



# THE SIGNAL BRIDGE

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

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## LOCATION

ETSU Campus  
George L. Carter  
Railroad Museum

## HOURS

Business Meetings are held the 3<sup>rd</sup> Tuesday of each month. Meetings start at 6:30 PM in:

Brown Hall  
Room 312

ETSU Campus,  
Johnson City, TN.

Open House for viewing every Saturday from 10:00 am until 3:00 pm.

Work Nights are held each Thursday from 5:00 pm until ??

## SOUTHERN RY

### #4501

TENNESSEE VALLEY RAILROAD CHATTANOOGA, TN



Legendary Southern Mike 4501 is under steam again, seen here leaving the TVRM's shop complex during the final run of the 2014 Tennessee Valley Railfest event. Hopefully, we will see this classic running out of Bristol next year. Photo: Geoff Stunkard



EAGLE LAKE & WEST BRANCH RR  
FROM MAINE.GOV/DACF/PARKS



There are not a lot of places in the world where you can be hiking through a remote wilderness and suddenly stumble upon rusting locomotives. One of the things that makes the Allagash so fascinating is the possibility of a sudden discovery of remnants from a bygone lumbering industry. For example, you could be walking through the wild forests of northern Maine and then suddenly you're staring down the nose of two steam locomotives.



For those lumbering operations still driving logs south from Eagle and Churchill Lakes to Penobscot waters, the Eagle Lake and West Branch Railroad replaced the [Tramway](#). In 1926 this railroad ran from the Eagle Lake end of the tramway thirteen miles to Umbazooksus Lake, which connects to the West Branch of the Penobscot River via Chesuncook Lake. Edouard "King" Lacroix's Madawaska Company purchased a ninety-ton steam locomotive in New York and converted it from coal to oil burning for this operation. To haul the large supply of oil needed for the train, the company leased a Plymouth gasoline engine from Great Northern Paper. The oil was brought in barrels by truck from Greenville to Chesuncook Dam. From there, a scow would

carry the barrels to the terminal end of the railroad on Umbazooksus Lake.



During the winter of 1926-27, Lombard tractors hauled all of the materials for the railroad from Lac Frontiere to Churchill Depot, then across Churchill Lake to the shore of Eagle Lake. This included the fifteen hundred foot trestle for Allagash Stream, steel rails, loaders, two gas-powered switchers, sixty train cars, and the two one hundred ton locomotives. King Lacroix, however, never got the railroad into operation because the Great Northern Paper Company bought his operation early in 1927. On June 1, 1927, the railroad made its first successful trip as the Eagle Lake and West Branch Railroad.



To load the train cars on the Eagle Lake end of the line, logs were drawn along two conveyors that raised them up twenty-five feet over a two hundred twenty-five foot length. With a forty-horse power diesel engine powering each conveyor, a cord of wood could move from lake to car in just ninety seconds. Each twelve-cord car could be filled in eighteen minutes. Operators soon discovered that the time it took to neatly pile the logs into the cars horizontally made the practice inefficient, so they resorted to just dumping them in as they fell from the conveyors. The cars were built with a twelve-inch tilt in them so that when they drove out onto the unloading trestle at the Umbazooksus end (where the tracks were tilted six more inches) an operator could knock loose the pins holding back the car wall hinged at the top and most of the load would tumble out into the water. A little picking and prodding of the remaining logs and the train was on its way back for another load

Since the round trip over the curvy road made a single-train operation too slow and inefficient, the company used two

trains of ten cars each, with a passing track in the middle so the empty car on its return route could pass the full car headed in the other direction. The trains of twelve cars each ran on the road both day and night stopping only ten minutes to service the steam engine. While this happened, the Plymouth engine pushed a set of loaded cars away from the conveyors where the locomotive could hook up to it. The Plymouth then took the empty cars, just back from their run, and pushed them under the conveyors for loading. This system, along with the addition of an electric lighting system for loading the cars and storage towers to allow faster refilling of the trains' water and oil, increased the log-hauling capacity four hundred percent. In an average week, more than six thousand five hundred cords of wood moved across the tracks.



The most significant structure of this operation was the fifteen hundred foot long railroad trestle sturdy enough to carry both the train and its regular supply of heavy log cargo across this piece of water. Only a few remains of the trestle are still visible.



Aerial photographs from 1966 show that only one structure, the shed built over the locomotives, remained at the railroad site on the Eagle Lake end of the tramway when the Allagash Wilderness Waterway was created. While still owned by the Seven Islands Land Company on April 9, 1969, the Maine Forest Service mistakenly burned the shed, causing damage to some of the wooden elements of the locomotives (i.e. the wooden cab). Both locomotives have also suffered from vandalism and souvenir hunters. Photos show the burned area on June 11, 1969.



The Plymouth engines at each end of the train route shifted empty cars around the yard while the locomotives refueled. Logs could not float away when too much bark gathered near the unloading trestle, so engineers designed a special scraper that was attached to the Plymouth by means of a pulley and anchor and this system scraped the bark out of the way.



The railroad crossed over the northwest arm of Chamberlain Lake where it reaches toward Allagash Lake.



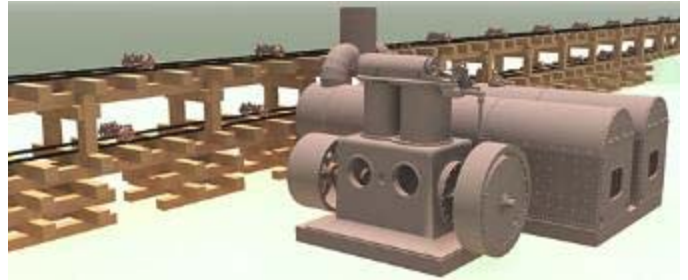
On August 16, 1969, the Maine Parks and Recreation Commission painted the trains to prevent further rusting. In 1995, the boiler jackets on both locomotives were removed in order for asbestos surrounding the boilers to be removed and abated.



Members of the Allagash Alliance worked to right and stabilize Eagle Lake and West Branch Railroad Locomotive Number 1 and its Tender. Built in June 1897 at Schenectady Locomotive Works (4-6-0 stamped #4552), it was originally a steam locomotive that burned coal but later converted to burn oil to eliminate the forest fire threat caused by cinders. Number 1 was purchased by Great Northern in 1926 and used to haul pulpwood in the Allagash area from 1927-1933.

- Shaughnessy, Jim, "Mystery in Maine: The Story of a Lost Railway." *Canadian Rail*, No. 196, February 1967. (BPL)

## EAGLE LAKE TRAMWAY



This incomplete 3-D model of the tramway power plant on the Chamberlain Lake end shows the Westinghouse compound engine next to the two Hodge boilers that provided the steam pressure to power the engine. Leather belts then ran from the wide wheels on the engine to gears that drove the tramway itself. This whole area, including the adjacent section of wooden cribbing, tracks, and trucks, were enclosed in a large wooden building. Today, only the iron and steel pieces remain at the site. Work on the 3D model and detailed documentation of the tramway continues.

Though it is now just a collection of rusty parts strewn through a remote forest, the eagle lake tramway is one of the most fascinating examples of maine ingenuity. Devised more than a century ago to transport logs from one lake to another, this steam-powered mechanical system is remarkable testimony to old-fashioned know-how and a willingness to take on any problem.

In the constant struggle to bring timber from eagle and churchill lakes down to chamberlain lake and the via the ~~telos cut~~ and webster lake to the east branch penobscot, the first automated mechanical system arrived in the fall of 1902. With the help of steam power, fred dow, an engineer for lumber barons h.w. marsh and f.w. ayer, constructed a tramway to do the job.

, the tramway was a small railroad pulled by a six thousand foot cable loop. Steel trucks attached to the cable carried logs across a three thousand foot passage between Eagle and Chamberlain Lakes at the rate of about three miles per hour. As the logs dropped off at the Chamberlain end, each empty truck looped underneath to a lower track and returned to Eagle Lake for another load. The tramway system worked remarkably well for more than six seasons, hauling one hundred million board feet before its use was discontinued. Most of the tramway parts were boated across Moosehead Lake during the summer and fall of 1901. That winter, H.N. Bartley hauled what remained at Greenville, particularly the 6,000 feet of continuous cable. It was an exhausting job using horse teams and skids, and by the time the teams



ELWB Locomotive Number 2, and its tender, were built in December 1901 at Brooks Locomotive Works (2-8-0 stamped 4062). Number 2 was also used as a coal-burning steam locomotive and later converted to burn oil. It was purchased by Great Northern in 1928 and used as the main engine for hauling pulp cars from 1928-1933. When the railroad stopped operating, both locomotives were relatively obsolete and not worth the cost of transporting them back out of the Allagash area. Instead, they were stored inside a shed at the Eagle Lake facility where they remain today.



Volunteer members of the Allagash Alliance transported hand jacks and dozens of buckets of ballast (heavy gravel) to the remote site then leveled the tilting locomotives by hand.

### Bibliography:

- Blodgett, Emerson F., "The Pulp Wood Express." *The Northern Logger*, November, 1927. (BPL)
- MacGregor, Roy A., "Another Advance Step in Woods Transportation" *The Northern*, November 1926, pp. 3-9. (BPL)
- Shaughnessy, Jim, "Ghost Train in the Maine Woods." *Northern* Pp. 40-79. (BPL)

reached Smith's halfway camp on the West Branch of the Penobscot, they cut the cable into two separate sections for easier hauling. When construction was completed, the Tramway posed two problems. When the system was fired up and put in gear, workers discovered that none of the 7/8" bolts that held the 600 trucks and 600 clamps to the cable were tight enough and the whole system slipped. This occurred because the threads on each bolt did not reach far enough down the bolt shaft to tighten the nuts as much as was necessary. The only way to overcome this problem was to remove all 4,800 bolts and lengthen the threads with a hand dye.



When this was finally accomplished and the system was again put into operation, workers watched nervously as the logs crawled onto the trucks but did not move at nearly the speed they had intended. Continuing to watch in dismay, they were relieved to find that as the first of the logs passed slowly over a rise in the ground along the route of the tramway their weight helped pull the cable along and increased the overall speed. When finally under way successfully, the system could move a half million board feet per day, running from 4:00am to 8:00pm on the 22 inch gauge track. During the down hours, workers would walk the track, tightening bolts and performing regular maintenance. Sixty steel trucks attached to the cable at intervals of ten feet, had two tooth plates that held the log in place on top.

In between each truck, also attached to the cable, was a clamp that fit into the sprocket wheel, helping it grip the cable at five-foot intervals (at both the clamp and truck). A Westinghouse Compound Engine, designed especially for electric light plants, powered the system. It had both twelve-inch and twenty-four inch cylinders with a fourteen-inch stroke. The engine made 255 revolutions per minute with 100 pounds of steam pressure.



This rough drawing of the sprocket drive wheel is simply a conjectural drawing based on a photograph showing only a partial view.

Aerial photographs from 1966 show that only two structures remained at Tramway when the Allagash Wilderness Waterway was created. A fire in 1969 destroyed the remaining buildings.

Today, only parts of the Tramway still exist, including the large sprocket wheel, boilers, and scattered pieces of trucks, clamps, and track.



**Remains of the Tramway power plant, 2003**

The Tramway area is now on the National Register of Historic Places. The Patten Lumbermen's Museum has in its collection a set of two of the Tramway's trucks and clamps mounted on a wooden structure, as it would have been in operation.



**Steam Seen...**  
**The East Broad Top: Requiem for the  
 Narrow Gauge Mikes**  
 Story and photos: Geoff Stunkard



A favorite morning was this one in a light rain at sunrise, as the engines were hosted around the shop complex for the day's work on a Saturday. Access to the shop complex made it possible to turn the clock back; besides the humans, nothing in the picture is newer than 1920. The Armstrong turntable is self-describing.

In the 1980s, author Ron Ziel wrote a hardbound book called 'Mainline Steam Revival,' noting just how many steam locomotives had been returned to operating conditions; it was much more than had been running in 1965. At that time, I lived in the little state of Delaware, about 30 miles south of Philadelphia, and the revival was close at hand. In addition to the Wilmington & Western, 15 minutes away, there were seven different places operating or displaying steam within an hour or so (Strasburg, Blue Mountain & Reading, New Hope & Ivyland, Wanamaker Kempton & Southern, Black River & Western, and two live minatures, The Age of Steam Museum and Old Time Thrashers operation). If you went further out, it was Steamtown in Scranton, the Gettysburg Railroad, the Western Maryland Scenic at Cumberland, Maryland, and the East Broad Top. The latter, located in Orbisonia, Pa about 50 miles southeast from Altoona, became my favorite destination if I was going on a daytime steam safari.

By leaving the house at 2:00 am or so to get there by 6:30 am, when the mountain mist was just lifting on a summer day, here was an Iron Age roundhouse and harp switch stands, rusted narrow gauge rails with shiny tops, sometimes fresh paint on aged buildings, and the odor of coal and grease. Unlike some of the other places in those days before liability became a buzzword, one could get

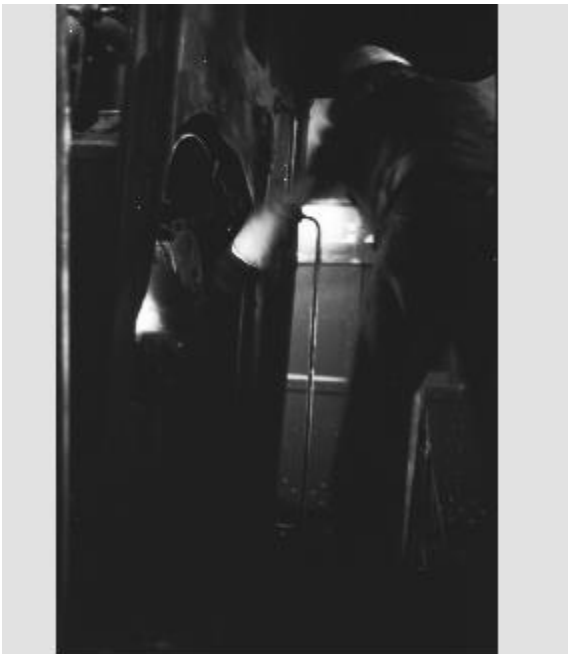
invited into the roundhouse and watch the engineers get the line's Baldwin Mikados prepped for the day. On a good morning, the road might actually have three engines out and moving; they also did a yearly railfan event, which, for one excuse or another, I regrettably never attended personally.



Coming from a brick roundhouse stall with 'modern' rollup doors (1920s) is Mike #12, the first such wheel configuration the line bought and delivered in 1911; they ended up with seven total. New FRA rules on flue time have made getting any of the locomotives running again a very expensive task; #15 is reportedly the 'sole survivor' in that regard.

Similar in scope to the ET&WNC, the East Broad Top narrow gauge had been created to service small coal mines, an ore bank like Cranberry, and other natural resources in the mountains of the Keystone State, bridging the landscape running southbound from Pennsy's mainline at Mount Union, Pennsylvania. The main shop complex is at Rockhill Furnace, and it then headed toward lonesome places you never heard of like Robertsdale and Saltillo. As a result, like Tweetsie, there was never a reason to standard-gauge it, and the entire line remained intact until the mid-1950s, visited by no less than Lucius Beebe, photographer Robert Collins, and TRAINS' David P. Morgan and Phillip Hasting (during their steam tours of 1953-55). Alas, the end finally came in 1956, the mines the company owned were closed down, and a noted scrap dealer name Nick Kovalchick purchased the company in its entirety.

Kovalchick did not immediately begin the removal operating again for an event in 1960, running excursions five miles north and back in the Aughwick Valley. The line opened as a tourist attraction the following year. My first encounter with it as a young child in 1966 or so was one of the catalysts of my present affection for railroading operations; it is believed he had gotten the mineral options with the purchase and perhaps thought one day the railroad could be reopened. A railfan at heart, he did get one of the engines



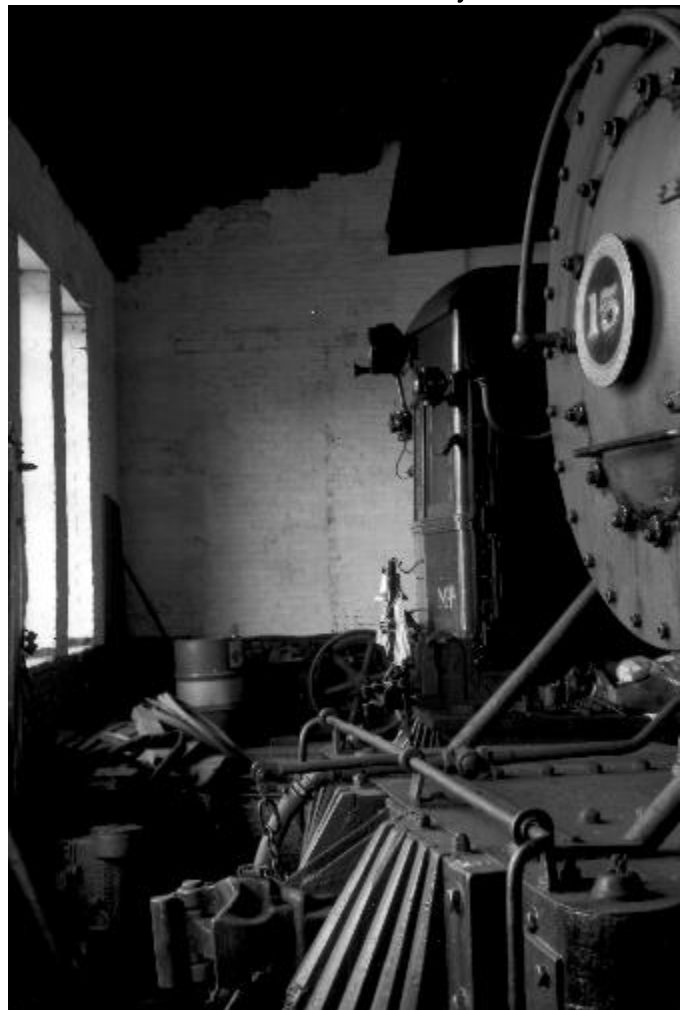
EBT03 – A study of the steam age, though this roundhouse helper is not working nearly as hard the men who were still hand-bombing Pennsy's L-class Mikes up on the 'broadway' near Mount Union when the railroad was still a common carrier.



With a dog's breakfast of equipment, here is the first train of the day powered by engine 15 coming out of Orbisonia and into the fertile fields of the valley



Again, the grandeur of environment as Mike 15 gets moved; we are standing atop the old coal ramp, similar in size and function to Coal Chute on the ET&WNC near Valley Forge; note the switch stands.



Though this picture is from the 1980s, today this is how the EBT looks, engine 15 and the company's motor car – all is quiet again. Perhaps someday, someday...





Vintage trolleys run on an adjacent facility; still worth seeing if you make a trip to Pennsylvania.

I made several trips in the past 30 years to the place, since 1984. The photos with this story came from one of the early trips. I saw steam there in 2007, but the last viewing was in 2012 on a rainy Sunday evening. By then, the family, a subsequent operations leasor, the State of Pennsylvania, and others could not come to an agreement to keep it open, and the little engines had been cold for over a year. As of this date, the site has been added to the National Trust for Historic Preservation's list of 'America's Most Endangered Places.' A friend of mine from the racing world left the world of fuel dragsters to work as a photographer for the Smithsonian and documented the line extensively in the 1980s.

It's all still there; the roundhouse, machine shop with leather drive-belts circa 1890, backshop with wheel lathes, paint shop and more. In fact, there is still a standard gauge steam switcher in a storage building in Mount Union, along with a number of rusting hopper cars. The original 33 miles of right-of-way, including two tunnels and buildings, remains intact though slowing being swallowed by the elements. There is still a trolley museum located on the railroad's property, but its livelihood is also threatened by the end of steam.

That it did not all disappear in 1956 was a miracle; that it is now closed is sad, that it could still possibly disappear in the 21<sup>st</sup> century is frankly a shame. Hopefully, the East Broad Top will be returned to service soon.

## Back-To Back Events Coming To ETSU's Carter Railroad Museum Oct. 25, Nov. 15

*Clinchfield Heritage Day program and  
Anniversary Homecoming will honor  
founder namesake George L Carter and  
popular train attraction's 7<sup>th</sup> year of  
operation*

The free-admission George L. Carter Railroad Museum, located in the Campus Center Building of East Tennessee State University in Johnson City, will host two events in just three weekends coming up in October and November. The legacy of the old Clinchfield railroad will be on display as part of October 25<sup>th</sup> for **George L Carter's Fabulous Clinchfield Lines**, part of the museum's popular Heritage Days programs (held the final Saturday of each month), Then, the museum's Homecoming weekend on November 15 will showcase seven years of community involvement for the popular facility on the ETSU campus.

While the Clinchfield, which had a big economic impact on Johnson City, is gone as a corporate entity, the infrastructure completed back in 1915 is now part of CSX. As built, this was one of America's final all-new Class 1 mainline railroads, connecting Elkhorn City, Ky. to Spartanburg, S.C., and completing a long-desired direct route between the Midwest and Southeast. Among the noteworthy landmarks are the Copper Creek Viaduct located in the Gate City, Va., area and the 21 miles of undulating 'Clinchfield Loops' to climb the imposing heights of the Blue Ridge Mountains between Marion and Spruce Pine, N.C. Closer to Johnson City, track still winds through the Nolichucky River gorge, a primary repair and yard operations in nearby Erwin, and the mainline runs directly behind the campus.

Meanwhile, it was back in October 1911 that railroad magnate and industrialist George L. Carter donated the property where East Tennessee State University stands today. This museum, now located on that property, will celebrate its seven years of existence with a special off-weekend 'Heritage Homecoming' in his honor two weeks later on November 15. This gentleman, whose quiet involvement in the region resounds to this day, offered economic opportunity to the residents of Southern Appalachia through a variety of businesses and philanthropic divestures. The Homecoming event is



expected to feature other surprises as well, including an exhibit of rare railroad china and artifacts never displayed before in public.

“Again, we always find October a time to honor Mr. Carter. The college remembers its founding each October, and we know these two events should offer a solid, enjoyable experience for our visitors,” says Geoff Stunkard, the museum’s Heritage Days coordinator. “We have been seeing a lot of new people in the museum this year, and for members of the groups that serve as the volunteer staff here, this is always popular as well. The Clinchfield has many fans even today.”

Once again, the October event will find the museum’s model layouts in HO and N scales featuring Clinchfield and CSX equipment operated by volunteers from the Mountain Empire Model Railroaders and the Carter Chapter of the National Railway Historical Society. Special Clinchfield and CSX films will be shown on the DVD players in the main exhibit hall.

The Homecoming Day operations will be more varied, with an emphasis on the museum’s progress since 2007. Due to their popularity, announcements for the Heritage Days program for 2015 are now being finalized and the subject schedule could be released at this 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 to the long-defunct, but well-remembered ‘Tweetsie’ line, the 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://johnsonsdspot.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](mailto:alsopf@mail.etsu.edu).

## GEORGE L. CARTER RAILROAD HERITAGE DAYS SERIES EVENTS FOR 2014

- 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

## WESTERN POWER

Photos by Tommy Knisley



old C30-7 in the iconic ATSF Blue Bonnet livery sits on a siding near the Alliance Car Shops



A BNSF coal train sits north of Alliance awaiting clearance into the yard.



An empty BNSF coal train leaves Alliance. 90 percent of the freight in and out of Alliance is coal from the Northwest Basin.



An eastbound Union Pacific Intermodal train led by two ES44ACs passes through Wyoming near Cheyenne.





An eastbound Union Pacific manifest train passes along I-80 in Wyoming. The train is led by an EMD SD70ACe with an older Dash-8 second in line. An SD70M with flared radiators is the third locomotive in the consist

## MOUNTAIN EMPIRE MODEL RAILROADERS MEETING MINUTES September 16, 2014

President Fred Alsop called the meeting to order at 6:35 P.M. in room 312 Brown Hall, ETSU, with 14 members present.

### Officers Reports:

#### Secretary's Report:

President Alsop called for the reading of the Secretary's report from the August meeting as published in *The Signal Bridge* with a motion being made to accept them by Hobie Hyder, seconded by Lanny Norris. The report was accepted.

#### Newsletter Editor's Report:

In the absence of Ted Bleck-Doran, Newsletter Editor, President Alsop called this month's *Signal Bridge* a 'Herculean' issue. He told the membership that there was a very good article on the Tennessee Central and lots of pictures of Model T's which he felt was an attempt to wet members appetites for a future clinic by Ted on painting and weathering Model T's.

#### Treasurer's Report:

Emmert, Treasurer was in the process of moving to Gray and therefore was absent, however he did inform President Alsop that the club's finances were in good standing.

#### Web-Master's Report:

John Edwards, Web-Master, stated that he was waiting on an updated membership list from Gary Emmert, otherwise everything was up to date and complete with the club's web page. John continued his remarks by saying that he would

appreciate any help from members about future Train shows. John said he would like to add that information to the club's web page.



Modified Thru-Truss Bridge in the ET&WNC

#### Vice-President's Report:

Vice-President John Carter reported October's program will be on Proper Railroad Radio Communication. He said he would get with Gary Emmert and confirm the program and let the membership know.

#### President's Report:

President Alsop begin his report by thanking all those members who helped out with staffing the museum for the President's Classroom. President Alsop said that we were first on the list and the visit lasted approximately 25 minutes. President Alsop informed the membership that the picnic was a success with 35 members and guests attending. President Alsop said the food was excellent and everyone

had a good time. The next club outing will be the Christmas party on December 16<sup>th</sup>.

**Motion of Appreciation:**

Before the conclusion of the officer's reports, John Carter, Vice-President made the motion that in appreciation of Kim McKee's work as the Co-Sponsor and host of our club's picnic that we should give her a gift to say 'thanks' for all her efforts. Jim Pahriss seconded the motion and suggested that we make it a live plant, something that could be enjoyed by her year around. Before the vote, Jim added to the John's amendment that we spend not less than \$50.00. Myra Hensley said the minimum should be \$75.00 not to exceed \$100.00. President Alsop said that the other club would contribute. **Both amendments passed unanimously.** John Carter, Vice-President said that Lisa would take care of getting a plant for Kim McKee on behalf of the membership.



Mock-up of Shell Creek School House

**Old Business**

**1. Planned Learning Sessions**

President Alsop gave an update on the Planned Learning Sessions. He said that Ken Harmon did the first clinic on building trees in July as a part of the planned learning sessions at the museum. Ted Bleck-Doran is expected to do the next class. He will be doing a clinic on Jordan Miniatures. In case Ted can't present his class in October, President Alsop said he do a clinic on rocks and water. He stated that he hoped to make the planned learning sessions a monthly thing at the museum.



Detail of Creek on ET&WNC Layout



Mock-up of village of Shell Creek

President Alsop said volunteers were needed to open the museum on September 22<sup>nd</sup> at 5 P.M. He stated that Dr. Don Roach had started a new class on Documenting Community Traditions specifically George L. Carter and the CC&O Railroad and has asked if we would open the museum up for his class to tour.

**2. Book Orders**

Jim Pahriss reminded the membership that anyone wanting to order books from TLC Publishing or Morning Sun should have their orders to him by October 4<sup>th</sup>. These publishers are offering a 30% discount to the membership and a list of their books should be online.





Creek Details

**3. Notre Dame Festival**

President Alsop reminded the membership that the Fall Festival at Notre Dame Catholic Church would be held this Saturday from 10 to 4 and ask for volunteers to help staff the event. He said that the club would be taking the Cope Traveling Layout for display as well as the HOn3 layout. President Alsop said that Jim Gorny had made repairs to the layout as well as Tommy Knisley and everything should be good to go. President Alsop also said that James and Carolyn Gregg would be displaying their Big Boy' pyramid at the event as well

In lieu of the Coordinator's Meeting report, President Alsop distributed a typed copy to those members present. He added that the minutes would also be published in the next issue of *The Signal Bridge*. John Edwards, Webmaster said he had posted a copy of the minutes online.

**3. Magazine Article**

Alsop reported to the membership that an article in a National Magazine would soon feature the ET&WNC layout. He said that Geoff Stunkard had seen the article and some of the pictures to be featured in the magazine and said that they looked great.



Foreground Trees Blended into Photo Backdrop



Ford Model TT Stake Bed Truck with Engine Block Visible

**New Business**

**1. Heritage Days**

President Alsop, on behalf of Geoff Stunkard, Heritage Days Coordinator, reported that the next Heritage Days at the museum will be on September 27<sup>th</sup>. The theme will be "Thunder in the Timber; 120 Years of Logging Heritage".

**4. Satellite Museum in Jonesborough**

President Alsop informed the membership that things were continuing to move forward with The Town of Jonesborough on a satellite museum of the Carter Museum. He said that at least two members who live in Jonesborough have agreed to help staff the new museum and that the City of Jonesborough has also committed to supplying help. President Alsop made clear that no concrete decisions had been made yet. He will continue to update the membership as things happen.

**5. Excursion Trip**

The Carter Chapter of the NRHS rail excursion trip to the Great Smoky Mountain Railroad is scheduled for October 25<sup>th</sup>. President Alsop said if you don't have a ticket it's not to late and that your ticket includes your bus ride, access to the museum and train ride.

**6. Cope Layout**

Tommy Knisley reported to the membership that the track had been cleaned on The Cope Traveling Layout but new locomotives were needed. He said that the older locomotives didn't run as well on the layout as some of the newer ones. Gary Gilliam donated two locomotives to the club for the purpose of being used on The Cope Layout but

**2. Coordinator's Meeting**

they have not been tested. Tommy said that he had been out to Hobbytown and saw a nice RS locomotive by Atlas Trainman for \$80.00.



Another look at the Ford Model TT

**Motion:** Tommy made the motion that the membership a lot up to \$100 to purchase this locomotive for use on The Cope Layout. Dan McLeod seconded his motion. **Motion passed unanimously.**

**7. Key Box Code Change**

Vice-President John Carter said the code for locks on the front doors to the museum needed to be changed as they have not in awhile. President Alsop agreed and said that we would change them on Thursday night. President Alsop reminded the membership that the museum does have an answering machine and that the messages should be checked. The machine is built into the phone. On Thursday night, President Alsop said that he would show everyone how

to check the messages as it requires two codes to gain access.

The business portion of the meeting was adjourned at 7:50 P.M.



Ford Model Tt Stake Truck

**Evening Program**

John Edwards, then presented a power point presentation on 'Operation of the MEMRR HO layout. The hands-on portion of this program will be presented at the museum on Thursday.

The next meeting will be Tuesday, October 21<sup>st</sup> at 6:30 P.M. in room 312 at Brown Hall, ETSU. Those who want to dine together will meet at 5:00 P.M. at the ETSU Market Place cafeteria on the 3<sup>rd</sup> floor of the D.P. Culp Center.

*Respectively submitted,  
Hobie Hyder, Secretary, MEMRR*

**MEMRR Coordinators  
Meeting Minutes  
October 16, 2014**

Meeting was called to order at 6:25 p.m. in room 235 of the ETSU Campus Center Building by Fred Alsop. Coordinators attending: Geoff Stunkard, Allan Morton, Gary Gilliam, John Carter, Gary Emmert, and Mike Baker. Ted Bleck-Doran was absent with permission working on Jordan Miniatures in room 108 of the RR Museum.

**Newsletter Editor Ted Bleck-Doran:** (report given by Fred) The October issue consists of 26 pages in two parts with lots of photos. Ted will present a workshop on the construction of Jordan miniatures on the Thursday before the Christmas party, December 11<sup>th</sup> in museum workroom 108 at 6 p.m. Fred reported that Geoff Stunkard had written an extensive opinion on the installation of the transfer tables in the HO

yard and that Frank Fizzle had written a similar piece on the club's roundhouse turntable. Fred will submit both to the newsletter editor for publication and for feedback comments. Fred reported the Carter RR Museum and the Carter Chapter NRHS have 163 people registered for their October 25<sup>th</sup> rail excursion to the Smoky Mt. Railroad in Bryson City, NC

**Display & Heritage Day Coordinator Geoff Stunkard:** The October 25<sup>th</sup> Heritage Day Event with feature the Clinchfield Railroad and all members are invited to provide Clinchfield memorabilia and to bring their CRR locomotives and rolling stock to operate at the museum on that day. We will be displaying the Walker railroad China and silver in November for the first time in connection with the museum's 7<sup>th</sup> anniversary. Bill and Myra Hensley have been working to bring the silver back to its original luster. November is



National Model Railroad Month and Friday 14 November is National Take a Toy Train to Work Day.



Ford Model TT Stake Truck

**Membership Coordinator Allan Morton:** Member Mike Buster is in the JCMC room 5206 for tests and surgery. Members are encouraged to visit Mike. The first member workshop conduction by Ken Harmon on tree making was well received and the membership is anxious for the scheduling of the next one. Fred Alsop agreed to conduct one on creating water for scenery in November and Ted will do one in December as noted above.

**Large Scale Layout Coordinator Mike Baker:** Mike reports the large scale layout is operating smoothly. He is operating the new shay in reverse some days to assist in the break-in of the locomotive and also turning it around 180 degrees on alternate weekly running sessions to get even wear on the wheels.

**N-Scale Coordinator Gary Gilliam:** The trolleys on the N-Scale layout need to be replaced as they are nearing the end of their useful life and can no longer be repaired. It is

recommended that we purchase 3 Brille Trolleys from Bachman with color variations. Also needed are a Woodland Scenics track cleaning kit and an N-Scale track gauge.

**HO Layout Coordinator John Carter:** John's group is currently working on the roll-out section that will support the diesel maintenance shops and the transfer table.



Ford Model TT Stake Truck with Load of Scrap

**Librarian Gary Emmert:** ETSU's Archives of Appalachia has given the Carter RR Museum several rolled charts depicting sections of Clinchfield RR track blueprints. We have received a donation of 460 railroad magazines that are currently being sorted before making a determination as to what the museum will do with this collection. Included are some binders for railroad magazines, some of these may be offered for sale to members who may wish to have them to bind their personal collections of magazines.

*Mnotes Submitted by  
Fred Alsop*

## MEMORIES From The Coal Road

Once again I get to grow a little nostalgic and try to remember some of the history of the railroads of my younger days.

I think I mentioned in an earlier column about going to the Jersey Shore when I was a kid. To me these were a wonderful adventure, not just because we were going to the shore, but also because we would be taking a New Jersey Central train from Monmouth Junction to the Highlands. This required us to take, the train to Rahway NJ, wait for the train going to the Jersey Shore and of course board it. From Rahway we went as far as South Amboy with a GG-1 pulling the train and then

we had to wait while the crew uncoupled the GG-1 and sent it around the train to wait for the next train to come up from the shore. At that point, the Pennsy would connect a Steam Engine for the rest of the trip to the shore. What a blast to go out and watch them do the transfer and most of the conductors and engineers knew my Dad from Penn Station in New York City, where he was an electrician for the Pennsy. The best time was when I got a chance to ride the Steam engine when they coupled it up! Knowing people has some great benefits!

Back to the adventure of the ride, once we left South Amboy, we went as far as Monmouth Junction and waited for a Central of New Jersey train to take us to the Highlands. This

usually amounted to about 20 minutes as the Central had to wait for the Pennsy to clear the tracks at South Amboy before the Central train could come through. The Central did not have to change engines because they were a Steam Powered system all the way to Jersey City. The thing I remember was that my Dad only had to show his Pennsylvania Railroad pass and we rode for free. Seems at that time, all the railroads allowed other railroaders to use their pass on each other's lines.

We usually arrived in the Highlands around noon and stayed at my Grandmother's house for a few days before we did the

reverse trip. If we had a car we could have made the trip in about 1½ hours, but since we lived on the main line of the Pennsylvania and my Dad worked in Penn Station, there was no need to own a car.

I sort of miss that long ago time.

**Bill Beagen**  
Editor, George L Carter Chapter, NRHS  
Newsletter *THE COAL ROAD*

## LITTLE ENGINEER'S ACTIVITY HELP NEEDED FOR SPECIAL PROJECT

For those of you who don't know me, my name is Michelle Kelly and I work in the Little Engineer's Room! I have planned an event called "Hero of the Rails Day" on November 22nd, 2014.

I plan on crafting with the children and I am in serious need of used paper towel and toilet paper rolls. (the cardboard roll) I will be cutting these rolls of cardboard to make arm

cuffs for the kids so they feel like superheroes! If you could kindly place any collected paper towel and toilet paper cardboard rolls in the work room from now until November 22nd that would be MUCH appreciated!

I am also having a costume contest hosted on Facebook to expand our community outreach! I have attached the flyer below so please feel free to share with family and friends!

*Thank you for your time,*  
*Michelle*

## TRAIN ORDERS REMINDER FROM THE TREASURER

The annual dues cycle has begun. Gary Emmert, MEMRR Treasurer, reminds all club members that dues for 2015 are now due. Current members have 3 months in which to renew their membership. The renewal period starts November 1st and runs until January 31st.

The dues structure remains the same for 2015;

Full Member	\$ 30.00
Additional Family Member(s)	5.00
Associate Member	12.00

Full members receive running rights on the club layout, and voice/vote at club business meetings. Family members can be added for a single payment of an additional \$5.00. A person living at the same address as a Full Member is considered eligible as a family member.

Associate Members receive running rights on the club layout. They receive voice only at club meetings.

Students and youth under the age of 18 must have an adult sponsor.

Gary Emmert reminds members to check their listing on membership roster found on the MEMRR.ORG website for

accuracy of information. He is interested in ensuring that all contact information is accurate and up-to-date, especially address, phone numbers, email address, and year each member joined MEMRR.

**REMEMBER**  
**DUES FOR 2015**  
**Payable November 1st thru January 31st**  
**Check the accuracy of your membership listing**



**A Pair of MACK Chain Drives Ready for Weathering**



RAILFAN OUTINGS

THE GEORGIA STATE RAILROAD MUSEUM

Photos by Hobie Hyder



Located at the old Central of Georgia Railway Savannah Shops and Terminal Facilities, Georgia State Railroad Museum is a stunning National Historic Landmark that is part of a National Historic Landmark District.



Enjoy a close-up view of the fully operational turntable, learn about the many historic railcars and rolling stock on display, and experience the handcar with the help of a knowledgeable and friendly historic interpreter. Check the schedule for train ride dates and times, which rotate between the No. 30 steam locomotive built in 1913, and the 'modern' No. 119 diesel locomotive built in 1947... Either way you won't want to miss a ride into Savannah - and the country's - past.



Georgia State Railroad Museum is believed to be the largest and most complete antebellum railroad repair facility still in existence, in the world!



Georgia State Railroad Museum offers an array of daily programming. From guided tours of the Museum's office cars and rolling stock to nostalgic train rides, and occasional turntable and blacksmithing demonstrations, there is always something exciting to do and see! There is an online Train Ride Schedule for more information about dates and times.



For over 100 years, the Savannah shops complex served as a major repair facility for the Central of Georgia Railway and was a vibrant part of Savannah's industrial heritage.



## MOUNTAIN EMPIRE MODEL RAILROADERS MEETING MINUTES October 21, 2014

President Fred Alsop called the meeting to order at 6:33 P.M. in room 312 Brown Hall, ETSU, with 15 members present.

### Officer Reports:

#### Secretary:

President Alsop called for the reading of the Secretary's report from the September meeting as published in *The Signal Bridge*. A motion was made by Hobie Hyder to accept them as published. Paul Haynes seconded the motion; however, before voting to approve the minutes, John Edwards, Web-Master pointed out that the minutes had been omitted from the October newsletter. **Gary Emmert made the motion to table the acceptance of the September minutes until the November meeting. His motion was seconded by Jim Pahr.** Motion passed. A copy of the September and October meeting minutes will appear in the November edition of *The Signal Bridge*.



The November Display

#### Newsletter Editor:

In the absence of Ted Bleck-Doran, Newsletter Editor, President Alsop commented on all the articles and pictures about the Jordan Miniature Models and continued to praise Ted for his good work with *The Signal Bridge*.

#### Treasurer:

Gary Emmert, Treasurer, gave both the September and October Treasurer's reports and reported that the club's finances were in good standing.

#### Webmaster:

John Edwards, Web-Master, stated that everything was up to date and complete with the club's web page. He continued

by informing the membership that due to health reasons that he could no longer do all the duties of the Web-Master; however, he reported that he and Bob Jones agreed to split the duties of the job. Bob has agreed to maintain the club's web page while John will continue to handle all correspondences and announcements.

#### Vice-President:

Vice-President John Carter reported November's program will be presented by Gary Emmert with the help of Paul Haynes and Roger Teinert. The program will be on Proper Railroad Radio Communication.



China and RR caps

#### President:

President Alsop began his report by informing the membership that he had been made aware that the power on HO Scale Layout wasn't turned off Saturday reminding everyone to take care when closing the museum after work or operating sessions. Gary Emmert also reported that the DVD machine needed to be cleaned as it was not playing discs properly and stated that he would handle fixing the problem.

#### Greenville Fall Festival

President Alsop continued his remarks by thanking members: Dan McLeod, Bill and Myra Hensley and Carolyn and James Gregg for representing the club at the Fall Festival at Notre Dame Catholic Church in Greenville on September 20<sup>th</sup>.

#### Cope Layout

He also thanked and gave praise to Tommy Knisley for getting the Cope Layout ready. President Alsop said Dean Small has agreed to be the Coordinator for the Cope Layout. Tommy is working obtaining on a career with the railroad and feels that he cannot continue to fulfill his duties as the Cope Layout Coordinator as a job may be soon pending which will require him to relocate.

#### ET&WNC Historical Society



President Alsop reported to the membership that he has been elected to serve on the Board of Directors for the ET&WNC Historical Society. The Board has been expanded from four to seven.



Hard at Work Assembling Jordan Model T's

**Member Concerns**

Concluding his remarks, President Alsop reminded the membership that Mike Buster is in room 5206 of the JC Medical Center. He asked the members to go visit Mike. In the absence of Hobie Hyder, Secretary, who was on vacation President Alsop asked Allan Morton to send Mike a Get Well card.

**Planned Learning Sessions**

President Alsop gave an update on the Planned Learning Sessions. To date Ken Harmon has done a clinic on building trees back in July. Ted Bleck-Doran is still expecting to do a clinic on Jordan Miniatures in the first week of December. President Alsop has agreed to do a clinic on water sometime in November with one on rocks casting and painting to follow. President Alsop commented that there were two techniques for doing rocks. One was the traditional way using Hydrocal castings; the other by Bear Anderson who uses foam, Sculpt-a-Mold and carving. President Alsop will talk with Bear and they will do rocks at a future date. President Alsop reported that he had been told by

**H0n3 Layout Article Update**

Johnny Graybeal that the long overdue article about our H0n3 layout to be featured in a National Magazine was supposed to be out in October but will most likely be out in November. The transfer of the magazines' ownership from Carstens Publications to White River Publications has delayed publication.

**Book Order Update**

Jim Pahrns reminded the membership that the deadline was here for anyone wanting to order railroad books at a 30% discount from TLC Publishing or Morning Sun.

**Library Assets Discussed**

Concluding Old Business, Gary Emmert reported that the library had massed a large collection of magazines and that he would like to make a list of the magazines to see what the club wants to keep and they would like to see us give away to the public. Gary stated that he had issues of Garden Railways, O Scale, etc... that he felt did not fit with our interests at the museum. He also said that he had a lot of things that were not China or Silverware that came from Rev. Walker's collection that he needed advice from the membership with what to do with it. President Alsop suggested he talk with Geoff Stunkard first before making any decisions on the Walker collection.



The Little Engineers' Room

**New Business**

**Heritage Days**

President Alsop, on behalf of Geoff Stunkard, Heritage Days Coordinator, reported that the next Heritage Days at the museum will be on October 25th. The theme will be "The Clinchfield: Mr. Carter's Fabulous Railroad". A suggestion was made by Hobie Hyder, Public Relations Coordinator that next year we move the 'Clinchfield' Heritage Days to November to coincide with the Museum's Anniversary. This idea was tabled until the January planning meeting. President Alsop reported that the minutes of the October Coordinator's Meeting will be published in *The Signal Bridge*.

**Rail Excursion**

President Alsop praised the efforts of Dan and Charlene McLeod and thanked them for helping organize the Carter Chapter NRHS's rail excursion to The Great Smoky Mountain Railroad on October 25th. He said three buses had been sold out with 163 people purchasing tickets. President Alsop asked for volunteers from the membership to serve on the

**Nominating Committee**

Officer's Nominating Committee for 2015. After a little arm twisting, Bill Hensley and Roger Teinert agreed to serve. Bill

said he would ask Allan Morton who he felt would also serve to join the ad hoc committee.



Mock-ups at Shell Creek

**Christmas Holiday Party**

In other New Business, John Edwards said that there was a little distention among members concerning the Christmas party. Some members have stated that they prefer the traditional potluck dinners of the past over the Choo Choo Café. President Alsop said that we would bring this up at the January meeting as this year’s party was already set based on a vote by the members present at the 2013 party.



Stream Bed Details

**ET&WNC 2015 Convention Update**

President Alsop concluded the New Business portion of the meeting by telling everyone that there would be ‘no’ train show at next year’s ET&WNC RR Historical Society Convention. The Train Show will be replaced by a narrated historical walk and tour of the six mile Tweetsie Trail that is now open. President Alsop suggested in lieu of ET&WNC RR Historical Society putting on the show that the Club could do one if desired. Bob Jones volunteered to research the possibilities of doing a Train Show and will give a report of

his findings at the November meeting. Gary Emmert said that if we do one, that we should not have any conflicting events the day that we do the show. He stated that vendors at the Train Show in Asheville were upset because a Gun Show was going on the same day and time in the same location as their show. Jim Pahriss said that we needed some Narrow Gauge vendors if we do it in conjunction with the ET&WNC Convention.

The business portion of the meeting was adjourned at 7:48 P.M.



North Portal Tunnel No.3

**Evening Program**

Gary Emmert, then presented a program on ‘Simple Hand Language we can use when we do not have a radio for train operations. He also talked briefly about proper use of a radio’.

**Final Actions:**

**HO Layout Alert System for Wye**

Before the conclusion of the meeting a discussion ensued about putting some type of warning device in place to let members operating on the HO Scale main line know that a train is entering the wye from the yard and intends upon fouling the main. **Tommy Knisley made the motion that the club allocate the necessary funds to purchase a light/audio alarm to better control trains going out of the wye onto the main.** Michael Baker seconded the motion with the **motion passing.** John Edwards will take care of purchasing a light/audio alarm for this purpose.

The next Coordinator’s Meeting will be November 13<sup>th</sup> at 6:00 P.M. in Room 235 of the Campus Center Building. All coordinators and officers should plan to attend.

The Fall NRHS convention will be November 13<sup>th</sup> - 16<sup>th</sup> at the Carnegie Hotel in Johnson City, TN.



The next club meeting will be Tuesday, November 18<sup>th</sup> at 6:30 P.M. in room 312 at Brown Hall, ETSU. Those who want to dine together will meet at 5:00 P.M. at the ETSU Market Place cafeteria on the 3<sup>rd</sup> floor of the D.P. Culp Center.

*Respectively submitted,  
Hobie Hyder, Secretary, MEMRR*

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

Wow! Can you believe the first day of November dawned with the first snow fall of the season everywhere in depths from a skiff of the white stuff to many inches depending on where you live? A beautiful sight greatly enhanced with all the trees in their fall yellows, reds and oranges. It was homecoming on the ETSU campus and we had great museum visitation even with the cold weather. Looks like the beginnings of the season for model railroaders to be indoors practicing their hobby and running trains.

- November is a huge month for the MEMRR, the Carter Chapter NRHS and the George L. Carter Railroad Museum as well as for our train hobbies in general.
- November is **National Model Railroad Month** to be celebrated across the United States. What other hobby has its own national month?
- November 14<sup>th</sup> is **National Take a Toy Train To Work Day** and I have a displayed model of the 2-8-4 Berkshire commemorative locomotive and tender we did for ETUS's 100<sup>th</sup> Anniversary in 2011 in my office window.
- November 15<sup>th</sup> marks the **7<sup>th</sup> Anniversary** of the dedication of our model railroad home, the **George L. Carter Railroad Museum** and we have a very special event planned for the public to celebrate the event.
- November 13-16 the Carter Chapter NRHS is hosting the **National Fall Conference of the National Railway Historical Society** headquartered at the Johnson City Carnegie Hotel, a meeting that will be presided over by the newly elected president of the NRHS Al Weber.
- **Kelly** and **Taylor Jesse** have planned a special day for our Little Engineers on the 22<sup>nd</sup> with their **"Hero of the Rails Day"** with lots of treats for the kids.
- Our Heritage Day Events Coordinator, **Geoff Stunkard** has a very popular event lined up for us this month on November 29<sup>th</sup> when we will bring our people-movers to our layouts in **"Varnish and Chrome: When Beauty Rolled the Rails on Passenger Trains"**.
- November is also the month when we start to pay our annual dues renewal for 2015 and when we elect our officers for the coming year. And we may get a special bonus present if White River Publications publishes their HOn3 Annual and our Tweetsie Project is seen in print and photos from coast to coast and beyond!

What a November!!!

We have too many great things to do this month to let a little snow on the first day of the month, a Saturday, to be anything more than a beautiful, brief distraction. Now, let's look at this month and get our trains on the track.

**Officer Elections:**

**Bill Hensley, Roger Teinert, and Allan Morton** (?-Bill was going to talk to Allen about serving on the committee) have volunteered to be our nominating committee charged with producing a slate of officers to be voted during the month. All officer positions are always open at each annual election cycle. Additionally, those candidates on the committee's slate can have their position's contested with write-in nominees. As we did last year ballots will be prepared and circulated to the entire membership allowing everyone a chance to cast their vote for the candidates of their choice. Please vote and please give serious consideration to being a candidate whether you currently are serving as an officer or would like to serve if one of the above committee members asks you to do so, or if you want to run for an office please let Bill, Roger or Allan know your desires so they can get your name on the ballot.



Let me say how much I appreciate all the work our outstanding 2014 officers have done for the growth and progress of the MEMRR and for the G.L. Carter Railroad Museum. They have all worked very hard to carry out their assigned responsibilities and they make my job very easy to do. We have a history of being blessed with men and women who are willing to shoulder the work that organizations such as ours need in order to operate as a club and they often do

it with such professionalism that we sometimes fail to understand how easy they make the often difficult tasks seem. Let me also say what a privilege and honor it is to be associated with such a wonderful group of men and women that constitute the membership of the Mountain Empire Model Railroaders and to have been given your trust and friendship. It is always a pleasure to be in your company. You have done great things for the university and for the community you reside in.



**Dues:**

November begins the renewal process for our dues and the dues have not increased in years, and I see no need for them to do so in the near future. We have saved money by not having to use the US Postal Service to deliver our newsletters (only 2 are hand delivered hard copies) and have the luxury of being able to funnel our dues monies back into the projects of the MEMRR. We have had big years with big projects purchasing track, buildings and other necessities for the new freight yard and the staging yard, but that work is drawing towards completion and the priorities for the coming year have yet to be established, but look not to be as expensive as in the recent past. But, it is important to try to keep our membership at the current levels if at all possible, not only for the financial comfort this level of membership brings, but more importantly for the tremendous diversity of talents, personalities, experiences, and opportunities having 100+ MEMRR members provides in every facet of our club and for the railroad museum. So, renew your membership as soon as you can and get that money out of your pocket and into the hands of the treasurer and you won't have to be subjected to all the reminders to "pay your dues" into January 2015.

**7<sup>th</sup> G.L. Carter RR Museum Anniversary:**

It seems almost impossible that it could have been 7 years, on 16 November 2007, that then ETSU President Paul E. Stanton, Jr. and the crowds of invited special guests helped to dedicate the George L. Carter Railroad Museum with a day

of special events. That museum has doubled in size and last year attracted more than 6,000 visitors from near and far. We have become a destination venue for a railroad enthused public and declared by a local newspaper to be one of the "Five Coolest Places in the Tri-Cities Region". Way to go fellow MEMRR members and chapter members of the NRHS!! WAY TO GO!!!!

Together we have accomplished a lot in 7 years and the potential is there as we continue to improve our exhibits and build our memberships for a very bright future. We are going to celebrate our museum's birthday with the first public unveiling of the **Reverend Howard Walker Railroad China and Silver Collection**. Rev. Walker of Joliet, IL has not only favored us with the gift of his railroad library, but with an outstanding collection of dinner ware, cups, plates, serving dishes, silver dishes, bowls and pitchers, and other commemorative ware that he collected over a period of many years from many different railroads. They are now on display in the locked glass-fronted cases in our main gallery and they represent an excellent collection. The silver pieces have been brought back to a gleaming luster after residing under years of collected oxidation and tarnish with the painstaking work of **Myra** and **Bill Hensley** who took these pieces home with them and spend hours in a 7-step process to make them shine brightly once more. Bring your cameras as you will want to have photos of some of the items that passengers on the elegant dining cars of the past used at their tables as the scenery rolled by outside their windows as the cars rolled along.



**NRHS National Conference:**

When we think of attending a national convention or a national conference we often realize that we will have to make travel arrangements to go hundreds of miles to be a participant, but not this November. The National NRHS has its Fall Conference being hosted by the George L. Carter Chapter NRHS right in Johnson City at the Carnegie Hotel. They attendees will be visiting the Carter Railroad Museum



on Saturday the 15<sup>th</sup> during our regular hours and again on Sunday, 16 November, from 1-3 PM. Some of the conference is open to non-NRHS members, but this would be a great opportunity to join the NRHS and to meet their national officers right here in our backyard without having to travel more than a few miles and being able to go home for the night and sleep in your own bed. **Alan Bridwell**, the founder of the Johnson's Depot website with all its local railroading history including a section on the Carter RR Museum, will be the featured evening speaker at the Society's banquet on Saturday night.

Many of the Carter Chapter NRHS members are also MEMRR members and I highly recommend that you consider joining this local NRHS chapter and become involved in some of their activities. Their chapter wants to thank all of the MEMRR members who have supported their rail excursions by being participants in the past. The Carter Chapter just had a successful October trip to Bryson City, NC and the Smoky Mountain Railway transporting 163 guests for a great fall day in the mountains of East Tennessee and Western North Carolina. Watch for their plans for a May trip in 2015 and make your plans to be a part of it. The trips are well organized and lots of fun.



#### "Hero of the Rails Day":

Little Engineers Room Station Master **Taylor Jesse** and **Michelle Kelly** have a big day planned on November 22 for the children. They are planning a party that will feature popcorn, face painting, games and kids dressed in costumes for a railroad heroes contest. Prizes will be given and you can expect more than the usual number of little folks to be in the museum that day. The Little Engineers Playroom is always an exciting place, but expect more action than usual and more noise and more people crowded into that room and around the museum. Do what you can to help the

girls and their little charges enjoy the fun of railroading that can be participated in at any age level. It's going to be an outstanding day at the museum!

#### Heritage Day:

Our Heritage Day Events Coordinator, **Geoff Stunkard**, continues to do a great job of planning these special events that are into their third year now at the museum. The excitement and publicity that has been generated around these monthly events featuring particular railroads, railroads of a region, specialty railroads, and period railroads have done a great service to us all by giving the public of the area a series of special reasons to return to the museum on a monthly basis and to bring their friends along with them. Heritage Days are highly publicized by the region's media and they have help put us on the map. Get out your favorite passenger train(s) and bring them down to the museum on the last Saturday of the month, November 29<sup>th</sup>, and bring back the glory days, those golden days of the railroads when passenger trains ruled the rails from coast to coast. They will be a great compliment in motion to the displays of the dining car china and silver we have on display this month. If you have more passenger trains than you can operate by yourself conscript some help to get your varnish on the rails. Let's see how many different railroad we can represent with passenger service, diesel and/or steam!!

Our special National Model Railroad Month is at hand. By the time you read this it will be well underway. Take an active part in it. Come down to the museum and run your trains, or the club's trains, or bring something to show the members and our visitors. Come and greet the public on a Saturday and give them a tour of the museum from the kid's room to the big gallery with its operating layouts, to the Tweetsie Project that is not completed, but well underway. Share some of your railroading knowledge and love for trains with us and with our guests. Don't forget work nights on Thursdays as we can use your help and talents as well as your company. Bring a toy train to work on the 14<sup>th</sup> and tell all who will listen about the fun of model railroading and about the clubs and the railroad museum they should perhaps visit. We have a lot to celebrate in November including planning the Christmas party that is little more than a month away!

Happy National Model Railroad Month! Happy birthday George L. Carter Railroad Museum! Thank you all for all you do for the hobby, your club, and the railroad museum. 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*

The George L. Carter Railroad Museum  
*presents*

Best Costume Wins a Prize!

# HERO OF THE RAILS DAY

CALLING ALL SUPERHEROES!

## NOV. 22<sup>ND</sup>

Open 10-3pm

### FREE

- Face Painting
- Crafts
- Popcorn
- Admission
- Costume Contest