



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB

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LOCATION

ETSU Campus
George L. Carter
Railroad Museum

HOURS

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

Brown Hall
Room 312
ETSU Campus,
Johnson City, TN.

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

Work Nights are held each Thursday from 4:00 pm until ??

EAST TENNESSEE & WESTERN NORTH CAROLINA RAILROAD COMPANY

TRAIN ORDER FOR THE FINAL RUN OCTOBER 16, 1950

East Tennessee and Western North Carolina Railroad Company

Train Order No. One Date Oct 16 1950

To Cr 11 At Elizabethton

X _____ Opr. _____ M

*Cr 11 Run Extra Elizabethton
to Cranberry & Return*

Cal

CONDUCTOR AND ENGINEER MUST EACH HAVE A COPY OF THIS ORDER

Repeated _____ At _____ M _____

CONDUCTOR	ENGINEER	TRAIN	MADE	TIME	OPERATOR
<i>Crumley</i>	<i>Allison</i>	<i>11</i>	<i>John</i>	<i>John</i>	

THE LAST RUN OF THE TWEETSIE CONSISTED OF AN EXCURSION TRAIN FROM ELIZABETHTON TO CRANBERRY AND RETURN - TRAIN ORDER WAS SIGNED BY CY CRUMELY (CONDUCTOR) AND WILLIAM ALLISON (ENGINEER) - ENGINE No. 11 WAS USED FOR THE MOVE.

STONE MOUNTAIN, GEORGIA

DAUGHTER'S FIRST RAILFAN ADVENTURE

PHOTOS CONTRIBUTED BY HOBIE HYDER
BACKGROUND FROM WIKIPEDIA.ORG

Hobie Hyder recently took the family on an outing to Stone Mountain Georgia and the Southeastern Railroad Museum. He sent the following photos of the outing. The mountain has a loop of track around its base that gives those in attendance a chance to view the mountain in comfort.



Confederate legends (Lee, Jackson, and Davis) are carved into the rock of Stone Mountain East of Atlanta Georgia.

A history of the park's locomotives provides an interesting narrative:

"Stone Mountain originally had three steam locomotives, the "General II," "Texas II," and "Yonah II." The SMRR named the engines after the famous engines of The Great Locomotive Chase, and were given nineteenth century style smokestacks and headlights. Despite these modifications, the engines, having been built between 1919 and 1927, still have noticeably modern appearances, with larger proportions than their ancestors and have more advanced cylinders, valve gear, and other modern applications. While steam engines ceased running in the 1980s, they continued to "pull" trains for some time. In these instances, one of the steam engines was coupled in front of a diesel which, while disguised as a baggage car or auxiliary tender, would push the engine. The diesel's controls were placed in the cab of the engine and its exhaust redirected into the steam engine to allow the steam engine's whistle to sound. Aside from the whistle, the steam locomotive remained inactive, with the diesel being the train's sole motive power.

"In the late 1980s and early 90s, the railroad replaced its diesels with ones inherited from the recently dissolved New Georgia Railway, which have pulled trains regularly since. At that time, the steam engines would only be pushed on special occasions, and no attempt was made to disguise the

diesel behind it. The practice of pushing the steam engines ended in 2002, and they remained within the yard until being donated to other tourist railroads or museums, the first leaving the railroad in 2008, followed by the remaining two in 2013.



Pilot shot of Stone Mountain Railroad #6147 (ex-Southern RY FP7A)

"The Stone Mountain Railroad currently has the following locomotives:

- 6143 and 6147 - Two FP7A diesel locomotives built by EMD in 1950 for Southern Railway's Chicago, New Orleans, and Texas Pacific subsidiary. SR successor Norfolk Southern sold these diesels to the New Georgia Railway, and were turned over to Stone Mountain upon the New Georgia's demise. One of these locomotives can normally be found pulling the train on a daily basis. In 2011, both locomotives underwent a major rebuild. When finished the two will have new diesel prime movers (the old 567BC engines replaced with 645E prime movers), new main and auxiliary generators, new air compressors, a full 26L air brake system installed, rebuilt trucks with D87 traction motors, rewired with Dash-2 control mechanisms, air conditioned cabs, and upgraded cab layout, repainted in a Central of Georgia style paint scheme, and power generators installed in the rear of the locomotives to supply power for the

passenger cars. this upgrades the formerly 1500 horsepower locomotives to 2000 horsepower and extends their life by at least 15 to 20 years.

“Stone Mountain Railroad number 60, decorated with lights and other winter decorations, being pushed by a diesel.

- #5896 - A former Chesapeake and Ohio Railroad GP7 diesel built by EMD in 1953. This engine is occasionally used to pull the train, when the other diesels are not available. At the end of 2010, 5896 was rewired, a rebuilt main generator and auxiliary generator installed, 16 all new power assemblies installed in the 567 diesel engine, a full 26L brake system installed and repainted in a Central of Georgia style paint scheme.”



¾ view of Stone Mountain Railroad #6147 (ex-Southern RY FP7A)

“The following engines have resided at Stone Mountain at one time, but have since moved elsewhere:

- "The Dinkey". - Originally Johnstown Traction Company number 358 built by St. Louis Car Company in 1925, as an electric streetcar, and was outfitted with a diesel motor when acquired by the park, eliminating the need for overhead lines. Now at the Trolley Museum of New York, Kingston, New York.
- #51 - 25 ton diesel switcher built by General Electric for Georgia Power. Currently operating at the ISG Resource's concrete plant in Lakeville, Minnesota.
- #42, The Mary Payne - 45 ton diesel switcher built by General Electric for the United States Marine Corps. Current whereabouts unknown.
- #6661 - A former Chesapeake and Ohio Railroad GP9 diesel built by EMD in 1956, and later transferred to the C&O subsidiary, Baltimore and Ohio Railroad, and finally, to the Atlanta, Stone Mountain and Lithonia Railway before acquisition by the Stone Mountain Railroad. The 6661 was sold for scrap in late 2011.
- Baggage car/tender - An EMD SW1 diesel built in 1946 as Boston and Maine Railroad #1114. Acquired by Stone Mountain in 1973 to assist the steam

locomotives. Later fitted with a false baggage car shell when the railroad began to dieselize so as to make the steam locomotive placed in front appear to be pulling the train when, in fact, the diesel was actually powering the train. Sold in 1995 to become Standridge Color's #3 in Social Circle, GA.

- #104, The General II - a former Red River and Gulf Railroad 4-4-0 steam locomotive built by Baldwin in 1919. Acquired from Spence's Louisiana Eastern along with number 60, both represent two of four LE steam engines still in existence. Withdrawn 1986 due to boiler and mechanical issues, 104 was the last engine to operate under steam at the park. The engine continued to occasionally "pull" the train while pushed by a diesel until 1991. In 2005, the engine was placed on a plinth outside the engine shed and received a new coat of paint on the sides visible to passing trains. The Stone Mountain Memorial Association donated the engine to the Southeastern Railway Museum in Duluth, GA in 2007, and moved to the museum the following year, where it currently resides.
- #110, The Yonah II - a former McRae Lumber & Manufacturing 2-6-2 steam locomotive built by the Vulcan Iron Works in 1927. The engine went to the Beechwood Band Mill in Cordele, Georgia, in 1930 before being sold in 1933 to the Cliffside Railroad. The Cliffside retired the engine when the road dieselized in 1962, and sold it the following year to the Swamp Rabbit Railroad in Cleveland, South Carolina, who sold the engine to Stone Mountain in 1969. First steam locomotive to be withdrawn from active service, having encountered running gear issues in 1982. Placed on display at the Memorial Depot in 1984. The Stone Mountain Memorial Association donated the engine to the New Hope Valley Railway in Bonsal, North Carolina in 2012, and the engine was moved to the railway in early February 2013. The New Hope Valley intends to restore the engine to operating condition, which is anticipated to take five to seven years at an estimated cost of \$600,000 based on an initial survey of the engine performed in 2012. The engine was given a cosmetic restoration and placed on display, while the railway continues to evaluate the engine's components and raise funds for operation.
- #60, The Texas II - a former San Antonio and Aransas Pass Railway 4-4-0 built by the Baldwin Locomotive Works in 1923. Through merger, came into Southern Pacific Railroad subsidiary Texas and New Orleans. Paulsen Spence bought the engine for his proposed Louisiana Eastern Railroad and was sold to Stone Mountain after his death. Withdrawn in 1983 when it came in need of boiler work and other mechanical issues, though it continued to occasionally "pull" the train while pushed by a diesel until 2002, and remained within the rail yard thereafter. In 2011, the engine received a partial cosmetic restoration, including the

removal of the undergrowth and repainting the portions of the engine that are visible to passing trains, similar to what was previously done to the General II. The Stone Mountain Memorial Association donated the engine to the Gulf and Ohio Railways in Knoxville, Tennessee in 2012. The engine was rumored to have been moved to Tennessee around the time of the 110's departure in February 2013, however, the engine was not moved until a month later. The engine is currently in storage pending assessment for possible restoration to operating condition for use on the Gulf and Ohio's Three Rivers Rambler tourist train operation.

- #3525, The Big Dixie - a former Illinois Central Railroad 0-8-0 steam locomotive built by Baldwin in 1922. Acquired by Stone Mountain in 1967, sold shortly thereafter when its size and short wheelbase proved to be too heavy for the railroad's sixty pound rails at the time. Currently at Tanglewood Park in Clemmons, NC."

**SECOND STOP:
SOUTHEASTERN RAILWAY MUSEUM**

The SERM is a railroad museum located in Duluth, Georgia, in suburban Atlanta.



Pilot shot of S&A RY #750



Savannah & Atlanta herald on the tender of #750

"The museum was founded in 1970 by the Atlanta Chapter of the National Railway Historical Society. There are over 90 pieces of rolling stock exhibited on the 30-acre (12 ha) site. In 2000, the museum was given the title of being Georgia's official transportation history museum, and the collection of exhibits continues to diversify to reflect this.

"In addition to the rolling stock there is a wide variety of railroad artifacts and an extensive archive. The grounds also contain the restored 1871 Duluth passenger train depot, a G16/Park train ride, and a model railroad housed in Building 1. Visitors can also take a brief train ride on restored cabooses over track which runs the length of the property"



A view of the cab of #750

History of the Savannah & Atlanta:

"George M. Brinson began constructing a railroad northwest from Savannah, Georgia, in 1906. The railroad – the Brinson

Railway — reached Newington, Georgia, 43 miles (69 kilometres) from Savannah, in 1909.^[2] Brinson then acquired the Savannah Valley Railroad, which had a line from Egypt, Georgia, through Newington and Sylvania to Mill Haven. At that point he ran out of money. Control of the railroad was acquired by a New York bank, though Brinson remained president. Construction continued and the road reached Waynesboro and a connection with the Central of Georgia (CofG) in 1911 and St. Clair and a connection with the Georgia & Florida in 1913. The road was renamed the Savannah & Northwestern in 1914.

“The Savannah & Atlanta was incorporated in 1915 to build a connecting link between St. Clair and Georgia’s Railroad’s main line near Camak. Upon completion in 1916 it formed the shortest route between Atlanta and Savannah. In 1917 the Savannah & Atlanta (S&A) absorbed the Savannah & Northwestern. The railroad then entered receivership in 1921 and emerged with its name unchanged in 1929. The line’s principal business was to serve as a Savannah extension of the Georgia Railroad. The railroad was purchased by the CofG in 1951 but continued to operate separately until the formation of the Central of Georgia Railroad, a subsidiary of the Southern Railway, in 1971.⁴ Passenger service on the Savannah & Atlanta ended on July 6, 1959.

“In 1961 S&A abandoned 36 miles (58 kilometres) of line between Sylvania and Waynesboro and initiated joint operation with CofG, using S&A track between Savannah and Ardmore and CofG track between Ardmore and Waynesboro via Millen. The S&A southward from Ardmore is now the sole entry of Norfolk Southern into Savannah.”

EQUIPMENT ON DISPLAY:



New York, Ontario and Western Railway General Electric 44-ton switcher No. 104

The **New York, Ontario and Western Railway** (reporting mark **OW**) was a regional Class I railroad with origins in 1868, lasting until March 29, 1957 when it was ordered liquidated

by a bankruptcy judge. The O&W holds the distinction of being the first notable U.S. railroad to be abandoned in its entirety.



Clinchfield Railroad Bar/Lounge car No. 112



Clinchfield Railroad Bar/Lounge car No. 112



Clinchfield Railroad No. 1064



Clinchfield Railroad No. 1064

The **Clinchfield Railroad** (reporting mark **CRR**) was an operating and holding company for the **Carolina, Clinchfield and Ohio Railway** (reporting mark **CCO**). The line ran from the coalfields of Virginia and Elkhorn City, Kentucky, to the textile mills of South Carolina. The 35-mile segment from Dante, Virginia, to Elkhorn City, opening up the coal lands north of Sandy Ridge Mountains and forming a connection with the Chesapeake and Ohio Railway at Elkhorn City, was completed in 1915.

The Clinchfield was the last Class I railroad built in the U.S. east of the Rocky Mountains. The 266-mile railroad provided access to numerous scenic wonders of the Appalachian region and is probably best known for the state-of-the-art railroad engineering techniques applied in its construction, as exemplified by the Clinchfield Loops climbing the Blue Ridge Mountains north of Marion, North Carolina.

The Clinchfield Railroad began operating the line December 1, 1924, and for many years it was leased jointly by the Atlantic Coast Line Railroad and Louisville and Nashville Railroad. When the L&N merged with the ACL's successor, the Seaboard Coast Line Railroad, effective January 1, 1983, forming the Seaboard System Railroad, the separate operating company was unnecessary and was merged into the Seaboard. The line is now owned and operated by CSX Transportation as their Blue Ridge Subdivision (Spartanburg to Erwin, Tennessee) and Kingsport Subdivision (Erwin to Elkhorn City). At the end of 1925 the railroad operated 309 miles of road and 467 miles of track; mileages in 1970 were 312 and 501



Unnumbered Wabash Caboose in the ESRM collection



Some daughter-daddy time in the Clinchfield Caboose



A fitting end to a little girl's first railfan outing



Norfolk Southern action just outside the museum gates

PROGRESS ON THE CHUCKEY DEPOT REBUILDING A STATION

Photos by Ted Bleck-Doran



Work continues on rebuilding the former Southern RY depot that sat in Chuckey TN. The station is a Queen Anne style structure with a bay operator's window, large freight/baggage room and a segregated "Jim Crow" waiting room.



As the station is rebuilt railroad modelers have an excellent opportunity to study how the building was built. In its partially assembled state framing for the walls and flooring are easily observed.



The roof trusses and rafters forming the hip roof as evident in the photos as are the eave braces.



A view of the interior reveals the freight/baggage section sat on a raised platform above the passenger/office section of the station.



Paving bricks have been saved for reconstruction of the station platform.



Decorative street lighting will highlight the site of the rehabilitated station. A string of street lamps like the one depicted above have already been installed.



Not all the original parts of the structure are reusable. The tin ceiling tiles have been saved but appear to be in sad condition.

SHELL CREEK UPDATE ADDING LANDSCAPING AND INTERIORS

Modeling by Fred Alsop



The school house has received some additional details including the installation of a pair of outhouses, a spring house, crossbucks at the start of the drive and a farm wagon passing by the school.



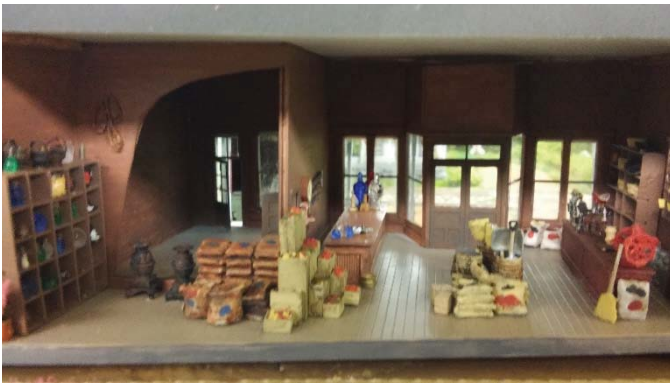
A garden with tomatoes, veggies and tobacco has been planted with signs that the growing season is well underway.



Grandpa sits on the porch of the Lovin house.



Fred added signs and detail castings to the exterior of the Brinkley General Store.



Ted Bleck-Doran, David Cole, Jesse Kittle, and Elizabeth ____ contributed to the Shell Creek project by painting the interior detail parts. The parts were from a SS Ltd “General Store” selection. Yet to be placed are parts depicting the barber shop to the left and overhead fans and lights.



The interior of the Garage also came from a SS Ltd interior detailing kit – the vehicle is a Jordan Miniatures Ford Sedan kit.

**ETSU’s CARTER RAILROAD MUSEUM
RECEIVES INTERESTIN HISTORIC
DOCUMENT
ET&WNC RR DOCUMENT RETURNS TO
THE REGION**

Text and Photos – ETSU Public Relations Office

Dean Smith, a Tweetsie fan who is building his own replica, contacted Alsop about a document in his possession that he wished to donate to the Carter Museum.



Dr. Fred Alsop, director of the East Tennessee State University’s George L. Carter Railroad Museum, has unexpectedly received an unusual piece of local railroad history.

One room in the museum is dedicated to the creation of a miniature replica of the route of the East Tennessee & Western North Carolina Railroad, affectionately known as “Tweetsie.”

He recently presented Alsop with the last train order for the final run of the Tweetsie Railroad on October 16, 1950, signed by engineer George Allison and conductor Cy Crumley. The train went from Elizabethton to Cranberry, North Carolina, back.



No one knows how the document traveled from the company's headquarters in Johnson City to a yard sale in a small town in Missouri, where a friend of Smith's purchased it to give to Smith.



Alsop has presented the train order to ETSU's Archives of Appalachia for inclusion in the extensive railroad history collection there. A copy will hang in the museum.

STEAM DEBUT SRY #4501 VISITS THE AREA FOR ITS FIRST EXCURSION RUN OF 2015

By Ted Blkeck-Doran

While Southern RY steam engine #630 undergoes maintenance and repairs at the Tennessee Valley Railroad and Museum backshops in Chattanooga TN, sister engine #4501 will hold down the 2015 excursion service in 2015. Its first outing was over the weekend of June 26-27-28. Trips along the Norfolk Southern main were scheduled from Bristol VA north to Radford VA (on Friday and Sunday), and south to Bulls Gap (on Saturday).



Norfolk Southern's latest "Heritage" unit No. 3170 accompanies the 4501 trailing a boxcar with tools, parts and repair equipment to keep 4501 running.



Tennessee Valley (ex-Southern RY) 4501 passes through Jonesborough in preparation for the excursion runs from Bristol June 26-27-28



The tool car is trailed by a generator car to provide HEP (Head-End-Power) for the passenger cars in tow.





SMALL IS BEAUTIFUL
APARTMENT MODEL RAILROADING
 By Tommie Knisley

For many of us, it's way too tough to stay away from model railroading for any lengthy amount of time. After all, I believe that is why many of us joined this club. This hobby has a sort of addicting element to it. So it should come as no surprise, rather more of an inevitability that I decided to construct a small HO Scale layout here in my one bedroom apartment in Simpsonville, SC.



A simple layout design can offer plenty of action.... Tommie has produced several videos of switching action on his layout.

The layout is a 4x8. It's simple. I bought a 4x8 foot sheet of plywood from Lowe's and combined it with some relatively simple benchwork. The amazing part was fitting all of those materials into a '93 Isuzu Rodeo, but I made it work. Then,

on one of my recent trips back home, I stopped by Hobbytown to pick up some extra supplies that I needed.



A table top layout can have nice eye-appeal as evident in this picture above.

I've read on some model railroading blogs that a 4x8 foot configuration is somewhat frowned upon in the hobby for small layouts because the ratio of usable space to non-usable space isn't favorable. I disagree with this. With a little bit of patience and planning, I built a layout that has two mainlines, two industries (with room for a third) and two storage sidings. One of the industries, the Pillsbury Mill, actually has two leads, and thus gets two switches: one for receiving grain in covered hoppers, a second for loading finished the finished product into boxcars. The other industry, Consolidated Paper Products Inc., receives Hi-Cube boxcars. I used 22" and 18" radius for the turns.

I used Code 83 for the track and I used a combination of flex-track and pre-set track. Like with any model railroad, I am still in the process of getting the bugs out of this one. Many of the six axle diesel locomotives don't like the sharp curves, especially on the inside main. There are still a few dead spots and they seem change places with each locomotive and each decoder.

I still have lots of scenic work to do, as evidenced by the photos, but the bulk of the track work and other technical

aspects of the job are complete. In the coming weeks, I will be adding ballast to the tracks, completing the grade crossing and adding other scenic touches to the trees and terrain to add more realism to the scene.

When I first moved to South Carolina, I simply figured that it wouldn't be practical to have model trains in a small apartment. Now that the pencil has been put to paper, so to speak, building this small HO layout has been well worth the relatively small amount of time it took to build.

**THE VIEW FROM THE ENGINEERS
SIDE OF THE CAB
THE PRESIDENT'S MONTHLY COLUMN**

Summer has arrived and it's been a busy time for the Mountain Empire Model Railroaders and for the Carter Railroad Museum. As the days have gotten longer the visitation for the museum we support with our exhibits and our volunteer efforts has increasingly become a destination for not only our visiting public, but for visiting special groups as well. My thanks to all of you who have rallied to the call for volunteers for the many special events the club and the museum has been engaged in to meet these demands over the past few weeks. We also welcome all the new members to the MEMRR that have joined us during this period.

members for joining with us to make this trip the outstanding event for the public that it was.



No. 8 is steamed up and ready for its convention assignment on the Tweetsie



Testing the dual-gauge track in the Johnson City yard in preparation for the Tweetsie Convention

Many of you supported with your attendance the successful rail excursion on June 13th that was co-sponsored by the George L. Carter Chapter NRHS and the Carter RR Museum. The trip was sold out more than 2 weeks prior to the event with 162 patrons and guests (the limit the train could transport) joining us for the trip to Knoxville and a visit to the Knoxville Locomotive Works steam shop, a ride on the 3 Rivers Rambler RR, and a luncheon cruise on the *Star of Knoxville* paddlewheel boat operated by the Tennessee Riverboat Co. The weather was terrific and a good time was had by almost everyone on board. Thank you MEMRR

In addition to our regular visitors to the museum in the past month our club hosted Amanda Kelly Blackburn's YMCA Summer Camp with 182 children and their adult councilors for more than 5 hours on Thursday, 18 June followed by 32 students and teachers at 4:30 that afternoon who were attending at ETSU Governor's School Program at the university. The MEMRR and Carter Chapter NRHS members also hosted on very short notice 36 high school students and their teachers in an Upward Bound Program from Virginia Highlands Community College at 6:30 p.m. on Monday, June 29th. Thanks to all our members from the MEMRR and the Carter Chapter NRHS for coming to the Carter RR Museum to facilitate these special groups who have included our model railroad and other railroading exhibits into their itineraries. Your efforts on behalf of ETSU have not gone unnoticed at the highest levels of the university's administration and President Noland extended his gratitude on behalf of ETSU to me recently to pass on to you. Your continued support of the museum is reflected in the growing numbers of people who visit us to view the quality of your work on the model railroads and other exhibits your talents have produced for all to enjoy on the university campus.

Dean Small, Coordinator for the Cope Memorial Traveling Layout, spent many hours getting the little HO layout ready for public display at this year's Annual Jonesborough Days

Festival. A lot of our members helped with moving the layout to the Jonesborough Visitors Center and manning it while it was there. Members included **Dean Small, Dan McLeod, Jim Pahriss, Richard Jackson, Paul Haynes, Gary & Jonathan Gilliam** and others. Your efforts on behalf of the MEMRR are greatly appreciated. For the first time we had full color brochures for the MEMRR, Carter Chapter NRHS and the Carter RR Museum available to the public and much of the materials were distributed to interested visitors to our exhibit. In addition to the Cope Layout we also displayed the 6-foot "how to construct a layout" module.



Caboose No. 505 brings up the rear of a freight destined for Cranberry on the Tweetsie.

Many of you worked very hard to help us host the 27th Annual Convention of the ET&WNC RR Historical Society the last weekend of June. I am pleased that so many of you have joined this historic railroad society (if you are interested and are not yet a member you can find application materials in our museum or go to the society's website and download an application) and shared the full agenda the society had over their 3 day convention in Johnson City. The society members voted unanimously to accept the museum's invitation to return to Johnson City for a third consecutive year for their 28th Annual Convention in June of 2016. An additional important highlight for us is that the Society voted unanimously to formally affiliate with the George L. Carter Railroad Museum adding their 240+ members to support the museum and, in turn, receive the support that the museum and the university can lend to them. It is to your credit that this 27 year old historic railroad society has assessed the quality of the standing of our museum home to be such that they have chosen to become a part of it. Their membership spans numerous states and provides a wider base of people who are passionate about the little narrow gauge railroad that begin in Johnson City and that brought goods and transportation to Appalachian mountain folks for almost 70 years. An important aspect to the museum of this sought after affiliation is the additional strengthening their cooperation and mutual support brings to the museum in the eyes of the university and the community. This is a great affirmation of the quality of the Carter RR Museum and a testament of the outstanding exhibits you all have helped to

create that continues to attract visitors and local media attention.

A number of our MEMRR members spent a lot of extra time working on the electrical side of the Tweetsie Layout to get it up and operational for the "Tweetsie Society" members who would be visiting the museum as part of their convention itinerary on Saturday, June 27th. **Frank Fezzie, John Edwards, Jonathan Gilliam, Gary Gilliam** and others spent many days and some evenings working out enough of the electrical and track problems to have the layout operational for this event. Thanks also, to **Michael Paschall**, who made a night drive on Friday from Taylor, SC to deliver the section of Elk Park he has been modeling for the layout so we would not have a "hole" in the layout for the Saturday operations. **Dean Smith**, who models the ET&WNC in Rolla, MO, brought several of his HO_n3 DCC locomotives and lots of rolling stock to supplement our own equipment and to run on the layout. Because of their collective efforts almost 200 people visited the museum that Saturday (we had a Heritage Day Event fleet of passenger trains operating on the MEMRR layout that day as well) and got to see more Tweetsie trains run than we have every had on the layout. This beta test gave us a lot of information about what works on the layout and what still needs some tweaking to improve performance, but for the most part the layout operated well and everyone enjoyed seeing the little trains pull the grades in the mountain scenery of the layout.



A consolidation traverses the thru-truss bridge south of Roan Mountain

George Riley, an Associate Editor for White River Productions, who was responsible for the Tweetsie Layout coverage in the 2014 *HO_n3 Annual, 6th Edition*, visited our museum again as an attendee of the ET&WNC RR HS convention. He spent more than 2 hours photographing our Tweetsie project and still very much likes what we have been doing since his visit last year. He has been working with **Geoff Stunkard** on the photos and text for an 8 page article on the Shell Creek section of the layout for this year's *HO_n3 Annual, 7th Ed.* Geoff has submitted an illustrated article to George and the model railroad magazine's editorial and production staff and they expect the edition to be published

in September of this year. To be published in a national/international model railroad annual in 2014 was beyond my wildest expectations; to have a sequel on the little narrow gauge railroad in a second edition that will feature our work around the world is beyond words! We are most fortunate indeed to have this opportunity to showcase our work, our model railroad club, the museum and the university. This publicity is priceless and you are all to be commended for the work you continue to do that attracts so many to our little museum and that provides such a public window to your talents and to our hobby of model railroading. Well done everyone!



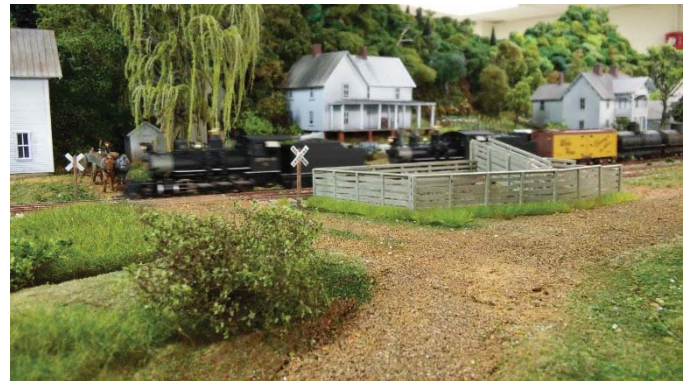
The rain approaches Shell Creek as it crosses the a timber thru-deck bridge north of Shell Creek

Two additional important acquisitions related to the ET&WNC RR Historical Society came to the Carter RR Museum in June. As many of you know during my trip to the National Model Railroad Association Central Regional Convention in Jefferson City, MO with fellow MEMRR member, Michael Paschall, I was able to tour the John Waite ET&WNC RR Sn3 layout. John founded the ET&WNC RR HS and authored the definitive book on the railroad, *The Blue Ridge Stemwinder*. John passed away in 2012 and his wife, Sharon, had his railroad on display for the last time to the public during this convention. I met Sharon at her home and during my visit she made an important donation to our museum. She is donating the section of John's layout that is a professionally constructed model of the Cranberry Furnace that was constructed in the early 1900s in the Carnegie Section of Johnson City by the ET&WNC. It is a beautiful layout and will be coming to the museum sometime in the next year. This will be an important piece of our local railroading history to add to the displays we are creating in the Ken Marsh Gallery ("Tweetsie Room") of the museum.

The second donation was a complete surprise from a donor I had only met minutes before and of a document that I did not know existed. Shortly before he was to give an illustrated clinic at the Missouri Convention on why the ET&WNC RR was a great railroad to model and to operate I met **Dean Smith** who resides in Rolla, MO. Dean is a most enthusiastic modeler of the Tweetsie and has built an operational HOn3

layout from Johnson City to Boone, NC in his basement. We had talked only for a few minutes when I showed him a copy of the *HOn3 Annual* featuring our Tweetsie layout when he said he had something that was his treasured item of Tweetsie memorabilia hanging in his layout room and that he felt it should be in our museum. I visited his layout a couple of days later with **Michael Pascall** and Dean presented me with the original, pencil filled in, final train order for the last run on 16 October, 1950 of the ET&WNC RR. The copy was train ordered for engine #11 by J.C. Johnson, signed by conductor, Cye Crumley, and engineer W.R. (Walt) Allison. I presented the original to the director of ETSU's Archives of Appalachia where it will properly preserved and available to researchers of the railroad and we have a copy framed now on display in the "Tweetsie Room" of our museum. The trip to Missouri not only gave me some new modeling techniques to try through the excellent modeling clinics I attended, but two treasures for our museum.

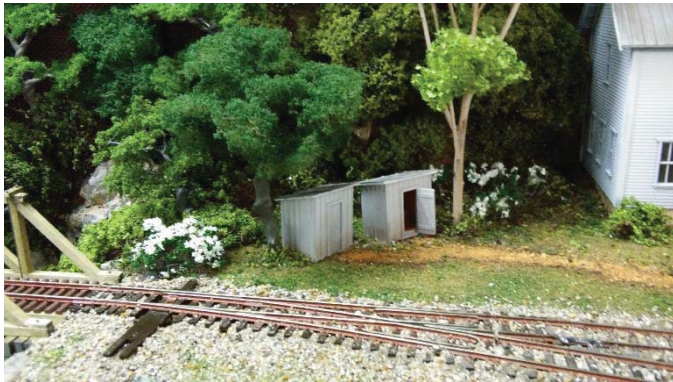
Note: Dean Smith will be the banquet speaker for the June 2016 ET&WNC RR Historical Society's 28th Convention in Johnson City where he will be presenting his PowerPoint clinic on modeling the Tweetsie Railroad. I would highly recommend you putting this event on your calendar as it is a great model railroad presentation.



A double-header roars through Shell Creek

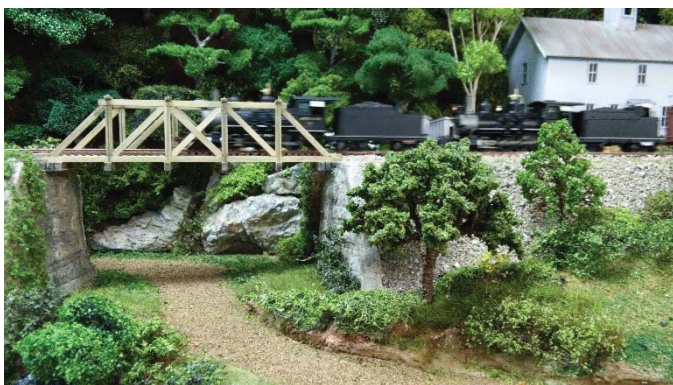
Taylor Jessee, our Little Engineers Room Station Master, has been rehired by the university for the coming fiscal year. This is great news for us as Taylor does a great job working with our visiting children and their parents/guardians every week. She keeps the children busy and the room neat and clean, coordinates birthday parties, and creates special events annually for the little engineers. Her experience and work with this facet of our museum operations is of great value to us and to the educational outreach arm of what our little museum does. Her dedication to her job and her representation of the museum and the university is greatly appreciated and I am most happy that she had decided to remain in this important position for another year. The search for a Federal Work Study Student to replace Danielle who graduated in May continues and we hope to have that

position filled very soon to provide some extra help to Taylor. As you have seen there are days when this little playroom is very crowded and having two people to interact with our little visitors is extremely helpful. Thank you Taylor for all you do for us and for the kids.



A pair of outhouses has been added to the schoolhouse scene

It is nice to see our MEMRR members wearing their club shirts to the museum and to other events. The shirt is part of our identity and lets visitors to the museum know that you are a member of our model railroad club. We have a local source for these embroidered shirts in Campus Chalet and in addition to the club logo you can have your name embroidered on the right front side of the shirt as well. Many styles are available from tee-shirts, to polo shirts (with and without pocket), long sleeve and even sweat shirts. Club Treasurer, **Gary Emmert**, will take your shirt order(s). So if you don't yet have your MEMRR shirt, or if you want additional ones, please see Gary and get your order in. The green shirts are a great way to show others the outstanding model railroad club you are a member of and wearing them also presents a great expression of membership in the organization.

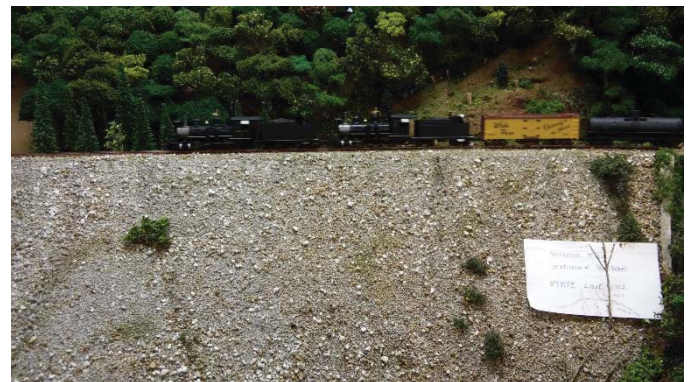


Double-header head out of Shell Creek – next stop – Elk Park

Memorandum of Understanding (MOU) between ETSU and the Town of Jonesborough to establish a satellite railroad museum in that town is currently bouncing back and forth between the administrations of both entities. This is the usual process of fine-tuning the document so that there is a

clear understanding of the responsibilities for each party and to get all the guidelines for the operation of the potential agreed to. I will continue to let you know what I know as the information is revealed to me. Both sides seem to want this to happen and I feel it is just a matter of time until an agreement is reached.

At our June business meeting we had a prolonged, but important discussion, on a motion placed on the floor by member **Don Ramey** that would place the obligation on any voting member present who votes for the public display of the Cope Memorial Traveling Layout on that member to be present to assist in the movement and/or display of this exhibit, or similar exhibits, at public events such as the Blue Plum Festival or Jonesborough Days. The discussion and the motion were brought forward because of the June showing of the Cope Layout at the Johnson City Blue Plum Festival that the MEMRR had voted to participate in back in January that obligation established by those present at the January meeting arrangements were made with the festival organizers and with the Hands-on-Museum to display the layout. However, we had a difficult time getting enough club volunteers to move the layout in June and, with the exception of **Gary Emmert** who spent much of Friday and Saturday of the festival manning the layout for the club by himself, almost no one else made themselves available to help run the layout or to greet visitors who were interested in model railroading, the MEMRR or the Carter RR Museum.



Wilcox Fill near the State Line

The motion passed (please check the minutes of this meeting elsewhere in this issue of *The Signal Bridge*) with an amendment that would call for a coordinator being named for each future event who would assist with the MEMRR's organization for its participation. For many years we have represented our model railroad club, the G.L. Carter Chapter NRHS, and the Carter Railroad Museum by having exhibits at these two annual events and elsewhere. Always the club has voted in favor of this participation, but too often members have not met their responsibility to participate leaving a few individuals to carry the load for the many. The MEMRR currently has 118 paid members on its rolls. It is somewhat shameful that members have to pass a motion requiring

fellow members to show up and help out when we are trying to reach people attending these festivals who often are not aware the MEMRR exists or that we have a railroad museum open to the public on the ETSU campus. The Cope Memorial Layout was donated to the MEMRR, not the Carter RR Museum, by Jack and Jeanne Cope many years ago. We have made good use of it to publicize our hobby, the MEMRR and the Carter RR Museum. The MEMRR can always choose not to attend these events that provide the opportunity to identify ourselves to the public and serve to attract potential members by just voting not to attend. But when we do vote as a body to participate we must also be saying "I will accept the responsibility to help in any way I can to promote the MEMRR". For those of you who have stepped up many times to help with these events we say, "Thank you". For those of you who have not done so in the past we eagerly anticipate your willingness to help with these events in the future.



Double-header enters Shell Creek

I was absent for the May MEMRR business meeting because I was wearing my Biologist Hat and conducting workshops for the South Carolina Department of Natural Resources on the coastal plain of that state. But I heard an interesting comment that was made by one or more long-time members of our club at that meeting that has given me pause to stop and think about what was said. The comment during some of the club's discussion that evening was, "**The MEMRR has lost its identity**". When I first was told this some days following the night the comment was made I found it somewhat disturbing, even shocking. "The MEMRR has lost its identity." Upon reflection I find the statement to be correct in many respects. I was not a founding member of the Mountain Empire Modular Railroaders in that October in 1993 when it first organized as a modular railroad club meeting in a public school building's vocational shop in Gray, TN, but they had not been organized very long before I saw a flyer advertising their existence in Johnson City's Serious Hobbies shop and began to seek them out. My first meeting with the group was at the school in Gray with **Bob Helms** as the president. Retired marine colonel **Ernie van Huss** greeted me and offered me a 4 foot uncompleted module that was part of his corner 3-module set at that meeting and I was hooked as a member. Other than the flyer I had seen

there was no evidence the club existed in the public eye except they took their modules out once or twice annually to display them to the public, but also to have a model railroad they could operate on for a weekend in some public venue. Those were the only opportunities the club of approximately 25-30 members had each year to operate their sectional layout as a train club. At all other times the modules retreated to garages, basements, storage units, etc., to be worked on by their owners and to await another opportunity to come together to run their trains on the DC layout. Most of those original members of the MEMRR are no longer with the club and the identity they had established for the modular club has vanished with them. **Bob Swartz** was one of the MEMRR founders and served as their newsletter editor. The MEMRR newsletter was one page printed on both sides containing mostly minutes of the last meeting, some bits of news and information on joining and meeting times and locations. Bob is our only emeritus member of the MEMRR as a founder of the club. In 2004 the MEMRR was invited to the campus of East Tennessee State University to be a temporary display in the basement gallery of the Reese Museum by then museum director Blair White. For several months while the club's HO gauge layout was housed there we had our first opportunity to work on the layout as never before for it was under one roof and we had access to it for most days of the week with public operating sessions on Saturdays and on Sunday afternoons. The layout had been converted to DCC prior to the move, but now we had the chance to build together and operate our trains over it for weeks on end for the first time in the history of the club. Early in the spring of 2005 our stay at the Reese ended and before we had to move we were invited to put our HO layout in the empty gallery of Tipton-Haynes State Historic Site by the park's director Penny McLaughlin. Our tenure there lasted approximately 18 months and we operated for the public on weekends and enjoyed another long opportunity to be under one roof with our layout operating as a single model railroad. More people came to see us at the park and we gained some new members, but we still occupied a temporary home.



Front of the Garage in Shell Creek

In the spring of 2007 ETSU President, Paul E. Stanton, Jr. invited the club to come to the campus of the university and

to establish a small railroad museum there. This move changed our identity as never before. The club worked through the spring to bring a 2,400 sq. ft. space in the old university student center, then called the Old College of Medicine Building, into some semblance of a railroad museum. Along with display cabinets donated by the Department of Biological Sciences we added our HO layout and a smaller N-Scale layout donated to the university by Mariam Bankus of Knoxville that had been constructed by her late husband, Howard. Now, with a home at ETSU, we were open to the public on Saturdays when parking was more available and when working members could come to operate the layouts. Upon our museum dedication in November 2007 we now were in a museum named for George L. Carter, a local railroad builder, industrialist, business man and early 20th century tycoon who gave the state of Tennessee his 120 farm and \$100,000 in 1909 to locate the normal school that would become ETSU in Johnson City. Now as part of a named museum the MEMRR's identity changed once more.

bring new experiences, new talents and new skills as well as individual personalities and they have fostered our identity change. Local media carries the name of the Mountain Empire Model Railroaders on at least a monthly basis in our university press releases for our Heritage Day Events and other special occasions. Our museum home has more than doubled in layout and exhibit space. Our monthly newsletter not only is an outstanding publication averaging more than 20 pages, most in color, in every issue, but we have a website that carries the MEMRR brand to the world. Our work has made the pages of a national/international model railroad annual which has carried names of our members and the name of our club; and our identity has changed. In the little over two decades of our existence from our founding in Gray, TN to today we have lost an identity that was little known outside of the club's membership, but we have grown and matured as a model railroad club with our own logos, color brochures, newsletter, website and an identity that is known for the passion we have for our hobby, the joy we share in bringing it to the region, the skills we have as model railroaders and the pride we have to be members of the MEMRR. The MEMRR of days gone by has lost its identity, but it has not lost its way. Today it is one of the strongest model railroad clubs to be found anywhere and it has never been better known, publicized or respected. I, for one, am proud to be a member of today's MEMRR.



Interior of the church in Shell Creek



Another view of the south end of Shell Creek

In the almost 8 years that have transpired since that move by the club and the establishment of the Carter Railroad Museum many changes have occurred. We adopted logo shirts for our club and changed our name officially to the Mountain Empire Model Railroaders. Our public image has changed as more and more people have come to the railroad museum to see our exhibits and watch our little trains operate over miniature roadbeds on scened layouts with more than 6,600 visiting us between June 2013 and June 2014. Our logo banner hangs in our large gallery proclaiming we are the MEMRR, but not the MEMRR of old. Our club venue has attracted more and more talented members to our ranks with a paid membership in excess of 100 members in each of the past 5 years. New members

Listen to the sound of the whistle of the train in the night and dream of all the destinations yet to come. See you at the museum or at a club meeting soon?

Fred J. Alsop III
President, Mountain Empire Model Railroaders
Director, George L. Carter Railroad Museum, ETSU

URBAN ARCHAEOLOGY
VESTIGAGES OF THE MILWAUKEE ROAD'S
LAKWOOD BRANCH

Courtesy of Eric Bronsky

During a recent biking expedition, Dan Joseph found an abandoned grade crossing and took some photos which he shared with me. With the aid of Google Earth Street View, I undertook my own urban archeology expedition to explore what remains of the old CNStP&P Lakewood Branch.

In 1885, steam-powered freight and passenger trains began operating between Evanston and downtown Chicago on this line, then known as the Chicago & Evanston Railroad. With its extensive street running and a freight interchange with the North Side "L" which remained in use until 1973, this line had a fascinating history which you can learn much more about at <http://www.chicago-l.org/operations/freight/> and <http://chicagoswitching.com/chicago/former-milwaukee-road-cp-rail-chicago-terminal/c-e-lakewood-branch/the-lakewood-branch/>.

After the connection with the "L" was severed, Milwaukee Road and (later) CP/Soo Line continued to serve several industries along this branch. But customers dwindled and the last freight train operated in 2007. The right-of-way north of Diversey, abandoned years before, has been obliterated by redevelopment. But there are still several remnants to explore south of Diversey.

Let's begin our tour at the south end of the branch and work our way north:



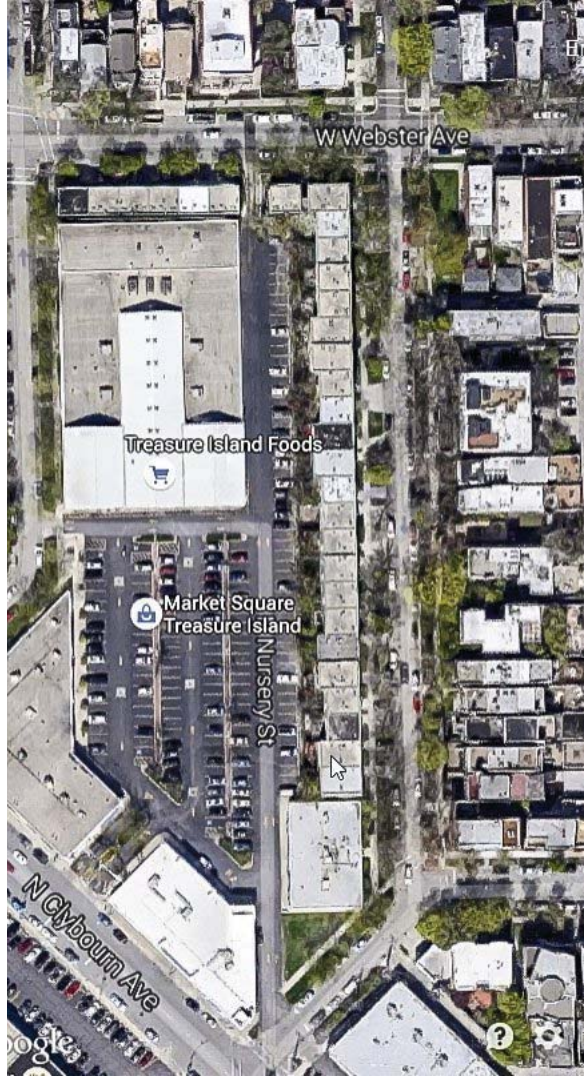
Looking north from Clybourn.



Looking NW along Kingsbury St. from Magnolia, the Lakewood Branch veers off to the right. I'm not certain whether this portion of Kingsbury tackage is still in use (a Google Earth image circa 2014 revealed a couple gondola cars on a spur north of this point), but its days are surely numbered.



Looking south from Clybourn Ave. towards Kingsbury.



In this Google Earth satellite image, the Clybourn Ave. crossing is visible at bottom-center. The track follows

Nursery St. north through Treasure Island's parking lot, then crosses Webster Ave. (top).



Looking north along Nursery St. The pavement here needs more than a little nursing. Treasure Island is visible in the background.



Looking south on Nursery from Webster. Treasure Island is to the right. *Dan Joseph photo.*



No more trains here! *Dan Joseph photo.*



No more trains here, either! Webster Ave. looking north. *Dan Joseph photo.*



Google Earth shows grade crossings still visible at Belden, Fullerton and Wrightwood. Between Wrightwood and Diversey, the track down the middle of Lakewood Ave. remains in place.

Wouldn't this (and the Kingsbury trackage) make a great heritage streetcar line? The spur to the left once served Peerless Confections, the last freight customer on the branch. The spur to the right once served a bakery.

North of Diversey, all rail was removed or paved over, leaving few if any visible remnants. In Google Earth, though, you can still follow the right-of-way, which curved eastward to parallel Seminary and passed immediately to the west of Wrigley Field.

Oddly enough, the northernmost portion of the freight interchange was utilized by southbound CTA Purple Line (Evanston Express) trains until just a few months ago. As part of the station reconstruction project at Wilson Ave., tracks are being reconfigured and the last vestiges of the old interchange track and viaduct are now being removed. The girder bridge that once spanned Montrose Ave. is now at the Illinois Railway Museum.



Here is a current-day view looking north from Irving Park into the former site of Buena Yard and the interchange with the former site of Buena Yard and the interchange with the former site of Buena Yard

"L." In an earlier era, the North Shore Line maintained a "piggyback" facility here, but that's a separate story which has been well documented in histories of the CNS&M RR. Please feel free to share and forward this email.



Speaking of urban archaeology, Dan found a few old utility towers along the Sanitary & Ship Canal in the vicinity of Willow Springs or Burr Ridge. Long stripped of its hi-voltage cables, this one has been repurposed as a light tower.

-- Eric

MOUNTAIN EMPIRE MODEL RAILROADERS
BISUNESS MEETING MINUTES
JUNE 16, 2015

The June Business Meeting was brought to order by club president Fred Alsop at 6:39 p.m. We had 16 members in attendance with 3 visitors.

OFFICER'S REPORTS:

SECRETARY:

Debbi Edwards reported that the minutes from the May Coordinator's Meeting and the Business Meeting were published in the Signal Bridge with 1 correction needed.

Name correction from Lonnie Norris to Lanny Norris. The minutes were accepted as published with 1 correction.

Newsletter Editor:

Ted Bleck-Doran reported that the newsletter consisted of 22 pages. He also requested that members please send him pictures, articles and items of interest to be published in the newsletter.

Treasurer:

Gary Emmert reported the current club financial balances.

Webmaster:

John Edwards said everything is running well. Email addresses are still available for the MEMRR server. If you

choose to have an MEMRR email, it is recommended that your system have the Mozilla Thunderbird as a mail client.

WEBMASTER:

Bob Jones has added many links on the club web-site including a link to the Golden Spikes Show. He continues to work on the library.

VICE-PRESIDENT:

John Carter stated that Ted Bleck-Doran will be doing tonight's presentation. July's meeting will have club president Fred Alsop doing a program on Modeling the Structures of Shell Creek and in August Mike Buster will be giving a presentation on Dry Transfer.

PRESIDENT:

Fred Alsop thanked Vice President John Carter for chairing last month's meeting. He also thanked all members who helped with the Cope Layout at the Blue Plum Festival.

- **Jonesborough Satellite Museum update:** The paperwork is back at ETSU to have questions answered. It will probably go back and forth until all questions are answered for both parties.
- We still have copies of the HOn3 Annual for sale. We will have 8 pages in next year's annual.
- Fred visited the NMRA Central Division Convention. While there, he was able to view and take pictures of the Sn3 scale layout built by John Waite. Fred made many new friends at the convention including Mr. Dean Smith. Dean models the Tweetsie from Johnson City, TN to Boone, NC in HOn3. We are hoping he will be a guest speaker at the club next year. Mr. Smith has donated an original train order for the ET&WNC RR, an excursion special on October 16, 1950 (the very last run the railroad ever made). The museum has a framed copy in the Tweetsie Room and the original is in the Archives of Appalachia.

OLD BUSINESS:

- YMCA Summer Camp visitors will arrive at about 9:45. If you have free time please come by the museum to help out.
- The Cope Layout will be set up at the Visitors Center in Jonesborough for the Jonesborough Days celebration. Please come by the museum or the Visitors Center and help other members.
A motion was made that when we have a vote to take on any projects (museum visitors, traveling layout, etc.) either on or off site that if you vote "Yes" to the project, you are also saying yes I will volunteer my time for that specific project. The motion was seconded. After some discussion an amendment was made to add a coordinator for each event. The motion passed with 1 dissent vote.

- John Edwards stated that the Operators Tutorial is basically on hold because the different coordinators have not sent him the information that he requested.
- The new club brochures have been delivered to us and some are out to the public already.
- John Carter reminded the club that on July 14 the East Tennessee Rail Fan Club meeting will be at the museum. They should arrive about 7 p.m. with the meeting starting about 7:30.
- Our Annual Christmas Party will be at Tipton Haynes. Motion was made to have the party on Dec. 17th, potluck style at 6:30 p.m. the motion passed.
- Progress has been made on the "Memorial" cars. They are in the process of being stripped and cleaned. Painting should start soon.

NEW BUSINESS:

- Heritage Day is "Power & Glory: Passenger Trains of Yesterday and Today."
- The June Coordinators meeting was cancelled but there will be one on July 16th.
- The ET&WNC RR Historical Society Convention will be June 26-27, headquartered at the Carnegie Hotel. The keynote speaker is Chris Robbins, owner and CEO of the Tweetsie Railroad.
- The 4501 will be running through town that weekend as well.
- There is no new information about the annual picnic. Will keep you updated as information is received.
- We have about 40 kits for HOn3 rolling stock and can use some help putting these kits together.

Program: "Researching Your Favorite Railroad" was presented by Ted Bleck-Doran. He did a great presentation full of great information and tips, and was enjoyed by all in attendance.

Next meeting: is Tuesday, July 21 at 6:30 p.m.

Meeting adjourned.

*Secretary's Report
June 2015 Business Meeting
Respectfully submitted by Debbi Edwards*

UNION PACIFIC'S EMD DDA40X "CENTENNIAL" DIESEL GETS NEW PAINT
REPAINTING DONE IN PREPARATION FOR THE EXHIBIT OF N&W Y6B No. 2156



Newly repainted Union Pacific EMD DDA40X No. 6944 (pictured above) will be a part of the display at the Virginia Museum of Transportation. Norfolk Southern repainted the diesel at its Juniata shops in Altoona PA. The 6500 horsepower unit was one of 47 units operated by the Union Pacific and represents the largest diesel locomotive built for American rails. The locomotive will join the Museum of Transportation's display of super-powered locomotives that includes: N&W Class Y6B No. 2156, N&W Class A No. 1218, and N&W Class J No. 611.

