



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 ??

DURANGO & SILVERTON RY

No. 482 - 2-8-2 Mikado





BIRDS IN THE WATER Another Recent Derailment

I took off this morning in search of the derailment with the Boeing cars with limited info. In fact I totally missed the derailment going east. It wasn't until I photographed a heavy unit coke train going up Evaro Hill that I heard the west end dispatcher give out a milepost for the derailment that helped me zero in on it.



The derailment is at MP 165 on the 4th Sub between Cyr and the Fish Creek Trestle (just under a mile east of the trestle). Even then you really can't see very much from Fish Creek Road due to all the trees above the tracks. It wasn't until I got to the far side of the river via a hike over rugged terrain and through a pine forest that I finally saw just how bad this derailment was. All told, six aircraft bodies were involved with three in the river. 5 of the 737 bodies suffered heavy damage while the lead most plane lost the rear truck on its flatcar carrier.



This derailment is going to take a day or two yet to reopen the tracks, and even then, likely will require MRL's big hook to retrieve the three planes and flatcars that went over the bank.



Personally, I suspect that a sun kink will likely be the cause of the derailment. The ambient temp spiked at 93° F (34° C) at the time of the derailment in this area, the hottest it has been since winter ended. The derailment happened at the



worst spot possible (outside of being on a trestle). The spot is a reverse curve on a narrow ledge some 200 feet (61 meters) above the river in the rugged canyon. The tail section of the plane with the large crack in it was threatening to tear off and float away. I was kinda waiting for it to happen, but it didn't. It may happen overnight.



That brush rack sure took a beating. Not really seen in the photos is the first and second planes. The first plane was dragged clear of the scene losing the trailing truck on it's flatcar carrier. The second plane ended up sitting askew on the right-of-way with the tail end hanging out over the canyon. The tail of the third plane did get ripped off. The remaining planes went into the river.

This is a very rugged canyon that is popular with rafters, who were very excited to discover the wreck during their journey downriver. Many were trying to stop for pics, but the the Fish and Wildlife Department was shoohing them away down the river to avoid the dangers of the scene. There was talk of the river being shut down on this popular weekend, which would piss off a lot of people and rafting companies. Also note they

were a few cars away from putting some large LPG or ammonia tank cars over the edge.



Ted Curphey
Cheney, Washington USA

MOUNTAIN EMPIRE MODEL RAILROADERS BUSINESS MEETING

TUESDAY JULY 15, 6:30 P.M.

6:35 p.m.: Call to Order and Recognition of Visitors and New Members: David Cole, Ann & Dean Small are new members.

Officer's Reports

Newsletter Editor's Report (Ted Bleck-Doran)

Editor reported expecting articles from Paul Haynes and Hobie Hyder and welcomes any articles for the newsletter.

Treasurer's Report (Gary Emmert)

Emmert reported 99 members currently on the rolls. Emmert also brought up getting in contact with members who haven't been seen for quite some time. Call to check on their status as members of MEMRR.

Webmaster's Report (John Edwards)

Edwards reported getting email bouncebacks from Bob McCracken and David Hughes

Vice President's Report (John Carter)

Gary Emmert will present the August program on radio protocol entitled "A night in the yard".

President's Report (Fred Alsop)

Commended MEMRR members for help with Jonesborough Days. Alsop reported that the turnout was good and museum received good publicity from Cope layout

There was an error reported in the minutes of the June business meeting. The error was noted in the most recent issue of the Signal Bridge. At the June meeting, it was concluded that a turnout bought by the club for Don Ramey's module on the HO Scale layout had never been installed. This was incorrect. According to Ramey, the turnout was installed a few weeks after it was purchased. The turnout in question at the June meeting had been confused with a different turnout.

Carstens Publications Inc. announced that the George L. Carter Railroad Museum will be featured in an upcoming issue of their publication. The museum will receive eight pages total and will consist of around 4,000 words. The publication can be found at HobbytownUSA and other hobby retailers.

Old Business

On the topic of the Tweetsie Convention at the Carnegie Hotel (June 27-29):

Alsop reported that the convention was an 'overwhelming success'. Many members of the ET&WNC Historical Society stopped by the museum over the weekend and the board voted unanimously to hold the convention in Johnson City next year. The only disappointment of the convention was the train show, which was slower and smaller than had been anticipated. Alsop said that work would perhaps be done in advance of next year to help boost the train show.

On the topic of the Cope Layout pertaining to Jonesborough Days (July 3-5) (7:02 p.m.)

Tommy Knisley is the coordinator of the Cope Layout, though was not able to contribute during Jonesborough Days due to work scheduling. Jim Pahrns gave the report. Pahrns reported that the Cope Layout at Jonesborough Days was a tremendous success and offered his thanks to those who stopped by to help. Pahrns reported that crowds lined up to see the Cope were often "5-6 rows deep", and many who stopped by picked up rack cards for the museum. Overall good report.

New Business



On the topic of the upcoming Railroad Heritage Day: "Big Power and Black Diamonds of Appalachia" (7:10 p.m.)

The upcoming Heritage Day on July 26 will feature large coal consists pulled by railroads that traverse Appalachia. The requirement is that all trains must be coal drags and must be a railroad that operates or has operated in Appalachia. The day is not era-specific – nor - motive power-specific, meaning diesel and steam locomotives are permitted. Railroads that can be run that day include Norfolk & Western, Virginian, Southern, Clinchfield, CSX Transportation, Norfolk Southern and others.

On the topic of potential one hour learning sessions to be hosted on Thursdays (7:14 p.m.)

Alsop said that the club has been considering starting up learning sessions for new and old members. The learning sessions will be taught by different members of the club based on a particular skill they might have. For example, if a member is skilled at making trees, that member might host a workshop one Thursday where members are taught how to make trees. All materials will be provided by the museum.

On the topic of the next Coordinator's Meeting (7:16 p.m.)

Alsop will put information for next Coordinator's Meeting in the next newsletter

On the topic of needing help building Tweetsie layout kits

Alsop reported that help was needed building kits for the Tweetsie layout. Alsop said that some 60+ plus freight cars were still needing built and requested volunteers. John Carter suggested having a separate work night for the Tweetsie layout. The idea was shot down

Ted Bleck-Doran responded by saying that parts of the HO Scale layout where in desperate need of attention and that drawing more volunteers in to the Tweetsie could potentially make the matter more difficult.

On the topic of the Summer Picnic, Sunday Sept. 14 at the McKee's residence at 4 PM (7:24 p.m.)

Jim Pahr reported that the picnic will be held at the McKee's residence and the McKees have once again requested that people park down by the church. The club is to pay \$50 to the church as a courtesy for allowing the MEMRR to use the parking lot.

A motion was made for the MEMRR to cover 70 percent of the costs of the picnic not including food. The costs will however include the donation to the church for the parking. The motion passed unanimously.

On the topic of transporting Cope Layout to upcoming Festival of Nation:

Vice President John Carter received an email from a man named Chuck Alder about possibly displaying the Cope that their upcoming 'Festival of Nations'. The festival will be held on September 19 and 20 and will be located in Greeneville, though the layout would only be only display and operated on the Saturday of the festival. Many members thought it would be good to have the Cope Layout in Greeneville since the museum has yet to take part in an event in Greeneville. Alsop said that the consensus was that there is interest in the club to participate, it is just simply a matter of feasibility. Consequently, the club was hesitant to commit during the meeting. The topic will likely be explored in future meetings.

On the topic of modifying the girder bridge on the HO Scale layout to allow for double-stack intermodal traffic (7:36 p.m.)

Tommy Knisley brought up the idea of modifying the bridge next to the wye to be tall enough to allow for double-stack intermodal traffic. The bridge was reported as being too short for double stack consists as the top container clips the girder that spans the top of the bridge, rendering passage impossible. Knisley suggested inserting a piece of styrene in between the bridge supports to create just enough clearance for the double-stack container cars to pass through. (UPDATE: as of 07/17, the bridge has been successfully modified and no problems have been reported. Consists of all kinds, including double-stack, pass through the bridge with no issues whatsoever. The modification has not altered the appearance of the bridge, having been reported as 'non-noticeable.'

Volunteers were recorded for upcoming Saturdays

Program

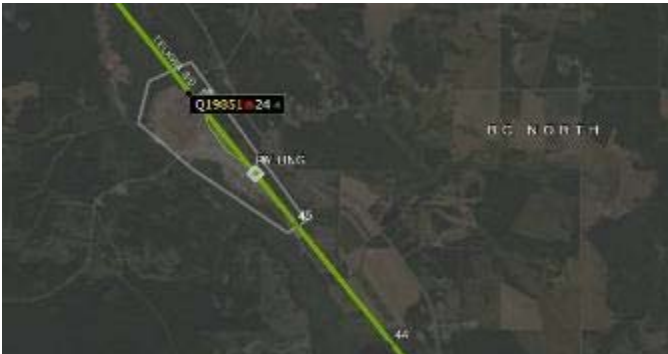
A program was presented by Gary Emmert which highlighted the wide variety of DVD's and other videos available for check-out in the museum library. Emmert played a video which featured 1950's B&O railroading. Fred Alsop played a short YouTube link on the behind-the-scenes making of the railroad action sequences for the recent Hollywood movie, "The Lone Ranger"

The next business meeting will be held on August 19 at 6:30 p.m.

Meeting minutes submitted in the entirety thereof
by Tommy Knisley

DERAILMENT Q19851-24 TELKWA SUB Canadian National Collision

I have acquired the photos of a collision and derailment on the CN Railroad in B.C. They are in color and watch monitor size... Miracle no one was killed.....For you non-railroaders this is what it looks like....



At approximately 06:55 hrs PT train Q19851-24 (177 loads - 0 empties - 10077 tons - 10971 ft) travelling Eastward at 45 mph struck a loaded logging truck at mile 46.07 Telkwa subdivision in Northern BC (private crossing belonging to Hampton Lumber Affiliates in the village of Burns Lake B.C.). Conductor has suffered minor injuries, is conscious and is being transported to hospital by ambulance. Engineer reports he is ok. S&C Maintainer arrived on site indicates there are 22 articulated car bodies (lines 1-12 of consist) and both locomotives derailed as a result of the impact. Driver of vehicle has minor injuries and will also be transported to hospital. There are no dangerous commodities involved in this incident. Location of derailment is in the village of Burns Lake, B.C. with a population of 3,649 people. Divisional officers enroute.



Images obtained from the camera on the Lead locomotive of train Q198 upon impact,



Regards,

FORD MODEL AA GALLERY

Modelling Ideas



MODELLING CLINIC

Building a Jordan Miniatures Ford Model AA 1-ton Tank Truck

There's been a lot of activities at the George L. Carter Railroad Museum of late. The Mountain Empire Model Railroaders have been hosting a variety of clinics and work sessions.



One session has focused on assembling a portion of the 30+ Jordan Highway Miniatures vehicles of the early 20th Century. These highly detailed kits represent vehicles from many of the early manufacturers at the turn of the century through the 1940's. They are a challenge to assemble, but, when care is taken they build into quite nice models.

Here are a couple of hints and tips for putting a Jordan vehicle kit together,



STEP 1: When you open the box – check the castings for errors in the molding process. Read the instruction sheet that comes with the kit and familiarize yourself with all the various parts. You will avoid any surprises like mistakes in the order of assembly – or – missing of malformed parts.



STEP 2: Wash the parts while still attached to the sprues. Use just a drop of detergent in solution to lift any mold release oils from the plastic. This will ensure that the paint will adhere to the parts without the risk of lifting in spots.

STEP #: Paint the parts the base colors you plan to use. Ideas for paint schemes can be found through a quick internet search. I found some neat variations when I did a search for *"Ford model aa truck photos."* The results can be seen on page 3 - **FORD MODEL AA GALLERY** in this issue of *THE SIGNAL BRIDGE*.



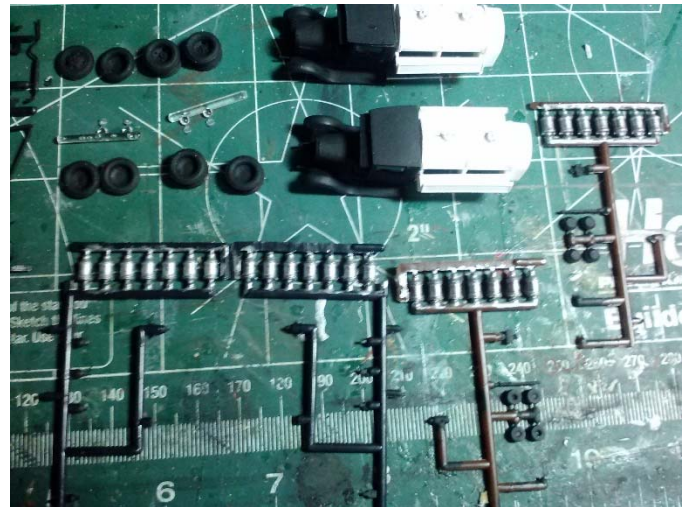
For this project I decided to paint the tank bodies a white while retaining the Ford penchant for a black truck body. Details will include white accents on the wheels, chrome or brass accents on exposed metal, and galvanized milk cans in the side racks.



STEP 3: Start assembling the kit in modules. I first assembled the tank bodies and side compartments, then the cab and motor housings. This was followed by the truck bed assembly and finally the underbody and wheels.



Here is a photo of the truck bodies assembled and awaiting underbody details to be added. **NOTE:** By working with a module approach you can touch up the paint should there be any visible glue marks or chips from assembling the parts. This avoids having to touch up the paint in hard to reach spots once the model is fully assembled.



STEP 4: With the truck bodies assembled and allowing time for the glue to set, it is time to prepare the other details. The 14 milk cans were painted silver and left to dry. Then I took time to identify the underbody details including the transaxle muffler assembly, front suspension and steering assembly and finally the drive shaft extension. The wheels have a brake drum that needs to be glued to the inside of the wheels.



NOTE: spot tack a drop of glue at a joint and allow it to set for a minute or so. This makes the glue tacky and less viscous or fluid. This allow one to position the piece in place and the piece will stay in position while you set another piece in place. This works well when positioning the drive trans axle and the drive shaft extension as seen above.



You can alternate between gluing the brake drums in place and setting the drive assembly in place.



STEP 5: With the underbody details glued in place separate the milk cans from the sprues and start gluing them to the side troughs. Tweezers will come in handy with this step.



STEP 6: the last assembly step is to affix the wheels to the axles. Place a drop of glue on the axle and in the brake drum hole. Allow the glue to start to set and while still tacky join the pieces together. As the glue sets the wheels can be trued.



STEP 7: with the kit assembled it's time for touch-ups to the paint. Care should be taken to cover and shiny glue spots that may be visible. Details like highlighting the tire rims, tail lamp and license plate can be done. Also light to heavy weathering can be done at this time. Light weathering will cause some of the detail of these neat kits to really pop and become visible.



MODELLING CLINIC 2 Hand Carving Rock Faces

NOTE: Bear Anderson has undertaken the task of detailing the tunnel cuts on the Tweetsie layout. So far he has completed the tunnel at Hampton. He's been working from photographs to get the correct pitch of the rock strata at each of the tunnels. Here are some of his techniques...



Bear first applies studies the photographs to get a feel for the angles and layers of rock. Then he applies thin strips of blue insulation foam to build ridges and to provide some grip for the plaster to hold on to,



He then applies a layer of plaster using Sculptamold to a small area. The plaster is applied with a rough surface. He

begins to dig out grooves in the plaster while it is setting . using a scoop blade instrument.



MYSTERY SOLVED 104 Years Young Gladys Lacy Jones Recounts Tale Of Photograph



Robert S. Lacey's General Store and Hopson Post Office on the old Tweetsie Railroad, Hopson TN, 1915.
The Lacey Family
L to R: Martha, Nannie, Robert, Robert Jr and Gladys Lacey

Gladys Lacy Jones, a spry 104 years old paid a visit to the George L. Carter RR Museum in July. While being given a personal tour of the layouts and exhibits, she identified a photo (above) as being familiar.

The photo is of the Lacy family posing outside their general store and Post Office along the tweetsie line in Hobson, TN. The two adults are Nannie and Robert Lacy. On the ground

with their parents are Martha and Robert Jr. Gladys is standing on the freight platform slightly separate from the rest of the family. It seems that on the day of the image making she was quite insistent on not being photographed. Her father creatively suggested that she stand on the platform apart from the rest of the family. He told her that she would be too high above the rest of the family to be included in the picture. Little did she realize that the photo would include not only her family, but also the general store and Post Office.

Gladys was willing to recount this story and others to willing listeners the night of her visit. She also provided some valuable details on the hamlet of Hopson and the location of several structures nearby the store.



My first photo shows the Back building (is closed) with the “Be Careful” sign painted and there were only two people in the picture.



Fred, Gladys, her granddaughter nad MEMRR member Dawn

A TRIP TO SPENCER NC

Visiting the Car Shops

Jim and Carolyn Gregg

Since Carolyn & I were unavailable for the big shindig over at Spencer NC in May this year, we decided to check it out on a week day. Only 10 to 12 cars in the parking lot and only a few people were scattered around the whole place.



The N&W caboose was looking sharp while parked waiting to take a couple people for a train ride.



620 backing up to load up a hand full of passengers.



A very heavy duty picnic table is available beside of 555012 just waiting for some hungry railroaders.



1925 Shay having some repair work going on sitting beside 6900. The Shay has a patent date cast into it's frame of Feb 18, 1908.



Only two cabooses are parked outside the roundhouse.



611's tender is sitting outside waiting for more repairs.



501 sits all shined up with nowhere to go.



Front of tender for 611



As you can see a lot of work is going on here on 611 with much more to go.



611 (taken from behind plexiglass)



RESTORATION SHOP (Bays 21-32)
Bays 21 - 26 are used for major repairs and maintenance of steam locomotives and other rolling stock on two working tracks. The Machine Shop is located in Bays 27 & 28 and the Diesel Shop in Bays 29 - 32.

Bay 23 → G11 Superheater Units on FKT car,
Victoria Museum of Transportation
#11611
Fire up W!



Front of 611



Superheater units for 611



Taking a ride on the turntable



There were several more engines and cars inside the roundhouse but this file is getting too large so I will close for now after a great trip to Spencer NC. A neat place to visit.

Thanks
Carolyn & James Gregg

MOUNTAIN EMPIRE MODEL RAILROADERES Coordinators Meeting July 10, 2014

Meeting was called to order at 6:00 p.m. in room 235 Campus Center Building, ETSU, by Fred Alsop. The reports of all coordinators present are presented below.

Ted Bleck-Doran, Editor The Signal Bridge. July edition has been distributed and contains 18 pages. New materials are always welcomed by the editor. Articles expected in the near future are: railroad company store in Virginia by **Hobie Hyder**; coke ovens by **Paul Haynes**; and an article on MEMRR membership survey results by **Allan Morton**.

Allan Morton, Membership Coordinator. Suggested the club should make serious efforts to engage members at the Thursday night work sessions, in particular our newer members, in focused project activities that involve various aspects of model railroading. We need to keep their interests and support their reasons for joining the club. We should have at least one work night each month that will have a club member teaching others how to do some aspect of model railroading, particularly those facets that have to do with scenery such as making trees, weathering structures and rolling stock, assembling kits, casting and painting rocks, etc. Perhaps some sessions that cannot be completed in one night could carry over for a couple of Thursday nights.

Fred Alsop stated that **Ken Harmon**, who had been making outstanding trees for the Tweetsie Layout Project, has already volunteered to teach such a class on tree making on Thursday night, July 31st in the workroom beginning at 6:00 p.m. These “workshops” will be announced via emails to MEMRR members. Volunteers to conduct workshops are requested. **Please contact Allan if you are interested in attending as a “pupil” or as an “instructor”.**

Gary Gilliam, Large Scale Layout Coordinator. Gary has been looking after both the G-scale layout and the N-scale layout, but is the coordinator for the large scale layout only. He is continuing to work to repair the climax that is not running properly. If he cannot fix it we will send it to Bachman for repairs. Everything else is okay.

WE NEED A PERSON EXPERIENCED WITH N-SCALE TO VOLUNTEER TO BE THE COORDINATOR FOR THIS MUSEUM LAYOUT. PLEASE CONTACT FRED ALSOP.

John Carter, HO Layout Coordinator. The stub tracks on the new HO yard need bumpers and a motion will be made to purchase them at the next business meeting. The wiring under the yard needs to be “buttoned-up” with soldering of twisted joints and liquid and/or other insulation applied to all exposed wiring. The roll-a-way module needs painting and the structures for the yard need to be finished and put into position on the layout. Track needs to be painted/weathered and ballasted.

Bill Hensley, HO Layout Wiring Coordinator. Thanks to the MEMRR for the blue and gray wire that was needed. Terminal feeders and wire has been ordered. Salvaged wire from the original layout module’s buss wiring has been used to extend the buss wiring on the west side of the layout. The new feeder wiring is shorter than the original through the use of terminal blocks. Some “buttoning-up” still needs to be done through wire soldering and insulation.

John Edwards, Web-Master. Officers and Coordinators with announcements, as well as members, will have those club announcements distributed to the membership by writing up the required text and sending it to the Web-Master. The web is working properly.

Jim Hoit, RIP Track Coordinator. Keeping up with bad order cars and placing newly acquired cars into running order. Happy to help any member with rolling stock problems (proper car weight, coupler height, wheel gauge, etc.)

IMPORTANT OPERATOR’S ANNOUNCEMENT:

- 1) ***Please place the N-Scale layout controllers on the shelving with the layout’s powerpacks at all time during Saturday operating sessions.***

- 2) *Please place the G-Scale layout controller in the draw in the back of that layout during Saturday operating sessions.*

THIS REQUEST SHOULD BE STANDARD OPERATING PROCEDURE FOR BOTH MUSEUM LAYOUTS.

Complying with this request will allow anyone that needs to control the layouts in an emergency to know exactly where the controllers are located and not require a hunt to find them in order to quickly bring either layout under operator's control. PLEASE DO YOUR PART BY PLACING THESE CONTROLS IN THE ABOVE REQUESTED LOCATIONS AFTER INITIATION OPERATION OF THE LAYOUTS AND UPON SHUTTING THEM DOWN. WE THANK YOU FOR YOUR CONSIDERATION IN THIS MATTER!

The meeting was adjourned at 7:40 p.m.

Report created from notes taken at the meeting by Fred Alsop

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

Fellow MEMRR members, Jo Ann and I are just back from a much-needed 2 week vacation in Alaska and we managed to get in some proper rail time while in our huge 49th state. I got to ride the Yukon and White Pass RR for the 3rd time and it is still as wonderful as it was when I road it twice in consecutive years back in the mid-80s. What an outstanding feat of engineering to take the first 20 miles of that narrow gauge railroad from sea level to the summit of 2,865 feet at White Pass using back-breaking labor of pick and shovel and 450 tons of black powder. We also road the Alaska Railway from Seward to Anchorage and the leg from Anchorage to Denali National Park was on the ARR's scenic cruise train with its double-decked coaches with vista domes, each car with its own diner below. I am back home and recharged and ready to begin the fall semester at the university, resume my duties as Carter RR Museum director, and my honor of working with an outstanding model railroad club. We have a lot to do for the remainder of 2014!

First up is an apology to one of our long-time members, **Don Ramey**. In our June business meeting a statement was made and recorded in the minutes of the meeting and subsequently printed in July issue of *The Signal Bridge* that improperly maligned Don. One of our members stated that a turnout provided two years hence to Don to replace a

defective one on his section of the HO-Scale club layout had not been installed. The secretary recorded the minutes as he heard them and, perhaps because we were very near the business section of the meeting, no one present corrected the assertion and it was printed along with the rest of the proceedings of the June meeting. The statement was in error as Don had replaced the turnout shortly after it came into his procession and it has been handling rail traffic on his module for more than two years. I offer our sincere apologies to Don for any personal discomfort he may have suffered because of this mistake and hope that he will not only forgive the misguided incident, but that we will also soon have the pleasure of his company at the club meetings and at the Carter RR Museum. He is a most knowledgeable and skilled model railroader, a treasured member and a truly delightful fellow to be in the company of. This incident should remind us all to be sure of our facts when we speak.

We want to send our best wishes for a speedy recovery to member **Larry Jackson** who has had one more bout with getting his prime mover back in good working order with a couple of stints placed in his heart a short time ago. Our desire for the returned good health to any of our other members who may be suffering medical setbacks this summer goes out to them and their families as well. Each of you is an important thread in the fabric that makes us the MEMRR and we want all of you to be in our company whenever you have the opportunity to be to help us enjoy our hobby of model railroading. Good health to us all!

The G. L. Carter Chapter NRHS and the Carter RR Museum are currently planning for a fall rail excursion on the Smoky Mountain Railway in Bryson City, NC for October 25th and have moved ahead with reservations for the train and the bus transportation. They will be discussing this event in more detail at the August business meeting of the Chapter on the 18th and will release the details to the MEMRR website and through fliers as soon as possible. This is a great time of the year to be in the Great Smoky Mountains of North Carolina and this is a great 4 + hour train ride. Please mark your calendars and plan to join us for this rail excursion event.

Membership to anyone interested in railroads and railroading is open in the George L. Carter Chapter NRHS and several of our MEMRR members are also members of that local museum-affiliated organization. Please consider joining if you are not already a member. NRHS chapter members who belong to other chapters can hold joint membership by only paying the annual dues of the local chapter since they already are members of National NRHS. The Carter Chapter NRHS will have a major involvement with

the National NRHS through their hosting of their Fall Convention here in Johnson City headquartered at the Carnegie Hotel on State of Franklin in mid-November within easy walking distance of our Carter Railroad Museum. Their plans for the convention include Friday field trips that will take out of town visitors and chapter members to Natural Tunnel and the Copper Creek viaduct near Duffield, VA; a trip to visit Kenny Fannon's railroad museum and, after lunch at Tupelo Honey Café, a ride into the Doe River Gorge on the roadbed of the ET&WNC RR. All NRHS members will be able to attend the banquet and a number of their business meetings during the convention.

The Carter Chapter has selected a number of railroad books, highlighted by those of railroads of the region, to sell at the convention, and **Jim Pahr** has offered the chapter and members of MEMRR the opportunity to purchase these books at a pre-convention sale at 30% off the MSRP. Please see Jim and look over the book lists that have already been distributed and place any personal orders with him if you want to take advantage of adding to your own railroad library with some of these hardback books. He will have to order books from the vendors very soon and will need to know what you want prior to doing so.

Jim Pahr has started the ball rolling for our annual Carter RR Museum picnic that will once more be hosted by Kim and Tom McKee at their lakeside home. Tom will have his G-scale garden railroads running and there will be lots of great food and conversations as we and our spouses or significant-others, enjoy each other's company on the grounds. Be sure the date of **Sunday 14 September** is on your calendar and the starting time of 4 p.m. and start planning what special dish you are going to bring to share. These social events with the members of the MEMRR are always one of the highlights of the year and you really don't want to miss it. Besides, Tom will let you drive one of his trains if you ask him to let you do so.

We successfully wrapped up the NRHS funded grant that was supporting our Tales of the Rails program of collecting oral histories of regional railroading from some of our areas more senior citizens. **Carolyn Gregg** and **Dr. Delanna Reed** did most of the heavy-lifting on this by getting out and following up contacts, or making new ones, and recording many interviews for the program. We have much of their work transcribed and will be funding the remainder of the necessary transcriptions from foundation monies from the Carter RR Museum. This work of preserving these railroading memories is very important as they currently exist only in the minds of the folks who personally experienced them or from tales told to them by other family members.

We must save them and share them while we have the opportunity to as they are critical to our understanding of the impact of the early railroads to the isolated people of Southern Appalachia. We will strive to continue to gather more stories as we can and will soon begin to plan how best to share them with everyone. I have made my final report on the grant and on how we used the funds to the Heritage Committee of NRHS.

At the July meeting we voted to take the Cope Traveling Layout and some other exhibits to Greeneville to exhibit at the Catholic Church for a one-day fall festival on Saturday, September 20th. The display area will be indoors and secure. We will have access to the exhibit area via double doors on the first floor of the building. We have been invited to participate and have voted to do so as we have several members who reside in the Greeneville area and because we have never had the opportunity to have a club/museum presence there. We will do some of the initial planning at our August meeting with final planning to occur at our September meeting a few days prior to the event. **Dan McLeod** has volunteered to use his truck to tow the museum trailer with our exhibits to the Greeneville site. Please consider helping us with the moves to and from Greeneville and volunteering some additional time for that Saturday to be present to represent the MEMRR and the Carter RR Museum.

Work is progressing on our projects in the museum. With capable leadership and talented model railroaders the work on the club yard is bringing it into a state of near completion with regard to wiring and track laying. Soon those skilled in ballasting track and creating and weathering structures will get their turn at adding the working scenery and buildings to the yard. Tweetsie is also continuing to evolve and is beginning to look more like a narrow gauge mountain railroad. Each little bit of scenery begins to add the flavor of the forested Southern Appalachian Mountains in our back yard and when we test run one of the small engines along the mainline the locomotive and the consist seemed properly dwarfed by the high-rising landscape the narrow bands of rail are running through. With everyone's help in building structures, constructing kits of rolling stock, creating trees by the hundreds, and more; we are going to build ourselves one heck of a model railroad that will find itself in the model railroading magazines we all subscribe to and read in homes across the nation and beyond.

We still have a little bit of summer left. Some will still take vacations in the next few weeks, but for most of us who are still working a regular schedule it is time to once more take up the routine tasks for which we are paid. The first day of

the fall semester is 25 August and there will be many planning sessions for me as a university professor with my colleagues prior to the first student stepping into the classroom. I am sure that many of you are back from summer breaks and engaged in your professional life as well. It is sometimes easy to forget that we all have lives outside of the Mountain Empire Model Railroaders club, or the Carter Railroad Museum, but we all do. It is with amazed gratification that I observe all that you do through your passion for railroading, railroads, trains, railroading history, etc., that you give to our club to make it work, and work well. Thank you all for giving of yourselves so that the collective

body that is the MEMRR is alive in its 21st year, and has the vision and the boldness to carry out activities that many larger organizations would not attempt. We have a lot to do before we wrap up 2014. I look forward to doing it with you. 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

