



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
NOVEMBER 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

NORFOLK & WESTERN STATION ABINGDON, VIRGINIA



Abingdon VA Station - Southeast 3/4 Corner



LOCATION

ETSU Campus
George L. Carter
Railroad Museum

HOURS

Business Meetings are held the 3rd Tuesday of each month. Meetings start at 6:30 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 ??



West Elevation



North Elevation



Pedestrian Overpass

Abingdon Station and Freight House was built by the Norfolk & Western Railroad. It retains much of the grace and charm it had when first. The function of the depot and freight house have changed however.

The depot houses a small museum (the present display is on O.Winston Link's photographic forays into the region) and the Washington County Geneological Society's research library.

The Freight House is an artist workshop housing several painters' workshops and galleries. Both are worth a visit to see.

For the railfan there is a N&W caboose to pay homage to the community's rail heritage.



Freight House - East Elevation



Freight House - Northwest Street Side



Freight House - South (trackside) Elevation



Freight House - Northwest Street Side



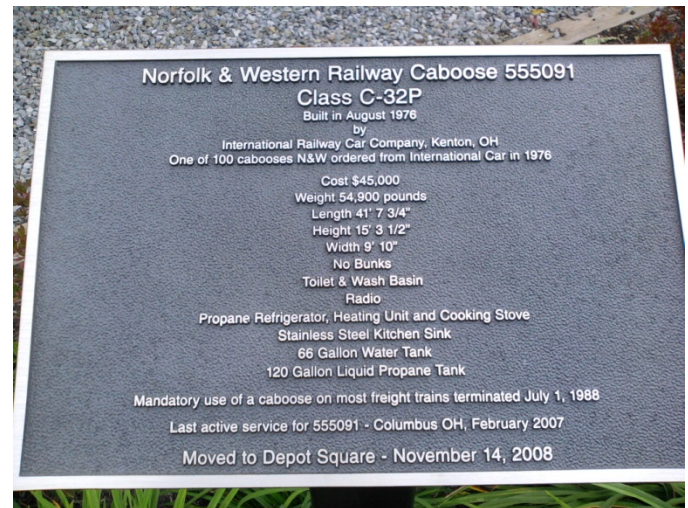
Freight House - 3/4 View Northeast Corner



Freight House - 3/4 View Northwest Corner



N&W Steel Caboose



Commemorative Plaque

The View from the Engineer's Side of the Cab The President's Column

My thanks go to **Vice-President John Carter** who presided over the Chapter's October business meeting in my absence as well as the November Coordinator's Meeting. I was conducting an annual biology field class on the Outer Banks of North Carolina.

October was a busy month for the George L. Carter Chapter NRHS. They successfully promoted and conducted a public rail excursion trip in conjunction with our partner, the George L. Carter Railroad Museum, to Bryson City, NC, and a good ride on the Smoky Mountain Railroad. They had 103 people signed up for the trip on two Greene Coach Line buses that departed from the ETSU campus. It was a beautiful, warm fall day and could not have provided a better setting for our rail adventure. Many of our MEMRR members are also members of the Carter Chapter NRHS and were personally involved in that railfan trip. Your support and help with that Chapter's big project is certainly noted and appreciated. If you are not a member of this new NRHS Chapter (they are about to celebrate their 2nd birthday in January 2013) please consider joining. The focus of that organization is on prototype railroading and you might find in your membership with this group another outlet for your own railroading interests. Talk to some of our members who are joint members like **Duane & Harriet Swank, Jim & Charlotte Pahrís, Paul & Beverly Haynes, James Gregg, Dan & Charlene McLeod, Bill & Myra Hensley**, only to name a few, and see what they have to say about our sister club. This small NRHS Chapter would like to have you for a member.

Remember to pay your dues for the coming year and to send them to our **Treasurer, Duane Swank**, with the

renewal period beginning this month and extending into the beginning of the new year. Renew early so you won't have to be reminded and we won't have to wait until the end of the re-enrollment period to once again count you as a member. Your dues go to the activities of the MEMRR only, primarily for improvements to the Club's HO layout, the production and distribution of the Club's outstanding newsletter, *The Signal Bridge*, and some correspondence to members including the Club website subscription fees. We have not raised the dues for many years and we have no plans to do so in the near future, so what you get for full annual membership dues of \$30.00 is about the price of 1 RTR HO piece of freight rolling stock! Quite a bargain any way you look at it. We welcome you back into the MEMRR for the coming year and look forward to working and playing with you as we steam into 2013.

I submitted a grant proposal to the Grant's Committee of **Trains Magazine** for support of our "Tales of the Rails" oral history program That is a joint project of the Carter RR Museum and the Carter Chapter NRHS that we feel is important to continue. The magazine gives \$10,000 in annual support to one group chosen by them from the grant proposals they receive for a preservation project. We are now in the pool of organizations seeking to be rewarded by winning their support through this grant. I am sure it is a very long shot and that the funding is usually awarded, as it was from the National NRHS this year, for the restoration/preservation of railroad structures, locomotives, rolling stock, etc., but who knows?, we may just get lucky and have their committee decide preserving oral histories of Appalachian region railroading has enough merit to compete with the more traditional preservation projects. We are in the game and I'll keep you informed when I hear from their selection committee.

November's meeting will see the Nominating Committee's submission of our slate of officers for the coming year with their elections to follow. I wish to thank our current officers

for their hard work and dedication to the MEMRR during their recent terms. Serving as an elected officer for the Club is a privilege and we have been blessed with a long line of excellent leadership from our officers since the founding of the Club in 1993 (We will celebrate our 20th birthday next year and we need to plan a party for ourselves). Please let each of them know your appreciation for what they do for us and consider volunteering to be an officer serving the Club yourself. As a club we have accomplished and promoted outstanding service events for the university and the community. The museum-quality exhibits that you continue to construct, maintain and operate as our working model railroad layouts are a major educational attraction and they keep more than 2000 public guests a year coming to our little railroad museum. That is a lot of work for such a small club and it continues to take a team, working together and sharing the load to get these noteworthy service tasks accomplished. Please do your part and when asked to serve please say "yes" and share the responsibility that is needed to keep us growing and moving forward. I wear many hats as your president, as the director of the Carter Railroad Museum and president of our sister Carter Chapter NRHS. I would never be able to do what is required of me in these roles, and work full-time as a Professor of Biological Sciences, without the outstanding help all of you provide to me, to the clubs you belong to, and to the university sponsored museum. Additionally, having exceptional people, as we do, serving continuously as club officers provides an important continuity that I can depend on that makes it possible for me to do all that you expect me to do. It is a pleasure and an honor to serve you, and to be able to work, learn and play with you in our joint hobby of model railroading. You, your talents, your dedication, your willingness to take on additional responsibilities for the club and the museum provides the necessary energy that has allowed us to achieve what we have already done and to be moving forward to even greater possibilities and pleasures in our hobby. **THANK YOU FOR WHAT YOU DO FOR US ALL!!**

November is **National Model Railroad Month** and it is also the **5th anniversary of the founding and dedication of the George L. Carter Railroad Museum on the ETSU campus.** The Railroad Museum is planning a big celebration to mark this historic event on Saturday, November 17th. The museum will be open its regular hours from 10 a.m. until 3 p.m., but the formal celebration will begin at 1:00 p.m. with **ETSU President Brian Noland** jointly presiding with me as the museum's director. Five hundred personal invitations have been mailed and each of you should have received yours. In addition, the public has been invited to attend as well. The ceremonies will include some brief speeches and special introductions by President Noland, the dedication naming of 3 of the museum's display rooms and library for individuals who have made outstanding contributions to the museum's growth, the unveiling of a Donor's Wall, the ceremonial running of the presidential "ETSU Express" train with its new coaches in the consist. Several local railroad

authors have been invited to attend and autograph their books and there will be light refreshments. Please plan to come and support the Carter Railroad Museum and our affiliation with it, and to become part of the celebration of an historic moment for the museum and the university that supports it.

Remember, too, that Friday, November 16th is **National Take a Toy Train to Work With You Day.** Use this national day to bring your interest in your hobby to your fellow co-workers and let them know you're a model railroader and the opportunities they have for membership in an outstanding local model railroad club in the MEMRR, its wonderful facilities, the support of a local hobby shop, the model railroading magazines and literature that are available, and the advantages of club membership. Club members are often specialists in the hobby, but their association through their membership with other hobby enthusiasts, opens the door to personal growth in the hobby by working and playing with talented, knowledgeable people willing to share their hobby skills and build new friendships. The university facilities we have to offer, more than 5,000 square feet of work and modeling space with 3 functional model railroad layouts on site in 3 different gauges, and a 4th under construction, a terrific railroading library with hardbound books, VHS/DVD materials, and many years of model railroad magazines available, are a model railroader's dream. We have a lot to offer for our members and you should be able to recruit new members with little effort other than your knowledge as a member and your enthusiasm for the club and the railroad museum we operate from.

We need to do some planning together for the Boy Scout Merit Badge events that we will be participating in come January 2013 so we can improve on the efforts we made toward helping counts meet the requirements for their railroading merit badge last year. **Jim Pahr** coordinates this event, but he will need our help. In particular, we need to put together some PowerPoint presentations to facilitate our volunteer instructor's presentations and the visual learning reinforcement of the Boy Scouts in their classes.

On December 18th we are celebrating the holidays with the Carter Railroad Museum's annual Christmas Party for the George L. Carter Chapter NRHS and the Mountain Empire Model Railroaders who work so hard to make the museum the educational venue it is for the surrounding community. The party will begin at 6:00 p.m. at the Tipton-Haynes State Historic Site on South Roan Street. **Jim Pahr** is the coordinator for the event and he will be providing the information you need to attend, eat with us and join in the gift-exchanging visit from Dirty Santa. As always, Jim and I could use some help in getting the event arranged and ready for the party that night. Some of you have already volunteered to help with the decorations and set-up. If you can lend a hand or have suggestions to improve the festivities, please let Jim know. Come join us and bring

your spouse, or significant other, and let's celebrate the ending of another good year for this MEMRR Club and the Carter Railroad Museum. Remember, this party is for us adults, no children please!!!

Winter is just around the corner and we have come a long way down the tracks over the past 11 months. Let's keep the firebox hot and the steam pressure high as we look to end the year and roll into the next one. Get a friend or two, or several, to come to our club meetings with the thought of recruiting them to Club membership. We need to continue

to grow and we need you to first renew your own personal membership and then to get a friend interested in coming to some MEMRR Club meetings with you and to the Carter Railroad Museum. We have a lot to offer for anyone interested in railroading at any level and you are the person we need to make it happen. 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

Mountain Empire Model Railroaders Meeting Minutes October 16, 2012

Vice-President John Carter, in the absence of President Alsop who was away on business, called the meeting to order at 6:39 P.M. in room 312 Brown Hall, ETSU, with 9 members present.

Vice-President Carter called on Hobie Hyder, Secretary for the reading of the Secretary's report from the September meeting. Secretary Hyder noted before the passing of the report that there were two corrections to the minutes that needed to be fixed. Both concerned the spelling of Allan Morton's name. A corrected copy has been sent to President Alsop. After the corrections to Allan's name, a motion to except the corrected minutes as published in The Signal Bridge was made by Hobie Hyder with Harriet Swank seconding the motion. The minutes were approved by a unanimous vote by the membership.

In the absence of Ted Bleck-Doran, Newsletter Editor, there was no Newsletter report.

Treasurer, Duane Swank, reported the club's checking account balance as of September.

In the absence of Bob Jones, WebMaster, there was no WebMaster's report.

Vice-President John Carter reported to the membership that due to the absence of Paul Haynes due to illness that he would show a video entitled 'Great American Layouts' for the program.

- The November program will be a 'how to' clinic by winners of the modeling contest.
- There will be no program in December due to the Christmas party.
- Vice-President Carter also stated that there may not be enough time for a January program since we will be planning the 2013 Calendar of Events.

In the absence of President Alsop, Vice-President Carter thanked everyone on behalf of President Alsop for their help in hosting The President's Classroom on September 18th. He stated that ETSU President Brian Noland was appreciative for hosting him and his 'students'. Great job all!

Under 'Old Business', Duane Swank, Treasurer, reported that The Carter Chapter NRHS & The Carter Railroad Museum's rail excursion trip to Bryson City, NC to ride the Smoky Mountain Railway is scheduled for Saturday, October 20th. To date 102 of the 110 seats have been sold.

In other 'Old Business', Bill Hensley questioned the passage of the changes to the bi-laws. He asked when and how they were adopted. Bill stated that he had a relative that was a student at ETSU that he wanted to pay the dues for them to become a student member but there was no price given for student memberships in the bi-laws? Vice-President Carter said he would contact President Alsop concerning this issue and the Officers could discuss it at the next Coordinator's meeting and report back to the membership at the November meeting.

Concluding 'Old Business', Vice-President Carter asked if a decision had been made on Allan Morton's motion in June to put hobby shop links on the club's website. It was thought that Geoff Stunkard was supposed to report back to the membership concerning any legality on this issue, however, in both the absence of Geoff and Allan this matter was deferred until the November meeting.

'New Business', the next 'Railroad Heritage Day--will be October 27th and will be "100 Years of Heritage...The Fabulous Clinchfield Railroad". Vice-President Carter asked members who wish to display their Clinchfield memorabilia to bring their items to the museum on the Thursday before October 27th.

Vice-President Carter gave a brief update on the Coordinator's meeting. For a detailed report, please refer to the November issue of 'The Signal Bridge'.

Duane Swank informed the membership that the December Christmas Holiday Party will be Tuesday, December 18th at 6:00 P.M. at Tipton-Haynes State Historical Site. The meats will again be turkey breast and pulled pork. The club will furnish the meats and drinks and the cost will be split 75/25 between the Carter Chapter NHRS and the Mountain Empire Model Railroaders with Mountain Empire group paying 75% and the Carter Chapter 25%. It was suggested that a motion be made concerning the expenditures by the membership. Duane Swank then made such a motion with Dan McLeod the second. The motion was approved by a unanimous vote by the membership.

In other 'New Business', November is Officer Election month. Vice-President Carter reported that President Alsop suggested a committee of three be selected to form a Nomination Committee. Upon a motion by Chris Ilderton and a second by Harriet Swank the membership passed by unanimous vote the appointment of Paul Haynes, Allan Morton and Gary Emmert to serve as the Nomination Committee.

President Alsop asked via Vice-President Carter if the club wanted to build another N-scale layout to be raffled off at the December Christmas Party? Harriet Swank asked if it might not be a little late to build a layout at this point. Duane suggested that we had a G-Scale set still in the box that we could give away if the club didn't want to build another N-scale layout. Bill Hensley stated that Bob Barrett had some things to be given away along with the N or G scale layout and that he thought Jim Pahriss has already ordered them. Upon a motion by Chris Ilderton, and a second by Harriet Swank, the membership voted to not build an N-scale layout this year due to time constraints but rather give away the G-Scale set and other items being acquired by Jim Pahriss.

Duane Swank also discussed the need of having one person to accept donations, or whoever fills out the paper work for donations, to tape a copy of the completed donation sheet on the box of donated items. Duane feels this will help clarify what has been donated to the club and what has been donated to the museum.

This discussion was referred to the Coordinators. Discussion then ensued concerning the completion of the last foot of the six foot module for the clinic. A motion was made by Duane Swank to leave the module 'as is' except for the last foot, unless the last foot hasn't been

completed. If the last foot hasn't been completed, then it is to be completed. Dan McLeod made the second with the motion passing by unanimous vote of the membership. November will mark the 5th Anniversary of the Carter

Museum. Members are asked to please help clean up the museum and their modules in preparation of this very exciting event. For more information about the Anniversary please refer to the club's web page and 'The Signal Bridge'.

Dan McLeod offered up the suggestion of enhancing this special event by displaying photos showing the progress of The Carter Museum over the course of the last five years. This idea will be turned over to President Alsop.

The last piece of New Business was brought up by Bill Hensley. Bill asked the membership to consider running smaller trains for the Anniversary on November 17th. He stated his reason behind this idea was to allow more members the opportunity to run trains. He also stated that by running shorter trains, there may not be as many problems with derailments and shorts that usually happen when longer trains are run and on that day, having things go as smoothly as possible would be a major plus. After a brief discussion by the membership Vice-President Carter asked Bill to clarify his idea. Larry Jackson then made the motion that the club limit the length of all trains excluding the President's Train on November 17th to 10 units including engines and cabs. Bill Hensley seconded the motion. The membership passed this motion by unanimous vote.

The next Coordinators Meeting will be Thursday, November 15th.

Volunteers for Saturdays' Operating Sessions were then asked for by Vice-Present Carter.

A DVD entitled 'Great American Layouts' was shown by John.

Meeting was adjourned at approximately 9:05 P.M.

Next meeting will be Tuesday, September 20th at 6:30 P.M. in room 312 at Brown Hall, ETSU.

*Respectively submitted,
Hobie Hyder, Secretary MEMRR*

Mountain Empire Model Railroaders Coordinator's Meeting

October 11, 2012

Ted Bleck-Doran - Newsletter: The October newsletter is out. The Pierse Family would like a plaque to commemorate

their grandfather who was a long time mechanic with the ET&WNC and saved the heralds mounted on the wall in the Tweetsie room. Ted is looking for material to put in the newsletter for next month. Please make sure this is sent to him as early as possible.

Jesse Kittle - G-Scale: Continues to get in touch with Bachman for the repairs of the steam engine but has not received a response.

Jesse Kittle - N-Scale: No changes with N scale. Will continue with track work. They are completing a saw mill with a stub track to go along with it.

Duane Swank - Sales: Running low on large children's hats but is holding off purchasing more at this time.

Bill Hensley - Electrical: He is 2/3 toward the completion of the 110 electrical wiring on the modules. Upon completion the switch will be ready for use in place of the cord.

Jim Hoit - Rolling Stock: Several donations last month. Received 43 pieces (selling 11 and keeping 31) we have also added 22 pieces giving us a total of 92 pieces in stock.

An additional 15 was donated but has yet to be placed in the system. We also have a total of 69 buildings. Jim and Ted have been figuring knuckles for passenger cars. We have 4 E8'S (2 powered and 2 dummies) and we need to make a decision on what needs to be done with them. DCC or Static use on the 4 engines.

Geoff Strunkard - Display: Heritage Days coming up. Looking for Clinchfield material for the last weekend in October. Nov is articulated Steam Dec is N & W. Some rack materials have been sent to Fred for approval looking for best pricing based on quantity purchased.

John Carter, Module Coordinator: Continuing to work on yard on the south end. Almost ready for the south end of the yard to be laid and up to within the north end throat area.

Todd, Jim, Gary and Hobe did not attend the meeting.

Fifth Anniversary Celebration Set MEMRR And Geo. L. Carter RR Museum

Fellow MEMRR Members:

This is a very special week for the Carter Railroad Museum and the MEMRR and Saturday, November 17th is a most important day in the history of the Railroad Museum. As you are aware (you should have gotten a personal invitation in the mail) the Carter RR Museum is marking its 5th Anniversary as an ETSU railroad museum on the 17th. We have personally invited via written invitation 500 people to attend this event. Additionally, ETSU University Relations has released a press release to all local media regarding the event and inviting the public to attend. We need to have as many of you there during our regularly scheduled operating hours (10 a.m. – 3 p.m.) as possible to operate the layouts, great our guests and give little personal tours of the museum. BUT, BEFORE ANYONE ARRIVES THIS HAS TO BE CLEAN-UP WEEK. Please take the time to come in this week and help straighten up, clean up the place. Make sure the layouts are clean and dust-free. Pick up the clutter laying around on the layouts and under them. Pick up all

trash, clutter, empty boxes, building materials, etc., anywhere you find them and get them stored or tossed. We have company coming, important company as it includes our special guests from the President of the University to the invited public and we need to put our best face on. I need your help to make us look as good as possible. Your hobby talents will speak volumes for themselves in the layouts and our exhibits, but we need to have their surroundings looking a good as possible as well so dirt, dust, litter and other junk does not distract from your outstanding model railroading work. I am sure I can count on you to come to the museum this week, you don't have to wait until Thursday night, and help us do our overdue "Spring Cleaning".

Thank you in advance and please plan to bring a train to run (limited by special vote of the club to 10 units in the consist) and wear your club shirts on Saturday and enjoy the moment as an active participant in an historic benchmark for the museum and the MEMRR.

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

RAILFANNING IN NORTH CAROLINA New Hope Valley Railway From Wikipedia, the free encyclopedia

The **New Hope Valley Railway** is a heritage railroad in Bonsal, North Carolina operated by the North Carolina Railway Museum, Inc., an all-volunteer, nonprofit, and tax exempt educational and historical organization.

The railroad consists of 6 miles of track between the communities of Bonsal, North Carolina and New Hill, North Carolina.

Excursion trains

The railroad operates passenger excursion trains on the first Sunday of each month from May to November and both Saturday and Sunday during the first two weekends in December. Special trains are operated for Halloween on the evening of the last Saturday in October and another

special Santa Train during the Christmas season. They have many other themed train excursions throughout the year.

Operate-a-Loco

The New Hope Valley Railway has many different special activities that people can participate in. One of them is their Operate-a-Loco program. On select Saturdays and Sundays, anybody who wishes to (must be over age 18 and have a valid driver's license) may come and drive one of their diesel or steam locomotives. You are guided along their 6 miles of track under the supervision of one of their trained engineers. All equipment and other items are provided by the railway.

Organization

The railroad is operated by an all-volunteer crew, and it is a member of the Association of Railway Museums and the East Carolina Chapter of the National Railway Historical Society (NRHS).

Collection

The North Carolina Railway Museum also displays a collection of historic railroad equipment used in North Carolina at the railroad's Bonsal terminal. This is a primarily outdoor exhibit, and is open to the public from 9:00 a.m. to 5:00 p.m. on weekends only throughout the year.

Locomotives

- 5 General Electric diesel locomotives, obtained from the United States Navy and United States Marine Corps
- 1 Whitcomb diesel locomotive
- 1 Baldwin-Lima-Hamilton diesel locomotive
- 1 0-4-OST steam locomotive built by Vulcan Iron Works in 1941 for New York Shipbuilding of Camden, New Jersey, and is in operation on most excursion trains.

Rolling stock

- Seaboard Air Line Railroad #5228: Wooden Caboose
- Aberdeen and Rockfish Railroad #308: Wooden Caboose
- Norfolk Southern Railroad #335: Wooden Caboose built in 1913 for the original NS. (Last surviving Norfolk Southern wooden caboose)
- Norfolk Southern Railroad #711 Crane boom tender and camp car
- Southern Railway Combine baggage car and Railway Post Office #188
- Atlantic Coast Line Railroad Baggage Car #1665 (not currently on public display)
- US Marine Corps flatcars converted to open excursion cars for passengers (3)
- US Marine Corps flatcars (2)
- Chesapeake & Ohio Railroad cushion-underframe boxcar (not currently on public display)
- US Army Transportation Corps Tool Car #87109 (houses museum gift shop and exhibits)
- Swifts Premium Refrigerator car (Reefer)

- Southern Railway boxcars (2)
- Pullman Company passenger sleeper *Calley* (not currently on public display)
- Norfolk Southern Railroad #910 camp car (not currently on public display)
- Boston & Maine Railroad RDC1 self-propelled passenger car (on loan to the Tennessee Valley Railroad Museum in Tennessee)
- Boston & Maine Railroad RDC9 trailer passenger car (on lease to the Red Springs & Northern Foundation in Parkton, North Carolina)
- Various other examples of railroad and construction equipment

History

The railroad line operated as the New Hope Valley Railway was originally constructed as the **Durham & South Carolina Railroad** (D&SC) in 1905-1906 to tap the timber resources of the valley of New Hope Creek, and served the communities of Bonsal, North Carolina where it had a junction with the Seaboard Air Line Railroad (now part of CSX), Beaver Creek, North Carolina, Seaforth, North Carolina, Farrington, North Carolina, Blands, North Carolina, Penny, North Carolina, and Durham, North Carolina.

The line was extended south between 1911 and 1913 from Bonsal, North Carolina to Duncan, North Carolina where it joined the Norfolk Southern Railroad. The D&SC line was leased by the Norfolk Southern Railroad in 1917 to provide the larger railroad with access to the City of Durham, North Carolina. In 1925 a spur was built at Durham, North Carolina to serve the new plant of the American Tobacco Company in that city. The line was rebuilt on a new alignment in the 1970s by the US Army Corps of Engineers when the B. Everett Jordan Dam was constructed, impounding the valley of New Hope Creek to form Jordan Lake. The line eventually became (briefly) part of the Southern Railway, and a 6-mile section was sold to the East Carolina Chapter, NRHS in 1983. This organization was subsequently renamed the North Carolina Railway Museum, Inc. early in 2008.

The northern portion of the original railroad, from the community of New Hill, North Carolina north to Durham, North Carolina has been converted into the American Tobacco Trail. To the south, the railroad is part of the Shearon Harris nuclear power plant and its surrounding land.

History of the New Hope Valley

The New Hope Valley Railroad (NHV) was organized in 1904 by W. Roscoe Bonsal, Samuel O. Bauersfeld, and Henry A. London. Bonsal and Bauersfeld were originally from Baltimore, but came south to Hamlet, NC in 1895 as civil engineers to work on the railroads then building across the South. London was from Pittsboro, NC, and among many

other achievements in his life, owned or controlled the timber rights in the New Hope River Valley. Bonsal had been very successful in the railroad business, and by 1898, was a vice president of the Seaboard System with an almost exclusive contract to supply ties for the expansion of that railroad.

The original charter of the New Hope Valley Railroad authorized the owners to build a railroad from a point said to be near New Hill, NC on the Raleigh & Augusta Air Line Railroad (later named the Seaboard Airline Railroad and merged into the CSX Corporation of today). This place was later named Bonsal, NC in honor of the first president of the company. The northern end of the railroad was set in the charter as a point in Orange County near Chapel Hill, NC. This was probably the village of West End, now the town of Carrboro, NC where a market dealing in railroad ties had already existed for some years. Seven strips of one-hundred foot wide right-of-way were purchased in Chatham County for the railroad, but no track was ever laid by the NHV.



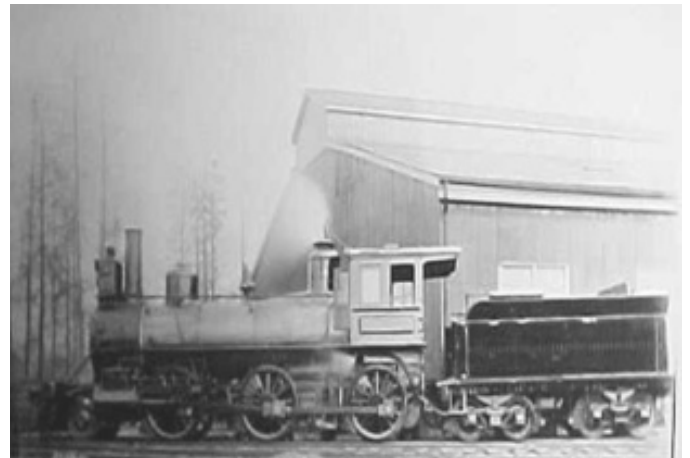
On 20 January 1905 the partners chartered another company, called the Durham & South Carolina Railroad (D&SC), to build a railroad from Durham, NC at a place called Keene (now the junction of Fayetteville and Riddle Roads in south Durham) to an unnamed point in South Carolina. They then sold the NHVRR to the new company on 7 April 1905, and began grading the right-of-way and laying track. The D&SC completed the thirty-one miles of railroad from Bonsal to Durham on 15 October 1906. To the right is a picture of some remaining original rail.

The original purpose of the Durham & South Carolina Railroad was to tap the timber resources of the New Hope River Valley, primarily for the manufacture of railroad ties. There was a sawmill at Farrington (just east of the present Farrington Village in Chatham County) where the timber was cut to rough length for shipment, and a planar mill at Bonsal where the ties received their final shaping. Other communities along the railroad (like Beaver Creek, Seaforth, Penny, and Blands) loaded some lumber

as well, but also produced cotton, corn, beans, and tobacco for shipment.

The line was extended to the south by ten miles from Bonsal to Duncan, NC in 1911, to a connection with the original Norfolk Southern Railroad (NS). This included the now abandoned communities of Burt and Rogers Store (along Cass Holt Road just north of the Harnett County line) as stations along the railroad.

Then in 1920 the D&SC was leased to the NS for a term of ninety-nine years. Under the NS, the so called American Tobacco Spur was built in 1924 from Keene Yard directly into the American Tobacco Company plant in Durham. This business became the biggest profit center on the entire NS for a time, with revenues realized from just that short spur of track being enough to pay the operating expenses of the entire 978 mile railroad!



The D&SC was originally operated with two Mogul type (2-6-0) steam locomotives on lease from Southern Iron & Equipment Company in Atlanta, GA. These were replaced with two Ten-wheeler type (4-6-0) locomotives in 1907 (Number 100; later NS 137) and 1912 (Number 101; later NS 138), both purchased new from the Baldwin Locomotive Company. Other company equipment consisted of a passenger coach, a passenger combine (half passenger, half baggage), a number of track speeder motor cars, and seven boxcars. None of this equipment has survived to the present day. The D&SC never owned a caboose, but used their combine passenger car for this purpose instead.

Operations from 1906 to 1931 consisted of a mixed train (both freight and passenger) each way on a daily schedule. The two passenger cars, and anyone in them, were shunted between Keene and downtown Durham at the beginning and end of each run, but the D&SC maintained its own passenger shelter (station) just a quarter mile short of Durham Union Depot. One can guess this was a cost saving move to avoid the station charges using the larger depot would incur, but it still meant a quarter mile walk for passengers. After 1931, when passenger service was abandoned completely, the line

continued as a freight-only operation with the schedule further reduced to one train each day, alternating northbound and southbound on alternate days, after the hurricane of 1945.



A disastrous flood caused by the hurricane of 1945 indicated the need for a major flood control project in the area, and plans were submitted on 15 October 1969 by the US Army Corps of Engineers to construct what was then to be called the New Hope Dam at the junction of the New Hope and Haw Rivers. This project was renamed on 26 October 1973 in honor of B. Everett Jordan, member of the State Legislature. Construction of the dam was completed on 1 September 1981, and Jordan Lake filled to capacity by 4 February 1982. The Jordan Lake Flood Control Project also meant the end of the towns and communities of Beaver Creek, Seaforth, and Farrington. The people living in those areas were relocated, the buildings burned to the foundations to remove the possibility of them becoming a navigation hazard and the locations are now under water in Jordan Lake.

The line used by the New Hope Valley Railway (NHVRy) today is a relocated line completed by the US Army Corps of Engineers on 14 March 1974 to replace the original line inundated by the construction of the Jordan Lake Flood Control Project. It was last used for revenue service by the Southern Railway in 1981 (The original Norfolk Southern Railroad was reorganized in 1953 into the Norfolk Southern Railway, and merged into the Southern Railway System on 1 January 1974). Some of the last major revenue trains moved on the line brought in much of the heavy equipment and supplies to build the Shearon Harris Nuclear Plant, located between Bonsal and Duncan. This reactor came online on 12 January 1987.

The New Hope Valley Railway of today was begun on 15 January 1982 when the East Carolina Chapter, National Railway Historical Society purchased the tracks and right-of-way in Bonsal and New Hill from the Southern Railway. This consists of Bonsal Yard, the line currently operated from Bonsal to New Hill, and a small portion of the original 1906 trackage along Beaver Creek Road in Chatham County just north of Bonsal. This old line can be seen to the left side of the train as it passes Bonsal Junction just after leaving the Bonsal Depot. The first public ride operations were held in April of 1984, and it has been operated as a living railroad museum ever since.

North of New Hill, the track has been removed from remnants of the new line constructed by the Army Corps of Engineers in 1974, and the right-of-way has been converted into a hiking facility called the American Tobacco Trail. The buildings of the American Tobacco Company itself in Durham have been renovated into modern office space.



17	Builder: Vulcan Iron Works	Type: 0-4-0T Steam Locomotive
	Built: April 1941	Builder's Number: 4309

Notes: This Steam locomotive carries its fuel and water supplies on board, not in a separate tender. Most of this type of locomotive were used in industrial or railroad switching service due to their small size. See www.engine17.org for more info on # 17.



71	Builder: General Electric	Type: 80 Ton diesel
	Built: March 1945	Builder's Number: 27994

1686	Builder: General Electric	Type: 80 Ton diesel
	Built: March 1953	Builder's Number: 31818

Notes: Typical of the Diesel-Electric locomotives sold to small railroads and industries across North America. This GE 80 tonner is an example of a very successful locomotive family. Never a candidate for most beautiful locomotive, nor the fastest, these GE center-cabs were popular due to their rugged construction and pure utilitarian design.

Notes: Except for having been built eight years apart, 1686 is virtually identical to locomotive 71. The longevity and success of this locomotive design owes to the fact that it was both practical and flexible.



399	Builder: General Electric	Type: 65 Ton diesel
	Built: March 1943	Builder's Number:

67	Builder: General Electric	Type: 45 Ton diesel
	Built: 1941	Builder's Number: 15260

Notes: This 65 ton GE centercab was acquired from DoD surplus. U.S. Navy # 65-00399 Theodore, AL - Naval Ammunition Magazine U.S. Marine Corps # 289330 - Camp LeJeune, NC

Notes: A smaller GE center-cab design, this no-frills locomotive was common to industries and short line railroads for motive power and switching duty. This locomotive has only one traction motor per truck and uses side rods to transfer power to the other axle.



70	Builder: Whitcomb	Type: 45 Ton diesel
	Built: April 1941	Builder's Number: 60298

Notes: This locomotive is similar in appearance to the GE center-cabs with some design elements common to industrial locomotives of its era. This locomotive has only one traction motor per truck and uses side rods to transfer power to the other axle.



75	Builder: Baldwin-Lima-Hamilton	Type: 80 Ton diesel
	Built: April 1947	Builder's Number: 60739

Notes: A Whitcomb design, this engine was built by the resulting merger of the Baldwin Locomotive Works and the Lima and Hamilton Crane companies. This engine operated at New York Shipbuilding in Camden, NJ possibly at the same time as our steam locomotive 17.



10	Builder: General Electric	Type: 25 Ton diesel
	Built: April 1950	Builder's Number: 30590

Notes: This GE end-cab is an example of a very small, no-frills locomotive design used by many industrial and short line railroads. The smallest of the NHVRy locomotives, it has only one powered axle (traction motor), and uses a chain-drive to transmit power to the other axle.



100 & 101 Covered open-air excursion passenger cars



200	Builder: Magor Car Co.	Type: 12 wheel 100 ton cap. flat car
	Built: April 1953	Builder's Number: 38064

Notes: The New Hope Valley Railway acquired three DoDX 12 wheel flat cars from Camp Lejeune in the 1990s. In 2006 one of these flat cars was transformed into our newest open-air excursion car. See more on what it takes to transform one of these cars [here](#).



201	Builder: Magor Car Co.	Type: 12 wheel 100 ton cap. flat car
	Built: April 1953	Builder's Number:
Notes: An updated and improved design.		



8707	Builder: Pullman	Type: Troop Transport
	Built:	Builder's Number:
Notes: This car currently serves as our gift shop and displays a collection of railroad memorabilia and artifacts.		



188	Builder: Bethlehem Steel	Type: Railway Post Office & Baggage car
	Built: 1922	Builder's Number:

Notes: This heavyweight dutifully served the Southern Railway system for many years. It was donated to the East Carolina Chapter NRHS by Southern in the '70s. The RPO portion has been painstakingly restored and the car is open as an exhibit during operating days to the public.



15917 Swifts Premium - Swift Refrigerator Line



500189 Southern Railroad Boxcar



9385 Tank car 10,000gal



335 Norfolk Southern wood sided Caboose



5228 Seaboard Caboose



308 Aberdeen & Rockfish Caboose



Norfolk Southern Adds New Heritage Unit #6920 Wears New Paint Honoring Veterans



Boldly-painted Norfolk Southern locomotive honors military veterans everywhere

ALTOONA, PA. and NORFOLK, VA. - Norfolk Southern is placing a one-of-a-kind "Veterans Locomotive" into freight service on its system to honor people who have served in the military and reserves, especially those employed by the railroad.

No. 6920 is an SD60E model that will operate primarily in general freight service. Its red, white, and blue paint scheme, and yellow ribbon with the message "Honoring our Veterans," was selected by a group of 18 NS employees representing all branches of the armed forces.

"At Norfolk Southern, we are very grateful for the service of our railroaders, their families, and all veterans," said NS CEO Wick Moorman. "The Veterans Locomotive is a rolling reminder of their contributions and sacrifice in the name of freedom."

Some 450 NS employees, active military representatives, civic leaders, news media, and other guests of the railroad will attend two invitation-only unveilings of the Veterans Locomotive.

The first unveiling, at Norfolk Southern's shops in Altoona, Pa., where the unit was built and painted, is Thursday, Nov. 8. NS General Foreman Tim Strickenberger, a former U.S. Air Force staff sergeant who served as an F-16 aircraft mechanic during U.S. operations in the Middle East, and Trainmaster Calvin Law, a 26-year U.S. Navy veteran who served as a lieutenant commander during Operations Iraqi Freedom and Enduring Freedom, will speak about their military and railroad experiences. Keynote speaker will be Col. Grey Berrier II, deputy commander, 2nd Infantry Brigade Combat Team, 28th Infantry Division, Pennsylvania Army National Guard.

The second unveiling, at NS' Lamberts Point coal transload facility in the railroad's headquarters city of Norfolk, Va., is Monday, Nov.

12, which is the morning after Veterans Day. Chris Carter, NS conductor and chief warrant officer 2, Virginia Army National Guard, will address the guests about his military and railroad experience, and CEO Moorman will highlight NS' desire to attract even more veterans into railroad careers. Keynote speaker will be Col. William J. Davis, U.S. Marine Corps (retired), director of the MacArthur Memorial and executive director of the General Douglas MacArthur Foundation.

Painting the Veterans Locomotive involved 26 NS employees, two of whom are veterans, using 66 gallons of primer and paint over a 112-hour period. To the extent possible, No. 6920 has been kept under wraps while the work has progressed.

With its non-traditional paint scheme, the locomotive joins NS' Heritage Fleet of 20 locomotives that were painted in the schemes of key predecessor railroad companies earlier this year in observance of NS' 30th anniversary.

Photos of No. 6920 will be posted on NS' web site and the Facebook, Twitter, Flickr, and YouTube social media sites after the Nov. 8 unveiling.

Over the past six years, Norfolk Southern has hired some 1,300 veterans, and today 14 percent of the total NS workforce – more than 4,200 employees – are veterans and members of the National Guard and Reserves. More information about working at Norfolk Southern can be found at NorfolkSouthern-veterans.jobs. Norfolk Southern Corporation (NYSE: NSC) is one of the nation's premier transportation companies. Its Norfolk Southern Railway subsidiary operates approximately 20,000 route miles in 22 states and the District of Columbia, serves every major container port in the eastern United States, and provides efficient connections to other rail carriers. Norfolk Southern operates the most extensive intermodal network in the East and is a major transporter of coal and industrial products.

Railfanning in Tennessee
The Little River Railroad Museum



In 1983 the original Walland Depot building was moved to the site, and now contains the primary collection of

photographs, papers, tools and other smaller artifacts. This building was renovated in 1995-96, and new exhibits were created to tell the Little River story. Alongside the depot platform, museum volunteers have constructed a replica of the Elkmont Post Office which houses our Gift Shop.



Elkmont Post Office



Wayland Depot



Setoff House



Shay @2147



Water Tower



Frick Log Loader

The larger artifacts, including Shay 2147, a vintage caboose (L&N Class NE "Little Woody"), two vintage

flatcars, a portable Frick steam engine, one of the original "setoff" houses (used for logging families in the mountains), a wooden water tank that was used in Walland and a log loader are displayed on the grounds.

**History of the Museum
In the Beginning...**

Our story begins with James Abbott of Sevierville, Tennessee, a contract boilerman for the Bear Creek Junction Railroad in Robbinsville, North Carolina. Bear Creek planned to sell Shay 2147 for scrap, to raise funds for restoring Graham County Railroad Shay 1925 (since restored by the North Carolina Transportation Museum at the old Spencer Shops).



Loader and Crew

Abbott informed his friend George Morrison of Maryville, who at that time was operating a narrow gauge Shay (#7 from Ritter Lumber Company in Kentucky) on his own property. Morrison in turn contacted his friend Don Storie, also of Maryville. Together these men determined to save 2147 from the scrapper's torch.

Their efforts eventually resulted in an appeal to the Townsend Chamber of Commerce. Shay 2147 had particular historical significance to Townsend, as the last existing Shay to have run at the Little River Lumber Company. The Chamber authorized Storie to negotiate the purchase. Storie and Bob Hammond of Townsend organized a local group which managed, with corporate donations of materials, equipment and labor, to effect the cost-free shipment of 2147 over 200 miles from Robbinsville. Vulcan Materials company provided one of the lowboy tractor trailer rigs.

The locomotive was rolled onto its temporary track in Townsend at 8:45 pm on Sunday, November 28, 1982. The crew had worked for four hours in driving wind and rain to construct an unloading ramp. Transporting the oversized load on Thanksgiving weekend had required special permission from the states of North Carolina and Tennessee.

Making it official...

The Chamber members and moving crew were greatly moved by the crowd of residents who met and waited through the rain for 2147 to roll home. In the final days before the move, Don Storie had been contacted by Charles

Everett, owner of the old Walland Depot building, who wanted to donate the building, to be located with Shay 2147.



Loading a Large Log

The Chamber and other interested persons had begun to explore the idea of a non-profit corporation to retire the capital costs concerned with the acquisition, and together with the unexpected gift of the depot, the spontaneous idea arose to create a local cultural heritage museum.

A meeting was held on November 30, 1982 at Blount National Bank in Townsend, and the not-for-profit Little River Railroad and Lumber Company, Inc. was organized. A Board of Directors and officers were elected. A charter was submitted and approved by the state of Tennessee, and the museum was in business.

A continuing effort...



Clyde Skidder

The new museum later acquired the present property site, to which the Shay and the Depot were moved. A foundation had been built for the depot, a platform and steps were built, and new wiring was installed. The Shay was given a new coat of paint, and track was laid. New restrooms were

built at the rear of the property, and lighting was installed for the grounds. An entrance from highway 321 was provided. A vintage L&N wooden caboose was donated and moved to the site from the Boy Scout camp at Norris Dam. Over the years, many gracious people have brought or sent memorabilia, tools, photos, papers and equipment to the museum. The collection has become extensive, and continues to grow. With a grant from the Tennessee Humanities Council in 1995, the depot building was further renovated with air conditioning, lighting and new paint. With help from the University of Tennessee and Middle Tennessee State University, all new exhibits were designed and installed in the depot, utilizing the collection of artifacts and photographs to tell the Little River story.



Shay #9 with Log Train

Since all the depot interior was required for the new exhibits, a separate gift shop was built adjoining, designed as a replica of the Elkmont Post Office. Later, an original setoff house (used by logging families in the camps) was donated and moved to the site, and two vintage flatcars were moved from the Alcoa plant by the Cherokee Millwright company.

In the year 2000, a TEA-21 grant application was submitted for funds to rework the exterior exhibits, and restore several of our major pieces of equipment. (See Museum Projects for a summary, and the Site Plan to see the new design). Funding of the grant is expected in 2001.

The museum is entirely dependent on contributions from members and benefactors, and sales from our gift shop to fund its operation, while occasional grants provide for capital improvements. Every year, hundreds of school children learn about their heritage through special tours, and we have visitors drop in from all over the country

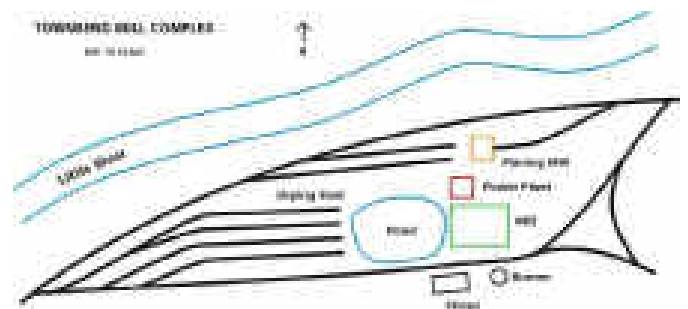
We continue to solicit contributions of artifacts and photographs. Original photographic prints may be donated, but we can also copy the originals and return them to their owners. We know many families may still have items that should be saved and shared with future generations, and

as the museum grows, people will appreciate that the museum provides a worthy repository for these treasures from the past.



#48 with an Excursion

The Townsend Mill



Mill Operations

Construction began in 1901 on the first sawmill, which began operations in 1903. The mainline ran basically east/west along the river, and the mill complex lay just south. The mill complex consisted of the sawmill building, a steam power plant and a planing mill to produce finished lumber.

The railroad shops were located along the south through track, along with a wye for turning locomotives. This track also ran along the pond, where log trains dumped their loads down an embankment to the water. Storing logs in the pond kept them from drying out and checking (splitting) before they were milled.

Finished lumber was transported on elevated tramways to the drying stacks, north and west of the mill. Later, the cured lumber was loaded in boxcars and shipped to the connection with the Knoxville and Augusta (Southern Railway) in Walland, 8 miles to the west.



Walland and the Tannery

It was at Walland, where the Little River finally broke out of the mountains, that the Little River Railroad began, in more ways than one. It was here in 1900 that John W. Fisher decided to build a tannery, and it was he who convinced W. B. Townsend and his Pennsylvania associates to come to the Smokies. Fisher needed tanbark, and Townsend needed timber, as the Pennsylvania holdings were logged out.



The Knoxville and Augusta Railway had built from Knoxville south to Maryville, but was disinclined to build east to Fisher's new site at Walland. Fisher and his backers built the branchline themselves, and later sold it to the K&A (which subsequently went to the Southern Railway).



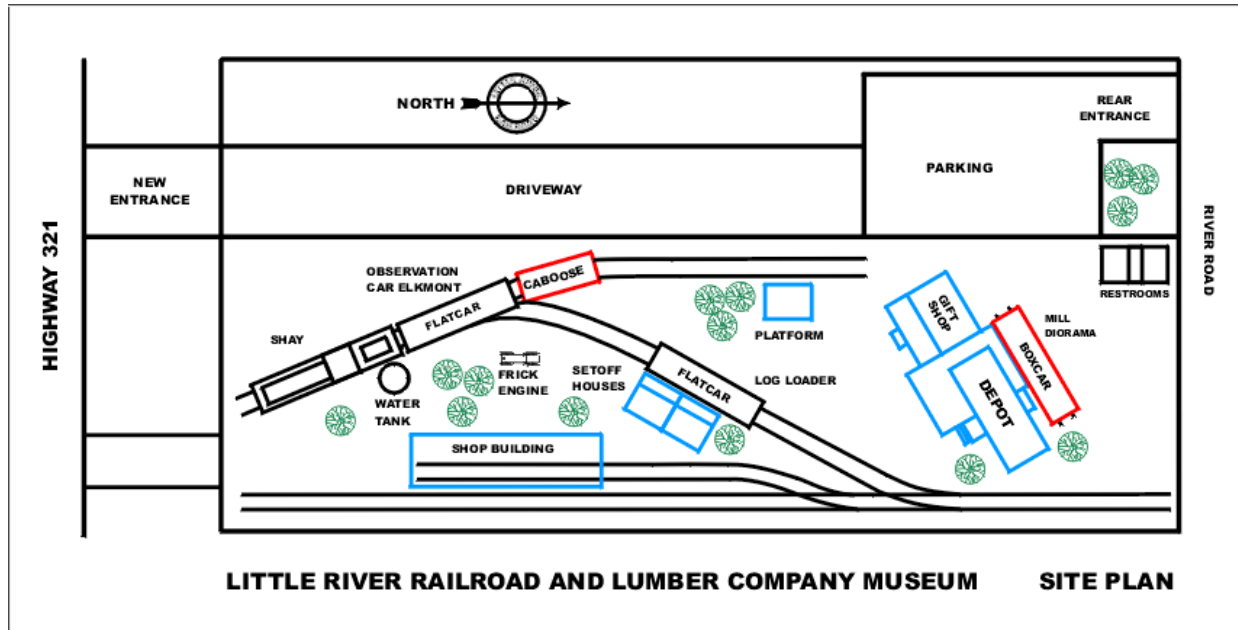
Walland thus became the terminus of the Little River Railroad, which proceeded 8 miles to Townsend, and another 3 miles to the Forks. This, technically, was the full extent of the Little River Railroad, which as a common carrier had the right of eminent domain, and responsibility to the ICC. Beyond the Forks, the rails were property of the Little River Lumber Company, and known as the East Prong Railroad for the 15 miles to Elkmont.



The tannery was completed in June, 1902, operating until 1931 when it burned down, and consuming as many as 250 carloads of tanbark a year. The tannery was built across the river, and a covered bridge was built to cross it. A depot was constructed in the crotch of the spur, was has survived and has been moved to Townsend to house the Little River Railroad and Lumber Company museum.



Museum Site Plan



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