



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB

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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 ??

SAGINAW & MANISTEE LUMBER COMPANY. NO. 5 SHAY - 3 TRUCK





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

We are half way through the year and summer is only days away. We have had a great start to 2014 with lots of exciting things going on with the club and the George L. Carter Railroad Museum. Sometimes we forget that it takes a lot of work and dedication to make all these things happen and take our hands off the throttle to let someone else do the task at hand. Sharing responsibilities is essential for the morale of the club and too often leaving the job to someone else creates unwanted difficulties and stress within the membership. Let me give you a most recent case in point.

The annual **Blue Plum Festival** was 6-8 June and once more we decided to participate by taking the Cope Traveling Layout to the Hands-On Museum on Main Street in Johnson City for display. We also took our new rack card with information about the Carter RR Museum, Carter Chapter NRHS and the MEMRR with us for informational distribution and planned to also take along membership applications for our clubs and the ET&WNC RR Historical Society. **Dan McLeod** agreed to pull the museum trailer to transport the layout and other display items to and from the event site. We planned to load the layout on Thursday afternoon and return it to the museum on Sunday afternoon. We discussed the need for help with both moves and that we would need volunteers to be with the displays on Friday, Saturday and Sunday and asked for members of the MEMRR and the Carter Chapter NRHS to please volunteer some of your time and let me know who can help us and when. **Tommy Knisley**,

the coordinator for the Cope Layout talked to those who were at the work session on Thursday, 5 June asking for help and sent out two emails through our webmaster asking for volunteers. We failed to have the layout ready for moving on Thursday night before the Hands-On Museum closed, but we did get it loaded into the Carter RR Museum trailer that night and **Dan McLeod** pulled the trailer down to its parking spot on the ETSU campus. Early on Friday morning **Tommy Knisley**, **Dan McLeod**, **Roger Tienert**, **Bill Hensley**, and I moved the layout to the Hands-On Museum and set it up for display. None of us could stay to operate it and no one had volunteered to be there on Friday from either club, so the layout was not operated for the public and there were no members there to tell visitors attracted to the museum by our model railroad layout in the window about our clubs or the railroad museum. On Saturday **Dan McLeod** operated the layout alone during the morning and **Ted Bleck-Doran** and **Paul Haynes** took the afternoon shift. On Sunday **Tommy Knisley** arrived at 10 a.m. and I followed at 10:30 only to find the Hands-On Museum was observing their regular hours and not opening its doors until 1:00 p.m. **John Carter** and **Rich Gallaher** arrived at 1:00 and **Dan McLeod** arrived with the trailer at 2:30 and we dismantled the layout and took it back to the museum. Thousands of people were at this year's Blue Plum Festival, but very few got to see our layout in operation and learn about our clubs or the railroad museum that is home for them. The opportunity to share our hobby at the cost of only a few hours of volunteer time was lost as was any opportunity to advertise our clubs, or to recruit potential members or visitors to come to see us at ETSU. **We failed to take advantage of this public forum and that is shameful.** What were you doing the weekend of the festival that you could not take some time, only a few hours, to support your club? With over a 100 members on this

year's membership rolls how is it possible that only 8 felt it worth their time to support the MEMRR?

The July 4th weekend will have us participating in **Jonesborough Days**, again with the Cope Traveling Layout and a few other display items. We will not have as much space as we did last year but once more we will be in the Jonesborough Visitor's Center. Please plan to help us man the exhibits and transport the layout to and from the Carter RR Museum to the exhibit site. Let's make sure we are well represented and well supported for this event and not recreate the disappointing showing we made as a club at Blue Plum this weekend. Please plan now to volunteer some of your time for July 4-6th and let's put our best club face forward.



The **ET&WNC RR Historical Society's 26th Annual Convention** will be held in Johnson City on 27-29 June with registration in the Carnegie Hotel on Friday afternoon. The business meeting for the society begins at 5:00 p.m. on the 27th. Several of you have recently joined this historical society and many of you are planning to attend what should be an exciting convention. All the information for the convention including registration forms and membership applications have already been distributed to our members, but you can get in touch with me if you need information. The train show on Saturday (9:00 a.m. to 3:00 p.m.) promises to have some exciting and quality vendors. The Carter RR Museum will have two sales tables and if you want to put some things on it you are welcome to do so. Please check with **Gary Emmert** who is in charge of preparing sales items for the tables. This is going to be an outstanding local convention and you should plan to participate in it if at all possible. One of the convention's scheduled activities for Saturday will also be visiting the Carter Railroad Museum and one of their interests will be touring the Tweetsie Project, our HO_n3 scale layout depicting the ET&WNC RR between Johnson City, TN

and Cranberry, NC. We hope to have some trains running on the layout by that time and even though the scenery and the layout itself is far from completion we have made a lot of progress and I feel our visitors will be very impressed with what we have accomplished so far.



Any help you can render between now and the convention on this layout will be most appreciated. **Ken Harmon** is busy making trees and we need a lot of trees constructed, even basic trees, as we have exhausted the supply of puff-ball trees that were made by the 100s early in the year. We have kits for "Tweetsie" HO_n3 rolling stock that need to be assembled and **Rich Gallaher, Ted Bleck-Doran, Bob Jones** and others have been busy doing this but they need help. Here is an avenue for all you kit builders to help us have enough cars ready to roll for the 2-8-0s we will be using to pull as short consists. Our members with electrical skills, **Gary Woods, Larry Jackson, Brad Horrell**, and others are working to add some necessary bus wires, feeder wires, and to find all the short circuits so the little engines will run. **Duane Swank** has been busy cutting and installing fascia and **Gary Emmert** has been painting them as they are put in place. Any help you can render between now and the 26th will be more than appreciated. **Michael Paschal** has carefully crafted 3 of the 4 "metal" bridges needed for the layout, and they are wonderful scale replicas of the real bridges used by the ET&WNC. He hopes to have the final, and the longest (over 300 scale feet), the Valley Forge Bridge completed before convention time. I have been doing a little scenery work, particularly in those areas where the bridges will be placed, so that once installed we will not have to work around or behind their delicate plastic and brass frames. If you have not been to the Carter RR Museum lately please plan to visit soon and see what we have been doing with the Tweetsie Project and with the HO MEMRR layout. I think you will be pleased, surprised and impressed. Come and lend a hand as we can use your help and your talents.



Roger Teinert and **Larry Jackson** have been able to install the new DCC turntable without having to remove the old pit and it is up and running with the new DCC bridge working well. They found the old bridge had a lot of dirt and grim in its gears and that was part of the trouble with its operation, however, giving the bridge a little nudge with your fingers to “help with the track alignment” was also a problem with its operation. Under no circumstances should you do this with the bridge. **Larry Jackson** is working on indexing the bridge and has some operating tips to pass along to everyone that should keep the unit working as it should. If you have questions please ask him.

Thanks to everyone who helped host ETSU's First Lady, Donna Noland, and her Partners in Excellence group who visited us on Thursday evening, May 22nd. They were very impressed with the layouts and the exhibits at the museum and many of them had never visited it before even though all their spouses are ETSU administrators. Well done!

We have 3 children's birthday parties scheduled for June (14, 21, & 28th) so we will need a little extra help setting them up on those mornings and cleaning up afterwards.

Please give Taylor and Michelle some assistance with these as we host children who are regulars in our Little Engineers Room, their special guests and their parents. Michelle will be gone for 3 weeks beginning June 15th on a trip to Italy. Congratulate her and wish her well. She is sure to attract the attention of the Italians.

Gary Cameron has forwarded the following announcement to me: “*The Southern Railroad Historical Association and others are having an RPM meet in Kennesaw on September 19 & 20. This is for prototype modelers. I would appreciate it if you would mention this at your next MEMRR meeting. If anyone is interested in car-pooling or sharing a room they can email me or call my cell phone (423/833-3383). Thanks, Gary*”



Larry Jackson, Bear Anderson and the other members have completed the creation and construction of the N-Scale “Johnson City circa 1948” layout for Tupelo Honey Café on May 15th. Larry presented the story of that big model railroad project via a PowerPoint presentation to the MEMRR at our last business meeting. The layout is to be moved to its new home early in June for the café's grand opening in mid-June. Thousands of patrons to this new restaurant will be able to see the kind of professional modeling work our club members are doing as they wait for a table or visit the restaurant in the newly renovated CCO (Clinchfield) Railroad Station. Plaques with the layout will state the names of its creators as well as listing the MEMRR and the Carter Railroad Museum. Their work will create a lot of model railroad interest and should send new visitors to our railroad museum to see more of your work. As you saw in Larry's presentation, they have put together a great model railroad layout and are to be congratulated for all the work that it took to complete the project, which is outstanding, on schedule. Excellent work gentlemen!



Our Heritage Day for June 28th will continue “The Song of the South; the Southern Railway” so get your Southern locomotives and consists ready to run. This has been a popular railroad to feature in the past and is almost sure to draw a crowd to the museum.

If you plan to dine and socialize with us during the summer at 5:00 p.m. prior to the business meetings, please note that the ETSU cafeteria, “The Market Place” is only serving lunches from 11:00 a.m. to 2:00 p.m. until late August when it will resume its regular hours. We have found the Simply Delicious Deli on State of Franklin near the campus to have excellent food, quick service and a quite interior; all good for what we enjoy doing. So, plan for the next few months to join us there.

The lazy hazy days of summer are almost upon us. This is the time to think about some plans for vacation and escaping the routine of work or retirement, and time to begin to plan our summer picnic. Let’s pat ourselves on the back for what we have already accomplished in 2014, but not too hard! Listen to 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

MOUNTAIN EMPIRE MODEL RAILROADERS Business Meeting Minutes 20 May 2014

Meeting was called to order by President Fred Alsop at 6:37 in room 312 Brown Hall on the ETSU campus.

Seventeen (17) members were in attendance. There were no guests or new members to recognize.

The April Business Meeting minutes were accepted as published in the newsletter.

Officer Reports:

Newsletter Editor; no report as Ted Bleck-Doran was on vacation.

Treasurer; Gary Emmert reported a positive balance and all books in order.

WebMaster; John Edwards reported the website is up and working well. The membership list is not yet updated, but he is working on it.

Vice President; John Carter reported that Gary Emmert will present the June program on Railroad Radio Language and that Allan Morton will contact a gentleman in Abington, VA about drawings for models for a possible July program.

President; Fred Alsop reported on the following:

- The co-hosted (Carter Chapter NRHS and Carter RR Museum) rail excursion to 3 Rivers Rambler RR and the Tennessee Riverboat ride in Knoxville went very well with 3 buses carrying 160 passengers. He thanked the members of the MEMRR who participated in the event for their support. The visit by ETSU’s First Lady, Donna Noland, of her Partners in Excellence group’s visit to the Carter RR Museum on Thursday 22nd May has been moved forward to a 6:00 p.m. start.
- Fred has had 5,000 rack cards designed by Geoff Stunkard printed for distribution. The cards advertise the Carter RR Museum, the MEMRR and the Carter Chapter NRHS. They are available for distribution across

the area and Fred is exploring a contract with a card distribution company.

- Member Gary Woods did not have to have the scheduled heart operation and is doing well at home as reported by Jim Pahrís. Mike Buster is recovering from surgery at home and doing well as reported by Bill Hensley.



Old Business:

Roger Teinert and Larry Jackson report they believe the installation of the new DCC turntable on the HO layout will not be difficult as they think the original pit can remain in place and the new DCC bridge and be exchanged with the old DC bridge.

John Edwards presented a demonstration with a diesel sound-equipped locomotive and a decibel meter that provided hands-on experience with various sound levels as produced by locomotives on our HO layout. Some of the locomotives are being operated at a noise level that is disturbing to our visitors and to ourselves. It was agreed that adjusting the sound to a range of 70-80 decibels would be best for everyone's enjoyment of sound locomotives on the layout. John will continue to test this during operating sessions and report back to the club on his findings. He will check locomotives brought to the museum for loudness and help the owners set their locomotives CVs to the proper sound levels.

Larry Jackson reported:

- The Tupelo Honey Café N-scale layout was begun in December 2013 and completed on May 15th, 2014. It will soon be moved to its permanent home in the new restaurant in the renovated CCO depot.
- Several club members helped with the creation of the layout but most of the work was done by Larry Jackson (electrical) and Bear Anderson (scenery).

- Some specialty-decaled boxcars were created by Allan Morton.
- Lanny Norris acted as the Escrowee for the contract and
- Jim Pahrís acted as coordinator for the project.



Be sure to visit Tupelo Honey Café when it opens in mid-June to see their work; it's a great layout.

The rail excursion organized by the Carter Chapter NRHS and the Carter RR Museum was a great success and was a sellout. We could have filled a 4th 55 passenger bus, but the train's capacity was 160 and we had to refund some ticket applications and deny others.

New Business:

Heritage Day on May 31st will feature modern railroads and all members are encouraged to bring in you modern railroad fleets and demonstrate them for our visitors.



Blue Plum Festival in Johnson City is 6-8 June and we will be operating the Cope Traveling Layout inside Hands-On Museum again this year. Tommy Knisley is the layout's coordinator and will be getting it ready for the move. We need volunteers to help move it on Thursday after noon and to man in for a few hours each shift on Friday, Saturday and Sunday.



Please help. Jonesborough Days will be July 4-6th and we will need to similar work from our members for the layout during this festival as well. Details will be worked out in the June meeting and be in the newsletter.

The ET&WNC RR Historical Society will hold its 26th Annual Convention in Johnson City June 27-29th. There will be a train show in the Carnegie Hotel on the 28th. Our club and the museum have 2 tables for the train show. The convention's itinerary and registration forms have been circulated and posted on our MEMRR website; membership is available for \$20 (dues may go up after this convention so join now if you plan to).



Bob Jones proposed checking out our RR Museum railroad books to the public. Motion was seconded and discussion followed. Motion was defeated and the proposal was made to establish a library committee to investigate this matter further.



Announcements:

May 29 to June 1st streamliners will be showcased at Spencer, NC.

Paul Haynes announced that on April 5-6th he and Geoff Stunkard chased the 630 steam locomotive powered passenger train photographing and videoing it and are now putting together a DVD that will be posted on Facebook and may eventually be presented to the club as a program.

Volunteers for Saturday Operations:

Volunteers were solicited for the regular Saturday museum operation sessions for the next month. We have some children's birthday parties scheduled for June.

Program:

Larry Jackson (in the absence of Bear Anderson) presented a PowerPoint program on the creation of the Tupelo Honey Café N-Scale layout from its conception to completion on the ETSU campus. This big layout was a huge undertaking and

was completed on schedule. It artistically represents Johnson City circa 1948 and many of the town's landmarks are included in the layout. The presenter was given an ovation for his and the team's work on the layout.

Next meeting will be June 17th at 6:30 in room 312 Brown Hall. Those who want to share conversation over dinner will meet at 5:00 at Simply Delicious Deli on State of Franklin (the ETSU cafeteria is not serving evening meals during the summer months).

Meeting adjourned at 8:33 p.m.

Minutes taken by John Carter (Secretary Hyder was taken ill) and prepared for the newsletter by Fred Alsop

The ET&WNC RR Historical Society 26th Annual Convention Johnson City in June.

The ET&WNC Railroad, known by most as the "Tweetsie" originated in Johnson City, Tennessee and ran on its narrow gauge, 3 foot tracks, all the way to Cranberry, North Carolina bringing iron ore and timber to Johnson City and lots of freight to North Carolina as well as moving passengers on its coaches. The railroad made its last run in October 1950 but the ET&WNC RR Historical Society keeps its memory and its history alive. On June 27, 28 and 29th the Society will hold its annual convention for the first time in Johnson City co-hosted by ETSU's George L. Carter Railroad Museum. Convention headquarters will be in the Carnegie Hotel with registration beginning at 3 PM on Friday followed by the Society's business meeting at 5 PM, a banquet at 7 PM and an evening speaker who will provide historical information about the Tweetsie.

Saturday will feature a big train show in Taylor Hall of the Carnegie Hotel from 9 AM to 3 PM. The show is open to the public and admission is \$5. It will feature approximately 40 tables with outstanding vendors including Carstens Publishing who publish "Model Railroad Craftsman" and the popular HOn3 and On30 Annuals. Star Hobbies of Maryland will be there with model trains of all scales. Railroad artist Frank Crowe will be selling his artwork featuring area railroads including the Tweetsie. Other vendors include Wesley Ross with great regional railroadiana, Dal Cook's great railroad shirts, Johnny Graybeal with his area railroad books featuring Tweetsie from Tarheel Press, George Sargent with his patented couplers, the Southeast Narrow Gauge and Shortline Museum, and many others.

Saturday will also feature tours of the George L. Carter Railroad Museum from 10 AM to 3PM on the nearby East

Tennessee State University Campus at 176 Ross Drive. In addition to the museum's operating model train layouts the focus will be the construction that is under way on their 1,300 sq.ft. HOn3 Tweetsie Railroad layout. For Society members there will be a 5 PM after-hours train ride on the Tweetsie Railroad at Blowing Rock, NC followed by dinner at the Tweetsie Palace on the theme park grounds.

Sunday morning will provide Society members with a 10 AM ride on the ET&WNC RR trackbed from the Christian Ministries Complex in Hampton through the Doe River Gorge to Pardee Point, the most photographed part of the old ET&WNC line, with walks along the track to the thru-truss bridge west of tunnel #4.

The afternoon will feature a trip to the Avery County Museum, Newland, NC to tour the restored ET&WNC Linville Station and to see the railroad's #505 caboose recently moved to the museum after being lost from public view on private lands for more than 60 years.

The public is cordially invited to the convention's train show, to tour the George L. Carter Railroad Museum and the Linville Station in Newland, but most of the convention activities are for its members only. Annual memberships are available for \$20 and registration for Society members for all the convention events is only \$40, but registrations must be in to the Society's Treasurer by Friday 20 June to be honored for the entire convention including dinner meals. ET&WNC RR Historical Society memberships, convention registration, and more information can be obtained from the

Society's Treasurer,

LeAnn Lane

(336)467-0364

surgnursenc@aol.com .

Reservations at the Carnegie Hotel can be made by calling toll free 866) 757-8277.



The Grand Canyon Railway Williams Arizona

Train Equipment

The Grand Canyon Railway Diesel Fleet

Today, Grand Canyon Railway is home to a remarkable collection of America's famed diesel locomotives.

Locomotive No. 2134 is a GP-7 type built in 1953 by the Electro-Motive Division of General Motors Corporation. Engines No. 6773, No. 6793, No. 6776 and B-Units No. 6871 and No. 6860 are all FPA-4, and built by ALCO (American Locomotive Company) in 1959.

The FPA-4 model is utilized for heating cars, and is unique in that it's designed to be longer for holding a steam generator in the back. Originally belonging to the Canadian National Railway, Locomotive 6793 is the last of the series the FPA-4 model locomotives to be built, and was purchased by the Grand Canyon Railway in the 1990s.



Additionally, Grand Canyon Railway acquired three F-40PH locomotives in February 2003. General Motors Electro Motive Division built Nos. 237 and 239 in 1977 and No. 295 in 1979. Amtrak used the engines through the late 1990s. These engines are currently being restored, and No. 239 entered service for the Grand Canyon Railway's Polar Express in 2004, while No. 295 entered service in February 2009.



Other members of our fleet include Locomotive No. 6773, which began service for Grand Canyon Railway in 1991, No. 6793 (1996), No. 6871 (1998), B Unit No. 6776 (2000), and B Unit No. 6860, which began service for the railway in 2001.



The Grand Canyon Railway's Unique Passenger Cars

Grand Canyon Railway is home to a unique collection of historical railway cars, each with its own story. Grand Canyon

Railway works to maintain the original look of the railcars, showcasing rail travel's rich and diverse history.

All of the Railway's cars are equipped with restrooms, staffed by a Passenger Service Attendant, and can be reserved for groups and special events.

Coach Class Cars

Pullman Cars

Built by The Pullman Palace Car Company in 1923. These cars served their entire career on the San Jose to San Francisco commuter run, before being retired to the Oakland California yards in 1984. While in Storage, the cars became the target of vandals. Windows were broken, seats torn out and fixtures destroyed. What the vandals didn't destroy, the environment did. Salt air from the San Francisco Bay slowly rusted all metal it contacted. As a result, these coaches required a complete rebuilding. Electricians, carpenters, welders, upholsterers and car men worked long hard hours to restore them back to their original state. These cars are 80 feet long and carry 88 Passengers. GCR currently has 13 of these Pullman coaches in service. Although originally heated by steam, Grand Canyon Railway has modified these cars for electric heating, which is more efficient and easier to maintain.



Budd Cars

All of GCR's Budd coaches started out with the Boston & Maine Railway and were called "Highliners." All began as Rail Diesel Cars, which means that each car had its own power and train's of RDCs could be split and combined at will instead of using a locomotive. They were all converted to their current non-powered coach configuration by 1983 and used in the Metropolitan Boston Transit Authority then the Virginia Rail Express for commuter service out of Washington DC. GCR currently has 12 of these Budd Coaches in service. Unlike the Pullman Coaches which have windows that open, the Budd class coaches have sealed windows, are

climate-controlled, are 85 feet long, and carry 94 passengers.



Cafe Cars

Our Cafe Cars came all the way from the East Coast. Built for the Pennsylvania Railroad by Budd in 1952 as 29-seat parlor cars with 5-seat drawing rooms. Originally named *Henry Knox* and *Johns Hopkins*, they were primarily used on the Penn RR's Congressional and Senator trains serving the Boston-Washington DC corridor.



First Class Cars

Buckey O'Neill

This car was delivered to the Southern Railway in 1949 where it served on the so-called "varnish" passenger trains like the Southerner, Tennessean, and the Royal Palm. When Southern passed its passenger service to Amtrak in 1979, the Buckey O'Neill went on to serve on the Alaska Railroad before coming to GCR. The name on this car honors Grand Canyon Railway's original founder, Buckey O'Neill, who lobbied for many years to get train tracks laid to the Canyon but was killed in the Spanish American war by a sniper while a member of Theodore Roosevelt's Rough Riders. He never

lived to see his dream of a railway to the Grand Canyon come true. The Buckey O'Neill is 78 feet long, carries 50 passengers, and features a full bar.



Arizona & Bright Angel

Both cars were built by the Budd Manufacturing Company in 1951 as part of a 32 car order and ran with the Pennsylvania Railroad on the Congressional and Senator trains beginning in 1952, then later moved to the Penn Central Railroad. In 1976 Amtrak purchased all but two of the original 32 cars. Many of the cars were in service with Amtrak until 2001, some on the scenic Adirondack trains serving between New York City and Montreal. GCR acquired these two cars in 2003 and after full restorations in our car shop, they both went into Grand Canyon service in 2004 as first class cars. These cars are both 78 feet long and carry 68 passengers each.



Yavapai & Anasazi

These cars were originally built in 1950 by the Budd Manufacturing Company for use by the Southern Pacific. Anasazi's original name was the Golden Ore and served on the Golden State Limited streamliner. It was sold to Amtrak

in 1971, then underwent restoration in the mid-1980s and was sold again to the Santa Fe Southern Railroad in 1996. GCR purchased the car in 1998 and put it into service that year. Both cars are 80 feet long and carries 42 people.

First Class/Observation Dome Cars

Coconino

This car was built in 1954 for the Chicago, Burlington & Quincy, and Northern Pacific Railways by Budd Manufacturing Company. This style of car was called "Vista Dome" when in service for Northern Pacific's run between Chicago and Seattle and were so popular they inspired Oldsmobile to produce a station wagon with a raised window section in the late 1950's called the Vista Cruiser. Amtrak purchased the car in 1971. GCR purchased it in 1996 and after some refurbishment it went into service in March 1997 as Coconino. Its name comes from a Native American word that means "dry land" or "land of little water." Coconino is 78 feet long and carries 42 First Class passengers downstairs, and 24 Observation Dome passengers upstairs.



Kokopelli

Originally built for the premier train between Chicago and Seattle, the Empire Builder was jointly operated by the Great Northern Railway, the Burlington and the Spokane, Portland & Seattle. When Amtrak took over the nation's remaining passenger routes, this car joined the new system. From 1984-1985 the car was leased to the Alaska Railroad prior to being stored for a number of years before its sale to a private owner. In May of 2000 GCR leased this car from the Great Northern Dome Company to replace another dome car in service at the time, and renamed Kokopelli after the Native American deity of fertility. Kokopelli is 78 feet long and carries 42 First Class passengers downstairs, and 24 Observation Dome passengers upstairs.



Grand View

This car ran as a Vista Dome on the famed California Zephyr, one of the most popular trains of all time. The car was sold to Amtrak in 1971 then joined the Alaska Railroad in 1984. After changing owners and being leased to various railroads every year from 1986 to 2002, GCR acquired this coach in 2004 and it reentered service as "Grand View." It is 78 feet long and carries 42 First Class passengers downstairs, and 24 Observation Dome Passengers upstairs.



In 2011 Copper Canyon was purchased by the Grand Canyon Railway and was renamed Fred Harvey. The rail car needed a complete overhaul which lasted one year and used over 8,000 man hours at a cost of \$1 million. The Fred Harvey car made its first trip to the Grand Canyon under new ownership in September 2012. The full length dome car joined Grand Canyon Railway's Luxury Class Service as a Luxury Dome Car seating 66 passengers upstairs and open lounge seating down stairs. The car measure 85 ft. long, 12 ft. wide, 16 ft. high and 91 tons.



Luxury Parlor Cars



Luxury Dome Car

Fred Harvey

Constructed by the Budd Company for the CB&Q (Chicago, Burlington and Quincy) in 1955, this dome car was named River View. CB&Q operated this luxury streamliner from Chicago to Minneapolis, where the Great Northern Railway took it over for the rest of the journey to Seattle. Amtrak purchased the car and operated it in a variety of services, eventually selling it to the American Orient Express (AOE) in 2001, when it was renamed Copper Canyon.

Santa Fe

The Santa Fe was built in 1948 for the Minneapolis & St. Louis Railroad. Considered the lap of luxury, this 56 seat coach provided patrons of the M&St.L Railroad with modern and extremely comfortable service for its era. The car was acquired in 1956 by the Rock Island Lines where it served until the end of passenger service in 1978. After nearly 10 years in storage, the Santa Fe was sold to Roaring Fork Railway where it was remodeled as a luxury parlor lounge. It was then leased to Copper Canyon Tours, leased again in

2002 to the Acadian Railroad. GCR became the proud owner in 2004, and it reentered service as Santa Fe shortly after. This car is 77 feet long, and now carries 37 passengers.



Max Biegert

This recently refurbished Luxury Parlor car is named after the businessman responsible for reinstating train service from Williams to the Grand Canyon in 1989. It was built in 1954 and originally known as Bonaventure. The car debuted as Max Biegert in September 2006, is 77 feet long and carries

23 passengers. It is also one of our two parlor cars to feature an open air rear platform.

Chief

The Chief was built in 1947 for use on the Atlantic Coast, in service between New York and Miami. It was retired in the early 1980s and sat in storage until it was purchased by a private investor where it was moved to San Antonio and after being refurbished for \$250,000, was put into service for the Texas Southern Dinner Train from 1989-1991. After 1991, it served as a dinner car for charter in Mexico until 1993 when it was seized by the Mexican government. After a protracted legal battle the car was returned in 1994 to the US-Mexico border where it was picked up by the Union Pacific for delivery to San Antonio, but the car was lost en route and found later that year in New Orleans. The car was subsequently damaged in a rear end collision on its return to San Antonio and the owner put it into storage before selling it in 1999. The next owner added the observation platform at a cost of \$95,000 to cover up the damage caused in the collision, but decided to sell the car prior to completing the restoration. GCR acquired the car in 2002 and put it into service in October of that year as the Chief. It is 76 feet long, carries 37 passengers, and features an open air rear platform.

ETSU Parking Pass Notice

Fellow members of the MEMRR and Carter Chapter NRHS;

Recently several of you mentioned to me your concerns that the current ETSU RR Museum Volunteer Parking Passes are about to expire and requested new ones. When these passes were issued the ETSU Parking Director, Vernon Bradley, told me they would be honored until the Fall Semester begins in late August. I have discussed this with him this week and he restated that his intention was to have the passes valid until late August, and if his office mistakenly put the ending date in late May, instead of issuing new passes for the short summer term when fewer people are on campus he would instruct his officers to honor your passes until late August. In turn, you must put your parking pass where it is visible on the dashboard of your vehicle if you are parking on campus Mon-Friday between 7:30 a.m. and 3:30 p.m. Also, you are not excused if you park in non-designated parking places such as fire zones, service vehicle parking, loading zones for more than 20 minutes, handicapped spaces (unless you display a handicap hang tag or license plate), etc.

You should be good-to-go if you observe the above ETSU parking regulations until the summer is over at which time I will request new parking tags for the Fall.

See you at the museum.

Regards,
Fred

