



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB

MARCH 2012 - MEMBERS EDITION

Volume 19 - Number 3

Published for the Education and Information of Its Membership

CLUB OFFICERS

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Fred Alsop

Vice-President
John Carter

Treasurer:
Duane Swank

Secretary:
Hobie Hyder

Newsletter Editor:
Ted Bleck-Doran

Webmaster:
Bob Jones



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 in:

Brown Hall
Room 312
ETSU Campus,
Johnson City, TN.

Open House for viewing every Saturday from 10:00 am until 3:00 pm.

Work Nights are held each Thursday from 5:00 pm until ??

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



WOW!!! Three children's birthday parties on the same day, Saturday, February 18th! They all came off without a hitch thanks to all the volunteers who came in at 8:30 that morning and quickly set up tables, carried chairs, and decorated 3 separate "party" rooms with streamers, flags, balloons and much more. Thanks to all of you; we could not have done it without your help. I promise never, NEVER, to schedule that many parties on one day ever again. We did it, but it was a lot of extra work. On the brighter side; parents and children had a great time and said they would tell their

friends about the advantages of having their children's party at the Carter Railroad Museum and we had a lot of party-goers who had never been to the museum who will be coming back and bringing their friends with them. We have another birthday party scheduled for Saturday, March 10th and another on the 24th of the month. Proceeds from these parties will be used to purchase materials for the Tweetsie layout that is slowly taking shape.

Our dining experiment and experience for our February meeting was by all accounts a success and the consensus of the group that met for dinner on the 20th was that we should do this again. So, if you want to join us for dinner before the March meeting on the 20th we will be meeting at 5:30 p.m. in the ETSU Culp University Center at "The Market Place" (the name of the cafeteria). The meal offerings are varied and diverse; you can eat all you want, and the price is a wonderful \$5.25 (just tell the cashier you are Carter Railroad Museum staff if they ask you if you work at the university—most of the time they will not challenge you in any manner). The cafeteria is an easy walk from our regular meeting room in Brown Hall and with the longer days of the coming spring, it will still be daylight for your walk across campus to our business meeting at 7:00 p.m. Basketball season will be over and parking spaces should be easier to locate.

The deadline for paying your dues to renew your membership in the MEMRR is fast approaching. We don't want to lose you. Your talents, your ideas, your model railroad knowledge and your friendship are important to us and you're one-of-a-kind. **We can't replace you, so please if you have not rejoined do so now.** Please don't make this the last edition of our terrific newsletter, *The Signal Bridge* that you receive from one of the most outstanding model railroad clubs anywhere.

At our January business meeting the need for a new position in the club, a Communications Coordinator, was introduced and discussed. A motion was passed to establish a committee to create a job description describing the desired duties of this coordinator. That job description was circulated to the membership and printed in the February *Signal Bridge*. At our February meeting the committee's report was presented and the club voted to accept their work and charged the president to appoint a member to the position. I am most pleased to report that **Allan Morton** graciously accepted the president's request to become our first Communications Coordinator. **Thank you Allan!** Allan has been actively involved for several years promoting the MEMRR and the RR Museum by greeting visitors, talking to potential members and securing many memberships. At my request he has sent welcoming letters to every new member along with a personal membership profile questionnaire allowing us to learn a lot about our new members and helping us to make them feel welcome and incorporating them into our ongoing projects quickly and often seamlessly. In short, Allan has already been doing most of what our new position described as the duties of this

coordinator. He was a natural fit and I am most pleased that he will be better recognized for the wonderful service he provides in his warm and friendly manner. All of us are aware that this is a big job and as Allan asked for assistance please don't hesitate to provide it to make his job easier and to make our club even stronger and more friendly to all our members, new and old.

We had an excellent discussion around our HO Layout's Electrical Coordinator, **Bill Hensley's**, report outlining the necessary Digitrax equipment and electrical supplies needed to complete the HO Freight Yard and the re-wiring project of the club's layout. Bill presented a detailed report of the equipment needed with solid explanations that justified their use and costs. Bill provided two options for the club; a partial purchase and a complete package purchase. The difference in the cost between these two options was less than \$400, but the risk of not buying all that is required at once is that of constantly rising prices and the possibility of having to pay more in the long-run if we purchased things piecemeal. Our treasurer, **Duane Swank**, verified the club had sufficient funds to make the purchase. Bill said he would take the total cost to several model railroad/Digitrax vendors and seek a competitive bid hoping to further reduce the cost from the MSRP. The club, following the discussion voted to spend the funds to cover the purchase of all items required in one purchase. The discussion also promoted a vote for a proposed completion date for this project to be October 31, 2012 and that in order to do this additional work days would be established with the focus of the work directed entirely to completing this HO Club Layout project. Please see the minutes of this part of the meeting elsewhere in this newsletter for more details. This is a big and an exciting project. It is the last major project in the near future on the club layout and the faster it is finished the sooner our trains will run better and the door will be opened to begin truly operating the layout as a railroad, rather than a loop-the-loop track. Train operations have long been a desired outcome for a lot of our members, and the more of us that work on the yard and continue to eliminate the electrical problems as we have been doing, the sooner we can begin to share this dream of train operation. We established a committee* to put together "Operations Plan" for the layout and we should begin to hear their reports soon. Pitch in and meet the call to come and work. We will all enjoy this beautiful layout much, much more when this project is completed. Get on board!!!! This should be some real model railroading fun!

(* Running Sessions Planning Committee: **Don Ramey** and **Chris Ilderton** co-chairs; **Fred Alsop**, **Gary Emmert**, **Ted Bleck-Doran**, **Geoff Stunkard**, **Joel Shull**, and **Paul Haynes**) Any other members interested are welcome to join this committee.

We have a great calendar of events laid out for the year following the February meeting. Something terrific is

happening every month (see the February minutes for details). The Heritage Day for March organized by Coordinator **Geoff Stunkard** will be "Steam Up" so bring all your steam locomotives from shays, to 0-4-0s, to big articulated behemoths and show them off on March 31st.

Advertisements for the position of "Station Master" for a person to work Saturdays in the Little Engineers Room are posted on the ETSU jobs website. If you know someone who would like a job working with the children visiting our RR Museum playroom, please encourage them to apply. The pay is \$10/hr for 7 hours each Saturday.

I got the following email from **Gary Cameron** on the Friday following our February meeting. I will place it on the March meeting agenda for discussion, but be thinking about Gary's request.

Sent: Friday, February 24, 2012 1:19 PM
Subject: Annual NE TN Erwin Armory Train Show

Fred -

We will be having our annual train show at the Armory in Erwin the week end of September 14, 15 & 16. The exact hours have not been decided. Some of the vendors would like to have it a Friday evening/Saturday show only to reduce their travel and lodging costs. Others want to be open on Sunday afternoon.

We would like to invite the MEMRR Club, the Carter Museum and the NRHS Chapter to participate in this event. Last year approximately 1,000 people attended the show. This year we would like to involve Unicoi County and the City of Erwin at a higher level. We would, therefore, like the groups that you are associated with to be as creative as possible and feed back to me ideas that on the surface might not seem possible but with the right backing could result in some unique and fun activities.

Would MEMRR be willing to exhibit their traveling layout? I would appreciate it if you would bring this item up at Tuesday's business meeting.

Gary Cameron

We decided at the February meeting to add an advertising "for sale" section to the monthly newsletter. Items are to be limited to model railroader "stuff" and are to be listed for sale by members only. See details in the "New Business" section of the February minutes in this newsletter.

We are off to a great start for the year. The club is busy and there are many model railroad projects underway. All of them could use your help, so, come join in and bring your

tools with you. This should be our best year ever!!! Hear the whistle of the train blow in the night and dream of all the destinations yet to come.

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

Mountain Empire Model Railroaders Meeting Minutes February 21, 2012

President Fred Alsop called the meeting to order at 7:03 P.M. in room 312 Brown Hall, ETSU, with 20 members present. New members Chris Ilderton, Scott Burton and Josh Peterson were recognized by President Alsop.

President Alsop called for the reading of the Secretary's report from the January meeting with a motion being made to except them as read by Jim Pahrns and a second by Hobie Hyder. The report was accepted. Duane Swank, Treasurer, reported to the club that there are approximately 22 unpaid memberships. He also informed the club as to the balance of the club's checking account as of February. In the absences of Bob Jones, Web Master, and John Carter, Vice President, President Fred Alsop reported to the club that Don Ramey, due to health reasons, was unable to present February's hands-on clinic on how to install DCC in non-DCC ready locomotives. In Don's absence, Gary Emmert agreed to do his March program at the February meeting, *'Consisting trains after 1975'*.

President Fred Alsop reported to the club that one or two persons will be hired by the university to staff the Little Engineer's Room with interviewing to start following the required 2 weeks of advertising the position. The new hires will be trained by the university's Child Study Program and be certified in CPR and first aid. It was agreed that the change of venue for the club's pre-meeting restaurant to ETSU's 'Market Place' located on the third floor of the DP Culp Center was a positive change. Continued club pre-meeting—dinners will be held there until further notice. President Alsop informed the group that he would be out of town due to work obligations Thursday and Saturday (Feb. 23 & 25) but would have his cell phone on if anyone needed him. President Alsop also informed the group that ETSU's Spring Break was March 3 through 9 and he would be out of town during that time. The Carter Museum has a children's birthday party scheduled for Saturday, March 10th.

Under "Old Business" a lengthy discussion ensued about the next giant step for the HO layout as was initially discussed in the Coordinator's meeting. Bill Hensley, Wiring Coordinator, proposed his budget for the Digitrax and other electrical equipment for the new yard and retrofitting of the wye to the club. Bill plans to meet with Rick Bell with DCC Installs and Jim Durr of Roundhouse at the Asheville Toy Train Show, March 2&3 to try and

negotiate better prices for the proposed electrical equipment before purchasing. A motion was made by Jim Pahrns that the club commit a maximum of \$2,000 towards the purchase of the equipment. A second was made by new member Chris Ilderton. The motion was passed with an additional motion by Jim Pahrns to set a completion date of October 31st for all track and electrical work in the new yard and wye. Hobie Hyder seconded the motion. Motion carried. Gary Emmert agreed to contact John Carter, Yard Coordinator, to discuss and sit up dates other than Thursdays to work on the project and move it forward.

In the absence of Ted Bleck-Doran, chair of the Communications Coordinator Committee, President Fred Alsop asked Paul Haynes to report to the group on the proposal to appoint a Communications Coordinator. Paul told the group that a complete job description for the new position was published in the January News Letter and he made a motion to the affirmative that this position be created. Gary Emmert seconded the motion. After the motion was passed, President Alsop appointed Allan Morton who accepted the position.

In January a committee was formed to study and report on Layout Running Sessions. Don Ramey agreed to chair the group. In his absence at the February meeting, Gary Emmert reported that before operating sessions could begin, Tortoise Machines needed to be installed and switches need to be worked on, on modules. Allen Morton, made the recommendation in the absence of Chair, Don Ramey, that new member Chris Ilderton serve as Vice-Chair on the committee and move the project forward when Don can't be with the group. Chris accepted the position. The next proposed module to be worked on is Hobie Hyder's.

The MEMRR Calendar of Events for the 2012 season was reviewed at the meeting with the following events scheduled/proposed:

February - Railroad Heritage Days will be February 25th. The theme will be *'Short Line Railroad Runs again at ETSU's Carter Museum'*.

March - A date is expected to be set to do track work on the new yard module other than Thursdays. Railroad Heritage Days theme is *'Steam Up'*.

April - Railroad Heritage Days theme is *'Yankee Trains'* i.e. PRR & NYC.

May - National Railroad Day, Railroad Heritage Days theme is *'Modern Railroads'*.

June - Railfan trip to Sterns, KY. Railroad Heritage Days theme is 'Southern RR'. Trip to be organized and sponsored by the Carter Chapter NRHS.

July - Jonesborough Days, Annual Picnic July or August?, Railroad Heritage Days theme is 'St. Louis'.

August - Railroad Heritage Days theme is 'Appalachian Coal Railroads'.

September - Possible Railfan trip to Birmingham. railroad Heritage Days theme is 'Stainless & Streamliners, 1st Generation'.

October - Proposed completion date of new HO yard. Railroad Heritage Days theme is '100 Years, Clinchfield Railroad'.

November - George L. Carter Railroad Museum 5th Anniversary, National Take a Toy Train to Work Day, National Model Railroad Month, Clinics?, Railroad Heritage Days theme is 'Articulated Steam'.

December - Christmas Party, Railroad Heritage Days theme is 'N&W Long Trains'.

Other "New Business", Geoff Stunkard volunteered to write up a proposal to be placed in the March newsletter for a 'Clinic Coordinator' to head up the 'how to' clinics in November. Duane Swank proposed that we dedicate up to one page of the newsletter to members having items for sale. Cost proposed to advertise items for sale in the newsletter is as follows 1 to 3 items free, 4 to 7 items - \$1.00, 8 to 11 items - \$2.00 and everything over 11 items will be .25 each item. After some discussion, Duane Swank made a motion to approve the idea and costs. A second was made by Jim Pahr with the motion carrying. Ads for items for sale can be e-mailed to Duane and Ted Bleck-Doran; payments for advertisements are to be made to the treasurer.

Volunteers for Saturdays' Operating Sessions were then asked for by Present Alsop. Gary Emmert presented his program 'Consisting trains after 1970'. Health permitting, Don Ramey will present his hands-on clinic on 'How to install DCC in non-DCC ready locomotives' at the March meeting. Meeting was adjourned at approximately 9:00 P.M. Next meeting will be Tuesday, March 20th at 7:00 P.M. in room 312 at Brown Hall, ETSU.

Respectively submitted,
Hobie Hyder, Secretary MEMRR

FROM THE GEORGE L CARTER RAILROAD LIBRARY DVD Reviews for March 2012



Southern Pacific Double Feature

"ICTF- Los Angeles"

This DVD features two short public relations and sales promotional videos commissioned by the Southern Pacific Railroad. The first video promotes the then new ICTF (Intermodal Container Transfer Facilities) the railroad built in the Los Angeles area. The video contains some nice footage of the construction phase of the terminal, as well as, views of the facility in operation. Operations, routing and traffic patterns are presented. There are good description regarding the use of double stack well cars and the unique differences between the three manufacturers' models of container cars. The video even presents loading practices with a clear explanation of how 20', 40' and 48' containers are stacked (sorry - the video is pre-50' containers). Mention is made of the pending merger with the Santa Fe and the advantages represented by the union of these two roads.

One interesting operational idea is to load the wellcars with containers for the most distant destination on the bottom and containers for intermediate stops on top. Once at the intermediate stop, the top layer is peeled off and containers destined for the end facility loaded. This way loads can be maximized. Consists do not have to be broken apart. Less handling; fewer delays.

NOTE: This a good video to view as MEMRR makes plans for the new working yard. While container terminals can eat up a lot of real estate, a concrete pad, a modern overhead crane or two, and a couple of dead end tracks capable of handling a 5-platform wellcar could provide switching for wellcars, trailer-on-flatcar, and container-on-flatcar loads. Imagine the yard receiving one of Ken's or Paul's container/trailer trains in the yard and then having to break the train up in pieces the container facility can handle; provide enough time for the facility to unload/reload the containers; and reblock a new train of double-stacks or TOFC's.

"The West Colton Yard"

The second program on the DVD features the building, design, construction, and operation of the then new West Colton Yard. The Colton was the most modern hump yard of its day. Built in the late 60's/early 70's its use of computers and the addition of intermediary retainers allowed more precise handling of cars with double the switching capacity and reduced damage to cars and

ladings. Its description of hump yard operations makes the complex look simple.

NOTE: *This is a good video to gain an idea of how yards, especially bowl or hump yards, work. The lessons learned can be applied to most every yard type and situation.*



Amtrak X2000 Demonstration Demonstration Run on the Northeast Corridor Pentrex

Amtrak rolled out the X2000 trainset built by the Swedish company ABB (Asea Brown Boveri) for demonstration runs in the spring of 1993. The video depicts the X2000 running under the electrified sections of the Northeast Corridor. The X2000 was cutting edge technology with high speed (over 110 MPH) capabilities. The first segment highlighted is the run along the old New Haven Line. The NH Line twists and turns from New York City, across the Hell Gate Bridge, through West Haven, and on to New Haven. The second run logs the trackage between- Washington DC and New York's Penn Station (with a brief stop at New Carrollton, MD.

The X2000 was capable of a top speed of 130 mph. It incorporated radial truck technology to allow the cars to till while rounding curves. The truck technology redistributes the forces allowing a smoother, faster ride. The trainset also employs regenerative braking and push-pull double ended control. Sweden was to have 35 X2000 trainsets capable of running on older track with tight curves at speeds up to 135 mph. The X2000 achieved a 91% availability rate when placed in service in Sweden.

The technologies for high speed rail involve either as low bed – tilt technology, or high horsepower hi-bed/no tilt technology. The former handles track with tight curves; the latter straight track. ICE (InterCity Express) from Germany was also to be tested. The ICE by comparison uses high HP hi-bedno-tilt design for straight track.

The video was shot largely over the shoulder of the engineer. The cab views are stunning. The 3- and 4- track mainline of the Northeast Corridor is impressive. Also shown are glimpses of the then new Roher turbo trains and AMD 130's. The video is interesting from a "what-might-have-been" perspective. It's fun to watch and fast paced.



Memories of the Delaware & Hudson Volume 1 Historic Railroad Films

In love with Northeastern railroads – then you've got to love this video. The opening shots are of a D&H articulated 4-6-6-4 climbing the northern Catskills with a manifest freight followed by an identical articulated providing helper power. The sound of these two steamers rocks! But this pales when the following clip shows coal drag with a heavy articulated power unit on the front and **3 helpers** (two of them articulates) all laboring on the tail. The video is grainy and a tad dark, but what the hey, they are vintage shots from the steam era. There's elephant eared passenger locos, "Mother Hubbard" camel-back switchers and early ALCo diesels. Switching at Oneonta NY yard with RS1's and RS3's is intriguing with the tracks well used but weedy and showing deferred maintenance. Then there are the road lash-ups of chopped nose Geeps with a RS ALCo unit thrown in. There are lots of fallen flag heralds in view making this a classic transition era video.



The Standard Railroad of the World The 125 Year History of the Pennsylvania Railroad

Interurban Films

This video features lots of B&W and vintage color images of Pennsy steam locos on the mainline, cutting through central Appalachia, and at it's eastern and western terminals. It is a must view for those fans of pre-Penn Central and pre-Conrail eastern railroading. The video starts out with a brief history of the formation of the Pennsylvania Railroad and it's expansion both east and west from Philadelphia in the 1800's and early 20th Century. There are segments dedicated to it's Great Lakes coal transfer facility at Sandusky, Ohio, descriptions of its locomotive classification system for steam and electric units, and advances in railroad technology attributed to Pennsy engineers. There are extended descriptions of the development of the famous K4 series of steam locos as well as the classic GG1 electric units that outlived the corporation that spawned them. For steam lovers there are shot of the 4-4-4-4 T1 in action. This one is worth spending some time viewing. The railfan will come away longing for an era gone by. The modeler will gain lots of detailing tips and ideas.



The Pennsylvania Railroad Films

Pennsylvania RR Historical Society Classic Railroad Series Progress on the Rails

(circa 1952)

This was a Pennsylvania RR promotional film highlighting new safety features which had been implemented as the road became fully dieselized. Safety highlights included: Automatic Block Detection in the locomotive cab; radio communications, track repair, replacement, and maintenance. A emphasis is also made to note enhancements in passenger comfort. There's even a view of the replica of the *John Bull* presented as a comparison to contemporary passenger travel by rail. Shown in the video are Pennsy K4s, GG1's, Alco PA's and EMD E units.

Wheels of Steel

(circa 1950)

Ever wonder how a locomotive is readied for a run? *Wheels of Steel* follows a GG1 through the servicing cycle. Even though the film is a bit grainy there are some nice shots of the Pennsy's engine servicing facilities. This video chapter also provides a glimpse of the President's Business Car – the Magellan – first used by FDR. Each step in preparing a passenger train is shown. Track crews are shown maintaining track with the “latest” mechanized equipment. And there are scenes along the right-of-way between New York City and Washington DC. This was clearly a company produced passenger train promotional aimed at a pre-teen population. “Mom – Dad...Can we take the train? Pleeeaseee!”

Opening a New Frontier

(circa 1955)

A look back to the history of the railroads' role in expanding America's frontier and aiding in the nation's development, this segment suggests that the railroad has a new place in solving the nation's transportation problems of congestion and snarled transportation networks (sound vaguely familiar). The suggestion is to use the excess railroad capacity to divert truck traffic from the highways. The only thing new with this argument today is that the railroads may not have sufficient excess capacity with the rail miles cut since 1950. This is a promotion film advertizing the Pennsy's inauguration of “TRUCK/TRAIN” service between New York and Chicago promising 2nd morning service between the two cities. Nice vintage shots of equipment and rights-of-way in the Transition Era.

Clear Track Ahead

(circa 1950)

“Goldarn railroads – what are they good for?” This film commissioned by the Pennsy attempts to answer that question. It takes a retrospective historical look at railroading. There's another shot of the *John Bull*.

Descriptions of railroad's role in the nation's commerce. It touches upon: operations; signaling; rail expansion; advances in technology; and, locomotive development. The yard views spectacular with transition era equipment aplenty. The film features hump yard sorting; interior cab views of steam locomotives. There is a superb description of coal rail-to-ship transloading operations; ore handling with shots of Hewlett unloaders in operation. There is even a 4-4-4-4 paraded out as an example of “modern” technology. One of the more memorable views is that of the Susquehanna viaduct at Harrisburg. PA.

This collection is worthy of a viewing by anyone with an interest in the Steam-Diesel transition era of the 1950's.



Western Pacific On TV

Success Story: Western Pacific Railroad

30 minutes

Interesting – a documentary regarding Western Pacific Railroad for the 1950's program “**ISuccess Story**”. This will hold the interest of anyone modeling transition era railroading. The first segment is entitled “Success Story” chronicling the history of the Western Pacific Railroad. Opening scenes include full run-by shots of the WP California Zephyrs – all 11 cars in the consists – through scenes along the Feather River. V&T #12 “Genoa”, a 4-4-0 American type locomotive, is caught under steam along with WP #94, a 4-6-0 Baldwin built in 1904. The two steamers are compared with a then new passenger F7. OF course the pilot cowling shows a few dents and creases, not the best advertising for safety. This segment was shot under cloudy skies and pouring rain so that the film was dark and low contrast. Bit murky for my taste. If there remains any question of why passenger trains died, there is one photo showing the WP California Zephyr crew – all 40 including engine crew, cooks, wait staff, conductors, attendants, porters, baby sitters and Zephyrettes! There is a tour of a Commissary Department, Observation care, Vista Dome Car of Tomorrow. For the operationally minded Model Railroader there is a segment on prepping a passenger train while preparing the consist for a return trip.

Note: are we planning for a car wash station in the new passenger yard? There is a final tour of the WP repair shops in Sacramento.



Tour of the M1000: Tomorrow's Train Today

A video from the **Union Pacific Historical Society** features vintage newsreel footage of the 1934

promotional tour of the Union Pacific M10000, the Train of Tomorrow. This was to be the railroad answer to inroads air travel had made into railroad passenger travel base. Its streamlined design was produced by Union Pacific design team and built by Budd Car Company. Its design was wind tunnel tested for airflow. The demonstration model consisted of a 3-car consist which weighed as a set about the same as an existing heavyweight passenger car. It was made from extruded duraluminum, an aluminum alloy with a tensile strength of steel.

Some interesting statistics: during its tour it visited 65 cities, traveled 12,000 miles, poised as a prop for FDR's economic development plan to pull the nation out of the depression, was capable of 110 mph (the 1930's version of high speed rail), had by the end of its initial tour 1,195,609 visitors had walked through the train, the wife of UP president Harriman did the interior design by end of the *Century of Progress Exhibition* 2,817,620 visitors had tramped through the train then consisting of 4 cars including a model sleeper.

The spaceship looking train was painted in a brown and yellow paint scheme with red lettering paint scheme. There are lots of crowd shots. It was a public relations success for the railroad with thousands braving below-zero temperatures and soaking rain. There were ordinary citizens dressed in their Sunday finest, college students in suits and ties, overcoats and dress hats! Four additional 9-car trainsets were then under construction and would enter service in 1935. The video is black & white and is professionally narrated,



Adirondack Centennial Railroad: The Second Year Gray Video Productions

(Circa 1994)

The Adirondack Centennial Railroad is a tourist line nestled in the southern gateway of New York State's Adirondack Forest Preserve. It traverses the former New York Central's Adirondack Division trackage between Utica and Thendara Station (Old Forge, NY). Operating locomotives include: #68, built 1938 for the L&N, sold to Hercules Power it ran in Georgia and New Jersey before being sold to a lease agency. It is a 600 HP SW1. There are shots of their newest loco, an RS3 built in 1950 as New York Central 8223. It was 1600 hp ALCo product built in Schenectady. It proved to be an honest to goodness ALCo product... a real smoker under power. It was rebuilt 1993 in time for Labor Day Then there's ALCo #5, another Schenectady product turned out in 1947. It's a 90-Ton Switcher rated at 660 hp. As with #68, it is a lease unit. It's depicted towing RS #8223 from Utica NY.

There are some good shots of it in operation on Opening Day, May 5, 1993 at Thendara Station. For those modelers who are not too fussy about lettering, the ACRR passenger cars have hand painted numbering and lettering. There are several segments at Rock Cut near Minnehaha, along the Middle Branch of the Moose River, the then newly added added 1500 feet of trackage which included a crossing of the Moose, shots at Kayuta Trestle, Moose River Bridge near McKeever. The video concludes with a

history of the establishment of the Adirondack Forest Preserve, the largest state owned forest preserve in lower 48 states, a history of the building of the division (first as a narrow gauge and then standard gauges), and highlights of the 1993 season.

1994 saw the Adirondack Preservation Society assume operations from the National Railway Historical Society's Utica and Mohawk Chapter. With the change of operators came a name change to the Adirondack Scenic Railroad.



Adirondack Scenic Railroad: Utica to Lake Placid

The video opens with a brief history of the former NYC Adirondack Division and includes clips of steam, diesel, and RDC led passenger trains. The line was created to move passenger and freight to central Adirondacks. It carried some off the wealthiest patron in private cars from New York City to the mountains of NY in its hayday. In 1972 Hurricane Agnes nearly put an end to the line, but with the perseverance of a chapter of the NRHS and the approach of the 1980 Lake Placid Games the line was resurrected.



1508 -F7A

There are three segments to the video:

"Part 1 - 1st train to Lake Placid in 20 years" (circa 1979) - Ex-Alaska RR F7A unit 1508 and F7 #1500 in NYC Pinstripes heads up a 7-car special. There are shots from the vestibule, cab and float plane of Thendara to Saranac to Lake Placid. Some of the sites include: Twitchel Creek Bridge; speeder and hi-rail cars protecting the train; Beaver River; Stillwater Reservoir; Na-ha-sa-ne of Lake Lila (Dr. Webb's private station); Tupper Lake; bridge maintenance; new grading along the right-of-way; Clear Lake Junction; Saranac Lake Station; countless tie stacks almost as high as the cab of the locomotive from the track renovation; and, arrival at Lake Placid. Reconditioned cars (Adirondack & St. Lawrence RR) including observation were used. The track was rated at 10 mph. The Adirondack bottom land is

"Part 2: Steam Excursions with Susquehanna #142" (circa 1999) - Utica to Remsen. Flavo Station - RS3 8223 - 8-car consist loaned from Adirondack Scenic RR - home produced videos - not well edited - quality of sound lacks

definition – static – Return trip from Remsen has 142 (2-8-2) on the tail being pulled by ASRR RS18 chop nosed alligator – Amtrak’s Lakeshore Limited #48 pulled by AMD 104 #33 and an FP40H – a ride from the tail end observation car platform is dull – obligatory photo run-by – lacks color and contrast – gloomy overcast day – lots of white steam on a cold day – frost covered trees – 2nd photo run-by at Remsen – November 2000 excursion – ALCo RS18 for reserve power



1502 - EMD F10A

“Part 3: Views from the Locomotive Utica – Thendara” (circa 2000) – a cab ride in 4232. This trip ranges from Utica, across the marshes and the NY State Thruway to Remsen, all familiar ground from the previous segment. The on to Snow Junction across the Moose River through Rock Cut and into Thendara.



Above the Adirondack Scenic Railroad

Norfolk Southern Celebrates Colorful Heritage Historic Paint Schemes On Tap

A Bird’s Eye View

(Circa 2002)

The final video on the Adirondack Scenic Railroad is one shot from a plane as the train travels along the three routes of the road. The three sections: Utica to Thendara; Thendara to Carter Station; and, Lake Placid to Saranac. There are noticeable changes from the earlier years of the reclaimed road. Most noticeable are the stations and equipment. Utica Union station with Amtrak, CSX and the ASRR trains in action. There’s Thendara with new roof and new paint. And the equipment: F7’s got ditchlights and new painted in NYC style paint with a consist also repainted 2001 in same scheme! The cars even carry the names of towns and stations along the right-of-way.

- Huntingdon (532) Ne-ha-sa-me (99)
- Remsen (50??) The City of Utica (5406)
- Lake Placid (5402) Tupper Lake (5430)

The video concludes with an aerial overflight of the run from Utica to Remsen and Remsen to Tupper Lake. This video is the best of the three in the club collection. It is professionally shot and edited during the picturesque height of the summer season in upstate New York.



Countdown to Merger: The Last Days of the Santa Fe on the Marceline Division

On September 25, 1995 the Santa Fe was set to merge with the Burlington Northern. A Pentrex camera crew set out to document the change over and film the hard-to-visit Marceline Division. The division crosses Iowa and Missouri to Kansas City. The video documents the trains encountered on the AT&SF rails across three days prior to the merger. There’s a crew change on a TOFC at Fort Madison, the Q-NYLA hotshot, views of the Toledo Peoria & Illinois, two manifest trains arrive/depart yard, a BN coal train and that’s just by the end of Day 1. Day 2 and 3 are filled with TOFC and double stack container hotshots, manifest and unit trains. The film crew work their way west to Kansas City capturing the scene of Santa Fe freights traveling the rolling praries of southwest Iowa and Northern Missouri. This video is one of a set of pre-merger videos offered by Pentrex. There’s enough variety of scenry and action tomake this railfan outing worth viewing.

NORFOLK, VA. – Norfolk Southern is honoring its predecessor railroads during 2012, its 30th anniversary year, by painting 18 new locomotives in commemorative schemes that reflect the heritage of those predecessors.

Since the 1820s, hundreds of railroad companies were built, merged, reorganized, and consolidated into what eventually became Norfolk Southern, itself created from the consolidation of Southern Railway and Norfolk and Western Railway in 1982. In 1999, Norfolk Southern expanded the scope of its heritage with its acquisition of a portion of Conrail. The heritage locomotives will represent most of the

railroads that played significant roles in Norfolk Southern's history. The first units will be delivered in March, and all units are expected to be riding the rails by June 1, Norfolk Southern's 30th anniversary date.

"The heritage locomotives reflect the pride we take in our long and colorful history," said Norfolk Southern CEO Wick Moorman. "As they travel through our system, these state-of-the-art units in vintage livery will serve as reminders to our customers, employees, and communities that the modern rail network that keeps America competitive today and into the future has deep roots in the nation's past."

Each paint scheme will be modified to fit contemporary locomotives while staying as true as possible to the original designs. Norfolk Southern employees in Altoona, Pa., and Chattanooga, Tenn., will paint GE ES44AC locomotives, while the EMD SD70ACe units will be painted at Progress Rail Services' facility in Muncie, Ind. The heritage locomotives will be used to haul freight across Norfolk Southern's 20,000-mile, 22-state network.

The predecessor companies to be represented are listed below. In parentheses are the respective roads each became part of (NW=Norfolk & Western, SR=Southern, CR=Conrail) and the make of locomotives to be painted. Images of the color schemes are available on Norfolk Southern's web site.

- **Central of Georgia Railway** (SR, GE) was formed in 1833 to connect Macon, Ga., with Savannah, completing a rail link between Chattanooga and the port. It was famed for two passenger trains named after prize-winning race horses, the Nancy Hanks and the Man O' War.
- **Central Railroad of New Jersey** (CR, EMD) was the first American railroad to have its employees wear uniforms, and in 1892 one of its locomotives set a world speed record of 105 mph.
- **Conrail** (GE) was created by the U.S. government in 1976 from the bankrupt Penn Central, Lehigh & Hudson River, Erie Lackawanna, Central Railroad of New Jersey, Lehigh Valley, Reading and Pennsylvania-Reading Seashore Lines, becoming the largest railroad at the time, with 34,000 route miles.
- **Delaware, Lackawanna and Western** (CR, EMD) was created in 1849 to connect the rich anthracite coalfields of the Lackawanna Valley of Pennsylvania to northern New Jersey. A hurricane in 1955 knocked the railroad out of operation for a month, with the resulting financial difficulties forcing it to merge with the Erie Railroad in 1960 to form the Erie Lackawanna Railroad.
- **Erie Railroad** (CR, EMD) was key to economic development along the Southern Tier, which includes Binghamton and Elmira, N.Y. In 1851, Secretary of State Daniel Webster was strapped to a rocking chair on an open flatcar, wrapped in a blanket and clutching a bottle of rum, so he could ride the just-completed railroad.
- **Illinois Terminal Railroad** (NW, EMD) began life as the Illinois Traction System in 1896 as an interurban electric railroad in central and southern Illinois. Hit by the Great Depression, it was reorganized as the Illinois Terminal in 1937 and attempted to survive as a passenger railroad until relinquishing that business in 1956, when it was acquired by a consortium of railroads. It was operated as a freight railroad until acquired by NW in 1982.
- **Interstate Railroad** (SR, GE) was incorporated in 1896 to serve southwestern Virginia coalfields. Despite its name, it operated entirely within Virginia. It was acquired by Southern in 1961.
- **Lehigh Valley Railroad** (CR, GE) was built to haul coal, replacing water transport down the Lehigh River, and was also known as the Route of the Black Diamond.
- **New York Central Railroad** (CR, EMD) was organized from 10 roads paralleling the Erie Canal between Albany and Buffalo, N.Y., and became known as the "Water Level Route." Today, the former NYC line between Cleveland and Chicago is the busiest on the NS system, with more than 100 freight trains daily.
- **New York, Chicago and St. Louis Railroad** (NW, GE) was commonly referred to as the Nickel Plate Road, a moniker it acquired when the Norwalk (Ohio) Chronicle referred to it in 1881 as "the great New York and St. Louis double track, nickel plated railroad," supposedly indicative of its solid financial backing.
- **Norfolk Southern Railway** (SR, EMD) (not to be confused with today's Norfolk Southern) was a line serving southeast Virginia and northeast North Carolina, chartered in 1883 and acquired by Southern Railway in 1974.
- **Norfolk & Western Railway** (GE) originated as City Point Railroad, a 9-mile road between Petersburg and City Point, Va., in 1836. Following numerous mergers and acquisitions, it became the Norfolk & Western in 1881.
- **Pennsylvania Railroad** (CR, GE), incorporated in 1846, billed itself as the "Standard Railroad of the World" and was for many years the largest American railroad by tonnage and revenues. PRR opened the Horseshoe Curve railroad engineering marvel; carried President Lincoln to his inauguration; implemented the "line and staff" organizational structure used by business today; built Pennsylvania Station in Manhattan; and electrified the route between New York and Washington, among its many achievements.
- **Reading Company** (CR, EMD) was one of the first railroads built in America, and built its fortune hauling coal. It featured the first iron railroad bridge in America.
- **Savannah & Atlanta Railway** (SR, EMD), began life as the Brinson Railway in 1906, slowly expanding from Savannah toward the Northwest. It was consolidated with other small railroads to become the Savannah & Atlanta in 1917. Central of Georgia bought the S&A in 1951.
- **Southern Railway** (GE) originated as the South Carolina Canal and Rail Road Company in 1827. It put into service the nation's first regularly scheduled steam passenger service on Christmas Day, 1830, with the locomotive "The Best Friend of Charleston." The Southern was incorporated in 1894 from the reorganization and consolidation of numerous predecessors and absorbed another 68 railroad companies over the next six years.

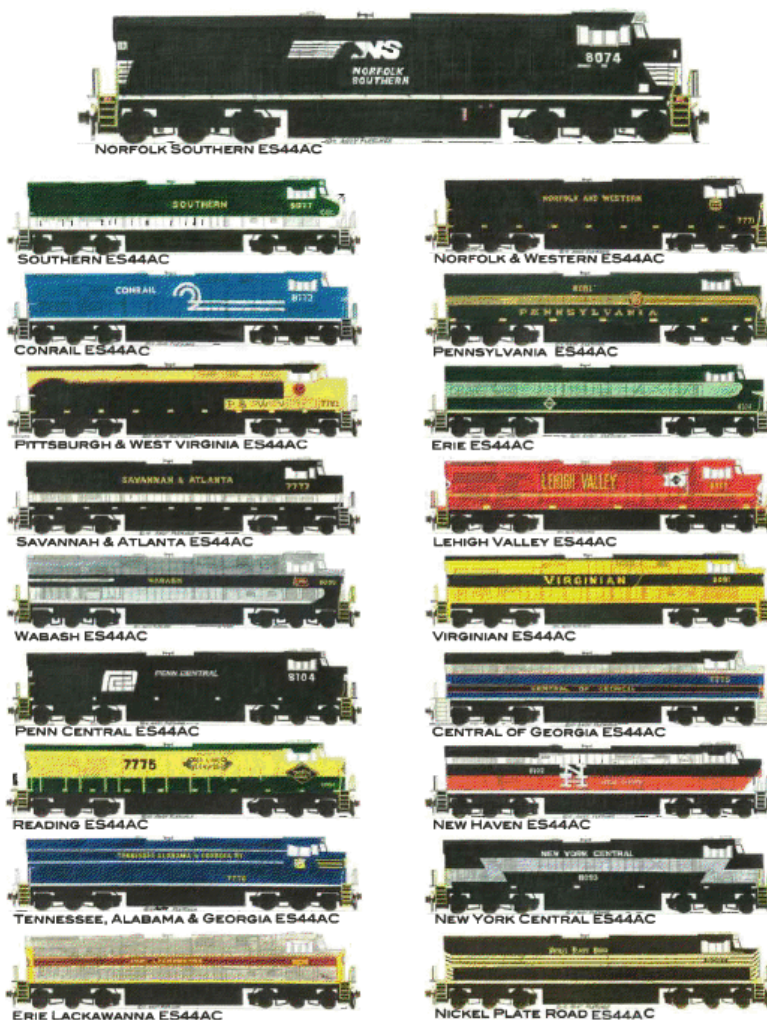
- **Virginian Railway** (NW, EMD) was the only railroad created through the capital and credit of one man, oil magnate Henry Huttleston Rogers. After building a short line, the Deepwater Railway, to haul coal out of West Virginia and then being blocked by the bigger railroads, he created another railroad, the Tidewater Railway, to reach Norfolk, Va., then combined the two into the Virginian in 1907. It was acquired by N&W in 1959.

Wabash Railroad (NW, EMD) was formed in 1877 and served the mid-central U.S. It was acquired by the Pennsylvania Railroad in 1927 and leased to Norfolk & Western in 1960. In 1991, N&W, by then part of Norfolk Southern, purchased the Wabash outright.

Made famous by the 1904 song “Wabash Cannonball,” there was in fact no such train by that name until 1949.

Norfolk Southern Corporation is one of the nation’s premier transportation companies. Its Norfolk Southern Railway subsidiary operates approximately 20,000 route miles in 22 states and the District of Columbia, serves every major container port in the eastern United States, and provides efficient connections to other rail carriers. Norfolk Southern operates the most extensive intermodal network in the East and is a major transporter of coal and industrial products.

NORFOLK SOUTHERN 30TH ANNIVERSARY HERITAGE LOCOMOTIVES



...AND CENTRAL RAILROAD OF NEW JERSEY, LACKAWANNA, LEHIGH & HUDSON RIVER, ILLINOIS TERMINAL, MONONGAHELA, PENNSYLVANIA-READING SEASHORE LINES, GEORGIA & FLORIDA, AKRON, CANTON & YOUNGSTOWN AND ORIGINAL NORFOLK SOUTHERN.

MEMBERS ONLY BULLETIN BOARD
TRAIN RELATED ITEMS ONLY

MEMBER	PHONE	ITEM FOR SALE	PRICE
Duane Swank	423-542-8989	NEW -Walthers Cornerstone kit-Medusa Cement company-933-3019	\$ 30.00
Duane Swank	423-542-8989	NEW -Walthers Cornerstone kit-Northern Light & Power Substation-933-3025	\$ 25.00
Duane Swank	423-542-8989	NEW -Walthers Cornerstone kit-Overhead Traveling Crane-933-3102	\$ 12.00
Duane Swank	423-542-8989	NEW -Roundhouse 36' old time reefer-East Tennessee, Virginia & Georgia #85488	\$ 17.00
Duane Swank	423-542-8989	NEW -Athearn 50' box car- Southern- Fruit Growers Express-#798070	\$ 15.00
Duane Swank	423-542-8989	NEW - Accurail-set of 3-55 ton hopper cars #25594	\$ 36.00
Duane Swank	423-542-8989	NEW -Busch-2 kits- pumpkin fields # 1201 each kit priced	\$ 10.00
Duane Swank	423-542-8989	NEW -Busch-2 kits-roses # 1205 each kit priced	\$ 10.00
Duane Swank	423-542-8989	NEW -Busch-Hay and Straw Bales #1212	\$ 12.00
Duane Swank	423-542-8989	NEW -Walthers Trainline-34' PS-3 Coal Hopper-Clinchfield #931-1641	\$ 12.00
Duane Swank	423-542-8989	NEW -Faller-Container Gantry Crane- B-130	\$ 18.00

1-3 ITEMS FOR SALE—FREE

4-7 ITEMS FOR SALE—\$1.00

8-11 ITEMS FOR SALE—\$2.00

EACH ITEM OVER 11—\$0.25 EXTRA

PROCEDURE FOR RUNNING ADS

EACH MEMBER TO SUBMIT THEIR AD ALONG WITH THE APPROPRIATE AMOUNT OF MONEY TO

DUANE SWANK
1763 SYLVAN HILL RD
ELIZABETHTON, TN 37643

IF AD IS NO MORE THAN THREE ITEMS, THEN E-MAIL THAT LIST TO duaneharriet@charter.net

I WILL COMPRISE THE LIST BY THE 25TH OF EACH MONTH

THEN THE LIST WILL BE SUBMITTED TO THE EDITOR FOR PUBLICATION IN THE SIGNAL BRIDGE BY THE
 FIRST OF THE MONTH

IF YOU HAVE MULTIPLE LIKE ITEMS, THEY CAN BE LISTED AS ONE ITEM

Who Said It Ain't Prototypical? The Big and Little Lash-up



It's In The Details... Gas Stations of Yesteryear

Old American Gas Stations from all around the country. Some are abandoned, some are restored and many are still in use.

Gary Emmertt sent along this collection of photos that captures the detail and diversity of America's gas stations.

As modelers we can use the pictures to remind ourselves of the past. We can spot those little details lost in memory. Gaze a while and recall an era that is fading fast from the American landscape.

Notice the prices on the next one. Yes that's only \$.34 for Hi test... and \$.28 for regular.

Oh, don't forget the 9/10% of a penny.

Yeah . . . I remember!

And with a fill-up you got the gas pumped for you, your windshield cleaned, oil & fluids checked, tires checked, a free map, if you wanted it, S&H Green Stamps.

I also remember getting a five-cent soda and a bag of peanuts.

Oh yes, it was a penny for the bottle unless you had an empty one under the seat.

How many years has it been since anyone said that they were going to the "filling station"?







Thanks Gary.

Does anyone have photos of historic area businesses they would like to share?

Send them to me at

ted_mary@memrr.org



Third is to dip the stem into a cup of scenic cement.

It's in the Details...
Making Red Buds for Spring
 Method described by Jim Hoit



Here is something I have been making for my layout here at home, springtime Red Bud Trees.



Fourth while wet sprinkle on some purple phlox material found at the hobby store, this was originally attached to a piece of steel wool for stretching out into ground cover material you would put on an embankment.



First picture is to select a small branch from a dried flower.



Fifth after a few minutes letting the glue dry, spray the tree with scenic cement and then set aside to dry completely.



Second is to remove the buds from the flower leaving only a few branches.



and Sixth plant them into your layout sparsely.

A Bit of Railroad History February 22, 1854



In 1857, Abraham Lincoln represented the Rock Island in a landmark lawsuit regarding bridges over navigable rivers. The suit had been brought by the owner of a steamboat which was destroyed by fire after running into, and damaging, the Mississippi river bridge.

Lincoln argued, and won, that not only was the steamboat at fault in striking the bridge but that bridges across navigable rivers were to the advantage of the country. This case ultimately went to the US Supreme court, which sided with the railroad.

This day in Railroad History *February 22, 1854*
The Chicago and Rock Island Railroad was the first American railroad to reach the Mississippi River. The CRIR connected Chicago with Rock Island, Illinois. It took another 26 months to bridge the Mississippi River across to Davenport, Iowa.

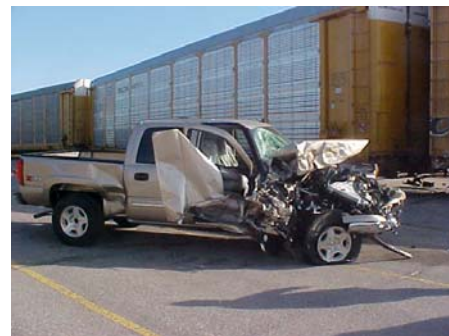
GM Scratch and Dent Sale 300 New Cars and Trucks Damaged

CHEVY TRUCK PLANT

This incident happened in the Oshawa CP Rail yard which ships out the GM vehicles.

One of the railcar men who attaches and detaches the car haulers, accidentally unhooked a set of train cars without having the brakes applied. The Oshawa rail yard has a slight incline to it, so when the set of cars was unhooked from the engine it started to roll down the hill, it smashed through the stop block and then through the fence and continued into the parking lot where GM stores the new vehicles that come off the line. Over 300 vehicles were damaged.

I guess this is where the guy just takes his lunch box and goes home.



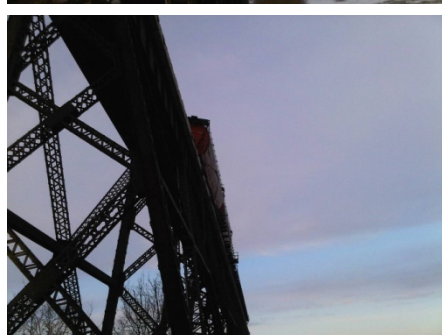


OOPS!

Derailment on a High Bridge

Byan Derailment

Besides the derailment on the Grande Cache sub., CN has another nasty derailment on their Wainwright sub. between Fabyan and Irma, AB involving a bridge with cars over the side of the bridge.



THE ORIGINAL MOTOR HOME Ford House-Car



One of only six said to have been made per year in the mid-30's at the Ford plant in St.Paul, Minnesota , according to an article on this car in a 1993 "Old Cars" magazine article. Very few others - perhaps none - remain on the road, and certainly not in such amazing original condition.



The only other known example that I heard of was supposedly housed in the Henry Ford Museum in Dearborn , Michigan . But that turned out to be an early 1920s Model T conversion, the curator told me. He said he'd never seen anything like this '37!



When discovered in a garage (under a heavy cover) in Northern Minnesota in August 2001, she had only 19,000 miles, and the owner's manual was actually still in the glove box in like-new condition!She had always been garaged and treated with 'Much TLC' as a collector vehicle.

The interior, all wood lined, was still the way it appeared in the '30's and '40's, complete with framed photos of the original owner on his travels (mainly to Florida) and his cabin in the North Woods, plus and other memorabilia from the era.



Built on the '37 Ford Pickup frame and cowl (powered by a 60-hp flathead V8 with aluminum heads), the rear framing is all wood, with the metal skin wrapped around it. The roof structure, too, is all wood, over which the heavy, waterproofed canvas top is still very securely fitted. The structure of the Body is solid, appearing from underneath to be all oak, and still in a remarkably unaltered, undamaged condition.



The door frames are thick, solid oak, and oak is visible around the window openings (as on the four side windows in back) -- though it is painted over.



She was a big hit at this campground once we got that Great old flattie V8 hummin'! Note her expanding roof and the original dark green color, which had been repainted. I figure the canvas roof was originally painted in reflective silver to keep it from getting too hot inside. All four side windows open, while the back one tilts out to three positions. The windshield also tilts open at the bottom for natural AC while driving.



Here are a few shots of her in August 2001, out on the road in the Chippewa National Forest north of Grand Rapids , MN ... Practicing for her next adventure: "Destination Wavecrest 2001."

A peek inside: A slice right out of 1930's, just as the original owner left it. All the windows open, with curtains on the four side ones and pull-down shades on the back window, as well as on the driver's and passenger door windows.



A wide storage cabinet is located under the bed.



The wood headliner, with vent and canvas expanding portion visible. Four wood pieces hold it down while driving. More interior views...note the cedar branches hanging in the corners for that north woods aroma. Cabinets and Aluminum sink (with a wood cover insert) are visible on the left. All the antiques stuck away inside, as well as those hanging on the walls, came along for the ride. Also note the table behind the driver's seat, which folds down. Amazing!