



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
JULY 2012 - MEMBERS EDITION
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CLUB OFFICERS

President:
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 ??

ROUNDING OUT NS's HERITAGE FLEET The Last of the Fleet Get Paint



Monongahela Railway (CR, GE) was created in 1901 as a joint venture of the Pennsylvania Railroad and the Pittsburgh and Lake Erie Railroad to haul coal out of Pennsylvania and West Virginia, with its base of operations in Brownsville, Penn. The Baltimore and Ohio Railroad acquired a one-third stake in it in 1927. It was merged into Conrail in 1993. The lines of the former Monongahela continue to serve a vital coal-producing region today.



Wabash Railroad (NW, EMD) was formed in 1877 and served the 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.



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.



Penn Central (CR, EMD) The Penn Central Transportation Company was created in 1968 from the merger of the New York Central and the Pennsylvania Railroad, and the New York, New Haven and Hartford was added shortly afterward. Penn Central formed the core of Conrail when Conrail was created in 1976.



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.



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.



Norfolk Southern released a modified paint scheme for its Lehigh Valley ES44AC No. 8104. Originally, the locomotive had only a Lehigh Valley nose logo surrounded by yellow striping. As of June 11, the Juanita Shop reworked the nose paint, adding white "V" stripes and surrounding the nose logo with white in a diamond shape.



Gathering of the Clan - Heritage Units will gather at Spencer NC for a railfan photo op session. Railfans will get to see all 20 of the Heritage units on display in one location!

Mountain Empire Model Railroaders Coordinator's Meeting 14 June 2012

The Coordinators Meeting was called to order at 6:00 p.m. in Room 235 of the Campus Center Building with President Fred Alsop presiding. Several coordinators were absent, but that is to be expected during the summer months when many of our members take family vacations.

The Blue Plum Festival experience for the MEMRR club and the Carter RR Museum was briefly discussed. Jim Pahrís was thanked for arranging the change of venue from the city gazebo that had been offered as a site to display the Cope Traveling Layout to the Hands-On-Museum. Not only did this location provide a more secure environment for the model railroad layout, but probably saved it from damage as Friday afternoon the festival experienced a heavy rainstorm with high winds that damaged many of the street vendor's displays. Club members who were recalled as having moved the layout to downtown and who interacted with it and the visiting public were: Jim Pahrís and Gary Emmert on Friday; Paul Haynes and Gary Emmert on Saturday; and Lisa Lyons, John Carter, Allan Morton, Gary Emmert, on Sunday (I got there late on Sunday afternoon). If I omitted the name of any of our club volunteers who spend time there during the festival please forgive the oversight, as the list was made from the collective memories of the group participating. Thanks to you all for representing the club during the festival and to Hobie Hyder for initiating our invitation with the city to participate.

The upcoming **Jonesborough Days Festival**, June 29-30th and July 1st, was discussed. Roger Teinert has volunteered to use his truck to pull the Carter RR Museum trailer to the event and back to transport the Cope Traveling Layout. The club volunteers will plan to move it from the museum to the abandoned Exxon station in Jonesboro where it will be displayed sometime on Thursday, June 28th. Jim Pahrís will provide the hours for operation for the three days and we will seek volunteers to man the event from the MEMRR membership. Fred will send a "request for volunteers" to Bob Jones, our WebMaster to circulate to the club.

Our next Heritage Day Event at the Carter RR Museum will feature "Song of the South—the Southern Railway" and is scheduled for Saturday, June 30th. **Heritage Day Coordinator, Geoff Stunkard**, has drafted a press release and Fred will tweak it and get it to ETSU's Office of University Relations for local media distribution. **Display Coordinator, Jim Pahrís**, plans to change out the static display exhibits on Thursday, June 21st, and requests that anyone with Southern Railroad items they wish to display to please bring them to the museum that evening.

Events Coordinator, Hobie Hyder, reported on the upcoming Modeling Contest. The theme is "Weathering" and there will be 3 categories for entries: steam locomotive, diesel locomotive, and rolling stock. The event will begin on or about June 21st and will end at a date to be determined in late August. There will be donated prizes from several hobby shops, including Bob Barrett at HobbytownUSA in Johnson City, for the 1st place winner in each category and one overall grand prize winner. Certificates will be awarded for 2nd and 3rd place winners in each area. Voting by the public visiting the Carter Railroad Museum where the entries will be displayed will determine the winners. Work is still being done on the contest rules, the entry forms and the ballots. Fred will provide a press release through ETSU to the local media. The MEMRR website will post contest rules and entry forms that can be printed by visitors to the website. HobbytownUSA will have copies of the rules and entry forms and Allan Morton will promote the modeling contest to customers in that hobby shop. The contest is open to everyone, club members and the general public.

Sale Coordinator, Duane Swank, has restocked the club hat inventory. We are somewhat short on our supplies of children's hats in "large".

HO Layout Coordinator, John Carter, reported continued progress on the track-laying of the new club freight yard. Requests more volunteer help on the project. Bill Hensley, Electrical Coordinator for the HO layout was absent as he and Myra are on vacation in Alaska. Those present reported that the rewiring of the layout and electrical troubleshooting of problems is continuing.

Large Scale Layout Coordinator, Jesse Kittle, reported the G-Scale Big Hauler locomotive donated by Fred A. is not working well and seems to have wheel-gauge problems and has recommended returning it to its manufacturer, Bachman, for repairs and upgrading. He reports that the N-Scale group continues to work on scenery on the Bankus layout as well as some track work.

The Carter RR Museum's Z-Scale layout was discussed briefly. Todd Eaton has graciously stored the 15 foot x 5 foot layout in his basement since it donation to the museum more than a year ago. Todd has done extensive work on the little layout to move it toward being operational. He now needs to regain the space in his home it is taking up and Gary Emmert as volunteered to let the museum move it to his basement in Greeneville. Bill Hensley has volunteered his truck and trailer to move it to Gary's home and James Gregg has volunteered to take over the possible restoration of the layout to running condition. All of this is to take place sometime in late June when Bill returns to Tennessee. Jim Pahrís has indicated that one possible home for the Z-Scale layout if we can make it operational may be in Johnson City's Hands-On-Museum.

But, there is a lot of work to do before we reach a stage of trying to place it anywhere.

Hobie Hyder reminded the group that the N&S RR Heritage Locomotives will all be gathered in Spencer, NC, for display and photos, on July 3-4th. Several club members are planning on driving down and are interested in carpooling. Those who are going promise to take lots of photos and sharing them with the rest of us and perhaps presenting a program at a forthcoming business meeting.

Jim Hoit, Coordinator for Rolling Stock Repair, states all the club rolling stock is up and running. Please remember to place any RIP rolling stock in the drawer labeled to receive it under the club HO layout so Jim will know what needs work. Jim Pahrts requests an HO_n3 box car for display with

the other model railroad cars in our gauge comparison display.

Jim Pahrts and Hobie Hyder recommend that the club and the railroad museum ask for ideas on the best way to exhibit the small collection of railroad lanterns we have stored in the glass cases in the "Tweetsie" room. All suggestions for a means to put them on public display are hereby solicited.

Meeting was adjourned at approximately 6:55 p.m. Next Coordinators Meeting scheduled for Thursday, July 12th.

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



It's hard to keep the little kid from coming out of the Big kid at Jonesborough days 2012

Mountain Empire Model Railroaders Minutes Of The Business Meeting June 19, 2012

President Fred Alsop called the meeting to order at 7:05 P.M. in room 312 Brown Hall, ETSU, with 19 members present. New potential member Dave Finger was welcomed by President Alsop. Dave lives in Morristown and has been into the hobby for many years. Dave submitted his membership application and dues to President Alsop following the meeting's adjournment.

President Alsop called for the reading of the Secretary's report from the May meeting with a motion being made to except them as published in *The Signal Bridge* by Ted Bleck-Doran. Jim Pahrts asked that the spelling of his name be corrected in the May minutes. After a short discussion the motion was seconded by Gary Woods and approved by a unanimous vote of the members present.

Ted Bleck-Doran, Newsletter Editor, reported that Norfolk Southern Railroad was down to the last four locomotives to be painted in the Heritage paint schemes. President Alsop said Overland Models was producing the Heritage Locomotives in brass. Ted asked the membership for photographs and a short narrative on the recent George L. Carter Chapter NRHS's trip to Stearns, KY to ride the Big South Fork Scenic Railway. He also has asked for photos and narratives on Heritage Days at Spencer, and the Bicentennial Locomotive at Roanoke, VA. Lastly, Ted asked the membership for any photos and narratives from any rail fan trips they may take this summer, modeling projects, articles about weathering, etc. The last day to get articles in for publication in the next issue of the *The Signal Bridge* is July 8th.

Duane Swank, Treasurer, informed the membership as to the financial status of the club. Bob Jones, Web Master, reported to the membership that the monthly Heritage Days have been updated on the club's website. He also stated that Meetings and Events links have been revised to say Meetings and Contests and that a printable entry form for the modeling contest can be printed from the website. Bob further reported that to date 153 books with printable labels have been added to the library for a total of 428 volumes to date. Lastly, Bob informed the membership that updated Saturday work schedules were available on the club's website. Members can print the schedule as well as sign up from this page. Vice-President John Carter, reported to the membership that Bill Hensley will present a DVD about the *White Pass & Yukon Route Railway* for the July program. John asked for a volunteer from anyone going to Spencer, NC for Norfolk Southern's Heritage Days to present a program in August about the event. Gary Emmert and Dave Finger have graciously volunteered to do future programs.

President Fred Alsop congratulated the members of the George L. Carter Chapter, NRHS on a successful trip to Stearns, KY. Fred reported that 106 of 110 seats were filled! A possible trip to the Great Smoky Mountain Railroad

in October was discussed. Fred also gave a very heart felt thanks to everyone who participated in making the club/museum showing of the Cope Traveling Layout at the recent Blue Plum Festival and the Hands-On Museum a good event for the club. President Alsop concluded the Officer's Reports by suggesting to the membership that until the Fall Semester starts that the pre-meeting meals be held at El Charolais in the Kroger Complex at 5:30 P.M. The membership agreed.

Before proceeding to Old Business, Jim Pahriss suggested the membership consider changing the meeting time of the MEMRR to 6:30 with dinner at 5:00. The George L. Carter Chapter NRHS meets at these times on Monday. By meeting at 6:30 it was suggested it would give the club more time for business and would allow folks the opportunity to stay for the program without being out late. President Alsop asked Jim to put this idea in the form of a motion. The motion was seconded by Chris Ilderton. However, after a brief discussion it was agreed to take Allan Morton's suggestion and table this motion until feedback could be obtained from the membership. The motion to table was made by Dan McLeod and seconded by Bob Jones. Ted Bleck-Doran will put this motion/idea in the July addition of *The Signal Bridge* for feedback from the membership.

Under "Old Business", President Alsop reported a box of electrical equipment has arrived from DCC Installs and Sales, but has not been inventoried. He said on Thursday he and Bill Hensley would inventory and distribute the equipment. Hobie Hyder reported to the membership that the Modeling Contest was under way and entries will be received starting Thursday, June 21st. Fred and Hobie will meet on Wednesday or Thursday to finalize any last minute details.

Under 'New Business', the next 'Railroad Heritage Days' will be June 30th. The theme will be '*Song of the South...The Southern RR*'. In order to save some time President Fred Alsop told the membership that the full text of the June Coordinator's Meeting will be published in the next issue of *The Signal Bridge*. Jonesborough Days will be June 29-30 and July 1st. President Alsop informed the membership that when displaying the Cope Traveling Layout that the sign/banner that Allan Morton had made for such events be displayed so visitors would identify the layout and model railroading with the MEMRR. During Jonesborough Days the layout will be displayed in the same venue as last year, the little gas station. Jim Pahriss will be coordinating the move of the layout. Jim has asked that members wishing to help with the move meet at the museum at 10:00 A.M. on Friday the 28th. Duane Swank informed the membership that there are 18 boxes of books in the trailer that would have to be moved into the museum before loading the layout. James Gregg, Gary Woods, Dan McLeod and Mark Woomer volunteered to help Jim Pahriss with the move. A schedule of those working at the museum, as well

as those volunteering to work at Jonesborough Days, will be posted on the club's web page.

John Carter reported to the membership that Tod Eaton was involved in a motorcycle accident at BMI and asked for everyone to remember him during his road to recovery. President Alsop reminded the membership that the Z scale layout presently stored in Tod's basement still needed to be moved. Gary Emmert has agreed to store the layout and James Gregg has agreed to try and get it up and running. President Alsop said The Hands-On- Museum may have an interest in displaying this layout long-term.

Allen Morton asked the membership on behalf of Frank Ruby, owner of Blue Ridge Hobbies for a regular monthly copy of *The Signal Bridge*. Bob Jones, Webmaster, said that anytime he wanted a copy that he could go online and see it. Allen clarified Mr. Ruby's request by saying that he wanted to receive it via e-mail. President Alsop said the only way he could receive the newsletter by e-mail was to become an Associate Member. The membership agreed. Allen also asked the membership if a link of commercial advertisers could be placed on the club's website as Mr. Ruby would like to have a link from our website to his. Bob Jones, Webmaster, said the current web page was taking a lot of time and that he will probably give up his WebMaster duties, at least temporarily in November as he will be once again wintering in Florida. Discussion continued on this topic with the suggestion that we explore ETSU for talented students wishing to help maintain the web page. President Alsop asked the membership to consider Allen's suggestion to put commercial links on the club's website as a proposal rather than making it a motion. Jim Pahriss made the motion to table this topic until July with Gary Woods seconding, the motion passed. Jim said this would give the membership more time to establish more information including the legality of adding commercial information to the website. Mark Woomer said he would help Allen with this task. A full report will be issued at the July meeting.

Allen Morton said he had been approached by a lot of people at the Asheville location of HobbytownUSA about having items for sale. A brief discussion of ideas on how to handle this and how it could benefit the club was tabled until the July meeting.

The last item of New Business discussed was the continued parking problems for the MEMRR Club and Railroad Museum. President Alsop informed the membership the best time to find parking on Thursday was at 4:30 P.M. Also discussed was the idea of moving work nights to a different night, however it was decided that for now work night should remain on Thursday as parking on other nights would be no better.

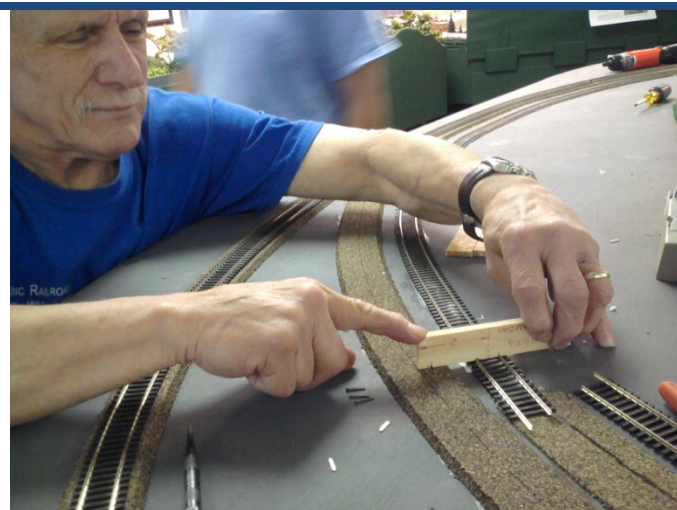
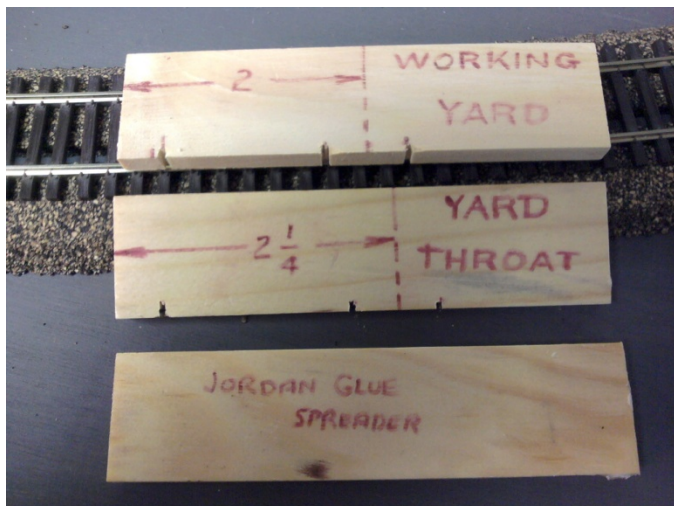
Jim Pahriss, presented the June program 'Train Mountain Railway, Oregon; a 1.5 inch - 1 foot line' to the membership. The next Coordinators Meeting will be

Thursday, July 12th. Meeting was adjourned at approximately 9:15 p.m. Next meeting will be Tuesday, July 17th at 7:00 P.M. in room 312 at Brown Hall, ETSU.

Respectively submitted,

Hobie Hyder, Secretary MEMRR

Track Tools A Simple Way to Gauge Track Centers



Several weeks ago Paul Haynes and Ted Bleck-Doran pitched in and gave John Carter a hand laying track for the Staging Yard approach. **(NOTE: Ted and Paul still had time to make the Thursday night LUKE's PIZZA run – never fear).** John directed us to gauge the inner and outer approaches on precisely 2 1/4 inch centerlines.

At first we thought about the old “ruler-in-hand-method.” However, even with four hands, the centering of the track was cumbersome at best. We’re not certain who came up with the idea, but great minds think alike. “Let’s make us some gauges, said we.”

Combing the workroom we found a bag of shims. Measuring the centerlines and cutting notches for the railheads was all that our project required. We even had time to make a gauge for the 2” centers John is calling for in the working Yard...!

We even made a third tool – a genuine Jordan Glue Spreader. Ah, there’s nothing like the feeling one gets from a job well done.

*Paul Haynes
Ted Bleck-Doran*

Mountain Empire Model Railroaders to hold Modeling Contest At the George L. Carter Railroad Museum, ETSU

Beginning in the month of June, the Mountain Empire Model Railroaders (MEMRR), in conjunction with the George L. Carter Railroad Museum located on the campus

of East Tennessee State University, will hold its first ever Model Railroad Modeling Contest. The overall theme of the contest will be ‘Weathering’.

Railroad equipment that we see every day rolling down the rails are exposed to many elements that fade, rust and tarnish the paint on them. Except for when a piece of rolling stock or a locomotive rolls out of a paint booth, it is never bright and shiny. ‘Weathering’ is a term dubbed by model railroaders to describe the art of trying to duplicate

the fading, rust, dirt and grime that covers real rolling stock and locomotives.

When model railroaders purchase their models from hobby stores, they are in pristine condition, therefore, this is where the modeler may choose to add a more realistic element to his modeling by adding weathering to the piece of rolling stock or locomotive to make it appear more realistic. While it is personal preference, a lot of modelers go to a lot of extremes to duplicate nature by adding scenery and buildings to their layouts, but then don't go the extra mile to weather their rolling stock and locomotives. Nothing stands out more than new out-of-the-box cars and locomotives traveling through a miniature, natural-looking landscape.

The contest will feature three categories; Best Weathered Rolling Stock, Best Weathered Diesel Locomotive and Best Weathered Steam Locomotive. Prizes will be awarded for first place winners in each of the categories. Additionally, there will be one overall winner for Best of Show chosen from the three first place winners. Frameable certificates will be awarded for 2nd place, 3rd place and Honorable Mention winners.

The overall winner for Best of Show will receive a \$50 gift certificate from West Virginia Hobbies and Crafts, while the three first place winners in each of the categories will receive a \$20 gift certificate from Hobbytown USA in Johnson City. DCC Installs and Sales will also offer an additional \$20 gift certificate to each of the first place winners.



Oh that Kodak Moment – Jonesborough Days

Contestants may submit as many entries in each of the categories as they want, however you can only win once in each category. Contest winners will be based upon the number of votes received from the public and club members. Entry forms for the contest will be made

available to the public online at www.memrr.org, at the George L. Carter Railroad Museum and at Hobbytown USA. To vote for your favorite model, you are encouraged to visit the George L. Carter Railroad Museum Saturdays between 10 a.m. and 3 p.m. where contest ballots will be available. The entries will be displayed in the display cases in the main exhibit room of the railroad museum for judging by the public.

The purpose of the contest is to bring greater local exposure to the hobby of model railroading and to invite visitors to the George L. Carter Railroad Museum. Hobie Hyder, Event Coordinator, states, "This contest will be a great opportunity to showcase area modeling talent. The Mountain Empire Model Railroaders currently boasts a membership of nearly 100 members. However, with all its members, we don't have all the talent. There are still a lot of talented people out there that may or may not know about us. We want to use this contest to find out about them and their talents and show them off to the public as well as learning from them their technique(s) for modeling". The contest will begin June 28th and continue through August 23rd. Entries, however, will be accepted anytime from now through the end of the contest at the George L. Carter Railroad Museum on Thursdays between 5 and 8 PM and Saturdays between 10 AM and 3 PM. Winners will be announced at the September 18th meeting of the Mountain Empire Model Railroaders and posted on their website. Winners will be contacted by phone or email and the names of winners will also be posted at the museum. Following the contest all contestants are responsible for picking up their entries at the railroad museum. For more information you may contact Hobie Hyder at juliehobie@earthlink.net or Fred Alsop, MEMRR President and Director of the George L. Carter Railroad Museum, at fredjalsop3@earthlink.net. The Carter Railroad Museum is located on the ETSU campus in the Campus Center Building, 100 Ross Drive.



CSX Switcher runs the rails at Jonesborough Days

MEMRR Hosts A Special Outing Little Bucs in for a Visit

Approximately 20 Little Bucs, ages 5 to 7, came with their teachers to visit the George L. Carter Railroad Museum at 10:00 a.m. on Friday, 29 June. They visited the main gallery for 30-45 minutes looking at the exhibits and watching the 3 model railroad layouts in operation. Fred requested some help with several members donating their time. Bill Hensley, Gary Emmert, and Tommy Knisley joined Fred to help operate the layouts. The kids had fun and the teachers appreciated the extra efforts expended to open the museum.

McKees to Host Annual Picnic September 9th

Tom McKee contacted Fred yesterday stating that he and his wife, Kim would like to host the GLC Museum Picnic again this year. Tom has done extensive work on his outdoor layout and wants our membership to see it. Kim called this morning and said they would like to host the picnic on Sunday, September 9 at 4PM. Parking as in the past will be at the Living Word Lutheran Church, corner of N. Roan (TN 36) and Rockingham Rd. The McKee's will provide the meat and drinks and each family will provide a salad, vegetable or dessert. Please remember this is an adult only event.

Jonesborough Days MEMRR Members Beat the Heat



V&T 4-4-0 holds up to the heat on Saturday
At Jonesborough Days

Jonesborough Days (June 29th thru July 1st were hot HOT HOT! But that didn't exhaust the spirits of those who covered MEMRR's display of the Cope layout. Jim Pahriss, Gary Woods, Gary Emmert and Fred Alsop transported, set up and ran the display Friday night. Ted Bleck-Doran, Gary

Emmert, Jim Pahriss, and Dan McCloud beat back the heat on Saturday. While Jim, Gary and Allan Morton held down the fort Sunday, In addition to the Cope Layout and the Town's G- and O-gauge layouts, a set of trailer signs from the ET&WNC Motor Transport division were on display. These will ultimately go on display in the Tweetsie room under development.



Gary Emmert engages in swapping tails with two spectators



Dan McCloud cools off with a fresh salad for lunch

The View From The Engineer's Side Of The Cab.

HOT, HOT, HOT!!! The daily temperatures of 100+ degrees broke all previous high temperature records for the last 2 days of June and early July and several of your fellow club members sweated it out in the service bays of an abandoned Exxon station using only box fans for air movement and cooling while operating the club's Cope Traveling Layout and another one during Jonesborough Days. The guys greeted the public, passed out brochures, promoted the hobby of model railroading, the MEMRR, the NRHS and the Carter Railroad Museum in most stressful conditions brought on by the heat while maintaining their cool. Forgive me if I miss thanking any of you in the following list as I was not there with you all the time and any oversight is mine, but special thanks go to **Jim Pahr**, **Allan Morton**, **Dan McLeod**, **Gary Woods**, **Ted Bleck-Doran**, **Mark Woomer**, **John Carter**, **Gary Emmert** and **Dick Conger**. Because of the excessive heat, the Jonesborough Days Festival was poorly attended and we closed up shop early on Friday night, Saturday afternoon, and Sunday afternoon. We also transported the Cope Layout back to its regular spot in the Carter Railroad Museum on Sunday afternoon rather than on Monday morning as previously planned. The guys held up well under the circumstances and the layout operated flawlessly thanks to all the pre-festival preparations that had gone into it. With a little tweaking it will be ready for the next show.

Duane and **Harriet Swank** have spent several weeks working on the new library books, pamphlets, and other railroad reference materials that **Reverend Howard Walker** recently donated to the Carter RR Museum Library, and that **Jim Pahr** delivered to us in early June. Those volumes were delivered to the Carter RR Museum on Thursday, June 28th, and placed in the library in boxes for Librarian **Gary Emmert**, **Bob Jones** and **David Doughty** to catalogue and shelve so they will be available for use by our club members. My special thanks are extended to each of you for working so hard to make these additional railroad-related resources available to the club in such short order. Watch for an announcement from the Librarian as to the status of this project and take advantage of the wonderful books we are acquiring in our ever-expanding resource library.

We had a scheduled visit by 20 Little Bucs from the University Day Care Center on Friday, June 29th. They came to us for about an hour with their teachers and chaperones to see the model trains run in our big gallery room and each of them placed a dollar in our donation box during their visit. The children ranged in age from 5 to 7 and all seemed to enjoy the experience of seeing the trains in operation and pointing out exciting details on many of the modules. Some of our members had worried that the kids might not be tall enough to see the trains but most of them

were at just the right height to see them at eye-level and those that still needed a couple of inches for a better view took full advantage of the step-boxes around the layouts. MEMRR members **Tommy Knisley**, **Bob Jones**, **Bill Hensley**, **James Gregg**, **Gary Emmert** and I operated the museum for these little engineers.

On Friday, June 29th, **Bill Hensley** supplied the trailer and pulling power, along with **James Gregg** and **Gary Emmert** to move the RR Museum's Z-Scale layout from **Tod Eaton's** basement, where it had been stored for more than a year, to Gary Emmert's basement in Greeneville. Tod has done a lot of work to get the layout operational once more, but it still needs some roadbed and other repairs that Tod was unable to do. We thank Tod and his wife for keeping the layout for so long and for the work he has done on it while it was in his care. James Gregg, who also lives near Gary Emmert in Greeneville, will now bring his considerable skills to bear on the little layout to see if he can bring it several steps closer to being operational. When it is restored to operational health we will have to decide what the museum can do to exhibit it.

Ted Bleck-Doran recently found a treasure for the "Tweetsie" room at the Carter Railroad Museum. He managed to secure a set of the metal signs, both sides and the front, that were used by the ET&WNC on their trailer trucks when they were in the trucking business. I hope we can display them on the museum's wall as part of our display commemorating the little narrow gauge railroad. Thank you Ted.

Tom and Kim McKee have once again invited us to have the annual George L. Carter Railroad Museum Picnic with our sister clubs, the Mountain Empire Model Railroaders, and our George L. Carter Chapter NRHS, at their lovely home on the lake shore. Tom has done extensive work on his outdoor layout and wants our membership to see it. Kim called this morning and said they would like to host the picnic on **Sunday, September 9th at 4PM**. Parking as in the past will be at the Living Word Lutheran Church, corner of N. Roan (TN 36) and Rockingham Rd. The McKee's will provide the meat and drinks and each family will provide a salad, vegetable or dessert. **Please remember this is an adult only event.** This is one of only two social events we have each year and it is very special because we can enjoy the company of our spouse or our significant other at an event where we can also converse in our passions for railroading in any scale while having a good meal in a great setting. **Bill Hensley** and **Jim Pahr** have agreed to coordinate the event. So, be sure to place the picnic date in a prominent spot on your social calendar and plan to join the group at the McKee's home in September. This is going to be a lot of fun and you won't want to miss it. See you there!

Member **Tod Eaton** is recovering from a broken wrist he suffered during a recent motorcycle racing event and we

wish him a full and speedy recovery and look forward to having him back with us as soon as he is able to do so.

Hobie Hyder, with assistance from **Allan Morton**, **Jim Pahr** and me, now has the MEMRR and Railroad Museum's first modeling contest underway. Please check our club website for details, rules and entry forms and get involved in it. Hobie has contacted several hobby shops who have agreed to provide prizes to the first place winners in each of the 3 model weathering categories and in addition, prizes for the overall grand prize winner. Votes on their favorite pieces by the public visiting the museum will determine the winners and the contest will run into August. So, the earlier you get your entries into the contest the more votes you stand to collect. Let's make this a big contest and a competitive one by filling the cases to overflowing with your weathered rolling stock, steam and diesel locomotives. The contest is open to everyone, not just club members, and there is no entry fee. I have seen some very nicely weathered locomotives and cars traveling around our layouts and you should place some of your favorites in this contest. Rules and entry forms can be downloaded from our club website or picked up at HobbyTownUSA or the Carter Railroad Museum. All of us are model railroaders so none of us really has an excuse not to enter this contest. I'm looking forward to seeing all your entries.

Our sister club, the **George L. Carter Chapter NRHS**, was so pleased with the overall success of their recently hosted rail fan excursion to the Big South Fork Scenic Railroad in Stearns, KY, that they are in the initial stages of planning another one during the peak of the fall colors to the **Smoky Mountain Railway on October 20th**. We will provide the details for this exciting family trip as they become available, but please keep it in mind and make your plans to join the group and bring some of your family or friends along for the all-day outing.

I will be finishing my summer teaching on Friday, July 6th, and Jo Ann and I will be out of town for 10 days or so traveling into Kentucky and Missouri on business and for pleasure. Part of this trip, unfortunately, conflicts with our July business meeting and the monthly Coordinators Meeting. **Vice-President John Carter** will be presiding in my absence at our meeting on the 17th (those who want to get together for dinner will do so around 5:30 at El Charolais Mexican Restaurant), and **Jim Pahr** has agreed to conduct the Coordinators Meeting at 6:00 on July 12th. Both meetings will be conducted in their regular locations. Thank you both, gentlemen.

If you have not been to the Carter Railroad Museum lately please come on down and bring a friend to see all the changes that have taken place. We could use your model railroading talents on one of our many projects, so come get involved with a bunch of great guys and gals. We always need members to operate the layouts on Saturdays and it's a great opportunity to test your latest DCC locomotive and display some of your favorite rolling stock over a pretty neat layout. Members and their guests are always welcome and we hope to see you again soon. Bring the grandkids and let our **Station Master Amanda Kelly** get them involved in the fun things that are always going on in the Little Engineers Room. We have a terrific model railroading club housed in a great little railroad museum and you need to be an active part of it if you are not already so involved. Listen to the whistle of the train at night and dream of all the destinations yet to come.

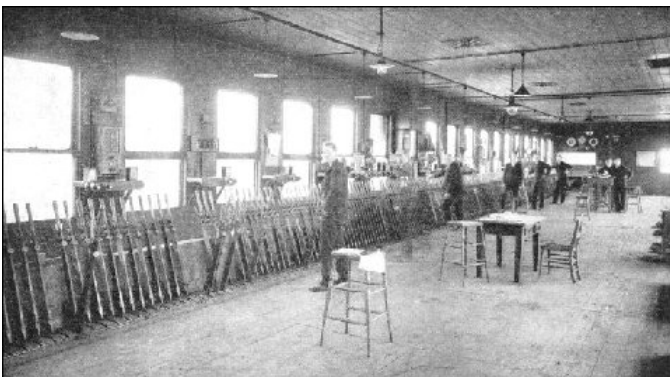
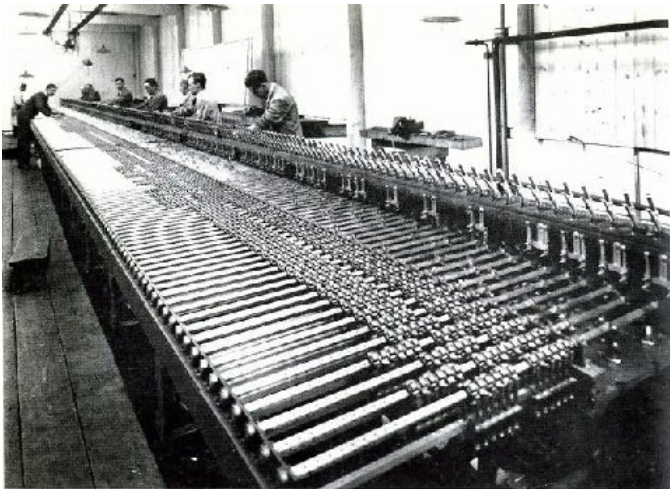
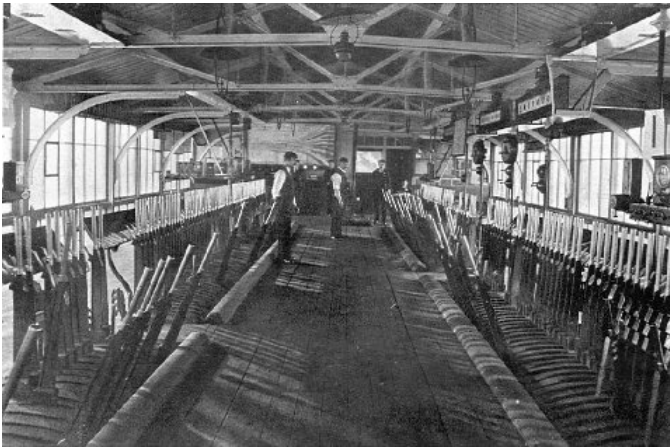
Fred J. Alsop III
President, Mountain Empire Model Railroaders
Director, George L. Carter Railroad Museum, ETSU



North American Rayon Locomotive #1 O-6-OF Porter- Elizabethton TN – Ken Riddle

MEMRR Plans New Control Station Looks to the Past for Inspiration

Gary Emmert came across the photos below. The editor of *The Signal Bridge* thought that they might serve as inspiration for the HO layout as the new yard comes on line. Wikipedia has a nice article on "Signaling Control - Switch Tower" that might provide some interesting reading. Sit back and enjoy...



Signalling control

From Wikipedia, the free encyclopedia



Bardon Hill box in England is a Midland Railway box dating from 1899, although the original mechanical lever frame has been replaced by electrical switches. Seen here in 2009.

On a rail transport system, **signalling control** is the process by which control is exercised over train movements by way of railway signals and block systems to ensure that trains operate safely, over the correct route and to the proper timetable. Signalling control was originally exercised via a decentralised network of control points that were known by a variety of names including **signal box** (British), **interlocking tower** (North America), **signal poste** (France) and **signal cabin**. Currently these decentralised systems are being consolidated into wide scale **signalling centres** or **dispatch offices**. Whatever the form, signalling control provides an interface between the human signal operator and the lineside signalling equipment.

History



Signal box and tracks at Deval interlocking, Des Plaines, Illinois, in 1993

Originally, all signalling was done by mechanical means. Points and signals were operated locally from individual levers or handles, requiring the signalman to walk between the various pieces of equipment to set them in the required position for each train that passed. Before long, it was realised that control should be concentrated into one building, which came to be known as a signal box. The signal box provided a dry, climate controlled space for the complex interlocking mechanics and also the signalman. The raised design of most signal boxes (which gave rise to the term "tower" in North America) also provided the signalman with a good view of the railway under his control. The first use of a signal box was by the London and Croydon Railway in 1844 to control the branch line to Bricklayers' Arms.

With the practical development of electric power, the complexity of a signal box was no longer limited by the distance a mechanical lever could work a set of points or a semaphore signal via a direct physical connection (or the space required by such connections). Power operated switch points and signalling decides greatly expanded the territory that a single control point could operate from several hundred yards to several miles. As the technology of electric relay logic was developed, it no longer became necessary for signalmen to operate control devices with any

sort of mechanical logic at all. With the jump to all electronic logic, physical presence was no longer needed and the individual control points could be consolidated to increase system efficiency.

Another advancement made possible by the replacement of mechanical control by all electric systems was that the signalman's user interface could be enhanced to further improve productivity. The smaller size of electric toggles and push buttons put more functionality within reach of an individual signalman. Route-setting technology automated the setting of individual points and routes through busy junctions. Computerised video displays removed the physical interface altogether, replacing it with a point-and-click or touchscreen interface. Finally, the use of Automatic Route Setting removed the need for any human input at all as common train movements could be fully automated according to a schedule or other scripted logic.

Signal boxes also served as important communications hubs, connecting the disparate parts of a rail line and linking them together to allow the safe passage of trains. The first signalling systems were made possible by technology like the telegraph and block instrument that allowed adjacent signal boxes to communicate the status of a section of track. Later, the telephone put centralised dispatchers in contact with distant signal boxes and radio even allowed direct communication with the trains themselves. The ultimate ability for data to be transmitted over long distances has proven the demise of most local control signal boxes. Signalmen next to the track are no longer needed to serve as the eyes and ears of the signalling system. Track circuits transmit train locations to distant control centres and data links allow direct manipulation of the points and signals.

While some rail systems have more signal boxes than others, most future signalling projects will result in increasing amounts of centralised control relegating the lineside signal box to niche or heritage applications.

Naming

In any node-based control system, proper identification is critical to ensuring that messages are properly received by their intended recipients. As such, signalling control points are provided with names or identifiers that minimise the likelihood of confusion during communications.

In the United Kingdom and other Commonwealth countries, each signal box is assigned a unique name based on the geographical locality. Where multiple signal boxes existed at one locality, suffixes such as "West" and "East" were added to the geographical name, or they would be individually numbered, e.g. "Stockport No. 1", etc. In very remote areas, the name may be derived from the lineside mileage, e.g. "73rd Mile".

In Central Europe, it is common to issue signalling control points with a regionally unique location code based roughly on the point's location and function. The signalling locations may have longer, full names associated with them, but the identification codes can be employed more efficiently.

In North America, signalling locations were most often provided with one or two digit telegraph call letters that were locally unique to the rail line or division. These letters could stand for the control point's location or function as a form of mnemonic aid, but sometimes they were simply randomly or problematically chosen. The purpose of the short IDs were to reduce overhead when transmitting messages in Morse code. As time went on and voice communications replaced the Morse code the codes began to be replaced with more human recognizable names, again often based on geographic location. As control passed from field operators to centralised dispatchers, the dispatching desks took on identifiers that could encompass geographic areas or entire routes as well as simple numbers or programmatic identification codes.

In most cases where the control locations are still in the field adjacent to railway tracks, the name or code of the control point is plainly labelled on the side of the signal box structure as an extra visual reminder to the train operators where they are. Moreover, wayside signals may also be equipped with identification plates that directly or indirectly indicate who controls that signal and that stretch of the line.

Control apparatus

Lever frame



A mechanical lever frame inside the signal box at Knockcroghery in Ireland

The earliest signal boxes housed mechanical lever frames. The frame was usually mounted on a beam beneath the operating floor. Interlocking was attached to the levers, which ensured that signals showed the correct indication with regard to the points and were operated in the right order. Wires or rods, connected at one end to the signals

and points and at the other to levers in the signal box, ran alongside the railway.

In many countries, levers are painted according to their function, e.g. red for stop signals and black for points, and are usually numbered, from left to right, for identification. In most cases, a diagram of the track and signalling layout is mounted above the lever frame, showing the relevant lever numbers adjacent to the signals and points. Handpowered interlockings were referred to as armstrongs and handthrows in the United States.

Power frames have miniature levers and control the signals and points electrically. In some cases, the interlocking was still done mechanically, but in others, electric lever locks were used.

In a few cases, signals and points were operated pneumatically upon operation of the appropriate lever or slide.

Control panel

In a signal box with a control panel, the levers are replaced by buttons or switches, usually appropriately positioned directly onto the track diagram. These buttons or switches are interfaced with an electrical or electronic interlocking. In the UK, control panels are of the following types:



Trimley Junction IFS panel in the 1988 replacement signal box; built by BREL York

Individual Function Switch (IFS) -

A separate button/switch is provided for each signal and for each set of points. This type of panel is operated in a similar manner to a lever frame. The signaller must move each set of points to the desired position before operating the switch or button of the signal reading over them.

This type of panel needs the least complex circuitry but is not suited to controlling large or busy areas.

One Control Switch (OCS) - A separate switch/button is provided for every signalled route. There will be as many switches/buttons per signal as there are routes (i.e. signalled destinations) from that signal. To set the desired route, the relevant switch or button is operated. All points

within the route are automatically set to the required position.

Individual points switches are provided, but they are normally left in the central position, which allows the points to be automatically set by the action of setting a route.

Entrance-Exit (NX) - This type of panel has one switch/button provided for every signalled route (except that some panels have separate 'entrance' and 'exit' devices). To set a route, the signaller operates the device for the 'entrance' signal, followed by the device for the 'exit' (destination) signal. All points within the route are automatically set to the required position and, provided all the points are detected by the interlocking in the correct position the signal will clear.

Individual points switches are provided, but they are normally left in the central position, which allows the points to be automatically set to the normal or reverse position by the action of setting a route.

Similar principles of operation as described above are applicable throughout the world.

Visual Display Unit

Modern signal boxes nowadays tend to be provided with VDU based, or similar, control systems. These systems are less expensive to build and easier to alter than a traditional panel. In the UK, large modern signal boxes are typically of the Integrated Electronic Control Centre type. Variations of these control systems are used throughout the world.

Present day



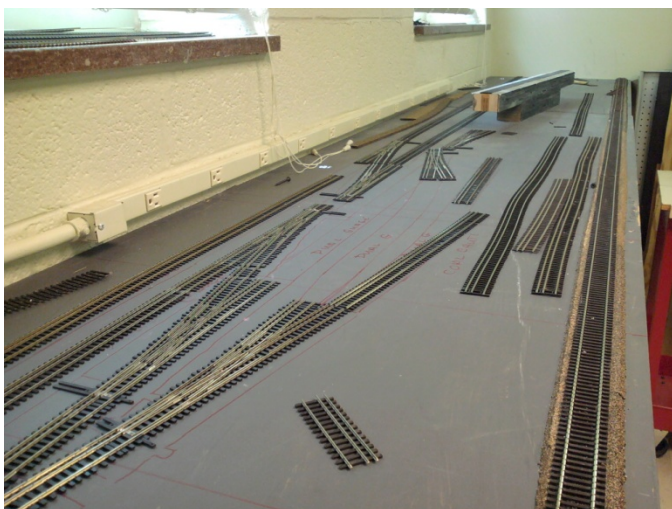
Signal box in Krzeszowice, Poland in 2008

While rare, some traditional signal boxes can still be found. Some still control mechanical points and signals, although in many cases, the lever frame has been removed or is out of use, and a control panel or VDU has been installed. Most modern countries have little, if any, mechanical signalling remaining on the rail system. Both in the UK and Ireland, however, mechanical signalling is still relatively common away from the busiest lines; there is also a considerable amount in the former East Germany. Traditional signal boxes can be found on many heritage railways.

The modern control centre has largely replaced widespread signal cabins. These centres, usually located near main railway stations, control the track network using electrical or electronic systems. One such system is CTC, Centralised Traffic Control.

The Tweetsie room has seen quite a bit of activity over the past several months. Track laying has progressed with major efforts expended on the Johnson City yard getting a lot of attention. The dual gauge track work will be a major highlight when completed.

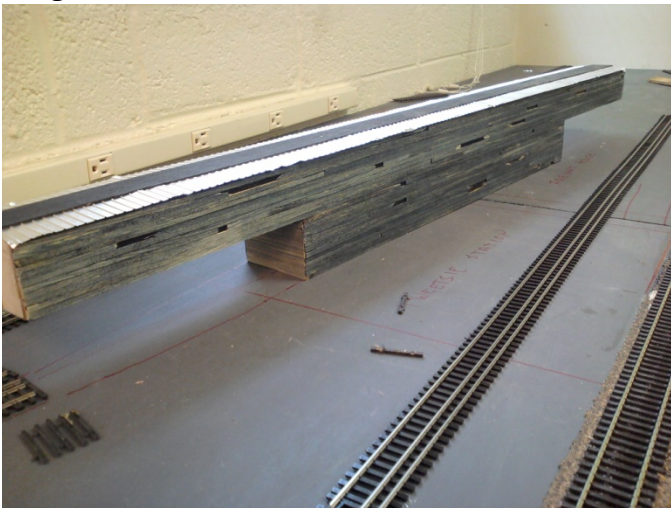
**Progress on the Tweetsie
A Look at Developments in the ET&WNC
Display Room**



The old state road and covered deck bridge locale has also seen some activity. The state road bridge and piers for the railroad bridge have been set. Land contours have been roughed out in blue foam. The foam will be covered with nylon mess and plaster cloth.



Photographs will be used to ensure that specific scenes will capture the feel of the original ET&WNC right-of-way. It is hoped that visitors will immediately recognize key sites along the old railroad.



Duane Swank has assembled a model of the covered deck bridge seen above. It was made with dimensional lumber cut and planes to size and covered with scale stripwood. Rail was laid across the top of the bridge and pressed metal sheeting was applied to finish the decking.

Work on the right-of-way through the Doe River Gorge and Roan Mountain station is all but set to go. Some curves had to be reset being too tight for smooth operation. Gary Woods and his crew have been wiring the ET&WNC mainline. They encountered some problems with the line shorting out until it was discovered that some of the turnouts used hot frogs powered by the switch points.

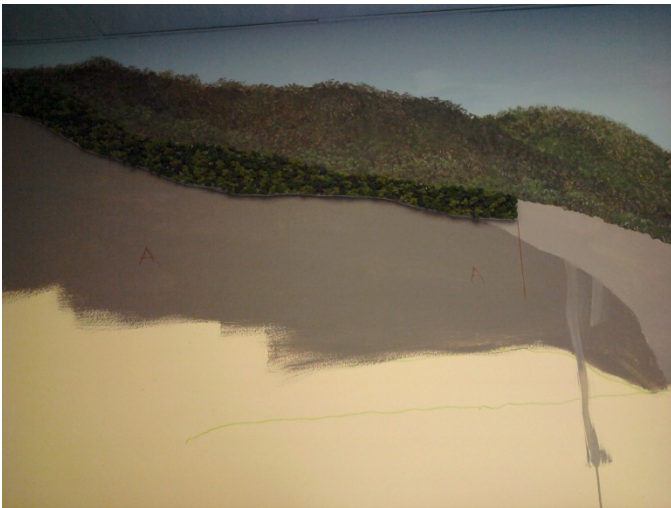


Roadbed has been installed at Cranberry. The yard and mine leads are awaiting a track crew to give them some attention.

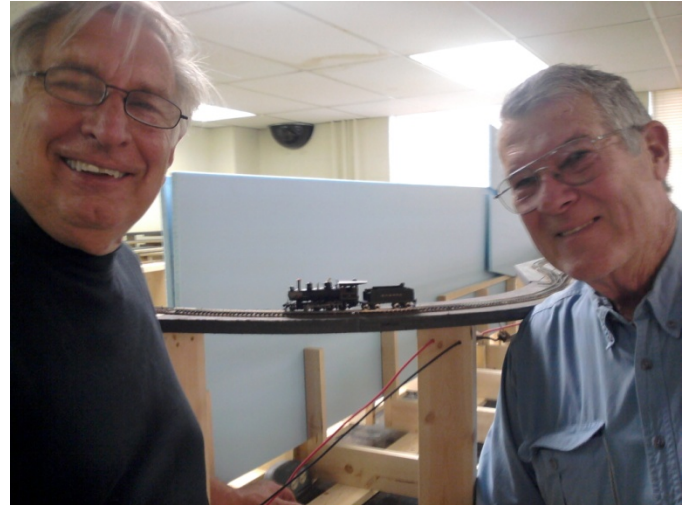


Meanwhile Fred Alsop has been working on painting a backdrop. It's contours match those evident in several vintage photos of the area.





Fred has also started creating a three dimensional feel to the backdrop by using gator board contours (see previous photograph) and gluing variegated patterns of green foam mesh on the boards. As seen in the following photograph the backdrop will really “pop” to life when finished.



The crew is all smiles as a ET&WNC completes a test run through the Doe River Gorge

How Do They Do That...
Modeling Problems Staying with the Prototype



Here Gary Woods is testing one of the Tweetsie 2-8-0 on the track leading out of Tunnel #1.



How would you model this – only a steam locomotive could do this. A diesel can short out its traction motors in just 4 inches of water!



Fred Alsop puzzles over some of the track work in the Johnson City Yard



Here's an idea for Bill Hensley's module (the one with the airport) – hey Bill got a spare airplane engine sitting around ?



Here's another one for Bill's Airport...



There's live steam and ride on railroad equipment, then there's...



Something for the Trolley Layout you say?



How's this for a velicapede?



Buck Rogers has landed!

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