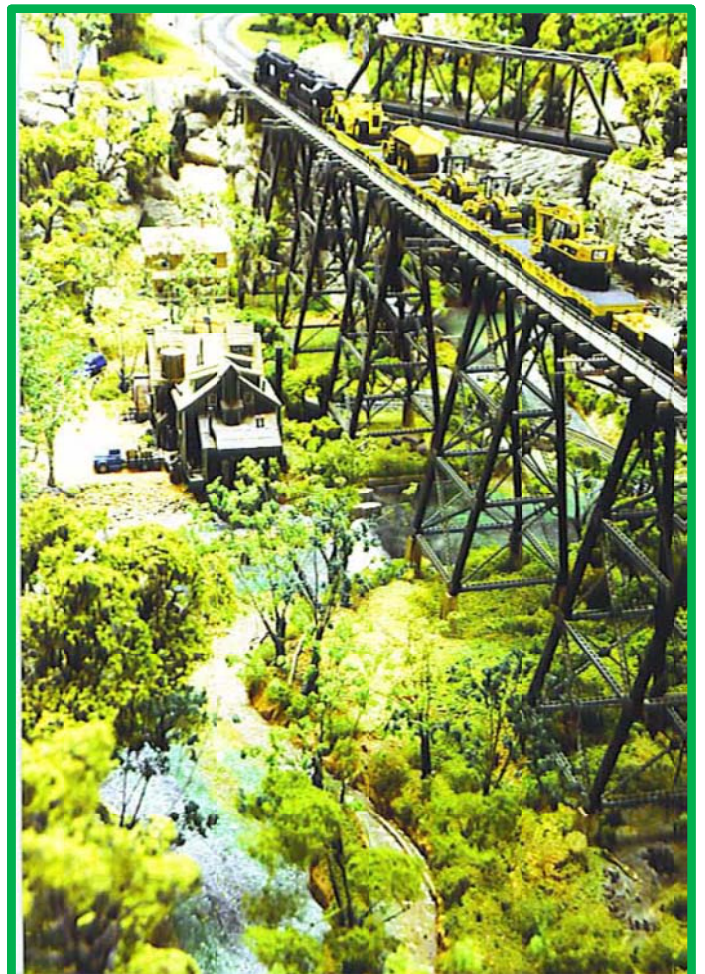
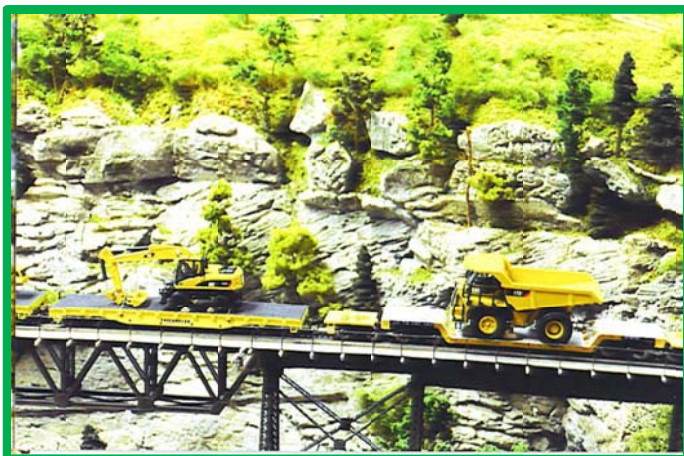
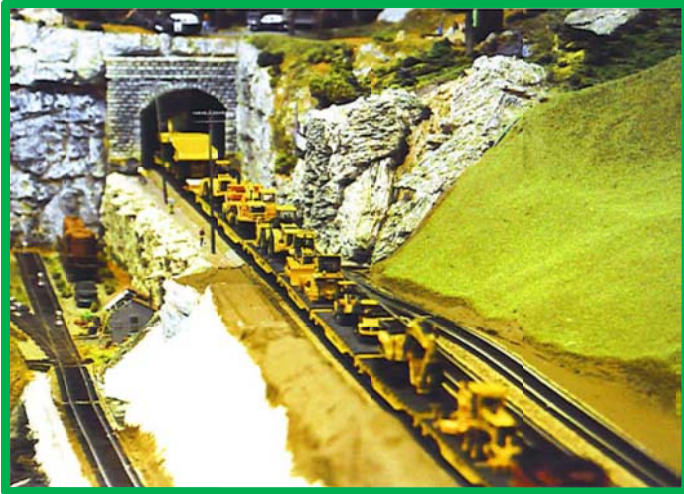


Train Watching at MEMRR The Caterpillar Train

New Mountain Empire Model Railroaders member Craig Haynie's Caterpillar Train entered service at the George L. Carter Railroad Museum on Saturday, December 4, 2010. Pulled by two Norfolk & Western EMD SD40-2 locomotives, the rolling stock was loaded with new Caterpillar equipment bound for heavy construction and mining projects. Speed was limited in accordance with established rules given the limited clearance owing to the dimensional size of the load. The train was assembled over an approximately two month period by Mr. Haynie who had once been a Caterpillar diesel mechanic. His 6 year old grandson, Isaac Haynie, his daughter-in-law Kaley Haynie, (who took the photographs shown), and his wife, Karen were in attendance for the inaugural run. With Craig at the throttle and Isaac attending to the bell and whistle, it was a momentous and memorable run. The Caterpillar Train remains a work in progress with additional shipments currently being developed and waiting for scheduling as track time availability permits.



Mountain Empire Model Railroaders Special Abbreviated Meeting December 14, 2010 Minutes

All Aboard:

After a Christmas Blessing of the season was asked by Ted Bleck-Doran, MEMR President Fred Alsop called the "Special Abbreviated" meeting to attention around 7:00 p.m. There were 39 members, associate members and guests present. Everyone enjoyed the company of all who attended and Christmas cheer and merry-making was celebrated by all.

Fred began the seasonal meeting by thanking Mr & Mrs Ed Champion, Mr & Mrs Jim Pahr, Mr & Mrs Duane Swank, Gary Emmert and Larry Frazier for their untiring efforts in the set-up and arranging of the dining hall for our festivities.

Fred commented that the membership within the club was healthy and we are growing steadily. A special Thanks was given for the astounding work Ted has done with the Signal Bridge. The entire year compendium of the year 2010 Signal Bridge in **COLOR** was available for viewing. Thanks Again Ted.

In November, the "story-telling" was an resounding success as were the clinics that were demonstrated by the membership during National Model Railroad month. Thanks to all who participated.

Fred also graciously thanked the club for allowing him to once again be President of such a dynamic organization. And as such, Fred reported Dr. Paul Stanton, President of ETSU is also proud we are located on the campus and were being given room to grow. Fred mentioned the "regular core" group of young engineers is growing and ensuring a future at ETSU. The dynamics of building

the "Tweetsie" layout is something the MEMR group is looking forward to for next year, and you are invited to participate.

Briefly under "NEW" business, It was brought up, that the newly organized George L. Carter N.R.H.S. chapter was to hold its "first" meeting (Dec mtg was post-poned due to weather) on January 16th 2011 in the room (312) we occupied during 2010 with our monthly meetings. A note to remember, the MEMR **regular** meeting room will be #322 (opposite side of hall where elevator is located) starting January 18th, 2011.

Duane gave a brief story about 'Ol Pete and his short railroad career concerning Uncle Joe (see "[The Switchman](#)" below).

Ted thanked officers for giving timely monthly material and others for input on "Content" added to Signal Bridge.

Jim is currently looking for display items for museum. Contact him to help rotate our displays.

Next, all Santa's Railroad elves and their respective guests started stoking the fires on the food line. The fare was hearty and very delicious. If by chance you did not attend this year's Annual Christmas Dinner of MEMR, you definitely missed out. Make plans now to attend next year.

And finally it was time to dust off the cinders, wash off a little grease and let "Dirty Santa" in the house. He came in with a vengeance and what a night it was. Prized items were a DVD on America's Railroads, large framed picture of Copper Creek Trestle, a Pennsylvania Railroad book, a Cold Solder unit or even 1 of three NS Cabooses. So, in closing the books on 2010, here's to a prosperous new year for MEMR and we hope to see you with us at one of the many planned events, meetings, or weekends during the year 2011.

Respectfully Submitted,
Don Q. Ramey
MEMRR Club Secretary

MEMRR Group Coordinators Meeting December 9, 2010

Rabetoy Layout Development Progress Report

1. At the Coordinators Meeting of November 11, 2010, it was decided to concentrate efforts essentially on one project at a time. Consequently, available personnel and resources have been directed toward completion of the new yard project in the main room of the George L. Carter Railroad Museum. Work on the ET&WNC project has been suspended pending the removal of the wall between the Ken Marsh Room and the newly acquired room delineated in the Progress Report of November 11, 2010. It is expected that the wall will be removed some time during the ETSU Christmas break.

2. On November 16, 2010, Fred Alsop and Emile Hamm were provided with my suggestions for inclusion in the expanded version of the ET&WNC layout (ENCL. 1).

3. On or about November 18, 2010, Rich Gallaher provided his suggestions for inclusion in the expanded version of the ET&WNC layout (ENCL. 2). Thank you Rich.

4. On November 30, 2010, at the suggestion of Dean Odiorne, I ordered a catalog of plans from the Underground Railway Press in an effort to obtain plans such that laser cut kits of specific ET&WNC prototypes could be developed. Unfortunately the only obviously applicable plans that appeared to be available were for ET&WNC box car, gondola, and hopper cars. Copyright rules preclude an enclosed copy of the catalog. As previously noted, kits for these cars are already available. However, if other plans are located, Doug Miller has verbally told me (at an S Scale meeting held in Hendersonville, North Carolina, on November 20, 2010) that he has access to a laser cutting machine and would be willing to produce kits for us in lots of 4 kits. Thank you Dean and Doug. Doug's contact information is as follows:

Address: Miller Engineering & Design
371 Castleman Rd.
Vestal, NY 13850
Telephone number: (607) 754-8260
Email address: douglasmler@stny.rr.com

5. On December 4, 2010, Philip Sloan delivered and Fred Alsop paid for and accepted the Hoffman trucks for the ET&WNC freight cars noted in section 6 of the Progress Report of October 14, 2010. Thank you Philip and Fred.

Specifically these are as follows:

- 1 Trout Creek 30' Gondola - 1 set of Jacked-up Archbar Trucks
- 4 Trout Creek 32' Gondolas - 4 sets of Jacked-up Archbar Trucks
- 6 Trout Creek 38' Gondolas - 6 sets of McCord I-beam Trucks

6. Exploration of a possible charitable association with Lowes for building supplies was begun potentially with the assistance of Philip Sloan on December 5, 2010. Thank you Philip.

7. Philip Sloan has agreed to participate with Emile Hamm in the new design of the expanded ET&WNC layout. Emile Hamm was

notified of this on December 8, 2010. Thank you Emile and thanks again Philip.

8. Recommendations:

- Join and renovate the above noted rooms as noted above.
- Develop a new plan for the expanded ET&WNC layout.
- Research the availability of ET&WNC plans for possible kit development.
- Await exploration results of a charitable association with Lowes.

9. Effective January 1, 2011, I will no longer be functioning as the Coordinator of the Rabetoy Layout Development Operating Group. Collected reports and materials which I have assembled and maintained will be made available to the President, MEMRR, for assignment to a new coordinator as directed by the President.

Respectfully submitted,
Gary Rabetoy

Along the Right-of-Way Modeling Tips: Roadside Signs Burma-Shave

From Wikipedia, the free encyclopedia



Burma-Shave was an American brand of brushless shaving cream, famous for its advertising gimmick of posting humorous rhyming poems on small, sequential highway billboard signs.

History

Burma-Shave was introduced in 1925 by the Burma-Vita company, owned by Clinton Odell. The company's original product was a liniment made of ingredients described as coming "from the Malay Peninsula and Burma. Demand was sparse, and the company sought to expand sales by introducing a product with wider appeal.

The result was the Burma-Shave advertising sign program, and sales took off. At its peak, Burma-Shave was the second-highest selling brushless shaving cream in the United States. Sales declined in the 1950s, and in 1963 the company was sold to Phillip Morris. The signs were removed at that time. The brand decreased in visibility and eventually became the property of the American Safety Razor Company.

In 1997, the American Safety Razor Company reintroduced the Burma-Shave brand, including a nostalgic shaving soap and brush kit. In fact, the original Burma-Shave was a brushless shaving cream, and Burma-Shave's own roadside signs frequently ridiculed "Grandpa's old-fashioned shaving brush."

Roadside billboards

Burma-Shave sign series appeared from 1925 to 1963 in most of the contiguous United States. The exceptions were New Mexico, Arizona, and Nevada (deemed to have insufficient road traffic), and Massachusetts (eliminated due to that state's high land rentals and roadside foliage). Typically, six consecutive small signs would be posted along the edge of highways, spaced for sequential reading by passing motorists. The last sign was almost always the name of the product. The signs were originally produced in two color combinations: red-and-white and orange-and-black, though the latter was eliminated after a few years. A special white-on-blue set of signs was developed for South Dakota, which restricted the color red on roadside signs to official warning notices.



1940s Burma-Shave tube and box

This use of the billboard was a successful advertising gimmick during the early years of the automobile, drawing attention and passers-by who were curious to discover the punchline. As the Interstate system expanded in the late 1950s and vehicle speeds increased, it became more difficult to attract motorists' attention with small signs. When the company was acquired by Phillip Morris, the signs were discontinued on advice of counsel.

Some of the signs, instead of directly advertising the shaving cream, featured public safety messages (usually about speeding).

Examples of Burma-Shave advertisements are at The House on the Rock in Spring Green, Wisconsin. Re-creations of Burma-Shave sign sets also appear on Arizona Highway 66, part of the original U.S. Route 66, between Seligman and Kingman, Arizona (though they were not installed there by Burma-Shave during its original campaigns) and on Old U.S. Highway 30 near Ogden, Iowa. Other examples are displayed at The Henry Ford in Dearborn, Michigan and the Virginia Museum of Transportation in Roanoke, Virginia.



Set of signs promoting Burma-Shave, on U.S. Route 66.

Examples

The complete list of the 600 or so known sets of signs is listed in *Sunday Drives* and in the last part of *The Verse by the Side of the Road*. The content of the earliest signs is lost, but it is believed that the first recorded signs, for 1927 and soon after, are close to the originals. The first ones were prosaic advertisements. Generally the signs were printed with all capital letters. The style shown below is for readability:

Takes the "H" out of shave / Makes it save / Saves complexion / Saves time and money / No brush - no lather / Burma-Shave

In 1929, the prosaic ads began to be replaced by actual verses on four signs, with the fifth sign merely a filler for the sixth:

- Every shaver / Now can snore / Six more minutes / Than before / By using / Burma-Shave
- Your shaving brush / Has had its day / So why not / Shave the modern way / With / Burma-Shave

Previously there were only two to four sets of signs per year. 1930 saw major growth in the company, and 19 sets of signs were produced. The writers recycled a previous joke. They continued to ridicule the "old" style of shaving. And they began to appeal to the wives as well:

- Cheer up face / The war is past / The "H" is out / Of shave / At last / Burma-Shave
- Shaving brushes / You'll soon see 'em / On the shelf / In some / Museum / Burma-Shave
- Does your husband / Misbehave / Grunt and grumble / Rant and rave / Shoot the brute some / Burma-Shave

In 1931, the writers began to reveal a "cringe factor" side to their creativity, which would increase over time:

- No matter / How you slice it / It's still your face / Be humane / Use / Burma-Shave

In 1932, the company recognized the popularity of the signs with a self-referencing gimmick:

- Free / Illustrated / Jingle book / In every / Package / Burma-Shave
- A shave / That's real / No cuts to heal / A soothing / Velvet after-feel / Burma-Shave

Along with the usual jokes, a regional contest spawned several signs in 1933, held during football season:

- Within this vale / Of toil / And sin / Your head grows bald / But not your chin - use / Burma-Shave
- Hit 'em high / Hit 'em low / Follow your team / Over WCCO / And win a prize / Burma-Shave

In 1935, the first known appearance of a road safety message appeared, combined with a punning sales pitch:

- Train approaching / Whistle squealing / Stop / Avoid that run-down feeling / Burma-Shave
- Keep well / To the right / Of the oncoming car / Get your close shaves / From the half pound jar / Burma-Shave

A punning reference to another well-known drug store product 1936:

- Riot at / Drug store / Calling all cars / 100 customers / 99 jars / Burma-Shave
- Smith Brothers / Would look immense / If they'd just / Cough up 50 cents / For half pound jar / Burma-Shave
- Free! Free! / A trip / To Mars / For 900 / Empty jars / Burma-Shave

Self-referencing signs continued in 1937, along with puns:

- You've laughed / At our signs / For many a mile / Be a sport / Give us a trial / Burma-Shave
- If harmony / Is what / You crave / Then get / A tuba / Burma-Shave

Another safety message from 1938:

- Don't take a curve / at 60 per / we hate to lose / a customer / Burma-Shave



Safety messages began to increase in 1939, as these examples show. (The first of the three is a parody of *Paul Revere's Ride* by Henry Wadsworth Longfellow.)

- Hardly a driver / Is now alive / Who passed / On hills / At 75 / Burma-Shave
- Past / Schoolhouses / Take it slow / Let the little / Shavers grow / Burma-Shave
- If you dislike / Big traffic fines / Slow down / Till you / Can read these signs / Burma-Shave



1939 also saw more puns for the product:

- A peach / Looks good / With lots of fuzz / But man's no peach / And never wuz / Burma-Shave
- I proposed / To Ida / Ida refused / Ida won my Ida / If Ida used / Burma-Shave

In 1939 and subsequent years, demise of the signs was foreshadowed, as busy roadways approaching larger cities featured shortened versions of the slogans on one, two, or three signs – the exact count is not recorded. The puns include a play on the Maxwell House Coffee slogan, standard puns, and yet another reference to the "H" joke:

- Good to the last stop
- Covers a multitude of chins
- Takes the "H" out of shaving

1940 saw an early reference to the idea of a designated driver:

- It's best for / One who hits / The bottle / To let another / Use the throttle / Burma-Shave



More safety slogans in 1941, along with ads:

- Don't stick / Your elbow / Out so far / It might go home / In another car / Burma-Shave
- At intersections / Look each way / A harp sounds nice / But it's / Hard to play / Burma-Shave
- From / Bar / To car / To gates / Ajar / Burma-Shave
- Broken romance / Stated fully / She went wild / When he / Went wooly / Burma Shave

Possibly the ultimate in self-referencing signs, leaving out the product name. This one also adorns the cover of the book:

- If you / Don't know / Whose signs / These are / You can't have / Driven very far

The war years found the company recycling a lot of their old signs, with new ones mostly focusing on World War II "propaganda":

- Let's make Hitler / And Hirohito / Feel as bad as / Old Benito / Buy War Bonds / Burma-Shave
- Slap / The Jap / With / Iron / Scrap / Burma-Shave



1947:

- Don't lose / Your head / To gain a minute / You need your head / Your brains are in it / Burma-Shave (repeated in 1963)
- Car in ditch / Driver in tree / Moon was full / And so / Was he / Burma-Shave
- I use it too / The bald man said / It keeps my face / Just like / My head / Burma-Shave
- In Cupid's little / Bag of trix / Here's the one / That clix / With chix / Burma-Shave

1950:

- He tried / To cross / As fast train neared / Death didn't draft him / He volunteered / Burma-Shave
- My job is / Keeping faces clean / And nobody knows / De stubble / I've seen / Burma-Shave
- Her chariot / Raced 80 per / They hauled away / What had / Ben Hur / Burma-Shave

1951:

- Drinking drivers / Don't you know / Great bangs / From little / Binges grow? / Burma-Shave
- Proper / Distance / To him was bunk / They pulled him out / Of some guy's trunk / Burma-Shave

1952:

- Pedro / Walked / Back home, by golly / His bristly chin / Was hot-to-Molly / Burma-Shave (repeated in 1963)

- The wolf / Is shaved / So neat and trim / Red Riding Hood / Is chasing him / Burma-Shave
- Missin' / Kissin'? / Perhaps your thrush / Can't get thru / The underbrush — try / Burma-Shave
- A chin / Where barbed wire / Bristles stand / Is bound to be / A no ma'ams land / Burma-Shave



1953:

- Around / The curve / Lickety-split / Lovely car / Wasn't it? / Burma Shave

1955

- Dinah doesn't / Treat him right / But if he'd / Shave / Dynamite! / Burma-Shave
- The big blue tube's / Just like Louise / You get / A thrill / From every squeeze / Burma-Shave
- To change that / Shaving job / To joy / You gotta use / The real McCoy / Burma-Shave
- The monkey took / One look at Jim / And threw the peanuts / Back at him / He needed / Burma-Shave
- Slow down, Pa / Sakes alive / Ma missed signs / Four / And five / Burma Shave



Burma-Shave Signs at the Henry Ford Museum



1959's ads included perhaps the worst of the "cringe-worthy" safety slogans:

- Said Farmer Brown / Who's bald / On top / Wish I could / Rotate the crop / Burma-Shave
- This cooling shave / Will never fail / To stamp / Its user / First-class male / Burma-Shave
- Don't / Try passing / On a slope / Unless you have / A periscope / Burma-Shave
- If daisies / Are your / Favorite flower / Keep pushin' up those / Miles per hour / Burma-Shave
- He lit a match / To check gas tank / That's why / They call him / Skinless Frank / Burma Shave

1960 saw the last group of original signs until 1963:

- Henry the Eighth / Sure had / Trouble / Short term wives / Long term stubble / Burma-Shave
- Ben / Met Anna / Made a hit / Neglected beard / Ben-Anna split / Burma-Shave
- Dim your lights / Behind a car / Let folks see / How bright / You are / Burma-Shave
- Angels / Who guard you / When you drive / Usually / Retire at 65 / Burma-Shave



1963 was the last year for the signs, most of which were repeats, including the final slogan, which had first appeared in 1953:

- Our fortune / Is your / Shaven face / It's our best / Advertising space / Burma-Shave

One sign considered, but never used:

- Listen birds / These signs cost / Money / So roost a while / But don't get funny / Burma-Shave
- (year unknown) Here lies / Heaven's neophyte / signaled left / then turned right / Burma-Shave

Special promotional messages

- Free offer! Free offer! / Rip a fender off your car / mail it in / for a half-pound jar / Burma-Shave

A large number of fenders were received by the company, which made good on its promise.

- Free — free / a trip to Mars / for 900 / empty jars / Burma-Shave

One respondent, Arlyss French, who was the owner of a Red Owl grocery store, did submit 900 empty jars; the company replied: "If a trip to Mars you earn, remember, friend, there's no return." The company, on the recommendation of Red Owl's publicity team, sent him on vacation to the town of Moers (often pronounced "Mars" by foreigners) near Duisburg, North Rhine-Westphalia, Germany.

FREE OFFER! FREE OFFER!	HENRY THE EIGHTH	DIM YOUR LIGHTS	ANGELS	BEN	LISTEN BIRDS	HERE LIES
RIP A FENDER	SURE HAD	BEHIND A CAR	WHO GUARD YOU	MET ANNA	THESE SIGNS COST	HEAVEN'S
OFF YOUR CAR	TROUBLE	LET FOLKS SEE	WHEN YOU DRIVE	MADE A HIT	MONEY	NEOPHYTE
MAIL IT IN	SHORT TERM WIVES	HOW BRIGHT	USUALLY	NEGLECTED BEARD	SO ROOST A WHILE	SIGNALED LEFT
FOR A HALF- POUND JAR	LONG TERM STUBBLE	YOU ARE	RETIRE AT 65	BEN-ANNA SPLIT	BUT DON'T GET FUNNY	THEN TURNED RIGHT
Burma Shave	Burma Shave	Burma Shave	Burma Shave	Burma Shave	Burma Shave	Burma Shave

Station Humor The Switchman

A guy named Pete gets a job as a switchman with the railroad, and undergoes weeks of training. The supervisor then takes him into the switch booth to test his readiness. The following exchange takes place:

SUPERVISOR: Imagine you were sitting here alone and you learned there was a train coming from the North on that track, and another coming from the South on the same track. What would you do?

PETE: I'd throw this switch right here and put one train on the other track.

SUPERVISOR: And what if the switch didn't work?

PETE: I'd go down to the track and throw that big switch lever there, putting the train on the other track.

SUPERVISOR: And what if the switch lever didn't work?

PETE: Then I'd come back here and call the dispatcher to stop the trains.

SUPERVISOR: And what if the phone didn't work?

PETE: Then I'd get Uncle Joe.

SUPERVISOR: Uncle Joe??? What would he do?

PETE: Nothin', but he ain't never seen a train wreck.

Submitted by Duane Swank
From the NRHS *Interchange*

Modeling Tip: Painted Building Ad Signs

Eric Bronsky, a friend and fellow model railroader from Chicago, sent me the following news brief. It seems that demolition of a neighboring building revealed a bit of Chicago's past in if the form of painted advertising that had been hidden for years.

Lee Bay, correspondent for WBEZ, wrote:

"A bit of the past has resurfaced on Dempster Street, just east of Bronx Avenue. That's because the recent demolition of a retail building's exterior wall has revealed an even older original brick wall with five nicely-preserved mid-century ghost signs painted on it.

"What a flashback. Westpoint Pharmacy boasted that it gave away S&H Green Stamps—and who didn't back then? You could get your

hi-fi repaired at Allen Lee TV. My favorite is the ad for Pagliacci Pizzeria, which used a 1960s comic book-like "POW" graphic to





Eric included his photos of the discovery and suggests that the signs be reduced to scale and duplicated. They then can be attached to the sides of buildings to create a more historic feel to any city scene on the layout. They can be printed on paper, card stock or decal sheets (the thinner the better).

This technique can be used for layouts depicting most eras from the early 1900's to today. The Mauck's sign and the Mail Pouch ad in Jonesborough come to mind as contemporary examples of 20th century building ads that have survived into the 21st century.

Please submit photos of any building wall ads you may have added to buildings on your layout or photos of signs you may have come across in your travels. We'll see that they are published in a future issue of *The Signal Bridge*.

tell you they delivered. And look at the phone numbers. No need to fumble around with area codes, because unless you were somewhere in the Illinois hinterlands where Mabel the Operator still connected your calls, everybody had the 312 area code. All five businesses have the old Orchard telephone exchange, but Pagliacci expressed its telephone number in the modern, seven numerical digit way.

"Davis Cleaners is the only establishment still in business, at 4047 Dempster. The cleaners has the same Orchard telephone exchange, but an otherwise different number."



Events Coordinator Home Layout Tour Proposal

I would like to know how many members have home layouts? Secondly, I would like to know of those who have home layouts, how many would be open to being apart of a future tour of layouts? A lot of clubs have layout tours and I thought that might be fun for us to do in the coming new year.

Happy New Year,

Hobie Hyder,
Event Coordinator



Tracy City Branch, NC&StL Ry taking shape in the basement of Ted & Mary Bleck-Doran

Tonight on YouTube Videos You Might Like to Watch



Self-Cleaning Train

Recommended by Don Ramey
http://www.youtube.com/watch?v=_W8DorTutlo



Train Lays Its Own Track

Recommended by John Edwards
<http://www.wimp.com/traintrack/>



Chinese Steam Powered Train Exits Tunnel
 Recommended by Don Ramey
<http://www.youtube.com/watch?v=6ROpqaEptI>



Central Ave Train Derailment, Metairie LA
 Recommended by Don Ramey & John Edwards
<http://www.youtube.com/watch?v=03Nq632eV6I>



Chinese Steam Powered Train - 9 Loaded Hoppers - 3 Locomotives
 Recommended by Don Ramey
<http://www.youtube.com/watch?v=lmKq6vXgJw&feature=related>



1952 Budd Railcars newsreel - "Clear Iron"
 Recommended by Don Ramey
<http://www.youtube.com/watch?v=yN9LhwQvQqg>

Train Watching at MEMRR Amtrak's Heritage Fleet Part 8: Diners

Fleet numbers	Type	Builder and year built	Number built	Notes
8500-8532	Diner	Budd 1948-1958	32	Some cars rebuilt from 8700 series
8550-8559	Diner Grill	Budd 1948-1958	10	Rebuilt from lower 8500 series

Heritage Fleet was a program started by Amtrak in 1977 to convert its older cars from steam heating to head end power.^[1] 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.^[1] 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.



#8502 "Silver Cuisine" - Dewitt NY
 ex Amtrak 8053; ex BN CB&Q 198
 May 24, 1997
 David Finch

Heritage Diner Numbers			
Road Number & Name	Type(1)	Original Amtrak Number	Freight RR & Number (2)
8501-Silver Tureen	DN	8055	CBQ-202
8502-Silver Cuisine	DN	8053	CBQ-198
8504-Silver Restaurant	DN/TR	8052	CBQ-195
8505	DN/TR	8045	NP-458
8507	DN/TR	8049	NP-463
8509	DN	8046	NP-460
8510	DN/TR	8050	CBQ-193
8511	DN	8333	PC-4554
8512	DN	8335	PC-4563
8514	DN	8338	PC-4566
8521	DN	8330	SOU-3306
8524	DN	8383	SOU-3309
8527	DN/TR	8062	SP-10212
8528	DN	8063	SP-10213
8530(3)	DN/TR	8702	PC-7143
8531(4)	DN/TR	8711	CBQ-4737
8532(5)	DN/TR	8716	CBQ-4739
8550	DG	8048	BN-1296
8551	DN/TR	8051	CBQ-194
8552	DN/TR	8047	NP 461
8553	DN/TR	8516/8331	PC-4552
8554	DG	8517/8336	PC-4561
8558	DG	8522	SOU-3307
8559	DG	8060	SP-10210

(1) DN: Diner, DN/TR: Diner-Temoinsa Rebuild, DG: Grill Diner
 (2) The number in this column is the last number prior to being acquired by Amtrak.
 (3) PRR-7143 to PC-7143 to Amtrak 3643 to Amtrak 3321 to Amtrak 8702 to Amtrak 8530.
 (4) CBQ-4737 to Amtrak 5014 to Amtrak 8711 to Amtrak 8531.
 (5) CBQ 4739 to Amtrak 5016 to 8716 to Amtrak 8532.



#8504 "Silver Restaurant"
Chicago, IL May 1988
Jim Hebner



#8510
Chicago, IL
Jim Hebner



#8524 Ex Southern
June 1990 Albany, NY
Dick Leonhardt

Here's some discussion regarding the Amtrak Heritage Diners from Rallnet.com:

Amtrak has Heritage Diners in storage at Beech Grove that could be restored to service, especially for the Lake Shore Limited, which seriously lacks a full service diner. VIA Rail Canada has maintained these cars for service. Some I believe just need their inspections updated etc. The Amfleet Diner Lite food service car in the Lake Shore Limited consist just does NOT work!

The numbers just don't add up for the Heritage diners that are currently in operation and those that used to be in operation just a few years ago. I am sure it was a way for Amtrak to save money,

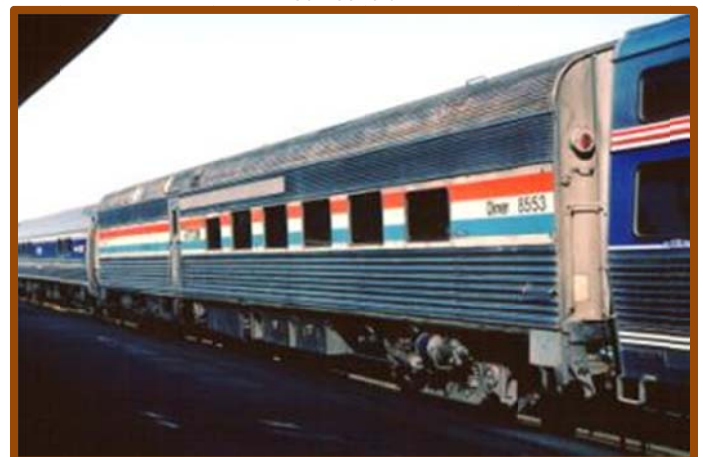
by retiring the Heritage Diners, but with a recent appropriation, I think it could cover the operation of at least 3 Heritage Diners - for the Lake Shore. The Silver Palm, now no longer, used to have four Heritage diners in its pool. Let alone if we go back even further to when the Broadway Limited was in operation.

Yes, Amtrak wants to get new single level diners, but until then, they could at least get three Heritage Diners back up and running for the Lake Shore Limited, as it has been noted Amtrak is looking to offer dinner in the diner heading eastbound on the second bound prior to arrival into NYC particularly. Not sure what the Boston bound passengers would get stuck with. Perhaps the Lake Shore Limited should run with a full service Heritage Diner and an Amfleet Diner Lite, with the Diner Lite operating between Boston and Albany, more as a cafe car for most of the route, but then offering dinner for the Boston-Albany portion.

Diner-Grill Cars

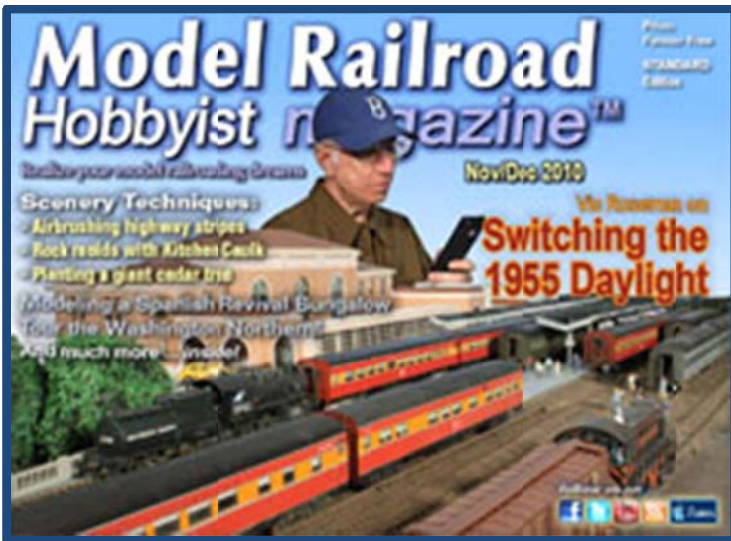


#8552 ex NP
Colder than cold! Part of the Lakeshore Limited
Feb 28, 2002 Buffalo-Depew NY
Jeff Oswald



#8553 nee NYC 452
ex Penn Central 4552 ex Amtrak
8331 July 8, 2001 Rochester NY
Jim Hebner

Table from <http://www.on-track-on-line.com/amtkrinf-diners.shtml>
History from Wikipedia, the free encyclopedia
Photos from <http://www.hebners.net/amtrak>



Model Railroad Hobbyist News On-Line Magazine Goes Monthly

If you haven't discovered 2010 *Model Railroad Hobbyist*, an on-line hobby magazine, look for it in 2011 – in an expanded monthly edition. It chocked full of modeling tips, projects and articles. The embedded version includes videos of techniques, produce reviews and layout tours. Best of all it's FREE! You can subscribe by going to: <http://model-railroad-hobbyist.com/magazine/mrh-2010-NovDec>.

The November-December 2010 issue includes:

- Switching the Coast Daylight
- Zip Texturing
- Airbrushing Highway Stripes
- Planting a Great Cedar Tree
- Modeling a Spanish Revival Bungalow
- Visit the Washington Northern

Best Discovery For 2010 The Rail Channel

For those who love to watch railroad theme videos then 2010 was a great year. Last year saw the launching of The Rail Channel (www.therailchannel.com). Each week The Rail Channel posts a 33 hour lineup of train related videos depicting contemporary and vintage videos and films. The first week of January had the following program list:

- All Aboard: Amtrak's Empire Builder
- Strasburg New Year's Eve 2009
- Whistler's Western Volume 1: A History of the Boston & Albany
- Ride The Cog – The Mt. Washington Cog Railway Before Dieselization
- Rail Adventures – Track of the Beaver – Canadian Pacific in Kicking Horse Pass
- Pennsylvania RR – Progress on the Rails – 1952 film About PRR's Technology



An early try at COT (car on trailer) road service... truck carriers promised to bring car loads to the doors of customers lacking a rail spur. This was a short lived experiment.



Modeler's Detail
Derailer Installed on team track
Jonesborough TN

THE VIEW FROM THE ENGINEER'S SIDE OF THE CAB:

January 2011 is upon us, but it leaves many great memories for the MEMRR and the Carter RR Museum down the tracks of 2010. We celebrated the end of the year with a terrific Christmas party at the Tipton-Haynes State Historic Site. The large meeting room was filled with members, spouses and 'significant others' (but no little elves), more delicious food than we could consume at one sitting (though some tried their best), and a visit by Dirty Santa that forced the exchange of some treasured gifts through many sets of clutching hands. In short, a great time was had by all complete with snow covering the landscape. Our thanks to everyone who attended and especially to those who came early to decorate the room and set up the tables and chairs, **Jim & Charlotte Pahrís, Duane & Harriet Swank, Dan & Charlene McLeod, Larry & Jane Fraser, and Gary Emmert.** A very special *Thank You* goes to **Jim Pahrís** for organizing the details for the party and to Vice-President **John Carter** for making the reservations for the site.

The George L. Carter Railroad Museum was closed for the first time (excepting snow days) since we opened in November 2007 on two consecutive Saturdays, both holidays, Christmas Day and New Year's Day. Having a couple of Saturdays 'off' was surely appreciated by all our volunteer members. The two storytelling interview events were so successful (November 20 and December 4) that plans are in the works to make it a monthly event in 2011. The interviewers from the ETSU Graduate Storytelling Program interviewed 26 people over those two days and collected a lot of wonderful tales of the rails. We sent thank-you letters to each interviewee along with a CD recording of their interview. The newly organized **George L. Carter Chapter NRHS** will be involved in promoting these storytelling events in 2011 as one of the dedicated activities of this newly chartered NRHS chapter. The chapter's inaugural meeting will be held on Monday, 17 January, in room 312 of Brown Hall, ETSU (the room our MEMRR club has been meeting in the past 3 years) at 6:30 p.m. and anyone interested is invited to attend. **A REMINDER: The meetings for the MEMRR will be held in room 322 in Brown Hall this spring because of a room scheduling conflict.**

The snowy weather and the holidays slowed our Thursday night work sessions on our layouts at the Carter RR Museum during December, but we continued to get some things done. Work on the new staging yard for the HO layout and freight yard continued. We have been concentrating on wiring the staging yard and installing Tortoise switch machines on its 8 turnouts. That work continues and anyone interested in helping with the wiring will be more than welcome to lend a hand. **We need to get a group of "gandy dancers" (track layers and wiring dudes) to commit some time over the next few weeks to the club's HO freight yard project so we can make some real progress on it. Please see John Carter, the project's coordinator, to volunteer your time—We Need YOU!** We also have several large Walthers Cornerstone buildings associated with the diesel facilities module on that yard that need to be constructed if anyone wants to work on them please let me

know. Construction of these plastic kits is rather easy, straight-forward and enjoyable and any number of our club members will be happy to get you started if you have not had much experience with this facet of the hobby. **The new HO freight yard/staging yard complex is the current MEMRR club priority project and we need an organized and dedicated effort by our members to make it a working reality in a reasonably short time—Please Volunteer and share in the enjoyment and challenge of making this an exciting working feature of our layout.**

In November a small committee decided to form to set up a switching plan for the club's HO layout so we could operate in a more prototypical manner on Saturdays. They are asking that anyone with a stub track or siding on their personal modules give them permission to switch or otherwise operate there off the main line. This may also require activating some of those turnouts so they may be accessed from the main line. Please give this group, **Larry Fraser, Gary Emmert, Allan Morton, Don Ramey & David Doughty** some feedback. I shall be happy to have some hopper activity at the O.L. King and Sons coal yard as that empty CRR hopper has been setting on the dump ramp for a decade or more.

Allan Morton has completed a draft of a letter of welcome for new members and a new version of our 'member's interests in the hobby of model railroading' form. I have approved both and we will be using them as a follow-up means to welcome new members to the MEMRR (nothing beats the personal touch when you meet them and greet them) and to learn something about their modeling preferences as we integrate them into our organization. Thank you, Allan.

Carter Museum News: The logo for the George L. Carter Railroad Museum has been officially copyrighted. We should make some plans to get it transferred to some items, perhaps a tee-shirt or patch, that could be sold to visitors. We should take advantage of the 100th ETSU anniversary celebrations this year (1911-2011) to make a "collector's" edition selection available with the university centennial logo affixed as well.

A few steps by any of our members across the hall to the "Ken Marsh room" will reveal the sweeping changes the renovation is bringing to our newly acquired space. The Marsh room is 570 sq.ft. and contains the display cabinets, window benchwork, and the Rabetoy donated benchwork and freight yard that we were converting to a highly modified and compressed ET&WNC Hon3/HO layout. Emile Hamm has been developing a track plan for the Tweesie part of that layout that incorporated Gary's freight yard into it. During the Christmas Holidays the university, at no expense to the museum, has been renovating the museum's newly acquired space that was formally used by the McNair Program, but transferred to the Carter Museum in November. They are following suggestions I made to their planners for the conversion of the space to the museum's best use. I'll be happy to give any of you a 5 cent "tour" if you wish it over the next few weeks, but here is some of what you can expect to see when the renovations are completed: One large room with 1310 sq.ft. of floor space; sheetrock on two walls to provide a

smooth surface for backdrop scenery/posters/maps/track plans, etc.; newly painted walls; additional ceiling lighting; cabinets in the shape of a the letter F flipped on its back; a new door way connecting the large work room (108) to the new room; a 155 sq.ft. library room with built-in shelving and only one access door (the hallway door has been removed and the wall blocked up for additional shelving and security). Renovation should be completed by the end of January. Emile is currently working on a new, greatly expanded track plan for the Tweetsie layout to give us a point-to-point line from Johnson City to Cranberry; just like the prototype. With the longer run we should be able to incorporate almost all of the important points the ET&WNC connected along that route. I will work with the Tweetsie group to finish the process of track and layout planning so we can begin to assemble the additional resources we will need to collect the materials for benchwork and track risers to get our foundation for the layout underway soon. Any additional members with an interest in joining this group please let me know.

In the 3 years since we opened the Carter RR Museum in November 2007 we have grown from around 2500 sq.ft. of floor space to more than 4800 sq.ft and our MEMRR club has grown from about 35 members to almost 100 in 2009 and 2010!

Membership Dues for the 2011 year are DUE. If you have not renewed your membership you have only a few remaining weeks to do so. Club projects like the current major HO freight yard expansion depend on these funds as does the printing and circulation of *The Signal Bridge*. Your membership dues give you complete access to the Carter RR Museum and all the track time in 3 different gauges and all the model railroading you care to engage in with a great bunch of guys and gals. Don't let your membership lapse; remain a member of this top-notch model railroading club. The dues are a bargain for what you receive in return and help to support a dynamic organization. Please send your dues for 2011 to MEMRR Treasurer, **Duane Swank**, 1763 Sylvan Hill Rd., Elizabethton, TN 37643.

It's going to be another great year for the MEMRR and the Carter Railroad Museum. The track is clear ahead and the railroad is expanding. Hear the whistle blow and think of all the destinations yet to come. Get on Board!!!!!!!

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



Membership Inventory

First, let me thank you for being a member of the Mountain Empire Model Railroaders Club. I hope that the next year as a MEMRR member will open new doors to new enjoyment for you and your interest in model railroading.

It doesn't matter if you are a seasoned veteran or new to the hobby, membership in the MEMRR gives you the opportunity to learn new skills, develop your modeling techniques and meet new friends that share your interest in the hobby.

Please take this time to let us know what area(s) of the club you would be interested in participating in and can support in the coming year and return your completed questionnaire to Allan Morton or any club officer. Thank you.

(Check all that apply)

- HO Scale Layout* *N Scale Layout* *G Scale Layout*
- HOn3 Tweetsie Layout* *Traveling HO Layout* *Kids Play Room*
- Museum Display Cases* *Library Development*

Based on the above response, what would you like to learn more about or help develop?

(Check all that apply)

- Track Laying* *Electrical DC/DCC* *Scenery and Detailing*
- Layout Maintenance* *Bench Work* *Research*
- Other (Specify):* _____

I consider my skill level to be: *Beginner/Novice* *Intermediate* *Expert*

What are your expectations from membership in the club?

How can the club help you achieve your goals?

We look forward to seeing you at our weekly Thursday night working sessions at the George L. Carter Railroad Museum on the East Tennessee State University campus and at our monthly meeting the third Tuesday of each month.

Fred Alsop
President, Mountain Empire Model Railroaders

**The engine is fueled and ready to depart
the station!
Are you on board?**



Your membership with Mountain Empire Model Railroaders is about to expire and this may be your last issue of *The SIGNAL BRIDGE*.

**December-January-February are membership renewal months.
So please consider renewing your membership today.**

**Full Membership is \$30.00
Family membership is an additional \$5.00 per member
Associate Membership is \$12.00**

**Send your check to:
MEMRR
c/o Duane Swank
1763 Sylvan Hill Road
Elizabethton, TN 37643**

**The club is in its expanded quarters at ETSU with both HO, G and N Gauge
Railroads to operate.
Come join the fun.**