



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
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CLUB OFFICERS

President:

Fred Alsop

ALSOPF@mail.etsu.edu

Vice-President

John Carter

carterjohn92@gmail.com

Treasurer:

Duane Swank

duaneharriet@charter.net

Secretary:

Hobie Hyder

juliehobie@earthlink.net

Newsletter Editor:

Ted Bleck-Doran

Ted_mary@memrr.org

Webmaster:

Bob Jones

bobjones@memrr.org



LOCATION

ETSU Campus
George L. Carter
Railroad Museum

HOURS

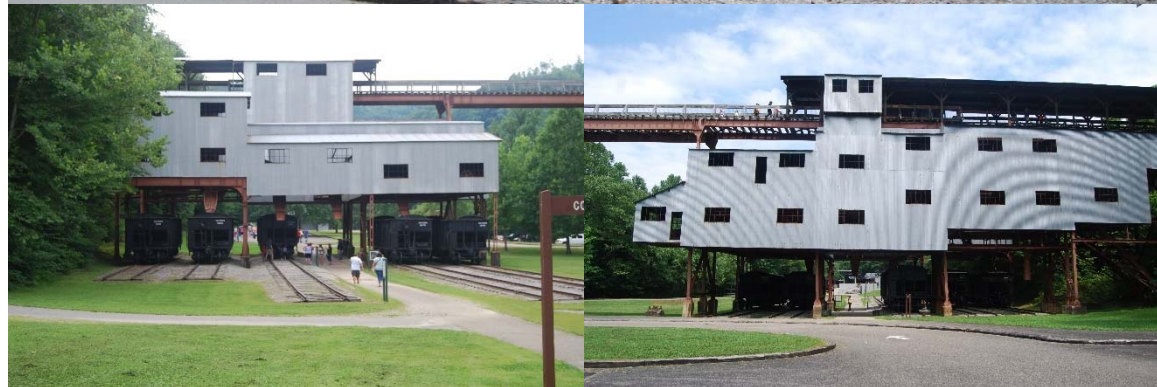
Business Meetings are held the 3rd Tuesday of each month. Meetings start at 6:30 PM in:

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 ??

THE BIG SOUTH FORK SCENIC RAILWAY In Historic Stearns, Kentucky



The George L. Carter Chapter, of the National Railway Historical Society in conjunction with the George L. Carter Railroad Museum at East Tennessee State University, will conduct a train excursion on the Big South Fork Scenic Railway, Saturday, October 26, 2013. All information will be found by going to the memrr.org website, choose *NRHS News*.

Ticket order forms and liability waiver forms can be picked up at the George L. Carter RR Museum (open Saturday's only from 10:00 a.m. until 3:00 p.m.) in Johnson City or printed off by going to the memrr.org website, choose *NRHS News*, then *Ticket Order Form*. The signed liability waiver form *must* accompany the ticket request form. Please have your ticket requests in by October 11th.

Make check or money order (no cash please) payable to: George L. Carter Chapter, NRHS. Please mail the ticket request form along with the signed liability waiver form to: George L. Carter Chapter, NRHS; P.O. Box 70697, ETSU; Johnson City, TN 37614.

Why the Southern Pacific Failed

An opinion piece by Larry Walsh

How could the Southern Pacific Railroad, once the third largest U.S. Corporation and mighty developer of the great southwest and especially California, have fallen so fast? In the 1940's and 1950's, Southern Pacific was at its zenith, envied by the transportation world for its plant, equipment and strategic dominance of the golden west. The future seemed secure for the Southern Pacific. But big challenges lay ahead and the railroad's executives and directors managed these rather poorly. Specifically, the managers and directors, beginning in about 1970, made four strategic errors in judgment, (1) loss of faith, (2) lack of vision regarding impending mergers. (3) Putting all the eggs in one basket, and (4) unwillingness to partner.

Loss of Faith

The executives and directors of 1970 were a frustrated lot. Their massive investment in passenger trains following the travel boom of World War II had come a cropper. The crowds that had kept their passenger trains full during all of the 1940's and a part of the 1950's were running on empty. People liked the nice "air-conditioned, fast and streamlined trains. But they liked even more their automobiles and the nice new freeways on which to drive them. How ungrateful of them! Further, the cherished boxcar freight traffic was being challenged by a horde of "gypsy" truckers unfettered by ICC rate regulators. The railroad would file with the ICC a competitive rate to try to stave off the raids, but it would take the ICC up to a year to decide to grant it. By that time, the business was gone and lost. Unions continued to block any efforts to reduce crew size despite technology improvements that would merit such a reduction. Trains would continue to run with cabooses and crews of 4 or 5 people per train. How could you earn a decent return on investment with these constraints? Nor were these constraints likely to go away, having been around for at least the past 75 years.

How could these executives and directors be expected to know that by the end of the 1970's and into the early 1980's, these problems would indeed go away. The Harley Staggers Act of 1979 freed the railroads to compete by avoiding the delay of the ICC. And by the early 1980's, the caboose and all of those "full crew" laws gave way to operation by two or three crew members instead of four of five. The truth is some railroads were more sanguine or tuned into congress than was the Southern Pacific

Instead of staying the course a bit longer, the Southern Pacific made the decision that there must be an easier way to make a profit than being in the capital-intensive railroad business. The result was a decision to make only a minimal investment in improving their railroad, and to use profits derived from the operation of the railroad to move into other sectors of the economy such as high-end real estate, telecommunications, fiber-optic cable lines and oil exploration and development. Having the term "railroad" in your official title became something of an embarrassment. Thus the Railroad became the Transportation Company, or even Southern Pacific Industries hiding the fact that they were in something as old-fashioned as a railroad. But it was nice to have the railroad around to milk as the cash cow for these other ventures. By 1980, this starving the railroad of capital was apparent in congestion brought on by a lack of track maintenance and expansion of sidings and double track plus a shortage of locomotives. Unreliable service began to drive customers away. The cash cow was starting to run dry!

Lack of Merger Vision

Merger mania was sweeping the railroad industry in the 1960's and 1970's. But the arrogant Southern Pacific showed no interest in forming any strategic partnerships or mergers of their own. They figured they didn't need to. After all they operated in the land of growth and opportunity—the golden west. Other roads needed them but they hardly needed other roads.

As we moved into the 1980's, the fallacy of such thinking became apparent to the Southern Pacific as the competitive girdle began to tighten around them. Their partner in running the Golden State Route (Los Angeles to Chicago), The Rock Island Railroad went bankrupt. With no hope of a Chapter 11 reorganization, the road simply ceased to exist in a Chapter 7 liquidation under a bankruptcy judge. The S.P.'s highly profitable Los Angeles-Chicago route suddenly ended at Santa Rosa, New Mexico, in the middle of nowhere. Forced to act at last, the officers and directors purchased enough of the old Rock Island to get them to Kansas City and they subsequently purchased a part of the old Alton Railroad to get them from St. Louis to Chicago. But these were hardly strategic moves. They were done under great duress. Further, with their own capital needs frittered away in non-rail ventures, where were they going to get the capital to bring these new additions up to standard? Due to the capital starvation of their railroad, railroad generated profits were getting slimmer and slimmer.

1982 was the "shot across the bow" for the Southern Pacific as Union Pacific announced it was acquiring the Missouri Pacific Railroad. That fellow with the deep pockets was now on the Texas chemical coast and other southwest centers that Southern Pacific once considered their own domain. The thought began to settle in that strategic mergers were important, even vital for survival. But it was getting to be late in the game.

In 1983, the Southern Pacific's original transcontinental route from San Francisco to Ogden Utah was threatened. Union Pacific, the long-time partner of SP at Ogden would no longer exchange cars with SP. They had purchased the parallel Western Pacific Railroad running from Ogden to San Francisco and thus no longer needed to partner with S.P. Almost immediately, the Overland Route of the Southern Pacific lost 75 percent of its business.

Recognizing at last their earlier lack of vision regarding acquisitions and mergers, the officers and directors ran hat in hand to the only available "white knight" to help save their crumbling empire. They proposed a merger with the Santa Fe Railway, their last and best hope. Santa Fe was interested but obviously had the upper hand in the ensuing merger discussions. After all, the Santa Fe was under no duress and was running a profitable railroad.

Putting All of the Eggs in One Basket

Instead of approaching the Santa Fe Railway on ended knee, why did the SP directors not sell some or all of those non-rail assets and use the money to belatedly strengthen their own road? The truth is, many of those non-rail assets performed rather poorly during the 1980-1981 recession, and nowhere was this more obvious than in those upscale real estate acquisitions. The sad fact was the capital-starved railroad had more capital needs than they could fund and their own inability to generate profits shut them out of the capital market. They came up with some stunning innovations, such as the first double-stacked freight train. They could fund some prototypes, but when it came to mass production of the spine cars and the needed container terminals, they were unable to pull it off. Their more capital-endowed

competitors seized upon the fruits of the innovations. All of this occurred just as the Long Beach-San Pedro terminals were beginning the container traffic revolution. Southern Pacific then enjoyed 70 percent of the harbor traffic, but the lack of capital soon caused them to lose this leadership.



As a condition to the merger, Santa Fe insisted that the non-rail assets of both companies be put into a separate holding company. Southern Pacific agreed to this, so anxious were they to merge. Now over a decade of profits that were denied the Southern Pacific Railroad were locked up in a holding company over which Santa Fe had the majority control. The ICC had better approve of this merger or the Southern Pacific would be left with a capital-starved railroad and an uncertain access to the non rail "crown jewels" which might be sold or used as loan equity. And then the unthinkable happened. After almost three years of operating a merged company, the ICC denied the merger in 1986 and ordered the merged companies to divest itself of one of the two erstwhile separate roads. Ironically, this would be one of the last major decisions of the ICC. This government agency would go out of business in 1995, succeeded by the much more industry-friendly Surface Transportation Board. The timing could not have been worse for the Southern Pacific. The Santa Fe Southern Pacific Corporation (the name of the short-lived merger) decided the Southern Pacific Railroad would be cast out to live on its own, without full access to its former "crown jewels" locked away in the holding company.

Clearly the cast out orphan could not make it on its own. Who would be willing to buy it? One Philip Anschutz would and did. Anschutz, owner of the container company, American Presidents Line and the Rio Grande Railroad would put little of his own money into the purchase, instead cobbling together junk bonds and stock to lure prospective investors. As one pundit observed, it was like the little fish (Rio Grande) swallowing the whale (Southern Pacific). Anschutz controlled the road for 8 years, 1988-1996, managing to sell off another 1.3 billion of Southern Pacific railroad assets before the

THE VIEW FROM THE ENGINEER'S SIDE OF THE CAB MEMRR CLUB PRESIDENT

This month we will slide into the fall season and there are a lot of things on our personal calendars and that is true of the MEMRR as well. On Sunday, September 08, 2013, approximately 25 of us, members of the MEMRR and the George L. Carter Chapter NRHS,

Union Pacific Railroad made Anschutz a 5.4 billion dollar offer for the almost lifeless Southern Pacific Railroad which offer also included The Rio Grande Railroad. Union Pacific rewarded Anschutz with a generous quantity of its stock plus a seat on its board of directors.

Failure to partner

The great danger of being an officer or a director of a company that had been around for 100 years, always a money maker, never once bankrupt (not even in the great depression), and always a power to be reckoned with and respected was arrogance. Arrogance can lead to such conclusions that "we" are better than "you"; therefore we really don't need you.

Unfortunately, arrogance must have infected much of the Southern Pacific hierarchy in the late 1950's and early 1960's. This was when the whole container and piggyback model was being established and which would soon become a major component of railroad freight traffic. Much of the industry got the model right. The Southern Pacific got the model wrong and too late came to its senses.

In those earlier formative days, Southern Pacific was all for moving containers and piggyback trucks on flat cars—providing those trucks or containers were controlled by the railroad. Southern Pacific wanted to be the company that called on the shipper, that billed the shipper, and whose truck would be seen at the loading dock. Let the truck or container be that of its affiliate, Pacific Motor Freight. The directors reasoned "why should we give our competitors, the J.C. Hunt's or the Schneider's or United Parcel Service (stealing business from "our" Railway Express Agency as they were) a leg up by relieving them of the cost of the long haul by putting their containers on our spine cars? This makes us the invisible middleman, and just where does this get you?" And yet, this is the successful model today. How could a railroad with a highly unionized trucking component called Pacific Motor Transport expect to go head to head with non-union independent truckers? For years, Southern Pacific Railroad tried. When they finally discovered their model wasn't working, their rail competitors had snatched up the big over-the road truckers leaving Southern Pacific in the game of playing catch up. The attitude that "I can do it better myself" doesn't always work.

Summary

In summary, the officers and directors of the Southern Pacific Railroad faced the need to make enormous changes in how they operate. Their railroad's long and glorious past didn't impress too many shippers. "What can you do for me today" demanded the shipper. History didn't matter. The above four serious judgment flaws were not caused by fate or how the stars were aligned, but rested squarely on the shoulders of the people charged with making the right decisions in stressful times.

enjoyed the excellent food and camaraderie of the annual Carter RR Museum picnic. Once again our grateful thanks are extended to our picnic hosts, **Kim** and **Tom McKee**, who not only provided the grounds of their lovely home on the Boone Lake shore, but also supplied the meat for the dinner. Tom has continued to improve his outstanding garden railroad and he had G-Scale trains running for the event to the enjoyment of all. The picnic is one of only a few social events we have during the year and provides a wonderful opportunity for us to bring our spouses, or our significant-others, for a get-together where we are engaged in the pure enjoyment of each

other's company and our passion for model railroading becomes secondary. If you missed this one please mark your calendars for December and our Christmas holiday party. I wish to express my thanks to fellow club member, **Jim Pahris**, for once more taking up the reins and coordinating the picnic. Good job as always Jim.

Upcoming Events for your MEMRR Calendar:

- 1) **Saturday, 14 September:** We have a child's birthday party scheduled at the Carter RR Museum and we will need some special help in setting it up. In addition to the pre-party room decorations that will be necessary, the party is being held for little **Samuel Newman**. Samuel and his special guests all suffer from autism and in addition to our usual party preparations we will have to take the time to cover the fluorescent lighting in the party room and in the Little Engineers Room in order to help these children enjoy the surroundings. I am asking for 5 or 6 of you to join me at the museum by at least 9 a.m. that morning to help us get everything set up before the museum opens. Thank you for your help and please let me know that you are coming to do so.
- 2) **Tuesday, 17 September:** Once again we have been selected by the university to be the first official stop of the **President' Classroom**. The "class" will be made up of university selected high-profile individuals from many walks of life in the Tri-Cities area who have been invited to participate in this 5 week evening event during which they will be shown many of the outstanding areas of the campus. It is a special treat to continue to be selected for this by the ETSU administration. This is a regularly scheduled business meeting night for the MEMRR so many of you will be coming to campus anyway. I need for as many of you as possible to be at the Carter RR Museum in your club shirts to operate the layouts and greet these special visitors around 5:00 p.m. The "class" should arrive around 5:30 or so and I will meet them at their initial orientation in the ETSU Library and walk them to the museum. They will only be given around 20 minutes to visit with us before being taken to their next stop; but this is an important 20 minutes and many will come back on their own to the RR Museum. We will have plenty of time to make our regularly scheduled business meeting in Brown Hall 312 at 6:30 that night.
- 3) **Saturday & Sunday, 21-22 September:** The **Erwin Train Show** hosted by **Gary Cameron** will be underway this weekend. We have been asked to bring some display items and sales table space is also available. We have agreed to bring the donated Sn30 layout and the 6 foot "Steps in Building a Layout" demo to display. There has also been talk about having a museum sales table to offer for sale some to the items that have been donated to the museum that have been determined not to be useful for exhibit display or for use on the club/museum layouts. We need to discuss at the September business meeting who will be available to help man displays and what we will be doing at this train show. I will have the details of this train show from Gary Cameron for you at that time.
- 4) **Saturday, 26 October:** The **George L. Carter Chapter NRHS & G. L. Carter Railroad Museum** are co-hosting a rail excursion to the **Big South Fork Scenic Railway** in Stearns, Kentucky. This is the second time we have chosen this railfan destination and

we have done so because of the exciting train ride on the former Kentucky and Tennessee Railroad, the beauty of the countryside in this part of Kentucky during the peak of the fall color season, and for the interesting and educational attractions of the Blue Heron Mine and the regional museum in Stearns. Trip details are already on the memrr.org website under "events" and the ticket application and liability waiver forms can be downloaded from it. The day's event is moderately priced and includes your round trip bus ride aboard Greene Coach Lines modern busses from the ETSU parking lots, the train excursion and tickets to the Stearns Historic Museum. There is a box lunch option as well. Please plan to support your local NRHS chapter and the Carter RR Museum by committing yourself, your family and friends to a day of railroading fun and excitement for a price you could not better if you drove your own vehicle to Stearns. Come join us and let us do the work for you as you relax in the comfort of a big 55 passenger bus with all the modern transportation amenities. **We need your support so sign up early and tell everyone you know about this event.** Thanks!



I want to thank all of you who have been faithfully coming to the Carter Railroad Museum on Saturdays to operate the layouts and interact with our visitors and those of you who have been coming on Thursday nights to work on the layouts and to change out exhibits. You are the backbone of the organizations and you keep the museum open and operating for the public as well as engaging in your hobby of model railroading. Through your continued efforts we are building a railroad museum that is becoming better and better known and is attracting more and more visitors to the ETSU campus. Your collective efforts are making this museum and our hobby of model railroading well known regionally and a Saturday destination for more and more people. Some of you are spending several days a week coming in and working on the exhibits and layouts. One person who stands out in this regard is member **Larry Jackson**. Larry is superb in his knowledge of all things electrical and he has become a very important member of the teams who are working on the club's HO-scale freight yard under construction and to those working across the hallway on the Tweetsie Project. I have often found Larry working on the wiring and various electrical components in the museum at almost any day of the week and at

almost any time, often by himself, to get this project nearer to completion. I fully realize that not everyone has the time, energy or the driving passion to donate to the club and the museum at this level, but I also know that many of you almost never come on a Saturday or on a Thursday evening to support your club, to help others who are working, and you are missing out on the opportunity to increase your hobby skills, work with some great people, and to fulfill your membership obligations (please read a copy of the club's bylaws relating to member's duties). I do want to again invite you to realize the full potential of your membership, remind you to think about the reasons you decided to join the MEMRR, thank you for the support your membership dues provide for the club and its projects, and ask you once more to get into your personal vehicle, bring some trains to run or tools to work (the club can provide both if you don't choose to bring your) and come on down to the museum. We miss you and want to have the pleasure of your company and your talents. What are you waiting for???



Recently **John Edwards**, **Mark Woomer** and others have brought to the club's attention the growing need for a better communications system for the operation of the club's large 40 x 22 foot HO layout. We have more and more visitors on Saturdays and the interactions with them as they talk to members operating trains on the layouts provide a distraction above the general background noise levels a room full of people excitedly talking about all the things they are seeing and discovering in the museum can generate, making communications difficult. Now, layer in more trains being operated at a time on the layout as more and more members take the opportunity to come to the museum on Saturdays to run their favorite personal consists or the club locomotives and rolling stock, and the increasing use of sound-equipped locomotives, with many double and triple-headed, all roaring, chuffing, sounding bells and blowing whistles, etc., and the noise levels increase at another level and the ability to hear fellow operators goes down another notch. But, there is one more aspect of operation to consider. As the new freight yard is being built and as we wire it with an increasing number of electronic accessories such as Digitraxx Switch-8s to control multiple turnouts accessible from hand-held throttles, or from the yardmaster's computer, and we move towards a period of more prototypical operation of the layout the necessity of clear, concise, direct communication becomes more and more essential. We are moving to a level of operation that will no longer be a little race track with our trains going around in circles needing little attention, but to a time where there will have to be a central control

that is in two-way communication with every "engineer" on the layout. We need to begin to seriously study how other model railroad clubs operate their layouts. We need to research what we need to be considering to be able to do the same thing on our club layout with our increasing interactions with each other, with our museum guests (we do not operate as some clubs do in a private club house closed to the public except on special event days), our increasing electrical sophistication that is a byproduct of the big operating freight yard we have dreamed about for so long that is now becoming a reality. When the Tweetsie Layout becomes operational we will face a similar problem. The mountainous terrain will create viewblocks that will prevent train operators from seeing around the bend, much less seeing each other. They too, will be talking with visitors and have sound-equipped locomotives. The new "Tweetsie" will need radio communications as well between "engineers" and a dispatcher.

Let me ask that those of you with the greatest interest in making good layout operating communications a reality join with **John Edwards**, **Mark Woomer** and the others who have been discussing this issue and research the options as we have discussed at recent club meetings and at work and operation sessions in the museum and bring the information you have found to a future club meeting for discussion and for circulation to the entire membership via this newsletter. When that has been accomplished, and you are poised to make a formal motion for club action, we shall be ready to proceed to **solve** this growing problem.

On Saturday, 7 September, we had a new event at the Carter RR Museum. Heritage Day Event Coordinator, **Geoff Stunkard**, put into place with a lot of help from club members, a special day for children, our little engineers. We had a Thomas-the-Tank day with Thomas displays from Geoff's large personal collection which included some rare Thomas characters in the form of named locomotives in the museum's display cabinets. In addition member **Dave Doughty** presented two Operation LifeSaver programs to kids and their parents in the small conference room above the museum and member **Jim Pahr** operated a DC Thomas loco and two-coach consist on the Cope Traveling Layout. We had a good turnout and several telephone inquiries in response to the ETSU generated press release advertising the event. Geoff and Dave are already talking about doing something similar for back-to-school next year. Good job gentlemen and thanks for thinking of the children.

Speaking of children, have you been by the Little Engineers Room on a Saturday lately? Through the coordinated efforts of sisters **Amanda Blackburn** and **Michelle Kelly** the Little Engineers Room is more alive than ever. The children and their parents love these two ladies and how they interact with the kids. Many children and their parents/grandparents have become "Saturday Regulars" and our two ladies, Amanda as our Station Master and a part-time university employee, and Michelle, a Federal Work Study scholar, continue to do an outstanding job for us and for their followers. They know many of the children's names and greet them personally. They always have lots of things for the little ones to do and the kids respond to them very readily due to their engaging personalities. We are most fortunate to have them working at the museum and they have certainly contributed to our program in many positive ways. Way to go girls!!! Several times in the past few weeks the Little Engineers Room has had so many active visitors it has been practically standing room only with some folks and their little wards standing in the hallway waiting for a space to open up so they could get into the room and become active players. This is one exciting place to be on a Saturday!

Come check out what your fellow club members have been doing since you last visited the Carter Railroad Museum. The big HO freight yard is coming along and the wiring servicing the original club/members modules is almost complete. The Tweetsie Project's terrain profile is almost done so you can now get a feel of the mountainous landscapes the little narrow gauge locomotives will be pulling their short consists through. Lots of fellow club members are putting lots of hours into these and other projects, including large scale and N-scale, in the museum and they would all welcome help from you.



A group of fellow club members are also beginning an N-Scale project with a restaurant now under construction in Johnson City in the old Clinchfield RR Station a few blocks east of the ETSU and the Carter RR Museum. Tupelo Honey Café will soon occupy more than 5,000 square feet of the, now being renovated, former baggage area and the passenger shed of the station. If you want more information about this project, or if you would like to be involved in it, please contact **Jim Pahr** who will be acting as my coordinator

MEETING MINUTES OF THE MEMRR August 20, 2013

President Fred Alsop called the meeting to order at 6:39 P.M. in room 312 Brown Hall, ETSU, with 18 members present. New member Bear Anderson was welcomed by President Alsop. Bear is a retired Marine and Civil Servant. He has built several modules and done scenery for the movie studios including prototypes for Disney Studios. His experience will be welcomed on the ET&WNC project. President Alsop continued his opening remarks by welcoming other new members Dawn Fritz and Don Wilcox. Since joining, Dawn has been helping Dave Doughty and Hobie Hyder finish painting the base coat of brown on the plaster-covered "mountains" in the ET&WNC room. Don retired to Kingsport by way of Florida. He has 100 railroad related hardbound books and magazines that he has expressed an interest to Gary Emmert about donating to the library. Lastly, President Alsop reminded the membership that there are only three remaining Heritage prints left for sale. Opening bid remains at \$20 for these prints.

President Alsop called for the reading of the Secretary's report from the July meeting with a motion being made to except them as read by Hobie Hyder with Dan McCloud making the second. Minutes were approved by unanimous vote by the membership. In the absence of Newsletter Editor Ted Bleck-Doran, President Alsop informed the membership that this month's newsletter was 24 pages long with lots of good information about The Big South Fork

for this project that will be slated to take several months to complete, for details. Jim can be reached by phone at 423/753-8045 or by email at pahrjsi@embargmail.com. There will be rewards from Tupelo Honey Café for your participation in the project with the level of the award consistent with your level of contribution.



Every month there are lots of exciting things happening with the MEMRR club and the Carter Railroad Museum. Don't be left on a sidetrack. Come join us on the mainline. 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

Scenic Railroad and Railroad Days at Natural Tunnel. He also reminded the membership of the on-going need to supply Ted with information for the newsletter. There was no Treasurer's report as Duane and Harriett Swank were out of town. Bob Jones, Web Master, said he had broken down the newsletter into two parts so it could be e-mailed. He also said that he had updated the members' area and that new member's cards for all new members could be found stuck in front of their name badge at the museum. Vice President John Carter stated that he is in need of programs for upcoming meetings. Jim Pahr volunteered to show a video for the September meeting. Concluding the officer's reports, President Alsop gave thanks to Vice-President John Carter for residing over the meeting in July. President Alsop was away birding in Argentina. He stated that he saw some three and five foot gauge railroads while there and at a future meeting hoped to do a program for the membership. The president also thanked all those who helped host the East Tennessee NRHS Chapter on Tuesday, August 13th. President Alsop continued by letting the membership know that he had been asked to be a member of the Johnson City Tweetsie Trail Taskforce and gave the membership an update on the progress of the Tweetsie Trail. President Alsop concluded his report by telling the membership that member John Dodge has some plans for the ET&WNC Historical Society Convention next year. He has proposed that the Carter Chapter NRHS make some 300 pins for sale for the upcoming ET&WNC RR HC Convention. President Alsop proposed the addition of T-Shirts as well, since the group doesn't have any type of shirts with a logo on them and these shirts will be financed by the Carter Railroad Museum.



'Old Business': Due to lack of participation, the Modeling Contest has been dropped, however, the photo contest is still on. President Alsop and Bob Jones have worked out a communication glitch and the rules should be now be posted online. You can submit up to four pictures featuring steam after 1970. The contest will end September 30th. John Edwards presented his findings to the membership concerning the use of headsets at operating sessions. He said that the radios must operate on the Family Radio Service band and he recommended that the radio jacks be 3.5 mm. After a lengthy discussion by the membership, Alan Morton suggested that we contact other clubs who use headsets for more information about how they use them and learn about the pros and cons before we purchase. Bill Hensley volunteered to contact the NMRA and ask them for information.

'New Business': Gary Emmert made a motion to purchase new batteries for the controllers stating that many of the existing ones no longer hold a charge. Bob Jones, seconded the motion with the membership unanimously passing the motion. Hobie Hyder stated that one or more of the controllers needed to be repaired as they are not working properly. The next Railroad Heritage Days for the museum will be August 31st. The theme will be 'Midwestern Movers: North, South, East & West across the Heartland'. Bob Jones stated he had nine very nice trains that he is willing to bring for this event for the membership to run but he needs volunteers to

help operate them. The Summer Picnic will be September 8th, 4 P.M. at Kim and Tom McKees' lakeside home. In lieu of the Modeling Contest, the club will now have a design contest to design a new logo patch for the club commemorating the 20th anniversary of the club. The cut-off date for your designs will be October 31st. 'Since 1993' must be incorporated into the design. There will be one Grand Prize winner with a first runner up, second place and third place winner. The Grand Prize will be a \$50 gift certificate from West Virginia Hobbies and Crafts. Food certificates will be awarded to the other finishers. President Alsop informed the membership that he had been contacted by Tupelo Honey Café about designing and building a layout for their restaurant. Members of Tupelo Honey Café will be at the museum Wednesday at noon to meet with interested MEMRR members about their plans. President Alsop said that the ET&WNC Historical Society will hold its 2014 Convention at the Carnegie Hotel, June 27 - 29. October 26th, the Carter Chapter of the NRHS will hold a rail excursion to the Big South Fork Scenic Railroad. Since the train ride layover is only 45 minutes, the Carter Chapter will offer an opportunity to purchase lunch in a souvenir cooler for \$7.00 to allow more time to see the exhibits. In other new business, there will be a train show September 20th and 21st in Erwin. There will also be a Swap Meet at Hobbytown on November 5th as reported by Alan Morton. John Carter said that there was also a show on the 24th at Spencer. In closing, Jim Pahrisk asked the membership to start thinking about new exhibits for Jonesborough Days in 2014. He also asked the club to consider raffling another layout for Christmas.

Volunteers for Saturdays' Operating Sessions were then asked for by President Alsop. John Edwards then presented a very informative program on tips and procedures for operating the MEMRR HO-Scale layout. The business meeting was adjourned at approximately 8:29 P.M. Next meeting will be Tuesday September 17th 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*

MEMRR PICNIC September 8, 2013





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