



# THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB

JULY 2014 - MEMBERS EDITION

Volume 21 - Number 7

Published for the Education and Information of Its Membership

## CLUB OFFICERS

### President:

**Fred Alsop**

ALSOPF@mail.etsu.edu

### Vice-President

**John Carter**

carterjohn92@gmail.com

### Treasurer:

**Gary Emmert**

jbox1015@comcast.net

### Secretary:

**Hobie Hyder**

juliehobie@earthlink.net

### Newsletter Editor:

**Ted Bleck-Doran**

Ted\_mary@memrr.org

### Webmaster:

**John Edwards**

webmaster@memrr.org



## LOCATION

ETSU Campus  
George L. Carter  
Railroad Museum

## HOURS

Business Meetings are held the 3<sup>rd</sup> 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 ??

## SGRAND CANYON RAILWAY.

NO. 29 - 2-8-2 MIKADO





## HOW DOES THE YARD WORK? THE PROTOTYPE IN ACTION



The yard works in three shifts. Yard masters come to work at 6:30, 10:30, and 2:30. Yard crews come to work at 6:30, 7:00, 7:30, 7:59, and 8:00 for daylight. For afternoons they come to work at 2:30, 3:00, 3:55, and 3:59. Night jobs come to work usually at 10:30, 11:00, 11:55, and 11:59.

The first crews—the 6:30, 2:30, and 10:30—switch industries that only have two shifts.

The second crews—7:00, 7:30, 3:00, 3:55, 11:00, and 11:55—switch industries that work 24-hour days and include the heavy industries (General Motors, etc.) with 70-80 cars per shift per job. The third crews—7:59, 3:59, and 11:59—usually work the yard switching.

The first crews are put to work by the outgoing yardmaster. The 8:00 job is called the “yardmaster’s pet.” The reason is that it does anything that the yardmaster needs to get done from the day or week before. The reason for calling it the pet is that when the yardmaster doesn’t have anything for them

to do, he sends them home. Likewise, they may work 12 hours if there is extra work that needs doing.

The midnight yardmaster tells the car man, "Put blue flags on tracks 10 and 12 and work the air (that means couple up air hoses and check the brakes)". The car man also gives a rough inspection of the cars that have already been inspected. He has to make sure that everything was ready to go when and where they were going.

The Yardmaster to Engine 4133, "It is okay for you to come into the yard, bring your train in on Track 6, and double over what 6 won't hold to Track to 17." The train answers, "Okay, coming your way," and proceeds into the yard.

The Yardmaster calls 11:55, and 11:55 answers, "Go ahead." Yardmaster replies, "Drag track 2, shove through 4, and put it all in long 7. Get a caboose and put it on the rear of your drag. Run down the outbound lead, put your engine on 7, and wait for air. Yardmaster out."

Yardmaster to 11:59, "Grab head 6 cars in 15 rail, and shove the rip lead. While you are in 15, let me know what else is in there."

Yardmaster to 11:00 job, "Your job is in 3, get a caboose on 3, and go through the outbound lead, and wait for air."

Yardmaster to car foreman, "I had the 11:55 and the 11:00 job getting on seven and on three waiting for air."

Yardmaster to 2:30 job, "How many cars do you have coming into the yard, and when do you think you will be here?" 2:30 job to Yardmaster, "We'll have 27 cars. Be ready to come to the yard in about 15 minutes." Yardmaster to 2:30 job, "Let me know when you start this way, and I will let you know if I have a clear alley. You may have to stash them and come in engine light."

Yardmaster to 3:55 job, "What does it look like you getting in, or are you getting in?" 3:55 to yardmaster, "We can come right now with 75 cars if you can handle us. If not, we will cut the crossing and leave them here on Brook Hollow lead. Then we will come in engine light."

Yardmaster to 3:55 job, "Sounds like a good idea to me. Leave them on the lead, and come engine light."

Yardmaster to 2:30 job, "Bring your 27 cars to 5 rail. Let me know when you get close to the lead."

Yardmaster to 11:59 job, "Take your engines to service track. We'll have a limo pick you up and take you out to 5 rail, and you will use the 2:30 engines the rest of the night."

Yardmaster to "Engine 2543, when you are ready, pick up 10 and double to 12, and you will go through outbound 2. That will be your train. Let me know when you are ready for air."

Yardmaster to car foreman, "Outbound engines are picking up 10 and doubling to 12 and leaving through outbound 2. Air test them, and let me know when you are done."

Yardmaster to 11:59 foreman, "I will have a list for you at the service track when you turn your engines in. Pick it up before you get in your limo. Call me when you have seen the list. Let me know which way you want to switch it."

11:30 foreman to yardmaster, "Coca Cola has a car on the ground. What do you want me to do?" Yardmaster to 11:30 foreman, "Your fault or theirs?" Foreman to Yardmaster, "Theirs. Rear two wheels of the car are on the ground." Yardmaster to foreman, "Make sure it has a good handbrake, and leave it there. We will have daylight handle it for them. Since you have left the yard, we have another slip from Coca Cola. All three boxes are loaded, and they want them pulled." Foreman to Yardmaster, "I only brought two with me." Yardmaster, "That's okay, pull the three and spot the two. We'll get the 8:00 job to take the car when they come on duty. Foreman to Yardmaster, "We had 17 cars on the switch list to pull out of here at the elevator, but the plant foreman says he only has 6 emptied, so show the head 11 still on spot." Yardmaster, "Go ahead and fill his track. Leave your other cars on the GE lead for tomorrow night."

Yardmaster to 11:55 job, "What you doin' now?" Foreman to Yardmaster, "We were playing poker until you interrupted us." Yardmaster, "What's the situation? Why haven't you gone to Proctor and Gamble?" Foreman, "SP has the main line for three trains before we can cross over." Yardmaster, "Call me when you get across. I need you to switch the grease pit first. (The grease pit is where all the tank cars for making soap and shampoo are kept.) While you are doing this, I will have the 11:30 coming to switch the warehouse as he is having a light night."

Yardmaster to 11:59 job, "Take your beans. Car department will have 17 worked, and the list will be in the shanty. Let me know how you are going to spread 'em. According to my count, 22 is full, 19 is full, and 8 is full. What do you think? If there's room, I would like to get all those #8 cars coming out of 17 into #8 track if possible instead of starting a new track. Couple it up, and shove it high."

Yardmaster to 11:30 job, "When you finish up with Coca Cola, stop by General Motors, and bring those 4 boxes on the lead with you. Leave all your cut on your lead to clear Phillips Street. Take your engines and call the SP, and tell him you want to go across the main line with engines light, and you

will be working the warehouse tonight. Ask him what its like for using his main line for 2 ½ hours? Let me know what he says.”

Yardmaster to 11:00 and 11:55, “Go take your beans.”

Yardmaster to Engine 2601, “When will you get here off the branch? And what are you bringing me tonight?” Engine 2601 to Yardmaster, “We have 44 cars, 32 for you, the rest go to SP.” Yardmaster to 2601, “Any long cars in that cut?” Engine 2601, “Just two long cars.” Yardmaster, “That’s fine. Are they on the head or the rear of your drag?” 2601 to YD, “They are on the rear of the drag.” Yardmaster, “Pull into the siding on Randall Street. Leave them there and come on out to the SP.” 2601 to Yardmaster, “OK” Yardmaster, “I have nothing for you to take back tonight. So after you deliver the SP, go home engine light. Don’t forget those switches are against you. “

Engine 1326, “Yardmaster.” Yardmaster. “Go ahead 1326.” 1326, “We are bringing you empty grain train with 54 cars. We’ll be there about 6:15. Are you going to have space for them?” Yardmaster, “Drag them in 1. Go back through outbound lead and go home. Leave the caboose.”



Rich Gallagher with a String of Tweetsie Cars

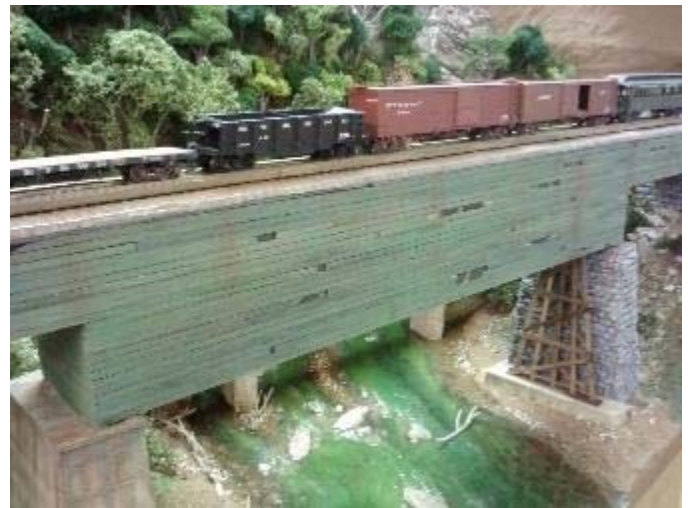
Yardmaster to 11:00 job, “When you get to the yard with your drag, pull them high in 4, and get on track 11, get an air test, and go to the WP.” 11:00 to Yardmaster, “All right, boss, Thank you.”

Yardmaster to 11:59 job, “How’d you make out with the cars out of 17? Did you get them all switched?” 11:59 to Yardmaster, “We got all of #8 cars in #8, left the rest on head end hanging out on the lead.” Yardmaster to 11:59 job, “I have a list for you in the shanty. Switch what you left hanging

out plus the first cut out of six rail. Leave the rest for daylight. If you would, please, make that cut high in 6 rail. When you get done switching them out, take your power to the service track, and that’s it for the night, fellows. Holler when you are done.”

Yardmaster to 11:55 job, “Are you going to get to Proctor and Gamble tonight? 11:55, “We have the grease pit switched and respotted, and we have taken the cars up to the yard and put them away on Proctor and Gamble yard 2. SP dispatcher says there is no way he will let me across and still get the warehouse switched.” Yardmaster, “Is there room for your engines in 2?” 11:55, “Yes, there is.” Yardmaster, “Let me know when you get them in there, and I will send you a limo.”

Yardmaster to 11:30 job, “How’s it coming at the warehouse? Stay there and work all 12, and get that warehouse spotted. I’ll take care of it with the trainmaster.”



A String of ET&WNC Cars on the Hampton Bridge

Yardmaster to 11:00 job, “What does the dispatcher say about you making it into the WP yard before 11 a. m.” 11:00 to Yardmaster, “Should do it without any problem.

11:30 to Yardmaster, “I have two new helpers, but we’ve got the warehouse pulled off both tracks. There were three cars that had to go back in; 1 on track 2, and 2 on track 1. The rest of them are up in the yard. We have two rail together, and we’ll have one ready in about 15 min. So then I will shove down and cut those three cars in where they belong. I will tie up on the lead outside the blue flag. I will send you a list of what I did here at Proctor and Gamble.”

Yardmaster to all jobs, “Glad you had a safe night. I’ll talk to you tomorrow night.”

## MOUNTAIN EMPIRE MODEL RAILROADERS BUSINESS MEETING MINUTES June 17, 2014

President Fred Alsop called the meeting to order at 6:39 P.M. in room 312 Brown Hall, ETSU, with 14 members present.

President Alsop informed the membership that since the last meeting there had been three new members added to the ranks; Alex Williams, David Wiley and most recently, David Cole. David is interested in modeling CSX in HO-Scale.

Let's all join in together making these new members feel welcome and a part of our model railroad club.

### Officer Reports:

President Alsop called for the reading of the Secretary's report from the May meeting as published in *The Signal Bridge* with a motion being made to accept them by John Carter, Vice-President, and a second by Bill Hensley. The report was accepted.

In the absence of Ted Bleck-Doran, Newsletter Editor, President Alsop commended Ted for a continued good job with the publication of *The Signal Bridge*. President Alsop said that there were a lot of pictures showing the progress of the *Tweetsie* Layout featured in the issue. Most notably, he said that all of the bridges were complete except for the bridge at Valley Forge.

Gary Emmert, Treasurer, reported that the club's finances were in good standing.

John Edwards, Web-Master, said that things were all caught up with the club's web page except for the addition of the three newest members.

Vice President John Carter reported that Bear Anderson and Gary Emmert will be presenting the July and August programs. Bear is scheduled for July or August with his long awaited program on weathering structures and Gary with his program on correct Railroad Protocol for radio communication in August or July (John will consolidate the program schedules with the presenters).

President Alsop began his report by thanking all those members who helped with the Blue Plum Festival.

He continued by telling the membership that he has initiated the process to enter into a six month contract with a Distribution Company to distribute Rack Cards telling about

the museum, the MEMRR and the Carter Chapter NRHS throughout the area. The contract is currently being reviewed by ETSU.

Wrapping up the President's report, President Alsop asked everyone to please come to the museum on Thursdays, or whenever available, and help make trees! Many more are needed for the *Tweetsie* Layout and your help is appreciated.

### Old Business:



**ET&WNC BOXCAR #434 AS MODELED BY RICH GALLAGHER**

John Edwards reported to the membership that the acceptable top noise cap for sound locomotives during operating sessions has been set at 80 decibals.

Larry Jackson reported that the N-Scale Layout at Tupelo Honey Café was operating as programmed. He reported that when the layout was moved that it had buckled a little causing some damage to several turnouts and some track. He informed Tupelo Honey that he needed three days to repair the damages however got only a day and a half.

Tommy Knisley, Cope Layout Coordinator, reported that better participation from the membership was needed for the upcoming *Jonesborough Days* as there wasn't enough members to keep the layout staffed during *The Blue Plum Festival*.

President Alsop reminded the membership that there were two Birthday parties scheduled, June 21<sup>st</sup> and June 28<sup>th</sup>. He also reminded the membership of the venue change for birthday parties. The cake and party portion of the parties will now be held at Brown Hall. Following the cake and party portion of the event, everyone will move to *The Little Engineers Room*. Until a more permanent place can be found to hold the cake and party portion of birthday parties,

these will be the last scheduled parties for the summer. John Edwards, Web-Master said he would take the Birthday Party information off the web-site.

### New Business:



ET&WNC HOPPER CAR #12 AS MODELED BY TED BLECK-DORAN

Geoff Stunkard, Heritage Days Coordinator, reported that the next Heritage Days at the museum will be June 28<sup>th</sup>. The theme will be "Song of the South-Southern Railway". Gary Emmert, Librarian reported that he had received a donation of Southern Equipment and that he would try to have it ready to run by the 28<sup>th</sup>.



LINVILLE RIVER PASSENGER CAR #4

President Alsop reminded the membership that *Jonesborough Days* would be July 3 – 5 and that the club would be at the Visitor's Center this year. Tommy Knisley, Jonesborough Days/Cope Layout Coordinator, asked for volunteers to help run the layout so the same problems that

occurred at The Blue Plum Festival didn't happen again. He suggested that if things didn't run smoother that we might have to revisit what to do with *The Cope Layout*.

President Alsop stated that the minutes from the Coordinator's Meeting will be printed in the next issue of *The Signal Bridge*.

President Alsop also informed the membership that this year's ET&WNC RR Historical Society Convention will be held in Johnson City at the Carnegie Hotel. The Convention will be June 27 – 29<sup>th</sup>.

President Alsop reminded the membership that it was time to plan the Summer Picnic. He said that it would be scheduled sometime between July and September at the McKees and that Jim Pahr is coordinating the scheduling and the event.



ET&WNC FLATCAR #302 AS MODELED BY RICH GALLAGHER

Bill Hensley reported to the membership that a major restructuring of the club module where the wye is located needed to be completed for smooth operations and that he had ordered six turnouts. He also said repairs to the lift bridge were necessary. Work on this project is not expected to interrupt Saturday Operating Sessions.

Tommy Knisley said that he would like to run Double Stack Trains and this was not possible with the current bridge as the top girders are too low. He asked if there was any way when repairs are made to the bridge to remedy this problem.

Gary Emmert stated that the MEMRR had given Don Ramey a switch two years ago to replace the defective one on his layout. He said that to date, this has not been done and that the switch needed to be replaced.

In closing, Geoff Stunkard informed the membership that he was closing his store and that many of the items were going to be up for auction Friday nights at the Corner Nest in Elizabethton.



**ET&WNC BOXCAR #440 AS MODELED BY RICH GALLAGHER**

The business portion of the meeting was adjourned at 8:08 P.M.

**Program:**

Geoff Stunkard then presented several quality videos that he and Paul Haynes had shot of #630 in action from Bristol to Radford as well as Passenger Action on the clubs HO Scale Layout and the Tweetsie Layout that is being constructed.

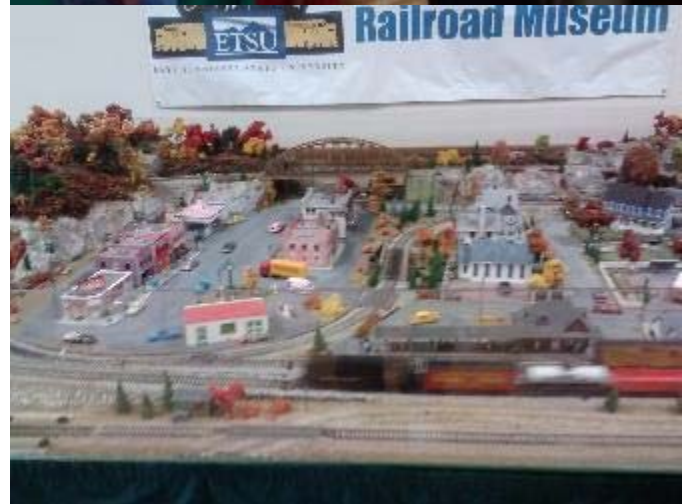
**Adjournment:**

The next meeting will be Tuesday, July 15<sup>th</sup> at 6:30 P.M. in room 312 at Brown Hall, ETSU.

Those who want to dine together will meet at 5:00 at the Simply Delicious Deli on State of Franklin across the road from Earth Fare.

*Respectively submitted,  
Hobie Hyder, Secretary, MEMRR*

**JONESBOROUGH DAYS**  
July 4<sup>th</sup> – 5<sup>th</sup> 2014



**EAST TENNESSEE & WESTERN NORTH CAROLINA  
HISTORICAL SOCIETY CONVENTION  
June 27<sup>th</sup> - 29<sup>th</sup> 2014**



No 5 at Blevins on the GL Carter ET&WNC Layout



The real #12 on the Tweetsie in Boone



linville Depot at Newland NC on the former ET&WNC



ET&WNC Caboose No 505 under Restoration







ET&WNC CABOOSE No 505



EAST TENNESSEE & WESTERN NORTH CAROLINA COMBINE No 15 UNDERGOING RESTORATION







Progress on the Tweetsie



## THE VIEW FROM THE ENGINEER'S SIDE OF THE CAB. THE PRRESIDENT'S COLUMN

Welcome new members **David Cole** who joined the MEMRR in mid-June and **Ann** and **Dean Small** who joined the MEMRR on July 5<sup>th</sup> to be our newest additions to our model railroad club. Please help these folks find a home with the MEMRR and at the Carter Railroad Museum. David, Ann and Dean we have plenty of projects going on at the museum and we can always use a helping hand so, don't be bashful step in, introduce yourselves and tell us what you would like to do and we will find a member who will help you as you help us. Welcome!!!

Two big events are just past; **Jonesborough Days** and the **ET&WNC RR Historical Society's 26<sup>th</sup> Annual Convention**.

**Jim Pahr** took the lead in organizing our participation in Jonesborough Days and did his usual outstanding job of coordinating the event.

**Dan McLeod** provided the vehicle to transport the Cope Layout, the "6 Steps-to-Building-a-Layout" module and various signs, rack cards and the banner to the venue, the Jonesborough Visitors Center. We moved the displays to Jonesborough on Wednesday afternoon and brought them back to the Carter RR Museum on Saturday evening.

**Carolyn** and **James Gregg** brought Jim's big Big Boy 4-8-8-4 display in scales from T to G and manned that exhibit, while helping the club with theirs, Thursday through Saturday. We had lots of great help with this festival (unlike what happened in June at Blue Plum) with the following members giving a big helping hand manning the exhibits and helping with the moving of them from museum to Jonesborough and back again: **James & Carolyn Gregg, Roger Tienert, Dan McLeod, Dick Conger, Fred Alsop, Tom Michay, Gary Woods, Allan Morton, Ted Bleck-Doran, John Dodge, Mike Baker, and John Carter.**

We had lots of visitors, especially following the parade on Friday, but mostly a steady stream of folks looking at the model railroad exhibits and asking lots of questions about our hobby. We passed out a lot of our Rack Cards with information about the MEMRR, the Carter Chapter NRHS, and the Carter RR Museum. We had visitors at the museum on Saturday who had used that information to come visit us and several took membership applications with them. A well-deserved **THANK YOU !!** to each of you who took some of your holiday time to meet the public and to tell them about our clubs and our railroad museum. Great Work !!!

Public events such as the Blue Plum Festival and Jonesborough Days provide wonderful opportunities to inform the area's citizens about our organizations and the railroad museum and are great venues for recruiting prospective members. Many organizations are currently experiencing a loss of membership, something that has not happened to the MEMRR, and they are extolling their members and their chapters to get the word out about themselves by going to the events where the public is going and to make their existence known. We must continue to do the same thing where the opportunity to do so exists. I know that this kind of participation requires some effort on our part and that we must have volunteers who are willing to give a little of themselves and of their time to help the club, but it is a small sacrifice for the sake of the whole and each of us must be willing to do so. Giving only a few hours over the 3 day event, as those of our members listed above did, divides the effort into small blocks and makes it much easier for everyone. Please do your part when the next event comes along; you may find it is more fun than you think!

Now that the Cope Traveling Layout is back in the Carter RR Museum it needs a little cosmetic work. Each trip adds a little wear-and-tear. Some vegetation comes unglued, some trees become uprooted, some vehicles detach from the roadways, and a few people are missing. **Tommy Knisley**, the layout's coordinator, will need some help getting these little things back in place, so please step up and give us a hand. Additionally, we need some work on the uprights that hold the lexan shields in place, one of the posts needs replacing, and we need some spaces on one of the long sides so the lexan on that side will slide securely into place. We have additional inserts and lots of donated buildings that could be used to create some new scenes on the layout. If any of you modelers out there would like to work on this project there will be months to do so before the layout goes out of the museum to meet the public on its next assignment. Volunteers please come forward and try your modeling skills on this layout. Build some new towns, an industrial complex, bring in the carnival, create a farm community.....etc., etc. The club and the museum will supply what you need in the way of materials; all you need to supply is imagination and time. Here is a great modeling opportunity that can be done in two small spaces no more than a yard square, and what you design and create will add diversity to the layout and a "new" looking exhibit for the club and the museum to show off at our next event. Please give this modeling request some serious thought and then get to it and make it happen.

The 26<sup>th</sup> Annual Convention of the ET&WNC RR Historical Society was co-hosted by the George L. Carter Railroad Museum 27-29 June, with headquarters in the Carnegie Hotel. It was the first time the society had held their convention in Johnson City and it was a huge success. My

sincere thanks to all of you who helped out at the convention and to those of you who either chose to join the society or renewed your memberships and supported the group with your attendance at its many activities over the weekend.

**Gary Emmert** manned a table for the museum and sold many items that we had set aside for this purpose from donated materials that we could not use in our exhibits or on our layouts.

**Carolyn Gregg** and **Michal Dilka** manned a table selling the ET&WNC RR HS society shirts and pins, as well as the ET&WNC RR pins, that the Carter Railroad Museum had provi



**Chris Ford**, one of the founders of the society and the illustrator for the many maps in **John Waite's** book, *The Blue Ridge Stemwinder*, was elected president succeeding outgoing president **Johnny Greybeal**. This convention had the distinction of hosting more than 100 registered conventioners, the most recorded in many years for the society.

**ETSU President Brian Noland** welcomed the guests following their banquet at the Carnegie Hotel on Friday night and included praise for the Carter RR Museum and the volunteers who have done such a tremendous job of creating the displays and operating it for the public in his remarks. The keynote speaker,

**Mike Hardin**, from the Atlanta, GA area wove a story of his ancestors and their history with the "Tweetsie RR" in a most interesting PowerPoint presentation. He surprised me at the end of his talk by presenting the Carter RR Museum with stock certificate #20 for 4 shares of the South and Western RR to George L. Carter and signed by George L. Carter. The framed certificate is on display in our George L. Carter display case in the museum. Please come take a look at this wonderful addition to our collection.

**At their business meeting the Historical Society voted unanimously to come back to Johnson City for their annual convention again in 2015.** Very well done everyone; we will make it bigger and better next year!

A visit to the Carter Railroad Museum was a feature of the convention's Saturday activities. We had spent a lot of additional hours and days on the Tweetsie Project prior to the convention with the knowledge that this unfinished layout would be one of the focal points for our visitors on that day.

**Michael Paschal**, our member from Taylor, SC, has been creating exact 1/87 scale duplicates of the 4 iron bridges that were on the ET&WNC RR line between Elizabethton and Blevins. They are outstanding structures created by a master modeler and engineer and Michael finished the longest and most difficult bridge (actually two bridges connected as one), the Valley Forge deck truss bridge on the morning of the Saturday 28 June and we had it in place before the museum opened to the public that day.

Thanks to a lot of electrical work by **Gary Woods**, **Larry Jackson**, **Brad Horrell** and others with the bridges now in place the mainline was complete and operational from "Johnson City" to "Cranberry".

**Ted Bleck-Doran**, **Rich Gallaher**, and **Bob Jones** had assembled enough cars for two short consists and our little 2-8-0s #5 & #6 chuffed them the entire route many times during the day.

We ran our Tweetsie line for the first time and for important visitors and everything worked smoothly. My deepest thanks to all of you who have worked so hard, the fellows listed above and all the other members not listed who have given of their time and talents, to get us this far on this very big HO<sub>n</sub>3 layout. It is most impressive even in its present state and when we have it near completion it will undoubtedly be the finest example of this little narrow gauge railroad ever created.

One special attendee at the convention was **George Riley of Carstens Publications, Inc.** George is the Associate Editor and Director of Marketing. I met George on the steps of the Carter RR Museum on Friday morning, the day of the ET&WNC convention. I knew he would be attending as a vendor for Carstens, but did not expect him to visit the museum prior to Saturday. I was working on the Tweetsie layout and had just stepped outside to make a cell phone call (we know there is better service outside the building) when I saw this fellow in a green shirt walking towards the museum through the parking lot. Went he was close enough I could see the Carstens logo on his shirt and asked him if

he was George Riley and he said, “yes” he was. He wanted to see the museum before the crowds arrived on Saturday and he had a booth to man at the train show that day as well, so he came early. He was especially interested in seeing the Tweetsie Project as one of the publications he edits is Carstens *HOn3 Annual*. I showed him some of what we were doing and he wanted to make some digital photos after seeing more of the museum. **Jim Pahr** was present and I asked Jim to help George and Jim spent much of the morning with him doing just that, including placing locomotives and rolling stock on the Tweetsie layout for George’s digital camera. With more than 30 years in the hobby of model railroading I am sure George Riley has seen lots of layouts and written about many of them in the pages of *Model Railroad Craftsman* and the *HOn3 Annual*. I talked with him that night at the Society’s banquet and introduced him to **Geoff Stunkard** who as you know has photographically documented the Tweetsie Project from its beginnings. On Saturday morning at the train show in the Carnegie George was showing me and lots of folks the digital photos, some of which he had already PhotoShopped, he had taken of the Tweetsie Layout. He says we need to be aware that, “we are not just creating a model railroad layout, we are recreating a piece of history”. He was very pleased with what he saw and even though the layout is a long way from finished he is reserving 12 pages in an upcoming Carstens publication for Tweetsie. **Johnny Graybeal** will have approximately 4 pages with an article on the ET&WNC RR about the prototype line. We will have 8 pages with a 4,000 word article and photos by **Geoff Sunkard** on our Tweetsie layout project in the Carter RR Museum with perhaps some of George Riley’s photos of the layout as well! **Ladies and gentlemen, fellow members of the MEMRR, it does not get any better than this!**

We have a long way to go with this layout to represent the little railroad that was so important to so many people living in the mountains and valleys of this region, but we have all seen the interest the building of this layout has generated in the community and the visitors who want to check on our progress for themselves with their regular visits to the Ken Marsh Gallery. The national recognition we are about to get from this publication should underscore the importance of our hobby and that we are significant players in the hobby. It should give us the drive and inspiration to continue to do what we do and add to the joy of sharing our hobby with others. Well Done!!

By the way, on Saturday the 28<sup>th</sup> of June, with a hundred “Tweetsie” Society conventioners in town, and many of them coming to the Carter RR Museum to see all of our exhibits, and with a Heritage Day Event highlighting the Southern Railway, we may have set an attendance record. Our counters using their clickers recorded **206 visitors** in the big gallery and the ladies recorded more than **80 visitors** to the Little Engineers Room. What a banner day, indeed!

Thank you all for coming to operate the museum and to greet all our visitors that day. Because of your planning and support we were able to operate all facets of the museum and interact with all our guests. This is a wonderful hobby and you presented it in the best possible light that last Saturday in June.

The **Annual Picnic** for the Carter RR Museum, MEMRR and the Carter Chapter NRHS and our spouses or “significant others” will once again be hosted by **Tom and Kim McKee** at their beautiful lakeside home. **Jim Pahr** has once again agreed to coordinate the event. There are no details at present other than the date, **Sunday 14 September**, and the time, **Picnic begins at 4:00 p.m.** Details will follow. This is always a special summer event for us so be sure to mark in on your calendar and make plans to attend. Don’t forget to bring that special someone with you, but leave the children at home for this one. Adults only.

There has been a request from several of our new members to have a workshop/class on “tree making”. I will ask Ken Harmon and/or Bear Anderson if they will consider putting one together for an upcoming Thursday night. I strongly support this class as we are running short of trees from puff balls to more realistic showy ones for the Tweetsie Project. We ran out of puff ball trees before the Tweetsie convention hit town and **Allan Morton, Dave Wiley** and others pitched in and spent one evening turning them out. The mountain landscape of the Doe River Gorge and others vistas on the layout are going to swallow up a lot of trees and we can use as many as you guys and gals can turn out. So, if you are looking for a project to help the museum and you want to learn how to make trees for model train layouts we have a big opportunity just waiting for you. If we run out of materials just let me know and I will be happy to order more and more. Joyce Kilmer in his poem *Trees* stated, “Poems are made by fools like me, but only God can make a tree”. We can show you how to make an artificial one that will do just nicely as scenery for our trains to travel through. Please help.

Speaking of the Tweetsie Project here is a listing of some of the things that need to be done that we could use some help with in addition to the need for some miniature forests as stated above.

- 1). We have more than 50 pieces of HOn3 rolling stock that need to be assembled including 15 new 32’ and 37’ boxcars I purchased at the train show at the ET&WNC RR HS convention at the end of June. These are not “shake-out-of-the-box” kits, but a little more complicated than that and each little car takes a few hours to assemble. Frank Sargent has donated his patented couplers for us to use on them and I will try to purchase already assembled trucks and wheel sets from Blackstone or some other company that makes

them so we don't have to try to assemble the ones we have in kit form.

2) We have a kit for the 3-stall engine house at Cranberry that needs to be assembled (again this is not going to be a quick kit to put together, but once assembled I will do the painting and weathering so it matches the other buildings that will be on the layout.

3). We have a kit for the trackside office at the Johnson City wye.

4). I have around 30 Jordan plastic 1920s vintage car kits that need to be assembled.

5). We need some rocks cast and we have a bag of plaster waiting to be poured into the rock molds. The list is longer, but you get the idea. Just see me and tell me what you would like to help with and you can get right into this big project in no time flat with our thanks.

The **Carter Chapter NRHS** will be hosting the National NRHS Fall Convention headquartered at the Carnegie Hotel in mid-November. They are purchasing a bunch of railroad book for sales at the event and will soon be circulating that list for you to review. If you would like to purchase one or more of their selections please let **Jim Pahr** know what you would like to have and the Chapter will sell it to our members as a discounted price. **Johnny Graybeal** has just had his books on the Tweetsie and the railroads of Johnson City republished and we will include them in our sales selection.

Summer is officially here and many of you will be taking vacations with family and friends if you have not already done so. We have the RR Museum open every Saturday and we will need to staff it, so if you are going to be in town on any given Saturday come on down to the Carter RR Museum and give us a hand. Jo Ann and I will be taking two weeks the last of this month and the first week of August to cruise some Alaskan waters and ride the train from Seward to Fairbanks, so I will miss a few Saturdays this summer as well. Wherever you go for your well-deserved vacation break have fun and be safe.

We have had a busy June and July with the local festivals and the historical society convention and with your help we have represented our hobby, our clubs and the railroad museum with pride and distinction. Many more people in the region are finding out about us and coming to the museum in good numbers, with some also becoming members of the MEMRR. We have a very good thing going for the club, the museum and the university.

Please remember to do your part and participate as often as you can. Bring your trains, talents, experiences and skills to the club and join in the fun. We want you to have a good time and are pleased to help you in any way we can. You have made the museum a cool place in the Tri-Cities region and we continue to have the potential to do even better. 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*



Members of the ET&WNC Railroad Historical Society along the "Tweetsie" Right-of-Way

## CUMBRES & TOLTEC RAILROAD Antonito Colorado to Chama New Mexico

