



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
AUGUST 2013 - MEMBERS EDITION

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LOCATION

ETSU Campus
George L. Carter
Railroad Museum

HOURS

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

HERITAGE LOCOMOTIVE

Norfolk Southern's #1069 "Virginian" Visits
Natural Tunnel





#1069 "Virginian" was joined by NS #9256 "Operation Life Saver" for a Rail Day at Natural Tunnel State Park. Dave Doughty and his wife, Hobie Hyder, Paul Haynes, Ted and Mary Bleck-Doran were there to snap some pics



MOUNTAIN EMPIRE MODEL RAILROADERS

MEETING MINUTES

July 16, 2013

Due to President Alsop being out of the country on a birding trip to Argentina, Vice-President John Carter called the meeting to order at 6:35 P.M. in room 312 Brown Hall, ETSU, with 17 members present.

Vice-President Carter called for the reading of the Secretary's reports from May and June. A motion was made by Hobie Hyder, Secretary to except both reports as published. Dave Doughty, seconded the motion. Motion carried

Ted Bleck-Doran, Newsletter Editor, reported to the membership that his computer problems were over and that his new computer was up and working fine. Ted reported that this month's newsletter was 24 pages long.

Duane Swank, Treasurer, reported the club's account balances and said that all our finances were in good standing. Currently, we have 111 members.

Bob Jones, Web Master, said he sent everyone a small e-mail Friday and Saturday detailing all the updates to the club's website. Bob has been out of town but said everything was current.

There was no Vice-President's report. A recommendation was made to have someone who worked for the ET&WNC do a program for the membership. Vice-President Carter said he had talked to a lady who was retired from the ET&WNC but didn't have a commitment yet. John Edwards volunteered to do a 'how-to' program on the use of the computer at the museum as well as how to use the DCC system. A tentative August meeting date was set for John's presentation.

There was no President's report.

Old Business

Ted Bleck-Doran, Co-Coordinator of the Modeling Contest, reported to the membership that entries for the modeling contest will be taken until the end of August. Popular voting will take place during September and October. Size of the diorama is not to exceed 8 ½ x 14 inches and can be any scale. To date, Hobie Hyder, Co-Coordinator of the Modeling Contest, said he has gotten a \$50 gift certificate for the Grand Prize winner from West Virginia Hobbies and Crafts.

Geoff Stunkard was not present to report on the Photo Contest.

Emmert, due to family health concerns, also wasn't present, therefore, we did not have his report on Jonesborough Days. However, Dave Doughty said Jonesborough Days went well

and that the club had good crowds and exposure. Ted Bleck-Doran informed the membership that they could see pictures from Jonesborough Days in *The Signal Bridge*. Ted also commented about the crowds stating that *The Cope Layout* seemed to draw lots of people with fewer up stairs.

John Edwards spoke briefly about operating the HO scale layout with microphones/headsets. He proposed that each individual be responsible for the purchasing of their own microphone/headsets and that he would have a report ready to present to the membership at the August meeting detailing everything as well as price.

New Business

The next Railroad Heritage Days for the museum will be July 27th. The theme will be 'Western Railroads - Go West Young Man'.

Vice-President John Carter reported to the membership in the absence of Jim Pahr, Picnic Coordinator that the Annual Club Picnic will be at Tom McKee's home on Sunday, September 8th at 3 P.M. Jim will have details at the August meeting.

There were many ideas circulated concerning the marketing of the club's 20th anniversary this fall by the membership. Among the ideas:

- Hobie Hyder, Secretary, suggested that we do some commemorative items i.e. shirts.
- Jackson suggested that we have a celebration on a Saturday during the month of October.
- Paul Haynes suggested a birthday cake and
- Ted Bleck-Doran suggested a patch commemorating our anniversary.
- Harriet Swank suggested that if the membership has shirts or patches made that we put 'since 1993' on them so they don't become dated.

After much continued discussion, John Edwards made the motion to combine the 20th Anniversary with our Christmas Party in December. Alan Morton with the motion carrying by unanimous vote. Ted Bleck-Doran asked that the membership add to the celebration with the idea of having the first club operating session on the HO layout. It was agreed by the membership that this was a good idea and goal, but it was not included in the original motion.

Some clarification was asked for by Dave Doughty concerning the September 7th Kids Day at the Museum. Dave understood that July 27th was Thomas the Tank Engine Day and any kid bringing in a new Thomas toy or train would get a free face painting. Bob Jones, Webmaster, said that he would post any information concerning a Thomas the Tank Engine Day on the club's website.

The Erwin Train show will be September 20th and 21st. John Edwards said Gary Cameron said volunteers were needed and has asked the membership to help.

John also said that volunteers were needed to help with keeping the museum open on Saturdays as there were only two members present last Saturday at the museum. He stressed that if you signed up that it is your responsibility to be there or find a replacement and let everyone know. Alan Morton suggested a phone tree. Apparently there were plenty of kids on Saturday with no one present in the kids room.

Vice-Present John Carter reminded the membership that the East Tennessee Rail Fan Association's meeting will be held at the museum August 13th at 7 P.M. and that we needed volunteers to help out. The final piece of new business came from Alan Morton.

He said that he had received complaints from three of our new members stating that they had not received a very warm

welcome from members at the Thursday night work sessions. Alan will get with President Alsop concerning this matter.

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

A DVD entitled 'Great American Layouts' was shown to the membership by Vice-President Carter.

The business portion of the meeting was adjourned at approximately 7:35 P.M.

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

Those who want to dine together will meet at 5:00 in ETSU's Market Place cafeteria, 3rd floor, Culp University Center.

*Respectively submitted,
Hobie Hyder, Secretary, MEMRR*

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

I wish to thank **Vice-President John Carter** for presiding over the July MEMRR business meeting in my absence. As you may know, I was leading an international birding trip to northwestern Argentina with my wife, Jo Ann, and 9 other birders from 3 states. We had a great trip and saw 300 species. Thanks also go to all the MEMRR and Carter Chapter NRHS members who kept the Carter RR Museum up and running while I was on "vacation".

Please welcome our newest member, **Dawn Fritz**, from Kingsport, TN. Dawn comes from a model railroading family whose father and brother were active model railroaders. She hit the ground running reporting for work at the RR Museum on her first week in the club and spent several hours painting background scenery on the Tweetsie layout. Glad to have you aboard Dawn!

Thanks also to those members who helped with the set up for our recent children's birthday parties and to those of you who came in to the Carter RR Museum on Tuesday evening, August 13th, to host a sister chapter of the NRHS, the East Tennessee Railfan Chapter.

At the **July MEMRR business meeting** the club discussed the lack of participation in the diorama modeling contest (to date there have been no entries) and decided to cancel it in favor of using the prizes already collected to go toward a contest to design a logo to commemorate the 20th anniversary of the founding of the Mountain Empire Model Railroaders club.

This year marks that milestone and the members at the meeting also decided to celebrate that event at our annual RR Museum's December Holiday Party. So, guys and gals, get busy and put your ideas on paper and let's see a logo design that we can turn into a patch to attach to our club shirts and hats that proclaims this outstanding model railroad club has marked 20 years of organized club modeling and continues to grow from the 25 or so charter members to more than 100 members as of 2013. We have grown from a small modular model railroad club that was fortunate to have the opportunity to publically display its HO scale layout once a year in various local venues to one with a permanent roof over its head promoted by a major university in a 5,000 sq.ft. + museum with weekly public visitors to see the talented products of our efforts. We have come a long way and are still growing strong and bonding great friendships within our membership while serving the surrounding community with the fun, recreation and education of model railroading in a region rich in railroading history. We are a most fortunate model railroad club with many hard-working, and very talented members, and with a bright future. Our only limits are those we set on ourselves. Please continue to reach out to our newer members who are trying to establish an identity with our club. Remember how it was when you entered the group initially and be sure that you help them become comfortable with the club and its surroundings. Find out what they want to gain by joining the MEMRR and then make sure they are actively engaged in one of the many projects we have underway. We want to try to meet their model railroading needs and use their talents to help us improve our club and our museum operations. Our photo contest is still underway under the capable supervision of the **Photo Contest Coordinator, Geoff Stunkard**. There is still time to enter so if you have not done so please get busy and let's see you photo skills. Details for

the contest are in the April edition of *The Signal Bridge* and on the MEMRR website.

John Edwards has recently lead discussions around the positive option of adding microphone/headsets to the operation of the club HO layout. This is an important consideration as the working freight yard nears completion and we are poised to enter a phase in the operation of the club HO layout that will include those of the real railroads we model. Many of you have expressed the desire to have operating sessions. Communication will become more critical as a dispatcher contacts engineers in the yard and on the mainlines. With the preponderance of locomotives with sound systems, multiple operators, and the public all present in the museum on any given Saturday, being able to effectively communicate with each other above the background noises and distractions becomes a necessity. A practical solution to this would be the use of operator headsets with microphones. John will present additional information at the August business meeting and we will have an open discussion on the pros and cons and the cost to club and individuals to operate such a system. Do some background reading prior to the meeting so you may be engaged as an informed participant. *As a side note*; many of you are aware that John will soon be entering the hospital for corrective surgery to relieve pain in his legs and that he will be rehabbing for some time. We wish him the best for a full and speedy recovery and shall hope to have him back in his familiar place in the museum very soon.

I want to give recognition to John Carter and the gang of gandy dancers, including Rey Dennis, Roger Teinert, Geoff Stunkard, Ed Champion, and the others, who have spent so much time recently building the HO layout freight yard. A very special thanks to **Larry Jackson** who has brought his considerable electrical skills to the project and who has made countless trips during the day spending many hours in the Carter RR Museum to get everything, every turnout, every piece of track, wired as it should be for flawless operation. If you have not been in the museum lately please notice on your next trip the fantastic electrical track diagram board, complete with LED lighting, that Larry has created for the north end of the yard that is suspended from the ceiling above the layout's command center.

Events:

August 31st Heritage Day Event. "**Midwestern Movers: North, South, East & West across the Heartland**". Bring in display items for the **Event Coordinator, Geoff Stunkard**, to display and plan to bring your favorite Midwestern consist to run for the public on that Saturday.

Sunday, September 8th, 3:00 p.m. Annual Carter Railroad Museum Picnic. Hosted by Kim and Tom McKee at their home. Details will be distributed by the **Picnic Coordinator, Jim Pahr**. Watch for them and mark your calendar to make plans to attend this social event for members and spouses (or significant others—adults only).

September 20-21st **Erwin Train Show**. Gary Cameron, Coordinator. We will plan to take some display items and perhaps a sales table, but the club has voted not to take the Cope Traveling Layout primarily because we did not have enough members to volunteer to man it for the two-day event. This event is in its 3rd or 4th year and provides the nearest train show with a good number of vendors and often good "deals" to be had depending on your personal bargaining skills.

October 26th. The George L. Carter Chapter NRHS is planning a fall color rail excursion on the **Big South Fork Scenic Railroad in Stearns, KY**. Busses will depart from ETSU for a round trip to the railroad on that Saturday. Details will follow soon. Please help support these railfan events and fund raisers for our sister NRHS chapter by participating and encouraging your friends to join you as well. These are first-class operations and the hills of eastern Kentucky will be ablaze with color at this time of the year. The train ride is an excellent one to the Blue Heron coal mine and back to Stearns. Don't miss it!

June 2014. The Carter RR Museum will Co-host the 26th annual convention of the **ET&WNC RR Historical Society in Johnson City** with the convention site being the Carnegie Hotel adjacent to the ETSU campus on State of Franklin Rd. The convention is still in the planning stages and details will be announced as the convention time approaches. Membership in this historical society is only \$20 annually and I would encourage you to consider joining if you are not already a member (application forms available at the Carter RR Museum). One of the reasons the society is changing its convention site for the first time in its history is because of our Tweetsie Project and the invitation to do so from the Carter Railroad Museum. This convention should provide some exciting opportunities for our membership.

Many of you have watched the renovation that is taking place with the historic **Clinchfield Railroad Station** on State of Franklin Road. I recently met with a delegation from the city and **Tupelo Honey Café**, the restaurant that will occupy the 5,000 sq. ft. former baggage area of the station building. Part of the restaurant fixtures will include a 19 foot long bar with a glass top and sides. The owners want to incorporate a railroad theme inside this bar space. I brought the Tupelo Honey officers to the RR Museum as part of that meeting to see our work and the different scales of model trains available. They are excited to build a model railroad inside the bar in N-scale that would represent part of downtown Johnson City. There could be a substantial donation to the museum for this work. I want to discuss this with the N-scalers in the club when we have more details and have asked **Allan Morton** to feel out this group of our membership to see what their initial reaction will be. Let me know what you think as we learn more from Tupelo Honey.

Membership Responsibilities:

No one can deny that a MEMRR member gets a lot of model railroad bang for his buck and the dues for the club have remained low at \$30 annually for many years. No one

expects that to change in the foreseeable future, nor is there any perceived need to raise them. Besides the priceless friendships and interactions you get with other MEMRR members you have a voice in all club decisions via the monthly business meetings, unlimited access to the Carter RR Museum and to club locomotives and rolling stock and the club HO scale layout, as well as to the museum's G-scale and N-scale layouts. Soon, that will include operation of the museum's HO_{n3} Tweetsie layout. Additionally, you get an outstanding monthly newsletter, *The Signal Bridge*, delivered electronically to your home computer. You have the opportunity to learn new modeling skills and to share your talents and model railroading knowledge with other members. But, something is asked of you in return as membership responsibilities. An important one is that you actively participate by volunteering to be present one Saturday a week to help fellow club members operate the Carter Railroad Museum scale model layouts, meet and greet the visiting public who come to the museum (see club bylaws Article XIII). You are also expected to support museum and club functions such as special events, public venues outside of the museum such as Blue Plum Festival and Jonesborough Days, museum picnics and other social events, and to actively participate in Thursday work nights. Not all the time, but at least on a regular basis. We are blessed with having more than 100 current members, but if you don't do your fair share and leave the membership responsibilities to someone else to do, the minority who are

meeting all their responsibilities, and then some, are also having to bear your load as well. This places a most unfair burden on a few and causes them to begin to ask, "Why am I doing all of this? Where are the other members who should be helping out?" You understand my point. Please set aside some time to be an active, responsible member. Help your club out and help keep the "regulars" from being burned out from carrying some of the load that is yours. Many club members, including your elected officers, are working very hard to provide the multitude of opportunities and benefits our club enjoys as an organization affiliated with a university sponsored railroad museum. We pay our fair share of the "rent" to the university by providing the public educational venue of the railroad museum. You must help us as a member of the MEMRR to continue to meet these obligations and to continue to make a genuine museum experience available to our members and our guests. You are a member of an outstanding model railroad club. Please do your part to insure that we continue well into our second 20 years of model railroading history in the Tri-Cities.

Hear the sound of the whistle of the train in the night and dream of all the destinations yet to come.

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

The Big South Fork Scenic Railway A Heritage Railroad Based In Stearns, Kentucky.

The route runs for 16 miles (26 km) through lush countryside in the Big South Fork National River and Recreation Area. There is a stop in the historic coal mining town of Blue Heron, Kentucky which can be toured. There is also a gift shop and snack bar with picnic shelter as well as hiking trails in Blue Heron.

The railroad is presently restoring a large 1944-era steam locomotive and uses diesel locomotives for its excursion trains.

The adjacent McCreary County Museum (admission included in train ticket) demonstrates life in Kentucky's coal company towns during the first half of the 20th century.

In 1902, Justus S. Stearns of Ludington, Michigan, established the Stearns Coal & Lumber Company. This logging and mining empire controlled more than 200 square miles of land in Kentucky and Tennessee, built the first electric sawmill in the U.S.; as well as, employed 2,200 people during its' heyday. The construction of Kentucky & Tennessee Railway allowed the Stearns Company to grow and prosper.

ALCo Steam Locomotive URR #77 - M&NFRR #14 -
CFSRR #77 - K&T #14



Manufactured by American Locomotive Company, Schenectady, NY 1944 c/n 71323
Wheel Configuration 0-6-0
Weight - 90 tons on drivers
Cylinders 22x28"
Drivers 51"

Heavy switcher Union RR #77 photographed at Hall, Pa, May 15, 1954. The Union RR was a US Steel subsidiary railroad in the Pittsburgh, PA area that carried coal, coke, iron ore, steel and steel products. At 90 tons, #77 was over 10 tons heavier than the largest USRA type 0-6-0 switch engine. Another curiosity is that she is a Lima Locomotive works

design built by American Locomotive Co. in 1944 during WWII. (photo courtesy of William Nixon Collection)



Union RR #77 photographed at Hall, Pa, May 15, 1954. Soon, she'll be leaving for her new home at the Morehead & North Fork Railroad in Clearfield, KY where she'll go to work hauling lumber, clay and fire brick products. Sadly, all of her sister URR steam locomotives except one will meet the scrapper's torch, leaving her one of only two URR steamers left in existence. . (photo courtesy of William Nixon Collection)



#77 in her new life as Morehead & North Fork RR #14, Clearfield (Rowan Co.) KY. She would serve here until 1967 when she'd be relocated to the Cumberland Falls Scenic Railway/Tombstone Jct. near Cumberland Falls, KY (photo by John B Allen - courtesy of Ghost Railroads of Kentucky, Indiana University Press)



She's back in her old number 77 at Tombstone Junction (McCreary Co., KY) in the late 1960's. She had a punishing job pulling 4 passenger cars (converted wooden B & O cabooses) up the mostly 4% , 6% and 8% mountain grade. (photo courtesy of Mark Vanover)



Here she is near the end of her life under steam in the summer of 1990. Soon, Tombstone Junction would suffer a devastating fire and close forever. Essentially abandoned, worn-out, sitting outside and vulnerable to the elements and vandals, the old heavy switch engine faced an uncertain future. (Photo by Bill Fuehring)

In the mid 1990's, an auction was held to liquidate the remaining assets of Tombstone Junction and #77 was purchased by Harmon Taylor of Stearns, KY who moved the locomotive to Stearns. The locomotive was then acquired by Bill Singleton who made a generous donation of the locomotive to the McCreary Co. Heritage Foundation in hopes of returning her to service some day. In 2002, she was placed on the Kentucky & Tennessee Railway steam locomotive roster and the long process of restoring the old engine was begun. As the previous K & T steam locomotives were numbered 1-12, the next logical number was #14 (certainly not unlucky 13!) so she will coincidentally be carrying her old Morehead & Northfork RR number.

Steam Locomotive #14 Restoration Project

Project management and consultation services provided by

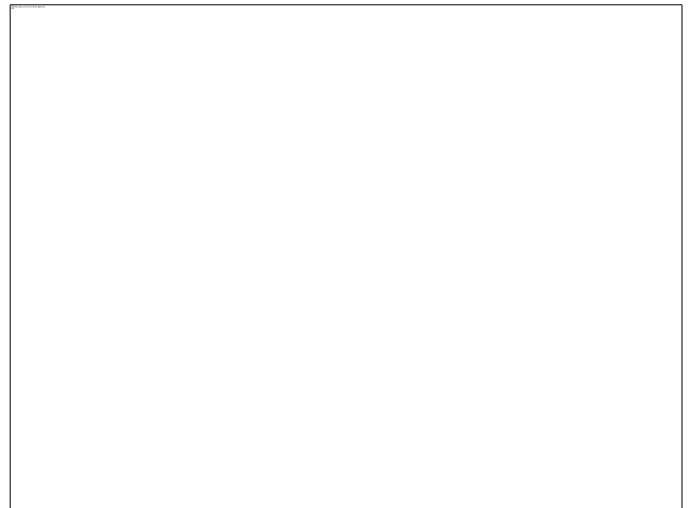
**Wasatch Railroad Contractors,
John Rimmasch and Steve Lee (2012-
Current),
P.O. Box 20425,
Cheyenne, WV 82003
Phone: 307/778-7458
April 2012**



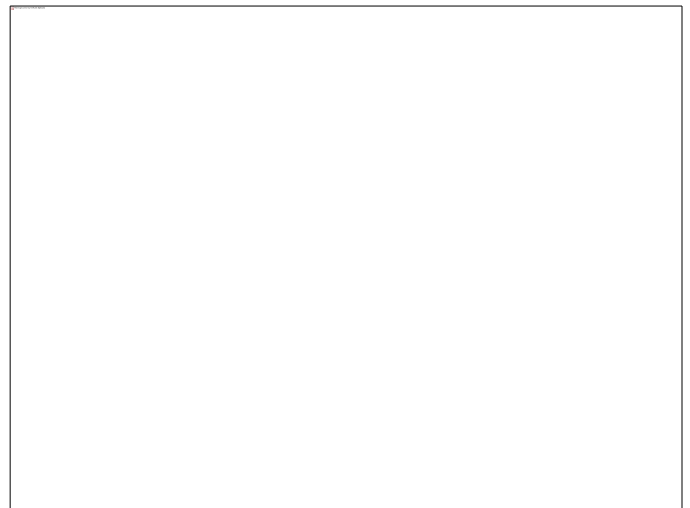
Hanging new firebox side sheets, May 11, 2012



K&T Steam Engineer Bill Johnson with Wasatch Railroad Contractors Project Manager Steve Lee - May 12, 2012



#14's new smokebox - July 10, 2012



First pass welds have been performed on the firebox - July 10, 2012



Front flue sheet cleaned and ready for flues - July 10, 2012



Lower front flue sheet patch has been welded in place - August 9, 2012



K&T Superintendent Don Powell checks on the work being performed July 10, 2012



All the woodwork has been installed in the new cab - September 17, 2012



All of the firebox sheets have been fit up and welded - August 9, 2012



Fitting smoke box to boiler - January 29, 2013



View from overhead bridge crane in the K&T Steam Shop of the smoke box being mounted on the front of K&T #14's boiler - January 29, 2013



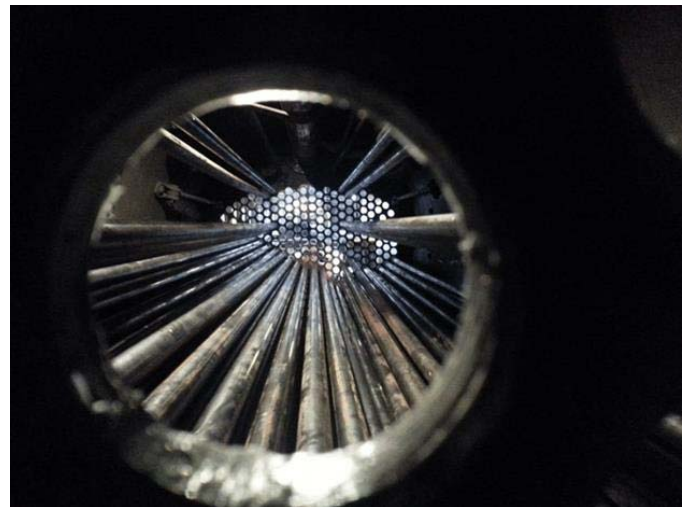
Installing front tube sheet rivets is a group effort!



More and more tubes in the boiler!



Leo and Tom of Wasatch Railroad Contractors threading stay-bolt holes.



Cody Vosler checking out the crown sheet from a slightly different angle.



Brandon Hughett and Bill Johnson tapping staybolt holes while Kelly Barnett waits inside the firebox to catch the tap.



Scott Sexton, James Hamilton, John Compton and Thomas Bookout prepare the frame for painting - April 14, 2013



Thomas Bookout and James Hamilton masking rods in preparation for painting of the locomotive frame 4/14/13



Cody Vosler of Wasatch continues welding flexible staybolt sleeves on the fireman's side of the boiler.



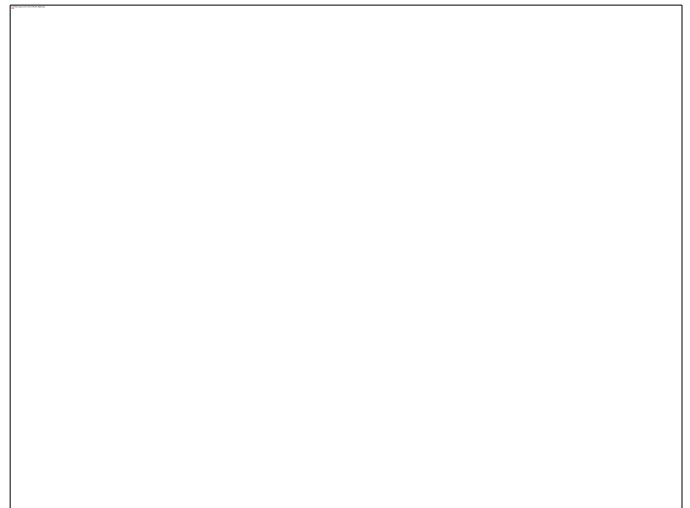
150 flexible staybolts and 300 rigid staybolts were installed June 5-9. Work was performed by Matt Cole, Brady Sanger, Kelly Barnett, Thomas Bookout and Bill Johnson.



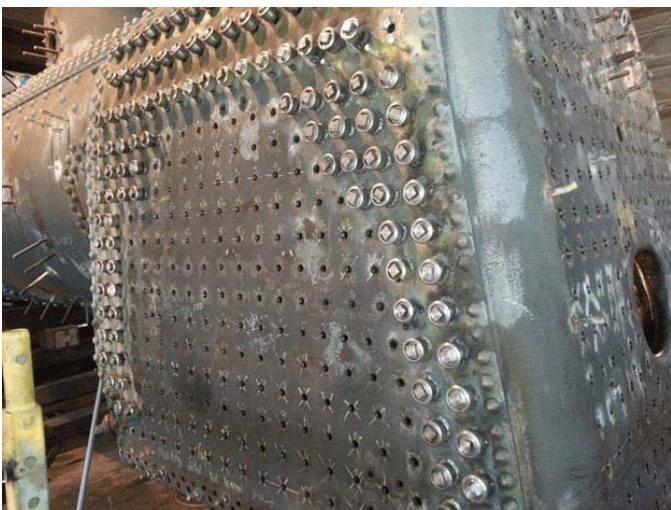
April 14, 2013. The fireman's side of the boiler with most of the flexible staybolt sleeves in place and all of the rigid staybolt holes threaded.



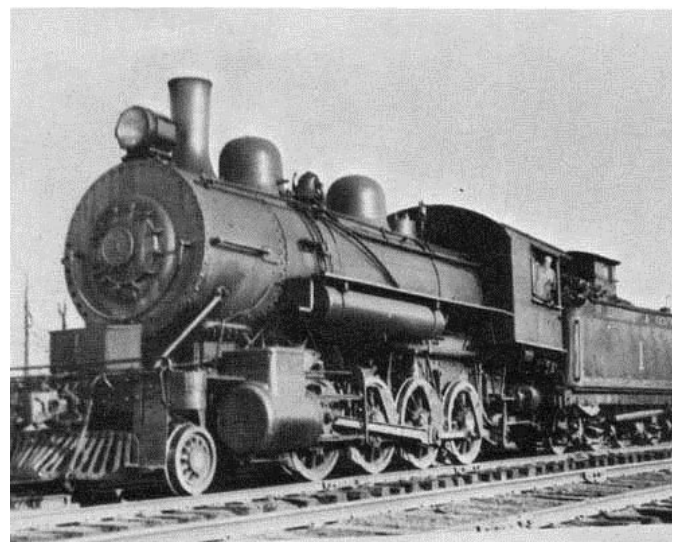
Brady Sanger, Kelly Barnett, Thomas Bookout and Bill Johnson installing rigid staybolts 6/9/13.



K&T Steam Roster No 1 to No 12



Kelly Barnett, Brady Sanker and Thomas Bookout install rigid staybolts 6/8/13.



Kentucky & Tennessee Railway #1 was originally Stearns Coal & Lumber Company #1.

photo by S.P. Guthrie From "Ghost Railroads of Kentucky", Indiana University Press

1903, 2-8-0, built by Schnectady (Alco), C/N 27409 22 x 26" cylinders, driver diameter 51". Purchased new, scrapped 1953

No photo available

Kentucky & Tennessee Railway #2

1904, Shay, built by Lima, C/N 874 10 x 12" cylinders, driver diameter 29 1/2". Purchased new, sold to Ga. Car & Loco and became Grasse River #6

No photo available

Kentucky & Tennessee Railway #3

1905, Shay, built by Lima, C/N 1530 10 x 12" cylinders, driver diameter 29 1/2". Purchased new, sold to Raleigh Lbr. Co. 1909, SI&E #720, Smokey Mtn. #1, Ritter Lbr. #5. Scrapped 1942

No photo available

Kentucky & Tennessee Railway #4

1906, Shay, built by Lima, C/N 1675 10 x 12" cylinders, driver diameter 29 1/2". Purchased new, sold to Millstead Mfg., 1909

No photo available

Kentucky & Tennessee Railway #5

1881, 0-4-0T, built by Porter, C/N 406. Ex-Lucy Furnace #3 to SI&E #1211, Pittsburgh Constr. #5 1917

No photo available

Kentucky & Tennessee Railway #6

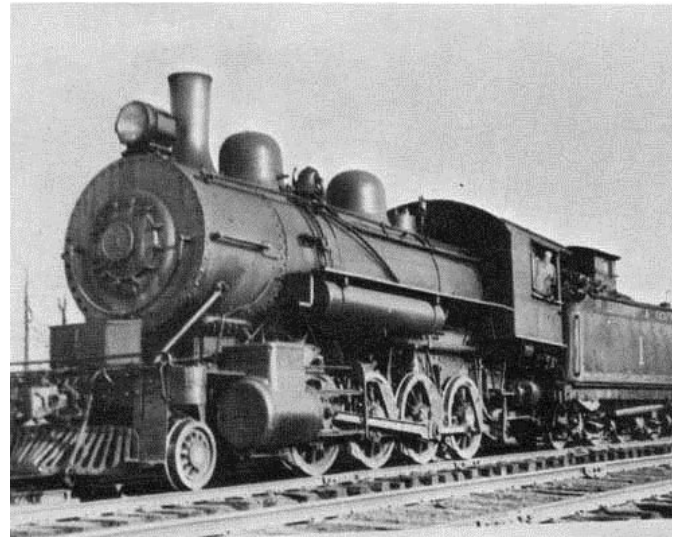
1877, 0-6-0T, built by Baldwin, C/N 4202. Ex-Memphis & Little Rock #16, Cincinnati Equip. Scrapped 1920



Kentucky & Tennessee Railway #7

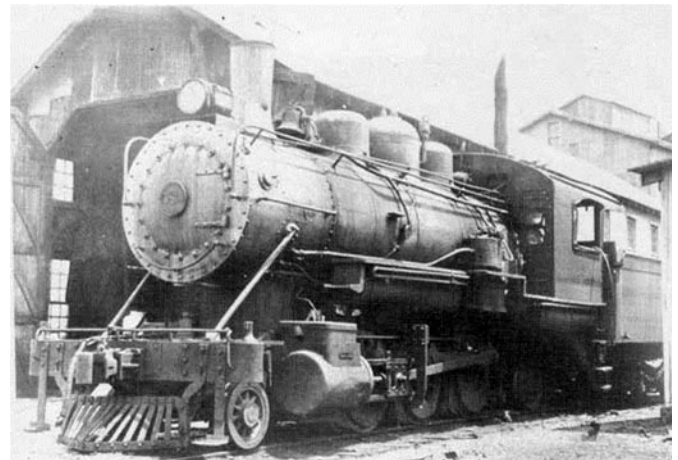
builder' photo

1908, 2-8-2, built by Baldwin, C/N 32763. 21 x 24" cylinders, driver diameter 44". Purchased new. Scrapped 1951



Kentucky & Tennessee Railway #7

photo by John B. Allen. From "Ghost Railroads of Kentucky", Indiana University Press



Kentucky & Tennessee Railway #8

builder's photo from K & T Railway Office

1911, 2-6-2, built by Baldwin, C/N 37269. 20 x 24" cylinders, driver diameter 51". Purchased new. Scrapped 1951

Kentucky & Tennessee Railway #8

photo by John B. Allen. From "Ghost Railroads of Kentucky", Indiana University Press

No photo available

Kentucky & Tennessee Railway #9

1907, 2-6-0, built by Pittsburgh, C/N 44416. Ex-Atlantic Eqt. & Const. #1, SA&N #1. Scrapped 1940



Kentucky & Tennessee Railway #10
photographer unknown
 1920, 2-8-2, built by Baldwin, C/N 53182. 24 x 30" cylinders, driver diameter 56". Purchased new. To TN Valley Rwy. Museum 1964

K & T #10 was one of the last three steam locomotives that were active on the K & T carrying freight in the early 1960's. #10 is currently in storage at the Tennessee Valley Railroad Museum in Chattanooga, TN.



Kentucky & Tennessee Railway #11
builder's photo in K & T Railway Office
 1922, 2-8-2, built by Schenectady (ALCo), C/N 63271. 25 x 30" cylinders, driver diameter 56". Purchased new. To Aberdeen Proving Grounds, 1963. Accidentally destroyed by artillery on gunnery range.



Kentucky & Tennessee Railway #11
photographer unknown

K & T #11 was also in service long enough to see the arrival of the diesel-electric ALCO S-2's that would retire her and her two sisters. She was relocated to a military base moving artillery gunnery targets. Unfortunately, she met a sad end when one of the shells missed and hit #11 instead.



Kentucky & Tennessee Railway #12
photographer unknown
 1911, 2-8-2, built by Baldwin, C/N 37085. 27 x 30" cylinders, driver diameter 63". Ex-Sou. Rwy 4501, to Paul H. Merriman/TN Valley Rwy. Museum 1964

#12 is undoubtedly one of the best known K & T steam locomotives. Originally purchased used from the Southern Railway, #12 was sold to the Tennessee Valley Railroad Museum and was returned to her Southern #4501 number and paint scheme. She served many years carrying passengers on the Southern Railway Steam Excursion trips and later years in service at the Tennessee Valley Railroad Museum in Chattanooga, TN.



K & T #12 pulling the grade near Hemlock, KY
(photo courtesy of Craig Myers)



Photo by Lynford (Bud) Swearer

It's September 1959 and Lynford (Bud) Swearer caught K&T #12 spotting 60 ton coal hoppers on the scale track at Stearns, KY.



Kentucky & Tennessee Railway #102
1944, BB, C/N 72051, built by ALCo, 1000 hp. Ex-DRGW 102. In service.

ALCO S2 #102



photo by Lynford "Bud" Swearer

The date is October 8, 1961 and the days of K & T steam are drawing to a close when Lynford "Bud" Swearer caught K & T #11 taking on water while a Southern Passenger train passes by on its way south on the old Cincinnati Southern mainline. The diesels would arrive in just two short years ending over 60 years of steam on the K & T.

K&T Roster- Diesel 101-104

No photo available

Kentucky & Tennessee Railway #101

1944, BB, built by ALCo, 1000 [hp](#). Ex-DRGW 101



Locomotive 102 is a 1000 hp 1944 ALCO model S2 locomotive. It is one of the three original ALCO diesel-electric locomotives that were purchased in 1963 from the Denver & Rio Grande Western Railroad. These three engines, 101, 102, and 103 retired K & T steam locomotives 10, 11 and 12 ending the era of steam on the Kentucky and Tennessee Railway until ALCO steam locomotive 14 was purchased and moved to the railroad in the 1990's. After the closing of the last coal mine on the railway, the Justus Mine, in 1987, locomotives 101, 103 and 104 (which was purchased later) would soon find a new home with a short line railroad in Arkansas leaving 102 as the sole remaining K & T locomotive in Stearns. It still performs [freight service](#) and also serves as a backup locomotive to 105 in scenic railway service.



Here's a picture of D&RGW #114 from "Classic Locomotives, the Series". This is how ALCO 102 would have appeared when purchased used by the K & T Railway in 1963. After purchase by the K&T, the exhaust stack was cut down due to the close-clearance tunnel on the K&T.



Kentucky & Tennessee Railway #104
1944, BB, built by ALCo, 1000 hp. Ex-D & H 3028.

BSFSR Diesel Roster 105-106



Big South Fork Scenic Railway #105
1942, BB, C/N 70651, built by ALCo, 900 [hp](#). Ex-Port Huron & Detroit RR #60, ex-Genesee & Wyoming. Shop for maintenance.



Big South Fork Scenic Railway #106
1951, EMD SW-9, 12 CYL 567B engine and later rebuilt with 12 CYL 567BC, 1200 hp.
Ex-Seaboard Coast Lines #183, ex-Laurinburg & Southern RR #138,
acquired by Gulf and Ohio in 1997. In Service.

ALCO S2 #105



Here's a picture of BSFSRY's #105, courtesy of "Classic Locomotives, the Series" taken in April of 1969 performing services for its first owner, the Port Huron and Detroit RR as #60. It would later be sold to the Genesee & Wyoming RR then the Big South Fork Scenic Railway in the 1980's. It is one of the oldest first generation diesel electric locomotives still in daily service in the United States and is the locomotive that is principally used to [power](#) the passenger trains at the BSFSRy. It is also unique because it is a rare, small-turbo 900 hp unit.

Motor Cars Roster

MOTORCAR #7



Motorcar 7 is a 1969 Fairmont A6 that was purchased new by the K & T Rwy. While it is kept in the restricted shop area, it can often be seen [traveling](#) the rails performing track maintenance and inspections. It is the largest of the motorcars on the K & T and is powered by a Ford 300 cid six cylinder truck engine.

MOTORCAR #5



Motorcar #5 is a Fairmont A3-C gang car that is powered by a Ford flathead six cylinder engine. It is presently out of service with a stuck engine. Motorcar #5 has the distinction of being the only piece of equipment that has runaway down the steep K & T mountain grade. Fortunately, no one was on it at the time!

MOTORCAR #9



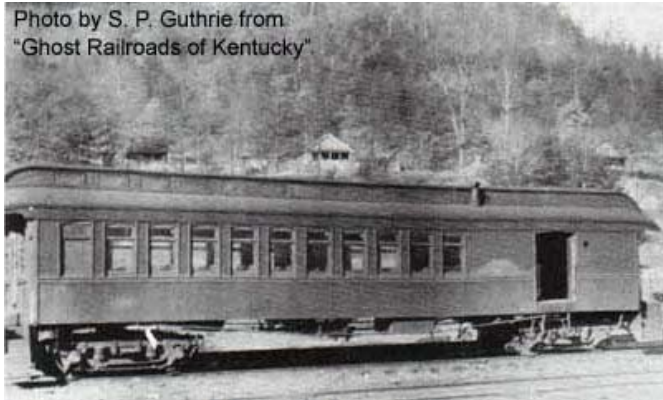
Motorcar 9 is a 1956 Fairmont A3-D that was purchased new by the K & T and was active on the railroad during the steam locomotive era and was primarily used as the Superintendent's inspection car. It is stored in the motorcar barn and is still used occasionally. It is powered by a 4 cylinder Waukesha industrial engine.

K&T Passenger Cars Roster



Photo by Lynford (Bud) Sw

Photo by S. P. Guthrie from "Ghost Railroads of Kentucky"



The picture of K&T Combine 104 was taken by Lynford (Bud) Swearer in September of 1959 and is at the approximate location of the old passenger boarding area in Hemlock. The old K & T combine had been retired and relegated for use as a storage shed. The other picture of K&T Combine 104 was taken in Cooperative during happier days on the K&T. Sadly, it was later scrapped.



Steam engine with a Passenger Car attached on the K&T Railroad. Photo courtesy of the McCreary County Museum Collections.



K & T passenger train at Yamacraw Bridge. Photo courtesy of the McCreary County Museum Collections.



Worley Passenger Train Loading & Unloading Passengers. Shows company store at Worley. Photo courtesy of the McCreary County Museum Collections.

BSFSR Excursion Cars Roster

New Passenger Car Fleet Under Construction!

The Big South Fork Scenic Railway is undergoing a complete conversion of its existing passenger car fleet as well as adding two new cars. In January 2003, two flat cars, IHB 2016 and IHB 2096, were purchased from the Indiana Harbor Belt Railroad. These 53 1/2' flatcar frames will be used to construct two additional cars for the BSFSRy fleet. The railroad must construct its own cars due to clearance restrictions in the curved 265' tunnel on the line.

One of the existing open [canopy cars](#), #1005, has been stripped and rebuilt into the new enclosed car design and was the test prototype for the new fleet. Canopy car #1003 has similarly been converted. New car #1006 entered service late August, 2003 and new car #1007 entered service in June 2004.

When the car build/conversion is complete, the Big South Fork Scenic Railway will have 7 passenger cars in its fleet. Two of these new cars will have windows that can be closed in inclement or cold weather. Two cars will have similar bodies, but will be an open [car design](#), and the remaining three will be modified with new roof and side panels. Handicapped access is also improved



First Prototype Car #1005 under construction, March 2003



Car #1005 on dedication day, May 22, 2003



Dedication of car to Dr. Frank C. Thomas, May 22, 2003



Interior view of car #1005, May 22, 2003
J.C. Egnew (l), McCreary Co. Heritage Foundation Board Member and President of Outdoor Venture Corp., presents the dedication plaque for the new car to recipient Dr. Frank C. Thomas

Dr. Thomas was President of the Stearns Coal & Lumber Co. 1962-1976 & 1978-1987

Vice President of the Stearns Coal & Lumber Co. 1958-1962 and Vice President of the Kentucky & Tennessee Railroad, 1962-1981



Ex-NYC, ex-Indiana Harbor Belt RR #2016 undergoing conversion to K&T Rwy. #1006 February 2003



Car #1006 framed up April 2003



Car #1006 on test run August 26 just prior to its first day of service on August 30, 2003



Ex-NYC, ex-Indiana Harbor Belt RR #2096 undergoing conversion to K&T Rwy. #1007 June 2003



Welder-machinist Paul Anderson prepares the frame of #1003 for its new body on August 26, 2003



Car #1003 framed and under roof on September 18, 2003



Four of the completed new cars at Blue Heron on August 22, 2004

PROTOTYPE RAILROADING

Flatonia Tower 7-94



Subject: ID Tyler to San Antonio in the 80's Engineer Mike Moore and I was on a Z coming into Flatonia off the Hearne side, just before rounding the curve to head to San Antonio. It was a cool night evening and Mike open his window and the breeze of air was coming out of the West toward San Antonio. When Mike said, " If you take a deep Breath of air you can smell the San Antonio Breweries from here. I laugh, knowing Mike ,the beer connoisseur that he is. Just a funny remember of the good SP railroading years..



Englewood Yard



MEMBERS ONLY BULLETIN BOARD
TRAIN RELATED ITEMS ONLY

MEMBER	PHONE	ITEM FOR SALE	PRICE
Duane Swank	423-542-8989	Corner layout without buildings or landscaping	\$ 300.00
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	storage container full of misc 0-27 track including 4 older antique switches, misc. G gauge track, transformers and other misc railroad related items	\$100.00 or best offer
Tod Eaton	423-913-2157	2 each Paragon 2 SD40-2 Norfolk Southern locomotives Each \$175.00 or Both for \$325.00	\$ 175.00
Ed Champion	423-467-9934	NEW-MEMRR sweatshirt, size M	\$ 10.00
Ed Champion	423-467-9934	Broadway Limited HO EMD SD9, N&W #2353; BLI #5290 Bought new—ran 1 day on the club layout	\$ 100.00
Tom Knisley	423-794-8701	Bachman Norfolk Southern GP-50—runs good—used—DC	\$ 20.00
Tom Knisley	423-794-8701	Athearn Blue Box PRR FP45—used—needs cleaned & lubed—DC	\$ 15.00
Tom Knisley	423-794-8701	Life Like Proto 2000 L&N E8A—used—runs good—parts missing—DC	\$ 25.00
GLC Museum		5 pictures of the heritage engines on the turntable. 36" X 18". Top 5 bidders will get a picture. Send all bids to Duane Swank at duaneharriet@charter.net. Winners will be picked the first Saturday in March.	minimum bid \$20.00

1-3 ITEMS FOR SALE—FREE
 4-7 ITEMS FOR SALE—\$1.00
 8-11 ITEMS FOR SALE—\$2.00
 EACH ITEM OVER 11—\$0.25 EXTRA
 PROCEDURE FOR RUNNING ADS

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

DUANE SWANK
1763 SYLVAN HILL RD
ELIZABETHTON, TN 37643

IF AD IS NO MORE THAN THREE ITEMS, THEN E-MAIL THAT LIST TO duaneharriet@charter.net
 I WILL COMPRISE THE LIST BY THE 25TH OF EACH MONTH
 THEN THE LIST WILL BE SUBMITTED TO THE EDITOR FOR PUBLICATION IN THE SIGNAL BRIDGE BY THE
 FIRST OF THE MONTH

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