



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
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LOCATION

ETSU Campus
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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 ??

NORFOLK SOUTHERN #1069 HERITAGE UNIT

VIRGINIAN PAINT SCHEME AT NATURAL TUNNEL VA in 2013





A History of the Diamond T Truck From The Web Site of Diamond T Classics: "The Cadillac of Trucks"

Mack's direct competitor in the light-duty big-truck field was Diamond T, builder of what many called the "Cadillac of trucks." Diamond Ts, no matter the size, were never short on style or class. Flowing fender lines, aggressive grilles, rakish cabs—there was simply no way to mistake heavy hauler from the Chicago company founded by C.A. Tilt. "A truck doesn't have to be homely," he reportedly said more than once.



According to the same reports, the company name was created when Tilt's shoe-making father fashioned a logo featuring a big "T" (for Tilt, of course) framed by a diamond, which signified high quality. The younger Tilt built his first motor vehicle, an automobile, in 1905. Regular production of three passenger-car models began two years later. In 1911 a customer requested a truck, an order that convinced Tilt that commercial vehicles represented the best way to make a buck. He immediately traded cars for trucks, and the rest is history. Diamond T's best year was 1936, when new truck registrations reached 8,750. Roughly a quarter-million Diamond T trucks were built over the company's storied 56-year history.



White Motor Company bought Diamond T in 1958. The Chicago firm remained an individual division until 1967, when it merged with another White division, Reo, to form Diamond Reo. The Diamond T legacy came to a close as the 1966 model year ended. In its heyday in the 1930s, Diamond T also demonstrated how diverse a big-truck maker could be. Midyear in 1936, the company joined International, Federal, Reo, and Mack as a heavy-duty player in the light-duty game with the three-quarter-ton Model 80. Two versions were offered: the Model 80S (standard) and 80D (deluxe). The deluxe model added an electric clock and jeweled cigar lighter. Model 80 production was brief; it ended midway through 1938. Common estimates claim "a few thousand" were built during that short run.

The Model 80 was then replaced in 1938 by the classic Model 201 Diamond T one-ton. According to 1941 Diamond T paperwork, the "Model 201 is a unique vehicle in the light-duty field. Its all-truck specifications and exceptionally rugged construction set it widely apart from most trucks in this classification because they are commonly passenger car adaptations, which include the use of many units originally designed for passenger car service." Available as a pickup, panel delivery, or stake truck, the Model 201 shared nothing, save for a touch of style and grace here and there, with any automobile then rolling.



Diamond T Stakebody

So much of the 201 Diamond T's muscular makeup will sound familiar: a super tough heavy-duty frame, Lockheed hydraulic brakes, full-floating rear axles, extra-rigid front I-beam axle, and cast-iron spoke wheels. In the latter's case, 16-inchers were standard (with dual wheels optional), or big 20-inch wheels were available at extra cost.

The 201 's frame differed from its Mack counterpart in that it used a reinforced X-member design for added strength and durability. In the company's own words, "The exceptional rigidity of the X-type frame promotes longer life for cowl, cab and bodies by its freedom from weaving and distortion. In

particular, the common panel body is often racked and weakened at joints and door posts when the conventional type of frame is employed.”

That beefy frame meant more weight. In base chassis form, Diamond T's one-ton pickup weighed in at 2,750 pounds. “Model 201 is necessarily built heavier than the usual competition,” continued the Diamond T brochure, “but this additional chassis weight is required to provide its long life and low maintenance cost. It will do its job at a lower cost per mile and per day and for a longer useful life by far than any of the lighter and less rigorously designed vehicles commonly offered in this market.”



1927

Of course, all this added mass, sprung accordingly, in turn meant heavier loads could be hauled. The maximum gross vehicle weight rating was 8,000 pounds. Helping achieve this rating were heavy-duty leaf springs in back that stacked up like a dump truck's. Each rear spring contained 13 steel leaves.

Supplying the strength to move those heavy loads was a 73-horsepower, 205-ci Hercules L-head six-cylinder (Code QXB-3) with seven main bearings. Postwar Model 201 trucks were fitted with a stronger 91-horsepower, 236-ci Hercules L-head (Code QXLD). A three-speed Warner transmission was typically standard. A granny-low T-9 four-speed was typically optional. The latter was far more plentiful than the former. As much as all this heavy hardware would indicate, Diamond T pickups were by no means no-nonsense work trucks. By nature (or by C.A. Tilt's mandate) they offered a touch of style right off the lot. In standard form, all Diamond T pickups wore red paint on their wheels and sheet metal. Accent striping was also added to the cab. Inside, prewar deluxe models featured an attractive engine-turned dash panel. This panel was discontinued for postwar models, although the 1946-1949 cab was upgraded from the prewar standard version, and large chrome hubcaps were offered as an option. Deluxe models were only available before the war, while varying paint schemes and options were offered for postwar Diamond Ts. Black, two-tone blue, and two-tone green were the choices. Prewar deluxe treatments included

such nice baubles as chrome mirrors, chrome bumpers) and bright stainless-steel windshield frames for the split-V front glass that cranked open on both sides. Along with the clock, cigar lighter, and dash panel mentioned earlier, deluxe customers also got those large chrome full wheel covers for the 16-inch rims, fender-mounted parking lights, a dome light, armrests, chrome mirrors, and a “banjo” steering wheel. The tall 20-inch wheels featured small chrome hubcaps.



1925

Diamond T's Model 201 stayed on the scene until 1949 in almost identical fashion, save for grille variations and few mechanical modifications. After roughly 7,000 were built, it was finally replaced in 1950 by the Model 222, a big pickup that ended up being an even bigger disappointment.

Times, of course, had changed by then. A need to be so widely diversified in the truck market was no longer as great as it was in the 1930s. Add to that the fact that this country's mainstream light truck makers, led by Ford and Chevrolet, had also put a headlock on the pickup market with their own brand of limited diversity. New, modern half-tons were joined by a whole host of equally new three-quarter ton and one-ton models, these coming at highly competitive prices and with long features lists.



In 1948, Diamond T put the model 201's price at \$1,275-for the chassis only. A cab cost \$215 more, a body \$165. Ford's new F-1 half-ton that year wore a \$1,232 price tag. And even

Ford's F-3 "one-ton" (it actually was more like a one-and-a-half-ton truck) still came in a couple hundred less than a fully dressed Diamond T one-ton. The numbers said it all.

Mack logically chose not to return to the civilian light truck market after World War II ended; that Diamond T did was a

testament to the company's willingness to keep a classic legacy alive for its own sake. Those who experienced and loved the model 201 pickup were thankful. The rest simply never knew what they missed.

Museum Coordinators Meeting Room 235 ETSU Campus Center Building September 11, 2014

Meeting called to order by Fred Alsop at 6:10 p.m. Coordinators present: Jim Hoit, John Carter, John Edwards, Gary Gilliam. Tommy Knisley joined the meeting late; Ted Bleck-Doran was absent with permission. Geoff Stunkard reported from Alabama via telephone during the meeting.

Ted Bleck-Doran, Newsletter Editor: Big edition just published for September with a non-railroading article on Ford Model-Ts in connection with Jordan Miniature models being constructed for the Tweetsie Project. He can always use materials and welcomes them for *The Signal Bridge*.

John Edwards, HO Layout TrainMaster: Gave reports for Bill Hensley, HO layout Electrical Coordinator, and Mike Baker, Coordinator for Large-Scale Layout, in their absence. Bill had no additional information to report on the electrical progress on the MEMRR HO layout. Mike reported that a crew and some detail parts had been installed on the new Bachman 3-truck shay the museum had received from Bachman Industries' Service Department to replace the older 2-truck shay sent to them for repairs.

Geoff Stunkard, Display and Heritage Day Coordinator: White River Productions recently acquired Carstens Publications and will continue with their railroad magazines and annuals. The layout for the 8 page article on our Tweetsie Project has been completed and he has been provided with the first page for his review featuring our ET&WNC RR consolidation emerging from the Hampton Covered Bridge. The next issue of the *HOn3 Annual* will carry our article.

John Edwards, Web-Master: The MEMRR web page is up and running. John has produced a hardcopy operator's manual for the HO layout as well as installing it on the layout's computer in the Carter RR Museum. We need to revive the operator's manual for the entire museum and provide hard copies for our member's usage and information. John has

the September 16th program at the business meeting that will feature the HO operator's manual and that will be followed up on Thursday, Sept. 18th with a hands-on demonstration of the operator's procedures for the HO layout. John reports we need a weekly volunteer to clean the HO layout's tracks on Thursday nights.

Gary Gilliam, N-Scale Coordinator: His next project is to replace a set of melted trucks on a Kato locomotive. The layout is operating well.

Jim Hoit, RIP Track Coordinator: Nothing to report.

Tommy Knisley, Cope Traveling Layout Coordinator: The layout will be transported to Greeneville for a Fall Festival on Saturday 20 September. He will have the layout ready to go and to operate for the public. Volunteers will be needed for the day. Dan McLeod has agreed to tow the layout both ways in the museum trailer. Tommy would like up to \$200 from the MEMRR to purchase a couple of DC locomotives for the layout.

John Carter, HO Layout Coordinator: Most of the yard track is down, or is being put down. The turntable needs indexing. Dave Wiley is to be thanked for constructing a great looking icing platform for the freight yard and he is working on another building for the icing station.

Fred Alsop: We need volunteers from 4:45 to 5:45 on Tuesday afternoon, September 16th in the Carter Railroad Museum to host the ETSU President's Classroom. The museum will need to be open to welcome his guests and to exhibit our operating layouts and displays.

Reminder: the Greeneville Fall Festival and the need for volunteers to take the Cope Traveling Layout, the 6-foot "how to build a layout" demo, and the Sn30 layout to the Notre Dame Catholic Church there for a one-day display.

It was suggested that we build an N-Scale track gauge car to inspect the THC layout to attempt to detect any locations that are causing derailments or other operating problems on the mainlines on that layout.

FEDERAL MOTOR CO. TRUCKS GALLERY



1912 Federal Motor Co Tank Truck



1924 Federal Motor Co Knight Model Truck



1918 Federal Motor Co Crane Truck



1926 Federal Motor Co Scout Model Truck



1927 Federal Motor Co T12W Model Truck



1918 Federal Motor Co WD 3 1/2 ton Logging truck



1928 Federal Motor Co T2B14



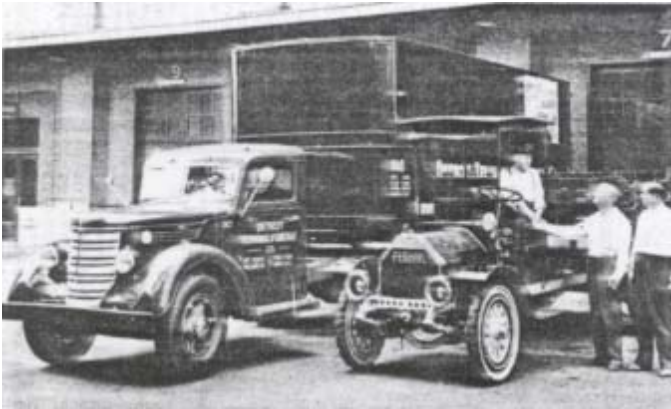
1915 circa Federal Motor Co truck



1916 Federal Motor Co Firetruck

A Flashback on Federal

From *OLD CARS WEEKLY*, November 20, 1980*
By Rolland Jerry



Forbear. It cost Federal a mint to find and restore this '12 or '13 specimen and the company did it right after the war before the old car hobby had gained much steam. "New" Federal - 1946 - is little changed from 1937 when this series was announced. Federal brass shake hands with vintage driver in connection with local trucking meeting.

* Reprinted from
http://www.federalmotortrucks.com/company%20history/index_history.htm

Plenty of customers bought and liked them, so did export buyers and the military. Federal trucks always found a smallish if receptive market among truck operators interested in vehicles which were neither costly hand-built jobs on the one hand or mass-produced with iron-bound specs on the other. Federal cut it down the middle and did well for years.

The Federal Motor Truck Company's premise was a quality unknit yet produced in sufficient volume for keen prices and of course allowing for lots of scope for options. These units, the handiwork of an old-line Detroit independent, were well thought of and still are by oldsters in trucking and transport who can recall Federal's heydays and the popularity of the outfit's vehicles. Like the Studebaker and the Hudson perhaps in passenger cars, the Federal was a make "dad", "Uncle George", or "Cousin Harry" once had, especially in families with a background in trucking, transport or cartage.

The company's trucks were thoroughly conventional, save perhaps for a few short lived light duty jobs powered by sleeve valve engines in the 1920's. Federal made its mark with a proven formula, that is, straightforward and basic design free of radical, "advanced" and possibly unproven features. Federal was conservative and so were the firm's customers.

This certainly wasn't the case with the company's traditional and hottest rival, up-and-coming Diamond T and the early successes the outfit scored with its emphasis on swank

passenger car styling, two bar bumpers and lots of chrome. The Federal may not have been a plain Jane but there could be not denying that D-T was on the right track for (comparatively) jackpot sales.

That's what happened, too. For instances, Federal outsold D-T in 1927 and 1928 (roughly 3,500 U.S. sales registrations vs. D-T's 2,000 odd) but thereafter D-T took the lead and never lost it. Federal's sales tumbles, dwindling to 1,300-2,000 registrations during the depression years, by which time Stewart and Brockway, two other independents, shaped up as rivals, though Stewart failed to maintain its competition for long.

At that, Federal wasn't doing too badly for the depressed times. No one else besides D-T was gaining ground and Federal was at least holding its own when others were in worse shape by far.

Federals were never more than a mix of stock and familiar components, essentially wares from Continental, Waukesha, Clark, Timken and Brown-Lipe, many in fact also shared with Diamond T and other assemblers producing similar trucks. But Federal did have rather more equity in its vehicle than many assemblers, since the firm had a large machine shop in the Detroit plant (appropriately enough on Federal Avenue) for the production of spring hangers, radius rods, shackle pins and chassis hardware generally. It was no small plant either with some half a million square feet and a workforce of 600 or 700, with the trucks assembled on a 600 foot line for volume output.

Then, too, Federal maintained a large body building facility for the output of standard and custom bodies. This wasn't unusual among small truck producers - in those days though Federal's was on a substantial scale. The idea, of course, was to realize the profit on the body as well as the chassis, also to produce an integrated vehicle without the intervention of an outside body-builder.

Federal's bodywork followed proven and familiar practice, essentially hardwood framing ruggedly ironed and reinforces and clad with steel paneling. Federal had large and first-rate painting facilities with big production-type booths. And back when lacquer was a new and shiny development in the industry (and excuse the pun), Federal has its own, "Fedlac", a big feature on the 1929s and specially compounded for a lasting, durable finish.

Similarly, Federal produced its own cabs though some were purchased in the early years from several vendors. Curiously, Federal offered two cabs through the 1930s, the standard and the deluxe. Interestingly, the difference were considerably wider than simply deluxe equipment fitted to a standard cab for the deluxe version. Instead, two separate cabs were used, one with more curves and a higher standard of finish to distinguish it from the standard job. When truck

manufacturers offered a “deluxe” cab in those days they meant it. And the tab was insignificant, say \$1000 for the standard unit and \$50 more for the deluxe cab.

In passing, Federal always exhibited at the big New York Motor Show during the 1920s and early 1930s, often with as many as eight units on display. The occasion was usually taken to introduce a new model or perhaps remind customers with an array of custom vans that the company also build high-class bodywork for its chassis. Federal's capacity to build bodies and cabs would be important later on as we'll see.

As to models and units, the Federal line up through the 1920s and the 1930s typically ranges from a 1-tonner at the “light: end to a hefty 7 ½ -ton job as the other, with spiral bevel axles on the lighter units and worm-gear or double reduction choices for heavier jobs. Similarly 4- and 6-cylinder engines were offered through the 1930s, with fours available in the light duty jobs at one extreme and in the heavy 7 ½ -ton unit at the other.

Federal turned to an interesting engine in 1928 for the fast (40 mph) Federal Big Six. The choice was one of Continental's new ohv “R” series engines developed for heavy duty truck and coach service. Federal selected a 20R for the Big Six, a 318 cu in engine with an output of 84 hp at 2,200 in Federal's version, since Continental's stock 20R was rated at 87 hp at a “high” 2,400 rpm.

This engine was the first of many R series Continentals to go under the hoods of Federals though of course the company had used other engines of the same make for many years. Later versions of the R series were offered right up to the end of Federal production, by which time they afforded outputs up to 200 hp.

Actually, the largest engines Federal used were supplied by Waukesha. For instance, the 7 ½-tonner – Model X8 and the company's heaviest job – was powered by 5x6-in 4-cylinder Waukesha in the mid-1920s though with the option of a Continental R series engine (100 hp) and pneumatic tires by 1931,

Much the same prevailed in 1939 with the introduction of a new range of heavy duty jobs. With these, customers had the choice of a 501 cu in R series output of 139 hp and 385 ft lbs torque at 1,200 rpm, or a 517 cu in Waukesha offering 133 hp and 400 ft lbs torque at a low, low 700 rpm. Basically, the Continental R was a “high speed” engine for highway service while the Waukesha was a “lugger” with steam-like torque for slow-speed “pull”. Then, too, Hercules engines – many shared with Diamond T but without the latter's exclusive counterweight crankshafts, at least for a time – came into the Federal line in a big way from 1933 on, mostly for light and medium duty units.

And before we leave the '28 Big Six, the job was revised in 1930 with an upgraded 20R – now with twin ignition and an output of 90 hp. A novelty was the built-in or integral 2-cylinder Westinghouse compressor for four wheel air braking, an improvement on the '28 Big Six with its two-wheel brakes, which were mechanical aided by a Westinghouse vacuum booster. With better braking and more power, the Big Six's rating was increased to “4-5-tons” and a good deal more when used as a tractor where air brakes simplified trailer hookups.

Speaking of brakes, heavier Federals of the 1920s and the 1930s embodied a curious “emergency” braking detail which could be used in conjunction with the more conventional service brake setup, which was mechanical initially, then hydraulic and of course also by air. Federal's “emergency” consisted of a large diameter cast iron drum (up to 14 ½ x 4 ½ ins) which was mounted on the nose of the axle pinion gear, reaching out to the wheels through the shafts. The idea was to reduce braking strains on the driveline, particularly the U-joints, and to make braking as “direct” as possible in an approach short of putting the shoes inside the drums at the wheels. Actually, Nelson Brownier, Gotfredson's chief engineer in the 1920s, had used a somewhat similar arrangement earlier on Gotfredson trucks. But in this case the service braking was vested in a drum mounted on the axle's worm shaft while the “emergency” was linked to the shoes in the brake drums of the rear wheels. Brownier recalls that the Timken-Detroit Axle Company raised a hue and cry at the braking loads passed through the axle though the arrangement proved very satisfactory with the loads and low speeds of the day.

The Gotfredson was built in Detroit, too, and perhaps Federal was influenced in its braking details by the effectiveness of the Gotfredson arrangement. In any case braking through the driveline – service and “emergency” – wasn't unusual in the early days though customarily the drum or disc was mounted directly behind the transmission, in fact a popular spot for the “emergency” for decades.

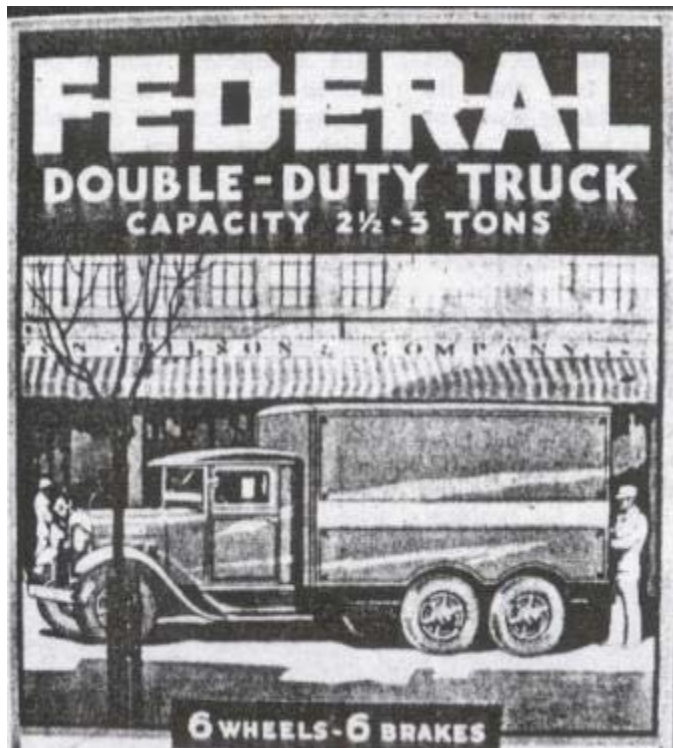
Federal enjoyed a long and a continuing association with the U.S. Army for the supply of military- and civilian-type vehicles though admittedly orders were few and far between after 1918. But this changed, and rapidly so in the mid-1930s with a succession of orders filled for the U.S. Army.

The company's main contribution in World War I was the 3-ton “Aviation Heavy”. According to “The Observer's Army Vehicle Directory to 1940”, B.H. Vanderveen, Ferderick Warne & Co. Ltd., London, 1974. The unit was a rationalized or standardized job similar in aim and concept to the more familiar Class B 5-tonner. The “Aviation Heavy” was built by several truck manufacturers, as was a lighter version, the 1 ½ -ton “Aviation Light.” Both were conceived as tender and transport vehicles for the Signal Corps/Air Service.

The company had orders for 1,000 of these units and it's reported that around 600 were shipped to France where they undertook a variety of duties apart from Air Service needs.

In passing, the writer remembers seeing an "Aviation Light" in the late 1930s, winding up its long career as a "yard" hack for a sawmill operator in upper New York State. The event springs to mind as my father was asked to take the "Light" as a trade in the purchase of a small Cletrac crawler tractor. New trucks and tractors were difficult to sell in hard times and dealers were often faced with some incredible and unlikely "trades", though few more improbable that a well-worn 1918 "Aviation Light" still on solids and commanding a lot and/or scrap value of all of \$15! The Lights' distinguishing features were the handsome disc wheels, an unusual detail in an era when cast steel and wooden spoke variety dominated.

From 1934 onwards Federal and other truck manufacturers benefited from a succession of large scale (for the times) orders placed by the U.S. Army for military vehicles. Thousands of unit were involved – a mix of civilian and military types – and the big purchases served as a needed shot in the arm for truck manufacturers faced with flagging depression era sales.

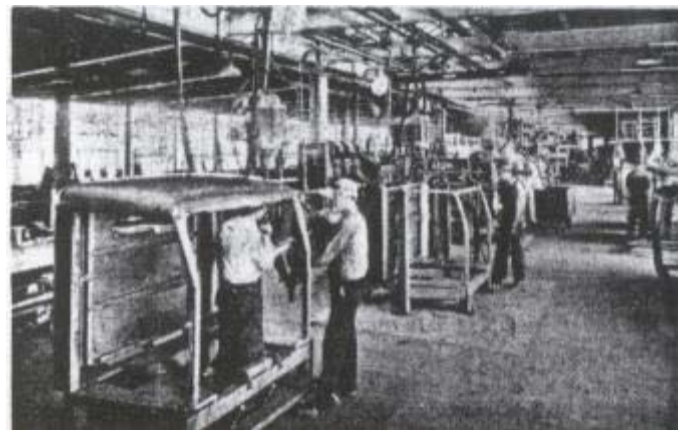


Get the facts, Federal always put out attractive sales literature – some of the best in the business – and this piece is no exception, Federal's 2 1/2-3-ton tandem in 1932. The bogie was unusual – a lightweight unit – and single tire were used. It was dual drive, too, with six-wheel braking.

The U.S. Army's move wasn't triggered by a particular sense of preparedness or anticipation of the war – it was much too early for that – but rather by the fact that its World War I vehicles were not only obsolete but also worn out. The military had made out using World War I surplus but the time had come for newer, lighter and more efficient vehicles.

Actually, the Air Corps had come to the same conclusion in its own field a few years earlier when it rid itself of ward surplus Curtiss OX-5 and Liberty aircraft engines, then still numerous, by simply withdrawing them from service for replacement with new and more advanced engines. In passing, the Army and the Air Corps weren't much of a market for anyone in the 1920s and the 1930s with the glut of 1918 equipment which both had to "use up" to save the taxpayer's dollar, a policy which allowed few new purchases apart from "experimental" vehicles and aircraft rarely acquired un more than ones and twos.

But that changed in 1934, and the truck world gained. At that, the big expenditures came as no surprise: manufacturers and component specialists had been working with the authorities for some time in the development of new vehicles, all-wheel-drive power trains, axles and other components which could be assembled into a standardized range of military trucks. The scene – which laid much of the groundwork for the vehicles used in World War II – was described as "four-wheel-drive craze", with truck manufacturers and component suppliers in a frenzy to push through development. It was good for business, too.



Insight. Rare but undated photo of Federal's cab department in early postwar period, apparently relates to Federal's shift from a wood-framed to an all-steel cab. Cab shop would have been busier than shown here on actual production, since this is the startup of production and the 1st "build". Earlier wood-framed cabs and cab parts in background.

Then as now, the government called for tenders to produce the new vehicles, issuing the specs to manufacturers for their bids. This is an interesting area, procedures in "procurement". Contrary to popular opinion, not all military orders are "big money" or even profitable and sometimes manufacturers avoid them when times are good and ordinary civilian vehicles return higher profits. Then the

government formally “asks” reluctant manufacturers for their bids to assure the widest possible representation in purchasing, which is as it should be with federal expenditures. War-time production is something else again, of course, and quite a different matter.

One can be reasonably sure there was little indecision or humming and hawing among manufacturers when the specs were prepared for bidding. After all, the civilian truck market had bottomed out with the times though some slight recovery was apparent by 1934. A nice military order meant a lot, particularly to the assemblers with plants ideally suited for the production of special jobs assembled from vendor components.



Family Federal. Sometime back OLD CARE reader Geelan sent me a photo of, I believe, his uncle's Federal Big Six, apparently a '28 with two-week brakes and used a Minnesota haul in the 1920s and the 1930s. Tires are truck-sized balloons and van body features an integrated cab. Many thanks reader Geelan.

Federal got one of the largest contracts, an order for an impressive 400 Q9's and worth more than a million dollars. Now the Q9, a 2 ½-tonner, was the embodiment of all that the U.S. Army's Quartermaster Corps deemed worthy in a truck, not an unreasonable view with the military's participation in its specs and design.

A 4x4, the Q9 employed Timken double reduction axles (with CV joints on the front one) and probably a Timken transfer case as well, with the lot linked to a 4 speed Brown-Lipe and a 6-cylinder Waukesha engine. The job had striking grade ability - up to 57% - and it sat on 9.00/20's. Fuel consumption, loaded was 6 ½ mpg, with smooth road performance up to 34 mph and 18 mph “cross country”. A feature of the 4 1/8 x 4 ¾-in Waukesha was the lube setup - two oil pumps to maintain pressure no matter at what angle the vehicle was tipped or driven.

And as the Q9 was also intended to tow a field gun on occasion, the frame was in proportion - a 10x½-in heat-treated rail. This was a departure from Federal's civilian specs which did not include heat-treated frame rails. The Q9's snazzy side mounts did more than boost the job's looks: if needed - and only temporarily - they could be bolted to the front wheels to improve traction and flotation. The Q9 was a tidy, compact powerhouse with plenty of urge.

Federal fitted the job with hydraulic brakes, an oversized radiator and one of its own cabs, supplying the unit complete with body and equipment to the Army. Several other manufacturers received orders for generally similar units but Federal got the lion's share for 2½-ton 4x4s. The company's sales of civilian trucks hadn't been very hot with the lousy economy, namely 1,962 registrations in '34 and a so-so 2,190 in '35 plus a couple of hundred more for export. Thus there would have been ample production capacity for the big Q9's which Federal assembled on its regular line.

Unhappily, space doesn't permit a more detailed exploration of Federal's interesting pre-war military sales but in a nutshell the company did well, in fact an understatement when another big order was forthcoming in 1936. This called for 213 2½-ton civilian-type Federals (Model 15s adapted for military use) and a volume worth a quarter of a million dollars to the company.

The civilian sales area was improving but fitful, up to 2,930 registrations in '36 but then down again to 2,366 the following year, of course on addition to whatever worldwide (and weak) export markets were taking in new trucks. As an assessment, Federal stood 11th in U.S. truck sales in 1936 and 10th in Canada. The latter had been an excellent market for Federals and always good for 150-200 units annually during the 1920s and the early 1930s, though sales declined fast with the depression, diminishing to an alarming 20-odd in 1933 but rallying to around 50 units by the late 1930s: Canada was a small-scale duplicate of the U.S. truck market which was in no better shape. Federal undertook a Canadian “assembly operation in 1932 to offset new and higher duties on imported vehicles though this had no noticeable effect on sales apart from allowing the company to stay in the market.

Federal was a textbook example of a breed that's almost disappeared from the truck world today. The company built a complete line of vehicles from ¾- and 1-ton to the heaviest units on the market. Only Ford and GMC/Chevrolet do so today with abdication of International Harvester from the light duty field and the Chrysler Corporation from the medium and heavy duty end of the truck world.

But it was different in the 1920s and 1930s, even into the postwar years, when most manufacturers, particularly the independents, produces a full range of vehicles, many starting at 1-ton. The lower end of the truck market hadn't become quite so competitive and by and large the Big Three were still preoccupied with passenger car sales. Of course they offered light trucks - ½-, 1- and 1 ½-tonners in the 1920s and the 1930s - but without much specialization. Then, too, there was a world of difference between, say, a 1 ½-ton Ford AA and a comparable Federal which cost twice as much but with heavy duty specs in proportion.

Federal's big body shop was a major benefit in this connection, essentially standardized and deluxe van bodies on 1- and 1 ½-tonners enabling sale of the unit as a complete vehicle in passing, the company turned this facility to curious purposes in 1936, the production of Federal "Motohome" domestic trailers. The company got into this unlikely field only long enough to get out of it, though a few demonstrators were built. Federal dealers – many of whom also shared passenger care franchises – could sell the unit but the main intension was to market the Motohome (and its commercial variant, the Motomart) through a separate organization.

The automotive industry was gripped by a fleeting but intense trailer mania in the mid-1930s when new and novel "house" trailers were the star exhibits at motor shows. The Hayes Mfg. Co. (bodies for REO, Graham) got into the field

and so did several custom coach builders for a brief interval when every automobile dealer felt he had to offer a "Kosy Koach" to round out his wares. The bubble had burst and disappeared by 1939 when what was left in the hands of trailer specialists, most of whom thrived during the war years producing "temporary housing" for war workers and military demands.

So that's it, a brief, fast trot through the life and times of the Federal Motor Truck Company. There's more, of course, lots more, including the action packed war years when "Feds" saw service wherever heavy duty trucks were needed. The postwar picture is another part of the story, too, as were new models and changes in management which went with them. But these and other detail will have to wait for another time when Part Two winds up the Federal saga.

RAILROAD MODEL CRAFTSMAN AND RAILFAN & RAILROAD ARE NOW PART OF WHITE RIVER PRODUCTIONS OFFICIAL PRESS RELEASE

(Bucklin, Missouri) - White River Productions has acquired Railroad Model Craftsman and Railfan & Railroad Magazines, effective September 1, 2014. The asset purchase agreement between Carstens Publications and White River Productions was completed Thursday, August 28, 2014.

Carstens Publications' final issues of the two titles are the June issues, and future issues will be produced by White River Productions. Staff assignments for the two publications have not yet been determined. Included in the agreement is the Books Division of Carstens Publications, which will continue under White River Productions. Not included is Flying Models magazine.

"We are excited to welcome these two Carstens titles to our family of White River Productions publications," said Kevin EuDaly, president of White River Productions. "These magazines are an important part of railroad publications and White River Productions looks forward to continuing their legacies." Subscribers will be pleased to know existing subscriptions are to be honored and fulfilled by the new ownership. Fulfillment will be based on the number of remaining issues in existing subscriptions. Due to the need to get the magazines' cover dates current, a combined issue scenario will likely be employed, but the number of issues owed to each subscriber will be adjusted accordingly.

"If you have six issues left on your subscription, you will receive six issues," EuDaly said. The magazines' new mailing address for all subscriber, reader, and industry communication is the Bucklin address.

Advertisers should contact Mike Lindsay of White River Productions at 800-282-3291 or via email at:

ads@railfan.com, ads@rrmodelcraftsman.com,

or

ads@modelrailroadnews.com.

Mike will be managing advertising for the new titles.

About the Carstens' Publications

Railroad Model Craftsman magazine was founded in 1933 by Emanuele Stieri as The Model Craftsman, aimed at all areas of scale modeling. Ownership of the publishing company passed in 1934 to Charles Penn. In 1949 the name of the publication was changed to Railroad Model Craftsman, with a focus on the scale model train hobby exclusively. Hal Carstens joined the publishing firm in 1952 and purchased the company in 1962, renaming it Carstens Publications.

Railfan & Railroad in concept goes back to 1968 when future Railroad Model Craftsman editor Tony Koester along with Jim Boyd pitched the idea to Carstens for a "railfan's" magazine. By 1971 Jim Boyd had joined Carstens to work on Flying Models, and in 1974 Railfan was born as a quarterly publication.

It went to six times a year in 1977, and monthly in 1987. In 1979 it was merged with the defunct Railroad magazine (which began in 1906 as Railroad Man's Magazine), becoming Railfan & Railroad. The magazine was edited by Jim Boyd from its inception until his retirement in 1998, after which Steve Barry took over as Editor.

About White River Productions

Founded in 1992 by Kevin EuDaly, President, White River Productions is currently producing 22 historical society magazines plus calendars, books, and other peripheral items such as membership brochures, advertising rate cards, annual meet announcements, and ballots. The company also publishes Model Railroad News, Railroads Illustrated, Passenger Train Journal, The Railroad Press magazine, and now Railroad Model Craftsman and Railfan & Railroad magazines. The company began when owner Kevin EuDaly decided to write and publish the book Missouri

Pacific Diesel Power. He produced The Eagle for the Missouri Pacific Historical Society from 1993 to 1996 and picked up the editor's reins again for the MPHS in 2010. In between, he has edited and produced numerous historical society publications. His wife, Nadean, manages day-to-day operations at White River Productions.

*White River Productions
PO Box 48
Bucklin MO 64631*

CARTER RAILROAD MUSEUM YELLS 'TIMBER' WITH SPECIAL LOGGING TRAINS

New 55-Ton Shay Engine highlights special 'Thunder in the Timber' Heritage Day event on September 27 at ETSU museum facility

Museum, the free-admission multi-room facility located in the Campus Center Building of East Tennessee State University. Entitled 'Thunder in the Timber: 120 Years of Logging Heritage,' this is an inaugural event on the museum's schedule, and its big attraction will be the large three-truck Shay recently presented by Bachman Industries for the facility's large G-scale logging-themed layout. The Heritage Day will occur from 10:00AM to 3:00PM on September 27

While the business efforts made in the practice of logging was often without thought to species or land management in the 19th century, from a technical perspective, the terrain requirements created unique equipment and specialized locomotion. In the steam era, these were engines that were geared to climb steep grades and round tight corners, including the Shay, Heisler, and Climax designs. It is this aspect of logging that the museum will have on display for this event, with the new engine being a highlight.



The memories and sounds of steam-powered logging equipment will highlight the Heritage Day on the last Saturday of the month at the George L. Carter Railroad

"When we had sent one of our old engines in to be repaired for the G-scale layout, Bachmann became aware of the role our museum plays in the community," says Geoff Stunkard, the coordinator of the monthly Heritage Days program at the museum. "They offered Director Fred Alsop a new replacement for the cost of the repair. We had no idea it would be the top-of-the-line model, and it arrived just in time to

allow us to demonstrate the unique Shay-style engine for this month's event."



The three-truck engine replicates one of the largest examples built by Lima Locomotive Works, which constructed the prototype design back in 1877. Also on hand will be HO-scale logging engines, as well as some steam era and modern trains with specialized wood-carrying freight cars. A selection of logging photos and postcards will be in one of the display cabinets to round out the event.



The Carter Railroad Museum is open on Saturdays from 10:00 AM to 3:00 PM, and includes model railroad layouts, a special 'Little Engineer' child's activity room, and ongoing programs. There is no admission fee but donations are welcome for its upkeep. The museum is also seeking artifacts for display, including the newest addition dedicated

East Tennessee & Western North Carolina Railroad; this room, still under construction, again will be open for guided tours during event days.



In addition to the displays, there is also a growing research library, the National Railway Historical Society chapter, membership opportunities, and an oral history archive being established as part of the museum's programs. Info can be found online at

<http://etsu>

or

<http://johnsonsdetpot.com/glcarter/cartermuseum.htm>

The Mountain Empire Model Railroaders (MEMRR) works in conjunction with the museum to demonstrate and maintain the model layouts, museum exhibits and other projects. More info can be found at <http://www.memrr.org>. Membership opportunities are available to adults, and include special benefits and model railroading enjoyment.



The George L. Carter Railroad Museum is located on the campus of East Tennessee State University, Campus Center Building, 176 Ross Drive. The entrance door is adjacent to the flashing RR crossbuck; for more information contact the Museum Director, Dr. Fred Alsop, at telephone 423/439-6838 or by email at alsopf@mail.etsu.edu.

GEORGE L. CARTER RAILROAD HERITAGE DAYS SERIES EVENTS FOR 2014

- September 27: Thunder in the Timber: 120 Years of Logging Heritage
- October 25: George L Carter's Fabulous Clinchfield Lines
- November 15: Homecoming at Carter's Place - 7th Anniversary (debut of Walker rail china collection for the first time ever in public)
- November 29: Varnish & Chrome: When Beauty Rolled the Rails on Passenger Trains
- December 20: Dixie Rail Extravaganza



HOW TO GET THE MEMRR MAIN LAYOUT UP AND RUNNING
John Edwards

RESETTING MODEM



- Turn **off** the power strip on floor next to the computer
- Wait 20 to 30 seconds
- Turn the power strip back **on**
- This allows the modem to reboot for those who want to use a Wireless Throttle (I Pad, I phone, Android devices)

MAIN POWER SWITCHES



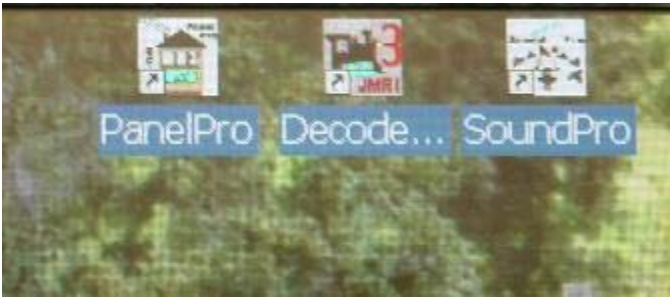
- Turn on the **Large DCC track Power Switch**
- Turn on the **Large 120 VAC Power Switch**
- These are located on the staging yard module
- At the right side of the control tower
-

COMPUTER

- Once the **Computer** has fully booted up

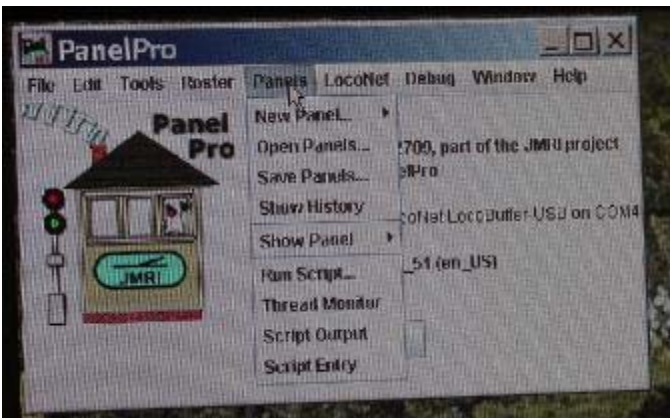


- Double click on the **Panel Pro Icon**



- Wait for **Panel Pro** to come up

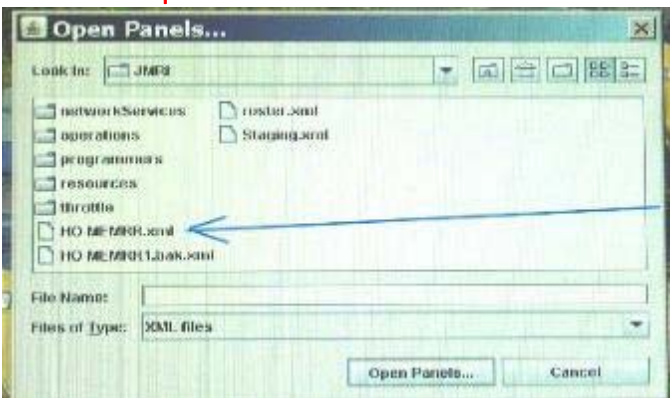
OPEN PANELS 1



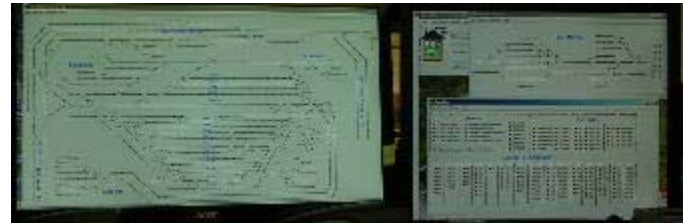
- Select the **Panels** drop down menu on **The Panel Pro** Pane
- Click on **Open Panels**

OPEN PANELS 2

- Select **HO MEMRR.xml**
- Click on **Open Panels**



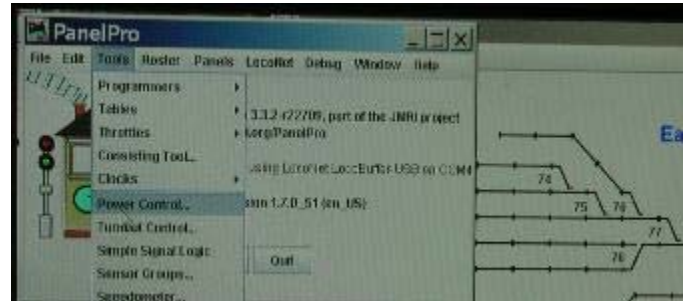
OPENING PANELS 3



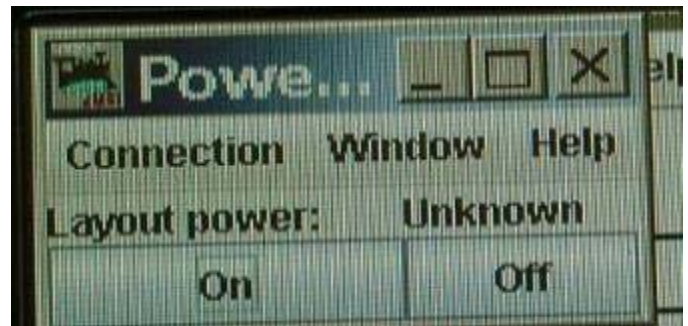
- Wait for Panels to open
- On right hand monitor under Routes Click on **CLOSE ALL SIDES**. The screen should now look like this:



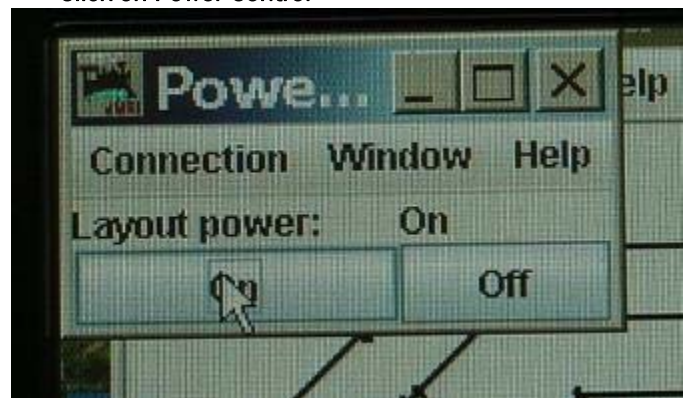
TRACK POWER 1



- On the Panel Pro Pane click on **Tools**



- Click on **Power Control**



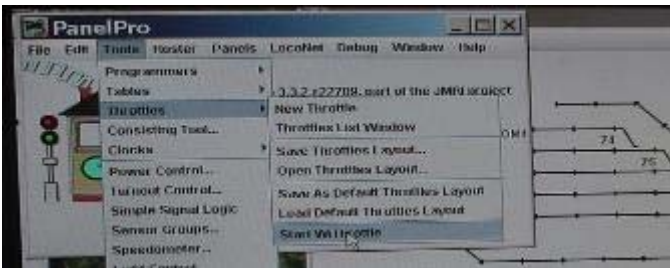
TRACK POWER 2

- Plug in a **400 series throttle**
- Check that you have a **solid black square** in the upper right corner of the **Throttle Display Screen**.



- If you have no square or a flashing square go back to the **power Control pane** and hit the ON button again.

WI THROTTLES 1



- If **WI THROTTLE** use is requested
- Go to the **Panel Pro** pane
- Select **Tools** drop down menu
- Select **Throttles** drop down menu
- Click on **Start Wi Throttle**
- Allow start up time, **Wi Throttles** should now be active

WI THROTTLES 2



The **WI** Throttle pane should look like this:

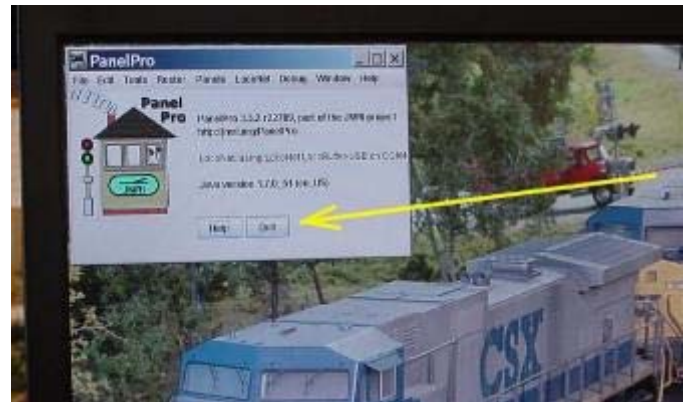
It's now time to run trains, Have Fun

HOW TO SHUT DOWN THE SYSTEM



- Check that no trains are running on **Main Loops**.
- Check that all the **Switches** (turnouts) to the **Wye & Crossovers** are set to clear the **Main Loops**.
- Turn **off Track Power**.

SHUT DOWN 2



- Shut down Panel Pro by hitting **Quit** on the **Panel Pro** Pane.
- Shut down the **Computer**

SHUT DOWN 3

TURN OFF MAIN POWER SWITCHES



- Find the **Main Power Switches**.
- These are located on the staging yard module at the right side of the control tower

- Turn off the **Large DCC track Power Switch**
- Turn off the **Large 120 VAC Power Switch**.

CTA HOLDS ITS 2014 TRANSIT JAMBOREE

Eric Bronsky

CTA held its 2014 *Transit Jamboree*. The event had been scaled back somewhat in recent years, but this year they did include the catered lunch and rides on Historic Cars 4271-72.

The train made 4 trips. I rode on the 12:10 pm departure, which was the longest trip of the day. It traveled from Shops-Howard-Dempster-Howard-Shops. Various crew members including John Dowdall, Lou Gerard, and Walter Keevil operated the train over the various segments. For the kiddies, there was a miniature (rubber-tired) train ride. I didn't get as many photos as I would have liked, but I hope you'll enjoy the attached.



CTA Mini-Tram



CTA 2746 at the Skokie Shops



CTA S-502 at the Skokie Shops



CTA 3075 at the Skokie shops



Third Rail Shoes Ready for installation



CTA Mini-tram



CTA Mini-tram

CAPTIVATING THE NEXT GENERATION Thoughts on Bringing Youth Into the Hobby

Model Railroading is Fun! We know it, but the hobby is greying with each passing day according to market research. It's up to us to keep the hobby vibrant and alive. And we need to try and attract new people into the world of model railroading.

This summer provide one such opportunity when my daughter and her family came down from New York for a visit. When the heat of the day arrived, it provided a down time to introduce the grandkids to the hobby. The last time they had visited the kids got to run trains. This time I introduced them to modeling

I happened to have four vintage Roundhouse shorty passenger cars that needed painting and some details added.



The family at play



At 10 and 13 Gavin and Iain got into the project



Gavin, Andy, Rory and Iain with the finished project

The cars were primed, paints and detail part pulled out, decals made, and a couple of sweltering afternoons were spent working on a modeling project. With the cars detailed, painted and lettered the family have varnish to run whenever they come down to Tennessee for a visit.



When the family returned home I received the above message – “His third layout design for the morning.” Think he’s interested in the hobby now?

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

Fall is here and the temperatures are beginning to let us know that summer is over. The leaves are beginning to get tints of yellows, oranges and reds and the maple tree in my front yard is dropping its foliage so rapidly I can hardly keep the driveway uncovered. In addition to enjoying the fall weather the season is bringing our Carter Railroad Museum one of the busiest times we have ever had in the short time the George L. Carter Railroad Museum has been in existence. Our weekly visitor numbers continue to grow and I truly appreciate everything that every MEMRR member, and those in our sister Carter Chapter NRHS, has contributed to make the museum the public attraction that it is. Your talents, friendliness, enthusiasm for the hobby of model railroading have established the professional manner that has come to be our hallmark.

Please welcome our newest member, **Frank Fezzie, Jr.** Frank models in HO and grew up in Kingsport. Currently he is living out of state but determined to relocate in the area in South Carolina. He has a lot of experience with other model railroad clubs and great expertise in many things electrical. He will be a big help to Gary Woods, Larry Jackson and others working on the juice that will make the little 10 wheelers run on the Tweetsie Layout. He has a warm, outgoing personality and made many friends in the club on his initial visit here several weeks ago. Welcome Frank!

My thanks go out to MEMRR members **Dan McLeod, Myra** and **Bill Hensley**, and to **Carolyn** and **James Gregg** for manning our club and museum exhibits at the Fall Festival celebrations at the Notre Dame Catholic Church in Greeneville, on September 20th. The quintet displayed the Cope Traveling Layout, the 6-foot “how to build a layout” module, the Sn20 circular layout, as well as James’ outstanding pyramid display of Union Pacific Bigboys in many scales. In addition, they passed out literature in the form of our new rack cards that promote the MEMRR, the Carter Chapter NRHS and the Carter RR Museum. Please extend your personal appreciation to these great members for representing us at this event. This is the first time we have had a railroad display in Greeneville and our representatives tell me there was a lot of interest in our displayed materials. In addition to spending the day in Greeneville, Dan used his truck to tow our museum trailer transporting the display items to and from the event.

On the subject of the Cope Traveling Layout, **Tommy Knisley**, has been acting as the layout’s coordinator for the past few months and we all appreciate the job he has done with it. Tommy flew to Denver, CO the first week of October to do a job interview for BNSF, and though it may be awhile before he hears from the railroad company we shall all wish him well. Because Tommy may be leaving us I have accepted his resignation as the Cope Layout Coordinator and have asked **Dean Small**, one of our excellent newer members, if he would consider stepping in to this position. Dean has graciously accepted the position. Please give Dean any help you can when he asks you to help him plan some new scenes

for the layout, or to assist him with its care and maintenance. Thank you Dean.

At our September business meeting it was decided that it was well past time to change the combination on the key box lock on the outside door of the museum for security reasons and that has been done. We will not publicize the new combination "for security reasons" but any member in good standing (paid up dues) can get it from any of the officers or by just asking some of the regulars at the museum or at the next club meeting.

I will be away from the museum October 9-14 as I will be making my annual trip to the Outer Banks of North Carolina with my coastal biology class. Gary Emmert has completed the logistics of moving out of his rental home in Greeneville and into his and Sarah's new home in the Gray, TN area and should be at the museum in my absence with keys to the library and the display cabinets in the "Tweetsie Room".



Bear Anderson at his latest project on the Tweetsie

On October 25th the Carter Chapter NRHS and the Carter RR Museum will be conducting our annual fall rail excursion. This time we will be taking our charter Premier Transportation (formerly Greene Coach Line) buses from ETSU to Bryson City, NC to visit their great Lionel Train

Museum and to ride 44 miles on the Smoky Mountain Railway. At this writing on October 5th we have already filled one 55 passenger bus and more orders for tickets are coming in. We have had excellent media coverage and I was able to be a guest on both WCYB channel 5 in Bristol and WJHL channel 11 in Johnson City to promote the trip. Jim Pahrns made the initial rail reservations for the event and I have made the bus reservations in addition to working with ETSU's Office of University Relations to advertise the excursion, but the heavy lifting has been through the efforts of Charlene and Dan McLeod who have taken care of all the paperwork of receiving and filling ticket requests, getting out letters of confirmation to our guests and the countless telephone calls and other small things that are necessary to make such a public event work. They will also make a trip to Bryson City a few days prior to our outing to pay the bill for the tickets and to pick them up. That's at least a 5 hour roundtrip added to all their paperwork on behalf of the chapter. The MEMRR website has been used as a means for prospective clients to download their ticket request forms and their "hold harmless" forms. We invite every MEMRR member to join us in this co-hosted event.



Pardee Point Doe River Gorge

I know many of you have ridden this excursion railway before but we would like for you to support the event by purchasing a ticket for yourself, and your family members if you have others who would like to share this fun adventure with you. Please support your sister chapter and the museum with your dollars and give yourself the treat of an excellent day in the fall by bus and train in the Smokies. We really would like your company and look forward to hearing from you in the next few days if you have not already signed up for the trip. These rail excursions are a great community outreach program that lets the citizens of the region know about our hobby and the importance of our railroads and their history. The trips are co-hosted by the George L. Carter Railroad Museum at ETSU, the institution we are affiliated with, and therefore, boost the image of the museum and the university

as well. Additionally, we have a fund-raising motive associated with each rail excursion to raise money for the NRHS Chapter and for the Railroad Museum, thus providing much-needed capital for both organizations. So, your day spent with your friends on our rail excursions not only provides you with a great personal experience, but you are actively promoting your railroading passion and the Carter RR Museum with your time, energy and funds. **Please get on board and don't miss the train!**



Another view of the Doe River Gorge rockwork on the Tweetsie

At the NRHS Fall Convention headquartered at the Carnegie Hotel here in Johnson City in mid-November the Carter Chapter NRHS will be selling books about regional railroads to raise money for the chapter and to promote our rich local railroad history. **Jim Pahr** has made available to us for some time now lists of railroad books from some leading vendors of such works providing an opportunity for you to select those that you may want for your personal library at a 30% discount from the MSRP. We need to place an order for these books very soon so **this may be your last chance to get some good railroading books at a good discount.** Please give your selections to Jim right away if you want to be in on this. The lists are available from Jim and are linked on the MEMRR website.

Remember to mark your calendar for Tuesday evening, December 16th, for the annual Carter Railroad Museum Holiday Party for the Carter Chapter NRHS and the MEMRR and spouses or "significant others". Once again we will be dining at the Choo-Choo Café in Erwin, TN. Details will be provided as we get closer to the event. We have already confirmed that Dirty Santa will be making an appearance at the dinner.

Be sure to watch for the publication of the next *HOn3 Annual* as one of the featured articles, 8 pages and 4,000 words of text, will be on the ET&WNC RR model layout that we have been constructing for the past couple of years in the George

L. Carter Railroad Museum. Our little Tweetsie Project has been visited by George Riley, Associate Editor, for Carstens Publications in June of this year and things went into rapid gear to get our narrow-gauge project in national print and out to the world. As you may know, Carstens Publications was sold to White River Publishes in late August, but the new publisher retained all of Carstens' railroad magazines and even though this edition of the *Annual* is behind its normal publication schedule, we have been shown some of the galley proofs and are assured that our little Tweetsie will be in this issue. We have contacted Bob Barrett at our local HobbyTown USA and he is ordering 15-20 copies of this edition so we may purchase them locally. **Geoff Stunkard**, our Museum Exhibits Coordinator, who we know for his excellent photography and his extensive knowledge of railroads and railroading history, is the author of the piece. I have made the required reports to the NRHS Heritage Grants Committee on the use of the funds granted to the Railroad Museum in 2013 to partially support our "Tales of the Rails" oral history project. We expended those granted funds primarily on the stipends and travel expenses of our interviewers and on the transcribing into hard copies of many of their audio recorded interviews. We are continuing the program primarily with the capable assistance of **Carolyn Gregg** and ETSU's **Dr. Delanna Reed** as we get additional contacts for interviews and by having additional interviews already conducted transcribed.



A Woodland Scenics Federal Tractor Trailer

The discussions and investigations into the costs and feasibility of establishing a satellite railroad museum as a branch of ETSU's Carter Railroad Museum as requested by the City of Jonesborough are still underway. Several exploratory meetings have been held in Jonesborough and at ETSU, but it may still be some time before ETSU's President Noland is ready to make this decision. I shall keep you informed as I receive information. Our Jonesborough membership is very much in support of such a museum being established and they will be the nucleus for the unit

that will be called upon to support it with their time and talents should it move towards being a reality.



Bear is working from photos of the gorge as seen in the background

Another year has rolled around and we are approaching the time when we need to establish a working Nominating Committee to set to the task of finding those in our membership who are willing to serve the MEMRR as officers for the coming year. If you would like to be on this nominating committee, or if you would like to place your hat-in-the-ring to be nominated as an officer for the club for 2014-2015, please let me know. Every club needs capable leadership and we have been so blessed since our beginning. It takes a little more time from our busy lives to take on the additional responsibilities associated with a chapter that is small, but very active, and those who serve in these most necessary posts for the membership's good are most appreciated. Remember, all positions are open for nomination every election cycle. If you would like to serve, or if you are now an officer, board member, or in an appointed position and will be willing to continue in that position for another year, please let your desires be known. Thank you for your service and for your continued support.

John Edwards, our most capable WebMaster, and **Bob Jones**, a former WebMaster who also worked hard for us in this position, have been talking about the duties and responsibilities of that position, including the increased demand on the WebMaster's time as email traffic continues to escalate. They have suggested a solution that will split the duties between them that sounds both reasonable and practical. John would continue to maintain the web site and Bob would take over the duties of email transmissions, notices, and announcements of area train shows. They plan to present this idea to the club at the October business meeting.

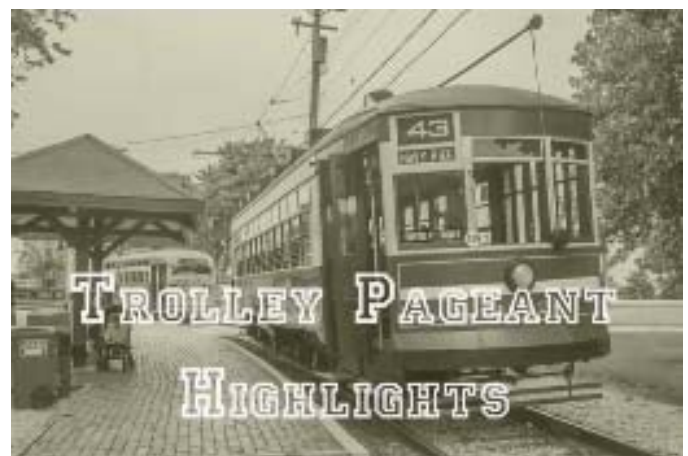
Geoff Stunkard, our Heritage Day Event Coordinator, has us celebrating George L. Carter's Fabulous Clinchfield Railroad as our next Heritage Day event on Saturday, October 25th. So, break out your best CRR locomotives and consists as this is sure to be a big draw for the people of our region. Many of our members model the Clinchfield and I know we have lots of steam locomotives from 2-8-0s to big articulated iron horses, in addition to a lot of diesel prime movers. Let's see them on the rails at the Carter RR Museum later this month. If you have CRR memorabilia please bring it for temporary display at the museum. I am sure Geoff will appreciate all the display items you can bring.

We are a blessed model railroad club with friendly, out-going members, who are willing lend a hand where ever one is needed to support our fellow members, the club and the Carter Railroad Museum. We have several big tasks ongoing for the club and the museum, but all are based in our hobby of model railroading. But we have the knowhow, willingness, and energy to carry them through to completion. It's great to be a member of the Mountain Empire Model Railroaders club as we come to the end of our 21st year. We have grown a lot from those early beginnings at the Gray Elementary School, learning to build modules and organizing our club. Listen to the sound of the whistle of the train at 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*

**ILLINOIS RAILWAY MUSEUM
2014 TROLLEY PAGEANT HIGHLIGHTS
STILLS FROM THE ELECTROPICKLE**

By Eric Bronsky



The Illinois Railway Museum has one of the finest collections of railroad equipment in the country. Its collection contains

wonderfully preserved example of interurban, street car, rapid transit, steam, diesels, freight an passenger equipment. Each summer the equipment is paraded on their right-of-way for adoring crowds. The following pictures are courtesy of Eric Bronsky and can be found on Youtube, Eric has a wide array of video clips and productions featuring mid-west railfan and model events. His Electropickle productions are well worth a viewing. **Thanks Eric...!**



Chicago Surface Lines Street Car 3112



Chicago Surface Lines Street Car 3112



Street Car 341



CTA Presidential Street Car 4381



A Lash-up of Vintage CRT Wooden "L"



A Frisco "Russian" Decapod



Illinois Terminal Center Entrance Car 101



CHICAGO NORTHSORE & MILWAUKEE BAGGAGE CAR 0011



CTA Rapid Transit 2-Car Consist



CHICAGO AURORA & ELGIN 3-CAR CONSIST IN BLUE PAINT SCHEME



A Traction Work Motor with a String of Freight Cars



CHICAGO AURORA & ELGIN 3-CAR CONSIST IN RED PAINT SCHEME



CHICAGO SOUTH SHORE & SOUTH BEND LINE CAR 1100



CTA Rapid Transit 2-Car Consist



CHICAGO SOUTH SHORE & SOUTH BEND LINE CAR 1100

October 11 – 12, 2014

French Broad e'N'pire NTRAK Club
Autumn Rails 2014
All Scales Model Railroad Show

Expo Building
Western North Carolina Agricultural Center
1301 Boyleston Highway, Gate 5
Fletcher, NC 28732

Hours: 10:00am – 5:00pm (Saturday) & Noon – 3:00pm (Sunday)

Admission: Teens & Adults \$6.00 for both days, Children under 12 and Scouts in uniform free.

The show will feature operating NTRAK, HO, S, O and #1 Scale layouts, 90 – 100 tables of model railroad equipment and supplies in all scales from Z to G, railroad memorabilia, clothing items and railroad art. There will be door prizes.

The WNC Agricultural Center is located on Boyleston Highway. From **Asheville** take **Interstate 26 Eastbound** (i.e. South) to exit 40. Make a right turn onto Airport Boulevard at the end of the ramp. After passing Fanning Bridge Road turn left into Gate 5. From **Hendersonville** take **Interstate 26 West** (i.e. North) to exit 40. Make a left turn onto Airport Boulevard at the end of the ramp. After passing Fanning Bridge Road turn left into Gate 5

Dealers (tables \$30/8' table) should contact Chuck Place at 828-685-2726, by Email at hmp3@blueridge.net, or by US Mail at: 1396 Spicer Cove Road, Hendersonville, NC 28792. For more information go to the Club's web site at www.fbe-ntrak.com.

November 8 – 9, 2014

25th Annual
Bluefield Railfest
Model Train Show

Sponsored by the Pocahontas Chapter, NRHS

Bluefield Youth Center
1780 Stadium Drive
(Next to Mitchell Stadium)
Bluefield, WV 24701

Hours: Saturday: 9:00am – 5:00pm

Sunday: 12noon – 5:00pm

Admission: \$5.00 per person, \$10.00 per family.

Refreshments. Rail Videos on N&W History. Door Prizes. Operating model railroads, static displays, and vendors from all across the region fill the TWO large rooms and isles of the Bluefield Youth Center. Operating model railroads will include the Logan Model Railroad Club, the Lynchburg Area N Scalers, a large modular model railroad by the Pocahontas Chapter, and a T-TRAK display.

