



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
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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 ??

1862 - 2012

150TH ANNIVERSARY

THE GREAT LOCOMOTIVE CHASE.



The General



Career	Western and Atlantic Railroad, Nashville, Chattanooga and St. Louis Railway, Louisville and Nashville Railroad
Number	39, renumbered 3 in 1880
Official name	<i>General</i>
First run	January 1856
Retired	1891
Power type	Steam
Builder	Rogers, Ketchum & Grosvenor
Serial number	631
Build date	December 1855

Configuration	4-4-0
Gauge	Originally 5 ft (1,524 mm), regauged to 4 ft 8 ½ in (1,435 mm) in 1886
Driver diameter	60 in (1,524 mm)
Weight on drivers	32,000 lb (14.5 tonnes)
Locomotive weight	50,300 lb (22.8 tonnes)
Boiler pressure	140 lbf/in² (965 kPa)
Cylinders	Two, outside
Cylinder size	15 in (381 mm)

The *General* was retired from service in 1891 and stored on a siding in Vinings, GA where it awaited its final fate. Early the next year, E. Warren Clark, a professional photographer, discovered the engine in Vinings, and approached John W. Thomas, president of the Nashville, Chattanooga and St. Louis Railway (which had won the lease on the Western and Atlantic Railroad of the State of Georgia in 1890), with the proposal of restoring the *General* for exhibition at the upcoming World's Columbian Exposition in Chicago. Thomas accepted, and the *General* was soon taken to the NC&StL Ry Shops at West Nashville to be restored. At this time, the engine was given a Radley-Hunter style balloon stack similar to the engine's original, and was reverted to a wood burner. The engine soon encountered problems involved with burning wood, so it was restored back to a coal burner. The engine was given a unique new stack at this time, one that, while designed for coal burning, was styled like the original so as to give the appearance of a wood burner.

While the engine's display in Chicago was costly, and left Warren Clark broke afterwards, it had insured the *General's* preservation. In 1901, the *General* was placed on display in the Chattanooga Union Depot. There, it remained on display for nearly fifty years, only being removed for short periods for exhibitions. In particular, the engine was taken to Baltimore in 1927 to participate in the Baltimore and Ohio Railroad's "Fair of the Iron Horse," then in 1933 to Chicago's "Century of Progress" Exhibition, the 1939 New York World's Fair, and finally, the Chicago Railroad Fair in 1948.

In 1959, Nashville, Chattanooga and St. Louis, now part of the Louisville and Nashville Railroad, removed the *General* from the Chattanooga Union Depot and began to restore the engine to operating condition for the American Civil War Centennial. As part of the restoration, the *General* was given modern air brakes, a modern coupler (only on the tender, the older style coupler on the engine's front pilot remained), and was converted to burn oil. Throughout the 1960s, the engine pulled Louisville and Nashville Combine Car Number 665 as travelled to various places across the eastern US, including the 1964 New York World's Fair under its own power.

General commemorative tie clasp, produced in 1964 by the Louisville & Nashville Railroad, as part of the *General's* tour marking the centennial of the Civil War.

Battle for Custody

In the mid 1960's, the state of Georgia began to express interest in reclaiming the engine. Indeed, many proposals about the *General* had arisen since the 1930s, while it was still on display at Chattanooga, including plans to have the *General* be displayed in Underground Atlanta, Kennesaw Mountain, or at Stone Mountain Park, among others, some of which even included removing the *Texas* from the Cyclorama to be displayed with the engine. While much press coverage was given about these proposals, none of them had ever materialized. Even the city of Paterson, New Jersey, where the locomotive was built, expressed interest, since many engines had been built by Rogers and other firms found in the city, but had none to display. Paterson eventually withdrew their proposal and went to find other engines to display.

The state of Georgia's interest in the *General* soon raised tensions with the city of Chattanooga, where the *General* was displayed. In 1967, the city of Kennesaw, where the engine had been stolen in 1862, requested to have the engine visit and give rides during a fundraiser. The *General* was on its way there, when it was stopped by a group led by Chattanooga's mayor, Ralph H. Kelley. He believed the engine belonged to the city, and a lawsuit had been filed against the L&N concerning custody of the engine.

With this began a long legal battle, eventually going up to the US Supreme Court. This dispute lasted until 1970, when the Supreme Court ruled in favor of the railroad. The *General* was stored in Louisville during this time, only being publicly displayed over a weekend in November 1971, when it was displayed in the city's Union Station alongside the road's newer diesel



Power type	Steam
Builder	Danforth, Cooke and Company
Build date	October 1856
Configuration	4-4-0
UIC classification	2'B n
Gauge	Originally: 5 ft (1,524 mm), Now: 4 ft 8 ½ in (1,435 mm)
Driver diameter	57 in (1,448 mm)
Weight on drivers	32,000 lb (14.5 tonnes)
Cylinders	Two, outside
Cylinder size	15 × 22 in (381 × 559 mm)
Career	Western and Atlantic Railroad, Nashville, Chattanooga and St. Louis Railway
Number	49, renum 12 in 1880, 212 in 1890
Official name	Texas, renamed "Cincinnati" in 1880
Retired	1903
Current owner	City of Atlanta, Georgia
Disposition	Static display

engine no. 1776.

After the L&N won the legal dispute concerning the engine's custody in 1970, they brought the engine to Atlanta via Knoxville and Cartersville, bypassing Chattanooga. In February 1972, a ceremony was held in Atlanta where L&N president Kendall formally presented the *General* to then state governor (and later President of the United States) Jimmy Carter. Afterwards, the engine was moved to Kennesaw where a museum site was prepared. On April 12, 1972, the Big Shanty Museum (later known as the



Southern Museum of Civil War and Locomotive History) opened, and the *General* remained on display there since.

A campaign was successfully mounted to raise funds to preserve the old locomotive, which was deteriorating in a side yard in Atlanta. It was taken to Grant Park in 1911 and saved from the scrap pile, but was not moved indoors until 1927 when the Cyclorama building was erected, where it was stored in the basement. In 1936, Atlanta historian Wilbur G. Kurtz led efforts to restore the *Texas* to its wartime appearance and numbering. In 1981, it was moved upstairs to a new public viewing platform after the expansion and modernization of the Cyclorama building.

The *TEXAS* moved back to Georgia following the war, the *Texas* again served the W&ARR during the postbellum Reconstruction era. The locomotive was renumbered and renamed as the *Cincinnati* in 1880. It remained in service until 1903.

The Story of the Raid

"Let Me Tell Y'all 'Bout the General & The Great Locomotive Chase!"

By Harper Harris

On April 12, 1862 the War Between the States had been under way one year, when a band of 22 Union soldiers disguised as



civilians, under the leadership of a spy and contraband merchant, James J. Andrews worked their way 200 miles behind the confederate lines. Their objective, to board and steal a northbound locomotive on the Georgia State Western & Atlantic Railroad while burning the bridges, and tearing up track and telegraph lines behind them. The Great Locomotive Chase or Andrews Raid is one of the great railroad adventure stories of all time, and has been called the most exciting

escapade of the American Civil War. Today it remains a tribute to American courage and valor. The men who participated in this event were the first to be awarded the Medal of Honor - our nation's highest military decoration.

In the spring of 1862, there were two main Confederate armies, one in Richmond Virginia, under the command of General Joseph E. Johnston, the other in Corinth Mississippi under General P.G.T. Beauregard. The line of railroads linking these armies ran from Memphis to Chattanooga via Knoxville to Richmond. The Confederate Government counted on the State of Georgia, with its Troops, weapon factories, and food production to help supply both these armies. The use of the State owned Western & Atlantic Railroad to connect Atlanta with Chattanooga made this line through Georgia a prime target for sabotage. Destruction of this critical link was the main objective of Andrews and his raiders.

James J. Andrews, the leader of these saboteurs was a native of Hancock County West Virginia. Moving to Flemingsburg, Kentucky, in 1859 he taught singing schools and was a house painter before the Civil War. At the outbreak of war he found himself sponsored by Federal officers engaging in espionage in the guise of a merchant of contraband materials for the South. He was a spy for General Don Carlos Buell in the Fort Donelson Campaign. In March 1862 Andrews set out with 8 men for Atlanta with the intentions of burning bridges in North Georgia and in Bridgeport Alabama. There he failed to find an engineer who had agreed to help steal a locomotive and the plan was given up.



When he returned to Tennessee he found that General Buell had left for Shiloh Tennessee. In his place was General Ormsby

Mitchel with ten thousand Ohio troops were at Shelbyville Tennessee. This army was to protect Nashville from Confederate attack.

Andrews convinced General Mitchel that with more men and his own engineers he could destroy the bridges on the W. & A.R.R. putting the road out of commission, thus isolating Chattanooga from Atlanta and the South. Chattanooga had only 3000 Confederate troops only 1500 were armed. The nearest reinforcements were in Atlanta. If the raid was successful the war could be shortened by two years. It seemed like a workable plan. Unknown to the planners the bloody battle of Shiloh was raging. One hundred thousand men had fought two days leaving twenty four thousand wounded and three thousand four hundred and seventy-seven men dead.

On April 7, 1862, volunteers were selected from the ranks of the Ohio army. A civilian also volunteered named William Campbell. They were warned of the hazardous nature of the raid and if caught dressed as civilians, they would be considered spies not soldiers and would probably hang. They went into Shelbyville to purchase civilian clothing. The raiders armed themselves with revolvers. On that dark night one mile east of Shelbyville they met their leader James J. Andrews for the first time. He gave them his final instructions. They were to work their way to Marietta Georgia, by midnight of April 10th. Early morning April 11th they would seize a train and begin their destructive ride north, burning bridges, tearing up telegraph lines and railroad tracks. Their raid and Mitchel's assault on Huntsville were to be simultaneous. When Andrews and his party would show up in Huntsville with a captured locomotive and word that the W. & A. R.R. was in ruins, Mitchel would then safely move on Chattanooga with ease. As the meeting ended, a heavy rain began to fall. It would rain for the

to reach Marietta. This proved to be a crucial error in judgment and was to have a disastrous effect in the outcome of the raid. By midnight Friday, April 11, Andrews and 21 raiders had made their way to Marietta. Two had managed to get through on time arriving at Marietta on April 10. Two others had been stopped near Jasper Tennessee, and impressed into a Confederate artillery unit.



At Marietta, in the Fletcher House hotel (Kennesaw House) Andrews learned that Mitchel had not been delayed but had in deed, taken Huntsville. With the raid's timing off, some raiders now wanted to back out. In a meeting in Andrews's room he tried to help them overcome their fears. "Boys," he said, "I tried this once before and failed. Now I will succeed, or leave my bones in Dixie." At 4:00AM, Saturday, April 12th the regular mixed passenger and freight train pulled by the locomotive General steamed out of the car shed in Atlanta. At the throttle, engineer



next ten days.

The group separated into twos and threes. They had three days to travel over 100 miles. The constant rain slowed their progress. Mud and swollen streams made travel difficult. Andrews told the raiders if asked about their presence to say that they hailed from Fleming County, Kentucky and were enroute to Chattanooga with hopes of joining a Kentucky-raised Confederate regiment. Andrews knew there were no Confederate soldiers from Fleming County. This story would later become part of their downfall. The men frequently came in contact with each other. By Wednesday (April 9) Andrews had decided that the weather would delay Mitchel's attack and passed the word that they had an extra day



Jeff Cain, Fireman Andrew J. Anderson, and the Conductor who would figure so prominently in the chase William A. Fuller. Riding that morning was Anthony Murphy, foreman of motive power and machinery for the W. & A.R.R., who was on his way to Allatoona to check on a water pump.

At Marietta, around 5:15 AM, Andrews and 19 men boarded the northbound train. Two of the raiders had failed to pay for a wake-up call and missed the train. The twenty-six year old Conductor William Fuller eyed the large group of men who climbed aboard his train at Marietta. He had been warned to watch for deserters, but these men were joining the confederate army. Andrews told his men get seats near each other in the same car, "When the train makes the Big Shanty breakfast stop, keep your places till I

tell you to go. If anyone interferes, shoot him, but don't fire unless you have to."



The General is a 4-4-0 locomotive built in 1855 by Rogers, Ketchum & Grosvenor and was one of the finest on the W. & A.R.R. line. Three empty boxcars were behind the locomotive that morning, bound for Chattanooga to bring back supplies and they would fit right in with Andrews story of an "emergency ammunition train" for General Beauregard and his troops

at Corinth. This 12-hour Chattanooga passenger and freight train left at 4:00AM and arrived in Chattanooga at around 4:00 PM. It took 12 hours to travel the 138 miles from Atlanta to Chattanooga. The average speed of locomotives in 1860 was 7 to 45 miles per hour. It has been estimated that during the Great Locomotive Chase that speeds of 65 miles per hour were reached. Most locomotives of this era could only travel around 33 miles on a tank or tender of water. Water and wood stops were all up and down the W. & A.R.R. There were no dinner cars; the railroads had established designated eating and rest stops similar to stagecoach stops for the passengers and crews. Andrews knew that Big Shanty was the morning breakfast stop, for the crew, and that they would leave the train and take breakfast at the Lacy Hotel. He also knew that there was no telegraph key at Big Shanty, the closest being at Marietta. Across the tracks from the station stood the white tents, guards and 3000 recruits of the newly established Camp McDonald, a Confederate training camp.



At 6:00 AM. The train drew into the station. The whistle blew and the conductor pulled out his watch and called out "Big Shanty" twenty minutes for breakfast!" the conductor, engineer, fireman, and most of the passengers quickly entered the Lacy Hotel anticipating a pleasant, hearty breakfast. Andrews moved slowly alongside the train toward the locomotive with him were his engineers. They climbed into the cab and with nervous hands seized the throttle! Other raiders sneaked behind the last boxcar and uncoupled it from the passenger cars. Andrews gave a signal and the other 16 raiders jumped into an empty boxcar. A Confederate guard a few feet away watched apparently not realizing what was happening.



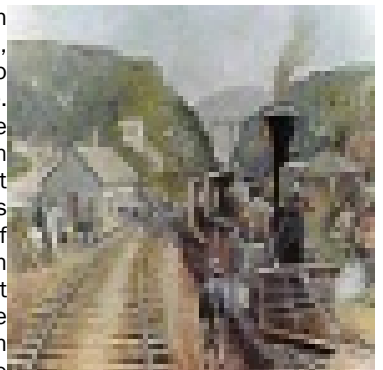
Andrews swung aboard; the engineer yanked the throttle the big driver wheels spun on the track and sparks flew, "The Great Locomotive Chase" was on!



Meanwhile, Conductor William Fuller looked up from his breakfast table and glanced out the window to see the General pulling away from the station. The Conductor followed closely by Engineer Jeff Cain and W. & A.R.R. Foreman Anthony Murphy, ran outside in time to see the locomotive steam around the curve and out of sight!

The raiders had barely made their escape when the locomotive came to a stop about a mile down the road. Engineer Cain had routinely closed the dampers at Big Shanty and now the engine's fire had all but gone out. The Yankees rekindled the fire and in a short time were on their way again. Before reaching moon station, the raiders stopped to cut the telegraph wire and block the track; Andrews talked a work crew out of a pry bar. He instructed his engineer to hold to the schedule and not run too fast, this way they would not attract undue attention. When meeting southbound trains, they would be able to take the proper sidings to avoid head-on collisions. A red flag was tied on the last boxcar. It was Railroad custom to indicate that another train was following by placing a red flag on the last car. It would also dispel any suspicions about the unusual make-up of his train: an engine, tender, and just three boxcars.

The raiders passed through Acworth and Allatoona, stopping after each station to cut the telegraph wire. Crossties were piled on the tracks and some loaded in the boxcars. Four miles past Allatoona the pry bar was used to remove a section of rail, which they took with them. The raiders now felt safe from pursuit. The Yankees reached the Etowah River, passing easily over the great bridge. On a sidetrack, on a spur that ran upriver to Major Mark Cooper's Iron Works, stood a locomotive. It sat steamed up, smoke rising from the stack. It was the Yonah. The Yankee engineer spoke directly to Andrews. "We'd better destroy that," he said "and this bridge with it." Andrews shook his head "it won't make any difference. We don't want to tip our hand to soon." The raiders passed by the startled crew of the Yonah and looked the other way.



The Yankees now passed through Cartersville and moved on to Cass Station. Here they took on wood and water. James J. Andrews was well dressed and represented himself as a Confederate agent for General Beauregard. He was able to convince railroad personnel to let him pass by using the story that he was running an extra train through with powder and ammunition for the Confederate army at Corinth. With the battle

of Shiloh taking place in Tennessee, this was quite a believable story, so much so that the wood tender gave Andrews a train schedule.

When the raiders pulled in to Kingston they found the morning train from the Rome Railroad waiting for the General to arrive. The station attendant asked Andrews to pull on a siding to await another southbound freight. He was very suspicious of the unfamiliar crew on the General and demanded an explanation. Andrews again told the powder train story he knew there were no other trains scheduled and asked why he could not proceed northward. The answer spelled bad news for the raiders. General Mitchel's capture of Huntsville the day before had thrown a scare into the rebels in Chattanooga. Every train that could gather steam was being loaded with supplies and sent south to Atlanta to avoid capture. The extra day that Andrews had taken to get to Marietta was proving to have been a serious mistake. When the second train finally pulled up it carried a red flag. As he waited for the third train, the men in the boxcar were told that they might have to fight their way out, and to listen for gunfire. Finally the third freight train arrives it carried a red flag also! Meaning another train was coming south! Andrews and his men had spent a very frustrating hour and five minutes in Kingston. He decides to take a risk and try to beat the next southbound! The old switch master did not believe Andrews' Powder story and would not let the General back on the main line. Andrews found the switch keys and threw it open himself! It is now steadily raining. The raiders will try to beat the southbound train.



CONDUCTOR FULLER IN PURSUIT

Back at Big Shanty where the chase had started, things were in a commotion. The Confederate Conductor William Fuller was mad! Someone who had no right had taken his train, and he was responsible for it! Fuller's first thought was that the train had been taken by deserting conscripts from the nearby training camp, and that they would most likely abandon it down the line. Much to the amusement of the nearby spectators the three employees of the Western and Atlantic Railroad began the pursuit on foot. Murphy sent a rider to Marietta to telegraph the W. & A.R.R. that someone had stolen a train at Big Shanty. About two miles down track Fuller arrives at Moon Station outrunning his less athletic coworkers. He learns that the General has passed 30 minutes earlier, and the men on board had taken tools with them. Obviously they are not

mere deserters. Fuller finds a nearby pole car and backtracked to pick up Murphy and Cain, and then continues the chase north.



At Acworth Fuller finds the telegraph lines cut. Halfway to the Etowah station, in there haste Fuller fails to see the rail the raiders have removed and everyone is dumped headlong in the ditch. Mad, shaken but unhurt, they put the car back on the track, and arrive at Etowah to find the iron works engine the Yonah under steam. In minutes, Fuller has the Yonah on the main line headed north toward Kingston, 14 miles distant, at full steam in pursuit of the General. Fuller wrote later that they made these 14 miles in an incredible 15 minutes.

When the Yonah steamed into Kingston the station was buzzing with excitement. Fuller was told he had missed the General by only 4 minutes. Now the three southbound trains that had delayed Andrews were blocking the Yonah. Fuller ran to where the Rome Railroad's engine William R. Smith came into the line. "It is clear of the tangle" he said as he commandeered the locomotive. As the train pulled out of the station a group of Confederate militia piled into one of the cars.

North of Kingston station, the raiders stopped to cut the telegraph wire. They also piled crossties on the track. Six miles down the track they cut another line. They tried unsuccessfully to lift another rail. In there frustration they hear a train whistle in the distance behind them. It was the William R. Smith. One of the raiders remembered it as "faint and far off" no sound more unwelcome ever fell on human ears." The raiders now know they are being pursued. They work hard to remove another piece of track climb back on the General and steamed off. When the raiders reach Adairsville, there waited the expected freight train, and a storm of questions. Andrews acting with authority, ordered the freight's crew to move the train south. As it passed the General, the raiders could see the name of the locomotive on the boiler, "Texas", an engine that before the day was ended would also take its place in history.

The raiders could now sense a possible failure of their mission. With the train whistle still in their mind, Andrews ordered his engineer to let the General break loose, despite the danger of the southbounds. The General Flew into Calhoun, where it nearly collided head-on with the southbound Catoosa. The southern crew demanded an explanation. Andrews told the powder train story again. After much talk and persuasion, Andrews said, "I've got to go on with no more delay!" The crew of the Catoosa let the General pass. With no more southbound trains to contend with,

the raiders felt now free to accomplish their mission of burning bridges, and the Oostanaula Bridge at Resaca was just ahead!

Meanwhile Fuller and his party on the locomotive William R. Smith were making their way north from Kingston. Fuller decided to ride on the front of the engine (the pilot) and watch ahead for any obstructions on the track. He spots the missing rail just in time. Again the men are on foot! It is raining and, the terrain is muddy. This time Jeff Cain the Confederate engineer drops out. Murphy and Fuller run about three miles when they meet the southbound Texas. The engine Andrews had waded on from Adairsville. Pete bracken, the engineer, immediately recognized Fuller and Murphy; they climb on board and tell of the heist. He quickly reversed the Texas and moved back to Adairsville where he got rid of the freight cars at a siding. The Great Locomotive Chase was now on more equal terms, only the Texas had no boxcars and was running backwards! Ten miles and little more than 10 minutes later the Texas rolled into Calhoun, where Fuller learned the General had passed just five minutes before. At Calhoun, Fuller picked up two extra men to help and a young telegraph operator who had been sent down to find out what was wrong with the telegraph line.



long clear whistle came from the south. They next tried to reverse the General and kick a boxcar back at the Texas. The raiders were fast approaching the Oostanaula trestle the first covered bridge to burn. All efforts to set the car on fire were useless as the wood was to wet. The smoldering car was uncoupled and left in the bridge. Fuller had the Texas push the car out of the bridge and both boxcars were left on a siding at Resaca.



HOT PURSUIT



Having passed five trains and remembering the sound of a locomotive whistle coming from his rear, Andrews decided to try to take up another track. They had not been at it very long when a



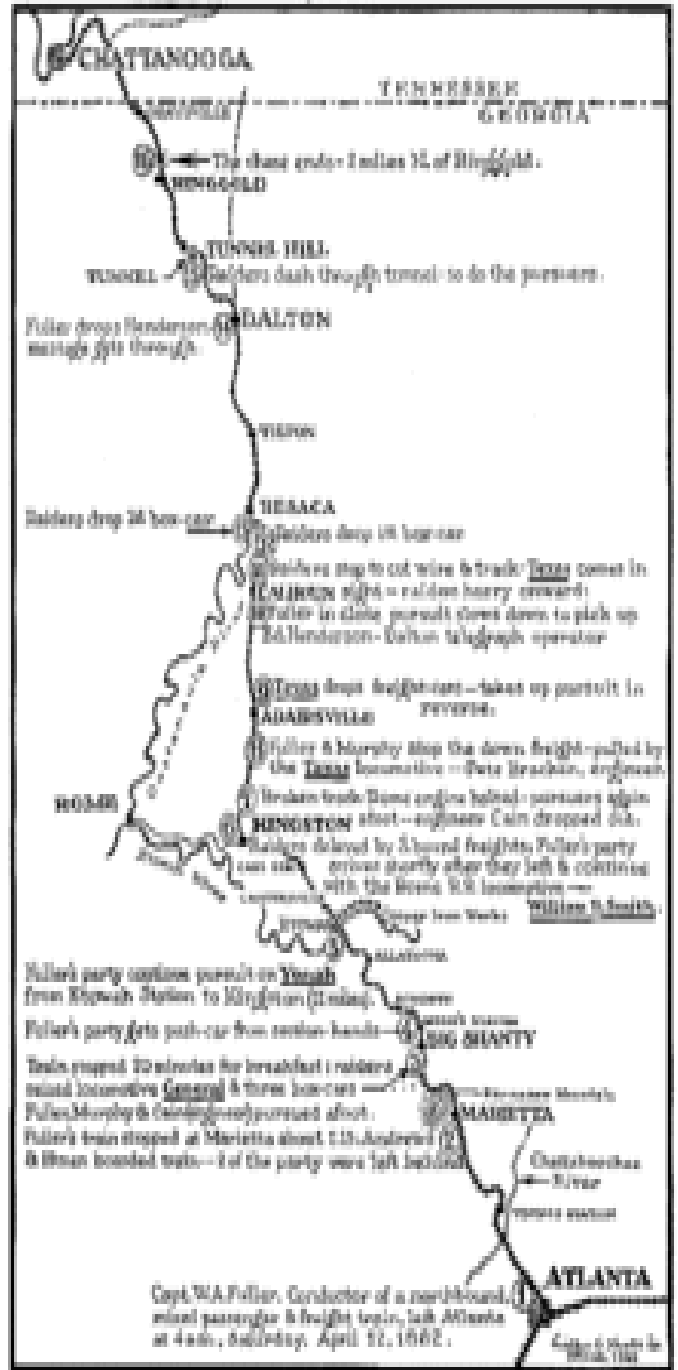
The Yankee's next busted out the back of the last box car, and resorted to dropping cross ties on the track in hopes of derailling or slowing down the Texas. The raiders now discussed setting a trap and fighting it out with the Confederates but fearing they

were outnumbered they pressed on. Running low of fuel they stop at Green's wood yard. Very little water is obtained before the Texas pulls in behind them. A second stop for water at Tilton is also unsuccessful. The raiders now sailed through Dalton at breakneck speed. Again they stopped long enough to cut the telegraph wire one last time. At Dalton, Fuller drops off the young telegraph operator who had joined the party at Calhoun. There he sends Fuller's message to the Confederate commander at Chattanooga warning of the raiders advance. About half of the message is received before Andrews' men cut the wire. Unknown to Andrews, General Mitchell had failed to take Chattanooga; it was still in Confederate hands. The last few miles of the chase

Union lines. Two even floated down the Chattahoochee River to the Gulf of Mexico to the Yankee blockade. In March 1863 the remaining six raiders were exchanged. In recognition of their courage, Secretary of War Edwin M. Stanton awarded them the newly created Medals of Honor making them the very first recipients. In addition, Medals of Honor were awarded posthumously to five of the eight who had been hanged. As a civilian, James J. Andrews was ineligible for the award. And so ended the Great Locomotive Chase, the most spectacular event in the War Between the States.

Route Map of the Great Locomotive Chase

April 12, 1862



were a close race between the locomotives within sight and sound of each other. At the long tunnel at Tunnel Hill some of the raiders wanted to fight; Andrews decided against it. When the Texas reached the smoke filled tunnel the fear of ambush or obstruction was eminent. Fuller is relieved to find it clear. Two miles north of Ringgold the General runs out of steam! Andrews gave the order "every man for himself." The raiders scattered for the woods.

The Great Locomotive Chase had ended 18 miles below Chattanooga. It so happened that April 12, 1862, was a muster day at Ringgold, hundreds of mounted and well-armed men were training there. They were soon alerted to the Raiders and within a few days, the last of the fugitives had been captured and jailed, including the two who missed the train in Marietta. All the raiders gave the same story of being from Flemingsburg Kentucky thus linking them all together. Andrews was tried as a spy and hanged.

Seven more raiders were tried and on June 18th hanged. The remaining 14 made a daring jail break in October. Eight of them avoid recapture and reached



Atlanta.



The very first Medals of Honor were given to some of these men by Secretary of War Edwin M. Stanton. The very first was awarded to Private Jacob Wilson Parrott because of the particularly severe treatment he had endured as a prisoner. Later all but two of the other soldiers also received them (posthumously for those who had been executed). The two who have not received the Medal of Honor were executed but the story of their heroics was apparently lost in a paper shuffle at the War Department, and it took some lobbying for them to be appropriately honored.¹ As civilians, Andrews and Campbell were not eligible.

Rank	Name	Unit	Date of Medal of Honor award	Notes
	James J. Andrews (c. 1829-1862)		No award	Ineligible for the Medal of Honor as a civilian; hanged in Atlanta
Private	William Bensinger (1840-1918)	21st Ohio	March 25, 1863	Exchanged; later promoted to captain
Private	Wilson W. Brown (1837-1916)	21st Ohio	September 17, 1863	Escaped; later promoted to 2nd lieutenant
Private	Robert Buffum (1828-1871)	21st Ohio	March 25, 1863	Exchanged; later promoted to 2nd lieutenant
	William Hunter Campbell (1839-1862)		No award	Ineligible for the Medal of Honor as a civilian; hanged
Corporal	Daniel Allen Dorsey (1838-1918)	33rd Ohio	September 17, 1863	Escaped; later promoted to 2nd lieutenant
Corporal	Martin Jones Hawkins (1830-1886)	33rd Ohio	September 17, 1863	Overslept and did not participate; escaped; later promoted to sergeant
Private	William James Knight (1837-1916)	21st Ohio	September 17, 1863	Escaped
Corporal	Samuel Llewellyn (1841-1915)	33rd Ohio	No award	Did not participate; enlisted in a Confederate unit before reaching Marietta; later promoted to sergeant
Sergeant	Elihu H. Mason (1831-1896)	21st Ohio	March 25, 1863	Exchanged; later promoted to captain
Private	Jacob Parrott (1843-1908)	33rd Ohio	March 25, 1863	Exchanged; later promoted to 1st lieutenant
Corporal	William Pittenger (1840-1904)	2nd Ohio	March 25, 1863	Exchanged; later promoted to sergeant
Private	John Reed Porter (1838-1923)	21st Ohio	September 17, 1863	Overslept and did not participate; escaped; later promoted to 1st lieutenant/ shot later
Corporal	William Reddick	33rd	March 25, 1863	Exchanged; later promoted to 2nd lieutenant

	(1840-1903)	Ohio		
Private	Samuel Robertson (1843-1862)	33rd Ohio	September 17, 1863	Posthumous; hanged as a spy
Sergeant Major	Marion A. Ross (1832-1862)	2nd Ohio	September 17, 1863	Posthumous; hanged as a spy
Sergeant	John Morehead Scott (1839-1862)	21st Ohio	August 4, 1866	Posthumous; hanged as a spy
Private	Charles Perry Shadrack (1840-1862)	2nd Ohio	No award	Hanged as a spy; real name was Phillip Gephart Shadrach
Private	Samuel Slavens (1831-1862)	33rd Ohio	July 28, 1883	Posthumous; hanged as a spy
Private	James Smith (1844-1868), born Ovid Wellford Smith	2nd Ohio	July 6, 1864	Did not participate; enlisted in a Confederate unit before reaching Marietta, but was held prisoner in Swims Jail during the Raid; ^[1] later promoted to corporal
Private	George Davenport Wilson (1830-1862)	2nd Ohio	No award	Hanged as a spy
Private	John Alfred Wilson (1832-1904)	21st Ohio	September 17, 1863	Escaped
Private	John Wollam (1840-1890)	33rd Ohio	July 20, 1864	Escaped
Private	Mark Wood (1839-1866)	21st Ohio	September 17, 1863	Escaped; later promoted to 2nd lieutenant

From the George L Carter Railroad Museum Library



This is Clinchfield: CSX Hotspots Erwin to Spartanburg

A 1991 look at the former Clinchfield Blue Ridge Division mainline between Erwin, TN and

Spartanburg, SC operating under CSX ownership. The video was produced not long after the absorption of the CRR into CSX. There are still a variety of equipment in Clinchfield, Family Lines, and CSX paint. The video is straight forward following the mainline from Erwin to Spartanburg. There is a good description of each photo stop indicating location and milepost. It should be possible to use the video to plan out a railfan outing and replicate the images of 20 years ago to images of today.



Santa Fe Presents: The Super Chief Pentrex Vintage Films (Circa 1950)

As a vintage publicity film produced by the Santa Fe to promote its flagship passenger train, the Super Chief, this video has a lot to commend a viewing.



All the Live Long Day: Oral History of Oneonta's D&H

A professionally produced video by THE UPPER CATSKILLS COUNCIL ON THE ARTS. The video is a short 28 minutes and maintains its focus is on interviews with former D&H employees, public officials, and railroad preservationists as the community of Oneonta transitions from being a rail center. The color segments are sharp and clear. B&W segments tend to be dark and murky. There are some great shots of 4-6-6-4's and 4-6-4's working under heavy loads. If one compared the scene of Oneonta's yard from the MEMORIES OF THE DELAWARE & HUDSON vol. 1 will notice how derelict it had become after the CP takeover. There are ample shots of the roundhouse, turntable, and service facilities during the hay-days of steam. In more recent views to roof of the roundhouse is gone and the table pit filled in. The closing segment shows the roundhouse being demolished.

Done in full color the promotional depicts the Super Chief in all its elegant glory: sleek E units in burnished metal wearing the famous war-bonnet paint; lots of excellent interior shots including the various configurations available in sleeping car accommodations; dining facilities and the Chief's pleasure-dome car. The video is an all too short 13 minutes.



Steam Over Tennessee Pass
Union Pacific's 844 1997 Steam
Excursion
 Pentrex Video
 90 min.

The Up 4-8-4 #844 handles a steam excursion over Tennessee Pass and through the Rio Grande's Royal Gorge Route in 1997. Starting at Denver's Union Station the trip soon enters the prairie along the Front Range of the Rockies. The 844 takes an effortless ramble with its 16-car train along the Joint Line. Day 1: Denver to Pueblo along the Joint Line over to Canyon City. Some frustration is evident as 844 is held back by yellow boards and freight traffic along the line. Pueblo maintains a Santa Fe 4-10-2 on static display. West of Pueblo the 844 calls on its diesel cohorts for help up the ruling grade to Canyon City. Day 2: Canyon City thru Royal Gorge and over Tennessee Pass. There's lots of scenery and plenty of railfans to get in the way. The 844 passes a freight East Bound pulled by 4 EMD units in Rio Grande paint. The Royal Gorge scenes are magnificent! Oh for days gone by. Day 3: from Grand Junction on to Salt Lake City and several run-bys and photo ops the 844 struts its stuff. The 844 pauses as Amtrak's California Zephyr passes. The color is crisp and the scenery spectacular.



The Last of the Giants
Volume III: Sherman Hill
 Pentrex Video and Union Pacific Historical Society
 87 min.

A history of UP Big Boy 4014 and background on UP's creation of the film "Last of the Giants". The film depicts the last days of steam in action on the UP. Clips are from the mid-50's and proved to be a lasting tribute to the massive steam locomotives in action. There were 26 "Big Boys" built with 16 saved for static display. The video contains a number of out-takes. One scene at Denver has two mikes powered with steam from the roundhouse and burning tires in the firebox for smoke. Several run-bys were made until the locos ran out of steam. This technique was used several times with other units since only Challengers and Big Boys were still operating on the UP. The Big Boys developed 6,000 hp at 3 5 mph and rated at 45,000 tons. The video captures the feel of the era as recorded in-person interviews with retired UP employees who fired and ran these engines. According to the video consultants the chances of seeing a Big Boy under steam again is slim to nil due to expense, weight and absence of turning facilities.



Union Pacific Steam
3985 "Challenger"
 Gandy Dancer Productions
 30 min.

A brief history of Union Pacific's Challenger, the 3985. During its post-retirement years the 3985 was the largest steam locomotive in operation in the world. This was due to the UP's retirement of its Big Boy 4-8-8-4's prior to rehabilitating the 3985 back to operational standards. The 3985 was one of 105 Challengers built for the UP between 1936 and the late 40's. It was originally a coal burned converted to oil in the 1970's. Clips include scenes shot in the 40's and 50's as well as from with 1970's, 80's and 90's. The statistics are impressive- for example 200 gallons of water and 22 gallons of fuel oil per mile at speed.



Union Pacific Steam
844 "Challenger"
 Gandy Dancer Productions
 40 min.

Like the previous video, this one presents the history of Union Pacific's fleet of 4-8-4's Northern's in general and the restoration and return to steam of #844. Engines #800-819 were delivered in 1937. A 2nd series was delivered in 1939. Finally # 844 was delivered in the 3rd batch... designed for 110 mph passenger service (one recorded at 140 MPH). #844 was never fully retired from the UP roster. Clips of the 1989-93 runs abound as well as vintage clips. In 1989 the 844 was painted in the UP's two tone passenger grey paint scheme first used in the 1940's.



New Georgia Steam Excursions
With 4-6-2 A&WP 290
 Pentrex
 80 min

New Georgia Railroad's excursion service is celebrated in this video. The service features the A&WP Pacific 4-6-2 #290. Restored in 1986 the loco pulls a consist of vintage equipment, with heavyweights including open end observation car (an ex-Seaboard), coaches and dining car. Video scenes draw upon trackage outside of Atlanta along CSX's Circle Track including Peachtree Creek Trestle. There is a professional photoshoot from 1989 during 290's first outing. There are the requisite cab shots of engineer and fireman in action. The excursion service is an operation owned by the state with running rights over CSX. There is a variety of equipment exhibited including Budd flute-sided passenger car, cars from the American European Express, an auxiliary tender, a F7 for reserve power and the New Georgia's fleet of heavyweights. The video concludes with clips of UP's Challenger running the Clinchfield Santa Train Special, as well as, the NS celebration of its steam program with NW 611, 1214, and Southern 4501. There's promotional clip for New England and Midwest shortlines also.



#4960
Steam Star of the
Grand Canyon Railway
 Goodheart Productions
 90 Min

The Grand Canyon Railway is featured in this video. The railway's initial motive power were a pair of 2-8-0 "ten-wheelers, #18 and #29. The line upgraded power in the 1990's with the acquisition of #4960, a 2-8-2

locomotive. Passenger trains had expanded in length as many visitors to the park found it more convenient to ride the rails rather than buck park traffic. The 4960 is a 1922 Baldwin, owned formerly by the CB&Q. It was acquired 1989 and restored. It's presently run by national park service. The Railway uses a right-of-way originally built by the Santa Fe. There is great commentary by the firman and engineer as they describe operating the 4960.



Southern Pacific Daylight
#4449
Video Rails
48 min

Filmed in 1981 this video captures excursion runs of Southern Pacific's #4449, a 4-8-4 Northern type locomotive. The steam unit was already famous for its heading the Freedom Train during the nation's Bicentennial Celebration. For this set of excursions the streamlined loco is properly fitted with its traditional SP Daylight paint scheme. The video is a bit grainy having been one of the earlier VHS productions. However, the 4449 look wonderful and performs beautifully in its Oregon-California outings to Sacramento's Railfest. The crowd shots are interesting when compared to present day excursion where liability concerns have ushered in stricter controls. Video commentary is minimal but adequate to tell the story. The background train sound of the loco working is overlaid with hokey light classical music. Those fan of William Tell will enjoy the overture, others will... ah well... Say, did we really look so dorkie back then?



Locomotive
#1522
KETC St. Louis Special
Presentation
33 min

A local PBS presentation highlights the startup of steam excursions between St Louis to Hannibal Mo. The trip follows along the Missouri River. There are a number of historical clips of Frisco steam in action. The narrative features the cooperative preservation efforts of several regional groups including the NRHS. The 1522 was retired and put on display in the mid 1950's. Restoration efforts began in the 1980's with the 1522 operational by 1989. The National Transportation Museum in St. Louis headed the effort. There are clips of restoration efforts. The 1522 is a 4-8-2 Mountain type. Scenes of the loco operating along the Missouri are impressive. There are plenty of chase cars are

Mountain Empire Model Railroad
1st Annual Modeling Contest

Grand Prize - \$50.00 gift certificate from W. Va. Hobbies & Crafts

1st Place, Rolling Stock Category -
 1st Place, Diesel Locomotive Category -
 1st Place, Steam Locomotive Category -
 2nd, 3rd Place and Honorable Mentions - Frameable Certificates

evident along the route along with several unsafe railfan acts. The final segment focuses on the history, development and other preservation efforts of the National Transportation Museum from its start in the 1940's through the late 1980's.



San Jose Steam
Celebration
SP 4449 - UP 3985 -
SP 2472
Pentrex Video
158 Min

July 1992 San Jose Steam Celebration featured a grand gathering of locomotives. The steam event was sponsored by the NRHS. The kickoff event featured a Feather River Canyon excursion headed by UP Challenger #3985. Sites along the way included: Williams Loop which helped WP maintain a 1% grade, Keddie Wye, Serpentine Canyon, Rock Creek curved trestle, riverside running at Cresta, horseshoe curve at James. #3985 drifts effortlessly downgrade. At its Oroville departure there is lots of smoke as she works the grade out of town. The excursion ends day 1 at Sacramento. Day 2 features the run from Sacramento to San Jose. The video captures clips of #3985 at 8 mile road North Stockton clocking in at 60 mph, working over Altamont Pass Summit with wind turbines in background. Next is Day 3: SP #4449 posing as the San Jose Daylight, a Sacramento - San Jose and return run. She'd clocked at 70 mph at Treemont. There is a photo-op at Bahia and street running Jack London Square in Oakland. Scenes of College Tower show the tower in a sad state of disrepair. Built in 1927 CT shows every year of her age. Day 3: the star is SP #2472 a 4-6-2 Pacific Type built by Baldwin, she trails a Vanderbilt tender and starts her journey out from San Francisco to San Jose. This video is packed with west coast action from start to finish and will provide wonderful action set against beautiful Pacific Coast scenery.

Luxury On The Rails

Pentrex
127 min

The 1999 AAPRCO Convention "Dixie Flyer" is featured along with the KCS Corporate train, Conrail business train headed by Black & Gold liveried E units and both Illinois Central and UP trains also shown. There is the American European Express along with a look at Amtrak providing plush accommodations. There is a history and description of the work of AAPRCO. If you are interested in operating a private car on today's rail this video is a must.

The overall theme of the contest will be weathering. There will be three categories; Best Weathered Rolling Stock, Best Weathered Diesel Locomotive, Best Weathered Steam Locomotive. Prizes will be awarded for first place in each category with one overall grand prize winner. You may enter as many entries in each category as you want however you can only win once. Contest winners will be based upon number of votes received. Entry forms for contest voting will be made available to the public on Saturdays and to Club members on Thursdays and Saturdays. Club members are asked to not vote for their own

submission and are ask to vote only once. Entries will be displayed in the display cases in the main room of the museum for judging by the public. The start date for the contest will be in conjunction with the changing of the

STEAM'S UP AGAIN at the Carter Railroad Museum for March 31

Popular ETSU facility to again feature a Heritage Day of model steam locomotives in action, plus special displays

The 2nd Annual STEAM UP has scheduled for the last day of the month, March 31, at the George L. Carter Railroad Museum located in the Campus Center Building of East Tennessee State University. Following up one of the most popular programs of the 2011 season, the date was carried over to again enjoy the sounds and sights of the steam locomotive. Members of the George L. Carter Chapter of the National Railway Historical Society and the Mountain Empire Model Railroaders (MEMRR) club intended to pull out all of the stops to give attendees a real look at how these trains operated.

Until about 1930, the steam locomotive reigned supreme. Referred to as an 'iron horse,' steam engines had unique smells and sounds, and some examples had no problem topping 100 mph when needed. By the second world war, development of the internal combustion diesel platform began to make serious inroads. Steam engine maintenance required a literal army of pipe-fitters, boiler-makers, experienced machinists, and other skilled labor, and well as frequent maintenance to operate properly. Like the drayage horse was displaced by motor vehicles within a decade, so steam was nearly completely gone by 1960, though the design is still widely associated with railroading.

"There are some who would say steam railroading was romantic, almost akin to a living thing," says Geoff Stunkard, the coordinator of the museum Heritage Days program. "Our Annual Steam UP event was created to give people an idea of how that equipment was used, its evolution and its eventual end. We've come up with some ideas this year that should make it of interest to anyone who recalls that era, even if it was before they were born."

Steam trains of all sorts will be prominently displayed and operated on the large 1:87 HO scale layout that is housed in the museum, which includes a 21-stall steam-era roundhouse. Demonstrations of various engine designs in electric model form will give the public an idea of how varied these machines were. There will artwork and published accounts of steam operations in the display

display cases in April for the April Heritage Days and continue through the Saturday prior to the June Monthly Business Meeting. Winners will be announced at the June Business Meeting.

cabinets, and a somber and unpublished art photograph exhibit will show the demise through scrapping of locomotives on the Norfolk & Western, Clinchfield, Nickel Plate and other operations in the late 1950s. Of course, children will have a chance to play with models of popular engines like Thomas and James in the museum's special children's activity room.

The Carter Railroad Museum is open on Saturdays from 10:00 AM to 3:00 PM, and includes model railroad layouts, our special child's activity room, and ongoing programs. There is no admission fee but donations are welcome for its upkeep. The museum is also seeking artifacts for the newest addition dedicated to the long-defunct, but well-remembered 'Tweetsie' line, the East Tennessee & Western North Carolina Railroad; this room, still under construction, again will be open for guided tours during this event day.

In addition to the displays, there is also a growing research library, the National Railway Historical Society chapter, membership opportunities, and an oral history archive being established as part of the museum's programs. Info can be found online at <http://etsu> or

<http://johnsonsdspot.com/glcarter/cartermuseum.htm>

The MEMRR club works in conjunction with the museum to demonstrate and maintain the model layouts, museum exhibits and other projects. More info can be found at [/www.memrr.org](http://www.memrr.org). Membership opportunities are available to adults, and include special benefits and model railroading enjoyment.

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

The 2012 Railroad Heritage Days Schedule FINAL SATURDAY OF EACH MONTH AS NOTED

March 31 2nd Annual STEAM UP – Steam Railroading Remembered

April 28 Yankee Rivals – NYC, PRR B&O, 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 Gen 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

Mountain Empire Model Railroaders Minutes Business Meeting March 20, 2012

President Fred Alsop called the meeting to order at 7:00 P.M. in room 312 Brown Hall, ETSU, with 13 members present. New members William & Dorothy Linton were recognized by President Alsop.

President Alsop called for the reading of the Secretary's report from the February meeting with a motion being made to except them as read by Hobie Hyder. Harriet Swank called for the clarification of the 'Items for Sale by Members' as written in the February minutes to be reworded as written in the March Signal Bridge. After a short discussion the minutes were then seconded by Ted Bleck-Doran and approved by a unanimous vote by the membership.

Duane Swank, Treasurer, informed the membership as to the financial status of the club. In the absence of Bob Jones, Web Master, President Alsop reminded the membership they could e-mail Bob Jones with anything that needs to be gotten out to the club. Vice President John Carter, reported to the club that Don Ramey will present his hands-on clinic 'How to install DCC in non-DCC ready locomotives' at the April meeting. The May meeting will feature a power point presentation by Ted Bleck-Doran entitled 'The City of Memphis'.

President Fred Alsop reported to the club that Amanda Kelly had been hired as the Station Master for the Little Engineer's Room and that the paper work has been sent up for approval. Ms. Kelly will be trained by the university's Child Study Program and be certified in CPR and first aid. She is scheduled to start Saturday, March 31st. A suggestion was made by Gary Emmert to purchase a First Aide kit for the Little Engineer's room. President Alsop agreed that this was a good idea and he will purchase one. To date, the Carter Museum has had five birthday parties with the next scheduled for Saturday, March 24th. President Alsop further reported to the club that the Carter Chapter NRHS and the Carter Railroad Museum has scheduled an excursion to The Big South Fork Scenic Railway in Sterns, KY, June 16th. Cost of the trip will be \$55 per person and will include bus transportation by Greene

Coach and tickets to ride the train and attend the museum. One bus has been reserved to date with a capacity of 55 people. The bus will depart ETSU at 7:00 A.M. Anyone wishing to go is ask to meet at 6:30 A.M. the morning of.



Under "Old Business", Chris Ilderton Co-Chair of the Running Session Committee informed the club that he had surveyed the HO scale layout as to available sidings and layout capacity for operating sessions. In his report, he stated that it will take approximately 101, 50' cars to max out every available space on the layout with no more than 35 to 40 cars in use during any operation session. Start up of planned operating sessions will be delayed until completion of the yard. Garry Emmert, Committee Member told the club that he was going to pull 16 cars from the Staging Yard Thursday as there were too many cars in the yard. He also informed the club that he needed another case and a place for it to be put up to store cars. Ted

Bleck-Doran, Committee Member ask about the status of switches on the modules suggesting that all switches diverging from the main be powered. For secondary tracks, ground throws would be acceptable. President Alsop ask about uncouplers. Ted Bleck-Doran said a more complete report would be issued in April.

In other Old Business; Bill Hensley, Wiring Coordinator reported to the club that three bids were submitted for consideration and that Rick Bell with DCC Installs was the winning bidder for the proposed electrical equipment for the new HO yard. In addition to the proposed electrical equipment, Bill stated the club would have to add to the order one PS 2012 Power Supply. He will delay the purchase of this unit until needed. Bill explained to the membership he will be sending a formal order to Rick Bell this week and that Rick will give us a detailed invoice dividing up the monies between the club and the museum. Bill Hensley also explained to the membership that anyone wishing to become a vendor must be an authorized sanctioned vendor. The first advertisement for 'Items for Sale by Members', was published in the March issue of *The Signal Bridge*. Creator, Duane Swank explained that one to three items will be free of charge but a small charge will apply to more than three items. Duane used himself as an example as to why a fee must be charged for more than three items explaining that it will require more space and postage in *The Signal Bridge*. Anyone wishing to place an advertisement in *The Signal Bridge* for items for sale must get them to Duane before the 25th of each month. Deadline for all items to be published in *The Signal Bridge* is April 4th.

'New Business', Jim Pahr is will be changing out the display cabinets Thursday, March 22nd. The next 'Railroad Heritage Days' will be Saturday, March 21st. The theme will be 'Steam Up'. President Fred Alsop in the sake of time, told the membership that the full text of the March Coordinator's meeting will be published in the next issue of *The Signal Bridge*. Secretary, Hobie Hyder in other New Business suggested the club have a modeling contest in either April or May. Hobie has been in contact with several businesses about donating prizes and has received some freight cars and gift certificates for the winners. President Alsop thought the idea was a good one and ask that the idea be put into the form of a motion with Hobie Hyder, Secretary making the motion and Ted Bleck-Doran the second. After the membership passed, Hobie then ask for volunteers to help him work up the details, contest rules, etc. Anyone wishing to help with this idea were then ask to meet Thursday during the regular scheduled work night. The final piece of New Business, Gary Emmert said he needed a large display case/cabinet for DVD's. If anyone has one and would be willing to donate it to the Museum, it would be appreciated.

Before being adjourned, President Fred Alsop reminded the membership that the next Coordinators Meeting will be Thursday, April 12th. Volunteers for Saturdays' Operating Sessions were then asked for by Present Alsop. Gary Emmert presented his program 'Safety and Placard in Freight Service'. Health permitting, Don Ramey will present his hands-on clinic on 'How to install DCC in non-DCC ready locomotives' at the April meeting. Meeting was adjourned at approximately 8:37 P.M. Next meeting will be Tuesday, April 17th at 7:00 P.M. in room 312 at Brown Hall, ETSU.

*Respectively submitted,
Hobie Hyder, Secretary MEMRR*

The MKT around Parsons KS Courtest of Gary Emmert and Friends







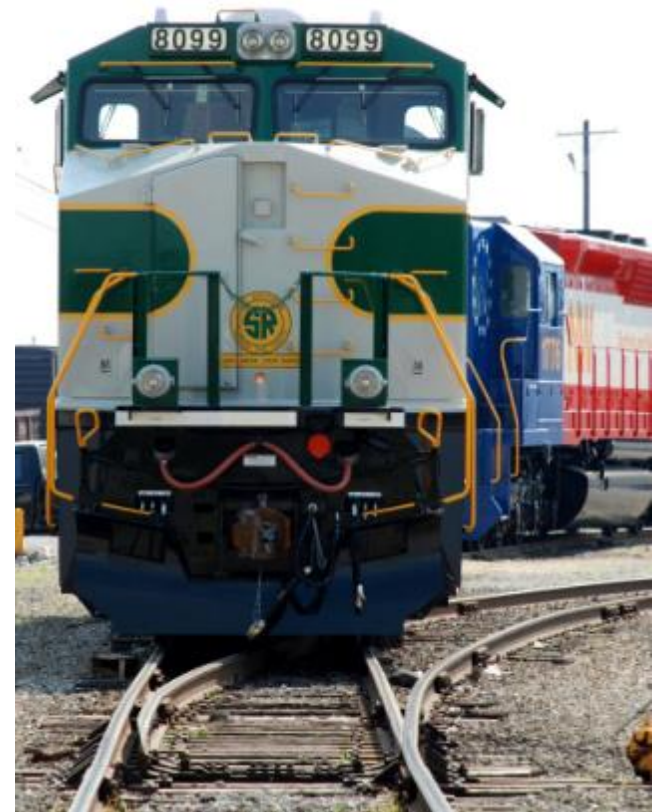
NS - SOUTHERN RWY ES44AC #8099 Heritage Scheme



Good evening to everyone. Today Missy and I had the great pleasure to be on site with the folks at the Chattanooga, TN Norfolk Southern Paint Shop Team as they released the NS - SRR ES44AC #8099. The locomotive is quite beautiful decked out in green/ imitation aluminum and yellow striping.

Late this afternoon the unit was pulled out of the paint booth, then started and powered up. The unit was then moved to the north side of the paint booth where it was posed for its beauty shots as well as images with a the entire paint crew, Norfolk Southern dignitaries and invited guest Andrew Fletcher and his mother. We had the pleasure to meet Andrew and shared in his excitement to see the artwork he created become reality on this locomotive and 19 Heritage units that he has inspired. Andy and his mother were truly taken back to see the locomotive in person and Missy and I were truly inspired by his life story and love for all things railroading!

As you are aware the NS/ SRR #8099 is the second of 19 Norfolk Southern EMD SD70ACe and GE ES44AC locomotives that we will deliver in N, HO and O scales. Missy and I are working to deliver all of the details



Overland Models will be producing all 19 units. Every effort will be made to interject other railroads between the NS Heritage deliveries so customers can have a bit of space between deliveries. As the production gets closer we will work to share delivery details. Please contact your favorite dealer to place your pre-order...and stay tuned as more locomotives will be pictured in a fairly rapid fire pace over the next 4-8 weeks...and Missy and I will be putting on

WEBMASTER REPORT

Website (www.memrr.org)

- Latest Signal Bridge Newsletter has been added.
- Upcoming Train Shows icon has been update. If members have news of other train shows, please send me the website info.
- Meetings icon has changed to Meetings & Events and has been updated.
- Monthly Railroad Heritage Days has been updated.
- New icon has been added 'NRHS News'. Waiting for the news from the NRHS members.

Bob Jones

possible, capturing each decal, each unique detail so that our customers can be assured that each model will come to life on your model railroad or make a beautiful display model in your collection.

several thousand miles as we travel between the three delivery locations for each production.

We also thank the folks of Norfolk Southern Altoona and Chattanooga Shops for their willingness to work with Overland Models so we can deliver these models to our customers.



Norfolk Southern/ Southern Railway ES44AC #8099

This images shows off the NS 8099 front end details as it poses for beauty shots in Chattanooga. Directly behind the unit is freshly painted NW SD45 #1776. She looks beautiful and will share images of this locomotive in a future message. Also in his view you can see the classic

SOUTHERN logo application and the white cab roof mounted GE PTC antennas.

The locomotive was delivered facing north and that is the way it has stayed as no turntable is available within the yard. So...in this case the long hood end gets all of the beautiful warm sun on the unbelievably warm March day. For the first day of spring it was more like the first day of summer

The sun was shining brightly on the left side of the unit this afternoon. Check out the small K after the road number in typical Southern fashion and the F for front is yellow and placed above the sill stripe to be more traditional rather than the typical GE new delivery position would be below the sill stripe directly behind the front steps.

In the late afternoon the sun was shining bright on the left side so I snapped with image with the help of a flash that illuminated the white and yellow reflective elements. I can't wait to see these Heritage units working the coal fields and populating

- Railpictures.net,
- Locophotos.com and
- RRpicturearchives.





EVEN CSX HAS GOTTEN INTO THE "NEW IMAGE" FRENZY WITH THIS NEW PAINT



Mountain Empire Model Railroaders Coordinator's meeting March 15, 2012

The MEMRR Coordinator's Meeting was called to order at 6:02 p.m. in room 235 Campus Center Building, ETSU, by President Fred Alsop. Eleven members were present.

Announcements by Fred Alsop. 1) HVAC is being installed in room 100 of the Carter Railroad Museum beginning this month and should be completed in April. 2) **Amanda Kelly** is being hired as our "Station Master" to work Saturdays in the Little Engineer's Room. She will be a part-time employee of ETSU assigned to the RR Museum and will be working with the children visiting and playing there. She will begin working just as soon as the paperwork is completed.

Heritage Day (Geoff Stunkard). The Heritage Day event for March will be "Steam Up" and will feature your favorite steam locomotives and steam locomotive pictures and memorabilia. Saturday, March 31st will be the date and press releases are ready for distribution.

Events/Publicity (Hobie Hyder). No railfan events planned by MEMRR, but the Carter Chapter NRHS is organizing a railfan trip by charter bus to the Big South Fork Railway, Stearns, KY on June 16th. Details to follow. Hobie will work on getting us invited to participate in Johnson City's Blue Plum Festival in June, and Jim Pahriss will do the same for Jonesborough Days in early July.

Rip Track-Bad Order Car Repair (Jim Hoyt). 2 cabooses, 1 work caboose and 3 2-bay coal hoppers have been repaired from the junk drawer and added to the club roster, Jim is making car card forms for "realistic operations" for use when we have the layout ready for such operations.

Displays (Jim Pahriss). The temporary display cases will be changed out the night of Thursday, March 22nd. Any member with steam-oriented display materials is encouraged to bring it in for display.

Sales (Duane Swank). Duane will order 2-3 dozen children's hats, size Large to restock that supply. The recently sold DVDs on Carter's Legacy and the RR Museum have some flaws. David Currie, the ETSU producer, told Fred that all of them will be replaced with "perfect" copies ASAP. Purchasers just hold on to your copy until we can replace them. We are sorry about the technical problems you may have encountered when you viewed them.

Club HO Layout (John Carter). Two of the club Digitrax throttles are experiencing problems. Bill Hensley volunteered to contact Digitrax to get them repaired. John will be asking for volunteers to come in on some nights

other than Thursday Work Nights to focus on laying track in the new freight yard under construction. Please help out if you can. Monday nights may be used beginning around 5:00 p.m. Watch for announcements.

Library (Gary Emmert). Approximately 10 books remained to be scanned and then placed on the shelves for checkout. Blocks to close off shelf corners are being made. Some of the things currently stored in the library will be transferred to the storage room #236 upstairs. Rev. Walker's donated collection of approximately 450 hardbound books will be picked up by Jim Pahriss early this summer and transported to the museum for cataloging and shelving.

Cope Traveling Layout (Gary Emmert) We need some volunteers to replace a couple of broken turnouts and switch machines. The layout needs to be prepared for public showings at Blue Plumb Festival in June and Jonesborough Days in July. This needs to become a priority for a small group of members. Please see Gary or Fred to help out. In conjunction with moving this layout we need a group to inspect the museum's trailer and get it ready for travel.

Large Scale Layout (Jesse Kittle): The little 0-4-0 tank engine needs repair work. Jesse is looking for G-Scale donations. Fred has offered to donate some of his G-Scale holdings (locomotive, rolling stock, track).

The Signal Bridge Editor (Ted Bleck-Doran): The March issue is out. There will be a special theme for April "to be announced". Geoff Stunkard has photos for Ted to use. As always, the editor is seeking copy from the membership; so please contribute.

N-Scale (Tod Eaton): Layout is doing well. Some new rolling stock has been added. The second trolley line is now operational. Jim Pahriss has donated a preformed N-Scale layout that can be completed and used for special events and along with the Cope traveling layout.

HO Electrical Group (Bill Hensley): The group is fabricating a sub-bus on the "town" side of the layout. They continue to trouble-shoot "problem" turnouts. The UP-5s on the private modules belong to individual module owners and they are responsible for keeping them in working order. Rick Bell of DCC Installs & Sales has offered to match anyone's prices on DCC equipment. Bill will soon submit a split order, 1 for the MEMRR's needs on the HO layout and 1 for the Carter RR Museum's needs for the "Tweetsie" layout. Fred will first complete the necessary paperwork to establish Rick's shop as an authorized vendor with ETSU and then the orders will be submitted.

Additional Announcements:

Geoff Stunkard announced he has created the text and photos for a display rack sized card to publicize the RR Museum and the clubs and will complete his work when he gets the necessary mechanical information from Fred.

Fred announced he will be sending one of the brass ET&WNC HO3 locomotives to Rick Bell to be converted to DCC w/sound, have a chuff-wheel installed, additional

CHICAGO'S FORGOTTEN STREET RAILWAY

By Eric Bronsky



A recent email discussion, spurred by a news item about a new 'Pacific Electric' trolley ride at Disney's *California Adventure* theme park

<http://www.youtube.com/watch?v=zh9UCD4Xrfl>, aroused my curiosity about a similar ride located much closer to home.

In 1976, Marriott Corporation branched out beyond its hotel and food service operations to start a chain of theme parks. Opened as *Marriott's Great America*, the first two parks were located in Vallejo, CA and Gurnee, IL. Included among the original attractions at both locations was a narrow-gauge street railway with battery-powered trolley cars patterned after turn-of-the-century Brills. These small cars carried riders on a single-track loop-to-loop line between the Hometown Square and Orleans Place sections of both parks. Each line had two cars and a passing siding midway. A short spur connected the line with a car house. I'm guessing that the total length was under half a mile.

The ride and the cars were named *Allie's Trolley* after founder J.W. Marriott's wife, Alice. I visited the Gurnee park, and rode and photographed one of the trolleys, in 1982. The ends and sides below the belt rail were elegantly lettered for "The Hometown & Orleans Street Railway System." The right-of-way was located entirely on a paved

weight added and converted to all-wheel pickup. When this locomotive is returned and tested if we are satisfied with the work he will send the 3 remaining Tweetsie locomotives to Rick for similar conversions.

There being no further business the meeting adjourned at approximately 7:15 p.m.

thoroughfare shared with throngs of pedestrians, so the trolleys were limited to a "walking speed" of perhaps 2 or 3 mph. Motormen kept ringing the gong constantly.

The late Vane Jones, fondly remembered for his offbeat sense of humor, once described such battery-powered streetcars as *Trolleyless Trackies*. Marriott sold its theme parks in 1984. The California park became *Six Flags Discovery Kingdom* and the Gurnee property was renamed *Six Flags over Great America*. When I visited the Gurnee park during a summer weekend in 1986, the trolleys were neither operating nor included in the list of rides and attractions.

I haven't been back to Six Flags since 1986. Curious to find out what became of Allie's Trolley, I Googled the subject and learned that the California park had ripped out their street trackage many years ago. But in Gurnee, as recently as the 2010 park season both cars were operating during the nightly *Glow in the Park Parade*, fashioned after a similar event at Disney theme parks.



The loop tracks and passing siding had been removed circa 2000, so the cars, decked out with neon-like light ropes, operated one-way point-to-point. Other large parade floats were equipped with flanged wheels to run on this track, which surely makes sense from a safety standpoint. The night photos (copied from Google Images) reminded me of Blackpool's trams.

I also found a good video of the parade. It's very colorful and you can view the entire 10-minute event, but definitely

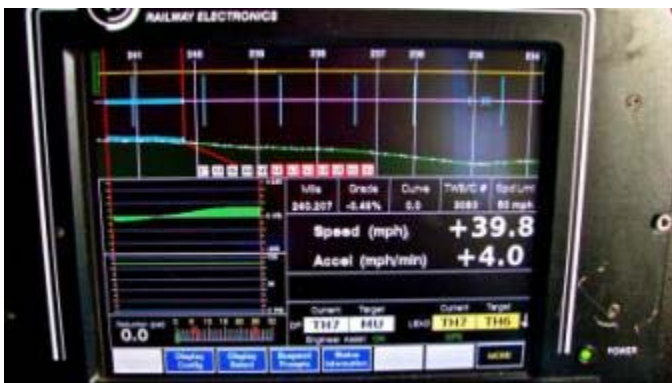
watch both streetcars run past, which starts at around 6:50:http://www.youtube.com/watch?v=xixNsGM8_Ck&feature=player_embedded#! . "Mr. Six" (the old man featured in Six Flags' advertisements posing with the vintage bus) is seen riding on one of the cars.

As you can see in the video, the cars still carry the *Allie's Trolley* moniker, and the elegant *Hometown & Orleans* lettering remains. Note that the cars carried a limited number of guests during the parades, but I believe that this is strictly by invitation from the Six Flags staff. I'm guessing that the staff returned the parade vehicles to the starting point once the park closed for the night. The park Website does not yet indicate whether this nightly parade will take place during the 2012 season.

Maybe someday, a group of fans will arrange a private fantrip on this forgotten 36-year-old street railway – a small

When the Model is the Prototype UP's New Train Technology – But is it JMRI Compliant?

Courtesy of Gary Emmert



This latest technology is just around the corner. The railroad industry is catching up with the modern airline industry where they just have a flight crew on board to be there but not always needed even for takeoffs and landings.

Yesterday I had my first "LEADER" equipped coal train, with the third GPS computer screen that will eventually replace the conductor and engineer.

It shows pretty much everything you need to know, once you program in your location, engines, tonnage and length. The screen tells you if you are going uphill or down, around a curve or on straight track and to what degree, when to throttle up and down, when to set air and how much (but only in dynamics), locations of crossings and bridges etc. It gets mad when you power brake and discontinues all prompts until you release the air. You see

vestige of the park's Marriott days – and also the coal mine train at Chicago's Museum of Science & Industry.



exactly where your train is at on the track profile, the forces being exerted, speed, throttle position, SUGGESTED throttle position etc. If you program in your subdivision, it will show all slows, form B's etc in the paper orders. It knows when the train clears the slows and tells you to accelerate. And for what it is worth, it did want you to maintain the maximum allowed speed, only shutting down a little earlier when topping hills, to save fuel. I'll include a pic of the screen. On the profile, it also shows what the speed will be in a couple of miles at the current throttle setting (white/red boxes), which is nice for seeing if you are going to make the hill according to the computer or be out of control at the bottom of a hill. It was within 1 mph of being correct topping Arcadia, and adjusted for it along the way up, depending on how fast we were going at what exact milepost location. And it shows the exact * milepost location, 240.207 in our case when I took the photo, which will be nice for reporting rough or dead track. The yellow throttle/suggested throttle means I need to change my throttle position to match. When it is happy, the boxes are green. Mine were mostly yellow, with a lot of discontinued prompts for power braking too much. It is definitely a distraction. I found myself watching the screen more than I was watching the track ahead, and finally covered it up with my wave sheet. I can only handle so much criticism on my train handling in one trip anyway.

Fun to play with for now, but once they hook it up for real, watch out. All my "failures to comply" will go right to my manager in Boone, and Omaha will be saying either comply or get out. Eventually the computer will take over when I don't comply. I had to be moving over 5mph before the thing would activate, so I suppose they will keep engineers on for starting and stopping purposes, then let the robot run in between. Interesting, but scary.

THE VIEW FROM THE ENGINEER'S SIDE OF THE CAB. The President's Column



Fellow MEMRR members, please drop by the Carter Railroad Museum some Saturday soon and meet our first Railroad Museum employee, **Amanda Kelly**.

Amanda was hired by East Tennessee State University to fill the position of "Station Master" to be the person in charge of our many children visiting and playing in the museum's Little Engineers room. Amanda will work with the children, engage them in play and learning activities, look to their safety, keep the room neat and clean, and she will be our ambassador with the kids and their families. Amanda is a recent graduate of ETSU, is trained to work with children and certified in CPR and first aid, and is currently teaching 8th and 9th grade sciences in a local public school system. She began working on March 24th and we are most happy to have her with us. Her work in the Little Engineers room will also provide a long-needed break for **David Doughty** who has been the face of the children's room where he has put in countless hours playing with the youngsters and meeting their families. The play room would not have become activity center it is with the popular success it now enjoys with many families coming almost weekly to play with the trains, and to be with David, without his devotion above-and-beyond the call of duty to them on behalf of our club. David will now have the opportunity to do what he originally joined the MEMRR to do, and that is to become more active in his hobby of model railroading. However, I am sure we are going to continue to find David at "play" in the Little Engineers room with some of the children that have come to love him and his interactions with them. Dave, we thank you for all you have done to make this part of the Carter Railroad Museum one of our most popular attractions for a whole generation of little people who may grow up to be model railroaders themselves and members of MEMRR. Well Done!!!! We want to also thank MEMRR member **Laura Doughty**, Dave's terrific wife, for all the hours she has spent with him working with our visiting children in the Little Engineers room.

Our March Heritage Day Event, "Steam Up—the Return of Steam Locomotives to the Carter Railroad Museum" was a big hit with the public with many visitors on Saturday, March 31st. Thanks to **Geoff Stunkard** for his powerful conception for the Heritage Day Events that have been such a wonderful way for the clubs and the museum to get regular regional publicity that continue to bring many, many visitors to our museum and their wonderful model railroad

layouts along with many potential new members. I want to remind everyone that Geoff also writes the drafts for all the press releases that go first to me for additional editing and then to ETSU University Relations for media distribution. Geoff's knowledge of railroading history is becoming legendary within our club and his collections of railroad memorabilia have been most important contributions to the changing displays we exhibit to the public. Thank you, Geoff. The Heritage Days theme for April will be "**Yankee Trains**" i.e., PRR & NYC

A student staff writer for the ETSU student newspaper, *The East Tennessean*, **Tommy Knisley**, interviewed me on Friday, March 30th about local railroads and about the Carter Railroad Museum for an article he is doing for his paper. During that interview I discovered that Tommy is also a model railroader living in Erwin and with an interest in the CSX which he models. I invited him to visit the Carter RR Museum which he did the following day to gather more personal information on the museum, the MEMRR and the Carter Chapter NRHS which he did. Tommy may become a student member of the MEMRR and he is now interested in writing an additional article that might be the nucleus for promoting the formation of an ETSU student model railroading club. This is something that I think the club should discuss at our April meeting to probe the pros and any cons as we move forward with our relationship with the university. If Tommy becomes a member I know you will find him a great addition to the club. His parents are both faculty in the ETSU Department of Mathematics.

Vice-President **John Carter** has been calling for some additional work sessions to speed up the completion of the HO freight yard that has long been under construction to try to meet the club's stated goal of a working yard by the end of October 2012. We need a lot of gandy dancers to respond to these calls and get the tracks down to get the yard fully functional and operational, **so please watch for John's emails or personal requests to you and set some time aside to come and help**. **Bill Hensley** has ordered the necessary electrical and Digitrax components the club authorized and they should be on hand shortly and ready for installation. Please don't leave this big job to 3 or 4 people when this is an authorized club project that requires many talented hands to get the job done. This is an urgent call for you to please do your part to get this project out of its "stall" mode and into operation for the enjoyment of our members. Once completed, the other new committee, our committee on train operations, can put the entire layout into operational mode as many of our members have requested and we can begin to operate the layout as the prototype railroads operate instead of just "running around in circles". We cannot operate as many of you have expressed the desire to do, "like the big boys" until the freight yard is completed and that requires the track to be laid on the top side of the yard and the necessary electrical components to be properly connected on the underside of

the benchwork. Please get on board and let John or Bill know you are ready to work and are waiting for their directions. October is not that far away and there is a lot of miniature track spikes that will have to be pounded into the roadbed. PLEASE STEP UP!!!!

The **Cope Traveling Layout** will be on public display at Johnson City's Blue Plum Festival in June, at Jonesborough Days in July, and perhaps at RailGrass in Erwin in September. We need a group of MEMRR members working with **Gary Emmert** (the layout's coordinator) to devote some serious time in April and May to make sure this little layout is up and running and ready for public appearances. In conjunction with this I need for some of you trailer owners to meet with me to inspect the Carter RR Museum trailer that was purchased with donation monies last fall to see what needs to be done to get the trailer ready to transport the layout and other materials. The ETSU Motor Pool will supply the needed materials to make the trailer road-worthy such as tires, wiring, working lighting, etc., and ETSU will pay for this including the work, but we need to let them know of any maintenance that need to be done. If we need to customize the interior to carry specific items, such as the Cope Traveling Layout, that is work the club will need to do. Additionally, **Jim Pahris**, has donated a small pre-molded N-scale layout that needs to be completed and that can also be used for public displays. We need for the N-Scale group to make plans to work on this potential exhibit so that it might be able to travel with the Cope Layout for public performances as well, or to events that don't involve the larger layout.

Last year a friend of Jim Pahris', **Rev. Howard Walker**, who lives in Joliet, Illinois, informed me that he was going to bequeath his large 450+ volume library of railroad books to the George L. Carter Railroad museum. This bequest would also include 84 VHS railroading tapes and perhaps some railroad memorabilia. The University accepted this bequest made through Rev. Walker and his attorney. Subsequently, Rev. Walker sent the VHS tapes to the RR Museum and we have been converting them to DVDs, many of which our club members are already enjoying. Last month, Rev. Walker informed ETSU that he had decided to send the remaining library, the books, to the RR Museum, as soon as possible and before his death (he is 85) so that we might have early access and use of them. Jim Pahris has volunteered to pick the library up in June as a side trip to one he has already planned to nearby Chicago. We are making arrangements for the pre-packing of the library and the transportation that will involve Jim to get this wonderful donation back to us in East Tennessee. Any such expenses will be encumbered by the Carter RR Museum. We will be working with Bob Jones, Duane Swank, Dave Doughty, Gary Emmert, and other MEMRR members, to get this large number of books properly catalogued, shelved and ready for distribution. This gift presents another opportunity to help the club and the RR Museum by donating some of

your time if you can assist with this big project—a big project that requires no model railroading skills.

Our sister club, the **George L. Carter Chapter NRHS**, is planning its first railfan trip to the Big South Fork Scenic Railway in Sterns, Kentucky, to be held on Saturday, June 16th. This will be a day trip using Greene Coach Lines for transportation with the low cost of \$55 for adults covering the bus ride, train ticket, and entrance to a local mining museum. The bus will be leaving from a parking lot on the ETSU campus and we will be selling tickets to the first 55 people who want to go with us. Details are shortly forthcoming and you will probably have them by the time you are reading this column, but we do want this railroading venture to be a big success for this chapter that includes many of our MEMRR members, so please mark the date and plan to go with us. You could not drive your personal vehicle roundtrip to Sterns, Kentucky for what you are going to be able to purchase for the low price of this ticket. **SUPPORT THE CARTER CHAPTER NRHS AND PLAN TO HAVE A GOOD TIME RAILFANNING WITH YOUR FAMILY AND FRIENDS!!!**

If you have been on the "Tweetsie" project side of the Carter Railroad Museum in late March you may have noticed some additional construction. The University is responded to my requests for an upgrade in the HVAC system in that large display room and the installation by sub-contractors of the new system is underway. They should have their work completed in early April and we will at last have a working system that will keep us cool in summer and warm in winter with the important feature of constant room temperature control in that large exhibit space throughout the year. Please continue to tolerate the mess and the construction setbacks we are currently incurring as the company completes their job. The long-term "Phase III" plans call for upgrades that will replace the noisy system in the big workroom, room 108, and venting into the Little Engineers room as well, but that may come later in the summer.

Reading this column you can see the MEMRR, the Carter Chapter NRHS, and the Carter Railroad Museum are as busy as the proverbial bee hive. It is only by your contributions of energy, talents, dues, donations, and inspirations that any of this is possible. You are an important part of a big operation that is bringing new members, new talents, new opportunities and better model railroading and education to our members and to the public that continues to visit us every Saturday. You can take real pride in what we have accomplished together. Hear the whistle of the train blowing in the night and dream of all the destinations yet to come.

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

MEMBERS ONLY BULLETIN BOARD TRAIN RELATED ITEMS ONLY

MEMBER	PHONE	ITEM FOR SALE	PRICE
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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- 2 kits-Overhead Traveling Crane-933-3102 each item	\$ 12.00
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Duane Swank	423-542-8989	NEW- Accurail-set of 3-55 ton hopper cars #25594 Southern roadname	\$ 36.00
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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 Cornerstone kit-Oil Pump-933-3170	\$ 27.00
Duane Swank	423-542-8989	NEW-Faller-Container Gantry Crane- B-130	\$ 18.00
Hobie Hyder	423-213-4067	NYNH&H tongues. Approx. 3' long. Made in Hartford, Connecticut shops OBO	\$ 75.00

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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



GENERAL INFORMATION

Standard Time is used throughout this folder. Central Time or Eastern Time as shown

A. M. or P. M. . . . Time from 12:01 midnight to 12:00 noon is shown in light faced figures and time from 12:01 noon to and including 12:00 midnight in heavy faced figures.

Train Stops . . . Trains make regular stops at stations where time figures only are shown. When a symbol or letter appears in train column opposite station this indicates train only stops on certain conditions. Where trains make a conditional stop, advance notice should be given to agent or train conductor.

Stop-over Privileges . . . Stop-overs are allowed generally at all points on the Norfolk and Western Railway, on notice to train conductor.

Children under 5 years of age free, when accompanied by parents or guardian; 5 years of age and under 12, one-half fare; 12 years of age or over full fare.

Baggage Allowance . . . One hundred and fifty (150) pounds of baggage not exceeding one hundred (\$100.00) dollars in value for each adult passenger, and seventy-five (75) pounds not exceeding fifty (\$50.00) dollars in value for each child traveling on a one-half

fare ticket will be transported in baggage cars without additional charge except for a nominal baggage checking service charge of 25c per piece of hand baggage and 50c per trunk. Single piece of baggage up to 300 pounds in weight, and single shipment up to \$2500.00 in value may be checked.

Bicycles (not Motorcycles), **Baby Carriages**, **Dogs** and **Guns** are transported in baggage cars subject to tariff regulations.

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