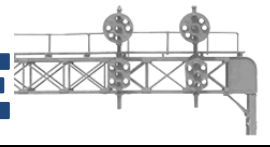


THE SIGNAL BRIDGE



Volume 18

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
NOVEMBER 2011 COMBINED EDITION

Number 11A/B

Published for the Education and Information of Its Membership

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

It's my pleasure to welcome a couple of new members to the Mountain Empire Model Railroaders club. **David Whitledge** from Abington, VA joined back in September, but I think many of you have not had a chance to meet him. He has been a 'regular' at the Carter Railroad Museum since joining and runs L&N HO equipment. Our newest member is **Bradford Horrell** from Mar Hill, NC. Brad has already logged a Saturday laying cork roadbed on our Tweetsie project. Please introduce yourself to them and make them feel welcomed to our club. Welcome aboard fellows!

Two of our hard-working members have had recent visits to the hospital. Gary Emmert had two stints inserted into his heart on Oct. 24th and reports that he is recovering nicely. Rich Gallaher was slated to have a kidney transplant at Duke Medical Center on Oct 31st with his wife acting as the donor. I have not heard how they are doing, but we wish them both a most speedy recovery to full health and hope to see Rich back running his little steam passenger consist and building Tweetsie cars again real soon. We miss you fellows and send our best wishes for a complete recovery and a long tenure with the MEMRR.

ETSU has granted us some additional space for the Carter Railroad Museum to help us with our growing storage problems. The second week of November we will take possession of room 236 upstairs above the museum. I will check with university surplus to see what shelving they may have available and we will move some of the things we have cluttering up the work spaces in both our workrooms up to the new space during the coming weeks.

Thanks to those of you who spent part of your Sunday afternoon and other hours at home and in the museum completing the decaling project on the 55 Berkshire locomotives and long-haul tenders, and the display cases for them, as part of the university's centennial project. Forgive me if I omit someone's name here as I am working from a memory that is sometimes faulty, but thanks to **Duane Swank, Harriet Swank, Ted Bleck-Doran, Bob Jones, Allan Morton, Hobie Hyder, Dan McLeod, Ed Champion, Gary Emmert,** and anyone else whom I may have inadvertently left off the list. We will get to keep one of the locomotives (all are DCC equipped) for the club's use in the Railroad Museum as well as getting some funds transferred into our foundation account for doing the work. That locomotive has now been transferred to a stall in our roundhouse, so check it out and give it a run. We have a few decals left over if someone wants to custom decorate some rolling

stock with them. They should fit nicely on the sides of a 50 foot box car.

The George L. Carter Railroad Museum now owns a very nice 6 x 12 foot box trailer that is being stored on the ETSU Motor Pool parking lot. I truly owe a debt of gratitude to those members who rallied to my call for financial assistance to purchase this much needed trailer. Your checks came in quickly, beginning within a few hours of the distribution of my email asking for donations and we completed the necessary paperwork and purchased the trailer from a private seller in Jonesborough on October 27th. **Hobie Hyder** joined me with his truck and we pulled the trailer from Jonesborough to ETSU. I will work with a local sign company to have George L. Carter Railroad Museum logo decals and ETSU decals placed on the trailer sides so that we will be advertising our museum wherever the trailer goes. Now we have the ability to take the Cope Traveling Layout anywhere we want to display it as well as other materials such as folding tables and model railroading sale items to local venues anytime the opportunity presents itself and the club decides they want to participate.

The Cope Layout needs some work and we could use some additional scenery boards to interchange with the 2 currently on the layout. We have some carnival equipment if someone wants to try using them on a Cope scenery module. Track work involving the replacement of 3 Atlas snapswitch motors and alignment so the turnouts are working properly in needed. We got some 'new' used transformers from the Brenda Wood layout that need to be checked out as the transformer on the Cope Layout seems to be having age problems. I really need several people to step up and help Dave Doughty and Gary Emmert solve the problems with this little layout so we can have it running and looking its best before we display it again. Member **Jerry Dennis** made a brief visit from Texas and trouble shot the layout listing some of its critical track problems. Please let me know if you are willing to help and thanks in advance.

November is a big month in model railroading, for our club and for the Carter Railroad Museum. November is National Model Railroad Month. November 18th is National Take a Toy Train to Work Day. November will mark the 3rd anniversary of the dedication of the George L. Carter Railroad Museum. November is the month when we have decided to conduct model railroading clinics for the public once more. November is the month when we elect our officers whose leadership will help guide our organization through the next year with its business responsibilities. November is the month when our annual dues quarter begins and those dues play a large part in providing the financial aid we need for the improvements to the club HO layout, the Cope Traveling Layout, the publication of *The Signal Bridge*, the club summer picnic and

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 ??

Christmas party, and the many other small incidental expenses that always occur. Feeling exhausted just reading this?

We have a big club and it shares in many activities and has lots of responsibilities. November is the most active month of the year for us bringing many changes, but also many opportunities for the celebration of the hobby of model railroading that we all enjoy. You all have been, and continue to be, the engine that keeps the MEMRR going as well as the Carter Railroad Museum. We have a large membership and every one of you is important to both the club and the museum. We need you and your skills, your many talents, your willingness to help, and your companionship. That is a lot to ask of a volunteer organization, but there are real benefits to each of you through your continued membership. We have a talented group of men and women model railroaders who are members of a club that is large enough to take on large tasks, and often several large projects simultaneously. We have a dedicated group of officers who do a terrific job keeping the club organized and well run. We have an editor who produces one of the most outstanding monthly newsletters to be found anywhere in the nation. We have one of the best situations any club could hope for with more than 5,000 square feet of rent-free space on a large university campus in the heart of historical railroad country in which to construct outstanding, museum quality model railroad layouts and on which to operate our favorite locomotives and consists. When the nominating committee seeks its slate of officers for the coming year, please step forward if you are interested in any of the elected positions and make your candidacy known. Or, if you are asked to be a nominee for any position that may be vacant, please consider that there may be an officer who has served the club for years who would like a break from the

position and would help you get oriented into it. Please do your part and don't depend on the willingness of someone else to keep the MEMRR running smoothly. Likewise, when it comes to renewing your membership for the next year please don't hesitate to do so. Even if you have not been able to actively participate during the current year, your annual dues of only \$30.00 (plus \$5.00 each additional family member) are not really very much to pay for all the quality monthly newsletters, the monthly meetings and the opportunity to come to the Carter Railroad Museum (which attracts several thousand visitors annually even though it is only open one day a week), to run your trains, or those of the club's, any time you want to. Your annual dues (less than the cost of feeding the family at a local restaurant or taking them to the movies one time) are all used by the MEMRR for MEMRR activities only—none of your dues dollars go into the costs of the Carter Railroad Museum. So, please renew your membership ASAP and come and participate as a MEMRR member as often as you can. Operate with us on Saturdays and come down on Thursday afternoons/evenings beginning around 4:00 p.m. or so, and join in the many modeling activities that will make you a better, more skilled model railroader.

The track is clear with a heavy load for November, but our engine can handle the cargo of exciting model railroading ahead. Hear the whistle blow in the night and dream of all the destinations yet to come. Get on board, stay on board and do your part.

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

Mountain Empire Model Railroaders Minutes of General Meeting October 18, 2011

All Aboard

Vice President John Carter called the meeting to order at approximately 7:04 p.m. in room 312. The weather outside was cloudy and 70 degrees. There were 15 members present. The Road Forman of Engins (Dr. Fred Alsop) arrived at 7:37 and presided over the remainder of the meeting.

Officer Reports:

Secretary Report: The Secretary moved that without corrections or additions, the minutes of the September meeting be approved as published in the previous edition of the Signal Bridge. Motion carried.

Newsletters Editors Report: Please forward any ideas, contributions, pictures, etc to Ted for consideration in future editions of the Signal Bridge Newsletter.

Treasurers Report: Duane was out of town but a copy of his report was presented to the membership at hand.

Web Masters Report: John reports that our web site continues to function normally. Should you desire to have a [-name@MEMRR.org](mailto:yourname@MEMRR.org) e-mail address, please see John.

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

November 15 - Freight train "consisting" (1975 to date) Gary Emmert
December 20 - George L. Carter Social Gathering for Christmas at Tipton Haynes Farm.
January 17 - DCC installs on non-dcc ready equipment- Don Ramey

Presidents Report:

John Carter provided Fred's most gracious thanks for those participating in the E.T.S.U. Centennial Celebration, Donation for the Purchase of the enclosed trailer, and Jim Pahrts for having his open house. Fred reiterated this later along with other considerations in the New Business section of these minutes.

Old Business:

1. **Jack Miller Coach:** Ted is moving on this one.
2. **New Window Sign:** Allen has three options to discuss with Fred before printing.
3. **L&N Coaches for Presidents Train:** they were unavailable from John's source, however, Gary Emmert has found three that will be purchased and we will move forward at that time.
4. **Test Prints:** our donated collection of 120 film prints is being tested with ten negatives and we will proceed after we see the results. These are of the 1940-1950's era and are of Northeastern roads. If not applicable for our use, we may seek other Northeast clubs that might have Appalachian Negatives to "trade".
5. **Club Schedule for 2010:** To discuss this at the January meeting and decide what we want to do together as a club. Any suggestions welcome for discussion at Jan meeting.

6. **Club Shirts:** Duane has some "old-stock" (before price increase) club shirts to sell. If you want one, see him.

New Business:

1. **Our Railroad Heritage Days:** continue to be a hit with the general public. Our latest was Clinchfield Railroad, on October 29th, were you there?
2. **Nominating Committee:** Allan Morton and Gary Emmert are this year's nominating committee. If you would like to participate in the running of the club's business at the meetings, or nominate someone to do so, see one of these guys.
3. **Co-ordinators meeting** brief was given. Full report in Signal Bridge.
4. **Seminars:** Decision was made to build two 18" x 36" modules and leave each in several stages of development to enable a "show-n-tell" of the "How to build" a railroad. Several areas will be covered, including:
 - a. Benchwork Framing
 - b. Road Bed
 - c. Track & Ballast
 - d. Wiring
 - e. Scenery: divided as follows; Cardboard strip and plaster cloth, foam, Ground foam cover for grass and shrubs, Trees both deciduous and conifers, Water elements, Structures (incl, bridge & building) Weathering, (incl both rolling stock and structures). Come out and participate or watch and learn, but most of all come out and be a part.
5. **Christmas give away:** We will be detailing a winter scene N-Scale layout to be given away at Christmas. Interested parties will be asked to provide their name, address, and contact information on the special Forms provided by Jim and as always we do and will accept donations to defray the cost.
6. **ETSU:** will be giving away 55 DCC equipped Steam Locomotives to friends of ETSU. MEMR has been asked to do the decaling. This is to be done on Thursday nights and Sunday afternoons. If you can help, Please let Fred know.
7. **Honorary Memberships:** (good for one year) We have 5 names to consider for honorary membership in November. They are: President Stanton of ETSU, Tom & Kim McKee (club picnic sponsors), Kathy Hardy (ETSU custodian) Delanna

Reed (ETSU story telling coordinator), and Penny McGlothlin (Tipton Haynes curator), please attend and make your wishes known on these honoraries.

8. **Railroader of the Year Award:** consider whether or not you think this is viable. It is to be from nominations from within our membership for outstanding service to the Club, Museum, and Hobby.
9. **Name Change:** It was voted to change the name of our official outings to the George L. Carter Museum Social Gatherings. (as noted previously herein).

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.* With Winter fast approaching and outside work getting less, it is a good time to volunteer and help properly man the museum and layouts. If you can spare the time, please come out and help whenever you can.

Announcements:

1. There will be an Amtrak Passenger train at the Bristol Trainstation on Saturday Nov 5th at 1:00. Check it out, should be a good show. This is an excursion train coming down from and returning to Roanoke.
2. There are some PRR N-Scale cars missing. If you have any information on these, see Allan.
3. It has been requested that all Saturday Volunteers arrive :30 minutes early.. 9:30 for 10:00 start and 12:30 for 1:00 start if you are volunteering for the museum.

Program for the Evening:

The program was presented by Gary Emmert on how railroads built up trains prior to 1970.

Next Scheduled Monthly Meeting: **November 15, 2011** 7:00 pm in room 312 Science Building.

Program:

Gary Emmert: *consisting freight trains in post 1970 rules.*

*Respectfully Submitted:
Don Q. Ramey Sec.*

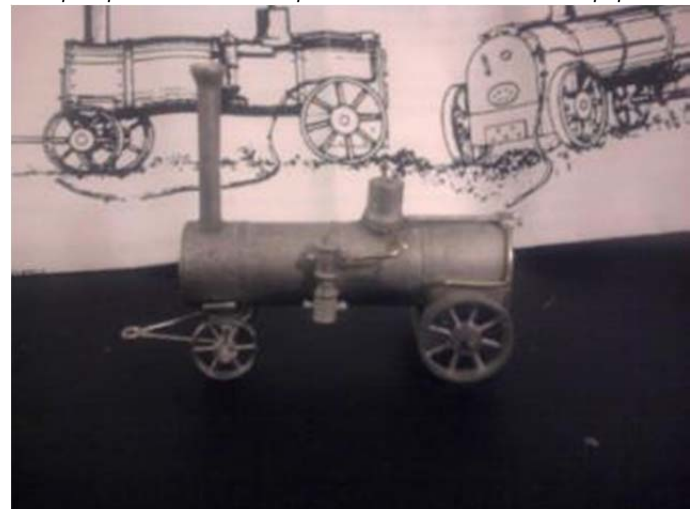
Horizontal Boiler for Logging Operations From Keystone Locomotive Works A Model with Lots of Character

A review by Ted "The Terrible" Bleck-Doran

Keystone Locomotive Works, located in the heart of New York's Finger Lakes Region, is a manufacturer of classic HO and O scale logging equipment in both standard gauge and 3' narrow gauge. What follows is the historical description of their Horizontal Boiler:

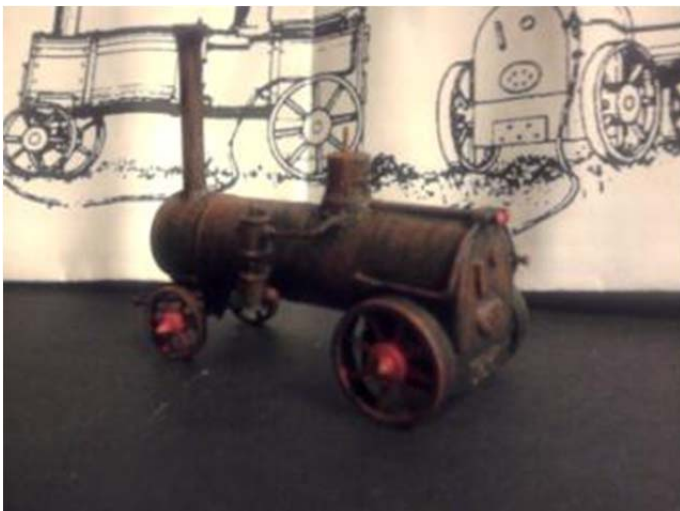
"Horizontal portable boilers were a very versatile machine. They had no powered steering system like a steam traction engine, but since they had wheels, they could be pulled almost anywhere by using horses or oxen. Once in place, the portable boiler provided a steam source to run construction equipment such as pile-drivers

and pumps or steam to operate sawmills or other equipment.





Some of these portable boilers were fitted with a fly wheel so that belt driven machinery could be run from them. Many times, air compressors were attached so that air operated machinery could be used. These boilers were fired by wood or coal and required a constant water supply.



The model comes with a cast metal boiler that is 14 scale feet long. Added details include the firebox, boiler front, backhead with

cast on firebox door and gauges, air compressor, dome, stack, wheels, turret, injector and pop valve. Wire is provided for some basic piping. Additional wire is needed if you have plans to use the boiler to drive other machinery, as well as to connect to the water supply. A coal or wood supply is also required.

The model assembles with a minimal amount of difficulty. The white metal castings have very little flash to remove. Seam lines are almost nonexistent. I used Hobbytown brand CA with gap filler to fix the boiler front, backhead, compressor, steam dome, stack and wheels. #65 and #74 drills are needed to mount the piping details. The assembly is a 1-night project.



To finish the model I gave it a coat of flat black. Wheels got a coat of red. To get the details to "pop" out I mixed gloss silver and flat black to come up with a graphite grey for the smokebox and boiler front, and the backhead. After this application had a chance to dry, I applied dry brush highlights of rust brown.

Keystone makes a nice basic model. Attention to detail and a little ingenuity, one is left with an eye-catching foreground setpiece for the layout.

TLB-D

ET&WNC HISTORICAL SOCIETY Seek Support for PEPSI Refresh Grant

Fellow Society Members,

I think it is safe to say that every member of the ET&WNC Historical Society is a fan of the Tweetsie, either the original Narrow Gauge, the Standard Gauge short line, or the Tweetsie Railroad Theme Park. Over the last five years, several projects have come along, offering opportunities to save pieces of equipment or buildings for future generations to enjoy. Many of you have donated to these causes, either in money, time, or both, and those donations have borne fruit. Many, many more of you

have wanted to help, but financial limitations or distance has prevented you from contributing anything.

Well an opportunity now exists that will allow you to help in a very real way, and it won't cost you anything and you can do it from your computer. Matt Bumgarner, of the Southeast Narrow Gauge & Short Line Museum, the Alexander Chapter NRHS, and the Every Time With No Complaint magazine, has worked very hard to get the museum into a program that Pepsi offers, called Pepsi Refresh, which gives a whopping \$25,000 to a local project that will renew or enrich a community. To award the money, Pepsi has put all the projects out on a website where people are to vote for their favorite project for 30 days. I looked at some of those projects last night, and they are all good causes. All Pepsi asks you to do is fill out a registration form, confirming name, email

address, and date of birth I think, so that they can confirm that it is a real person voting and not an automated machine. The best part of the deal is, you can vote, online and on Facebook, once a day, every day for 30 days. If your kids or spouse has an email address, they can vote once a day too. Its all done by email addresses or Facebook account. The Society has over 300 members. Many of you belong to other railroad groups, so please pass this note along to them as well. As far as I can tell, the museum is competing with local groups who want to build a park, or repair a building, or other such local ideas. I don't think any other railroad museums are in this program.



Railroad fans are a great group of people, who do support historical preservation. This museum will work to tell the story of narrow gauge railroading in the south, along with short lines, in a way that no one else in the region can do. The Alexander Chapter has a wonderful volunteer group, who could get even more done if they had some money to work with. This grant, if they can win it, would go a long way toward finishing the restoration of ET&WNC boxcar 434, ET&WNC Motor Car

1 & 2, and the Lawndale cars. The ways to finish them are there, they just need the means.

All you have to do is click on (or copy and paste)the following link, <http://pep.si/ulnSz5> , and choose sign up, which is a small link in a corner. Once you do so, you will need to go back to your email account, and look for a confirmation email. Clicking on that link,

and signing in, gets you signed up. I personally found that by then going back to my email and clicking on the original link from this email again, that it took me right to the page to vote for the museum. So all you have to do is keep this note for 30 days, use it to go vote, and have everyone you know with an email address do it too. Hopefully we can flood Pepsi with votes for this museum, and they can get to work finishing the ET equipment.



I certainly hope that you will take this opportunity to help out this museum. It was not easy to be chosen to take part of this program. It took a lot of work just to get in the running. I promise you it will take less time sign up for this than it took you to read this email and think about it a minute or two. Once you do it once, it will be even easier the following days. Now if you are concerned about a soft drink company having your email address, you probably shouldn't be on the internet to begin with. We really need everyone we can contact quickly in the Society to get behind this, and enlist all of their friends to do so as well. It's the best thing you can do right now to preserve the history of the ET&WNC, and it costs you nothing but a few minutes of your time.

Please spread the word as quickly as you can. Here is the link again: <http://pep.si/ulnSz5>

Thanks,

Johnny Graybeal
President: ET&WNCRR Historical Society

Southeastern Narrow Gauge & Shortline Museum

Our Message

The railroad heritage of the southern United States is extremely rich and firmly rooted in our region's business and personal identity. Known for its production of agriculture, textiles, timber, and furniture, our industrial legacy was built upon a backbone of steel rails and wooden ties. From the 1830's until the present day, these lines provided a critical path for passengers, freight, and materials required for commerce. Along these rails are also scattered memories- loved ones embarking upon a new adventure, the soldier hero returning from war, or perhaps a simple visit with favorite cousins.





East Tennessee & Western NC #434- This rare car ran between Johnson City, TN and Boone, NC along the famous "Tweetsie" line from 1910 to 1940. At 37 feet long, it is a member of the largest class of narrow gauge boxcars ever built. Its primary duty was hauling cut wood from the timber-rich Blue Ridge Mountains.

the heart of Catawba County. It is believed to be the oldest narrow gauge boxcar on the east coast and oldest piece of Southern Railway equipment.



ET&WNC #1- This gang railbus/motorcar was built by the ET&WNC in the late 1920's to haul work crews between Johnson City, TN and Boone, NC. It is being restored to operation and will be a mobile ambassador for the museum.

As a tribute to this history, the Newton (NC) Depot Authority is establishing the *Southeastern Narrow Gauge & Shortline Museum*. This museum will house a collection of vintage railroad equipment that dates as far back as the era of Reconstruction, days when primitive iron rails endeavored to connect the cotton fields of lowland farms to the vast timber interests of the Appalachians.

Join us on this journey, as we endeavor to create a museum, a living testimony unlike none other east of the Mississippi River and south of the Mason-Dixon



Carolina & North-Western #401- This wooden narrow gauge boxcar was built circa 1875 and plied the rails between Chester, SC and Lenoir, NC via

CARTER RAILROAD MUSEUM 'RAILROAD HERITAGE DAYS' WILL CONTINUE FOR 2012

Highly popular program will encompass
different subjects, more coverage, and
new exhibits

The George L. Railroad Museum on the campus of East Tennessee State University, in conjunction with the Mountain Empire Model Railroaders (MEMRR) and the George L Carter Chapter NRHS, will continue the monthly Heritage Days into the 2012 year. Originally intended for the university's 2011-based 100th anniversary, the popularity of the events among the public and museum members has confirmed these programs will not end with the museum's final event for 2011 in December. Again, one Saturday at the end of each month will be set aside as a special tribute day to specific American railroads and regions.

On each special day, club members are committing to bring specific models for operation on the extensive 22' x 44' HO-scale model railroad, which is made up of modular sections that were detailed by their sponsoring owners and scaled to an 87:1 standard. Members are now bringing equipment for the extensive N-scale line as well.

"We were very happy with both the participation and the public's response to the 2011 program," says Geoff Stunkard, an MEMRR member who is coordinating the process. "There is a huge number of people who recall and appreciate the heritage the museum has offered, so we are very excited to be able to bring these programs to life for another season and beyond."

While the overall program is still being developed, two events will remain in place for 2012 – the Steam UP All-Steam Train day in March, and the Clinchfield Railroad day in October. Tentatively, events for the Southern and Norfolk & Western lines will also continue. A tentative schedule for 2012 is to be found at the end of this article.

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 admission fee but donations are welcome. 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

Jim Pahr's Basement A MEMRR Home Layout Visit

The layout was begun in June 2005 after the basement was finished. That summer Dick Conger and I began building the platform for the layout. It is composed of half-inch plywood and half-inch homasote glued together.

The framework is L-girder supported on 2x4 legs. Track is by Gargraves with Ross turnouts on Midwest cork roadbed. The

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:

<http://johnsonsdetpot.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 info can be found at /www.memrr.org. Membership opportunities are available to adults, and include special benefits and model railroading enjoyment.

2012 Railroad Heritage Demonstration Days at the Carter Museum FINAL SATURDAY OF EACH MONTH AS NOTED

- January 28** TENNESSEE'S Mountain Railroading Romance – Stemwinders and Steel (formal unveiling of the ET&WNC room to the public)
- February 25** Mixed Train Daily – Short Lines & Industrial Railroading (with logging railroad demonstrations)
- March 31** 2nd Annual STEAM UP – Steam Railroading Remembered
- April 28** Yankee Rivals – NYC, PRR and so-called Friends
- May 26** Here to Stay – Modern American Railroading (in honor of National Train Day May 7)
- June 30** Song of the South – Serving Up The Southern Railroad
- July 28** Meet Me in St. Louis – Great Railroads from a Great Town
- Aug 25** Appalachian Conquest – Eastern Mountain Coal Roads from Tidewater to Timberline
- Sept 29** Stainless & Steamless – Streamliners and 1st Generation Diesels
- Oct 27** Our 100 Year Heritage – Carter's Fabulous Clinchfield Lines
- Nov 24** Steam's Finest Hour – Articulated Locomotives from Coast to Coast
- Dec 15** Nights & Weekends – Long Trains on the N&W

majority of the three-rail turnouts are controlled by Z-Stuff for Trains DZ-1000 switch machines and controllers. Some turnouts are controlled manually with Caboose Industries 0 scale controllers.

Lionel's TMCC (Train Master Command Control) is used on the 3-rail system and an MRC TECH 6 controller is used for the On30 portion.

The On30 narrow gauge portion of the layout has used Peco On30 flex-track and their electrofrog turnouts either controlled manually or with Peco electric switch machines on the upper levels.



Dick Conger built the trilevel bridge on the narrow gauge line and assembled the building kits used throughout the layout. The overwhelming majority of the building kits had been purchased prior to Charlotte and I moving to East Tennessee.

All of the scenery is the masterful work of Duane Swank. He has put in many a long hour setting the scene for my trains. I greatly appreciate the work he and Dick have done to provide me with a first class layout.



Jim & Charlotte

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DAY 1: Arrive Denver and transfer to the Sheraton Downtown hotel which is right in the middle of the restaurants, shops and a few short blocks from the historic district. Relax for the evening.

DAY 2: Leisure breakfast at the Sheraton buffet. Very good breakfast with all you can eat. Explore downtown Denver at your leisure. In the afternoon we can visit Forney Transportation Museum just 10 minutes from our hotel. They have hundreds of displays including a Union Pacific Big Boy, largest steam engine ever built.

Next we travel to nearby Golden and visit the famous Colorado Railroad Museum. This is perhaps the best railroad museum in the USA.

Return to the Sheraton to relax for the evening.

DAY 3: Leisure breakfast and check-out.

Mid morning we travel to Georgetown (1 hour from Denver) which is high in the Rockies. Georgetown is a delightful historic mining town from the 1880's. Ride the Georgetown Loop Railroad which uses steam power. The first settlers came to the Georgetown area in 1859 and were members of a mining party that decided to settle in the area. On January 28, 1868 the Territorial Legislature passed a law incorporating the "Town of Georgetown". Also the Georgetown Loop Railroad brings Colorado history to life in a fun adventure for everyone. The beauty of the rugged Rocky Mountains surrounds you, as an old-time steam locomotive or one of the powerful diesel locomotives winds up the Clear Creek canyon passing the remains of several gold and silver mines.

We then drive to Leadville which is another former Colorado 1880's mining town. We will have the morning hours to explore colorful downtown Leadville. The Leadville, Colorado area could be said to be the center of Colorado's history. Fortunes were made from the rich mineral deposits of the area, and legends were built from the colorful people who made Leadville their home. Not only is Leadville the highest incorporated city in the U.S., it is also one of Colorado's largest historic districts. This town is a National Historic Landmark District consisting of over 70 square blocks, and was designated by Congress in 1966. It's a beautiful and

interesting area for a short walk anytime of year. This historic mining town is tucked away in a magnificent alpine valley at the base of the state's highest peak.

Check-in to the historic Delaware Hotel which was built in 1886 and relax for the evening.

DAY 4: Leisure breakfast before boarding the 10AM train for a run up into the high country to a little mining area called "Climax". The Leadville, Colorado & Southern Railroad takes passengers along the old Denver, South Park & Pacific and Colorado & Southern lines to the Continental Divide. This journey is full of breath-taking panoramas across the Arkansas River Valley and through the untamed wilderness of the San Isabel National Forest. Enjoy humorous narratives about Leadville's colorful past, like legends such as Molly Brown, Augusta and Baby Doe Tabor and Doc Holiday.

Early afternoon, we depart from the Leadville region by highway and head southeast traveling through beautiful Rocky Mountain countryside including Trout Creek Pass and Wilkerson Pass. As we make our way to the mining town of Cripple Creek, we pass unique Florissant Fossil Beds National Monument. Beneath a grassy mountain valley in central Colorado lays one of the richest and most diverse fossil deposits in the world. Petrified redwood stumps up to 14 feet wide, and thousands of detailed fossils of insects and plants reveal the story of a very different, prehistoric Colorado. Almost 35 million years ago, enormous volcanic eruptions buried the then-lush valley and petrified the redwood trees that grew there.

Just a few miles away is the historic mining district of Cripple Creek. This city is located at the base of Pikes Peak, and is at an elevation of 9,494 feet. In 1890, a rich deposit of gold ore was discovered and one of the largest gold strikes in history was on. In just three years the population increased from 500 to 10,000 and over By 2005 731 tons of gold was produced in this district and mining continues today. After exploring this historic mining town we all jump onboard the steam train for a four mile roundtrip on the Cripple Creek & Victor Narrow Gauge Railroad, which will reveal scenic wonders around every curve as century-old steam locomotive transports us back to the colorful gold mining days. After our visit to Cripple Creek we travel to Colorado Springs check-in at the Quality Inn Garden of the Gods.

DAY 5: In the morning we first visit Garden of the Gods rock formations near Colorado Springs before boarding the cog railcars on the Manitou & Pikes Peak Cog Railway for the steep 3 ¼ hour climb to the summit of Pikes Peak at 14,110 feet. This is the highest cog railway in the World. If it is a clear day you can see for hundreds of miles in all directions. We will have 40 minutes at the Summit to take photos, explore and have a snack or hot drink at the café before we start down the mountain. Back at Manitou Springs there is time to explore the delight downtown section and then take a tour of "Cave of the Winds" before returning to our hotel.

DAY 6: After breakfast we head south to Canon City, gateway to spectacular Royal Gorge. We will board the mid day excursion for a 24 mile roundtrip through this 1000 foot deep gorge running along the Arkansas River. I would suggest we book in lunch class and enjoy a first class lunch onboard.

After our train ride we depart for Alamosa and hotel check-in at either the Holiday Inn Express or Hampton Inn & Suites. On our way to Alamosa stop to visit Great Sand Dunes National Park.

DAY 7: The steam pulled San Luis Express leaves daily at 9:00 a.m. from historic Alamosa and winds through country ranging from agricultural flatlands, to colorful foothills, to cliff-sided mountains - much of it inaccessible by motor vehicle - on its way to the charming art town of La Veta. You will have a couple of hours to get lunch and explore small La Veta before the train returns to Alamosa.

DAY 8: After breakfast we drive to Antonito and board the Cumbres & Toltec Scenic Railroad for the 64 mile journey over the Rockies to Chama, New Mexico pulled by steam. Built 130 years ago and little changed since, the Cumbres & Toltec Scenic Railroad is a fully operational steam railroad jointly owned by the states of Colorado and New Mexico. This railroad is recognized around the world for its spectacular scenery and unspoiled vistas, as well as the historic rolling stock and railroad structures that are preserved on the line. This is America's highest narrow gauge railroad reaching Cumbres Summit at 10,015 feet. Once in Chama our driver guide will meet your group at the station and we travel west one hour to Pagosa Springs, Colorado and hotel check-in at the High Country Inn.

DAY 9: Leisure breakfast before departing Pagosa Springs and heading west towards Durango. One hour west of Durango we visit Mesa Verde National Park which has the best preserved natural Indian ruins from the Anasazi Tribe in North America.

Upon arrival in Durango, check-in at the Hotel Strater in the historic downtown area. This hotel was built in 1887 and is listed in the "Historic Hotels of America". Evening at your own leisure to explore Durango.

DAY 10: Now it is time to step back in time and history! The famous Silverton narrow gauge steam train entered Silverton in 1882, and then was operated by the Denver & Rio Grande Railway. For the past 126 years this line has been in continuous operation using vintage steam locomotives and rolling stock. Your journey will take you through the remote Animas River Canyon to Silverton and return Durango, a distance of 90 miles. Evening to relax and explore Durango.

DAY 11: After breakfast we depart northbound and head for Ouray, via the "Million Dollar Highway", which runs through the rugged Uncompahgre Gorge to the summit of Red Mountain Pass, at 11,018 feet. This stretch through the gorge is spectacular with its steep cliffs and lanes cut directly into the sides of mountains as the elevation is gained to reach the summit. During this ascent, the remains of the massive Idarado Mine are visible along with many other mines on the mountainside. The origin of the name "Million Dollar Highway" is disputed. There are several legends of its origin from "it cost a million dollars a mile" to build in the 1920's to it contains "a million dollars" in gold ore, in the fill dirt.

The original portion of the Million Dollar Highway was a toll road built in 1883 to connect Ouray and Ironton. Near Red Mountain Summit we will stop for a picnic lunch next to some of the old mines and historic buildings.

Next we stop for a visit to the delightful town of Ouray. This small intimate community is nestled in some of the most rugged and towering peaks of the Rockies. Set at the narrow head of a valley and surrounded on three sides with 13,000 feet snowcapped peaks - Ouray has been eloquently nicknamed the "Switzerland of America." In 1873, the famous Ute Chief, Ouray, signed a government treaty releasing the Ute's treasured San Juan Mountains to encroaching settlers. The town, officially incorporated in 1876, was named in his honor. By 1888, the town would celebrate the arrival of the Denver & Rio Grande Railroad.

Mid afternoon we will pass through Ridgeway which is the location of the birthplace of the Rio Grande Southern Railroad and now home to the Ridgeway Railroad Museum. This museum is preserving railroad equipment, artifacts, historical data, books and photographs of railroading in Ouray County and the San Juan Mountains of Colorado.

We continue north to Montrose and check-in at the Holiday Inn Express.

DAY 12: Mid morning to nearby **Black** Canyon of the Gunnison National Park. The Black Canyon is unique in the respect that for hundreds of years early explorers avoided it because of the ruggedness. We also travel to Cimarron located in the upper section of the Canyon where the Rio Grande Railroad original mainline left the canyon. There is a steam locomotive and caboose on display on one of the original bridges over the river.

We return to Montrose to our hotel and relax.

DAY 13: After breakfast we drive north to Grand Junction with a side trip into Colorado National Monument before arriving at the train station to board Amtrak's eastbound California Zephyr which departs at 10:23 AM for the spectacular journey through the Colorado Rockies arriving in Denver at 6:36PM. Transfer to the Sheraton Downtown Hotel.

DAY 14: Free day in Denver to relax and sightsee. Spend another night or fly out today.

Price would be \$3598 per person based on 8 persons.

TOUR INCLUDES

*28 MEALS	*15 PASSENGER VAN
*9 TRAIN RIDES	*NATIONAL PARK FEES
*FULLY ESCORTED	*MUSEUM ENTRANCE FEES
*GAS & INSURANCE	*ALL SIGHTSEEING PER THE ITINERARY
*13 NIGHTS LODGING	

**ROCK ISLAND EXPERIMENT
WITH 200+ CAR TRAINS
Submitted By Gary Emmert**

201 loads of grain for Houston Texas.....I remember this, if I'm correct they ended changing out MANY knuckles and then around Harrington Kansas decided this experiment was a failure and split up the train....do you remember what year this took place. Think about zero tech knowledge then and what can be done with DP locomotive consist

This is the accounting of an experiment the Rock Island ran back in 1970. This was the early days of U-boats, so at 2,500 horsepower apiece, that made 25,000 hp.

The Train shown here is not the Train that the Rock Island attempted to run with 200 cars pulled by 10 GE U Boats. The RI Train was put together at Herington in 1970. The 1st problem was 2 miles south of Herington when a knuckle broke about 4 cars behind the engine.



It broke from the tractive effort of the 10 units on this 0.70 A grade. The train stopped with the slack in. The knuckle was replaced. When the air was being restored the slack ran out and with the straight air set on the 10 units they did not move and knuckles broke at 4 different locations. After replacing the knuckles an attempt was made to start the train and another knuckle was broken. It was then decided to put 2 more units behind the caboose which was done and the train moved to Lost Springs where the 2 units were cut off. From Lost Springs to Cline Yard 3 more knuckles were broken.

Cline to Caldwell went well. Leaving Caldwell 2 more knuckles were broken. Near Renfrow another knuckle was broken. Near Kremlin another knuckle was broken and a drawbar came out. The head end of about 60 cars including the one with the drawbar out was taken to North Enid. It was decided that the train would continue with what was left near Kremlin and leave the rest of the train at North Enid. Mr. G.W.Kelly had ex General Road Foreman "Tiger Higdon" sent to El Reno via private plane to show the RI boys how to get the train over the road. At El Reno the train was reduce to 100 cars and 5 units. From El Reno to just south of Cadiz Street all went well then a drawbar came out and turned 7 or 8 cars over. Frank Bridges started this fiasco when he brought it up at an officers meeting with G.W.Kelly who thought it was a good idea despite Carl Ivey's insistence it just would not work. Carl was banned from any participation in this event, and even told to stay away from the Dispatchers office while the train was en route. Needless to say Carl was well pleased with the results. John Gann and I were driving my car along with the train and have often talked about various aspects including when we were stopped and asleep waiting for the train to come by and the police woke us up to ask if we had seen 4 escaped mental patients. LW



First picture is what's left of Buffalo NYC Dispatch Office in the old Buffalo Terminal



Second picture is the passenger area of the Memphis Central Station.

MEMBERS ONLY

**JUST ANNOUNCED! 2011 MEMRR
RAIL DEMONSTRATION DAYS**

EVENT DATE (use one sheet per month you will attend) _____

WE NEED YOU! If you are willing to commit to operating for part or an entire Demonstration Day with your favorite DCC-compatible equipment, log on and get your listing put on the month shown above. We may need to require scheduling train ‘appearances’ to allow set-up and take-own in the staging yard area, so get your name and equipment in ASAP if you want to operate. Please contact Geoff Stunkard (stunkard@memrr.org or 423-943-8455) if you have questions. Due to the nature of publicizing these events beforehand, please make sure you HONOR your commitment to make this day a special one for your friends and our visitors. We will be forwarding the above press release to the national magazines. Thanks!

NAME _____

PHONE (to confirm) _____ Email (for schedule) _____

PLEASE CHECK WHICH APPLY – we will have to cancel or consolidate events with little or no commitment. Demonstration Days are FOR YOU, our club members. Set up will be on the normal Thursday work session before the event.

HO Equipment Other gauge equipment (see Memorabilia
That layout coordinator, please)
 DVD 30-day Museum Cabinet Display Item (honoring subject)

Describe if possible details (ie complete 12-car Crescent passenger train, double-headed)

Hours you will be on hand _____ SCHEDULED TIME _____
Leave blank please!

Inside Loop operation possible? _____ Performing Turntable Switching? _____

Is Thursday set-up a problem _____ or prefer Saturday afternoon reset to layout _____

SPECIAL NOTES

SALE of ON-HAND MEMRR MERCHANDISE

Due to an increase in price to our vendors from their suppliers, our prices have also increased. Below is a list of merchandise we have on hand that will be sold at the lower price. If you would like to purchase any of these items, please submit your request to Duane Swank in writing. This SALE is on a first-come, first-serve basis and once this merchandise is gone, the increased prices will prevail for all future orders. Even with the new prices remember **PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE**. If you are in need of a new shirt or baseball hat, these would be a real bargain for you.

Member Name _____ Date Ordered _____

MOUNTAIN EMPIRE MODEL RAILROAD
APPAREL

All items are dark green and have embroidered logo

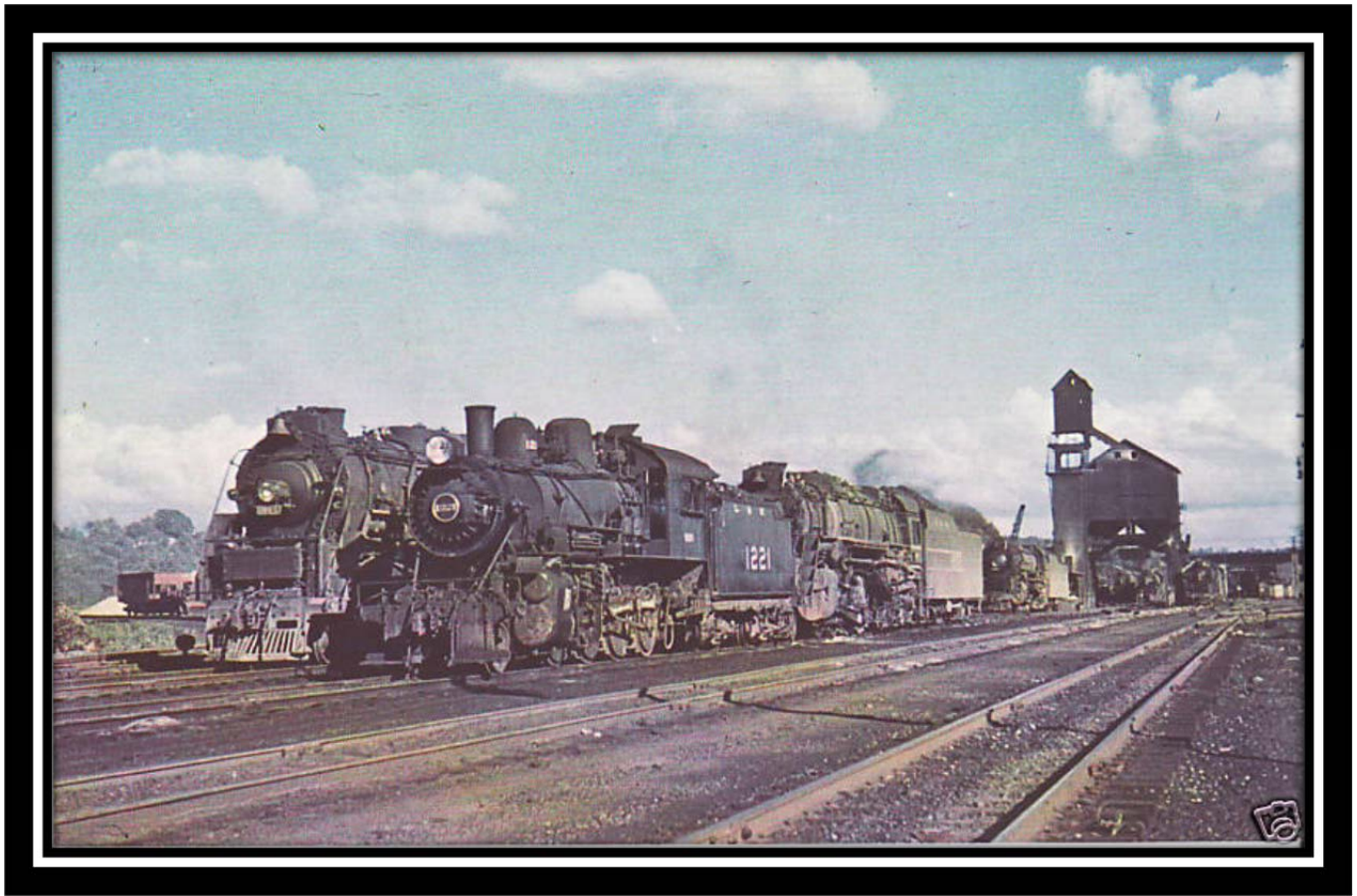
	On Hand PRICE	New Order PRICE	TOTAL	Date Delivered
Baseball Hat - 2 on hand	\$ 10.00	\$12.00		
<u>Polo Shirt with pocket</u>				
1 each Medium	\$ 17.00	\$ 20.00		
<u>Polo Shirt NO pocket</u>				
1 each XL	\$ 17.00	\$ 20.00		
<u>Sweatshirt (no pocket)</u>				
1 each Large	\$ 14.00	\$ 17.00		
<u>Long Sleeve T Shirt (no pocket)</u>				
2 each Large	\$ 11.00	\$ 14.00		
1 each XL	\$ 11.00	\$ 14.00		
<u>Short Sleeve T Shirt (with pocket)</u>				
1 each Small	\$ 8.50	\$ 12.00		
<u>Button Front Dress Shirt (long Sleeve)</u>				
1 each XL	\$ 22.00	\$ 26.00		

Order Total \$ _____

Paid with check # _____ or Cash _____

All items are payable at time of order.
Sorry, no refunds or exchanges.

THE LOCO IS COALED AND STEAM IS UP! ARE YOU ON BOARD?



YOUR MEMBERSHIP WITH MOUNTAIN EMPIRE MODEL RAILROADERS IS ABOUT TO EXPIRE AND THIS MAY 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