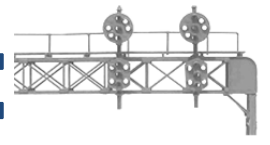


THE SIGNAL BRIDGE



Volume 18

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
MARCH 2011 BONUS ISSUE

Number 3

Published for the Education and Information of Its Membership

LIMESTONE, TENNESSEE Southern Railway Station



The Southern Railway station in Limestone Tennessee is certainly showing its age. It's over a hundred years old and of a unique Victoria design. The floor plan is not to be found in the Southern Railway "Station Floor Plan" book. There is one period photograph of the station to be found in the American Photographic history book on Limestone.

The station is of wood construction with a metal roof. It appears to have an office, two waiting rooms and a freight/baggage room. It looks as though it has a poured concrete foundation. Details for the passenger platform are all but lost in the weeds and debris. Paint color of the exterior can be guessed at by the small flakes of paint still clinging to the boards. A good guess

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 ??

would be painted mustard yellow with Southern Railway Green trim. Interior has its tongue-and-groove walls painted a blue-

green. Wainscoting was possibly stained but has been painted over.



Coming Up:

- CRR Depot – Erwin TN
- CRR Depot – Kingsport TN
- SRy Depot – Greeneville TN
- N&W Station – Bristol VA
- N&W Station - Abingdon VA

Previously Covered

- SRy Station – Johnson City TN
- CRR Station – Johnson City TN
- ET&WNC Station – Johnson City

If any member has photographs of existing or former regional depots freight houses, engine facilities they are willing to share bring them to the club and we will scan them and make digital copies; or if you have already created digital files we can make copies of those for use in the newsletter.



Coordinator's Meeting 10 February 2011 235 Campus Center Building Fred Alsop presiding

HO Layout—John Carter/John Edwards: Switch-8 board is on its way. Running bus wires under staging yard; wiring tortoise machines (8); John E. is fabricating switch panel.

Bankus N-Scale—Tod Eaton: Adding new track; finishing new highway bridge; continue to research new control system to recommend for museum purchase; will be reshaping part of entry way on backside of layout.

McKee G-Gauge—Jesse Kittle: Real coal has been added to tender; planning to dull-coat locomotive; needs passengers for coaches (museum will purchase).

Cope Traveling Layout—Gary Emmert: (report by F. Alsop). Bench work has been repainted; layout supporting legs repositioned; many trees have been replaced by John Faucett.

Rabetoy HO/HOn3—Rich Gallaher: (report by F. Alsop). John Carter & Lisa Thomas are working on materials donations for benchwork; Emile Hamm is working on track plans; Rich Gallaher is working on necessary landmarks; Gary Rabetoy is working with possible vendors to produce ET&WNC rolling stock; F. Alsop has worked up benchwork position layout; Duane Swank has constructed pilot model for benchwork.

Little Engineer's Room—Duane Swank: Caboose light has been reworked to remove possible electrical short; laminate for cabinet top has arrived and will be installed soon.

Display Cases—Jim Pahr: Continue to change out displays on regular schedule. Pennsylvania RR will be featured in April.

Sales—Duane Swank/Gary Rabetoy: Discussion continued on possibility of acquiring and selling club car with ETSU centennial logo. Perhaps a New England-style caboose in blue and gold. Hobie will check with some vendors and report his findings. We have plenty of engineers hats for sale.

Publicity—Hobie Hyder: F. Alsop and Geoff Stunkard have generated publicity for the Museum/MEMRR "Railroad Heritage Days", Birthday Party Package information, and will announce 2 storytelling events for March and April.

Events—Hobie Hyder: Several club trips to visit local member's home layouts are planned. The first will be to Bob McCracken's home in Abington, VA on 20 Feb. A club railfanning trip will be planned to Cass Scenic RR in WV, and perhaps to nearby Elkins in August.

Publications—Ted Bleck-Doran: (reported by F. Alsop). A 10 page + 4 pages of the new Carter Chapter NRHS newsletter in this issue of *The Signal Bridge* will be ready for February publication. Editor looking for stories of local railroad stations and other railroad-related materials.

Library—Gary Emmert: (reported by F. Alsop). Library will be formally set up in newly renovated room just as soon as laminate can be secured and installed on it shelving.

Mountain Empire Model Railroaders Minutes of General Meeting: February 15, 2011

All Aboard:

President Fred Alsop called the meeting to order at approximately 7:05p.m. in room 312. We had partly cloudy skies and a ¾ moon. There were 21 members and one visitor, Bryan Holland of Jonesborough, present.

Officer Reports:

Secretary Report: Secretary moved that without corrections or additions, previous minutes be approved as published in January Signal Bridge. Motion carried.

Newsletters Editors Report: Ted was with us and once again Kudos to you Ted for the fine series of documents published and forwarded with the January Signal Bridge.

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

Note: Currently we have approximately 23 members with unpaid dues for 2011. Please do not let your membership expire. Contact Duane Swank for remission of dues.

Web Masters Report: Web site is up and running fine. E-Mail addresses for those wishing to acquire a MEMR web address are available.

Vice Presidents Report (upcoming programs): John Carter reported on a current listing of upcoming programs as follows:

March-Swiss RR Museum DVD review-Jim,

April-Prototype Consisting-Gary,

May-tentatively scheduled with Delanna Reed and the ETSU Graduate program RR story reviews..

June-Prototype Train Orders-Gary..

Presidents Report:

1. Fred started off commenting on the You Tube Videos we now have on the Net. If you have not seen them, check them out. Search for MEMRR or George L. Carter Railroad Museum.

2. Fred also commented on the apparent success of our Railroad Heritage Saturday Program which is the fourth Saturday of each month. Jeff Stunkard had proposed and now spearheads this effort in our January meeting.

Old Business:

Follow-up letter, Allan has produced a profile of member interest for new (and OLD) members alike, please take the time to fill this out (in Signal Bridge-JAN edition or the one handed out at the Feb. Meeting) and return to Allan.

New Business:

- Partial list of upcoming events this year:
 - March- 4-WNC RR Show in Asheville, NC; 19- RR Show Greensboro, NC
 - April- Spring Clinics on Model Railroading: Possible outing to Oakridge Model RR Club
 - May- Rail Grass, Racks by the Tracks, National RR Day, Museum open doors ETSU Spring Graduation
 - June- Blue Plum Festival Johnson City, TN, Craggy Mtn. Railroad visit (Speeders)
 - July- Annual Club Picnic
 - August- Cass WV group trip
 - September- 7-10 Eastern Narrow Gauge Convention, ETSU Presidential Classroom visit
 - October- ETSU Centennial; Doe River Gorge foliage trips;
 - November- National Model RR Month; 4th Anniv. Carter RR Museum; Saturday Model Railroad Clinics; ETSU Homecoming; Bluefield WV show; annual election of officers for upcoming year.
 - December- Annual Christmas party & meeting
 - Hobie is working on options with vendors to produce a club Centennial car in alliance with the Centennial celebration of ETSU. More information in the coming months.
 - ETSU has purchased 55 locomotives to be presented to "Friends of ETSU". The club has been approached to decal and mount the locos in presentation cases. More information on this as it comes available.

Co-Ordinators mtg:

- G-Scale:** Jessie continues placing passengers in the passenger cars and now has coal in the tender.
- N-Scale:** Continued research for Throttle options, highway bridge is assembled and awaiting installation, and clearance issues are being resolved at the rear of the layout.
- Lil Engineers Room:** Laminate has been installed on the counter top. The caboose lights have been reworked to be safer for everyone.

- Displays:** If you have any material you would like to see displayed and shared with our visitors. Especially during the "Heritage Saturdays", see Jim.
- Tweetsie:** New module plans are now finished and vendors are being researched for production of laser cut wood caboose and coach kits.
- Cope:** Has been removed from workroom, Fascia has been painted, Leg issues resolved.
- HO Scale:** The switch 8 control boards previously approved are in and scheduled to be placed in service in the staging yard soon. Staging yard wiring and yard track rework is progressing.
- Library:** is almost ready for move to new room

Volunteer Recruiting for Saturday Operating Sessions:

Next 4-weeks Operator Volunteers. **Thanks to all you engineers for your unselfish desire to come out and run your trains. This is what makes it fun for all.**

Announcements:

- A club outing to Bob McCracken home layout is planned for Sunday Feb 20th. Group to leave from museum at 1:30 p.m.
- March "dinner before meeting" will gather at the "Campus Cue restaurant" (located across from Poor Richards down from the college).
- With no further new announcements being made, the meeting was adjourned at approximately 8:00 p.m.

Program for the Evening:

Lyle demonstrated the DCC tester we have and its operations..

Next Scheduled Monthly Meeting:

March 15, 2011: Program: Jim Paris, Swiss RR Museum operations. **Please Make Plans Now to Attend.**

Respectfully Submitted:
Don Q. Ramey, Secretary MEMRR

Creating the Whistle Stop Café

A Photo Essay

By Fred Alsop



Photo 1: This project was an exercise in kit-bashing.



Photo 2: The inspiration came from a 1962 photo of the Times Square Diner built from an ex-East Tennessee and Western North Carolina Coach obtained from the BRB&L. It would involve kit-bashing and a bit of scratch-building, along with a tad of creativity.



Photo 3: The project started with a Roundhouse Southern RR Ready-To-Run 85' Pullman Palace Car Diner



Photo 7: The car body is shortened to 59' with the two sections glued together.



Photo 4: The care was first disassembled removing the under body from the shell and detaching the trucks



Photo 8: Model putty is used to fill any gaps...Testors and Squadron Green are two sources for tubes of putty.



Photo 5: The car body was cut to shorten the shell



Photo 9: The frame [underbody] is shortened to fit the shell by cutting the step-wells from the ends.



Photo 6: Cut carefully as the center section will be removed



Photo 10: An interior floor is cut to fit and wall panels fabricated to create interior partitions.



Photo 11: The partitions and seats were fitted and glued to the flooring. Seats came for the scrap bin.



Photo 12: Floor is Painted; Seats are Painted; Table Tops are Cut

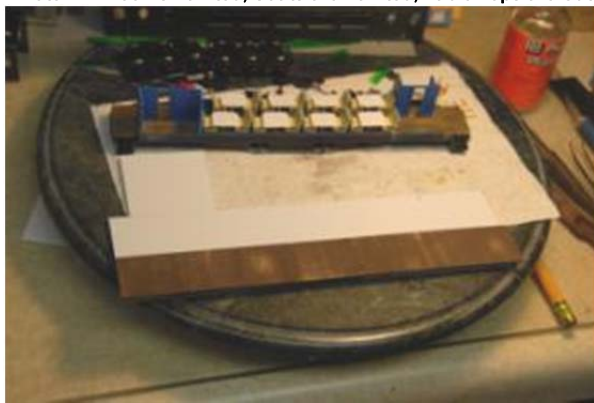


Photo 13: Wooden Porch Floor Cut & Assembled; "Foundation" Substructure Cut



Photo 14: Diner Rests on Crosstie Foundation

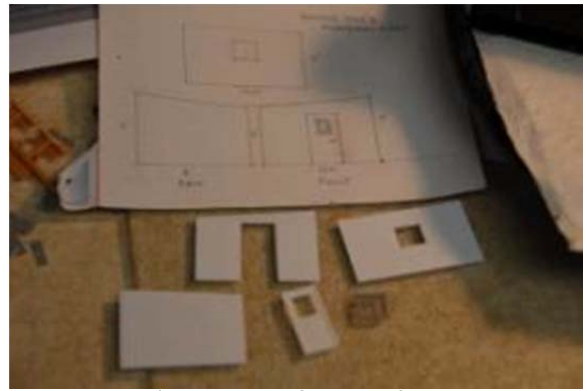


Photo 15: Design and Cut Pieces for Kitchen

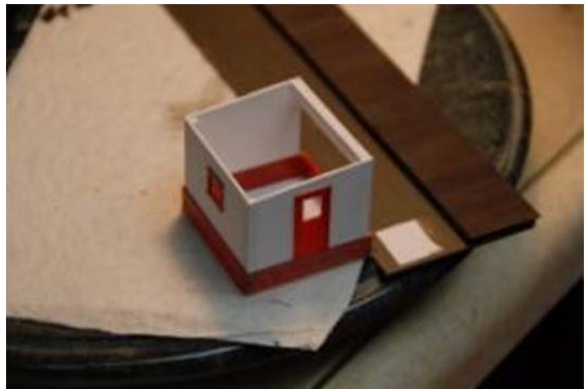


Photo 16: The kitchen is assembled and affixed to the foundation.



Photo 17: The kitchen is painted to match the car body shell



Photo 18: Add Roofs, Porch Supports & Chimney



Photo 19: Paint & Weather Roof; Create & Add Signage



Photo 23: Customer Groups



Photo 20: Add Porch Furnitue, Customers, "Dinner Ware & Food"



Photo 24: Customer Groups



Photo 21: Customer Groups



Photo 25: Every diner needs a cook



Photo 22: Customer Groups



Photo 26: Lights are added to the sign



Photo 27: Back of diner details



Photo 28: Finished Diner ready for installation on the layout

Materials List

- Roundhouse Kit # 85324, Southern RR Diner RTR 85' Pullman Palace Car
- Preiser Seated Figures #10-14009
- Minatronics 2 pin micro-mini connector
- Minatronics lampshades w/bulbs, N-scale 1.5 volt, 30mA
- Pikestuff gray coach seats #541-4101
- Preiser HO tables and chairs # 17201
- NTE 100 ohm ¼ watt resistor
- Transformer w/output 12V, 300mA
- Plastruct Plastic Weld liquid cement
- Gorilla super glue
- Evergreen Sheet Styrene: clapboard, plain, novelty
- Builders in Scale metal roofing and siding material 12' wide #502
- Campbell Scale Models corrugated aluminum #803
- Champ decal set
- Walther Railroad Gothic Alphabets #6
- Woodland Scenics dry transfer "Products & Advertising Signs" #DT554
- Kappler Mill & Lumber Co. scale bridge trestle ties KPO69
- DCC Installs & Sales, DCC lighting bar S5050 w.w.strip
- Mini-Nature summer grass tufts #727-22



announcing the film showing to the wet streets from recent heavy rainfall & shadows indicating time of year & actual weather and conditions on historical record, even when the cars were registered (he even knows who owned them and when the plates were issued!).. It was filmed only four days before the Great California Earthquake of April 18th 1906 and shipped by train to NY for processing. Amazing, but true! http://www.youtube.com/watch_popup?v=NINOxRxze9k

104 YEAR OLD FILM CLIP

"You Are There" For A Cable Car Ride In San Francisco "4 Days Before The Great California Earth Quake Of 1906

This film was "lost" for many years. It was the first 35mm film ever. It was taken by camera mounted on the front of a cable car. The number of automobiles is staggering for 1906. Absolutely amazing! The clock tower at the end of Market Street at the Embarcadero wharf is still there. How many "street cleaning" people were employed to pick up after the horses? Talk about going green! Great historical film!

This film, originally thought to be from 1905 until David Kiehn with the Niles Essanay Silent Film Museum figured out exactly when it was shot. From New York trade papers

VOLUNTEER STATE RAILROADING WILL BE THE FEBRUARY HIGHLIGHT OF THE CARTER MUSEUM'S MONTHLY HERITAGE DAYS

On February 26, the George L. Carter Railroad Museum will be 'Looking for some Volunteers' and featuring Tennessee Railroads from Memphis to Mountain City.

The railroad heritage in the Volunteer State past and present will be the featured subject of the monthly Railroad Heritage Days at the George L. Railroad Museum on the campus of East Tennessee

State University. On February 26, 'Looking for some Volunteers' will be hosted by the museum in conjunction with Mountain Empire Model Railroaders (MEMRR), who own and maintain the large HO scale layout on display plus act in a curatorial role with museum's other layouts and holdings.

The unique topography of Tennessee, as well as its length, gave it one of the richest tapestries of railroading in North America. From the narrow gauge logging operations of the eastern mountains, to the rolling hills of the Cumberland Plateau, to the flat river bottoms of Memphis, numerous Class 1 Railroads and short lines traversed the Volunteer State. Many MEMRR club members have interests in specific lines, from the little Tennessee Central RR and the logging and narrow gauge lines, to the well-remembered Southern Railroad and Louisville & Nashville RR, and on through to today's Norfolk Southern and CSX operations. They will have models of those lines and others up and running from their personal collections on the layout that Saturday.

On display that day will be special memorabilia on loan, including rare interior postcards of the Illinois Central's 'City of Miami,' a lantern from the Nashville, Chattanooga & St. Louis, timetables from the Southern, select maps from a 1937 Official Guide, a Clinchfield Railroad ashtray, and more. Also, member Geoff Stunkard will be showing some more modern railroading with his photo exhibit 'Coal Commerce & Operations (CC&O) - the ex-Clinchfield in East Tennessee 2009-2011' and debuting his short documentary film 'Today's Tweetsie - The East Tennessee Railway in the 21st Century.' Other attractions will be announced on the day of the display, and sponsorship opportunities are still available as well.

The museum has set aside the final Saturday of each month as a special tribute day to specific American railroads and regions. This new program, which uses the MEMRR's large HO-scale layout, an extensive 24' x 44' model railroad which is made up of modular sections that were detailed by their sponsoring owners and scaled to a 1.87:1 standard, allows both members and the public to enjoy uniquely-matched railroad equipment being demonstrated. With the university celebrating 100 years since being founded with the generous support of railroad and mining magnate George L. Carter, these once-a-year displays will help honor the heritage of both 20th century and modern rail technology.

"The museum's mission continues to expand each year," says Dr. Fred Alsop, who serves as the museum director and overall coordinator in addition to his vocational work as a noted professor in the ETSU Biology Department. "We are excited about our Heritage Day program, which proved to be very popular last month. These events help fulfill the university's goal of providing the public with quality educational opportunities, especially since we are celebrating the 100th Anniversary of railroad builder George L. Carter's beneficial commitment to the grounds and buildings where the university now stands."

The George L. Carter Railroad Museum is open on Saturdays from 10:00 AM to 3:00 PM, and includes layouts in HO, N, and G

gauges, and a special child's activity room. There is no set admission fee but donations are much appreciated. The museum is also seeking artifacts for the newest addition, a 1300-sq. foot room dedicated to the long-defunct, but well-remembered, East Tennessee & Western North Carolina 'Tweetsie' narrow gauge railroad, which is now under construction. In addition to the displays, there is also a growing research library, a new National Railway Historical Society chapter, membership docent opportunities, and an oral history archive being established as part of the museum's programs. Info can be found online at ETSU's homepage or <http://johnsonsddepot.com/glcarter/cartermuseum.htm>

The Mountain Empire Model Railroaders club works in conjunction with the museum to demonstrate and maintain the model layouts and other projects. More information can be found at <http://www.memrr.org>. Membership opportunities are available to adults, and include special benefits and model railroading enjoyment.

2011 Railroad Heritage Demonstration Days at the Carter Museum

February 26 - 'Looking For Some Volunteers - Tennessee Railroading from Memphis to Mountain City'

March 26 - 1st Annual STEAM UP - Steam Railroading Remembered

April 30 Standard of the World - the Pennsylvania Railroad

May 28 Here to Stay - Modern American Railroading (in honor of National Train Day May 7)

June 25 Song of the South - Serving Up The Southern Railroad

July 30 My Kind of Town - Chicago and Midwest Lines

Aug 27 The Old Reliable - The Late, Great L&N

Sept 24 How the West Was Won - Lines West of the Mississippi River

Oct 29 Nights & Weekends - Long Trains on the N&W (special evening session - start time TBD)

Nov 26 Our 100 Year Heritage - Carter's Fabulous Clinchfield Lines

Dec 17 New York State Of Mind - The New York Central's Glory Days (final day of 2011 non-holiday season)

The George L. Carter Railroad Museum is located on the campus of East Tennessee State University, Campus Center Building, 100 Ross Drive. For more information contact the Museum Director, Dr. Fred Alsop, at telephone 423/439-6838.

Tweetsie Caboose Proposal Models of # 505 and #506

I am working with a group of modelers in an effort to produce a number of kits in HO_{n3} scale of ET&WNC rolling stock that are

currently unavailable. Our first project will be ET&WNC cabooses # 505 and 506. We anticipate that the kits could be offered at a price of approximately \$50.00 - \$60.00 (\$50.00 without trucks and couplers and \$60.00 with trucks but without couplers). The person doing the laser cutting needs to have a realistic number of

kits to be produced before beginning. In an effort to get a sense of the demand for the above kits I am writing to you, as the MEMRR Webmaster, to ask if you could forward a request of interest in the above kit(s) to the members of the MEMRR who have email access. The kits would be marketed by Cranberry Car Shops. This is not meant to be a reservation for one (or more) kit(s) but rather a statement of interest. However, members should be truthful about whether or not they would actually purchase kits.

Incidentally, I have also posted a similar message on the ET&WNC Yahoo Groups website today. If we are successful in this initial project, additional offerings of other cabooses, stock cars, and passenger cars are anticipated. Please advise. Thank you.

Best wishes,
Gary Rabetoy

North Carolina Railroad Company A Modern Bridge Starts A Search From Wikipedia.com

The North Carolina Railroad (NCRR) is a 317-mile (510 km) rail corridor extending from Morehead City, North Carolina to Charlotte, North Carolina. The railroad carries over seventy freight trains and eight passenger trains daily. It is managed by the North Carolina Railroad Company.

History

In 1848 the North Carolina legislature authorized a railroad that



would connect the eastern part of the state with the piedmont. NC Senate President Calvin Graves cast the deciding vote, ensuring the railroad would be built, but ending his political career because it would not pass through his district. In 1851 Senator Graves was given the honor of lifting the first shovel of dirt as construction of the railroad began in Greensboro. Three years later, in 1854, the railroad's first president, businessman John Motley Morehead, dubbed the rail line "the tree of life" for the state. By 1856 the first train traveled along the entire route, from Goldsboro to Charlotte.

In 1858 the Atlantic and North Carolina Railroad was completed, opening 96 miles (154 km) of rail between Goldsboro and Shepard's Point, now Morehead City. Efforts to consolidate the Atlantic and North Carolina with the NCRR were initiated in 1866, but it would take until 1989 to complete the merger and consolidate the railroads from Morehead City to Charlotte.

In 1895 the North Carolina Railroad was leased to Southern Railway Company (later Norfolk Southern) for a 99 year period. Southern Railway/Norfolk Southern retained control of the railroad until 1999, when NCRR and Norfolk Southern reached an

exclusive Trackage Rights Agreement for Norfolk Southern's continuing freight and maintenance operations on the NCRR line for 15 years, renewable for an additional 30 years.

One year prior to the establishment of this new lease with Norfolk Southern, in 1998, the State of North Carolina agreed to buy out the remaining 25% private shares of NCRR stock, making it a privately run company, with the voting stock fully owned by the state. In 2000, the General Assembly established by statute that North Carolina Railroad Company revenues are to be used for improvements to the NCRR line. A year later, the implementation of a Corridor Improvement Program that serves as the blueprint for upgrading the railroad was put into place and the first projects, \$10 million worth of improvements along the corridor between Goldsboro and Morehead City, were completed. That same year the North Carolina Railroad Company approved a contract with Norfolk Southern and the North Carolina Department of Transportation to complete \$30 million of improvements that would eliminate 20 minutes of daily passenger travel time between Raleigh and Charlotte in a double tracking project near Greensboro. NCRR's corporate capital improvement program is funded from NCRR capital funds generated through its freight agreement with Norfolk Southern. NCRR does not receive any state appropriations, and its properties are subject to North Carolina city and county property taxes, most but not all of which are paid by Norfolk Southern under the agreements.



Also in 2001 a corridor upgrade between Raleigh and Selma was completed, allowing for an increase in speed on the rail from 49 to 59 miles per hour (79 to 95 km/h). Two years later, in 2003, the Neuse River Bridge in Kinston was replaced. It was the first bridge completed through the Corridor Improvement Program. This nearly 100-year old structure developed a large crack in the east abutment after Hurricane Floyd, making it unsafe for further

use. The new bridge is designed to carry the faster, heavier cars that are common on today's freight routes. In May 2006, a new bridge over Highway 54 in Research Triangle Park was completed to replace the old single track bridge that had substandard clearance and, because of its narrowness, caused a significant bottleneck on Highway 54. The new bridge is double-tracked to increase train capacity and speed. The improvements will allow traffic to flow smoothly and safely on the road below while allowing both freight and passenger trains to move along the



corridor.

NCRRToday

Recently, North Carolina Railroad Company added three new passing sidings over eight miles and centralized traffic control between Raleigh and Selma (30 miles) in order to increase

capacity for both freight and passenger trains. The Company is also replacing several other bridges along the corridor to improve safety, efficiency, and speed. Other improvements made by the NCRRT since 2001 include rail and bridge upgrades between Raleigh and Morehead City, NC at a cost in excess of \$60 million. In 2010, the Company completed commuter rail investment and ridership studies for the segments between Goldsboro and Greensboro, through Raleigh.

Beginning in 2008, the North Carolina Railroad Company is working with the North Carolina Department of Transportation and Norfolk Southern to improve crossing safety on the eastern portion of the line by upgrading gates and crossing signals. The Company is also working with these parties to add or replace double track between Charlotte and Raleigh in an initiative to extend higher speed passenger rail south to Charlotte from Washington via Richmond, Virginia.

The North Carolina Railroad was instrumental in encouraging the economic development of North Carolina in the 19th century, helping to define new markets, new industries, and new cities and today NCRRT continues to contribute to the state's economy. The North Carolina Railroad carries over one million carloads of freight each year and about 300,000 passengers. Based on a 2007 study by the Research Triangle Institute, the North Carolina Railroad saves North Carolina industries \$198 million in transportation costs annually, and the total impact on North Carolina economic output is \$338 million annually. In 2005, in counties bordering NCRRT tracks, industries using rail freight services accounted for \$143 billion in output, more than 24% of North Carolina's total economy. NCRRT freight transportation also has environmental benefits, conveying \$65.7 million in external benefits (cost savings).

**Illinois Railway Museum in the News
Doubles Its CA&E Collection**

Courtesy of Eric Bronsky



Recently, the Illinois Railway Museum more than doubled the size of its Chicago Aurora & Elgin collection. Considering that the railroad has been gone for over half a century, how is this possible?



Following the abrupt July 3, 1957 end of passenger service on the CA&E and subsequent abandonment, the freight locos and most of the cars were scrapped. A few railway museums had the wherewithal to acquire some of the passenger cars, but several cars migrated to distant locations including Maine, Pennsylvania, Ohio and Iowa. A few wooden cars and just one steel car remained in Illinois.

Amazingly, car 431 (Cincinnati, 1927) has been operating at IRM for close to 40 years as compared to 30 years on the CA&E. Its handsome curved ends, powerful acceleration, and solid but



smooth riding qualities enthrall museum members and visitors alike. Capable of M.U. operation with other steel motors and (ex-WB&A) trailers, this fine interurban car has essentially been an orphan without running mates. 431 being neither electrically nor mechanically compatible with other cars in IRM's collection, it had been limited to operation as a 1-car train.

4-car CA&E steel train meeting a 5-car CA&E wood train at Johnson Siding—this is now possible (although it might strain the substation)!



Gerald Brookins' Trolleyville USA had acquired the lion's share of CA&E cars along with some former AE&FRE lightweights. Many of us secretly (well ... maybe not so secretly) hoped IRM could somehow cajole them into parting with at least one of their mothballed 450-series steel cars to mate with 431. When the demise of the Lake Shore Electric Railway Museum (Trolleyville's successor) led to Brookins' collection being placed on the auction block, IRM bid successfully on not one but *five* CA&E cars

Before Cleveland's ambitious plan for a new trolley museum along the waterfront was called off due to lack of funding, it seemed highly improbable that the two largest collections of preserved CA&E cars would eventually merge into one giant collection. Cleveland-area railfans, preservationists, and tourism truly sustained a heartbreaking loss, but ultimately the most important objective was to ensure the survival of these cars

So, today 431 has not one but three running mates: 409 (Pullman, 1920), the only preserved steel CA&E Pullman; and 451 and 460 (St. Louis, 1945). Also, wooden cars 36 (Stephenson, 1902) and 319 (Jewett, 1914) have rejoined cars 308 (Niles, 1906), 309 (Hicks, 1908) and 321 (Jewett, 1914). Just imagine a



On the surface, all of this is a dream come true for CA&E fans. The reality gets a lot more complicated. First, each of the new owners faced the challenge of raising funds to pay for the purchase and transport of these cars. Then comes volunteer

labor. IRM's effort to acquire and move the five CA&E cars (plus two others) was, in a word, heroic. A long list of highly motivated museum members was involved with arranging the transport of these cars to Union, procuring the needed carbarn space, and then getting these cars into shape for the 2010 operating season.



electrical components had to be inspected, tested, and repaired or replaced as needed. And no, the volunteer workforce didn't stop there; they ambitiously repainted *three* of the cars—319, 409 and 460—in the familiar Brilliant Red and Aurora Grey livery of the 1950s. Painting these cars to match 431 was an astute choice; it gives the museum's CA&E roster an esthetically pleasing fleet appearance.



What these folks accomplished in just a few short months is amazing. True, four of the five CA&E cars arrived in operating condition, but each of the cars needed attention. Mechanical and

As July 4 approached, activity to ready these cars in time for the Trolley Pageant reached a fever pitch. See <http://hickscarworks.blogspot.com/> for a detailed report



illustrated with many *great* photos. We will no doubt learn more about the ongoing restoration progress in upcoming issues of *Rail & Wire* and *First & Fastest*.

I was born too late to experience the CA&E firsthand, and I never imagined that it would someday be possible to take the

accompanying photos. What a treat it was to see all of these cars reunited, sparkling in the sunlight and proudly back on "home" rails for their Trolley Pageant debut. Considering that the CA&E has been gone for half a century, what IRM has achieved is remarkable. I hope you enjoy my photo coverage of the most impressive fleet of CA&E cars to be assembled since 1957.



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

Eight members of the MEMRR took advantage of **Hobie Hyder's** planning for visits to area home layouts as on February 20th we traveled to the Abington, Virginia, to see member **Bob McCracken's** HO scale N&W railroad. Bob has not only captured the essence of the local Virginia landscape in his multi-tiered layout, but he has modeled many local buildings seen along the tracks that make his model railroad truly unique. Many of the structures he has created out of paper products and most of them constructed from favorite cereal boxes as well. A number of the HO scale steam locomotives displayed on the wall shelves in his train room are scratch-built working originals with PVC pipe boilers in some cases. In addition to hosting us and showing the group a lot of the one-of-a-kind scenes on his working layout, Bob showed us projects he has underway in a house that is like a personal railroad museum with many photos and paintings of prototype southern railroads alongside a lot of collector-quality railroading memorabilia. Bob, thank you and Mrs. McCracken for opening your home to us and for letting us share in your little basement model railroad empire. Your modeling skills and your layout are outstanding.

We had our second "**Railroad Heritage Day**" on February 26 and it was a well-attended event with lots of visitors and club members on hand. The day's theme was "Looking for Some Volunteers—Tennessee Railroading from Memphis to Mountain City" and it featured our personal and MEMRR locomotives and rolling stock that represented railroads from across the Volunteer State, including lots of 'fallen flag' lines. We had excellent publicity from ETSU's Office of University Relations through their contacts with all area media and the event was covered by *The Johnson City Press* with an article in their Sunday edition as well as by WCYB-Channel 5 TV. These events, created and coordinated by **Geoff Stunkard**, have been a great deal of fun for everyone involved and have provide a tremendous focus for our club members and the

citizens of the area alike while providing a lot of positive publicity for the club and the Carter Railroad Museum. The family featured in reporter Seth Woods' newspaper article had made the trip to the museum from Saltville, VA in order to let their 2-year old son who loves trains visit our layout and our facilities. On March 26th we will have our third "Railroad Heritage Day" featuring steam locomotives. If you have not participated in one of these yet get out your favorite steam engine(s) and oil them up in preparation for showing them off pulling your favorite consists the last Saturday of this month. We will get the word out and you will have lots of people coming to watch your trains run.

The Carter Railroad Museum hosted its first "official" **birthday party** for 'Little Engineers' in February and it was a great success. Fred's biology colleague, **Dr. Stacey Wild**, coordinated the party and worked hard to decorate part of the Ken Marsh Room for a portion of the event. We have another party scheduled for March 12th. There are some flyers available in the Little Engineers Room with information about scheduling these events. All the proceeds are going into an account for the railroad museum to use.

ETSU instructor, **Delanna Reed**, has been teaching her graduate class each Monday night since mid-January that is focusing on collecting railroad stories. Her students are learning how to conduct interviews and we will host the third "**Storytelling Day**" in the museum on **March 12th**. Delanna and her students will be present to conduct interviews and we will be releasing news of this event through ETSU University Relations once again. If you know people who you can invite to come to tell some of their 'tales of the rails' on the 12th please make an effort to let them know about it and to get them to the museum. If they can't make the March session we will be having another on April 9th. Preserving these oral histories is very important and we are getting to know a group of wonderful people with a head full of wonderful memories of area railroading that will be lost if we don't get them recorded and preserved. The membership in the newly formed George L. Carter Chapter NRHS has taken on the responsibility of helping Delanna and the railroad museum collect these stories and will be

on hand on the 12th to assist her and her students with the volunteer storytellers we hope to have visit us. I know our club members will not only host these visitors, but will also help with the sessions in any way they can.

ETSU has given us permission to use their **Centennial Logo**, the symbol of the university's 100th anniversary, in any way we wish to do so. One of the suggestions that have been floated by our board of coordinators is to use it to decal an HO-scale caboose to use as a fund raiser. We have been in contact with Atlas to see what a caboose would cost, painted/unlettered or undecorated to determine what our options might be. At this date we are still gathering information and will present it at our March business meeting for discussion and possible action. We are also polling the MEMRR members with computer web access to get a sense of their feelings on this possible project and will present the results of that poll at our next meeting as well. In conjunction with ETSU's Centennial, we have been asked to assist the Office of Public Relations' Director with the completion of an HO series of 2-8-4 locos, painted/unlettered that will need to have Centennial Logos and numbers applied to cab and tender. There are 55 such locos to decorate. In addition, there are 55 display cases that the university wishes to have track mounted in to use to display these locomotives. The railroad museum will be given one of these sets as a permanent display piece. The remainder of these units will be given to selected friends of the university as part of this ongoing celebration. The university will provide funding to us for the work that is involved and we will have until August to complete it. Discussion of the above will be an agenda item for the March meeting.

When we put together our **Annual Calendar of Events** at our January meeting the club decided it would like to put on some **spring modeling clinics** for the public in April. We will need to discuss this at the March business meeting, so please think of

how-to-do-it clinics that would be appropriate and who will be willing to do them. We will probably try to do them on two consecutive Saturdays and that will require 4-6 clinics of about 30 minutes duration each week. So, think about what you would like to do and we'll work up a schedule and get it published at the appropriate time. Many of the clinics that we did in November would be great to have again for those who missed them and it is always instructive to see some of our members display their modeling skills.

Spring is just around the corner and that means there will be invitations to the club and the museum to be represented at many of the out-door events in the towns and cities of the area. We need to have the **Cope Traveling Layout** brought into tip-top shape and secure a means of transporting it to the festivals. If there are some members who would like the challenge of designing and building some additional scenic sets (pairs) to change the looks of this layout now is the time to let me know so we can get this work well underway. We will provide the materials—you provide the creative inspiration and the labor to make your scenes a reality.

There is a lot of activity on the part of the MEMRR at the Carter Railroad Museum. If you're missing out on it come on down any Thursday afternoon around 4:30 (best time to find a parking place as many employees are leaving work at that hour) or any Saturday from 10 AM to 3 PM and join us. Lending a hand on one of the many projects that are underway will be great for you and most helpful to those who are already engaged. We are well down the tracks into a new exciting year filled with lots of opportunity. Hear the whistle blow and dream of all the destinations yet to come.

*Fred Alsop
President, MEMRR
Director, George L. Carter Railroad Museum, ETSU*

MEMRR HOME LAYOUT TOUR A NIGHT AT THE McCRACKENS

Photos Provided By Paul Haynes







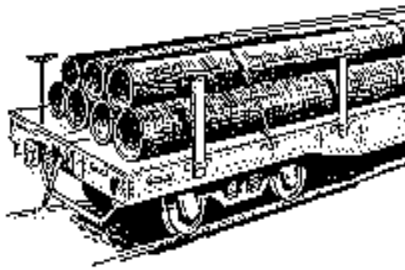
The Coal Road

The Monthly Newsletter of the George L. Carter Chapter, National Railway Historical Society, East Tennessee State University, Johnson City, Tennessee
Volume 1, Number 2, March 2011

NRHS Charter Presented to Members at Chapter's February 14 Meeting

Guest of Honor was Larry Dyer, NRHS South Central Region Vice President

The Drawbar



We were honored at our second NRHS chapter meeting on February 14, 2011, to host the Regional Vice-President for the South-Central Region, Larry Dyer, who made the trip from the Atlanta, Georgia area to present the chapter with its official NRHS Charter. The charter will be displayed in the George L. Carter Railroad Museum. Our National Director, Jim Pahriss and his wife, Charlotte, hosted Larry during his brief stay. Larry provided advice and assistance to us in the early weeks of discussions about the possibility of creating our new chapter in an earlier visit to the Tri-Cities in July of 2010.

NRHS Charter Presentation at February 14 George L. Carter NRHS Chapter Meeting. L-R Jim Pahriss, Larry Dyer, and Fred Alsop.



Our February meeting held at East Tennessee State University was a very upbeat gathering that accomplished a lot of essential housekeeping duties necessary to get our fledgling chapter up and running. You will be able to read about all the decisions that were made by the members present in the pages of this newsletter and they will give you comfort that we are heading in the right direction and the future is bright and filled with the potential of many exciting projects in the beam of our headlight. Even our newsletter now has a name that was contributed by members Myra and Bill Hensley and selected by a majority vote of the members present at that meeting from a host of good candidates. From now on you will be reading chapter news in ***The Coal Road***. Three cheers for Mike Jackson for his outstanding job with the editing, composition and publishing of our first newsletter!

In the next two months we will be hosting as partners with the Carter Railroad Museum and Delanna Reed, and her graduate storytelling class at ETSU, two more Storytelling Events. They will be scheduled on Saturday, March 12th, and Saturday, April 9th. These events will be highly publicized via press releases from the ETSU Office of University Relations and will be sent to approximately 50 media outlets inviting anyone with personal stories to tell about railroading, especially area railroading, to come to the museum and be interviewed by Delanna and her students. We want to preserve these bits of oral history by recording them and archiving them and we want to gather as many of these important 'tales of the rails' as we can from as many storytellers as possible as the majority of the people we interview are in their late 60s and beyond. The Carter Chapter NRHS members are needed to help register our storytellers, contact as many as you personally know and let them know about these events, help the interviewers during the days of the events (10:00 AM to 3:00 PM each Saturday), and offer any other assistance as needed. Delanna has indicated that if any of our members want to help her by learning how to transcribe the collected stories from the recording to written hardcopy she could use that help and will gladly train you to do this important task. Let me know if you would like to learn and I'll connect you with her, or you can call her at her office in the Department of Curriculum and Instruction at 423/439-7061 and discuss volunteering with her. Our members can be of particular service in this effort by personally contacting anyone you know who has memories of early 20th century railroading, especially railroading in this region, and inviting them to come to the museum on either of the two dates listed above to be interviewed and have their stories recorded. If we have the information in advance, we can even schedule appointment times for them. If you know someone who is unable to travel to Johnson City for one of these sessions, please find out if we could interview them in their homes, and we will make all the necessary arrangements to attempt to do so. All we need is their permission and contact information so we can reach them. Their stories are pieces of history that will never otherwise be preserved, and we want to make every effort to attempt to collect them.

Jim Pahriss has agreed to coordinate our initial efforts to become a center for working with BSA leaders and their scouts in helping them to earn their Railroading Merit Badge. Jim is making the necessary contacts with the local Boy Scouts of America Council and will be helping us determine what our NRHS chapter will have to do in order to become qualified to do this work for the Boy Scouts of our area. This project will involve some education on our part so that we fully understand the requirements for the merit badge and what we will have to do to be able to help youngsters meet them. Additionally, we will need to establish a schedule with the Carter Railroad Museum and the BSA for those dates when we will be available to work with the scouts and their scout masters. This should be an educational, fun and rewarding project for us all. I would like to suggest we make this project a focus for our April meeting.

Our chapter meetings will be in ETSU's Science Building (Brown Hall) in room 322 where we met last time until I can find a room that may be more suitable for us, especially if our little chapter begins to grow and we need a larger space. I am already looking forward to our March meeting and seeing all of you again. As you think of things that will help our chapter move down the tracks, please don't hesitate to convey them to any of the officers or members of the Board so we can discuss them and act on them. This is every member's chapter and each of you is important in making it work. If you have ideas about articles for the newsletter, programs for chapter meetings, projects we might consider, railfanning you would like for us to do, events we should know about and perhaps attend, if you want to try to do some club excursions, etc., etc., please bring your ideas and suggestions to the meetings and let's see what everyone thinks

about them. We want to have fun with our railroading interests and we have a lot of talent and experience to draw on in our new chapter.

Remember, our next meeting is at 6:30 p.m. on Monday, March 14th. If you would like to get together for dinner around 5:00 p.m. before the meeting, let me suggest the Campus Q, a good Bar-B-Q restaurant next to Poor Richards Restaurant on West Walnut Street just east of the ETSU campus.

The tracks are aligned and the steam pressure is rising. Hear the whistle blow and dream of all the destinations yet to come!

Fred Alsop
President, George L. Carter Chapter NRHS
Director, George L. Carter Railroad Museum, ETSU



Here is a picture of the NRHS Charter presentation at the NRHS Winter Conference in Williamsburg, VA, on Sunday, January 30, 2011. The individuals in the picture from L to R are Larry Dyer, South Central Region Vice President, Jim Pahr, Vice President and National Director of the George L. Carter Chapter, Don Maxwell, Chapter Development Director, and Greg Molloy, President NRHS.



The George L. Carter Chapter NRHS

The Monthly Meetings are the Monday preceding the third Tuesday of the month at 6:30 PM in room 322 of Brown Hall, East Tennessee State University, Johnson City, TN. The room is on the Third floor entering from the northeast entrance doors. For more information, please write to the Chapter at 1763 Sylvan Hill Road, Elizabethton, TN 37643.

The George L. Carter Chapter NRHS Newsletter is prepared and distributed monthly prior to the meeting. Opinions expressed by the writers are not necessarily the views of East Tennessee State University and its employees, the George L. Carter Chapter NRHS, and its members, officers, and board of directors and the National Railway Historical Society. Contributions are welcome. For permission to use the material in this newsletter, please contact the editor, Mike Jackson. Contributors are Fred Alsop & Jim Pahr. Railroad clip art is used courtesy of Ken Houghton of Houghton's Rail Images. Please send correspondence to Mike Jackson at ki4ojomichael@gmail.com or call 423-914-6751.



George L. Carter Chapter, NRHS National Director's Report for 2011 Winter Conference

The 2011 NRHS Winter Conference was held at the Williamsburg Lodge, in Williamsburg, Virginia, January 29 & 30. Your National Director, Jim Pahriss and his wife, Charlotte, were in attendance. On Sunday Morning I was presented with our Charter, so we are now officially a part of the National Railway Historical Society. Hopefully, Mr. Larry Dyer, Regional Vice President, South Central Region, will be at our February meeting to present the Charter to the chapter.

Saturday was spent in a Committee of the Whole session discussing and tweaking the proposed new Society Bylaws. It was a very constructive and amicable meeting. The Bylaws Committee had been working on this completely new set of bylaws for the past year. The committee, of which your National Director is a member, is a cross section of the Society as it is composed of chapter and at-large members, Regional Vice Presidents, National officers and ex-officio members (Society President and Senior Vice President).

One of the major goals of the new bylaws is to create a smaller and more responsive Board of Directors (BOD) to oversee the governance of the Society. Presently each chapter elects a National Director, who is then voted on by the Society membership at its annual meeting to a seat on the BOD. Theoretically, the Membership could not seat a chapter's National Director, thereby leaving the chapter without a member on the board. Presently the BOD is composed of 180+ members, a very unwieldy number. Many of the BOD members do not attend the BOD meetings. For example, this past meeting in Williamsburg was attended by 70+ members of the board. We did have a quorum, fortunately, so all actions of the BOD were valid. The proposed bylaws will reduce the size of the BOD to 25 members, with the following composition:

President and Vice President – both to be elected by the whole membership of the Society for a two (2) year term with no term limits.

Five (5) Global Directors – all to be elected by the whole membership of the Society

Eighteen (18) seats divided between chapter and at-large members from, to be established, electoral districts. Members within the district vote for the board candidate they want to serve on the BOD. Each district will have at least two seats on the BOD. One district, the largest, will have a third seat. Seats will be reapportioned every 10 years.

The 23 board members will be formed into two classes for the initial election. Class one will be for a four (4) year term and class two will be for a two (2) year term. After the initial election all board members will serve a four year term. This staggered system provides for continuity on the board. There will be a term limit of 10 consecutive years, which a member may serve without taking at least a two year break before running for re-election.

Another significant change in the proposed bylaws is the creation of an **Advisory Council**, which is to be composed of chapter and at-large representatives. These representatives would be known as National Representatives. The intent is for this body to provide a means of conveying input to the new BOD and also to serve as a sounding board for proposals of the BOD. Presently the National Directors are responsible to the Society as a whole and not to the chapter or at-large membership initially electing them.

The Advisory Council meetings will be structured very similarly to the current BOD meetings as there will be rail fan activities in conjunction to the meeting of the representatives and the activities will be open to Society members whether or not they are National Representatives.

The Society Bylaws Committee is finalizing the changes directed by the BOD at the meeting in Williamsburg and will be providing each Society member with a copy of the proposed bylaws and a ballot for the member to use in accepting or rejecting the proposed bylaws. The

new bylaws will be formally voted on at the Annual Meeting of the Society at the Convention in Tacoma, WA on Friday, June 24th.

An affirmative vote on these bylaws is critical to the future of the NRHS. No other organization of this size (approximately 14,000+ members) has such a large and unwieldy BOD. A considerable amount of time is spent on administrative matters that little time is left for governance and strategic planning of where the society is or should be going. Our Society is aging and we must be proactive in the recruiting of new and younger members. Also, we must be adaptive to the changes taking place around us as we have entered a technological age where information is available to us in many instantaneously accessible formats.

Jim Pahr
Vice-President, National Director,
George L. Carter Chapter, NRHS



UPCOMING TRAIN SHOWS & EVENTS FOR 2011

MARCH 4, 5 ASHVILLE, NC

Western N C Agricultural Center, March 4th open 12:00 pm-7:00 pm, March 5th open 9:00pm-4:00pm, admission \$5.00, children under 13 free. Contact

www.ashville-trainshow.com

MARCH 5, 6 NEW BERN, NC

March 5th open 10:00am-5:00pm, March 6th open 10:00am-4:00pm, admission \$6.00, children under 12 free. Contact southernrr@suddenlink.net

MARCH 19 GREENSBORO, NC

J. Douglas Gaylon Depot, corner of Washington & Church Sts., March 19 open 10:00am-3:00pm admission \$5.00, children under 12 free. Contact stemjobe@bellsouth.net

APRIL 30 HENDERSONVILLE, NC

Whitmire Activity Center, April 30 open 10:00am-3:00pm, admission \$5.00, children under 13 free Contact hmp3@blueridge.net

JUNE 25 CHARLOTTE, NC

Bldg # 1 Metrolina Expo Trade Ctr., 7100 Statesville Road, Charlotte, NC 28269. More info call 703-536-2954

AUG 6, 7 TIMONIUM, MD

Maryland State Fairgrounds, Aug 6th open 10:00am-4:00pm, Aug 7th open 10:00am-4:00pm admission \$7.00, children under 12 free. Contact www.greenburgshows.com

AUG 27, 28 CHANTILLY, VA

Dulles Expo & Convention Center, 4320 Chantilly Shopping Center, Aug 27th open 10:00am-4:00pm, Aug 28th open 10:00am-4:00pm, admission \$7.00, children under 12 free. Contact

www.greenburgshows.com

SEPT 7 THRU 12 HICKORY, NC

NAT. NARROW GAUGE CONVENTION, SEPT 24, 25, DANVILLE, VA

Danville Science Center, Sept 24th open 9:00am-5:00pm, Sept 25th open 11:00am-3:00pm

Contact www.dsc.smv.org

OCT 8 HENDERSONVILLE, NC

Whitmire Activity Center, Oct 8 open 10:00am-3:00pm, admission \$5.00, children under 13 free.

Contact hmp3@blueridge.net

OCT 27 THRU 30 CARY, NC

NMRA & SER MID EASTERN CONVENTION

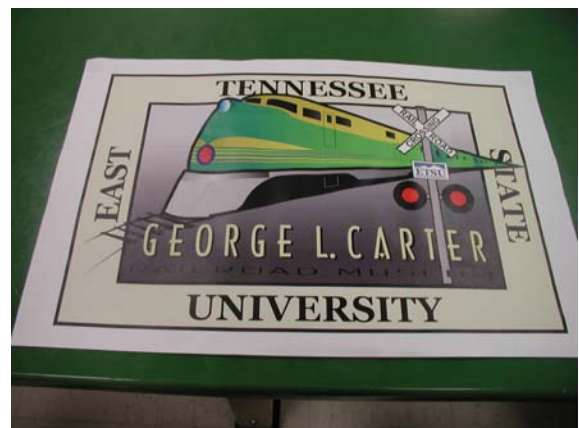
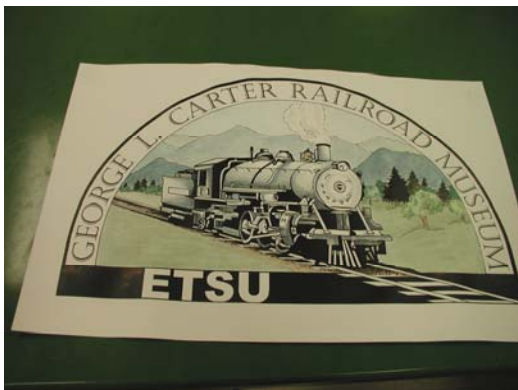
Contributed by Duane Swank
Treasurer, George L. Carter Chapter, NRHS



Suggested Logos for the George L. Carter Chapter NRHS

These are some suggested logos to be discussed and possibly voted on at our March 14 meeting.

The George L. Carter Chapter NRHS
Designed by Geoff Stunkard



Railway Heritage Initiative Calendar for March 2011

March 11, 2011: NRHS and Railfan & Railroad Magazine Pizza Party

Location: Stockton, CA

Event Type: Pizza & Show

For more information contact Jeff Smith at bulletin@nrhs.com [<mailto:bulletin@nrhs.com>]

or Steve Barry: steveb@railfan.com [<mailto:steveb@railfan.com>]

Event Status is planned.

March 12, 2011: Winchester Chapter, NRHS - Annual Banquet

Event Type: Banquet

Event status is planned.

March 12, 2011: Winterrail 2011

Location: Stockton, CA

Event Type: Meeting

For more information: www.winterail.com

[<http://r20.rs6.net/tn.jsp?llr=vjotlqdad&t=qj7vjweab.0.o9yjwwdab.vjotlqdad.78&ts=S0590&p=http%3A%2F%2Fwww.winterail.com%2F>]

Event status is firm.

March 25 - 26, 2011: Joint Spring Meeting of the Association of Railway Museums (ARM) & the Tourist Railway Association (TRAIN)

Location: French Lick, IN

Event Type: Meeting

There will be separate ARM and TRAIN Board Meetings, as well as combined meetings to discuss future cooperation between the two organizations. Event status is firm.

March 27, 2011: 2nd Annual John H. White Junior Conference on Railway Heritage

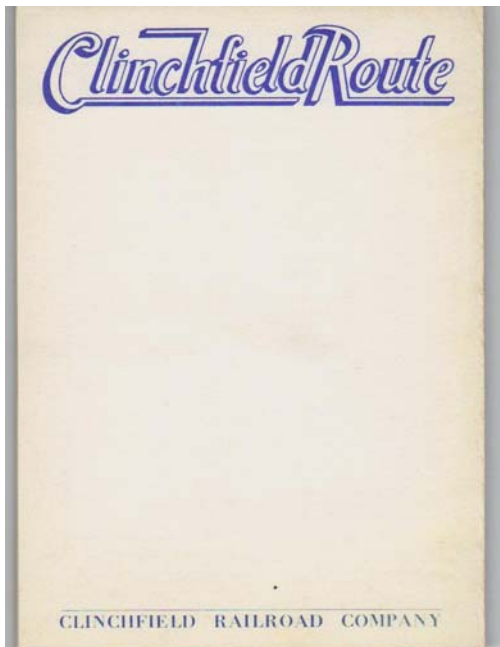
Location: French Lick, IN

Event Type: Meeting

Hosted by the Indiana Railway Museum

Event status is firm.

Contributed by Jim Pahr



A page from a Clinchfield Railroad memo pad used in the late 1970s. From the collection of Mike and Betty Jackson

From the Bristol Herald-Courier's permission and

published on Saturday, May 1, 1971, the newspaper clipping below is a report on the last passenger train to leave Bristol for Roanoke, VA, and points eastward on April 30, 1971. The train was not included in the Amtrak line-up of intercity passenger trains that began on May 1.

'All Uh-borrerrrd!'

Rail Service Fades From View

By GARY GREENE
H.C. Staff Writer

"All uh - borrrrd!"

Those familiar words heard in Southwest Virginia train depots from Bristol to Roanoke are now a part of the past.

A shutdown in passenger service by Norfolk and Western Railway will halt all rail travel to and from Bristol and most of Southwest Virginia.

The Bristol train depot was more crowded than usual Friday morning as a handful of persons purchased tickets for the final passenger train departing from the Twin Cities.

"We've got a crowd on hand," laughed an N&W official as 10 persons climbed aboard the old passenger cars.

"There're usually about four people leaving here every morning and about that many returning on the night run," he said.

N&W HAS HAD only one passenger train providing daily service from and to Bristol for sometime now.

The powerful Diesel Number 18 pulled away at 7 a.m. and was soon on its way to Roanoke.

Built in the mid 1940s, the two passenger cars were reminiscent of the "good old days" for railroads.

The coach atmosphere easily brought back thoughts of past World War II years when rail travel reached its height.

The sun soon broke the horizon, giving passengers a final view from the train of the seldom seen countryside.

"This is really a sad day because I thought I would never see passenger service stopped," trainman Bill Jennings, an N&W employe for 25 years, said.

"Bill is right," added conductor Tom Thornburg, who has been with N&W since 1923. "It's certainly something I never thought would happen."

THE COMPANY DECISION ends passenger service which has been in effect in Bristol since October 1, 1856.

The train made its usual stops, picking up a few regular customers and many school children.

"Many of the school kids have never been on a train and they want to take the final trip," Jennings explained.

"On a heavy - load day we have about 30 passengers and on

weekends and holidays there are usually more," he said.

The train cruised along at 50 miles - per - hour as passengers snapped pictures and talked about the service stoppage.

MOST OF THE nation's rail passenger service will be taken over today by Railpax, a new semi - government agency set up by the Department of Transportation.

Passenger service, which has also been provided by N&W, will also be stopped in other Virginia towns including Abingdon, Emory, Glade Spring, Chilhowie, Marion, Rural Retreat, Wytheville, Pulaski, Dublin, Radford, Christiansburg, Roanoke, and Beford.

Additionally, N&W's famous Wabash Cannonball which runs between St. Louis, Mo., Detroit, Mich., Chicago, Ill., and Decatur, Ga., has also stopped.

Passenger service was first available in Bristol with completion of the 204 - mile Virginia and Tennessee Railroad line in 1856, which linked Bristol and Lynchburg, Va.

The Virginia and Tennessee Railroad merged with two additional railway companies in 1870 to form the Atlantic, Mississippi, and Ohio Railroad.

WITH OTHER MERGERS, the company was switched to Norfolk and Western Railroad Company in 1861, and in 1896 was changed to the present company of Norfolk and Western Railway.

Many N&W employes are faced with job changes now that passenger service has stopped.

"I'm 42 now," Jennings said, "and I'll have to start working as a brakeman again on freight trains."

N&W will continue freight service in the area and many of their passenger train employes will be reassigned.

Now at age 67, Thornburg is faced with retirement or switching to a job on a freight train.

"I haven't made a decision," Thornburg said, "I'll just have to go fishing and make up my mind."

MANY RAILROAD officials believe there is a future for passenger trains if they are modernized and better equipped.

"If things were more convenient and satisfying, people would enjoy traveling more by train," Jennings alluded.

All too soon the train trip came to an end. People poured from the train as Jennings and Thornburg compiled the final passenger count.

"We had 299 passengers today," Jennings said, "I sure wish it would have been like that everyday."



Bristol - Roanoke Run Leaves On Final Trip

MEMRR CLUB HATS, TEES, SWEATSHIRTS & JACKETS
 Order Yours Today



| | | | | | | | | | |
|---|---------------|--|-----------------|--------------|----------------|----------|-------------------------|-------------------|--|
| PRICES SUBJECT TO CHANGE WITHOUT NOTICE | | MEMRR Member Name _____ | | | | | | | If jacket(s) to have personal name(s) embroidered, print name(s) below |
| Date _____ | | Have orders to Duane Swank by 1st of month. | | | | | Total of Order \$ _____ | | |
| ALL MERCHANDISE IS FOREST GREEN UNLESS OTHERWISE STATED | | Merchandise with MEMRR Embroidered Logo | | | | | | | |
| | |Quantities..... | | | | | | | |
| POLO SHIRTS w/pocket | \$17 Small | \$17 Med. | \$17 Large | \$17 XL | \$19 2XL | Total | Paid | Date Delivered | |
| SWEAT SHIRTS | \$14 Small | \$14 Med. | \$14 Large | \$14 XL | \$16 2XL | Total | Paid | Date Delivered | |
| T-SHIRTS w/pocket (short sleeve) | \$8.50 Sm. | \$8.50 Med. | \$8.50 Large | \$8.50 XL | \$10.50 2XL | Total | Paid | Date Delivered | |
| T-SHIRTS w/pocket (long sleeve) | \$11 Small | \$11 Med. | \$11 Large | \$11 XL | \$14 2XL | Total | Paid | Date Delivered | |
| BUTTON FRONT dress shirt w/pocket (long sleeve) | \$22 Small | \$22 Med. | \$22 Large | \$22 XL | \$25 2XL | Total | Paid | Date Delivered | |
| Jacket lightweight flannel lining Personal monogramming add \$5.00 per jacket; print name(s) to right of page | \$22 Small | \$22 Med. | \$22 Large | \$22 XL | \$25 2XL | Total | Paid | Date Delivered | |
| Jacket lightweight fleece lining Personal monogramming add \$5.00 per jacket; print name(s) to right of page | \$36 Small | \$36 Med. | \$36 Large | \$36 XL | \$39 2XL | Total | Paid | Date Delivered | |
| Engineer HATS (blue/white w/club logo for members only) = \$11.00 each | | | | | | Quantity | Paid | Delivered | |
| Baseball HATS (w/club logo for members only) = \$10.00 each | | | | | | Quantity | Paid | Delivered | |
| GIVE ORDER FORM to: Duane Swank | | | | | | | | | |
| MAKE CHECKS PAYABLE TO: MEMRR | | | | | | | | | |