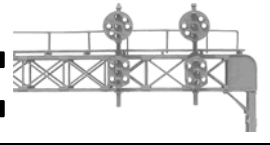


THE SIGNAL BRIDGE



Volume 17

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
SEPTEMBER 2010 ISSUE

Number 9

Published for the Education and Information of Its Membership

MEMRR Coordinator's Meeting August 12, 2010

MEMRR President Fred Alsop presiding. Meeting in 235 Campus Center Building, ETSU. Meeting began 6:00 PM; adjourned 7:10 PM

Library: Gary Emmert. Book scanning and cataloging almost completed; magazine cataloging almost completed. Need catalog card page. Needs display racks. Needs more space. Will talk to Gary Woods about his donated computer as possible tool in library use.

Publications: Ted Bleck-Doran. August newsletter is 12 pages. Thankful that lots of good materials/copy submitted by members. Will do a 2-3 series article on the Tweetsie ROW trip by members in March. Geoff Stunkard has been submitting photos of layouts in the museum. Jim Pahriss will be contributing background information on museum cabinet displays.

Events: Hobie Hyder. Annual Club Picnic 21 Aug is coming together under coordinatorship of Jim Pahriss. ETSU seeking schedule of museum/MEMRR events on campus for next academic year. National Narrow-gauge convention in Hickory, NC, Sept 2011 will direct members to the Carter RR Museum.

Publicity: Hoby Hyder. No report. Fred A. reported he had been interviewed by a reporter from the *Kingsport Times News* that day and an article about the MEMRR/Carter RR Museum is forthcoming.

Sales: Duane Swank. Inventory of engineer hats is being taken; patches have been placed on a dozen (thanks, Harriet); low inventory in some sizes.

Display Cases: Jim Pahriss. Will be changing some of the items in the Clinchfield RR Case; by mid-Sept will pull the G-Scale Tweetsie items and replace with a display on the history of Lionel.

Little Engineer's Room: Duane Swank. 6-7 new Thomas-the-Tank DVDs donated by Gary Emmert family; Fred A. is painting some new "Thomas" characters on the wall.

Rabetoy HO/Hon3: Gary Rabetoy. Final painting, assembly and placement of window-shelf benchwork completed by Gary R. Paul & Gary working on leg extenders for the standing layout benchwork to bring it to window benchwork height. Emile Hamm continuing to work on 2 versions of a track plan for the Tweetsie.

Once above benchwork is completed will work to make the Rabetoy layout operational.

Rabetoy Layout Development Progress Report

1. Final painting of the benchwork for the shelf was completed by Gary Rabetoy on July 22, 2010.

2. Final assembly and placement of the shelf benchwork was completed by Gary Rabetoy on July 29, 2010.

3. Discussion between Paul Haynes and Gary Rabetoy regarding fabrication of the leg extenders to elevate the Rabetoy layout benchwork to the same level as the shelf benchwork occurred on July 29, 2010. Sixty leg extenders will be required. Paul Haynes is in charge of the production of these items. Thank you, Paul.

4. Emile Hamm is continuing work on the CAD revisions of the initial track plan for the ET&WNC RR layout. A preliminary discussion between Fred Alsop, Emile Hamm, and Gary Rabetoy regarding this aspect of development took place on July 22, 2010. The reason for the revision involved reducing the complexity and cost of the Philip Sloan plan for the Johnson City, Tennessee side (shelf side) of the layout, the scenic requirement to relocate the Doe River Gorge on the Philip Sloan plan to the opposite side of the Cranberry (undeveloped modules) side, and the inaccuracy of the Jim Kelly plan regarding placement of the Doe River relative to Pardee Point and the Bridge-Tunnel-Bridge sequence on the Cranberry (undeveloped modules) side of the layout.

5. Recommendations:

- Complete the Emile Hamm plan revisions.
- Fabricate and install the leg elevators on the Rabetoy layout.
- Reconnect and make operational the Rabetoy layout once item B above is completed.

Respectfully submitted:
Gary Rabetoy

Cope Traveling Layout: Gary Emmert/ Dave Doughty. May not move again until next July; but Dave may try to use it Labor Day Weekend (pending trailer availability). Needs work on damaged scenery; on repositioning folding legs; and needs people- barriers.

McKee G-Scale: Jesse Kittle. Rear truck on Heisler is seized and we will ask Jim Millhorn to try to repair it. Millhorn is currently working on restoring lighting to the Shay. Mainline rail has been weathered.

CLUB OFFICERS

President:
Fred Alsop

Secretary:
Donald Ramey

Newsletter Editor:
Ted Bleck-Doran:

Vice-President:
John Carter

Treasurer:
Duane Swank

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, 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 ??

Bankus N-Scale: Tod Eaton. Cleaning and rehabbing locos; completing the large highway bridge.

HO Layout: Joe Roberts/John Edwards/Lyle Montieth (electrical), John Carter (track & other). Dispatcher's Station almost completed (thanks Duane); recommend use of emergency (red) button on throttles when there is an operational problem that requires simultaneous stoppage of several locos/trains. Minor

mainline track adjustments made to Bill Hensley's module (under construction) and some may be needed near lift bridge on Don Ramey's module. Rail joiners for new yard construction purchased as has been laytex calking to lay the track. Work to begin ASAP.

Recorder,
Fred Alsop

Following the Tracks of the "Tweetsie" Tweetsie Right of Way Trip, March 21, 2010 Part 1: Text, legends and photos by Fred Alsop

The East Tennessee & Western North Carolina was a unique narrow gauge railway originating from Johnson City, Tennessee and eventually extending to Boone, North Carolina, a distance of 65 miles. The ET&WNC passenger service operated from 1882 until 1950 and for a period time was the primary means for portions of mountainous Eastern Tennessee and Western North Carolina to have contact with the "outside world." (www.johnsonsdepot.com)

Originally chartered in 1866 by the Tennessee General Assembly, the ET&WNC was not completed from Johnson City to Cranberry, North Carolina until 1882 after much difficulty and years of financial challenges. To navigate the difficult Blue Ridge Mountain terrain, the road was built to a "narrow" gauge design of 3-foot rail widths rather than the American standard gauge rail width almost two feet wider. The trip featured incredible scenic beauty and the railway was completed by Pennsylvania-based financier [Ario Pardee](#) and the noted railway engineer, [Thomas Matson](#) who later served as Mayor of Johnson City from 1892 to 1894. Matson also was founder and first President of the Johnson City Foundry and Machine Works and designed the landmark [Elizabethton Covered Bridge](#) in 1882 (www.johnsonsdepot.com).

Iron forges existed well before the Civil War in the vicinity of Cranberry, North Carolina where the largest vein of iron ore in the U.S. up to that time had been discovered. During the war iron was produced for the Confederate Army at Cranberry. In 1873, Ario Pardee and his associates purchased the iron works and formed the Cranberry Iron & Coal Company. Pardee also purchased the abandoned ET&WNC railway line and essentially built the railway line from 1879 through 1882, an impressive engineering and construction feat. The ET&WNC connected to the East Tennessee Virginia and Georgia Railroad (later Southern Railway) in Johnson City and both railways shared the same [Johnson City depot](#) from 1891 through 1912 (www.johnsonsdepot.com).

On a cool, crisp Sunday, March 21, 2010 a group of Mountain Empire Model Railroaders (MEMRR) traveled to Newland, NC, to meet Philip Sloan at his invitation to travel and explore some of the sites along the Right-of-Way (ROW) of the former East Tennessee and Western North Carolina Railroad (ET&WNC), the "Tweetsie". The group assembled at the Avery County Museum in Newland, NC, and included Richard Gallaher, John Carter, Gary Rabetoy, Gary Emmert, Joel Shipley, and Fred Alsop of the

MEMRR, and our guides, Philip Sloan and Jerry Turbyfill, both experts on the history of the Tweetsie. Newland, NC was our rendezvous site for several reasons. The former ET&WNC Linville depot had been moved here and is in the process of being restored. The Avery County Museum housed many photos and artifacts connected to the Tweetsie, and the Linville River branch of the ET&WNC ran through Newland and that portion of the ROW became the southern terminus for our exploratory trip back northward towards Johnson City, TN.

We began by inspecting the restoration of the Linville depot lead by Joel Shipley and Jerry Turbyfill who have been involved in moving the depot to its new site and in much of the actual restoration process. The goal is to restore the unique bark-covered station as it was when it served the railroad into the 1940s. This preservation effort depends on detailed research for architectural drawings, vintage photos, interviewing people with memories of the little depot, money for renovation, and a sufficient volunteer labor force. Members of the ET&WNCRR Historical Society are helping Avery County with this project. The group also toured the nearby Avery County Museum that houses as part of its regional collection photos of area landmarks at the time the Tweetsie served them, including the Cranberry Mines and the company town of Cranberry, NC, as well as photos and memorabilia of the railroad.

Upon leaving the museum, we located the Tweetsie ROW on the west side of Newland and began following it along the old Linville River RR branch northward towards Cranberry. We stopped at a large concrete abutment on the west side of the Toe River where a trestle once crossed the river and the road we were traveling on. Jerry Turbyfill told us of a series of very heavy rains in the early 1940s that force an ET&WNC employee to crawl across this, the Tom Johnson bridge, in the stormy darkness to reach his home and family, including his pregnant wife in order to move them from their house near the rising river to higher ground. That night his house and some of the railroad and its bridges were swept away in the raging flood waters. We followed the railroad ROW and the Toe River northward through river valleys where gravel roads now used the old roadbed and crossed the tributary side-streams on the same deck bridges like the Tank Trustle the Tweetsie had used. It was easy to imagine the little 10 wheelers puffing their way along these wooded Appalachian valleys and one could almost hear the sounds of steam escaping, the creaking of the coaches and freight cars, the squeal of the brakes, and the shrill of the little whistle echoing through the hills.

At Cranberry we reached the original southern terminus of the ET&WNCRR. Ario Pardee and his associates had purchased the Cranberry Iron Works in 1873 and in order to move its mineral wealth to the larger railroads running through Johnson City, TN, had built the narrow gauge railroad through the mountains to connect these two points. With the coming of the railroad, the company town of Cranberry with its cooler summer temperatures

became a resort town with many visitors from the “lowlands” at that time of year. In addition to the homes, post office, general stores and churches associated with mining towns, it boasted a resort hotel, swimming pool, and tennis courts. Our group explored the remnants of the ore processing plants where large concrete foundations and rusting boilers, tanks, drive shafts, and large gears cover several acres along the ROW. A small engine house was once located here and the locomotive inspection pit is still evident near where it stood. Walking uphill to the mine entrances takes one above the plant site and then downhill into the gaping black entrances of the mine that marks what was once the largest iron deposit known in the U.S. in the mid-1800s. Some of the ore was so magnetic that metal tools would stick to it. The mine shafts, all hand-dug with the aid of black blasting powder, go back into the mountain a long-long way and disappeared from our view into the cold darkness. The day we were there the gate blocking the main entrance to the mine was open (the mine is

home to many thousands of bats that use it as a hibernaculum and breeding site and is normally closed to protect them from human disturbance) which allowed us to walk down into it and explore it to the limit of the fading light from the entrance. This shaft is huge being many yards wide and rising high above our heads. Water ran along one side of the walls and dripped from the ceiling. Huge ice columns, like pillars to an ancient temple, formed luminous shafts reaching from floor to ceiling near the entrance and were beautiful in their opulence contrast to the blacks, grays and mineral browns of the walls of the mine. The miners have been gone and the mine silent for almost 100 years, the railroad has been gone for 60 years and the town of Cranberry is also only a remnant of its former self.

We left to follow the ROW on our journey northward toward the state line and that is where we will continue in Part 2 of the Tweetsie ROW Trip.



Left to right: Richard Gallaher, Philip Sloan, John Carter, Gary Rabetoy, Gary Emmert, Joel Shipley in Newland, NC



Ticket agent's view of trackside from interior of ET&WNC RR Linville Depot in Newland, NC



Tweetsie memorabilia displayed at the Avery County Museum, Newland, NC



Restoration of the ET&WNC RR Linville Depot on its new site at the Avery County Museum in Newland, NC



Photo of some of the Cranberry Mine complex at Cranberry, NC. Photo on display at the Avery County Museum, Newland, NC.



Magnetite ore from the Cranberry Mine, Cranberry, NC on display at the Avery County Museum in Newland, NC.



Interior of ET&WNC RR Linville Depot as it is being restored. L to R.: John Carter, Joel Shipley, Gary Emmert, Gary Rabetoy, Richard Gallaher, Jerry Turbyfill. Newland, NC



Architectural drawings of the ET&WNC RR Linville Depot by Chris H. Ford on display at the Avery County Museum, Newland, NC.



Photo of the last run of ET&WNC RR loco #11 in 1950 displayed in the Avery County Museum, Newland, NC.



The concrete abutment for the ET&WNCRR (former Linville River RR) Tom Johnson bridge over the Toe River near Vale, NC



Remnants of the concrete foundations for some of the buildings of the Cranberry Mine at Cranberry, NC



Standing inside the entrance of the Cranberry Mine, Cranberry, NC. L to R: Philip Sloan, Jerry Turbyfill, Gary Rabatoy, John Carter, with Gary Emmert in the background walking into the mine tunnel.



L to R: John Carter, Richard Gallaher, Philip Sloan, Gary Emmert, Gary Rabatoy, Jerry Turbyfill. Jerry is telling the group about local railroad workers crossing the Tom Johnson bridge above the Toe River in a terrible storm.



Remnants of the locomotive inspection pit near the ET&WNCRR engine house at Cranberry, NC. L to R: Gary Emmert and Jerry Turbyfill.



Ice columns standing in the entrance of the Cranberry Mine, Cranberry, NC



ET&WNC RR (former Linville River RR) Tank Trustle deck bridge near Vale, NC.



Looking from inside the Cranberry Mine towards the entrance, Cranberry, NC



Jerry Turbyfill at the Cranberry Mine site telling the group about the mines and the Tweetsie service to them.



Jerry Turbyfill points to the entrance of the abandoned Cranberry Mine, Cranberry, NC.



The Cranberry Church

**TRAIN WATCHING AT MEMRR -
Part 4
AMTRAK'S HEADEND CARS
MATERIAL HANDLING
(STORED MAIL & BAGGAGE)
CARS**



1400-1479 built in 1986 by Thrall - reused old REA Express trucks Mail Handling Cars were embargoed and taken out of service on Feb 11, 2003, and will probably be scrapped.



1500-1569 built in 1988 by Thrall Mail Handling Cars were embargoed and taken out of service on Feb 11, 2003, and will probably be scrapped. The 1500-series were restored to service on the NEC on November 15, 2003



50' Express Boxcars 70000-70049 former SP Boxcars class B-100-40 (built in 1976 by Pacific Car and Foundry) and B-100-43 (built in 1978 by Pacific Car and Foundry). Purchased by Amtrak in 1997 and prepared for use by Gunderson in Springfield OR during July and August 1997.



60' Express Boxcars 71000-71119 Built by Trenton Works, delivery started in September 1997. All where delivered by November 1997



60' Express Boxcars 71200-71299 Built by Trinity Ind. Springfield MO. It looks like they are equipped with electric brakes, delivery started in November 2001.



Heritage Fleet Baggage Cars

GENERAL: Amtrak's baggage & mail handling cars used system wide on nearly all Long-Distance trains.

HISTORICAL BACKGROUND: These cars were given to Amtrak at its start back in 1971 and came from several railroads. In the mid-1990's, Amtrak began a program to convert older Heritage Coaches into Baggage Cars by covering over the windows, gutting the car interior and placing a center sliding door on the car.

NOTES: You will find one of these cars on most Long-Distance trains. Some were specifically set up to just handle mail only however the cars originally used only for mail are now used as normal baggage cars.



1701
Los Angeles CA. Built 1961 for UP 5516
first Amtrak 4448 second Amtrak 4645 – Dick Lionhardt



1178
Jim Hebner



1702
Chicago IL built as ATSF coach 2827 in 1953
became Amtrak 4820, then Amtrak 4727 before being rebuilt into a
baggage car. Jim Hebner



1219
Toledo Ohio in the Lakeshore Limited became Amtrak 1856 for use on the
Twilight Shoreliner Jim Hebner



1855
Jim Hebner



1376
One of the "Shorties" Jim Hebner



10400



1423

Long Island City NY ex Army 89567 -built 1952-1953 as hospital car - rebuilt by Amtrak in 1973 into baggage-dorm Jim Hebner



1528

Still in SCL lettering - was built in 1946 for use in the "Champion" as ACL 105 Baggage Dorm Coach - became SCL 5018 and was rebuilt in to baggage dorm in 1962 Jim Hebner



1613

Chicago IL rebuilt in to baggage dorm in 1973 ex Amtrak 1408 became 1613 when converted to HEP Jim Hebner

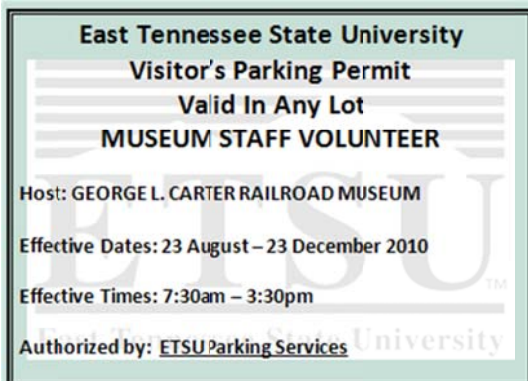
Baggage Dorm

Heritage Fleet was a program started by Amtrak in 1977 to convert its older cars from steam heating to head end power. Head end power conversions were performed at Amtrak's heavy repair center in Beech Grove, Indiana, outside of Indianapolis. The program was completed by the mid 1980s.

Most Heritage Fleet cars have been retired from Amtrak service, but several remain, mostly baggage cars, diners, and sleepers. Others include the "Pacific Parlour" Hi-Level lounges and single-level diners. One former Great Northern Railway full-length dome is occasionally used on special trains. Most of these cars are intended to be retired by the Viewliner order placed in 2010 for delivery starting in 2012.

From Wikipedia, the free encyclopedia

Fleet numbers	Type	Builder and year built	Number built	Notes
1450-1455	Baggage Dormitory	SLC 1952	4	
1610-1617,1628-1633	Baggage Dormitory	SLC 1952	14	Some renumbered from 1400 series
1618-1627	Baggage Dormitory	Budd 1946-1950	9	



PARKING RULES HAVE BEEN IRONED OUT

Fred has worked out a parking arrangement with the ETSU parking director for all the club members, but especially for those that might be working at the university between the hours of 7:30 AM and 3:30 PM, Mon-Fridays. He has printed copies of "Museum Staff Volunteer" parking passes that you can put on your dashboard when you park on campus during the above times (see restrictions listed in **the email below**) that will keep you from being ticketed. This is a trial experiment and will be good for this Fall Semester only (see expiration date on the permit), but if things go well with it we will get a new one each semester. This will save you the time of going by the parking office and getting a daily permit. Should you get a ticket on campus while you are displaying this permit and you are parked in a legal parking place, see Fred and he will take care of it. BUT, if you park illegally, you are on your own. He will have the parking passes available in the museum for those who feel they need them.

Fred,
 Per my conversation, I'm attaching a visitor pass for the "MUSEUM STAFF VOLUNTEER". Your volunteers will need to print the pass (or you can print it for them) and place it on the dashboard.

This pass will allow them to park in any student or faculty lot. However, this parking permit will not allow anyone to park in:

- Time Restricted Spaces (unless the visitor honors the time limit)
- Metered Lots (unless the meter is paid)
- Fire Lanes
- Yellow Zones

- Carpool Reserved Spaces
- Service Vehicle Reserved Spaces
- Disabled Spaces (unless hang tag or placard is displayed)
- Health Clinic Reserved or BucSports Reserved Spaces (unless visiting the clinics)
- Any other Reserved Spaces (denoted by signage)

Please let me know if you have any questions.

Thanks,

Vernon Bradley
 Parking Services Director

From Watauga Chapter – NRHS Newsletter *The Whistle Stop* G&WI Reports 2nd Qtr. Revenue Growth/July Freight Increase

GREENWICH, CT—Genesee & Wyoming Inc. (GWI), owner of the Johnson City-based East Tennessee Railway, has reported net income in the second quarter of 2010 of \$20.6 million, compared with net income of \$7.4 million in the second quarter of 2009. GWI's diluted earnings per share (EPS) in the second quarter of 2010 were \$0.49 with 41.7 million weighted average shares outstanding, compared with diluted EPS of \$0.20 with 36.9 million weighted average shares outstanding in the second quarter of 2009.



East Tennessee Railway No. 214 is seen hauling freight to Elizabethton, TN, in this undated photo. The picture was taken outside Johnson City apparently in the Cedar Grove area, as the train headed toward Milligan Hill. No longer providing freight service to Elizabethton, the ETRY is a 7-mile rail line serving Johnson City, Tenn. area. The photo is from the ET&WNC and ETRY Collection of Mike Jackson.

In the second quarter of 2010, GWI's total revenues increased \$28.4 million, or 21.8%, to \$158.5 million, compared with \$130.1 million in the second quarter of 2009. During the second quarter of 2010, the appreciation of the Australian and Canadian dollars versus the U.S. dollar, partially offset by the depreciation of the Euro versus the U.S. dollar, increased revenues by \$4.2 million.

Excluding the impact of foreign currency, GWI's revenues increased \$24.2 million, or 18.6%.

Freight revenues in the second quarter of 2010 increased by \$20.9 million, or 26.4%, to \$100.2 million, compared with \$79.3 million in the second quarter of 2009. During the second quarter of 2010, the appreciation of the Australian and Canadian dollars versus the U.S. dollar increased freight revenues by \$2.1 million. Excluding foreign currency appreciation, GWI's freight revenues increased by \$18.8 million, or 23.7%.

GWI's traffic in the second quarter of 2010 was 217,029 carloads, an increase of 28,840 carloads, or 15.3%, compared with the second quarter of 2009. The traffic increase in the second quarter of 2010 was principally due to increases of 9,336 carloads of metals traffic, 7,630 carloads of other traffic and 7,314 carloads of farm and food products traffic. All other traffic increased by a net 4,560 carloads.

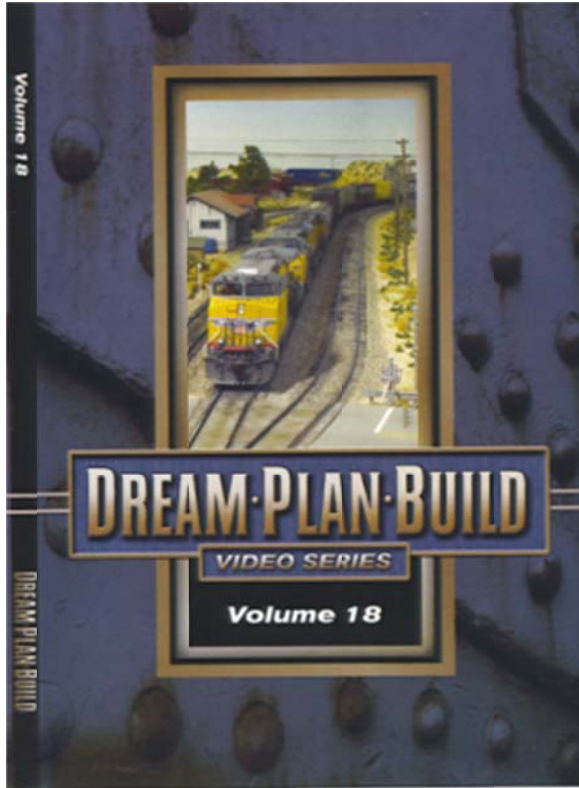
Genesee & Wyoming also reported traffic volumes for July 2010. GWI's traffic in July 2010 was 71,558 carloads, an increase of 4,959 carloads, or 7.4 percent, compared with July 2009. The table below sets forth car loading information for July 2010 and July 2009:

July Report by Commodity Group	July 2010 Total Carloads	% of Carloads	July 2009 Total Carloads	% of Carloads
Coal, Coke, Ores	16,232	22.7	17,270	25.9
Minerals and Stone	11,776	16.4	12,264	18.4
Farm and Food Products	9,134	12.8	6,239	9.4
Pulp and Paper	7,862	11.0	7,914	11.9
Metals	6,593	9.2	6,270	9.4
Lumber and Forest Products	5,702	8.0	5,433	8.2
Chemicals-Plastics	4,908	6.9	4,052	6.1
Petroleum Prods.	2,448	3.4	2,141	3.2
Autos and Auto Parts	619	0.8	582	0.9
Other	6,284	8.8	4,434	6.6
Total	71,558	100.0	66,599	100.0

GWI owns and operates short line and regional freight railroads in the United States, Canada, Australia and the Netherlands, including the **East Tennessee Railway**, a 7-mile rail line serving Johnson City, TN, area. The ETRY directly services a number of customers in the agricultural, chemical, forest products and metals industries. ETRY also offers team and lease track availability for self-service transload operations. The ETRY has connections with both CSXT and the Norfolk Southern. **GWI's**

operations currently include 62 railroads organized in nine regions, with approximately 6,000 miles of owned and leased track and approximately 3,400 additional miles under track access arrangements. GWI provides rail service at 16 ports in North America and Europe and performs contract coal loading and **railcar switching for industrial customers in this area.**

From Genessee & Wyoming News Releases



**DREAM PLAN BUILD
Real Rails Edition
Showdown on Lake Erie**

Showdown on Lake Erie explores the competition between Conrail and Norfolk Southern as they battle for rail dominance. You'll travel 175 miles along the scenic shoreline from Cleveland, Ohio to Buffalo, NY, relive the era of the Hulett ore unloaders, and tour the operations at General Electric's locomotive plant. Don't miss this exceptional footage of the diesels that dominated Lake Erie's rails and the remarkable story of how Conrail and Norfolk Southern kept these busy main lines flowing.

Chapters:

- Berea
- History of Conrail and Norfolk Southern
- Cleveland
- Ashtabula
- Conneaut
- Unloading Ore – The Hulett
- Wallace Junction
- Erie
- General Electric Transportation Plant
- Northeast Pennsylvania
- Dunkirk
- Silver Creek
- Approaching Buffalo

NEW VIDEOS IN THE MEMRR LIBRARY

**DREAM PLAN BUILD
Volume 18**

Volume 18 of Kalmbach's **Dream - Plan - Build** series follows the familiar format of other DVD's in the series by presenting the viewer layout tours, modeling techniques, and prototype vignettes. There is always a tip, idea or prototype practice to come away with.

Contents:

Layout:

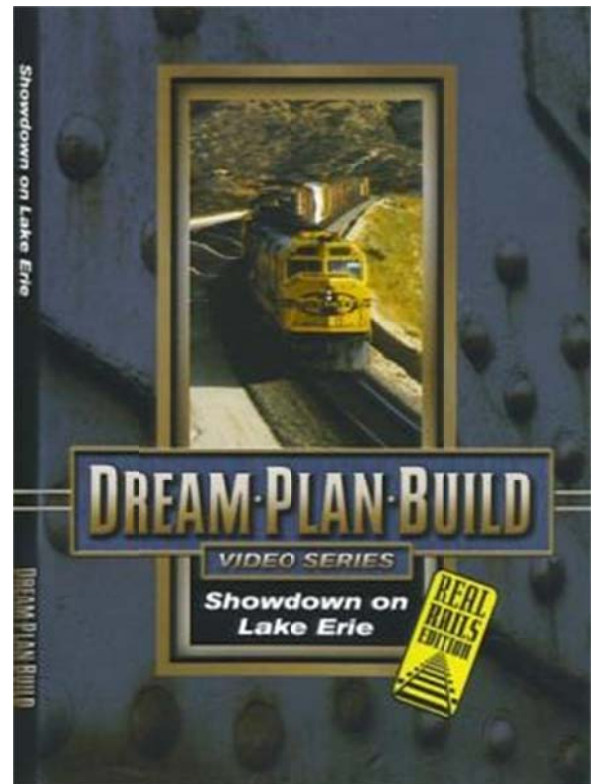
- Ted York's Cajon Pass HO Layout
- Dennis Serrine's Southwest Garden Railroad
- Dan Hoag's Elaborate Interior & Outdoor Railroads
- Doug Geiger's Granite Mountain Railway

Technique:

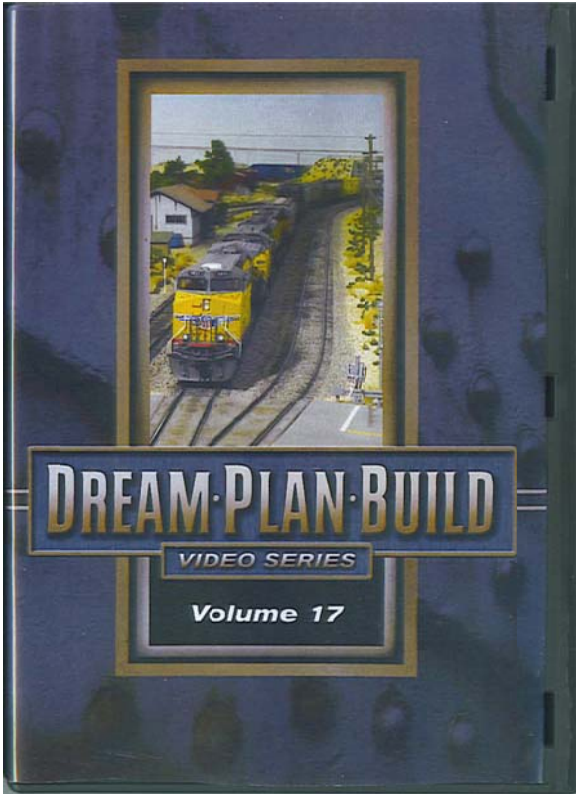
- Soldering Different Code Rail into One
- Creating an Abandoned Urban Lot
- Choosing Ballast with Realistic Shadows
- Detailing Storefront Interiors

Prototype:

- Union Pacific's Steam Preservation
- Intermodal Railroadng
- The History of the Grand Canyon Railway



DREAM PLAN BUILD
Volume 17



Volume 17 of Kalmbach's **Dream – Plan – Build** series follows the familiar format of other DVD's in the series by presenting the viewer layout tours, modeling techniques, and prototype vignettes. There is always a tip, idea or prototype practice to come away with.

Contents:

Layout:

- Great Smoky Mountains O Gauge Layout
- Bruce Petty's Southern Pacific Shelf Layout
- Chicago's John Hancock Center Christmas Display
- Dick Ewell's Housac Valley Railroad

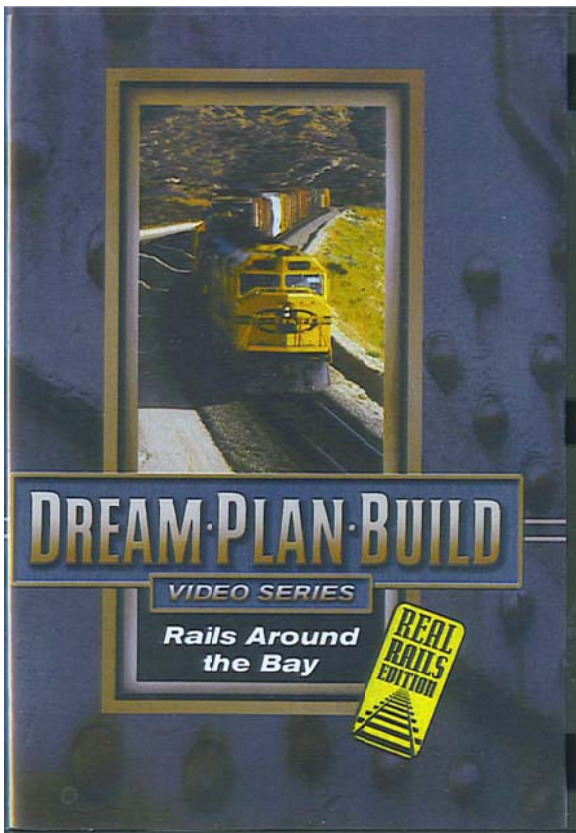
Technique:

- Installing Sound Decoders in Tight Places
- Step-by-Step: Weathering Structures
- Mounting Couplers in N Scale
- Adding the Details: Ready Made Trees

Prototype:

- Steam Locomotives on the Milwaukee Road
- Operating the Iowa Traction Railroad
- Life on the Rails: Rail Hostess

DREAM PLAN BUILD
Real Rails Edition
Rails around the Bay



Experience the exceptional railfanning locations the San Francisco Bay area has to offer in **RAILS AROUND THE BAY**. Run your own 65-ton GGE switching locomotive, view a railway ghost town in Drawbridge, California, get up-close and personal with fast freights, journey on a wine train pulled by vintage cab units in Napa Valley, and a whole lot more...

Chapters:

- Chapter One: An Overview of the Route
- Chapter Two: A Look at Caltrain
- Chapter Three: San Francisco's Last Freight
- Chapter Four: The Remains of Bayside Yard
- Chapter Five: Rent a Locomotive
- Chapter Six: Up the Junction at CP Coast Interlocking
- Chapter Seven: History of Drawbridge, California
- Chapter Eight: Multiple Trains at Niles Interlocking
- Chapter Nine: The Niles Canyon Railway
- Chapter Ten: Rolling through Oakland, California
- Chapter Eleven: Geep Thrills – SP's 5623
- Chapter Twelve: The Cal-P Line
- Chapter Thirteen: BNSF Freight through Franklin Canyon
- Chapter Fourteen: The Suisun Bay Bridge
- Chapter Fifteen: Operations on California Northern
- Chapter Sixteen: Napa Valley Wine Train

**MOUNTAIN EMPIRE MODEL
RAILROADERS**
Business Meeting Minutes
August 17, 2010

Call to Order and Recognition of Visitors and New Members

The meeting was called to order at 7:05 PM with 19 members present. There were no guests or new members present

Officers' Reports:

Secretary's Report: Minutes were accepted as published in the *Signal Bridge* with thanks to John Carter and Ted Bleck-Doran who stepped in for Don Ramey in his absence.

Newsletter Editor's Report: Ted Bleck-Doran reported that the August issue of the *Signal Bridge* was expended to 12 pages thanks to the submission of material from several members, notably Allen Morton, Geoff Stunkard, Fred Alsop and Gary Rabetoy. There has been a flurry of activity with the submission of some excellent material. In up-coming issues there will be a multi-part railfan tour of the ET&WNC right-of-way, another to the Charlotte NC trolley system, a construction article on kit-bashing a railroad diner, and one on building a Fine Scale Miniatures freight house on the "cheap." The Amtrak series will continue with looks at its passenger car fleets starting with head-end cars and working back. There is also a multi-part visit to Cass WV planned. Members were encouraged to continue making the *Signal Bridge* their club newsletter through sending the editor their ideas and submissions. Nothing is too rough that it can't be polished and brought to print.

Treasurer's Report: Duane Swank reported that the club account is running in the black. However, when obligating funds to cover the yard expansion the ledger sheet appears to show a deficit. This is due to a) club action to carry a \$1,000 balance, and b) obligating funds in advance of expenditure for the yard installation.

Webmaster's Report: John Edwards reported that the club contract with the web service provider has been renewed for the coming year.

Vice President's Report (Upcoming Programs): John Carter reported that the following programs have been scheduled for the remainder of the year.

September	Fred Alsop	Kit-bashing a Diner
October	Lyle Monlith	Using a Decoder Tester
November	Gary Emert	CRR Paperwork
December	Santa	Annual Christmas Party

President's Report

1. Museum Space Request Update: Fred Alsop reported that the request for additional space adjacent to the existing rooms is still an option. Fred is promoting the idea of expansion based on fire safety, needed display

space for Tweetsie Layout creation and archiving the club/museum library. There is possible movement of offices from the ETSU main campus to the "Farm" which will effect space utilization.

2. Kingsport Times-News Interview: Fred also reported that he was interview for an article in the *Kingsport Times-News* on August 10th for publication later in the month. Fred asked members to watch for the article and to save a copy if possible for the club archives.

Old Business:

- 1. Annual Club Picnic:** Jim Pahrts reported on plans for the Annual Club Picnic at Tom & Kim McKee's house. To date 27 members and spouses have signed up for the event. It is to be an adult only event. The McKee/s are providing Bar-B-Q chicken. Jim Pahrts has purchased flatware and paper-goods (with enough for the Christmas Party). Members planning on attending are asked to bring a food dish to share and let Jim know what menu item they will be providing. So far the menu selection is varied. Members are invited to bring their own chairs to assist with seating. Parking will be at the Lutheran Church with shuttles starting at 3:30 PM. Picnic will run from 4:00 PM to 7:00 PM.
- 2. HO Yard Update:** Fred Alsop reported that 800 rail joiners were purchased and have been received.
- 3. Other Old Business:** none.

New Business:

- 1. August Coordinator's Meeting Update:** Fred Alsop provided a brief overview of the August Coordinators' Meeting (For a detailed report see "Coordinators' Meeting Minutes" elsewhere in the August issue of the *Signal Bridge*)
- 2. "How We Do It" Clinics:** Fred Alsop reminded members that November is fast approaching and emphasized the numerous opportunities we will have to promote the club and hobby (Model Railroad Month, Club's 3rd Anniversary, Holiday Open House, ETSU Homecoming, etc.) It's not too soon to begin planning "How-to" clinics for the public.
- 3. Knoxville Train Club President's Visit:** It was announced that Larry Burkhauser, president of the Knoxville Train Club, will visit MEMRR in September. He has asked for time to present information on the NMRA and its National Convention planned for Gatlinburg TN in 2012.
- 4. Other New Business:**
Criteria for Honorary Memberships: Fred Alsop identified a potential problem with the Honorary Membership category authorized by our by-laws. While we have authorized several in the past, there are no clear standards for selection or limits on duration. MEMRR members are asked to be prepared to offer suggestions and recommendations at the September meeting.

Volunteers for Saturday Operating Sessions:

Members present at the meeting signed up to cover the Saturday Operating sessions through September 18th. Members are reminded that they are to provide coverage for one (1) Saturday Operating session a month (or special showing of the layouts as announced by the president.

Announcements:

Signal Bridge Publication Schedule: The following deadlines for the *SIGNAL BRIDGE* are as follow:

Action	Day of Week	October	November	December
Materials Due	Sunday	10/10	11/07	12/12
Final Mock-up	Monday	10/11	11/08	12/13
Print Hardcopies	Wednesday	10/13	11/10	12/15
Mail-outs	Thursday	10/14	11/11	12/16

Members are encouraged to submit articles and information prior to the "Materials Due" date for that month's issue.

Program:

1. **Jim Pahr:** "The Advantages of Establishing and Supporting a Chapter of the National Railway Historical Society."

Motion: to support through publicizing in the *Signal Bridge* and the club website the creation of a NRHS Chapter to be linked with the George L.Carter Railroad Museum. **Passed.**

2. **Ted Bleck-Doran:** "Safe Streets" a video presentation of a safety film produced by the Chicago Surface Lines in the mid-1920's available on *TRANSIT ARCHIVES - VOL 1* from *Transit Gloria Mundi*.

Adjournment: Meeting was adjourned at 7:45 PM.

Next meeting will be Tuesday, September 21st, Room 312 Brown Hall, ETSU. Dinner for those who want to dine and socialize earlier at 5:45 PM at El Charolais Mexican Restaurant on State of Franklin in the Kroger Shopping Center complex west of the ETSU campus.

Submitted by John Carter and Ted Bleck-Doran

University to Install New Windows in Club Rooms Help Needed for Security

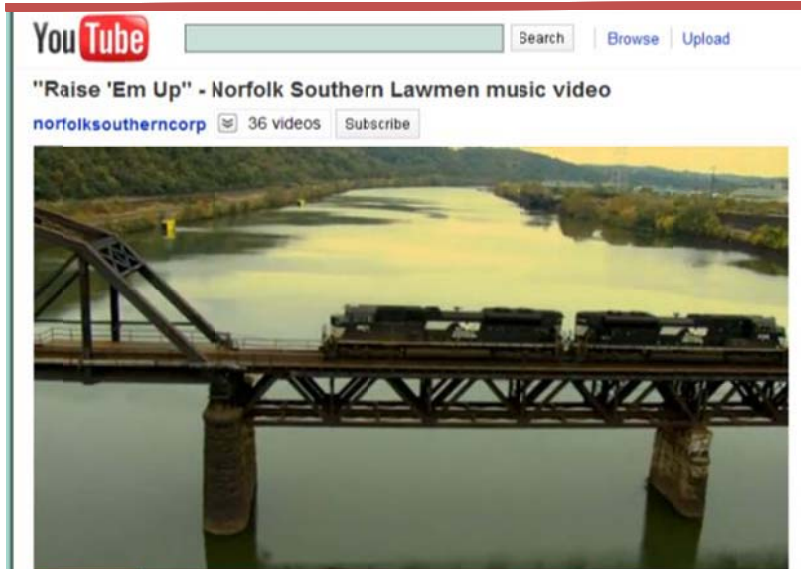
The university is spending stimulus dollars for one-time equipment, fixtures and renovations. The building coordinator for the Campus Center Building, the building that houses the Carter Railroad Museum, has notified me that all the windows in the building are going to be replaced with new, insulated windows **AND THAT THE WORK WILL BEGIN THIS WEEK, probably on Wednesday!!!** She has been informed that the workers will replace the windows on the 2nd floor first (that is the ground floor on the east side of the building opposite the museum--we face west), but the work will continue rapidly until the entire building has new windows. **We may not have much notice when our floor is to be done, BUT I DESPERATELY NEED A LIST OF VOLUNTEERS THAT I CAN CALL THIS WEEK AND/OR NEXT WHO COULD COME OVER, PERHAPS IN SHIFTS, AND BE PRESENT WHEN THE WORKERS ARE IN THE MUSEUM.** We have far too much valuable, and in some cases irreplaceable, equipment and railroad items in that room to have the hallway doors open and the windows out to

leave it to a sub-contractor and his workers to act as security for us. So, please if you can donate some time during the working hours (7:30-4:30) during the work week beginning perhaps mid-week this week let me know what hours and days you could be present and give me contact information, especially cell phone numbers, so I can get to you quickly just as soon (and if) I get a handle on their schedule for our part of the building.

Thank you in advance for volunteering to this critical security request to safeguard the museum's, the club's, and the membership's personal items and vested railroad materials. The work won't take long, but we cannot leave the place unguarded. Classes began this week and my teaching schedule will not permit me to spend the entire day for the number of days it shall take to guard our treasures.

My cell number is 615/604-8759.

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



Norfolk Southern Music Video On YouTube

<http://www.youtube.com/watch?v=aUFpx91KKWM>

A music video by the Norfolk Southern Lawmen to celebrate the completion of the Heartland Corridor.

What do Bruce Springsteen, Jimmy Buffet, Aerosmith, and the Norfolk Southern Lawmen have in common?

They all created hit records at the famous Doppler Studios in Atlanta, where the Lawmen recently arranged and recorded an original song, "Raise 'Em Up." To celebrate the Heartland Corridor project, NS released the song and a music video today.

"When we saw the gold and platinum records on the walls with the number of copies they sold, we were in awe that we were recording a song in the same place as these artists,"

said Lawmen Manager Stan West.

The video, a first for the Lawmen, mixes footage taken during construction of the Heartland Corridor with a country line dance led by three singers, including NS employee Anita Brown, senior customer account representative, revenue accounting. A “making-of” video shows behind-the-scenes footage.

More than 200 employees appear in the video, which was filmed in Atlanta in front of the David R. Goode Building and at the McDonough Training Center. Kim Cloutman, manager corporate media center, and Marc Orton, director visual communications, directed and produced the video, which features E.T. Jackson on lead vocals and rhythm guitar, Mark Crawford on the six-string electric bass guitar, Freddie James on drums, Dale McCoy on lead electric guitar, and Myron Smith playing the electric pedal steel guitar. Folksong-writer Dave “Briz” Conard of Belmar, N.J., penned the song for Norfolk Southern.

The song soon will be available on iTunes, and the video is available on the company’s YouTube channel in addition to the Web site.

The Heartland Corridor is a three-year project to upgrade Norfolk Southern’s rail route between the busy Virginia ports and the Midwest by modifying 28 tunnels to accommodate double-stack containers. The new gateway will cut about 250 route miles and a day or more of transit time from current train schedules.

Norfolk Southern Chief Engineer of Bridges and Structures Jim Carter calls the Heartland Corridor “a once-in-a-lifetime project. It’s probably one of the biggest engineering projects taken on by a railroad in modern times.” Project Manager Bob Billingsley, who logged about 800 days in the tunnels or traveling between them, managed daily operations. The Heartland Corridor is scheduled to open Thursday, Sept. 9, with a commemorative event at Cowan Tunnel near Radford, Va.

From Norfolk Southern Media News Release at www.nscorp.com

The View from the Engineer’s Side of the Cab.

Our annual picnic was an outstanding event once again and was well attended by MEMRR members and their guests on a beautiful afternoon. **Tom and Kim McKee** hosted the club at their spectacular lakefront home and furnished the grilled chicken. It was delicious and we got to run some of Tom’s garden layout trains despite a heavy rainstorm that ended only minutes before the party-goers arrived. Tom and Kim, the members of the Mountain Empire Model Railroad club thank you once more for making this one of the best social events of our year. We truly appreciate your kindness and your hospitality.

Summer visitation at the Carter Railroad Museum has been good with lots of Saturday visitors and many little engineers in the kid’s playroom. Late August found the university back in session with a record enrollment of more than 15,000 students and parking tighter than ever. New windows were installed in the Campus Center Building in August including those in the railroad museum. We have once again been asked to participate in the **President’s Classroom** and we will be the first location on campus visited by President Stanton’s special guest after they leave their welcoming orientation in the library. **The “Class” will visit us for about 20 minutes on Monday, September 20th at approximately 5:15 p.m.** We will need to have 5-6 members present to greet them and to operate the layouts. Volunteers for the evening please contact me and try to be at the railroad museum around 4:45 p.m. Thank you in advance for helping. The places the university takes this special group of VIPs is very limited and it is a measure of the pride President Stanton takes in the Carter Railroad Museum and in the MEMRR that operates it that we continue to be selected as a “must see” destination for them.

During the July MEMRR business meeting one of our members suggested the Carter Railroad Museum become more involved in prototype railroading. At our August meeting one of our members gave a PowerPoint presentation about the National Railway Historical Society (NRHS) and information on what it would take to establish a chapter. Subsequently, I have discussed this with several members of MEMRR to see if there might be some interest in forming the **George L. Carter Chapter, NRHS** and I

telephoned Mike Tilley, President of the Watauga Chapter, NRHS to discuss this possibility with him. I am providing the information I have to the editor of *The Signal Bridge* to be printed in this issue of the newsletter to see who might be interested in being charter members of such a new NRHS chapter (see that article on page 14). Here are my initial thoughts on the establishment of the George L. Carter Chapter, NRHS:

1. *I support the establishment of an independent chapter that could provide the opportunity for local members to be associated with an international, long-standing organization such as the National Railway Historical Society (NRHS) (75 years) that promotes the historical and educational aspects of railroading.*
2. *I support the opportunity to link the name of George L. Carter, a local railroad pioneer, with a national railway historical society such as the NRHS, and thus connect the George L. Carter Railroad Museum and East Tennessee State University with a broader platform of recognition involving America’s railroading history.*
3. *I believe this chapter’s focus will be different from the model railroading focus held by many of the members of the Mountain Empire Model Railroaders (MEMRR) whose work supports the George L. Carter Railroad Museum, and while it will be independent of that club and its members, will also provide opportunity for membership for those MEMRR members who may seek to be members of both organizations. Additionally, others who are not members of the MEMRR, and may not be model railroaders, may seek membership in the new NRHS chapter.*
4. *I support the concept that the formation of this new NRHS chapter should in no way interfere with the organization, activities, goals, fellowship, club and museum efforts, or other rights and privileges of the MEMRR, nor detract from it in any perceived manner, and that I shall continue to support the MEMRR and the Carter Railroad Museum in every way and remain as active a leader in both of these institutions as I have in the past.*

Please let me know your thoughts on this proposal and let me know if you are interested in becoming a charter member.

The National Model Railroad Association (NMRA) is the Chattanooga-based organization that sets the standards for model railroading, our favorite hobby. The president of the Knoxville Train Club, Larry Burkholder, will be a guest speaker at our September meeting and he will be giving us information about the NMRA and about the closest chapter in our area. We have at least one MEMRR member, Bill Hensley, who is a member of that chapter.

Summer is rapidly passing us by, but the majority of our hobby of model railroading is an indoor sport. There are lots of opportunities to get involved with this club and our projects at the Carter Railroad Museum. Come join the fun. Hear the whistle blow and think of all the destinations yet to come.

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

Proposal to establish the George L. Carter Chapter National Railway Historical Society (NRHS)

During the July 2010 meeting of the Mountain Empire Model Railroaders Club (MEMRR), Secretary Don Ramey suggested that the George L. Carter Railroad Museum become involved in *Ferroequineology* (1:1 railroading). As a result a proposal was presented by Jim Pahr at the August 2010 meeting to establish the George L. Carter Chapter of the NRHS. The chapter would be a stand-alone organization sanctioned by East Tennessee State University (ETSU) and would not be in any way a part of MEMRR. As a stand-alone organization the NRHS chapter would not require that members of MEMRR also be members of the chapter. Vice-versa, membership in the NRHS chapter would not confer membership in MEMRR as each organization will be a separate entity. It is anticipated the chapter would utilize museum facilities for meetings and research/educational functions.

Youth members must have the approval of parents/guardians submitted with their applications. Students are individuals between the ages of 13-18, whose parents/guardians are not members of NRHS. Student members receive NRHS publications and may attend conferences and conventions. They pay discounted National dues of \$16.00 and the established chapter dues (TBD). Student members must have the approval of parents/guardians submitted with their applications.

The leadership of a chapter is composed of a President, one or more Vice Presidents, Secretary, Treasurer, National Director, and other officers as desired. The National Director is the chapter's representative on the Society's Board of Directors.

The prospective chapter has to develop a set of bylaws, which are not in conflict with the NRHS bylaws and submit them with their application for a charter. Potential chapter members who join the proposed chapter between September 1 and December 31, 2010 receive membership through 2011.

Membership in the chapter would require the payment of NRHS national dues, currently \$36.00 annually and payment of chapter dues, which have to be, determined (TBD). The benefit of NRHS membership would include: a subscription to the **National Railway Bulletin** and **NRHS News**; a membership card and recognition in the Membership Awards Program; the right to attend Annual Convention and Conferences; and discounts and savings at a variety of rail attractions. Additionally, members have the opportunity to meet with like-minded individuals interested in railroads, rail preservation, photography, writing, operations, restoration, research and history. The ability to contribute time and energy to local projects or national efforts that protect, educate, preserve, and promote the past, present and future of railroading.

It is proposed to seek chapter recognition at the 75th Anniversary conference of NRHS, which is being held in Lancaster, PA on November 4-7, 2010. Thanks to a motion by John Edwards with an amendment from Ted Bleck-Doran, MEMRR has agreed to allow the utilization of its web site and newsletter to solicit members for the proposed George L. Carter Chapter, NRHS.

Anyone interested in joining the George L. Carter Chapter is asked to contact Fred Alsop (423/929/3733 or fredjalsop3@earthlink.net) for an application. Please be sure and date your check made out to the National Railway Historical Society dated for September 1 or an appropriate later date and get them to Fred Alsop, 174 Heather Lane, Johnson City, TN 37601.

To establish a chapter requires a commitment of 10 people, eight (8) of whom must be primary members paying full NRHS chapter annual dues of \$36.00. The other two individuals may be family members living at the same address as a primary member and paying the NRHS established rate of \$5.00 annually per family member. At present there are at least five individuals committed to primary membership and five family members. To apply for a charter at least three more primary members are required.

In addition to Primary and Family members the NRHS also has a program for Youth and Students. Youth are children between the ages of 5 - 12, whose parents/guardians are not members of NRHS. Youth members receive NRHS publications and may attend conferences and conventions. They pay discounted National dues of \$5.00 and the established chapter dues (TBD).



Louisville & Nashville Postcard circa 197