



# THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB

AUGUST 2012 - MEMBERS EDITION

Volume 19 - Number 8

Published for the Education and Information of Its Membership

## 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 3<sup>rd</sup> 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 ??

## UNION PACIFIC'S HERITAGE FLEET

The First Set of Historic Paint Schemes







Norfolk Southern was not the first railroad to sport a Heritage fleet of locomotives. Union Pacific created a fleet of eight:

- UP 8444 in UP Yellow
- UP 1982 in Missouri Pacific blue with a MoPac eagle
- UP 1983 in Western Pacific Grey and Green with a stylized feather
- UP 1985 in Chicago & North Western green and gold
- UP 1986 in Southern Pacific "Daylight" colors
- UP 1988 in Missouri-Kansas-Texas red and white
- UP 1989 in Rio Grande yellow-black-grey with mountains
- UP 4141 "George Bush 41" in a two-tone blue and white paint.

Not to be left out are the Amtrak Heritage Locomotives. Amtrak paraded a set of 5 locomotives dressed in its historic "Phase" paint schemes for its 40<sup>th</sup> Anniversary.

For Amtrak's 40th Anniversary a number of locomotives are receiving a special version of historic paint schemes. The engines will tour the country in regular service as well as serving on a special museum train Amtrak has put together. From January through April 2011, Amtrak's Beech Grove shops in Indianapolis released the units and sent them north on the *Hoosier State* (Train 851). The Anniversary locomotives were selected from units scheduled for repainting or recent wreck rebuilds. These have appeared in a previous issue of **THE SIGNAL BRIDGE**.



#### Phase I - Amtrak #156

Debuted 3/16/11 - P42 #156 has been painted in a version of Phase I. It was first seen in its new paint scheme and photographed by railfans from the Purdue Railroad Club on March 16, 2011 in Chicago. It features Amtrak's classic "Pointless Arrow" logo on the silver flanks surrounded by the dates 1971 and 2011. Another trade mark of the Phase I scheme is the red "bloody nose" as seen on E-units and EMD SDP40Fs, the first locomotives designed specifically for Amtrak.

#### Phase II - Amtrak #66

Debuted 4/1/11 - Amtrak P42 #66 has been painted in a version of Phase II. Similar to the earlier release of #145, the Phase III unit, #66 features a silver carbody with a black roof and nose. Also known as the 'Cigar Band' paint scheme, Phase II includes thicker stripes of red and blue, bordered by white pinstripes. Additionally, the side logo is off center, closer towards the cab.

#### Phase III - Amtrak #145

Debuted 1/30/11 - The 1st engine released in the special scheme is #145, which is in a special version of Phase III. This version is very similar to the original phase III scheme used on the EMD F40PHs. This paint is not quite the same

as the original Phase III paint on the GE Genesis. Consisting of the three stripes angling up from the center in front & curving around to be a straight line back to the rear of the engines, however these lines are much lower on the engine than on previous phase III striping on P42s. The top of the engine is black with the black field angling down to cover the windows on the cab & covering the whole of the front, minus the stripes. Amtrak elected to use the older logo typeface seen on phase III equipment having the bold "Amtrak" positioned above the stripes in the middle. On either side of the logo are the date Amtrak was founded (1971) and the year of their 40th (2011) in a smaller size. Another Anniversary unit snapped up by the PRRC railfans.

#### Phase IV - Amtrak #184

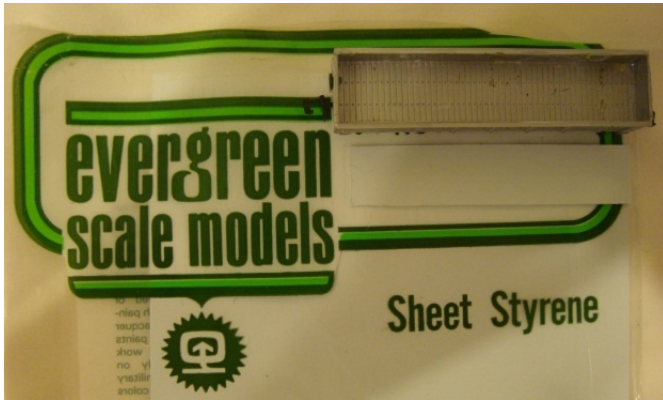
Debuted 4/13/11 - Amtrak P42 #184 has been painted in a version of Phase IV. This locomotive shares the greatest resemblance to its original creation. Phase IV features a deeper blue in a broad band stripe with twin red pinstripes atop. The carbody, underframe, and even trucks are all painted silver while the upper third and upper nose area show a darker shade of gray. The "Amtrak" lettering is centered above the striping, printed in blue, and surrounded by the years of the anniversary.

## Out of the Scrap Box

### Realistic Loads for Gondolas

Allan Morton

Here is a simple project that will add realistic scrap loads to any gondola. First, cut a piece of .040" sheet styrene to fit into the bottom of the gondola.



Cut any plastic parts or, in this case, old wheel sets into pieces that will be used to make the scrap load. Make sure to use the proper scale for each load. I used N scale wheel sets for a N scale gondola. Use HO wheels or parts for HO scale gondolas.



With your favorite glue, start adding the pieces to the styrene you cut.



Complete by covering the entire piece with scrap.



After you finish covering the styrene, air brush or brush a coat of Polly Scale Grimmy Black over the surface of the entire load. Add "Bar Mill" weathering powder to each component of the load with a paint brush. I used the Light Rust, Dirty Rust and Dark Rust powders to give the load the look I wanted.



There you have it, a quick, simple and easy way to create scrap loads for any gondola in any scale.





## THE VIEW FROM THE RIGHT SIDE OF THE CAB

### Thoughts From the President

Fred Alsop

We have had lots of visitors to the Carter Railroad Museum during the last Saturdays of July and the first one of August as I am writing this. The visitors have been of mixed ages from Little Engineers to seniors, but the Little Engineers room has been especially busy and it is great to have **Amanda (Kelly) Blackburn** back from her recent honeymoon in Costa Rica and taking the reins as the Station Master in the children's playroom. That has been an extremely busy place with parents and the little ones sometimes standing in the hallway waiting for track space to open up so they could get their playtime on. It may be hot, humid and rainy outside, but our railroad museum has been a cool place to be and I especially tip my hat to all you MEMRR members who have been there on Saturdays to operate the trains and the museum. We could not have met the demand of this surge of visitors without your able assistance. Well done!!! Keep on coming down!!!

**Gary Emmert**, our Librarian and ex-railroad engineer, woke up recently with his face partially paralyzed. His doctor has diagnosed his condition as Bell's Palsy. Most of the 40,000 people afflicted with this condition in the U.S. annually fully recover in 1-2 months without any treatment; but it is still not fun when you have it. Please send Gary your best wishes for a full and speedy recovery. We all know that this is not something that will keep Gary down for long and we look forward to having him back in our company very soon. **"Get well Gary"** from all of us.

**Bob Jones**, with able help from **David Doughty**, has kept up a steady pace of cataloging and shelving many of the books recently donated by the **Rev. Howard Walker** of Joliet, IL. They still have several boxes to go and when the job is completed more than 500 railroad-related items will have been added to our library. Some of these books are real treasures and you should take the time to see what is

available for your reading and learning pleasure. Bob is also making an electronic listing of each entry that is being placed on the MEMRR website, so you can "browse" the museum library from your home computer. Bob says the electronic hits on our library are second only to Amazon.com's. Now, that is real publicity for the club and the railroad museum!

Speaking of publicity, we got a real boost in that department in an article written by *Johnson City Press* Assistant News Editor/Online, **Rex Barber**. Rex and newspaper photographer, **Ron Campbell**, interviewed me on Monday, July 23<sup>rd</sup>, with their focus on the ET&WNC RR, "Tweetsie", project that is ongoing at the railroad museum. Their story "Tiny Tweetsie" was published on the front page of the Monday, July 30<sup>th</sup> edition and, with its color photos, took up at least 1/3 of the page and was continued over most of the last page of the section (check out a copy of the article in the "Tweetsie" room). This is priceless publicity for the club and the museum and resulted in a lot of visitors on the following Saturday especially asking to see the Tweetsie project. **Dave Doughty** and other club members were kept busy much of the day giving "guided tours" to our visitors.

One further note on the Tweetsie; on August 2<sup>nd</sup> Rick Bell of DCC Installs and Sales, Martinez, GA, returned one of our little HO<sub>N3</sub> Tweetsie locomotives complete with DCC, chuff cam and sound, including the unique Tweetsie whistle that gave the little railroad its nickname. **Gary Woods**, with help from several club members, got the locomotive fired up after some trouble-shooting, and for the first time on Saturday we got to see and hear the little locomotive climb the grade from Hampton's Covered Bridge, around Pardee Point and up into the gorge. You still have to imagine the mountain scenery, but the layout definitely has a little more life and fire to it with the little 10-wheeler on the track and the little whistle shrilling its clarion call.

Remember to mark your calendars for one of our big social events of the year. The joint **Annual Picnic** of the George L. Carter Railroad Museum with the MEMRR and the Carter Chapter NRHS. **To be held at 4:00 PM, Sunday, 9 September, at the lakeside home of Kim and Tom McKee.** Details will follow soon from our Picnic Coordinator, **Jim Pahr**. **Bill Hensley** will be helping Jim coordinate the event this year as Jim will be out of town on the day of the picnic.

Our sister club, the George L. Carter Chapter, NRHS, in conjunction with the Carter Railroad Museum, had a most successful rail excursion with 106 people joining them for the day trip to ride the train on the Big South Fork Scenic Railway on June 16<sup>th</sup>. The trip was by all counts a big success and they want to thank all the MEMRR members who came with family and friends on the bus trip to Stearns, KY. The Chapter and the RR Museum are going to do another rail excursion and they have contracted with Greene Coach Lines for two modern 55 passenger buses

for transportation and will depart from Lot 22A off Jack Vest Drive on the ETSU campus for a fall color trip on the Smoky Mountain Railway just as they did in mid-June. Trip information and ticket applications are available at the Carter Railroad Museum (Saturdays 10 a.m. to 3 p.m.), at HobbyTownUSA on North Roan Street, Johnson City, and on line where they can be printed off by going to [memrr.org](http://memrr.org) website, choose **NRHS News**, then click **Ticket Order Form**. The signed liability waiver form must accompany the ticket request form. This should be an outstanding train ride along the Little Tennessee River and the Nantahala River in the mountains during the spectacular fall color season. Please do all you can to promote this second rail excursion trip sponsored by the George L. Carter Chapter NRHS and the Carter RR Museum. We will need your help promoting the trip, so tell your family and friends, your colleagues at work, the members of other clubs and organizations you belong to and the members of your church. We have 110 seats available on the two buses and we need your help to fill them. The low adult price of \$90 gets you a roundtrip bus ride from ETSU to Bryson City, a ticket on the train for a 4-hour ride and entrance to the local train museum. What a deal!!!! So, please mark the date, **Saturday, 20th October** (you can record the Alabama/Tennessee football game) on your events calendar, buy your tickets early, and come support your sister chapter and the Carter RR Museum while having a great day in the mountains with us. We do need everyone's help. ETSU's Office of University Relations released our press releases on this trip to all local news media offices on August 2<sup>nd</sup>, so you probably have "read all about it" by the time you are reading this. If not, pick up a brochure at the Railroad Museum or download one on line at the MEMRR website.

Our First Modeling Contest – Weathering, is gaining entries. You still have time to get one or more of your best weathered locomotives or rolling stock into the contest with it being closed for entry on September 1<sup>st</sup>. Contest Coordinator, **Hobie Hyder**, has arranged with several hobby shop owners for model railroading prizes and/or gift certificates to be awarded to the 1<sup>st</sup> place winners in each of the 3 categories and to an overall grand prize winner. So, dirty them up and get them in. Stop by the display case in the Carter Railroad Museum and see the great selection of entries and vote for the ones you like best. The winners will be determined through the use of the ballots they garner.

**Duane Swank** is chairing a committee reviewing our club's bylaws. The committee's charge is to bring a series of recommendations to the club for vote and possible adoption to amend our bylaws where there is need for updating them to make them more relevant to current operations of the organization. This is a common practice with most active organizations and an important one for the health of the club. Our bylaws govern how we operate, how we elect our officers, what the officers duties are, how we accept members and the duties and privileges of

membership in the club, what our dues structure is and all the other necessary rules and guidelines that make for a successful organization. You may expect their first report at the August 21<sup>st</sup> meeting. Once the committee has compiled its recommendations they will be distributed to all club members and the membership will vote to adopt or reject each possible amendment to our bylaws. Our membership will determine by their vote our operating rules for our club so it is important that you review the committee's recommendations and then make your vote count.

**Geoff Stunkard**, our Heritage Day Coordinator, has a special event scheduled for us this month as the **Carter Railroad Museum Is Moving Coal Trains on August 25**. **Geoff** states, "the Appalachian Conquest eastern railroads to be the subject of our monthly Heritage Day program; Appalachian Conquest – Eastern Mountain Coal Roads from Tidewater to Timberline". MEMRR members, get out your long coal drags and hook up enough steam or diesel power to move them through our HO layout's Southern Appalachian scenery. This should be a popular event for our club as well as for our visitors. I think we can expect very good visitor participation and we need a lot of volunteer operators on the 25<sup>th</sup> to get the coal moving to market.

We have lots of talented and dedicated members in our club and I want to take this opportunity to thank you all for the wonderful things you do for the MEMRR, the railroad museum, the university and the community. East Tennessee State University has provided us with a great opportunity and an outstanding venue and we need to continue to make the most of it by our contributions to our hobby of model railroading and educating the public in turn to the importance of railroads to this country. I would like to highlight the editor of our newsletter, **The Signal Bridge**, **Ted Bleck-Doran**, for the tremendous work he does in creating the best club newsletter in the country. Look at the copy you are reading now and reflect on all the copies of the club newsletter you have enjoyed as a member. Ted is most talented and dedicated. It takes me more than an hour, sometimes several, to put together my small monthly column. Multiply my small contribution by many folds over to get an insight into what Ted does each month for us. We are the recipients of a most professional newsletter that does not stop with the club news, minutes and announcements, the beginning and end of most club newsletters, but always carries great color photos illustrating local, regional and national railroading information. Each newsletter is informative, entertaining, educational, and sometimes surprising (especially April and December issues). The bonus editions are great and a treat to get as a real bonus to all the other text Ted supplies to us every month and on time. All editors need copy and I urge you to follow the examples of many of your fellow club members and provide Ted with stories and pictures of your railroading adventures, prototype or scale model, to share with us. Articles on how to do some model railroading technique from decoder installation to wiring to

landscaping are all helpful to our membership; so get involved and submit an article to Ted. You will find him most helpful as our editor in working with you and getting your article in the best shape to print in the newsletter. **Ted, from all of us, thank you so much for the outstanding service you provide to the MEMRR as our Newsletter Editor. Keep them coming!!!**

There are lots of things always going on with the MEMRR at the Carter Railroad Museum. We are working every Tuesday evening and parking is not bad during the summer months. Summer classes will end this week on August 10<sup>th</sup>

## Annual Club Picnic Set September 9<sup>th</sup> Time to mark your calendars

Kim and Tom McKee have again offered to host our annual George L. Carter Picnic on Sunday, September 9<sup>th</sup> at their Boone Lake home. Festivities will start at 4pm. As in previous years this picnic is only for the adult members of the club and chapter their spouses and adult guest. Each member/family is asked to bring a salad, or vegetable, or dessert that will feed at least 10 with serving utensil. The McKee's will provide the meat and the club will provide table ware and soft drinks. Please contact ~~Bob Jones~~ with what you are bringing and how many will be attending. Bill Hensley will be coordinating the picnic and can answer any questions you may have (865- 257-6605).

Because of the limited parking at McKee's and the narrowness of the road leading to their place. We will all

## Mountain Empire Model Railroaders Minutes of the Business Meeting July 17, 2012

Due to President, Fred Alsop, being on vacation, Vice President, John Carter, called the meeting to order at 7:00 p.m. with 15 members and 1 visitor in attendance.

**Secretary's Report** – Hobie Hyder was absent feeling under the weather.

**Editor's Report** – Ted Bleck-Doran absent

**Treasurer's Report** – Duane Swank did not have his treasurer's report with him as he apparently put it into the wrong folder. However, he did have the club check book with him and was able to report the actual amount in the bank.

**WebMaster's Report** – Bob Jones reported that the Signal Bridge newsletter is too big to email to 90+ members; his computer will not permit it and he has to break it down in sections. He does have it on the website for members to

and the Fall Semester will not begin until Monday, August 27<sup>th</sup>. So, take advantage of the almost unlimited parking that will occur at ETSU for the next couple of weeks and come down to the museum and get involved in a project of your choosing. We could use the help and we miss having your company. This is a great model railroading club; come be active in it. Hear 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*

park at **Living Word Lutheran Church**, corner of TN 36 (N. Roan St) and Rockingham Road. A shuttle service will be used to transport folks from the church parking lot down to the McKee's.

When Tom called Fred with their offer he mentioned that several upgrades have been accomplished on his two garden layouts and he is anxious for us to see the changes.

Bill Hensley will be overseeing the picnic this year, as Charlotte and Jim will be in Colorado that Sunday. As Bob did last year, a list will be set up of who responds to attend the picnic and what they promise to bring and forward the info to Bill.

Gary Emmert will be organizing the parking at the Lutheran church to include the shuttle service to and from McKee's? We are asked to keep Bill Hensley informed as he will be overseeing the picnic this year.

pull it from there. He reports that he is still working with John Edwards, former webmaster, on website and email issues. Mark Woomer volunteered to help Bob and John if they would so desire.

Bob reported that he has 40 pages of labels for the 400+ books that Rev. Howard Walker donated to the museum library and all 750+ books in the library are listed on the website.

**Vice President** – Bob Jones will present the August program on the Chicago Railroad which is approximately a 45 minute video. He needs some programs for the upcoming months.

**Librarian** – Gary Emmert reported that the Cope Layout was a big success at Jonesborough Days with no problems. Everything ran great even in the extreme heat. Gary wishes to thank everyone who helped at the event and with the moving of the layout.

### OLD BUSINESS

- 1. Modeling contest** - No news with Hobie Hyder being absent. However, it was mentioned that a sign is



needed by the ballot box referencing voting. The contest is entering a weathered diesel or steam engine or rolling stock.

2. **New meeting time** – At last month's meeting the subject of changing the meeting time from 7:00 p.m. to 6:30 p.m. was made. Jim Pahrns made a motion to table the discussion until the July meeting after which time it would be sent out to members requesting a vote 'yes to change the time' and 'no the leave it at 7:00 p.m.'. This was again tabled for one more month due to minimal votes being returned and to give members another month to see it and have the opportunity to vote on email.
3. **Hobby Shop Links** – The subject of these links to our website was again tabled to next month with Duane Swank making the motion and Bob Jones seconding it.

#### NEW BUSINESS

1. **Railroad Heritage Days** – Goeff Stunkard was absent but it was mentioned that the theme "Meet me in St. Louis" would follow the same plans as last year. Gary Emmert will pull some timetables from the boxes of items received from Rev. Howard Walker. The merchandise in the showcases are to be swapped out on Thursday, the 26<sup>th</sup>. Mark Woomer expressed a desire to display some items relative to St. Louis.
2. **July's Coordinators' Meeting Update** – Jim Pahrns was absent and therefore no update was made.
3. **Erwin Train Show Sept. 14 & 15** – Gary Cameron invited the club to bring the Cope Layout to the show where it would be set up in the main hall on Thursday or Friday morning with tear down the following Monday. The show is open on Friday from 3:00 to 7:30 p.m. and on Saturday from 9:00 a.m. to 4:00 p.m. Admission price is \$4.00 for a wrist band which is good for both days. No discount in ticket prices this year.

Gary Emmert expressed a desire to take the Cope Layout to the show but needs volunteers to help man the layout as well as move it to and from the show. Mark Woomer volunteered to help move the layout on Thursday around noon and Gary volunteered to man it on Saturday but needs someone responsible for Friday. Gary Cameron needs a definite commitment by the end of July.

Gary would also like to have a poster to put on an easel identifying the museum with its operating hours.

If you would like tables for selling your personal merchandise, they are \$20 for a 5-foot table and \$22 for a 6-foot table.

4. **Museum shut-down procedure** – It was noted that the open sign is being left in the window, the cross-buck lights and lights in the kids room as well as in the museum are sometimes being left on. A request was made that a step-by-step shut-down procedure for Saturday's closings be made and posted near the HO room exit where it wouldn't be missed.

It was also noted that the magnetic badge board fell off the wall and busted. A new board is needed. It was advised that Alan Morton had obtained that board and he would be the person to contact for replacement.

With the Cope Layout having to be somewhat dismantled each time it goes on the road, Jim Gorny suggested cutting it down (promising not to spoil the tracks etc.) to fit through the trailer door. He also suggested making legs and putting rollers with stops on them for easier moving. All this he estimates to cost about \$100. The question becomes "Who is responsible for paying any improvements etc. to this layout? The museum or the MEMRR club?" Bob Jones made a motion to go ahead with the modification and work out the "who pays" later. Gary Emmert seconded the motion which was approved.

5. **By-laws update** – Duane Swank made a motion, seconded by Harriet Swank, to get a committee to review and update the four year old by-laws which was agreed to by all present. Vice President, John Carter, asked Duane if he would chair the committee to which Duane agreed. Gary Emmert and Scott Burton volunteered and Bill Hensley was drafted to assist Duane with the project.

**PROGRAM** – Bill Hensley presented a video "The White Pass & Yukon Route", The Service Railway of the World.

**ADJOURNMENT** – 8:45 p.m.

Submitted by:  
*Harriet Swank, Acting Secretary*

## Mountain Empire Model Railroaders Coordinators Meeting Minutes Thursday, July 12, 2012

Jesse Kittle: G Scale - Asked Duane for \$50 to repair the 4-6-0 you had donated to the Museum. The \$50 is what

Bachmann charges to make repairs on their G Scale items. We'll probably end up with a new locomotive.

N Scale - Doing ballasting and scenery work.

John Carter: HO - working on the yard.

Bill Hensley: The wiring has been run overhead and eventually there will be no wiring on the floor. Bill is requesting to install color coded wall switches for the Digitrax Power machines and the 15 volt power lines.

Chris: Operations Planning Committee - Still looking for information on how to establish operating sessions on the HO layout.

Duane Swank: Tweetsie Layout - Completed retaining wall on Tweetsie Layout at Cranberry.

Should club buy **Dream, Plan, Build** DVD on layout construction?

Gary Emmert: Library - Seven (7) of the 21 boxes from the Walker collection are on the shelves. Boxes 22 & 23 contain Time Tables. (Gary asked about buying a couple of hanging racks and suspension folders to hold the time tables.)

Cope Layout - Did fine at Jonesborough Days and has a proposal to narrow the width of the layout to more easily fit in the trailer.

*Respectfully submitted,  
Jim Pahriss*

**MEMBERS ONLY BULLETIN BOARD**  
**TRAIN RELATED ITEMS ONLY**

<b>MEMBER</b>	<b>PHONE</b>	<b>ITEM FOR SALE</b>	<b>PRICE</b>
Duane Swank	423-542-8989	5 unit spline car set with 5 semi trailers included	\$ 80.00
Duane Swank	423-542-8989	Complete oil refinery with extra piping and tanks	\$ 50.00
Duane Swank	423-542-8989	NEW-Walthers Cornerstone Superior Paper Company 933-3060--last produced in 1998	\$ 90.00
Hobie Hyder	423-213-4067	NYNH&H tongues. Approx. 3' long. Made in Hartford, Connecticut shops OBO	\$ 75.00
Tod Eaton	423-913-2157	2 each Paragon 2 SD40-2 Norfolk Southern locomotives Each \$175.00 or Both for \$325.00	\$ 175.00
Gary Emmert	903-452-5012	Atlas MP15 locomotive with L&N lettering--decoder equipped	\$ 60.00
MEMRR	contact Fred Alsop 615-604-8759 (We currently have a bid of \$60.00)	90' Observation Car "Johnny Cash" lighted 90' Observation Car "Let Freedom Ride" 'motorcycles-American eagle' lighted 90' Observation Car "Ride Like the Wind" 'motorcycles-American eagle' lighted 40' Box Car "American Tradition" 'motorcycles-American eagle'	\$60.00 or best offer ( to be sold as 1 lot )

**1-3 ITEMS FOR SALE—FREE**

**4-7 ITEMS FOR SALE—\$1.00**

**8-11 ITEMS FOR SALE—\$2.00**

**EACH ITEM OVER 11—\$0.25 EXTRA**

PROCEDURE FOR RUNNING ADS

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

**DUANE SWANK**  
**1763 SYLVAN HILL RD**  
**ELIZABETHTON, TN 37643**

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

Missouri Pacific Lines FORM 19

TRAIN ORDER No. 620 From Dec 7 1941

To C & E: Northward Trains

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At Palestine X Op. M

Effective at Once Have all Japanese traveling stopped and any Japanese attempting to buy transportation or board any passenger or freight trains have arrested by local authorities with instructions they be turned over to Federal Bureau of Investigation. J.H.C.

---

CONDUCTOR AND ENGINEMAN MUST EACH HAVE A COPY OF THIS ORDER

Made CPV Time 11:26p by Wyo. Op.

**You will notice this Train Order is dated Dec 7, 1941 and the order was issued at Palestine, TX at 11:26pm after Pearl Harbor attack**

**News from HobbyTown**  
**Athearn Pre-orders on NS Heritage Locos**

Athearn just announced its Heritage HO series engines and cars. They include a good selection of the heritage AC4400 and SD70ACE's

I will be taking preorders for the club and giving a 10%

discount off the MAP pricing when they are released for people who preorder with a 20% deposit. I will be ordering a couple of each local road, NS, Southern, Virginian etc, but I expect I will sell those fast.

Please pass this to club members. Pre-Orders are due 09/21 and delivery is next summer/fall. Visit Athearns site or come to Hobbytown to see the announcements

**Trains for Sale**  
**Mark's Trains at the Tri-Cities Flea Market**

Mark Woomer (member of MEMRR, GLC NRHS, and TCA) has taken a space at the Tri-Cities Flea Market and is now selling model trains and related items.

The space is #84 in Building 12 (air-conditioned!) located in the lower part of the flea market. To find Mark's Trains:

Building 12 has two sets of double-doors at the front of the building. Enter the double-doors on the right. Walk straight down the corridor. Mark's Trains is near the end of the aisle on the right.

The Tri-Cities Flea Market is open every weekend and is located at 4571 Highway 11, Bluff City, TN 37618. Here is a link to the flea market website:

<http://www.tri-citiesfleamarket.com>

Current items for sale include a lot of O Gauge (prewar, postwar, modern) locomotives, sets, cars, buildings, and accessories (Lionel, MTH, Atlas O, and others); Lionel FasTrack and tubular track and switches; transformers; some HO, N and American Flyer items; 1:32 die-cast automobiles; Kenner Girder and Panel sets; and other

items. Additional HO, N, and American Flyer items will find their way to Mark's Trains in the coming weeks.

MEMRR and GLC NRHS club members will receive a 10% discount.

Mark buys trains too!

### Progress on the Tweetsie Updates Since July



Please note that we got the front page of today's (Monday, July 30<sup>th</sup>) edition of the Johnson City Press, with a big article on the Tweetsie model railroad project. This is good coverage for the museum and for all the club members associated with it. Hear the whistle of the train at night and dream of all the destinations yet to come.

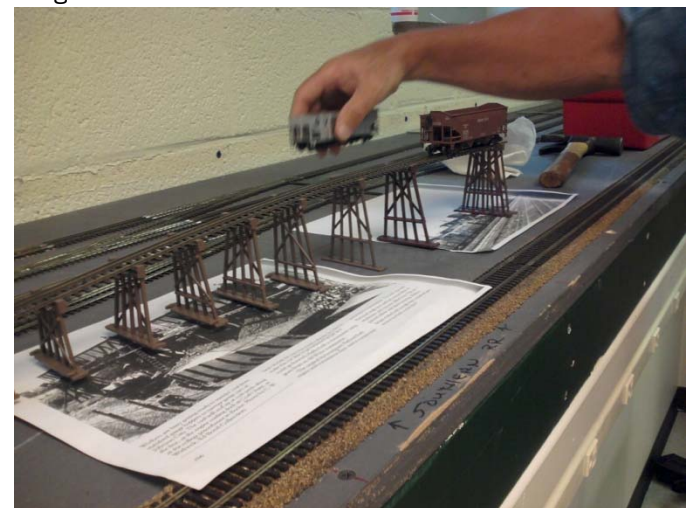
**Fellow MEMRR members: We need to have the hardback volume of *The Blue Ridge Stemwinder*, by John Waite returned to the RR Museum.**



This is an important reference book for our building of the Tweetsie Model RR Project and someone borrowed it during the past year after it was donated to the Museum. Please check you stack of rr books at home and bring it back. Also, regarding the same project, whoever has the assembled, unpainted brass Tweetsie passenger car, we need it back as well.



The DCC system from Tsunami has been installed in Tweetsie engine No. 12 and the loco has arrived back at the club. Gary Woods has been setting up the DCC system and No 12 has taken its maiden run through the Doe River Gorge.



Fred Alsop has been working on the Johnson City Yard and has started to mock out the coal transfer that was located there. The ET&WNC Motor Transit signs have been cleaned and are ready to be mounted on the wall. Fred says: "Thanks everyone!!!"

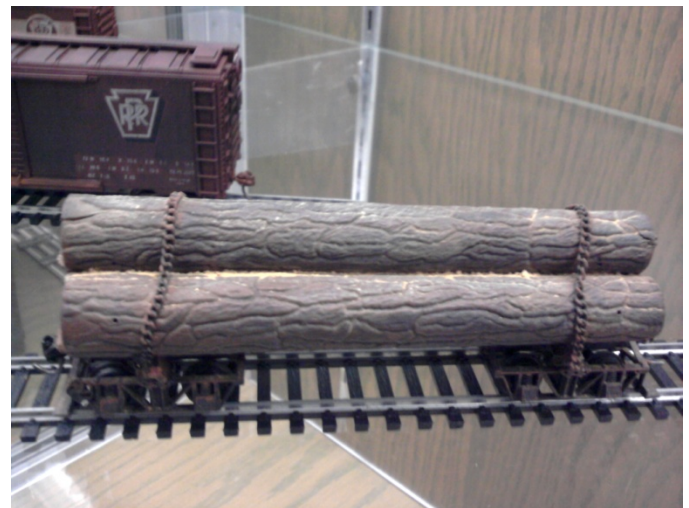
# Mountain Empire Model Railroaders Weathering Contest Under Way Cast Your Vote



N Gauge Gondolas with Scrap Metal Loads



A Lineup of HO Gauge Box Cars



A Disconnected Log car with Log Load - a Kadee Kit

Mountain Empire Model Railroaders' First Model Weathering Contest is now underway. Entries for Diesel, Steam Locomotive, and Rolling Stock models are appearing weekly. The contest runs through Labor Day weekend. Entries will be received through the last weekend of August. Entries will be judged by popular vote and by an impartial panel of judges (like the popular TV Talent Shows) - "Simon, where are you when we need you?" Cash prizes will be awarded for Best in Show and 1st place in each category. You do not have to be a member to enter. The contest is open to the public.

Here are several examples of the entries so far....



HO Gauge Derelict Flat Car



Interstate Alco RS3's with a light weathering to bring out the model's details



Baltimore & Ohio F7 that has seen better days



Florida East Coast model is owned by Todd Eaton

Oops... Sorry Todd, that Florida East Coast diesel must be weathered to be entered in the contest.

## One Man's Weathering Project Adding Character to a N&W Ore Hopper

Jesse Kittle



Out of the box IHC's N&W ore hoppers offer a unique car built by the N&W shops. But they lack individualized character. Weathering one as though it has seen rough handling provides that missing element and charm.

A heat gun was used to warp and distress the sides. Care must be taken since ladder details are molded in a different plastic and will deform before the side. Ask Jesse how he knows.

Light washes were used to make the white lettering grimy. Alcohol washes were used to streak the lettering. Weathering powders were used to rust the truck and interior of the hopper. Ballast was glued to the bottom of the hopper and properly colored to represent iron ore.

One unique technique was to wrap the bearing surfaces of the wheel sets with shiny side of aluminum foil showing.



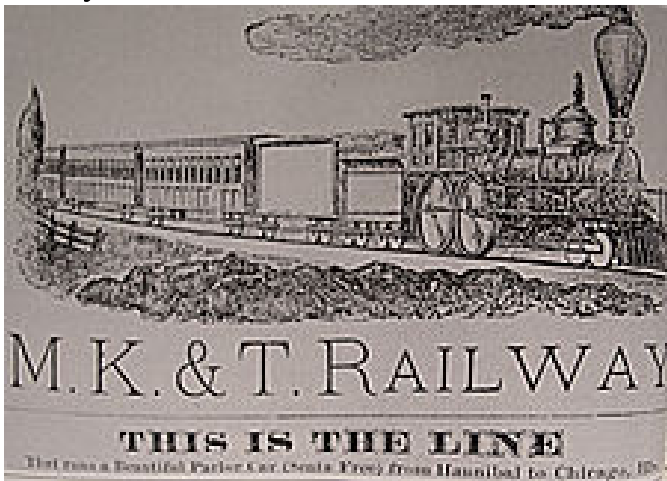
## Missouri-Kansas-Texas Railroad From Wikipedia.org

The MKT was incorporated May 23, 1870. In its earliest days the MKT was commonly referred to as "the K-T", which was its stock exchange symbol; this common designation soon evolved into "the Katy".

The Katy was the first railroad to enter Texas from the north. Eventually the Katy's core system would grow to link Kansas City and St. Louis, Missouri; Tulsa and Oklahoma City, Oklahoma; Dallas, Fort Worth, Waco, Temple, Austin, San Antonio, Houston, and Galveston, Texas. An additional mainline between Fort Worth and Salina, Kansas, was added in the 1980s after the collapse of the Chicago, Rock Island and Pacific Railroad; this line was operated as the Oklahoma, Kansas and Texas Railroad (OKKT).

At the end of 1970 MKT and BM&E operated 2623 miles of road and 3765 miles of track.

### History



An 1881 advertisement for the line

When it incorporated in May 1870 the Missouri-Kansas-Texas Railroad immediately acquired the Union Pacific Railway, Southern Branch and its 182 miles (293 km) of track. The Union Pacific Railway was, for a period of several years in the late 19th century the official name of the Union Pacific Railroad who later acquired MKT as part of the Missouri Pacific Railroad. The Union Pacific Railway, Southern Branch had begun operations in 1865.

At the time of 1870 incorporation, consolidations were also made with the Labette & Sedalia Railway Co. and the Neosho Valley & Holden Railway Co. At this time MKT also acquired the Tebo & Noshosho Railroad Co., the St. Louis & Santa Fe Railroad Co., and the Hannibal & Central Missouri Railroad Co. Combined with the Union Pacific Railway, Southern Branch these small, newly built railroads formed the foundation on which the Katy would build.

Congress had passed acts promising land grants to the first railroad to reach the Kansas border via the Neosho Valley and the part of the Katy had been the Union Pacific Railway, Southern Branch was in a heated competition for the prize. On June 6, 1870, Katy workers laid the first rails across the Kansas border winning the race. Ironically the promised land grants never materialized; the courts overturned the grants promised by Congress because the land was in Indian Territory and was the property of the Indian tribes.

Still the Katy continued its push southward, laying track and acquiring other small railroads, extending its reach to Dallas in 1886, Waco in 1888, Houston in April 1893 and to San Antonio 1901.



Missouri-Kansas-Texas Railroad bridge over Red River (postcard, circa 1911)

### Revenue freight traffic, in millions of net ton-miles

Year	Traffic
1925	3317
1933	1827
1944	7256
1960	3980
1970	4999

Source:ICC annual reports

When the railroad reached Houston joint ownership of the Galveston, Houston and Henderson Railroad gave the Katy immediate access to the Port of Galveston and access to ocean-going traffic on the Gulf of Mexico.

In 1896, as a publicity stunt set up by William George Crush, the Katy crashed two locomotives, pulling loaded trains, at a site that came to be known thereafter as Crush, Texas. The collision occurred before over 40 thousand spectators, three of whom died (and there were several injuries) when the exploding boilers sent debris flying. Ragtime composer Scott Joplin, who was performing in the

area at the time, commemorated the event in "The Great Crush Collision March" (which he dedicated to the Missouri-Kansas-Texas Railway).

From 1915 until January 4, 1959 the Katy, in a joint venture with the St. Louis - San Francisco Railway (popularly known as the *Frisco*), operated the *Texas Special* from St. Louis to Dallas, Ft. Worth, and San Antonio. It sported rail cars with names like *Sam Houston*, *Stephen F. Austin*, *David Crockett*, and *James Bowie*.



MKT #1006, a Baldwin DS-4-4-1000, on display in Parsons, Kansas.

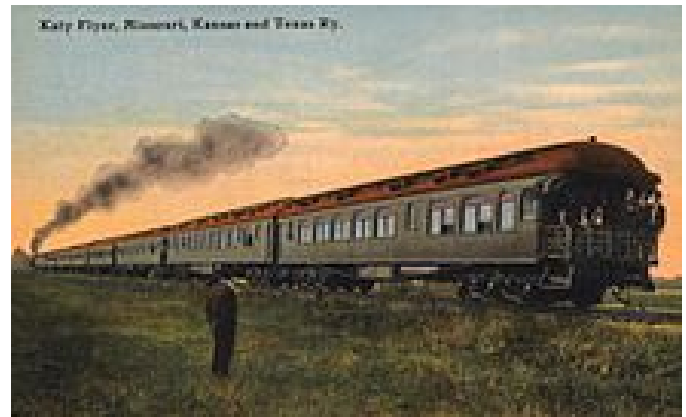
The Katy's purchase by the Missouri Pacific Railroad (MoPac) and the MoPac's owner, the Union Pacific, was approved by the Interstate Commerce Commission in 1988. With the merger movement in full swing across the industry by the 1980s, for the Katy this proved to be a major setback as it cost the railroad much overhead traffic, which it depended on. Surrounded by much larger systems the railroad had to find a merger partner. On December 1, 1989 the Katy was merged into the MoPac, and the MKT is now part of the Union Pacific Railroad system.

Much of the Missouri track has been converted into a Missouri State Park, the Katy Trail State Park. A 3.5-mile (6 km) long section, also called the Katy Trail, is being converted into a multi-use trail through downtown Dallas, linking White Rock Lake to the American Airlines Center. In 1997 the segment linking Katy to downtown Houston was abandoned and stripped soon after. The section between Katy and Interstate 610 was purchased by TxDOT in 1998 for the expansion of Katy Freeway, and the line that went into Houston was purchased by the City of Houston's Parks and Recreation Department. In 2009 it was paved and became the Heights Bike Trail.

In July 2005 Union Pacific unveiled a new EMD SD70ACe locomotive, Union Pacific 1988, in MKT colors as part of a new heritage program.



The Katy Limited circa 1910.



The Katy Flyer in 1911.

**Passenger trains**

The Katy operated the following named passenger trains:

- Train numbers 1 and 2: *The Texas Special*:
  - St. Louis, Missouri - San Antonio, Texas (March 4, 1917 - 1959) jointly with the St. Louis-San Francisco Railway), then
  - Kansas City-San Antonio (1959-July 26, 1964), then
  - Kansas City-Dallas (July 27, 1964 to June 30, 1965)
- Train numbers 3 and 4: *Katy Limited*
- Train numbers 5 and 6: *Katy Flyer*
- Train numbers 7 and 8: *Bluebonnet*





## Livery paint schemes

- 1870-1880's Early steam locomotives were dark maroon, with large oval medallion on the side and back of the tenders, with a field of Chinese vermillion and the letters M. K. & T. R. W. inside the oval and on the side of the crew cab, a one and one-half inch gold line on the outer edge and the number of the engine in the center of field in gold, black shaded and split on the rear of the tender. All passenger engines were finished with gold lettering and striping. Rolling stock used colors common in those days, i.e. boxcar brown, caboose red, etc.
- 1880's-1900's Steam locomotive livery was simplified after the infamous Jay Gould gained control of the railroad. Gould instructed shop personnel to paint all engines black and place the railroad initials M. K. & T. in about 12 inch letters on the side of the tender tank bordered by half inch striping. The engine number was placed on side of the crew cab, side of the sand dome, coping of the tender and back of tender, Rolling stock used colors common in those days, i.e. boxcar brown, caboose red, etc.
- 1900's-1923 Steam locomotive livery was simplified to overall shiny black, dark graphite smokebox, smokebox door and stack. The color of all lettering and numbers changed to white. The road name, M. K. & T. was moved to the side of the crew cab along with the engine number. The engine number was painted on the side of the tenders in large numerals and on the rear in smaller numerals, the number remained on the sand dome. Rolling stock used colors common in those days, i.e. boxcar brown, caboose red, etc.
- 1928-1947 Steam locomotives were shiny black with the MKT herald on their tenders. Rolling stock used colors common in those days, i.e. boxcar brown, caboose red, etc.
- 1947-1957 Diesels were bright red with silver side panels and cream yellow on top of the nose hoods. Passenger cars were painted to match. Boxcars, cabooses, and other rolling stock were frequently painted Sloan Yellow (named for MKT President Matthew S. Sloan)
- 1957-1965 Diesels were painted an orange-red with yellow MKT and road numbers. The herald was changed to read simply "Katy" in red letters on a gold background. The text and herald were outlined in black.
- 1965-1971 The Katy returned to a bright red paint, perhaps deeper than the original 1947 through 1957. They also returned to the original herald.
- 1971-1988 Diesel Locomotives, cabooses, and other rolling stock were painted green with yellow stripes, lettering and numbering. The first Katy locomotive painted into this scheme was GP7 #123.

In its final years, the Katy acquired several locomotives second-hand which, due to its impending acquisition by Union Pacific were not painted into the standard green and

yellow scheme. MKT acquired 18 GP40s from Conrail in late 1983 that were numbered 231-248.

A set of nine GP39-2s were acquired from Kennecott Copper Corporation in late 1984. Ex KCC #779-783, 785, and 787-789 were renumbered MKT #380-388).

In 1985, 3 additional GP38s were purchased from Conrail that were numbered 322-324 and finally 19 GP38ACs were purchased from Illinois Central Gulf and numbered 325-343 .

The changes in MKT's red paint were most likely due to problems with fading in the intense Texas sun. This may also have been the reason to change to green in 1970.

## Company officers

Presidents of the Missouri-Kansas-Texas Railroad:

- Judge Levi Parsons, prior to 1878.
- Charles E. Schaff, 1923-1926.
- Charles N. Whitehead, 1926.
- Columbus Haile, 1927-1930.
- Michael H. Cahill, 1930-1934.
- Matthew S. Sloan, 1934-1945.
- Donald V. Fraser, 1945-1956.
- William N. Deramus III, 1957-1961.
- Charles T. Williams, 1961-1965.
- John W. Barriger III, 1965-1970.
- Reginald N. Whitman, 1970-1975.
- Harold L. Gastler, 1975-1988.

## In popular culture

- The Houston suburb of Katy, Texas, takes its name from the railroad's nickname. Named after this town is the "Katy Freeway," which comprises the length of Interstate 10 between Katy and downtown Houston. The highway was originally built paralleling the MKT tracks west of Interstate 610, but with the abandonment of that portion of the rail line, the highway has been widened onto the former MKT right-of-way. This makes the name of the highway even more fitting.
- An early blues song, "Bad luck blues" by Blind Lemon Jefferson, mentions the railroad:  
Sugar, you catch the Katy, I'll catch that Santa Fe,  
doggone my bad luck soul,  
Sugar, you catch that Katy and I'll catch that Santa Fe;  
I mean the Santy, speakin' about Fe,  
When you get in Denver, pretty mama, look around for me.
- Another blues song, "She Caught the Katy", written by Taj Mahal and Yank Rachell, refers to the railroad.
  - The song was prominently featured in the 1980 movie *The Blues Brothers*

- President Dwight D. Eisenhower's father (David Jacob Eisenhower) was an MKT employee working in Denison, Texas at the time of Ike's birth.
- Numerous model railroad manufacturers produce MKT locomotives and rolling stock.

- The MKT appealed a US\$25 penalty all the way to the Supreme Court.

**KATY in Photos –  
Courtesy of Gary Emmert  
And Friends**



**#114 in John Deere Paint  
1971-1988**



**#20-C - John Deere**



**#179 with John Deere Paint**



**#67 - John Deere**



**#351 in John Deere Paint**



**#78-C - John Deere**



#70-A – John Deere



#73-C – Orange-Red with Original Herald  
1965-1971



#70-A – John Deere



#75-C with Orange-Red/Original Herald



#79-A with Orange-Red/Original Herald



#73-A with Orange-Red/Yellow Herald  
1957-1965



#124-C with Red-Silver-“Sloan” Yellow  
1947-1957

# Waycross Georgia

Bill and Myra Hensley

