewer locomotives compared to the older EMD F40PH locomotives. Two P40DCs could do the same work as three F40PHs. Additional deliveries of the P42DC ended up replacing the P40DCs. Four were sold to [New Jersey Transit](#) in 2007, and eight to the Connecticut DOT for Shore Line East. Three of the locomotives (807 and 829 in the Bourbonnais train wreck and 819 in the Big Bayou Canot wreck) were wrecked and have been partially broken up, and the other 30 are currently out of service in dead storage. Amtrak intends to return fifteen of these units to service as part of Amtrak's American Recovery and Reinvestment Act of 2009 funding. The first of the units were returned to service in March of 2010 after being overhauled at Beech Grove, IN.

As a note of specification, all P40DC prime movers have since been upgraded to the power specification of the P42DC. This was done by readjusting the position of the lay shafts within the prime mover.

P42DC



VIA Rail P42DC #916 in Windsor, Ontario

The successor to the P40DC, this unit was first produced in 1997. It has an output of 4,250 horsepower (3,170 kW), or 3,875 horsepower (2,890 kW) when running in HEP mode (900 rpm). The P42 has a top speed of 110 mph (177 km/h), while VIA Rail Canada only permits these units to travel at a top speed of 100 mph (160.9 km/h). Tractive effort is rated at 394 kN (88,570 lbf) of starting effort and 267 kN (60,000 lbf) of continuous effort.

This unit is used primarily on most of Amtrak's long haul and high speed service outside the Northeast Corridor as well as high speed service on VIA Rail's Quebec City-Windsor rail corridor when it replaced the LRC locomotives in 2001.

General Specifications

- **Model:** P42DC 110 mph, 4200 hp, 800 kW HEP
- **Arrangement:** B-B, high speed
- **Weight:** 266,000 lbs.
- **Engine Model:** 7FDL16, 4 stroke cycle, with EFI
- **Alternator:** 1 - GMG195
- **Motors:** 4 - GE752AH DC motors, axle suspended
- **Head End Power:** 1 - GTA33 alternator, 800 kW, 480 V, 3 phase, 60 Hz, microcomputer control
- **Air Brake Schedule:** 26L Integrated Electronic Air Brake Control
- **Auxiliary Equipment:** Radiator Fan (AC): 1 GYA30
- **Equipment Blowers (AC):** 2 - GDY76
- **Alternator Blower (AC):** 1 GDY74
- **Dynamic Brake Blowers (DC):** 2 - GDY72
- **Air Compressor:** 1 - WABCO 3CDCLA Air Compressor
- **Drive/Control:** AC motor - microcomputer control
- **Motor:** 40 hp
- **Configuration & Features:**
 - Aerodynamic monocoque carbody
 - Enhanced collision capability
 - Cab signal equipped - Microcabmatic by GRS
 - Microcomputer-based integrated control, full diagnostics
 - Segmented, spill resistant fuel tank
 - Automatic parking brake
 - Remote engine starting

P32AC-DM



Amtrak P32AC-DM #716 departing Toronto Union Station. F40PHs pull VIA's LRC cars on the right, and the GO Transit's BiLevels in the background.

The **P32AC-DM** locomotive was developed for both Amtrak and Metro-North so it can run off power either generated by the on-board diesel prime mover or collected from a third rail electrification system at 750 volts direct current. The P32AC-DM is rated at 3,200 horsepower (2,390 kW), 2,900 horsepower (2,160 kW) when supplying HEP, and can obtain a maximum speed of 110 mph (177 km/h)

The *Dual Mode* P32AC-DM is unique not only because of its third-rail capability, but also because it is equipped with GE's GEB15 AC (alternating current) traction motors, rather than DC (direct



current) motors as used in the other subtypes. The type is confined to services operating from New York City, where diesel emissions through its two fully enclosed main terminals are prohibited. The P32AC-DM are seen only on Amtrak's Empire Corridor between Penn Station and Buffalo, the Ethan Allen Express, Lake Shore Limited (New York section), Adirondack, and Maple Leaf services, and locomotive-hauled Metro-North Railroad commuter trains to and from Grand Central Terminal. Metro-North Railroad Genesis locomotives have an escape hatch in the nose.



General Specifications

- **Model:** P32AC-DM - 110 mph, 3200 hp, 800 kW HEP, with Dual Power 650 VDC third rail capability
- **Arrangement:** B-B - Trucks fitted with 6 third rail power pick-up mechanisms
- **Weight:** 274,400 lbs.
- **Engine Model:** 7FDL12, 3200 hp with EFI
- **Alternator:** 1 - GMG195A1
- **Motors:** 4 - GEB15 AC, axle suspended
- **Inverters:** 4 - pulse width modulated, VVVF, one per traction motor for single axle control
- **Head End Power:** Inverter rated 800 kW, 480 V, 3 Phase, 60 Hz
- **Air Brake Schedule:** 26L Integrated Electronic Air Brake Control by NYAB/Knorr
- **Air Compressor:** 1 - Sullair 8E Rotary
- **Configuration and Features:**
 - Aerodynamic monocoque carbody



- Enhanced collision capability
- Cab signal equipped - Micro Cabmatic?by GRS
- Microcomputer-based integrated control, full diagnostics
- Engine layover system by Kim Hot Start
- Segmented, spill-resistant fuel tank
- Automatic parking brake
- Remote engine starting
- Retractable third rail shoes
- Blended dynamic/air brake system
- Dual model with seamless transition
- Hostler stand
- Battery jog capability

FROM WIKIPEDIA.COM THE FREE ENCYCLOPEDIA

Bankus Layout Tour George L. Carter Railroad Museum 3 August 2010.

Alan Morton and I had the privilege of entertaining 3 very special visitors at mid-day on Tuesday at the Carter Railroad Museum. We were visited by Pat Williamson and her 2 daughters, Rebekah and Sarah. Pat is a CPA in Houston, Texas. Rebekah is a junior at Jersey Village High School; Jersey Village is a suburb of Houston. Sarah is just entering the Ph.D. program in Chemical Engineering at The University of Tennessee, Knoxville. These 3 ladies had traveled to Johnson City to see the Bankus N-Scale layout built by Pat's father and the girls' grandfather, Howard M. Bankus, that had been donated by his widow, Marian Bankus, to East Tennessee State University for public display in our railroad museum.



Mr. Bankus had requested of his wife, Marian, that his model railroad layout depicting Knoxville, Tennessee, and complete with a model of their home in west Knoxville, not be sold to a private individual, but to find a home for it that would be in a public institution. He wanted such a place for the 22 x 12 foot layout so it would be available for his children and grandchildren to be able to see and enjoy his work and creation of 6 years whenever they could. Following his death his wife kept their home off the sales market for more than 2 years while she sought to find such a place

for the layout in the family room in their basement. Word of her quest got to the owner of HobbyTownUSA in Knoxville who also owned the HobbyTownUSA in Johnson City. Our MEMRR member, Mike Buster, was an employee of the Johnson City store at that time and brought news of the situation to me as president of the club. The MEMRR club layout was on extended display at the time in 2004 in the lower gallery of the Carroll Reece Museum on the ETSU campus. I discussed any possible interest in the university accepting the layout as a donation with the then director of the museum, Blair White, and we agreed to arrange for a visit with Mrs. Bankus in her Knoxville home to view the layout, and if we found it acceptable for museum display, to discuss it as a possible gift to the university. A few days later, Blair, Mike Buster and I made the trip, met Marian Bankus, saw what a wonderful, museum-quality layout she had and all the accessories and books that were being offered with it, and happily shook hands on the deal. The university agreed to accept the donation of their first ever model train layout as soon as it could be appraised; a stipulation that took quite some time for Mrs. Bankus to arrange as a qualified appraiser of such a splendid layout was not easily located. In 2005 the layout was appraised at value of approximately \$90,000 and the paperwork between Mrs. Bankus and ETSU was completed. Mike Buster, John Carter, Paul Haynes and I went to the Bankus home and spent more than 12 hours inventorying, packing, photographing, and dismantling the layout so it could be transported by university contracted movers for storage at ETSU.



In April of 2007 the MEMRR was given permission to occupy the large gallery room that now houses the 3 model railroad layouts in the space that would become the George L. Carter Railroad Museum. The very first exhibit moved into room 113 was the dismantled Bankus layout. Many weeks in the ensuing months were spent reassembling this large N-Scale layout and getting it into working order. When the George L. Carter Railroad Museum was officially dedicated by ETSU President Paul E. Stanton, Jr. on November 16, 2007, Marian Bankus and her daughter Pat attended the ceremony coming all the way from Houston, Texas where both make their homes. Mrs. Bankus took an active part in the dedication ceremonies telling of her husband's creation of his railroad and of watching it grow in their family room.



The MEMRR members have continued to improve the model railroad layout that Howard Bankus created, but did not have the time to completely finish. Some new scenery has been added including water elements and a mountain landscape covering the bare helix. New wiring continues to be added to replace some of the original and the track and roadbeds have been improved allowing almost flawless operation of the little N-Scale locos and

their consists. As the club has grown in membership a coordinatorship for the N-Scale layout has been created and a dedicated group of members focus much of their time and skills on Thursday work nights to this beautiful layout.



We are happy that Howard Bankus' wish for his little railroad has been fulfilled; it is available for the public to enjoy and thousands of people have seen it in operation in the almost 3 years the Carter Railroad Museum has been open; the MEMRR is maintaining it to museum-quality standards; and his children and grandchildren have been able to come and visit it and enjoy the vision, talent and creativity of their grandfather that is expressed in this N-Scale layout. We look forward to many more visits from the Bankus family and wish Sarah the very best in her quest for her Ph.D. degree at UT Knoxville. Come back and see us, the Carter Railroad Museum and especially the Bankus operating layout.

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

Mountain Empire Model Railroaders General Meeting Minutes July 20, 2010

All Aboard:

President Alsop called the meeting to order under partly cloudy skies and 79 degrees after a brief rain in Johnson City at approximately 7:02. The meeting started with 18 members present including new members Michael and Katie Sheffield of JC, TN. Both are Railroad people and we welcomed them to the club by introducing ourselves and during the introductions it was discovered that Harriet Swank is indeed Duane's Better half... she told us so. After the introductions we settled into the business at hand.

Officer Reports:

Secretary Report: motion made and approved without corrections as published. Thanks to John Carter for taking the June minutes in the absence of the Sec.

Newsletters Editors Report: Ted was unavailable but I think I speak for all concerned that the official monthly report of the business of the Mountain Empire Model Railroaders is in very

good hands. If you have pictures or stories you would like to share, Ted welcomes your input. Thanks Ted

Treasurers Report: Treasurers report was given, income and expenditures reviewed, and approved. The workings of our treasury were explained in true detail by Duane. Note: Contact Duane Swank for remission of dues and payment of purchased items.

Web Masters Report: John was able to attend the meeting and noted the web site is up and running fine. E-Mail addresses for those wishing to acquire a MEMR web address are available. Please contact John Edwards for your club e-mail address. Payment will be made to continue the web site for another year.

Vice Presidents Report (upcoming programs): John Carter noted the fact we needed programs for the upcoming months and to everyone's surprise members started volunteering with Jim Pahr in August, Gary Emmert for September, Lyle Montieth in October. If you have a program you would like to present, November is still open and in December we have our annual Christmas Dinner/Party. Please contact John Carter with your presentation.

Presidents Report:

Fred reported on various subjects including the fact that the Bristol campus was closed which released a lot of equipment for on-campus use. Also, more room for the Museum has been applied for with the college and determinations on how best to use these valuable spaces is forthcoming. The opossum raid was fruitful with capture and removal of the offending critters. Fred also discussed with the group the happenings on the Eastman Farm development, and the upcoming Clinchfield depot renovation.

Old Business:

1. **Club Picnic-** Saturday 8-21-2010 @ Tom McKee residence on Boone lake. Jim Pahrís is coordinating the event. You can contact Jim @ 423-753-8045 to advise of who is attending with you and the menu item you will be bringing. A chair is advisable to bring for you and your guest.
2. **Cope Layout-** Our moving woes may be coming to an end. Jim Pahrís announced he will have access to a covered trailer after mid August. Thank you Jim!!

Coordinators meeting:

- **HO Yard:** Tables are complete and installed. Track work is ready to commence. John Carter will be heading the trackwork for the yard. Joe Roberts will co-ordinate the wiring for the new tracks to coincide with what we now have in place. Should you want to volunteer your assistance contact wither of these members.
- **Little Engineers Room:** Kids still happily making tracks in the floor and watching the Thomas videos. Concern was voiced in traveling thru the kids room to get to the Ken Marsh room. This will be discussed further in the near future.
- **Cope Layout:** After travelling throughout the tri-cities these past few weeks the Cope Layout is showing need for repair. Items discussed were tunnel liners and view blocks. Barriers for loose cars are also needed.
- **G-gauge:** Glass doors for the display cabinet are installed. Jessie Kittle is weathering the track, and the Shay has light issues. It was voted to contact Jim Milhorn on the Shay issues.
- **Library:** Gary Emmert and Bob Jones are working on scanning the books (table of contents, Title, Author) in our library. VHS tapes are being documented and converted to DVD. Lots of reference material is available to club members. Please remember, if you check something out, document it and please return it so others can have access to it.
- **N-scale:** double curved turnouts are on order.
- **Sales:** No Report Given. Please see Fred or Duane to purchase any "for-sale" items.
- **ETWNC layout:** Emil Hamm is working on developing a track plan. Table legs to be lengthened. A comprehensive list of needed turnouts and track is being worked up to be presented to the membership in the near future.
- **Displays:** Jim Pahrís is to display a "History of Lionel". If you have items you want to display, please let us know. We need to keep a fresh look on our display items

- **Newsletters:** Good Railroading articles are needed. If you have any, please see Ted.
- **Publicity:** no report available, Has anyone seen Hobie?
- **Events:** The Craggy Mountain Speeder trip was briefly discussed. Look for more on this outing in the near future. Remember the Club Picnic is August 21st @ 4:00 p.m.

New Business:

1. **Club Picnic:** Saturday August 21, 2010 at Tom McKee's residence on Boone Lake.
2. **Rail joiners** for the "new HO scale yard" were approved for purchase at the lowest price possible. Approximately 800 joiners will be used on the code 83 rail.
3. **G-scale F** units were discussed and since they cannot be run on the overhead layout in the Little Engineers room, (clearance issues with the covered bridge) it was approved they be sold to John Edwards for the purchase price.
4. A discussion on **honorary memberships** ensued and it was tabled until a member with more information was available.
5. **The website** was approved for renewal for two years with reimbursement to John Edwards.
6. **A method to electrically "disable"** (turn off) idle locomotives and lighted cars was discussed. More on this in the near future.
7. **Permanently assigned slots** for club locomotives in the roundhouse was discussed as was the need to un-consist the diesels before parking in the roundhouse.
8. Joe Roberts is the *go-to* person for **wiring concerns**. Joe will be co-ordinating all wiring for the layout.

Volunteer Recruiting for Saturday Operating Sessions:

Please come out and help run the trains on Saturdays:

Announcements:

No new announcements nor repeats of old ones made.

Program for the Evening:

Program was presented by Lyle Montieth on reprogramming a DCC locomotive when you do not know current address. Very well presented and Lyle is very knowledgeable on this subject.

Next Scheduled Monthly Meeting:

Come join us on **August 21st** @ 4:00 p.m. for our Annual Picnic.

Respectfully submitted
Don Q. Ramey / Secretary
Mountain Empire Model Railroaders



PICNIC PLANS FOR AUGUST

The MEMRR annual picnic will be held Saturday August 21 at the McKees. This will be the third

year they have served as our host and they will be providing the meat. Everyone planning to attend is requested to contact Jim Pahrís at either pahrís@embarqmail.com or 423-753-8045 to let him know how many will be in your party (adults only no children) and what dish (vegetable, salad or desert) you are

bringing. The club will provide plates, cups, eating utensils and drinks. **Menu is Bar-b-q Chicken. Party to start at 4 PM.**

Please bring lawn chairs for each member of your party.

As we did last year, shuttle service will be provided from the parking lot of Living Word Lutheran Church to the McKees as

parking at their place is very limited. Living Word Lutheran Church is located at the corner of North Roan and Rockingham Rd.

Jim Pahriss
Picnic Coordinator



MEMBER IN PRINT

Member Geoff Stunkard's photo story on Roger Belien's Burlington Route hi-rail layout in Georgia is in the current issue of

Train Excursions Day Trips To Roanoke, Va. and Asheville, N.C. Scheduled for October 30 and 31

SPENCER – The N.C. Transportation Museum Foundation and the Watauga Valley Chapter of the National Railroad Historical Society will host day trip train excursions to Roanoke, Va. October 30 and Asheville, N.C. October 31. These excursions, now in their fourth year, allow travelers to see beautiful fall foliage, experience a great destination and enjoy the romance of riding the rails.

The N.C. Transportation Museum and Watauga Valley NRHS revived fall excursions in 2007, offering trips to Charlottesville, Va. Sell out crowds and satisfied passengers made those excursions incredibly popular. Last year's addition of Asheville, N.C. as a destination created an even greater demand for tickets. The trips sold out in record time, with dome car tickets selling out in mere minutes.

This year, the "Virginia Autumn Special" will travel to Roanoke, Va. **Saturday, Oct. 30.** The "Blue Ridge Special" will travel to Asheville, N.C. **Sunday, Oct. 31.** More dome car tickets have been added but the demand is expected to be just as strong as years past.

Departing Spencer at 7 a.m., **Saturday's** Virginia Autumn Special" will offer additional passenger pick-up at the Greensboro Amtrak Station at 8 a.m., allowing those in the Triad a more convenient boarding opportunity. The train will travel through the northern portion of the North Carolina Piedmont, including the cities of High Point and Reidsville before crossing into Virginia. The western part of central Virginia offers spectacular views of the fall foliage, crossing the Dan and Roanoke Rivers. Moving onto the old Virginian Railway line, passengers will travel westward, passing through several tunnels and enjoying the rolling Virginia countryside.

The train will arrive in Roanoke, the "Star City of the South," at noon. Passengers will have nearly three hours to enjoy the attractions offered. Downtown Roanoke offers an array of dining experiences, shopping and sightseeing opportunities.

Passengers will depart the train at the old Norfolk and Western Passenger Station, home of the O. Winston Link museum. The museum offers a grand photographic and auditory history of

Classic Toy Trains; Geoff is presently looking for other completed or well-developed model railroads HO-O-G or high-rail in the region for submission to other titles, shooting them based on how his travel schedule works out.

1950's steam engine locomotive history. Advance tickets to the museum are available to excursion passengers at the discounted group rate of \$4 per person.



Meals will also be available at the famous nearby Hotel Roanoke

The nearby Taubman Museum of Art features a permanent collection of 19th and early 20th Century American art, while the Historic Roanoke City Market has fresh food and handmade crafts.

Passengers can also take a drink from the historic Dogmouth Fountain, constructed in 1898. Legend says those drinking from the fountain will always return to Roanoke.

Departing Roanoke at 3 p.m., the train will arrive back in Greensboro at 6:45 p.m. and Spencer at 8 p.m.

During **Sunday's** trip, the "Blue Ridge Special" will travel through the western Piedmont into the foothills and on to the Blue Ridge Mountains. Departing Spencer at 7 a.m., the train will roll through the cities of Statesville, Hickory, Morganton, Marion, Black Mountain and Swannanoa. The train will climb the famed "loops" of the Blue Ridge Mountains and pass through several tunnels before arriving in Asheville at noon. Passengers will have nearly three hours for an outing at Biltmore Village.

Established in the late 1890s as a planned community near the entrance of the Biltmore estate, Biltmore Village stands near the entrance to Biltmore Estate. Shopping will be available in unique,

locally-owned boutiques. Passengers can dine in restaurants and take walks along brick sidewalks that parallel tree lined streets. All of this will be enjoyed alongside spectacular views of the North Carolina mountains.

Departing Asheville at 3 p.m., the "Blue Ridge Special" will return to Spencer at 8 p.m.

Dome Tickets offer the best views of passing scenery with two levels. Windows stretch across the walls and ceiling on the second level, providing a panoramic view of the entire ride. Dome tickets are available for \$280 per person.

Premium First Class fare includes continental breakfast and newspapers on the journey to both Roanoke and Asheville, plus dinner on the return trip served in vintage lounge and dining cars. Premium First Class tickets are available for \$245 per person.

Deluxe Coach Class tickets feature spacious seating with large windows, lunch on the dining car and light snacks during the trip. Deluxe Coach tickets are \$175 per person.

Coach seating, featuring wide windows, adjustable seats and convenient access to the commissary car, are also available for \$145 per person. All cars feature air conditioning, heat and rest rooms.

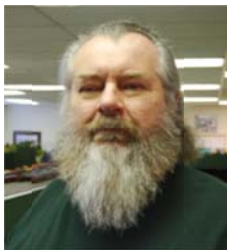
For those wishing to eat on the train to provide more time for sightseeing, an optional box lunch will be offered. The \$14 meal, served in a souvenir lunch tote, includes include a half turkey wrap, pasta, chips & salsa, a cookie and drink.

Tickets will be available online at www.nctrans.org or by calling [704-636-2889](tel:704-636-2889) ext. 232. Tickets go on sale at 10 a.m. Wednesday, June 24.

The N.C. Transportation Museum, located in historic Spencer Shops, the former Southern Railway repair facility is located just five minutes off I-85 at Exit 79 in Spencer, N.C., and about an hour from Charlotte, Greensboro or Winston-Salem. The museum is part of the Division of Historic Sites and the N.C. Department of Cultural Resources, the state agency with the mission to enrich lives and communities and the vision to harness the state's cultural resources to build North Carolina's social, cultural and economic future.

Visit www.nctrans.org for more information. For information on the Watauga Valley Chapter of the National Railway Historical Society, visit www.wataugavalleynrhs.org.

Division of State Historic Sites, N.C. Department of Cultural Resources
www.ncculture.com



**Home Layout Report:
John Edwards**

Lately my health has not been allowing me to get away from home much. This has led to a decision that I needed something at home to occupy my time. The perfect solution of course, is to

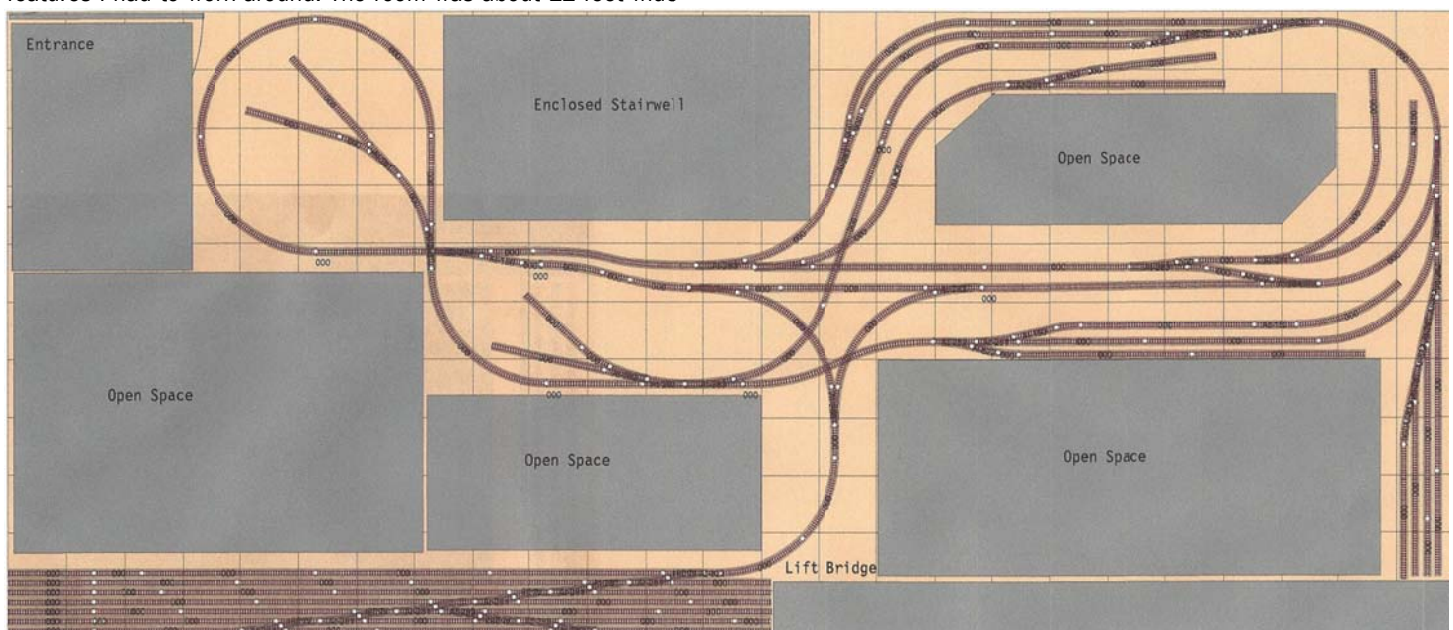
build a home model Railroad.

I had a fair sized room I could use but it had a few irregular features I had to work around. The room was about 12 feet wide

and 28 feet long. This would have made for a fairly nice around the wall shelf layout if not for the aforementioned features (curses). The first of these is an enclosed stairway leading to the main level of the house. It eats up 7 feet by 4 feet along one 28 foot wall. The opposing long wall has a 12 foot long closet in it that needs to have access to it.

Before starting to plan my "railroad" I had a few requirements I wanted to meet.

First and foremost, I wanted an operating rail road with action. A simple loop with a siding or two was not going to do for me.



I needed to have at least one yard of decent size.

I wanted lots of industries to give the trains some purpose.

I also decided that no mainline curve would be smaller than 24 inches in radius and no mainline turnout would be less than a #6.

After much thought, planning and scouring through countless model railroad magazines and track planning books I fired up my

computer and loaded Atlas's "Right Track Software". This is a freeware program provided by the people who make Atlas Trains, Track and other fine model railroading products. This is when the hard work began.

My plans are now in their forth version and I am starting to build as we speak.

John Edwards

**Post Cards from the Edge:
Those with a Local Interest
From The Collection of Mike Jackson**

Yes, you may send him the cards, and I have attached two more post cards that I have found (there's three or four more in some box, somewhere).

The first card I sent the other day is not only a picture of NARC, but also the white Bemberg building is in the background



ET&WNC ADVERTISING POST CCARD

The first card I sent today is from the Asheville Card Co., and is a picture of an ET&WNC train the Doe River Gore, and the other card is from a Boone, NC, card company that may be a reproduction made for the Tweetsie RR and not an original as the first two (Asheville Card Co.) are. Again, I always enjoy reading the MEMRR newsletter and appreciate the opportunity to exchange newsletters.

Note: NE6 Caboose are also offered in Nashville Chattanooga & St Louis. Norfolk Western, Nickel Plate, Jade Green Conrail, New Haven and NYS&W schemes.



ET&WNC IB THE DOE RIVER GORGE



**HobbyTown Notice:
NE-6 Caboose**

Atlas just announced two more Clinchfield Cabooses with new road numbers of 1073 and 1081. I am pre-ordering 5 of each, but thought others might want some. Retail is \$28.95, club member price on preorder would be \$23.50.

Let everyone know so if they want to order some, I can order in advance.

Thanks
Bob Barrett



National Rayon & Bemberg Plants

NEW VIDEO IN THE CLUB LIBRARY

DREAM – PLAN – BUILD
Great American Layouts Edition
Jim EuDaly's
C&O Hinton Division

Chapters

History of the C&O Hinton Division

A Behind the Scenes Tour

Gauley

Hawk's Nest

Sewall

Hinton

White Sulphur Springs

Alleghany, West Alleghany, Backbone

Layout Planning Considerations Techniques for Your Layout

Flinging Plaster

Creating Trees and Tree Tops

Adding Yard and Structure Lighting



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

The heat of summer is upon us and the Carter Railroad Museum is air-conditioned, so come on down and run your favorite consist on Saturdays and work with us to create or improve the scenery on the existing layouts. **John Edwards** is somewhat smaller these days but seems to be on the mend and **Allan Morton** has recovered from back surgery. We are delighted to again have the company of both of these members at the museum and to benefit from their talents.

Bristol member, **William Hover**, has sent the club 3 additional brass trolley cars bringing his donated fleet to us up to 9 or more. They are being cleaned and stored for the time being in the display cabinets in the Ken Marsh Room. We hope to find a club member, or members, who would like to create a cityscape operating display using them. Bill, thank you so much for your generous donations to the MEMRR.

Plans for the annual club picnic are well underway and **Jim Pahr** agreed at the July business meeting to coordinate this event. By the time you are reading this you should have let Jim know who you are bringing (spouse or significant others only, not families) and what you are bringing to the picnic. There is still time to do so as the Picnic is on Saturday, August 21st, 4 p.m. at the home of Mr. & Mrs. Tom McKee. We hope to see everyone there. The food will be delicious and Tom has a wonderful garden railroad at his home by the lakeshore.

Jim Pahr reported at the July club meeting that he now has access to an enclosed trailer that will be suitable for transporting the Cope Traveling Layout. We need to get it spruced-up and improved for its next showing and we still need some members to create some more drop-in scenes for it. See **Gary Emmert**, the coordinator for this little layout, if you have ideas and/or want to help out on it. With the addition of some banners advertising the MEMRR and the Carter RR Museum we have the potential for

attracting visitors and recruiting new members to the club and the museum using it..

My request for additional space for the museum in two adjoining rooms that would allow for the expansion of the Tweetsie railroad exhibit project and for space for a library is still under review and consideration by top university administration. We will continue to work on and improve what we have with our exhibits and operating layouts as we are currently doing while waiting for their decision. The HO modules belonging to **Don, Joe, Bill and Paul** have the most activity going on at the present and when completed will have that layout looking good indeed for our visitors. The new staging yard is getting Peco track and is beginning to take shape. Soon the additional expansion in width to the old staging yard will be in place and the track laying on it will take place transforming it into the new operational freight yard. An elevated platform in the dispatcher's arena is well under construction and that area will eventually become the nerve center of operations for the HO layout. You may have noticed the new large-screen monitor in 113 and the new steel locking cabinet in the adjacent small work room. Both are courtesy of ETSU Associate Vice-President for eLearning and Academic Technology, **Karen King**. The big TV monitor will be put to good use for our visitors and we can use it with the mini-camera on our F7 locomotive to view the HO layout from the "engineer's seat". The locking cabinet now houses the N-Scale structures, locos, rolling stock and accessories associated with the Bankus N-Scale layout.

MEMRR Coordinator's Meeting July 8, 2010—Reports of the coordinators follow:

HO LAYOUT (ELECTRICAL): Lyle M. Roundhouse is causing electrical problems. We need to isolate the roundhouse electrically from the rest of the layout. Divide into power districts. Too much load w/several sound locomotives all on at once.

HO LAYOUT: Fred A. Staging yard and extension of freight yard benchwork compete; electrical connections completed to relocate

computer/outlets to “dispatcher” area; track laying on staging yard next project.

BANKUS N-SCALE: Tod E. Redoing the highway bridge; cleaning wheels on locos; waiting for the delivery of 2 Atlas right-hand double-curved turnouts to continue track work.

MCKEE G-GAUGE: Jesse K. Wall display case installed; track on mainline being weathered; headlight/backuplight on shay not working (need help with this/Jim Millhorn??).

COPE TRAVELING LAYOUT: Gary E. Needs some work on tree replacement; tunnel liner; barriers to protect from “reaching” hands; volunteers to create new scenic inserts.

RABETOY HO/HOn3 LAYOUT: Gary R. See complete report in July issue of *The Signal Bridge* (layout design, track needs, turnout needs = \$1,935.55); benchwork on window shelf under construction.

LITTLE ENGINEER’S ROOM: Fred A. No report/ still getting lots of usage.

DISPLAY CASES: Jim P. Tweetsie display has been in place over 3 months; ready to be changed out. Possible new display ideas: history of Lionel O gauge from beginnings in 1915 to present; display of mechanical (windup) trains; display of railroad lanterns.

SALES: Duane S. No report

PUBLICITY: Hobie H. No report

EVENTS: Hobie H. Annual MEMRR club picnic. Mr & Mrs Tom McKee hosts. Saturday, Aug 21st/4 p.m. **We need volunteers to get this organized!** Craggy Mt. RR speeders in Sept as a field trip?

PUBLICATIONS: Ted B-D Materials for July issue 2/3rds complete (6-10 pages). John Carter took June meeting minutes and will provide them to Ted.

LIBRARY: Gary E. Most books catalogues/scanned (by Bob Jones); 35 more to be done; will be working on magazines; has not started on DVDs yet; needs more shelf storage space.

The organization of the club into the units above has greatly improved our use of time and resources. There is still plenty of opportunity to become a working member of any, or as many, of these groups as you wish. Just let a coordinator or club officer know your interest and we will partner you up with a working group. Some of these groups have big, long-ranging projects and they will welcome your help, talent and skills. These working groups are a terrific way to get to know active club members and to learn additional modeling skills. In turn, we can benefit from what you bring from your experience in model railroading and learn from your techniques and perspective on how to get the job done. If you are new to model railroading, think of being a member of one of these group as a series of “free” workshops and clinics that will make you a better model railroader and increase your confidence and enjoyment of this terrific hobby. All you have to do as a member is let anybody in the club know you want to help with whatever project catches your interest. Come join us on Thursday work nights or bring some trains to run, or just volunteer to run some of the club locos and consists on Saturdays. Hear the whistle blow and think of all the destinations yet to come.

Next Coordinators’ meeting is August 12th, 6 PM; next club meeting August 17th, 7 PM with **Jim Pahr** presenting the program.

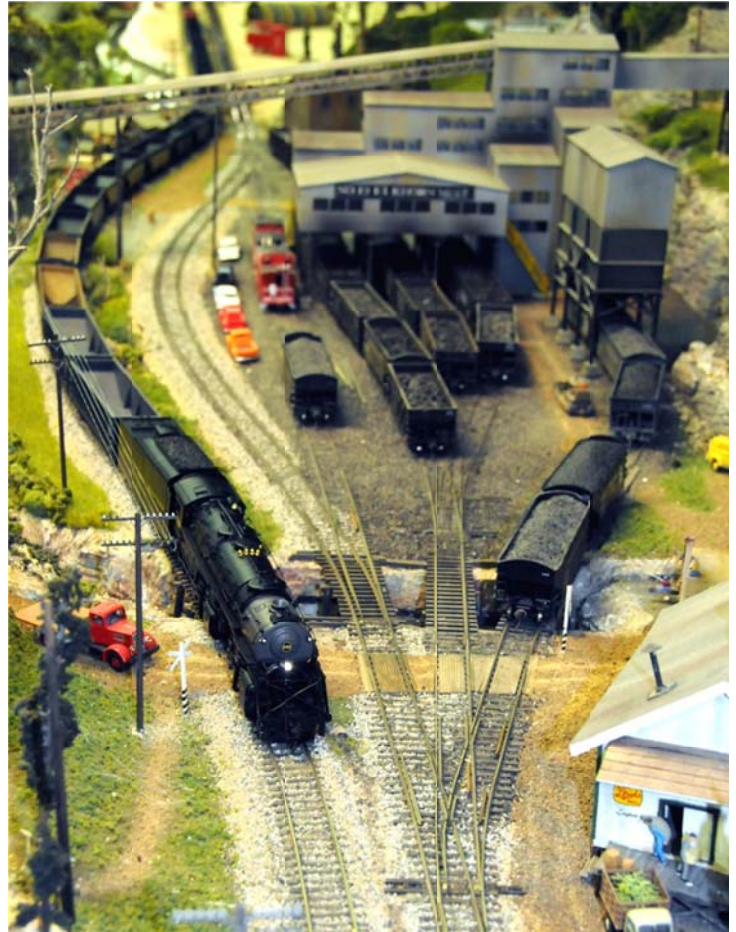
See you soon? Don’t forget the ANNUAL CLUB PICNIC ON AUGUST 21ST !!!!

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

CLUB PICS SUBMITTED BY GEOFF STUNKARD



Two photos on the Broadway Limited Paragon 2 Norfolk & Western Y6B taken by Geoff Stunkard on the Mountain Empire Model Railroaders HO Club layout



Photos Clockwise from top right

- The Y6b trudging past the Elkhorn Mine with a train in tow.
- One of the brass trolleys donated by member Bill Hoover
- 4 more of the Bill Hoover donation
- 6 of the 9 trolleys from the Hoover collection
- Work on the Rabetoy ET&WNC layout – Johnson City dual gauge yard benchwork gets some attention
- The Y6B gets turned – Club diesels in the foreground