



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
MARCH 2014 - MEMBERS EDITION

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Published for the Education and Information of Its Membership

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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 ??

NASHVILLE Chattanooga & St. LOUIS RAILWAY #576 4-8-4 J3 "DIXIE" ON DISPLAY IN CENTENIAL PARK, NASHVILLE TN



FEBRUARY

 NC&StL RY #825	 DUKE POWER CO	 NEW HOPE VALLEY #70	 NEW HOPE VALLEY #67	 NEW HOPE VALLEY #699	 NC&StL RY #26	1 MUSEUM OPEN 9:00 – 3:00
2	3	4	5	6 WORK NIGHT 4:00 - ???	7	8 MUSEUM OPEN 9:00 – 3:00
9 SIGNAL BRIDGE DEADLINE	10	11	12 SIGNAL BRIDGE PUBLISHED	13 WORK NIGHT 4:00 - ??? Coordinator's Mtg	14	15 MUSEUM OPEN 9:00 – 3:00
16	17 PRESIDENT'S DAY G.L. CARTER CHAPTER MEETING	18 MEMRR MEETING NIGHT	19	20 10:00 Seniors Group Visit WORK NIGHT 4:00 - ???	21	22 HERITAGE DAY MUSEUM OPEN 9:00 – 3:00
23	24	25	26	27 WORK NIGHT 4:00 - ???	28 ASHEVILLE TRAIN SHOW	 NEW HOPE VALLEY

MARCH

						1 MUSEUM OPEN 9:00 – 3:00 ASHEVILLE TRAIN SHOW
2	3 6:30 Scout Unit Visit	4	5	6 WORK NIGHT 4:00 - ???	7	8 MUSEUM OPEN 9:00 – 3:00
9 SIGNAL BRIDGE DEADLINE	10	11	12 SIGNAL BRIDGE PUBLISHED	13 WORK NIGHT 4:00 - ??? Coordinator's Mtg	14	15 MUSEUM OPEN 9:00 – 3:00 ATLANTA TRAIN SHOW
16 ATLANTA TRAIN SHOW	17 G.L. CARTER CHAPTER MEETING	18 MEMRR MEETING NIGHT	19	20 WORK NIGHT 4:00 - ???	21 6:30 Spring Fling Choo-Choo Café Erwin TN	22 HERITAGE DAY MUSEUM OPEN 9:00 – 3:00
23 31	24	25	26	27 WORK NIGHT 4:00 - ???	28	30 HERITAGE DAY MUSEUM OPEN 9:00 – 3:00

APRIL

	1	2	3	4	5	6
				WORK NIGHT 4:00 - ???	TVRR RAIL EXCURSION BRISTOL	TVRR RAIL EXCURSION BRISTOL MUSEUM OPEN 9:00 - 3:00
SIGNAL BRIDGE DEADLINE	8	9	10	11	12	13
			SIGNAL BRIDGE PUBLISHED	WORK NIGHT 4:00 - ??? Coordinator's Mtg	THOMAS THE TRAIN DAY AT THE MUSEUM	MUSEUM OPEN 9:00 - 3:00
14	15	16	17	18	19	20
	G.L. CARTER CHAPTER MEETING	MEMRR MEETING NIGHT		WORK NIGHT 4:00 - ???		MUSEUM OPEN 9:00 - 3:00
21	22	23	24	25	26	27
				WORK NIGHT 4:00 - ???		HERITAGE DAY MUSEUM OPEN 9:00 - 3:00
28	29	30				

MAY

			1	2	3	4
				WRK NIGHT 4:00 - ???		MUSEUM OPEN 9:00 - 3:00
5	6	7	8	9	10	11
				WORK NIGHT 4:00 - ??? Coordinator's Mtg		MUSEUM OPEN 9:00 - 3:00
SIGNAL BRIDGE DEADLINE	13	14	15	16	17	18
			SIGNAL BRIDGE PUBLISHED	WORK NIGHT 4:00 - ???		MUSEUM OPEN 9:00 - 3:00
19	20	21	22	23	24	25
	G.L. CARTER CHAPTER MEETING	MEMRR MEETING NIGHT		WORK NIGHT 4:00 - ???	GL Carter NRHS Chapter 3 Rivers Rambler Dinner Excursion	HERITAGE DAY MUSEUM OPEN 9:00 - 3:00 Modern Railroads
26	27	28	29	30	31	
	MEMORIAL DAY			WORK NIGHT 4:00 - ???		



These two photographs were brought to the club during an operating session one Saturday. The owners were from North Carolina and wanted any information that would shed some light onto the event depicted in the images. It is believed that the wreck occurred in North Carolina. Quite possibly along the French Broad near Asheville. From the wooden construction of the cars and the handpump section car it would suggest the wreck occurred somewhere around the turn of the 19th/20th century. Anyone have other ideas?



MOUNTAIN EMPIRE MODEL RAILROADERS MEETING MINUTES

February 18, 2014

President Fred Alsop called the meeting to order at 6:36 P.M. in room 312 Brown Hall, ETSU, with 17 members present and two guests for a total of 19 present. Conrad and Carolyn Crowe, the guests of Jim and Charlotte Pahrís, were introduced and welcomed.

Secretary's Report

President Alsop called on Don Ramey for the reading of the Dispatcher/Secretary's report from the January meeting as published in *The Signal Bridge* with a motion being made to accept them by Don Ramey who was working the Extra Board for Hobie Hyder, Secretary. Jim Pahrís, seconded the motion. The report was accepted.

Newsletter Editor's Report

In the absence of Ted Bleck-Doran, Newsletter Editor, President Alsop informed the membership that the 2014 Calendar of Events had been published in the last issue of *The Signal Bridge*. President Alsop continued by reminding the membership of Ted's continued need for new information for the newsletter.

Treasurer's Report

Gary Emmert, Treasurer, reported the balance of the club's checking account as of February and said the finances were in good standing.

Web-Master's Report

In the absence of John Edwards, Web-Master, President Alsop told the membership that John had also posted the 2014 Calendar of Events on the club's website.

Vice-President's Report

Vice-President John Carter said that as of meeting time that he did not have a March program and asked for volunteers. Bear Anderson was quick to volunteer and said he would gladly do a program on modeling trees for March. He also volunteered to do one in April on weathering buildings and structures.

President's Report

President Fred Alsop concluded the Officer's Reports by reporting to the membership that the 2014 Calendar of Events was completed and published. He also said that there had been a positive response from the dues renewal letters for 2014. Due to the snow, the Coordinators meeting was canceled. President Alsop said the new date for the Coordinators meeting would be March 13th. President Alsop

concluded his remarks by thanking everyone for all their hard work at the museum and on various projects.

'Old Business'

Photo Contest

In the absence of Geoff Stunkard, Photo Contest Coordinator, President Alsop informed the membership that the contest was being wrapped up and that Geoff had taken the photos to Nelson's Fine Art Gallery for judging. Winners should be announced shortly.

Radio Dispatching

Roger Teinert, in the absence of John Edwards, reported to the membership that about half of the membership at the Saturday operating sessions were using radios while the other half were still yelling. He said overall the use of radios was going well. Gary Emmert said he was putting together a class on a uniform standard for radio railroad jargon for the membership.

Compliance Station

Hensley reported to the membership that The Compliance Station that he and Jim Hoit had been working on was complete. If you are having a problem with a piece of rolling stock equipment you can now bring it in and someone will help you fix your problem so that you will have smooth running during operating sessions.

Tupelo Honey Project

Jim Pahrís, Tupelo Honey N- Scale project Coordinator, reported to the membership that the N-Scale project was coming along nicely. Bear Anderson and Larry Jackson have spent a lot of time wiring and scenicizing the layout and it was now approximately 90% complete. Bear said the layout would feature Fiber-optic lighting and that the scenery had also been started, beginning at ETSU and working back east towards the CC&O station. Bear Anderson asked for volunteers in helping paint and assembling a number of N-Scale vehicles for the project. Mike Buster volunteered to help do some of the painting however, because of the large quantity of vehicles, others are encouraged to help with this project.

Fallen Flags Memorial Plaque

President Fred Alsop led a discussion concerning "Fallen Flags Memorial Plaques". After a brief discussion, Michael Pascal suggested that the current use of "Fallen Flags," sounded too institutional or corporate and suggested changing the name to "Fallen Flag Bearers". Jim Pahrís made a motion that we except Michael's idea of the name change honoring all deceased members. Paul Haynes seconded the motion. Motion passed unanimously.

Photos of ET&WNC needed

In other Old Business, President Alsop still needs photos of the ET&WNC for use modeling the ET&WNC layout.

Ray Dennis Donation

Recently deceased member Reyburn Dennis has donated his model railroad equipment to the Carter Museum.

'New Business':

February Heritage Day

In the absence of Geoff Stunkard, President Alsop informed the membership that the next Railroad Heritage Days for the museum will be February 22nd. The theme will be "Railroads of Music City". President Alsop also asked the membership to bring in any railroad memorabilia for display that they might have that would fit nicely with the Heritage Day theme of railroading in the Nashville area.

Upcoming Group Visits

President Alsop also asked the membership to help with cleaning around the museum. The modules need to be dusted, skirts straightened and fixed, etc.

February 20th – Seniors Visit

President Alsop said asked for volunteers to help staff a group of Seniors that Ken Harmon was bringing to the museum on February 20th from 10 A.M. till Noon.

March 3rd – Scouts Visit

Geoff Stunkard will also be bring a group of Boy Scouts to the museum March 3rd from 6:30 P.M. 'till 7:30 P.M.

ET&WNC Convention

President Alsop continued his remarks by reminding the membership that we were hosting the ET&WNC RR Historical Society Convention June 27-29. He said that since the museum was hosting the event that state rates at the Carnegie Hotel would apply and the cost per night would drop to \$88.00. He further reminded the membership that with your \$20 yearly membership fee to the society that your registration fee for the event would only be \$40 and would include dinner at the Carnegie, a visit to the ETRY facilities, a visit to Dick Conger's G-Scale layout, an after-hours ride at Tweetsie Railroad theme park and dinner at the Tweetsie Palace plus lots of other exciting things that are planned for Sunday including Speeder rides at the Doe River Gorge and a trip over to the last remaining ET&WNC depot in North Carolina now located in Newland to see the restored station and the #505 caboose.

Module Building – Cope Layout

President Alsop announced that there was new opportunity for anyone wanting to build a module. He said that there were two new inserts for the Cope Layout that needed to be designed and built. Tommy Knisley is the new Coordinator for the Cope Layout. If you would like to try your hand at

building one of these modules, please see Tommy or President Alsop.

Club Patch Design

In other New Business, President Alsop said that to date there had been no entries by club members concerning the designing of a special patch commemorating the 20th anniversary of the Mountain Empire Model Railroaders. Roger Tienert suggested that the club consider contacting the Art Department at ETSU to design a patch commemorating the anniversary of the Mountain Empire Model Railroaders. President Alsop suggested that maybe we could offer them a little cash for their efforts. After a brief discussion, **Motion:** Roger made the motion that the club look into talking with the Art Department about designing such a patch to see if they were interested. Jim Pahriss, seconded the motion. **Amendment:** Before a vote by the membership on the motion, Jim Pahriss offered a 'friendly' amendment to the motion to state that we take \$100 from the club's checking account to either make as a donation to the Art Department for their help with the design or to award the designer of the winning design. Gary Emmert second the friendly amendment. **Motion passed** unanimously.

President Alsop said that we would not except any design that could not be modified to the satisfaction of the MEMRR from the designs offered by the Art Department. The membership agreed.

Donations

President Alsop concluded New Business with a discussion about donations to the Museum. He said that there were three basic forms;

Temporary Custody & Pre-Acquisition form that was to be used for items on temporary loan to the museum,

Permanent Custody & Pre-Acquisition form for those wishing to donate items to the museum with no strings attached, and lastly a form for

In-Kind Gifts to be used for those wishing to donate items and would like to get tax relief through their donation.

President Alsop stated that it is important that the correct forms be filled out and signed for any and all items. He stated these forms formerly had been in a folder near Don Ramey's module but would now be located in a wall rack in the large work room in bins clearly marked so volunteers can easily find them. Three copies of the form, when completed need to be made. One is to go with the donated items while one to the University and one to the person or persons donating the items.

President Alsop continued by informing the membership that if the donation was over \$5,000 that it had to be appraised

by a licensed certified Appraiser with no connection to the museum and that we needed to contact him before excepting the donation.

Volunteer Sign-up

Volunteers for Saturdays' Operating Sessions were then asked for by President Alsop.

Adjournment

The business portion of the meeting was concluded at 8:02 P.M.

Spring Fling Mountain Empire Model RR G.L. Carter Chapter NRHS March 21st: 6:30 PM Choo-Choo Café Erwin TN

This year, as last, we will be having our annual Inter Club Spring Fling at the Choo Choo Cafe in downtown Erwin. It will be on the 21st of March and start at 6:30 PM. As for our Christmas Party, we have the place to ourselves and Brenda assures us that we will be served well.

The menu this year will be Corned Beef and Cabbage (in deference to St. Patrick's Day the week before), and for those who do not want it, we will have chicken as a choice also. We will have Carrots, Green Beans, Boiled Potatoes, Irish Soda Bread and Soft drinks are included. For those of you who would like a beer, it will be available for purchase.

The dinner will be served buffet style as at the Christmas Party.

THE MODELER'S CORNER WEATHERING WITH PAN-PASTELS BY JESSE KITTLE

Weathering is a fact of life. All objects, particularly on a railroad, stop looking new almost immediately. Weathering is an aspect of model railroading that people both admire and fear. I have often heard it said "why would you spend good money on locomotives, rolling stock and buildings only to make them look dirty and old." With the same sentiment, I have heard it said that the best trains are the ones that have been weathered. One of my personal goals was to learn how to weather when I first joined the club. My adventures into weathering began with weathering some of the rolling stock on the Bankus N scale.

Program

Jim Parhis presented the program 'Germany: World's Largest Model Railroad' on DVD.

The next meeting will be Tuesday, March 18th 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*

Cost per person is \$15 (tip extra).

If you wish to attend, all tickets are to be prepaid before the event. This is to ensure we have an accurate count for the Choo Choo Cafe so they can have the correct amounts of food for us.

To obtain tickets, they can be ordered from Bill Beagen at this email address: rrbill@embarqmail.com . Please indicate how many tickets you want and I will have them available at the next club meeting (the 17th for G.L. Carter and the 18th for MEMRR). You can pay for them that night and this gives us enough time to let the Choo Choo Cafe know how many will attend.

Spring Fling
Choo Choo Cafe, Erwin
Sponsored By
MEMRR & G.L. Carter Chapter

6:30 PM March 21, 2014

\$15 per person (Prepaid Only)



I began with weathering powders finished off with dull coat. I learned important lessons using this technique. Not all surfaces and plastics weather well, and just as critical, lighter shades of rolling stock require less weathering than the more traditional black and deep reddish/brown colors that are on most cars. Thus lighter color reefers need less weathering than coal hoppers.



There were a number of issues that I have encountered with the weathering powders however. The powders have to be "sealed" to the surface with dull coat. The dull coat tones down the weathering which can help the overall look but at times dulls the weathering too much to where one has simply a matte looking finish. I found that I over weathered in order to compensate for this dulling, and I was not always satisfied with the results. The other option on weathering is to use a wash and airbrush the weathering, but an airbrush can be easily be overdone. I recently bought an inexpensive 2-8-0 Bachmann Spectrum on ebay



My goal was to weather a steam locomotive in HO scale, something that would require much more of an investment than just a piece of rolling stock. It is a commitment that many model railroaders are not willing to make. However, the only way to attain a goal is to risk failure. But I was not satisfied with the weathering powders and not wanting to make the investment in the airbrush that could be unforgiving.



The November Model Railroad offered a solution. Tony Koester wrote about weathering with a new product called **PanPastels** offered by a company **Colorfin**. Tony Koester focused on the ease of use and the speed which **PanPastels** offer. I what attracted me to **PanPastels** would be forgiving than using an airbrushing and (according to the article) did require dull coat. After some searching, I was able to buy a **PanPastels** weathering kit at the **HobbyTown** in Knoxville. (**HobbyTown** in Johnson City did not have it at the time I was looking for this kit, although this may have changed). The kit included shades of gray, white and black. But not brown or rust colors (this would be a problem later).



The kit was \$50, not the cheapest product on the market, but still cheaper than a good airbrush gun and potentially offered better results than weather powders. The kit included a number of application sponges and, in addition to the locomotive, I had some HO rolling stock that I wanted to weather. This would allow me to try **PanPastels** before I would try my hand with the locomotive.



I began with washing the rolling stock to clean off dirt and finger prints. If you don't clean objects off, the **PanPastels** will uncover your finger prints. I worked top to bottom. Brushing downward with the sponges to simulate the effect of rain washing down. The majority of the cars were coal hoppers and gondolas, so I focused on dark black colors and used light gray around the lower sections to simulate dirt blowing up on the lower sections and bottom of the cars. As stated by Tony Koester in **Model Railroader**, **PanPastels** have the consistency of makeup. The greatest problem that I had was the lack of a rust color. I had to use the traditional weathering powder for a rust color which of course does not adhere well so I had to mix with the **PanPastels** which did help it adhere to the surface.



After I completed weathering the rolling stock, I moved onto the 2-8-0. I carefully wiped off any finger print, dust, and dirt. I used the steam locomotive weathering template that was

on page 42 of the November *Model Railroader* because steam locomotives have distinct weathering patterns. Once again I started at the top and worked my way down. I quickly found that the large sponges were useless on the locomotive because of the handrails and other details. I switched to the small sponges that are put in a small trowel. This worked somewhat better, but I abandoned the sponges in favor of paintbrushes. This took much longer but remember, I was not looking to save time, rather I wanted ease of use and a product that was forgiving if I made a mistake. I added white/gray to the whistle and pop-valves and gray on the smoke box. Once again I had to use regular weathering powders for the rust colors. I also added a real coal load with coal that I ground and washed with a solution of diluted alcohol and soap and rinsed with water and air dried for several days. I CAREFULLY applied a diluted solution of white glue to the existing coal load and sprinkled the coal. The weathering and coal load took me a few hours; I was in no hurry and took a few breaks along the way. I found that breaks are important to keep me focused on doing a good job.



So what is the verdict on **PanPastels**?

First the cons: Overall the kit that I bought was nice in that it included several sponges and applicator trowels, but the lack of a rust/brown colors was frustrating, and when I purchased the kit there were not individual discs of brown or rust colors. When working on the rolling stock, some of the plastic car bodies did not work well with the **PanPastels**. I actually had to dull coat some of the cars and THEN use the **PanPastels** to achieve an even finish. However, the single largest drawback of the **PanPastels** is that it did not adhere as well as I had hoped or as advertised by *Model Railroader*. I have found that I have to handle the rolling stock and locomotive with care to keep from rubbing off of the weathering.

THE PROS: the **PanPastels** are easy to use, and I can't overemphasize how forgiving they are if you make a mistake. Simply blend the color mistake with another color. A blend of

colors will cover any issues that might arise. Natural weathering is a mixture of dirt, faded paint, and rust. Air brushing weathering is more difficult to be sure of the final result and any blend of colors. Although the *PanPastels* did not adhere as well as advertised, the vast majority of weathering stayed in place and had a nice even coat. Anyone who wants to weather can buy a kit and weather anything

THE VIEW FROM THE ENGINEER'S SIDE OF THE CAB THE PRESIDENT'S COLUMN

Sometimes it seems that this winter is never going to lose its grip, but spring is just around the corner and if you have not done so already, it's time to plan to join us at the Carter Railroad Museum's Spring Fling on Friday, 21 March, at the Choo-Choo Café in Erwin, TN. The Carter Chapter NRHS Newsletter Editor, **Bill Beagan**, is acting as this event's coordinator and he has circulated a menu with delectable dishes being offered at great price. This is a social event for members and their wives or significant others from our MEMRR club, and G.L. Carter Chapter NRHS, and a fun night with delicious food that you won't want to miss. Please let Bill know right away if you are planning to come join us so we can let the restaurant owner know how many meals to prepare for. Come celebrate spring with us in an historical railroad building in Erwin, the home of the Clinchfield Railroad built by George L. Carter.

I want to thank those members who came to the Carter Railroad Museum on Thursday morning, February 20th, to host the senior citizens group that Ken Harmon had arranged to visit the museum. By all accounts they had a great time touring our facilities and enjoying the exhibits. They were very complimentary of the club's work and marveled at the operating model railroads. They stayed for lunch in the university cafeteria and talked of making a return trip in the near future. I know how difficult it is to find parking spots during the day at ETSU and I am most grateful for the extra effort you volunteers made to make this a special event for this group of elderly patrons. I was at the other end of the state at Reelfoot Lake with my class and missed getting to participate.

The local newspaper, the *Johnson City Press*, sent a reporter to cover our "Railroads of Music City" Heritage Day Event on Saturday, February 22nd, and Ted Bleck-Doran and Amanda Blackburn did a terrific job showing him around the museum and explaining our educational activities to him. His report, along with lots of color photographs, appeared on the front page of the Monday morning paper providing the clubs and the museum outstanding coverage and publicity. This kind of publicity is priceless and these stories increase the connection between the people in our region and our

from locomotives to buildings. *PanPastels* offer anyone an easy method to try weathering. I would recommend *PanPastels* to anyone who wants to weather but is unsure of their skills and afraid of ruining a piece of equipment.

passion for model railroading exponentially. Have you noticed how many more visitors we are having on Saturdays? Many more people are coming to the museum, not only during our special events, but every Saturday. We have requests for memberships almost weekly, and through your wonderful work and hospitality, many are returning and bringing their friends. We have climbed from an average of around 50 visitors each Saturday to something approaching twice that number since just before the Thanksgiving Holidays last November. If this rate of visitation remains steady for the remainder of the year we will have between 5,000 and 6,000 visitors in 2014.

Our sister NRHS chapter and the Carter RR Museum have big doings planned for May 24th when they host their first rail excursion of the year. This will be a dandy outing with Greene Coach Lines buses taking folks from ETSU to Knoxville for a ride on the 3 Rivers Rambler RR and a tour of their backshops. The train will deliver us at the docks of the Tennessee Riverboat for a dinner ride on the Tennessee River before our approximately 3 p.m. departure for Johnson City and home. The details for the trip are in this newsletter and we need for all our MEMRR members to do two things: First, be a participant on the trip and support the G.L. Carter Chapter's jointly hosted event with our Carter Railroad Museum while having a great time. Second, help us recruit guests for the rail and boat trip and be a bus host for the ride down to Knoxville and back. This should be a lot of fun for everyone and is one of the fund-raising events for the NRHS Chapter and for the Carter Railroad Museum that we help support. It is also a great public service event that brings the history of railroading to many who have never had the thrilling experience of riding behind a steam locomotive. Additionally, we have the opportunity to share our passion for railroading and the potential of recruiting new members. We will plan to have some railroading videos on the bus, perhaps play some railroad bingo, and other traveler's past times that you can suggest for us. It's going to be a fun trip that you will not want to miss.

June will bring us the ET&WNC RR Historical Convention at the Carnegie Hotel with lots of great events and speakers for its members. I once more urge you to consider joining this regional railroad historical society and attending their convention. You will get more than your money's worth for a low convention registration fee of \$40 for the event. I will get information to all of you as it becomes available from the historical society so you can make your plans for this event

that will be co-hosted by the George L. Carter Railroad Museum. Let's demonstrate some real Tennessee hospitality to the participants of this convention that will be held in our back yard. I hope to have the ET&WNC RR in HO_{n3} scale running by June so we can show the Historical Society's members who will be visiting the museum the progress we have made on the layout in the past year. This goal will greatly depend on those of you with electrical and mechanical skills who can help us complete the wiring, the DCC control installation, and the installation of switch machines. If this is not your area of expertise, we also need a bunch of HO_{n3} rolling stock kits assembled so our little locomotives will have some consists to pull up the mountains and through the gorges. This is a call for help and the more hands who can volunteer to help the further along we will be by June. Please come down to the Carter RR Museum and join in the fun. We need you!

The Tweetsie Trail Task force is making great progress on the first phase of the development of the trail and they are on schedule for the opening of the first 6 miles of the trail from Alabama Street in Johnson City to Sycamore Shoals in Elizabethton for Labor Day 2014. A lot of the trail clearing has been done and a base for the trail has been installed. Bridge work will have to be completed and signage installed, but they are well on their way. I am trying to convince anyone who will listen to me, especially the members of the task force who are from Elizabethton and Carter County, to try to get possession of the ET&WNC RR Bemburg Train Station building to use as a welcome center, gift shop, museum, bicycle rental shop, etc. for the Elizabethton end of the trail and to seek funding/grants that would allow the exterior refurbishing of this historic building, one of only two Tweetsie stations left in Tennessee, to the way it looked when it served as a train depot. I am determined to keep at it and if any of you have ideas or contacts with city government in Elizabethton I could use your help with this if you agree with me that this would be a good thing to do

The National NRHS Fall Convention will be hosted by the George L. Carter Chapter 6-9 November, 2014 at the Carnegie Hotel in Johnson City. NRHS Chapter **Vice-President Jim Pahr** is busy coordinating the event. If you would like to be involved please talk to Jim about his plans for the event and no helping hand will be refused. Johnson City has a rich railroading history and the Carter Chapter should be able to provide a most interesting and exciting convention venue for NRHS members from around the nation who will be coming to our city in November.

I have met recently with Dr. Delanna Reed and Carolyn Gregg and am happy to report that we have our Tales of the Rails oral history program once again underway. Please provide any contact information you may have for people, especially our seniors, who may have personal stories to tell who we may interview and preserve the recollections of railroading

as it was in Southern Appalachia for ourselves and for those who will come afterward. We need to hear, record and preserve their stories as pieces of history that will be lost forever if we do not find these folks and get them to talk to us. Please let me know of any contacts you may have so we might talk to them.

In the Carter Railroad Museum significant progress is being made on the club's HO-Scale layout and the new freight yard is coming together. There is now a crackle of radio chatter in the air on Saturdays and more and more of the communication for train operation is relayed from the cabs of the locomotives to the train master. We are still learning how to work this system and it will take a little time for all our members to get used to it, but we are making progress and there is much more control over the operation of the big layout than we had in the past. Change never comes easy, but don't be shy, there are lots of fellow members who are gaining experience and confidence with the system who are most willing and able to show you the radio ropes. Come join the fun!

The Carter RR Museum receives many donations throughout the year and we need to record every one. For every item we accept we need to have some specific information. Specifically, we have to record the donor's name and complete address including telephone numbers and email addresses, and we need a list of the items that are being left with us. Items left for the museum are in one of 3 categories:

- **Temporary Loan:** With a Temporary Loan the items remain the property of the owner, but will be left as display items in the museum for a period of time before being returned to the owner.
- **Permanent Loan:** The owner is donating the items to the Carter RR Museum permanently. In this case we need to establish the value of the gift. If the value is established to be more than \$5,000 an independent appraisal will have to be made.
- **In-Kind-Gift:** The owner is donating the items to the Carter RR Museum permanently, but wants tax credit for the gift. The museum can do this through the university as it is a 501-C-3 non-profit institution. In this case we need to establish the value of the gift. If the value is established to be more than \$5,000 an independent appraisal will have to be made

To help facilitate this activity **Gary Emmert** and I have put a selection of each of the 3 forms you will need to accept a gift in our absence from a donor in the wall shelves near the large sink in room 108, the large work room. Each form is clearly marked and easy to complete with the help of the donor. Please take them to the big work room and sit them at the work table and help them complete the proper form, itemize their donation, make a copy of the paper work on one of the flat-bed scanners (Library or HO Trainmaster control

station), give them the copy for their files and place the original in the bin marked "completed forms".

This paperwork is very important and any of you can do it; and it must be done before anything is left at the museum. Thank you.

We have a couple of modeling workshop programs scheduled for our club business meetings for March and April. Club member and "scenery master" Bear Anderson will be demonstrating how to make realistic trees for our March program and he will return in April to show us how to weather structures to look like they have been enduring the ravages of the elements for many years. These are two "how-to-do-it" programs you won't want to miss so mark your calendars now.

Don't forget to check your MEMRR Calendar of Events for 2014.

We have a lot of exciting things planned for the MEMRR club and the RR Museum through your collective efforts including monthly Heritage Day Events, the Spring Fling in March, the annual picnic this summer, participation in the Blue Plum Festival and Jonesborough Days, our annual Christmas party and much more.

We have a great model railroad club that prides itself on service to the public and conveying our love for this nation's railroading history through our model railroading, the world's greatest hobby, to those who join us for meetings, visit our museum, and just talk about trains and railroading. This could prove to be our most significant year 21 year of our history as a model railroad club and it is one that is filled with opportunities and with challenges. Get on board and lend your time, your experience and you talents. 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*



**George L. Carter Chapter NRHS and
George L. Carter Railroad Museum, ETSU
Johnson City, TN**



Excursion to the 3 Rivers Rambler Steam Railroad and the Tennessee Riverboat Company in Knoxville, TN, on May 24, 2014

On Saturday, May 24, the George L. Carter Chapter of the NRHS and the George L. Carter Railroad Museum, ETSU, will sponsor a "SPRING EXCURSION" to the 3 River Rambler Railroad and the Tennessee Riverboat Company.





This is a wonderful time to enjoy the beautiful spring foliage and surrounding countryside as we ride behind a STEAM engine alongside the Tennessee River. Sit back, relax and enjoy the view. The Tennessee Riverboat Company presents a pleasant afternoon with a luncheon cruise on the Tennessee River. Enjoy the sights along the river while enjoying a delicious buffet lunch.

All tickets are sold as Coach class. The train consists of two coach cars and one open air car and passengers are allowed to move around the train freely. Restrooms are available on the train.

Ticket prices include the train ride, a tour of the back shops, the riverboat ride as well as the buffet lunch while riding the riverboat. Adults are \$90.00 and children (3-12) are \$80.00. Infants (children 2 and under) not occupying a seat ride free.

The trip will start from ETSU's parking lot 22A off Go Bucs Trail where passengers will board a motor coach departing no later than 7:00 a.m. for Knoxville. Restrooms are available on the buses and no stops are planned enroute. Estimated arrival time is around 8:30 a.m. at which time passengers will have a walk through tour of the back shops. At 9:30 to 9:45 a.m., the passengers will start boarding the steam train for a 10:00 a.m. departure for a 1 ½ hr. ride starting in Downtown Knoxville and making its way to the "Three Rivers Trestle" where the French Broad and Holston Rivers join to form the Tennessee River. The train will then deliver the passengers to the Riverboat by 12:30 p.m. for the luncheon cruise starting at 1:00 p.m. We will cruise the Tennessee River while enjoying a delicious buffet lunch and returning to dock approximately 2:30 p.m. The buses will start loading at 3:00 p.m. with **departure no later than 3:30 p.m.** for our return trip to Johnson City arriving there around 5:30 to 6:00 p.m.

Small coolers that fit under the seat will be **permitted on the bus only**. When we arrive in Knoxville and leave the bus, we will not be returning to it until after the riverboat cruise where coolers will not be permitted.

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.) on the ETSU Campus in Johnson City, TN., 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.

For ticket reservations, please make check or money order (no cash please) payable to: George L. Carter Chapter, NRHS, and mail with completed form and a signed copy of the Liability Waiver form to:

George L. Carter Chapter, NRHS
Attn: Rail Excursion
P. O. Box 70697, ETSU
Johnson City, TN 37614

We have a limited number of seats available for this excursion so don't get left out, get your order in early. **TICKET REQUESTS must be received by May 12.** **Sorry, no refunds can be made.**

For further information or if you have questions regarding this excursion, please contact: Duane Swank at 423-542-8989 or 423-342-6449 or email him at duaneharriet@charter.net or Fred Alsop at 423-439-6838 or 423-929-3733.

Directions and map to parking lot will accompany ticket confirmation which will be mailed to you.



NC&StL Ry #576 is one of a handful of the Dixie Line's stable of iron horses that survived the scrapper's torch. It represents the road's Class J3 4-8-4 Dixie Class Locomotives (a Northern for those raised above the Mason-Dixon Line, but never referred to



In that manner down here in Dixie). The locomotive was donated to the city of Nashville and placed in Centennial Park not far from where she headed the NC and Saint L's finest trains. She sat for a number of years out in the open gathering rust and



It would be a preservationist's dream to see her back under steam someday.



