THE SIGNAL BRIDGE

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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.

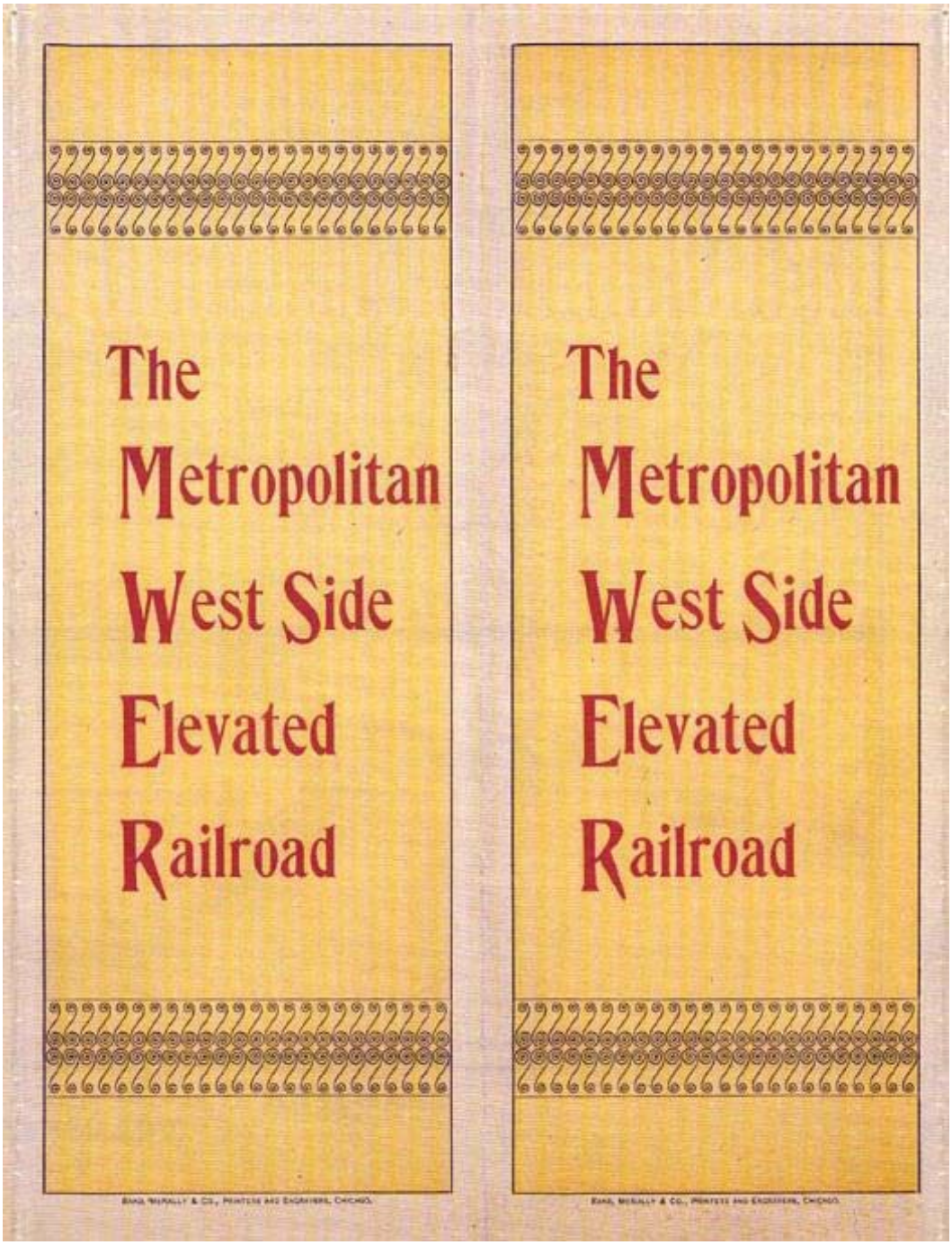
Work Nights are held each Thursday from 4:00 pm until ??

CHICAGO TRANSIT AUTHORITY

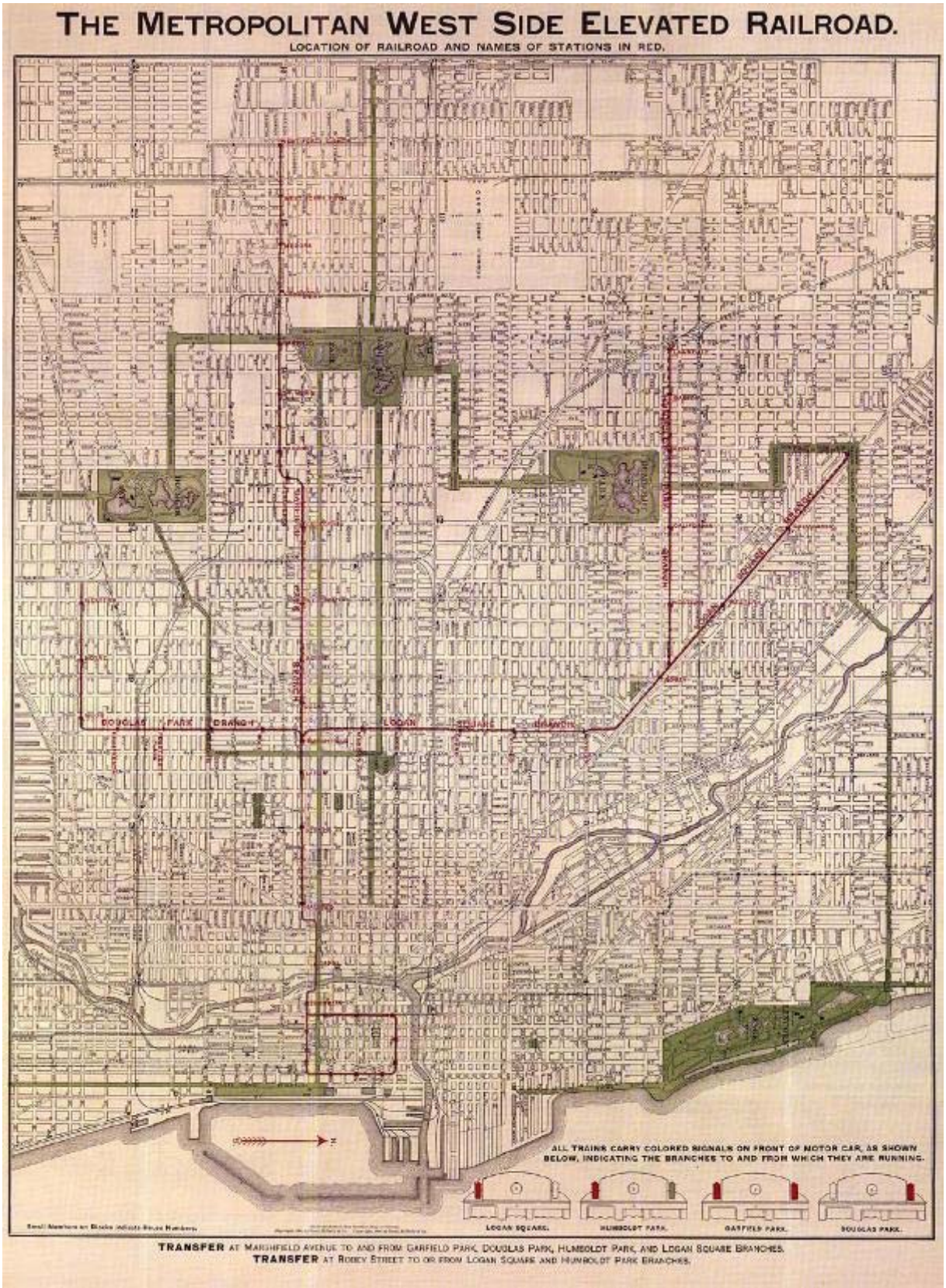
SPECIAL EDITION

THE ORIGINS OF THE FAMED CHICAGO "L"

History and Photos courtesy of Chicago_l.org



The Original "L" Companies


THE METROPOLITAN WEST SIDE ELEVATED RAILROAD.
LOCATION OF RAILROAD AND NAMES OF STATIONS IN RED.
ALL TRAINS CARRY COLORED SIGNALS ON FRONT OF MOTOR CAR, AS SHOWN BELOW, INDICATING THE BRANCHES TO AND FROM WHICH THEY ARE RUNNING.
LOGAN SQUARE.
HUMBOLDT PARK.
GARFIELD PARK.
DOUGLAS PARK.
TRANSFER AT MARSHFIELD AVENUE TO AND FROM GARFIELD PARK, DOUGLAS PARK, HUMBOLDT PARK, AND LOGAN SQUARE BRANCHES.
TRANSFER AT ROBEY STREET TO OR FROM LOGAN SQUARE AND HUMBOLDT PARK BRANCHES.

THE ORIGINAL "L" COMPANIES

THE SOUTH SIDE "L"

South Side car 1 and 4000-series cars 4271-4272, the CTA's two sets of historic cars, are at the Quincy/Wells station in October of 1997 for the 100th anniversary of the Loop.
(Photo by Jay Affleck)

Though the distinction of operating the first elevated railway does not belong to Chicago (New York city's, opening in 1867, has that honor), Chicago did try many times to create such a service. With the first attempt in 1869, over 70 companies were created for the purpose of started an elevated rail system between 1872 and 1900. The accolade of opening Chicago's first rapid transit line went to the Chicago and South Side Rapid Transit Railroad Company. Incorporated in 1888, it was originally envisioned to reach all the way to the Illinois-Indiana state line. Indeed, many counted on this happening, such as Frank J. Lewis, who, when laying out his southeast side subdivision between 108th and 114th Streets and Avenue O and the state line, fully expected a rapid transit line would be built to 106th and Indianapolis to serve his area. Alas, this never happened. When it opened in 1892, the South Side Rapid Transit went from a terminal at Congress Street to 39th Street, a distance of 3.6 miles, all in a straight line. This was accomplished by one of the S.S.R.T.'s most unique features: its route was completely through city-owned alleys. Earning it the nickname "Alley 'L'", this was done to circumvent the difficulty of obtaining consent signatures from the property owners along the streets, something required by Cities and Villages Act of 1872. A reporter for the Chicago Tribune noted one of the "L"'s most distinguishing features, its usefulness to all citizens of the city, by observing the variation of the passengers, from members of "the lunch pail crowd" to passengers "resembling gentlemen." Another aspect of the South Side "L" shared only by the Lake Street Line was its use of steam locomotives, just like those used on conventional grade-level railroads. Used in the days before electric traction- running a train electrically from a "third rail"- was commonplace (though it was used on the tram system designed for the Colombian Exposition only a few years later), these locomotives were used to haul the rolling stock- the cars and vehicles of a railroad- until a third rail was put in place in 1898.

As was to be done with the "L" for the majority of its life, it wasn't soon until public demand and municipal attractions would necessitate the expansion of the line. When Chicago was chosen in 1890 to host the World's Colombian Exposition and Jackson Park was selected as the fair's site, the Alley "L" began making plans to extend its line directly into the fairgrounds. It was decided to continue through alleys, making a slight curve across Wabash, Michigan, Indiana and Calumet Avenues at about 40th Street, southbound until 63rd Street. There, it curved east, utilizing the street this time due to the ease of getting permission due to the vacant nature of the property along the street at that time. The line terminated in Jackson Park at a station of the same name. In 1903, the Englewood Elevated Railroad Company, sponsored by and later absorbed into the South Side "L", was created to build the long planned branch into the growing Englewood neighborhood. Leaving the main line at about 59th Street, it wound its way to 63rd Street, then west to a terminal at Loomis Street, later extended a few blocks to Ashland Avenue. The line opened in 1905. A branch was included in the charter that left the Englewood at Harvard Avenue and went south less than one mile to 69th Street. This short branch, called the Normal Park Branch, was built and opened in 1907 to serve a growing real estate development being created at that time. The line was abandoned in 1954. (For non-Chicagoans, see maps in the Maps Section for visual references.)

Another division that is closely associated with another of Chicago's most famous (and infamous) landmarks was the Stock Yards Branch. The elevated structure that connected to the "L" was built to replace a grade-level train run by the Stock Yards. It left the main line and went west at the same point when the main line turns east to cross Indiana Avenue. It continued until reaching the yards, at which point in terminated in a

loop around what was called "Packingtown." The line was created for the purpose of transporting the vast quantity of workers to and from their south side homes. At the same point, another branch was created going east to the Kenwood neighborhood, terminating at 42nd Place. As Kenwood became more and more urbanized, around the period of 1905 to 1915, there was a lot of demolition of the existing housing stock and replaced with large scale apartment buildings. The people who populated them were middle and lower-middle class. Many of the folks who ended up settling there were Stock Yards workers. Says preservationist Timothy Whitman, "it made all the sense in the world to expand that "L" so that it ran directly from Kenwood over to the Stock Yards." The Stock Yards branch was opened in 1908; the Kenwood in 1907. Both ran shuttles to the Indiana Avenue station. Occasionally some went to the loop or south and in later years, some Kenwood-Stock Yards through trips were operated. Both lines were later abandoned when the necessity was gone.

THE LAKE STREET "L"

The history of the Lake Street "L" is an interesting, if slightly sordid, one. Chartered in 1888, at the same time as the South Side's, it opened in 1893, a year after. The franchise was initially owned and funded by a character named Michael C. McDonald, aptly nicknamed "King Mike." McDonald had earned a fortune via gambling and vice and was later, apparently, attracted to the less chancy field of public transportation, in which he became a specialist. He would create new lines and then sell them off for highly inflated prices. He was a powerful man and had several aldermen and politicians under his indirect control.

Nevertheless, the Lake Street "L" opened in 1893, also temporarily using steam locomotives. The line went from 52nd Avenue (later called Laramie Avenue) on the city's western city limits to Market & Madison on the edge of the central business district. The line would eventually be extended to Forest Park, then shaved back one station to its present terminal at Harlem Avenue. The line followed Lake Street for the majority of its run, turning off only at Market Street (now Wacker Drive) to reach its downtown terminus. Market Street was chosen both because it was wide (making it easy to build and not so overshadowed by the structure) and to serve the many factories along the street. The system was fast and efficient, as one stockbroker said, "I took an elevated train this morning and was landed at Market and Madison in fifteen minutes. If I had ridden the cable [cars], .it would have required thirty..." The problem was, like the South Side's Congress Street terminal, the Lake Street "L" deposited passengers on the downtown's outskirts. What was needed was direct access to downtown. Charles Tyson Yerkes, who bought the road after "King Mike" left, would see to this happening, but not for a time.

THE METROPOLITAN WEST SIDE "L"

A lot of ex-Met wood cars finished out their service by wood cars on the Ravenswood, the Stock Yards and the Kenwood lines. On the last days of the Kenwood, all of cars were numerically above 2900. Car 2904 is seen working the Kenwood branch, stopped at Indiana in 1957. The line (and cars) was taken out of service by the end of the year; 2904 was scrapped in May 1958.

Chicago's third elevated company, incorporated in 1892, was significant for three reasons: 1) it was not owned by Charles Tyson Yerkes, who was fast becoming a rapid transit mogul in Chicago; 2) it was the first to service the growing populations of the northwest and (what was then) southwest sides and; 3) it was the first "L" to be opened using electric traction technology. The main line began at a Franklin Street terminal and went west until it split into three branches at Marshfield Avenue: Garfield Park directly west, Douglas Park to the southwest and Logan Square to the northwest. Under its initial configuration, the Douglas Park went to Western Avenue and 21st Street, very soon being extended to 46th (Kenton) Avenue. The Garfield Park went due west to the city limits at 48th (Cicero) Avenue. The Logan Square went due north to Milwaukee Avenue, then northwest to Logan Square. At Robey (Damen) Street, a branch came off, going due west a short distance to Humboldt Park. The Met (or "Polly", both nicknames of the period for the Metropolitan) was the first to serve many of those communities. The Met

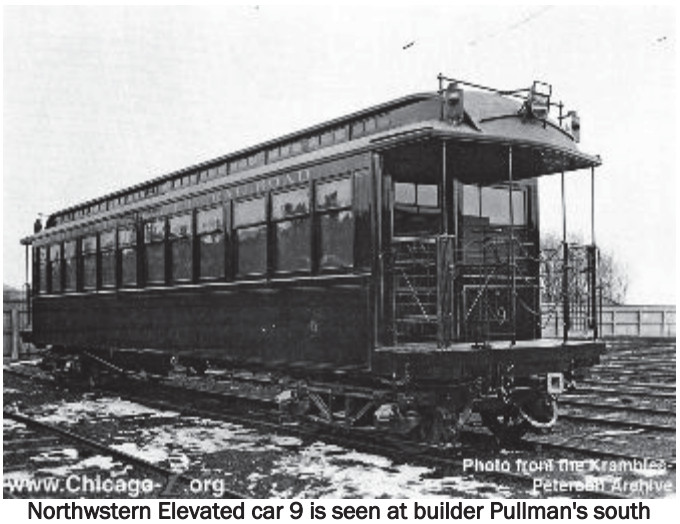
would continue its tradition of serving Chicago in the years to come: Douglas Park would be extended to Oak Park and by 1913, Garfield Park went all the way to Des Plaines. Even more extensions to serve the public would be added later, when the Met was under the control of another company. For the time being, though, a more pressing matter needed addressing: the Met, like the South Side and Lake Street Lines, ended just outside the business district. As one reporter noted, "[The Met] practically begins and ends nowhere." This is an issue that Yerkes would soon resolve.

UNION LOOP

The need for a common terminal in downtown serving all the elevated lines had been realized as early as the opening of the S.S.R.T. The operation of separate terminals outside of downtown- the Met's Franklin Street Terminal, the Alley "L"'s Congress Street Terminal and the Lake's Market& Madison Terminal- prevented both efficient "L" service and an marketable advantage over streetcars. The only man who could accomplish this difficult task was Charles Tyson Yerkes. He had enough political deftness and power to convince store owners to sign consent forms allowing construction of the overhead structures on their streets (although alley routes were briefly contemplated). Though it was difficult- two segments had to be obtained under the names of existing "L" companies while for the two other legs, two companies, the Union Elevated Railroad and the Union Consolidated Elevated Railroad, had to be created- Yerkes managed to coordinate it all. As can be imagined from its piecemeal obtaining of leases, the Union Loop (referred to simply as "the Loop" today) opened in pieces, starting in 1895 with the Lake Street "L" making the first full circuit in 1897.

As can be imagined, the Loop offered the citizens of Chicago advantages they'd never even remotely had access to before. Workers, shoppers and cross-town travelers could now be deposited directly into the central business district or change to another line's train without walking anywhere. There were also direct entrances to various buildings, most notably the Carson Pirie Scott & Company's department store. The public was quick to take advantage of the new facilities, as all companies had significant ridership gains after the Loop's completion. The Metropolitan's, for instance, went from 40,000 to 60,000; an increase of 50%.

THE NORTHWESTERN "L"



Northwstern Elevated car 9 is seen at builder Pullman's south Chicago plant in 1898. The motorcar shows the marker-headlight arrangement typical for "railroad roof" cars on the Northwestern; the Lake Street and Metropolitan railroad-roof cars had similar arrangements.
(Photo courtesy of the Krambles-Peterson Archive)

The last leg of the elevated structure to be built for the growing transit-using public was that of the Northwestern Elevated Railroad Company. The company, backed by transit magnate Yerkes, was incorporated in 1893, but didn't begin full service until 1900 due to more financial and legal difficulties than any other line had experienced. Their 50-year franchise only remained valid if service was inaugurated by December 31, 1899. Numerous financial problems, most of which were due to the depression of the mid-1890s, pushed completion back more and more and when the structure was complete with one track and three stations (out of a planned 20 or so) in place, token service was begun on New Year's Eve. The city found this unacceptable, shutting the "L" line down, but ultimately granting them an extension to May 31,1900, which the Northwestern met with ease. When opened in 1900, the Northwestern "L" connected to the Loop at Fifth (Wells) and Lake, then wound northward to a terminal at Wilson Avenue. The route went through a number of growing communities with many potential "L" passengers. In 1903 a franchise was granted to build an extension into the newly developing Ravenswood neighborhood. Opened for service in 1907, the branch, which wound northwest from about Clark Street to a terminal at Lawrence and Kimball, was handling 10,000 riders a day within two months , along with continually growing ridership, making the line a success.

The Northwestern would soon thereafter be extended even further north, beyond the city's ultimate city limits at Howard Street into the northern suburbs for the first time. Trackage rights were secured with the Chicago, Milwaukee & St. Paul Railway, whose tracks met the "L"'s at Wilson Avenue. The tracks were realigned and electrified, with service to Central Street in north Evanston commencing in May 1908. Evanstonians couldn't have been happier -- in 1901 the St. Paul had reduced its Evanston-Chicago service to 14 trains a day, making transit to Chicago much less convenient. Service was so overwhelming that the Central Street terminal and yards were insufficient to handle the load. The line was extended even further north along the tracks of the Chicago North Shore and Milwaukee Railroad's tracks to a new terminal at Linden Avenue even further north in the suburb of Wilmette. By 1909, the city of Chicago enjoyed one of the best rapid transit systems in the world, one which not only provided reliable unified service to outlying communities and neighborhoods then in existence, but in places, most notably on the North Side above Wilson Avenue, lay in open prairie land still awaiting the development that transit service powerfully stimulated.

ROSTERS FOR THE CTA PREDECESSORS

CHICAGO RAPID TRANSIT – SOUTHSIDE ELEVATED
LAKE STREET ELEVATED – METROPOLITAN WEST SIDE ELEVATED RR
NORTHWESTERN ELEVATED RAILROAD

SOUTHSIDE ELEVATED

Passenger Cars

Car Nos.	Quan.	Builder	Year	Car Type
1-50	50	Jackson & Sharp	1892	Open platform, trailer
51-80	30	Gilbert	1892	Open platform, trailer
81-100	20	Jackson & Sharp	1892	Open platform, trailer
101-150	50	Gilbert	1892	Open platform, trailer
151-180	30	Jackson & Sharp	1892	Open platform, trailer
181-210	30	Jewett	1900	Open platform, motor car
211-230	20	Jewett	1902	Open platform, motor car
231-250	20	Jewett	1903	Open platform, motor car
251-320	70	Jewett	1905	Open platform, motor car
321-400	80	American Car & Foundry	1905	Open platform, motor car

Note: Between 1897 and 1900, the majority of cars 1-180 (150 total) were converted to M.U. control.

Locomotives (Used 1892-1898)

No.	Serial	Year
1	12555	1892
2	12556	1892
3	12558	1892
4	12562	1892
5	12559	1892
6	12563	1892
7	12564	1892
8	12565	1892
9	12566	1892
10	12567	1892
11	12571	1892
12	12568	1892
13	12569	1892
14	12572	1892
15	12573	1892
16	12574	1892

No.	Serial	Year
17	12575	1892
18	12579	1892
19	12599	1892
20	12606	1892
21	12982	1892
22	12983	1892
23	12991	1892
24	12984	1892
25	12989	1892
26	12990	1892
27	13001	1892
28	13002	1892
29	13003	1892
30	13004	1892
31	?	1892

No.	Serial	Year
32	13010	1892
33	13013	1892
34	13014	1892
35	13015	1892
36	13026	1892
37	13027	1892
38	13031	1892
39	13042	1892
40	13047	1892
41	13043	1892
42	13048	1892
43	13062	1892
44	13065	1892
45	13067	1892
46	13254	1893

History:
The Chicago & South Side Rapid Transit (the company's original name) was the first "L" line to open in Chicago, setting the stage for those to follow. These were the days before third rails and multiple-unit control, so in January 1892, an order was placed with the Baldwin Locomotive Works for 20 Vauclain four-cylinder compound locomotives of the Forney type and, in mid-February, with the Gilbert Car Co. of Troy, NY and the Jackson & Sharp Co. of Wilmington for a total of 180 trailer coaches. Later that year, 26 more locomotives were ordered.

On May 9, the locomotives were tested on the South Side's line between Congress and 39th Street. Regular passenger service started may 27, 1892. Car 33 was rebuilt in 1897 by Pullman and was able to seat 56 passengers. It isn't clear whether all South Side cars could seat 56 passengers or if that was a result of the conversion.

In 1898, the South Side Rapid Transit converted to electric traction, allowing the cars to be run over a charged "third rail". Of course, all the SSRT's cars were just trailers, so some of trailers had to converted to motor cars until new units could be delivered. April 20, the first 20 cars were put into service. (Unfortunately, that night, 17 were withdrawn due to defective rheostats. It was soon corrected.) By July 27, the conversion process was complete. The company saved a great deal of money not having to by coal and maintain the locomotives. The advantages of multiple unit control were highlighted on Jubilee Day, October 19, 1898 (celebrating the United States' victory in the Spanish-American War), when the Loop was flooded with people. Streetcars were banned from the business district. The "L" handled 367,000 passengers that day, with the South Side alone hauling 129,000. That never would've been possible without M.U.

LAKE STREET ELEVATED

Passenger Cars

Car Nos.	Quan.	Builder	Year	Car Type
1-100	100	Gilbert	1893	Open platform, trailer
101-125	25	Pullman	1894	Open platform, trailer
126-138	13	(see note below)		Open platform, motor car
139-146	8	St. Louis	1901	Open platform, motor car
147-166	20	Brill	1909	Closed platform, motor car
201-215	15	Pullman	1900	Closed platform, trailer
216-235	10	St. Louis	1901	Closed platform, trailer
236-238	3	Co. Shop	1902	Closed platform, trailer

2234	1	Pullman (see note below)	1896	Closed platform, motor car

Note: Fifteen cars from 1-100 were converted to motor cars in 1896-97 and renumbered 126-138. 101-125 were similarly converted in 1896. Car 2234 was obtained from the Chicago City Railway in 1908 and numbered under the system of the CER.

Locomotives (Used 1893-1900)

No.	Serial	Year	Name	Honoring
1	2934	1893	Elizabeth W.	
2	2935	1893	Harriet E.	
3	2936	1893	Marietta T.	
4	2937	1893	Louisa C.	
5	2938	1893	Lizzie A.	
6	2939	1893	John A.	John A. Roche
7	2940	1893	Gilbert B.	Gilbert B. Shaw
8	2941	1893	John H.	
9	2942	1893	Charles H.	Charles H. Deere
10	2943	1893	Clarence A.	Clarence A. Knight
11	2954	1893	Hiram P.	Hiram P. Thompson
12	2955	1893	Daniel W.	
13	2956	1893	Henry L.	Henry L. Booth
14	2957	1893	William Z.	William Ziegler
15	2958	1893	Paul B.	
16	2959	1893	Willard R.	Willard R. Green
17	2960	1893	Frank L.	Frank L. Underwood
18	2961	1893	William P.	
19	2962	1893	Carter H.	Carter H. Harrison
20	2963	1893	Frank H.	Frank Hedley
21	2964	1893	James C.	
22	2965	1893	Edwin W.	Edwin Walker
23	2966	1893	Thomas P.	Thomas P. Hicks
24	2967	1893	Cassious McD	Michael C. McDonald
25	2968	1893	Otis W.	Otis W. Bruner
26-35	2997-3006	1894-1895	(not named)	

History:

During the spring of 1893, the Lake Street "L" placed an order with the Rhode Island Locomotive Works for 10 vacuum brake-equipped Forney steam locomotives, delivered that July. Pleased with their performance, an additional 15 were quickly ordered in addition. Each one was numbered and named in honor of a company officer, family member or investor, using using the first name and middle initial. In late 1894, another 10 were ordered, but these were never named. Concurrent with the first order, two orders for passenger trailers were placed with the Gilbert Car Manufacturing Co. of Troy, NY and the Pullman Palace Car Co. The Gilbert order was increased to 100, making a grand total of 125 cars. They were all painted Tuscan red and stenciled with the Lake Street's name.

Passenger service was inaugurated November 6 at 5am between Madison & Market and California, with service extending west as stations and infrastructure were completed. 50,000 people rode on the first day.

In 1895, to minimize costs (which were bankrupting the fledgling company) and keep up-to-date, it was decided to change the Lake Street "L" to electric traction. Due to the lack of funds, 30 existing coaches were converted to motor cars, with operating cabs, motors, controls, lighting, heating and other auxiliary systems installed. They were randomly drawn from the fleet and renumbered. At this point, the cars' vacuum break systems were replaced with compressed air brakes. The next two orders would be for new cars already equipped to haul trailers.

METROPOLITAN WEST SIDE ELEVATED RAILROAD

Passenger Cars

Car Nos.	Quan.	Builder	Year	Car Type
100-199	200	Pullman	1894	Open platform, trailer
200-224	25	Pullman	1895	Open platform, trailer
225-249	25	Pullman	1897	Open platform, trailer
250-267	18	Harlan & Hollingsworth	1899	Open platform, trailer
268-311	44	American Car & Foundry	1900	Open platform, trailer
312-340	19	American Car & Foundry	1901	Open platform, trailer
500-511	12	American Car & Foundry	1900	Open/Closed platform, trailer
512-520	9	American Car & Foundry	1901	Open/Closed platform, trailer
701-755	55	Barney & Smith	1894	Open platform, motor car
756-763	8	Barney & Smith	1898	Open platform, motor car
764-781	18	Barney & Smith	1899	Open platform, motor car
782-789	8	Jewett	1901	Open platform, motor car
790-812	23	Jewett	1904	Closed platform, motor car
813-857	35	American Car & Foundry	1904	Closed platform, motor car
858-907	50	Pullman	1906	Closed platform, motor car
908-927	20	Pullman	1907	Closed platform, motor car
Note: The Metropolitan's cars were the first to be equipped with M.U. for the start				

History:
The Met's construction company, the West Side Construction Co., was in charge of procuring the line's rolling stock. Originally, they'd placed an order for 60 steam locomotives with the Baldwin Locomotive Works and 250 passenger cars. In May 1894, the contract was changed to substitute electric traction as the method of propulsion. This decision followed the successful use of this type of power for the Intramural Railway at the World's Columbian Exposition. This change saved an estimated $250,000 for the company. Barney & Smith Car Company of Dayton, OH was contracted to supply 55 motor cars (cars 701-755). The order with Pullman Palace Car Co. for 100 trailers remained. The rolling stock was painted a dark green referred to as the standard Pullman sleeping car color.

This decision made the Metropolitan the first "L" in Chicago to run off a third rail (and the first to do so from the get-go). In mid-1904, the Met began converting its rolling stock to multiple unit control. This was no small task, because control systems had to installed in 88 motor cars and 262 trailers had to be wired as well. In July, the first converted trains entered service.

The the first decade of the 20th century, the Met decided to go after an untapped passenger market: the dead. Due to the poor condition of the roads leading to and around the west suburban cemeteries, the Met began to run funeral trains. Jewitt-built car 802 was converted for this purpose, having its advertisements removed and dark green carpet and curtains installed. A window on each side of the car was modified to receive the casket.

The Met's success with this service prompted construction of a new branch directly into Oak Ridge and Mt. Carmel Cemeteries and the Aurora Elgin & Chicago RR's entrance into a partnership with the Met to run the service. By October, 1907, they were running an average of 22 funeral trains a week. The meet the increasing demand, the Met rebuilt car 756 specifically for the purpose, with elegant interior decorations and even a lavatory. In 1932, the AE&C dissolved their agreement with the "L" (now under the control of the CRT) and funeral service ended. By this time, it had became unpopular anyway and by 1934, the AE&C discontinued it too. 756 was renumbered 2756 in 1913 and in 1922, was converted into a mobile medical examining station. It was scrapped in 1953. Interestingly enough, the CTA 's charter allows it to run funeral trains, though this clause has never been exercised.

NORTHWESTERN ELEBATED RAILROAD

History:
In stark contrast to the continuous problems that plagued the construction of the Northwestern's infrastructure, the ordering and receiving of their rolling stock went off without complication. The cars, some of the handsomest ever used in Chicago, were painted Pullman standard green. By early December 1899, a few of the cars had been delivered via a temporary ramp constructed at Irving Park Road where the "L" veers off from the Chicago, Milwaukee & St. Paul RR's tracks. The rest were delivered to the Lake Street line, where they were stored until the Northwestern was complete.

When the Northwestern extended their tracks north of Wilson in 1908, they used the grade-level right-of-way of the St. Paul's tracks. Their franchise forbad the use of a third rail on the ground for safety reasons (although it was used

elsewhere in the city). So, the rolling stock had to be equipped with trolley poles to run off overhead wires. The Evanston branch also ran off overhead wire (doing so until the 1970s, in fact), but the Evanston City Council required the tracks be elevated by 1910 as part of the franchise agreement. The overhead wire also allowed the North Shore Electric's rolling stock to run over the line from 1925 to 1963

Passenger Cars

Car Nos.	Quan.	Builder	Year	Car Type
1-37	37	Pullman	1898	Open platform, motor car
38-47	10	American Car & Foundry	1900	Open platform, motor car
48-52	5	American Car & Foundry	1900	Open platform, motor car
53-59	7	St. Louis	1901	Open platform, motor car
100-209	110	Pullman	1898	Closed platform, trailer
210-234	35	American Car & Foundry	1900	Closed platform, trailer
235-259	24	St. Louis	1901	Closed platform, trailer
260-269	10	American Car & Foundry	1907	Closed platform, control trailer
270-299	30	American Car & Foundry	1907	Closed platform, control trailer
700-734	35	American Car & Foundry	1903	Closed platform, motor car
735-768	34	St. Louis	1906	Closed platform, motor car
769-788	20	Jewett	1908	Closed platform, motor car
1789-1808		Pullman (see note below)		

Note: Equipped with air-operated doors, cars 280-299 were converted to motor cars in 1913 and renumbered 1789-1808 under the numbering scheme of the new CER.

In 1949, a train of a 1906 Jewett-built and a 1903 St. Louis-built "L" car, then still operating from overhead trolley wire, overtakes a 1923 Brill-built streetcar on the Lake Street Line.
(Photo from the George Krambles Collection)

Car 1812 breezes along at Homan on the Lake Street Line in mid-1950. Car 1812 began as Northwestern trailer 273 (later 1273) in 1907. In 1950, it and six identical cars were converted to motor cars (1809-1815) at the West Shops. Car 1812 was livered with the Mercury Green, Croyden Cream and Swamp Holly Orange, standard on PCC streetcars since 1946. No other wood cars were so painted, but the scheme was adopted for the 6000-series in 1950.
(Photo from the CERA Collection)

THE CER

As soon the South Side Rapid Transit had opened in 1892, civic and business leaders began talking about unifying the "L" lines under a single management. Various attempts were made for the next two decades and Charles Yerkes'

ownership of three "L" lines (the Lake Street, Northwestern and the Loop) was a precursor (although he kept the three entities separate). However, by 1913, the effort was finally a success. Under the chairmanship of utilities magnate Sam Insull and the presidency of former-Met president Britton I. Budd, the CER (Chicago Elevated Railroad Collateral Trust) was not really a corporation, but rather a "voluntary association". The four "L" companies kept their separate identities until the CRT took over in 1924.

The CER consolidated the rolling stock and worked out an new numbering system (since all four "L" companies began numbering their rolling stock with "1" and worked up). The South Side cars kept their numbers and represented series 0-999. The Northwestern added 1000 to each of their numbers (34 became 1034), creating the 1000-series. The Metropolitan's added 2000 to their numbers and the Lake Street's added 3000 to their numbers, eliminating duplication. The cars all kept the markings of their original "L" companies, but were reassigned around the system. In fact, Northwestern cars spent a great deal of time in Lake Street service (both had sections that required overhead trolley wire due to grade-level running).

Over the years, both before and after the CER took over, the wooden cars were upgraded. Improvements included enclosed (instead of open) platforms, sliding (instead of folding) doors, electric (instead of coal-fired hot water) heaters and reversible (instead of fixed) transverse seats. The application of intake and exhaust ventilators made possible the adoption of the plain arched roof, eliminating the leaky ventilator sash. Steel-reinforced underframes had been included in cars built after 1904, although the basic construction material was wood. Over the years the underframes of a number of all-wood cars were similarly rebuilt.

In addition to upgrading and consolidating the fleet of wooden cars, the CER also set about ushering in a new year of "L" cars: steel....

Wooden Cars: The Later Years

The wooden cars were amazing in that they remained in service long after their predicted service life had passed. The later of the wooden cars remained in regular passenger service well into 1950s, over fifty years after they were delivered.

Still, the CTA was eager to retire the aging fleet of wood-steel cars. As a matter of fact, as early as the 1920s, the CRT had been under pressure from various groups to replace the cars with new all-steel models. (The CER and CRT would acquire 455 all-steel 4000-series cars, but this represented only about 1/4 of the total fleet size.) In addition to providing a hazard on the largely unsignaled lines (see the Granville Wreck for more on the hazards), the cars were simply technologically obsolete, representing the years when electric transit was in its infancy. When the State Street Subway opened in 1943, the City of Chicago and CRT agreed that only all-steel cars would be allowed to operate in it, with wooden cars posing too much of a threat in case of a collision (plus, they wanted to show off the newest cars in the brand-new subway). However, at least two non-work motor woods did make it into the subway. When the 6000s were taken down into the Milwaukee-Dearborn subway for publicity photographs, a two-car train of ex-Met open platform cars (2720 and 2745) went down there for "protection".

When the 6000-series PCC cars were under design, CTA engineers started working out ways to maximize use of the existing fleet of wood, wood-steel, and all-steel cars. Identified for early action was the retirement of all wood-bodied trailers to improve safety and performance. Introduction of A/B service was one way that the slower wood cars' use was improved. The wooden trailers were also retired as quickly as possible. However, a few of the best trailers - those with air engine doors - were motorized using truck, motor, and control components that had been in storage for more than twenty years. Still, as the 1950s went on, more 6000s were delivered, and more short branches were abandoned, the wooden cars were systematically retired as fleet requirements allowed.

Ex-Met wood cars finished out the service by wood cars on the Ravenswood, the Stockyards and the Kenwood lines. The South Side branches last ran with cars from the 2858-2927 series. On the last days of the Kenwood, all of cars were numerically above 2900. The Ravenswood required more cars, so there were probably 2790-series cars still running up until the end on that particular line.

The Evanston line, of course, had to run with trolley-pole equipped cars, and so 1700/1800 series cars finished up on that line. For some reason (perhaps it depended on whether the cars had GE or WH equipment - the maintenance department was pretty loyal to WH at the time) the ex-Lake Street 3100s went into storage earlier. Several of there 1100 series former-Northwestern cars were laid up at Laramie on the Garfield Park line in 1954; some ex-Lake Street equipment may have also been there circa April of 1955. Other north side trailers were stored at Wilson Lower Yard, pending disposition.

The last day of wood car service came on December 1, 1957 with the closure of the Kenwood Line.

SSRT car 1 has been preserved by the CTA and was restored to near-original condition in the 1960s. The car was last taken onto the system in 1997 for the 100th anniversary of the Loop Elevated. Since that time, due to its age and fragile condition, it has been kept in storage at various rail

maintenance facilities. In 2005 or 2006, the CTA will donate the car to the Chicago History Museum as part of a large-scale renovation of the museum. The car will be housed on CHM's second floor surrounded by a recreation of an 1893 South Side elevated station platform and visitors will be able to enter and look around the car. Car 1 and the station will serve as the starting point to the completely revamped galleries on Chicago.

RESCUED FROM THE SCRAPBOX

NEW LIFE FOR SOME OLD CARS

By Ted Bleck-Doran

As some of you know I like to run Amtrak equipment. While not the only player in the passenger-hauling rail business, Amtrak is the major player in the American experience of inter-city rail passenger service. Recently I tripped across a set of 5 flute-sided stainless steel passenger cars originally offered by Bachmann in HO. The cars had seen better days and appeared destined for the scrap box. However, I thought they deserved a chance at a better fate. They would present an interesting consist of early Amtrak heritage equipment (the first sets of passenger equipment that Amtrak acquired from the roads that gave up passenger operations and joined Amtrak in 1971).

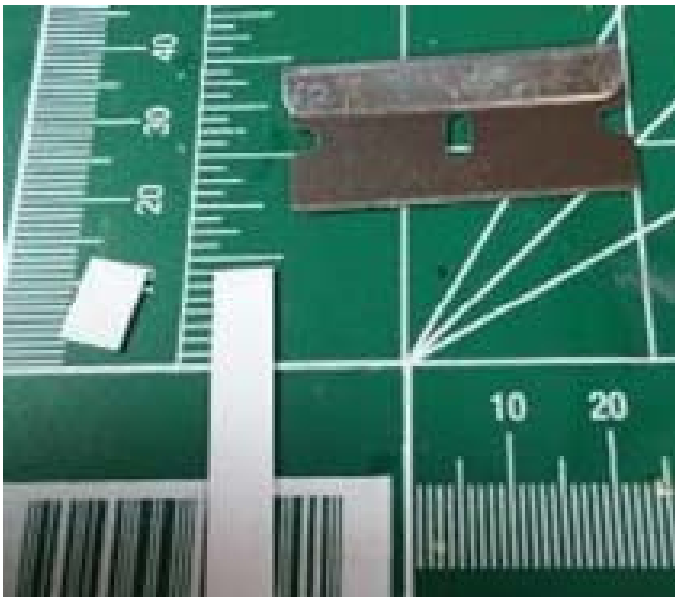
To suggest that they had seen better days was an understatement! Not only were there mars to the exterior paint (see photo above), these cars had survived a basement flood and spider-nest invasion (see the two photos following). I started the rescue project by washing each car and using a soft bristle toothbrush to remove the accumulated mud and spider remains from the car bodies.

Following the bath and scrubbing the cars were inspected and disassembled. The upper bodies were press-fit over the car frames and bed. Gentle prying along the lower edge seam of the car body allowed the car body to separate and gave access to the screws holding the truck bolsters in place.

The cars had Kadee No. 5 attached as truck-mounted couplers. The couplers were originally horn-hook couplers. They had been replaces somewhere along the way. The existing Kadees were jury rigged, heavily corroded and stiff actioned. They had to go. The wheel sets predated NMRA RP-25 profile standards. They were originally designed to draw power from the track for interior car lighting with one wide having metal wheels. The condition of the wheels is evident in the photo above. The wheel would have to be replaced along with the couplers. I removed the wheels, cleaned up the truck side frames, and the coupler support bar.

I replaced the wheelsets with Kadee No. 522 wheels. These are Code 110 (width) 36” diameter Smooth Back wheels appropriate for modern passenger trucks. The needle bearings and fit to the original Bachmann truck frames was perfect providing a very free-rolling truck. The photo above

shows a pair of trucks with wheelsets switched out ready for weathering and installation.



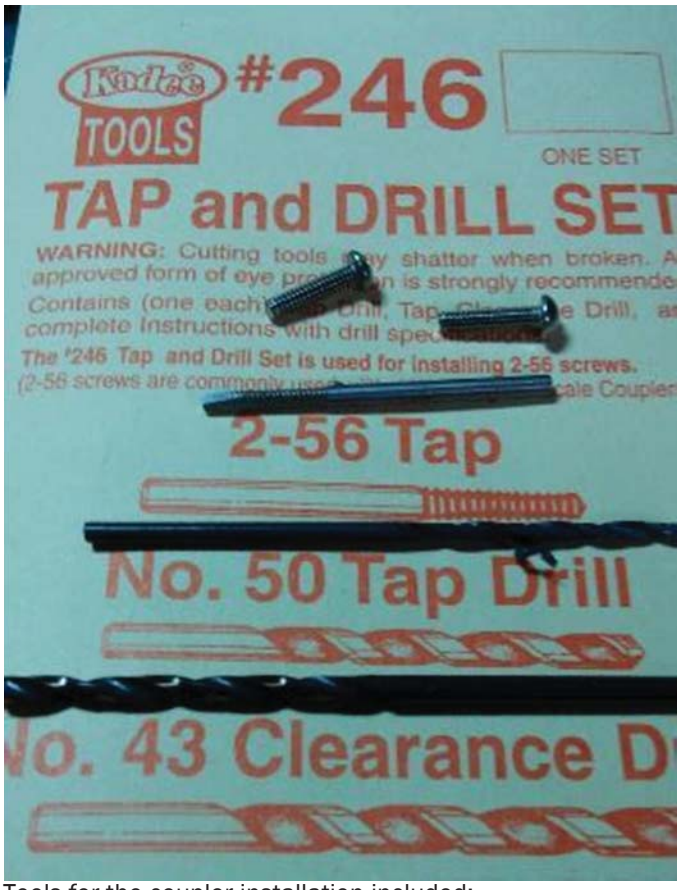
I decided to body mount the new couplers. Since the cars were destined to run on the club layout I was less concerned with swing radius of body mounted couplers as the cars have a 65' length and a trail demonstrated that the cars would take 20" radius curves without derailing. The broad curves of the club layout and the ability to couple the cars closer together would only enhance the appearance cars when run as a train. Bachmann originally marketed the cars for the youth and table top 18" radius layout market.

Preparing to install the coupler the parts shown above are needed. First, a pair of Kadee universal draft gear boxes are required. Next a pair of Kadee No. 5's with copper centering plate (Kadee whisker couplers can also be used) should be set aside. Be sure to file off any flash around the coupler knuckles to insure reliable operation. Two 3/8" 2-56 screws for mounting the couplers and draft boxes will be needed.

And, finally, shims need to be cut out of strip styrene. The actual number with vary depending on the thickness of styrene you use – I used .020 X .25" thick styrene which required 4 shims for each coupler.

Assemble the couplers and draft boxes and affix the shim(s) to the top of the draft boxes with styrene glue. I found a couple of drops of ***Testor's MasterModeler*** styrene glue works well and the needle point applicator helps avoid getting glue on the working parts of the couplers. Spread the glue evenly across the surface of the shim and press in place. Allow the glue to set for a couple of minutes before placing additional shims if needed.

While the glued shims are still setting use hobby clamps to press the parts together. This will allow the shims to set in place without slipping eschew. It will be important that the shims and draft boxes are firmly set when the clearance hole for the 2-56 screws is drilled.



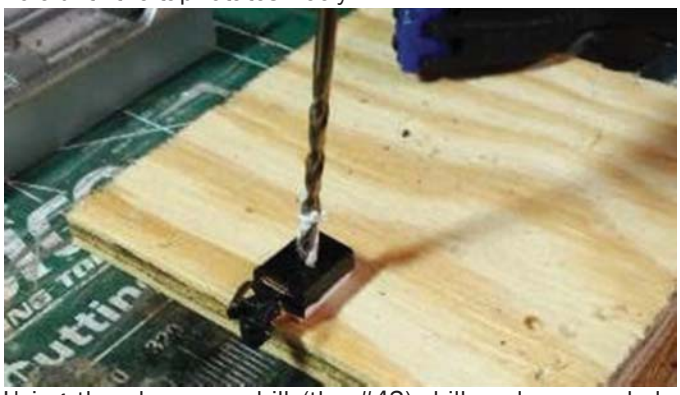
Tools for the coupler installation included:

- Kadee #246 tap and drill set
- 3/8" 2-56 screws
- Pin Vise
- Drill
- Screwdriver.

The 246 drill and tap set comes with a 2-56 thread tap, a #50 tap drill and a #43 clearance drill.

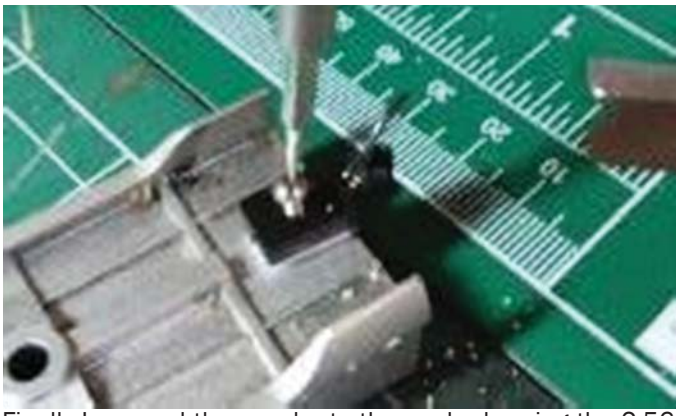
Using a cover plate from a draft box and ruler I marked the mounting hole for the cupler assembly. The #50 tap drill was used since the hole will be treaded to receive a 2-56 screw to secure the coupler assembly. The hole can be drill using a pin vise by hand – or – care should be taken if using a power drill to keep the drill speed a slow as possible to avoid melting the plastic and enlarging the hole to the point where it will not be able o be threaded. Mounting holes were drilled at each end of the car with the exception of a Parlour-Observation car in the set.

I used the 2-56 tap secured in a pin vise to thread the hole. When using a tap let the tap do the work and avoid forcing the tap to turn in the hole. You can feel the resistance build as you gently turn the tap. When you encounter stiff resistance reverse the twist of the tap to clean out the tread and then continue to thread the hole. Continue threading the hole until the tap rotates freely.



Using the clearance drill (the #43) drill a clearance hole through the draft box and shims. I used the center hole in the draft box to guide the drill bit. As with the threaded holes care should be taken to avoid melting the plastic. This step can be done by hand using a pin vise to hole the drill bit.

To firmly secure the coupler assembly I first fit tested the assembly and then placed a drop of ***Testor's MasterModeller*** plastic cement where the assembly fit.



Finally I secured the coupler to the car body using the 2-56 screw making sure that the assembly was square to the end of the car body.

The final step was to tune up the uncoupling pin and coupler height using a Kadee coupler height gauge.

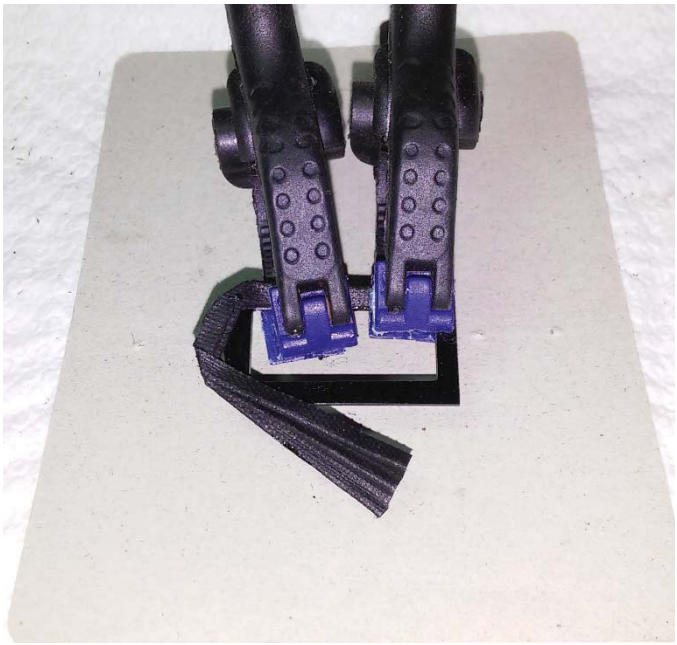
Being a typical modelling packrat, I saved a number of parts for later projects. The short ¼" 2-56 screws will come in useful when mounting truck and couplers is Accurail and Athearn kits. The universal draft boxes in moist cases were in good shape and could be reused. Several of the couplers and centering springs would also be reusable following some cleanup and repair.

The car is beginning to take shape, however, the paint needs attention. Over spray of silver was evident on the interior and would catch the eye when looking into the windows as the car passed the viewer.

With the couplers and trucks assembled and checked for standards, I disassembled the car once again and painted the underbody, car weights, and car body interior flat black. I also repainted the car sides where the original paint had been dinged, marred, or stained by grime with Tamiya Old Silver. The truck frames also received a coat of silver as well.

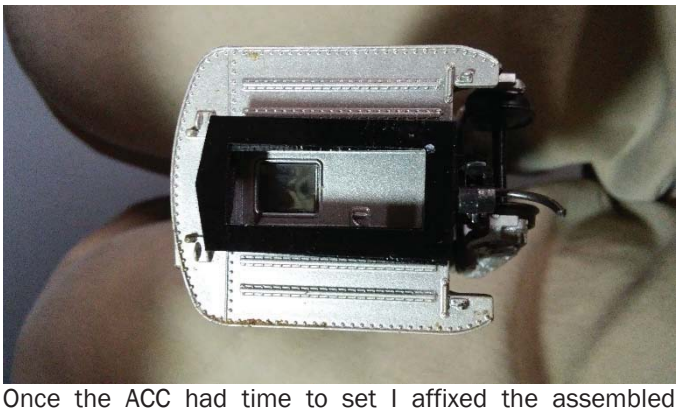
I had several packages of Walthers 833-429 Passenger Car Diaphragms in stock so decided to use them to mask the noticeable gap between cars when running as a passenger consist.

After inspecting the parts to the diaphragms I clamped the accordion folds to square the diaphragms prior to gluing. The Walthers diaphragms are machine folded in the manufacturing process and get bent and misshaped in transit.



I used ACC cement placing a light bead of glue along the inside edge of the rub plate. I used a slower setting ACC to allow for some additional time to square the edge of the accordion fold with the rub plate. I took care to align the diaphragm material to the bottom and inside edges of the plate. I then clamped the two pieces together and allowed the glue to set.

I repeated the process for the top and other side taking care to ensure that the accordion fold material was square with the rub plate top, inside and bottom edges.



Once the ACC had time to set I affixed the assembled diaphragms to the car body ends. I again placed a light bead of glue around the end door frame. Take the time to align the diaphragm material with the inside edges of the door frame and make sure that the diaphragm is square with the car body end.

When installed the diaphragms fill in the gap between cars and give a more streamlined appearance. The effect is well worth the investment of a couple of dollars in detail parts and modeling time. Other improvements would be to rework the gab irons and hand rails, add interior details and lighting, incorporate a few passengers, and possibly weather the cars to simulate road service. Overall, not a bad rescue from the scrap box.

MOUNTAIN EMPIRE MODEL RAILROADERS
MINUTES OF THE COORDINATORS MEETING
AUGUST 13, 2015

John Carter, Vice-President of the Mountain Empire Model Railroaders club, called the meeting of the Coordinators to order at 6:05 PM. The following reports were received:

NEWSLETTER EDITOR:
Ted Bleck-Doran stated that the August copy of ***THE SIGNAL BRIDGE*** has been distributed to the membership. It is 22 pages and contains a feature on the Chicago L (Part 1 of 2 parts) in preparation for the September Heritage Day theme "Chi-town". Coverage of the railroad days at Natural Tunnel was included thanks to Paul Haynes. There is also an article from the electronics coordinator, Frank Frezzie as well as the usual columns and minutes. Plans for the September Issue include continuation of part 2 of the history of the Chicago "L", and a modeling article.

Frank Fezzie installing new cameras in the Tweetsie room

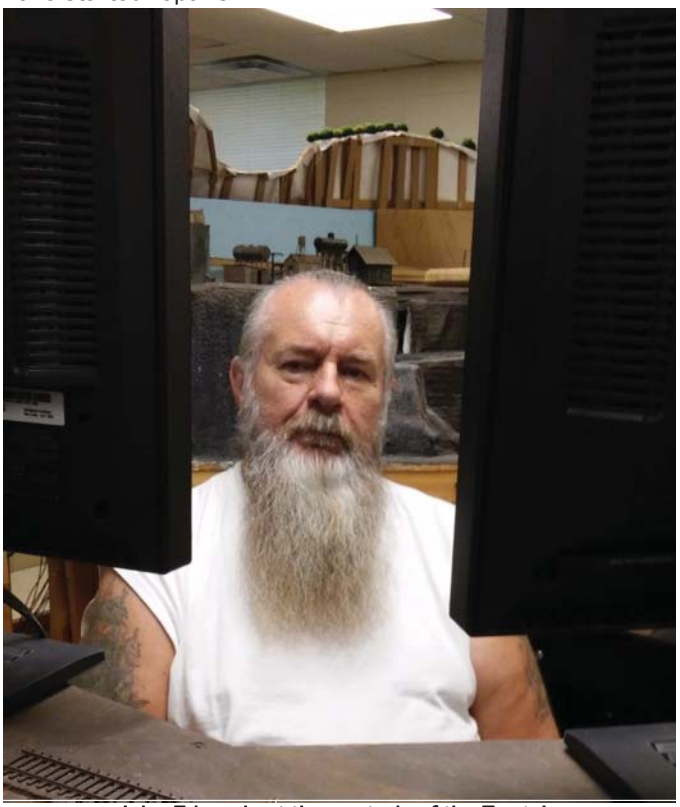
N-SCALE COORDINATOR:
Jessie Kittle reported that the Bankus N-scale layout was in need of replacements for all plastic wheels with metal wheels. Two Locos died and need to be replaced. A section of track damaged by a recent derailment has been repaired.

RIP-TRACK COORDINATOR:
Jim Hoit reported that all club owned rolling stock is working properly. No supplies are needed at this time.

G-SCALE COORDINATOR:
Mike Baker reported that the track in the Little Engineers room has been cleaned following reports that the engine has been stalling out in several spots. The 10 wheeler (Southern RY loco) in the main room is running rough. Gary Gilliam will repair the loco.

WEB-MASTER(S):
John Edwards and Bob Jones reported that ***THE SIGNAL BRIDGE*** has been uploaded to the website and that the Member list has been updated with the new members that have joined recently.

TWEETSIE LAYOUT COORDINATOR:
John Edwards reported that there were a few spots on the standard gauge section in need of repairs. John and Mike Buster found some track problems (kinking of track due to expansion in the rails) beyond the Valley Forge bridg2 and have started repairs.



John Edwards at the controls of the Twetsie

COPE LAYOUT COORDINATOR:
Dean Small reported that the Jonesborough Days display went well. There was 90 brochures handed out to public. Gary Gilliam is working on one of the Cope Layout engines. Cope layout track has been cleaned.

Shell Creek on the Tweetsie layout has received several finishing touches over the past month

DISPLAYS/HERITAGE DAY COORDINTOR:
Geoff Stunkard reported that Gary Edwards is getting China out of the Library taking to Elizabethton for display.

LOCOMOTIVE REPAIRS COORDINATOR
Gary Gilliam reported that nothing needs to be sent out at this time; all repairs are being done in-house.

ELECTRICAL COORDINATOR:
Frank Fezzie Electrical stated that work on Cranberry section in the Tweetsie room, and that wiring of all turnouts on the HO-layout mainline continues. The Elkhorn Mine module will be next to receive attention.

HO-LAYOUT COORDINATOR:
John Carter reported on the "illusive white whale" (A.K.A. Moby Dick or the car and locomotive shops module) continues. Building placement is set for the car shops yard. Track laying will begin as soon as possible. There continues to be no indexing on the turn table. Directional push-button operation and alignment of the turntable bridge by eye is available. Turnout indicator numbers have been installed for all turnouts in the main yard on the HO-layout thanks to Bob Jones. Geoff is kit bashing the car repair shed.

The new Coke sign at Shell Creek announces that the Cherokee Grill is open for business

SECRETARY:
Debbi Edwards reported that minutes for official meetings are all current and that secretarial supplies are sufficient and available.

Respectfully submitted,
John Carter, MEMRR Vice President,
and,
Debbi Edwards, MEMRR Secretary

ETSU'S CARTER RAILROAD MUSEUM WILL FEATURE 'SMALL TRAINS IN MINIATURE' IN AUGUST

'LITTLE ENGINES THAT COULD: INDUSTRIAL AND SHORTLINE RAIL OPERATIONS' ARE HONORED AT THE MONTHLY HERITAGE DAY EVEN AT POPULAR FREE ATTRACTION

This month, the George L. Carter Railroad Museum will take the (rail)road less traveled as the August 29 "Heritage Day' event pays tribute to short lines, industrial operations, and rural transport efforts of yesterday. Located at 176 Ross Dr. in the Campus Center Building of East Tennessee State University, this one-day event will offer special displays of model railroading as well as real railroad artifacts to highlight an oft-overlooked part of America's transportation history.

Muskrat Mountain RY #1 takes a siding while hauling a train of pulpwood cars om August's Heritage Day

While many of the monthly Heritage Day events focus on grander enterprises, it was the smaller and medium-sized operations that coupled the entire rail system to the nation's farthest reaches. For example, a "mixed train" referred to a smaller scheduled train that combined freight and passenger service in a single unit, usually on a once-daily or regular schedule. The advent of better roadways and personal automobile ownership ended much of this. Other

operations that had specific responsibilities to a region continue on but only in the freight business. Today, these are known as short line railroads.

Muskrat Mountain Heisler #4 waits a slow freight to clear the station

"Many people felt a sense of local pride about short line railroads, as they were often considered 'our train' by a community," notes Geoff Stunkard, the coordinator of the museum's Heritage Days program. "This was especially true here in east Tennessee where the Tweetsie narrow gauge once ran into the mountains. We will use this event to demonstrate how short line operations functioned."

In addition to mixed operations on the museum-based 24x44 HO scale layout, there will also be demonstrations of the unique logging steam engines that would sometimes be called on when tracks had severe curvature or gradients. A display of original steam engine catalogs and small scale diesels will complete the program, with the museum's ongoing progress of the replicating the narrow gauge line in HOn3 scale will also be available for tour-guided viewing.

Muskrat Mountain Climax #3 hauls a load of fresh cut timber on Heritage Day

The Carter Railroad Museum is open on Saturdays from 10:00 AM to 3:00 PM, and includes model railroad layouts, a special 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.

Muskrat Mountain Shay #7 clears the Elkhorn Mine complex

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://johnsonsdepot.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.

Fred adds grass mar for ground cover at the corner approach to Shell Creek on the Tweeetsie

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.

Dean, Ken and Brad are caught in the act of crafting more trees for the Tweetsie – looks like fun – and they're always happy to teach their tree making techniques.

September 26: Chi-Town – Midwestern Lines and the Windy City

October 31: George L Carter's Fabulous Clinchfield Lines;
Harvest-Fest for Little Engineers

November 14: Homecoming at Carter's Place – 8th Anniversary

November 28: Precision Transportation: N&W and NS Glory

December 19: Home For Christmas: Railroading in the Cold Weather States

2015 Dates to Remember: George L Carter Railroad Museum

THE GEORGE L. CARTER CHAPTER of the NATIONAL RAILWAY HISTORICAL SOCIETY and THE GEORGE L. CARTER RAILROAD MUSEUM, ETSU TRAIN EXCURSION

The George L. Carter Chapter, of the National Railway Historical Society in conjunction with the George L. Carter Railroad Museum at East Tennessee State University, will conduct a train excursion on the Big South Fork Scenic Railway, Sunday, October 25, 2015.

We will ride the former Kentucky & Tennessee Railway on a 16 mile round trip into the Daniel Boone National Forest and Big South Fork National River and Recreation Area. This trip is full of spectacular scenic vistas, lush vegetation and mountain streams as it descends 600 feet into the gorge before stopping at Blue Heron Coal Mining Camp, a National Park Service outdoor interpretive site. Your ticket also includes admission to the McCreary County Museum in Stearns, KY.

In 1902, Justus S. Stearns of Ludington, Michigan bought 30,000 acres of virgin timberland in southern Kentucky. When coal was discovered soon afterwards, the Stearns Coal & Lumber Company was established. The company built the town of Stearns to serve as the hub of a logging and mining empire that would control over 200 square miles of land, build the Kentucky & Tennessee Railway, erect the first all electric sawmill in the US and employ over 2,200 people living and working in 18 coal and lumber camps.

The Kentucky & Tennessee Railway once stretched over 25 miles into the Big South Fork River valley and operated 12 steam locomotives. It served as the primary passage not only for timber and coal, but also for workers and supplies going to camps along its line. The K&T, like many short line railroads, operated steam locomotives several years after the mainline railroads had switched to diesel power. One of the more notable steam locomotives, Southern Railway No. 4501 was purchased by the K&T, re-lettered K&T No.12, and operated until 1964. The only original K&T steam engine still in existence today is the K&T No. 10. Both 4501 and No. 10 are now located at the Tennessee Valley Railroad Museum in Chattanooga, TN.

The bridge over Roaring Paunch Creek is a unique structure. It was constructed in 1937 from a used railroad bridge. The girders of the bridge needed to be offset because the line crossed the creek at an angle. The bridge's girders were offset in the opposite direction, so it was placed upside down, and the ties and track were then added.

In the 1950's, the Stearns Company closed several coal mines, and the K&T discontinued passenger service. By 1976, the Stearns Coal & Lumber Company had sold its mining operations to Blue Diamond Coal Company. The Company's vast land holdings transferred to the National

Forest, the Big South Fork National River and Recreation Area, and private ownership. Coal mining ceased along the K&T in 1987.

Passengers should arrive at ETSU's parking lot No. 22 on Go Bucs Trail. This is accessible from Jack Vest Drive off State of Franklin Road. First right off Jack Vest Dr. Drive to last parking area on your right. OR Right on Greenwood Drive off State of Franklin Road. Take first LEFT off Greenwood on to Go Bucs Trail. Parking lot will be on your left. Plan to arrive at 7:00 a.m. to be checked in and loaded onto the bus by 7:20 a.m. with departure promptly at 7:30 a.m. The bus will not wait for late arrivals and no ticket refunds will be made if you miss the bus. There are no parking restrictions in this lot on the ETSU campus on weekends.

The price for adults and/or seniors for this excursion is $85.00 and for a child is $65.00. These prices include the roundtrip bus ride to Stearns, KY, your roundtrip train fare on the Big South Fork Scenic Railway and admission to the McCreary County Museum.

We will arrive in Sterns, KY at approximately 10:30. Guests lunch on their own. There are several places to have lunch: A full service restaurant plus snack bars in Stearns, KY, or you may take your own lunch in a small carry-on cooler that will fit under the train seat. Another choice is the Coal Bucket Concession stand at Blue Heron.

Train boarding begins at noon: with departure at 12:30 p.m. Train returns by 3:30 p.m. Time for sight-seeing and tour of the museum, evening meal, etc. Buses depart Stearns, KY at approximately 5:00 p.m. and arrive back in Johnson City by approximately 8:00 p.m.

'Seating is limited' to 168 passengers – so get your orders sent in As Soon As Possible. Ticket order forms and liability waiver forms can be picked up at the George L. Carter RR Museum (open Saturday's only from 10:00 a.m. until 3:00 p.m.) in Johnson City on the ETSU Campus OR printed off by going to the *memrr.org* website, choose *NRHS News*, then *Ticket Order Form*. The signed liability waiver form *must* accompany the ticket request form. Please have your ticket requests in no later than Monday October 19th.

Make check or money order (no cash please) payable to: George L. Carter Chapter, NRHS. Please mail the ticket request form along with the signed liability waiver form to: George L. Carter Chapter, NRHS, 519 Headtown Road, Jonesborough, TN 37659. If you have questions – please contact Charlene McLeod at 386-717-2925.

Looking forward to seeing you on October 25th.

CONTINUING PROGRESS ON THE TWEETSIE

ADDING TO THE SCENERY BETWEEN SHELL CREEK AND ROAN MOUNTAIN

SOME SCENIC TECHNIQUES

Fred has been busy adding scenery effects on the ET&WNC layout. Now that the village of Shell Creek has been substantially modeled (there are several unfinished tasks to be completed – e.g., lighting added to the interiors of the buildings), Fred has turned his attention to the corner section connecting Shell Creek with the community at Roan Mountain.

One of the senery techniques he has employed has been the use of grass mat material to simulate tall meadow grass. It

appears to be easier to use than static grass and leaves less of a mess behind.

The material comes in sheets witih varying hues of green. The fiber lengths appear to be 18" to 30" high simulating nicely the flowing grass in a meadow.

High meadows in Appalacha often bordered by scrub brush and new tree growth. Fred simulates this transitional growth with coarse ground foam glued in place with Elmer's White Glue or Woodlanf Scenics Scenery Cement. Several different shades of green grounf foam are used to create highlights and shadows.

To form the meadow Fred cuts an irregular swatch of grass mat fabric. He saturates the bare area of painted plaster with white glue, and presses the swatch into the glue to ensure a solid bond. The glue remains fluid enough to work the swatch edges tight to the coarse ground foam scenery previously placed on the hillside.

Working with an eye to avoid repeated patterns, Fred switches between techniques planting brush terrain (Coarse ground foam), grass mat swatches, puff-ball trees, trees made from wire armatures/polly-fiber/fine ground foam, and champion trees (made with sage brush armatures) in the foreground.

The distant tree line along the crest of the ridge in the background is formed using puff-ball trees – the smallest balls forming the most distant parts of the forest – working down the hillside (closer in distance to the viewer) using larger balls to create a forced perspective of distance. As with the transitional brush areas of the foreground Fred uses several shades of green puff-ball trees to create highlights and shadows. He also uses clippings discarded from the trees made from the sage brush armatures.

In the photo above Fred has moved from using the puff-ball trees along the top of the ridgeline and has started to apply the wire armature trees. The trees are planted by first using a nail to create a hole in the plaster subsurface. Fred then uses a hot glue gun to apply some adhesive to the tree base. While the glue is still warm and pliable he insert the glued base into the hole and support the tree until the glue has cooled and hardened.

The final photo shows the partially completed scenery on the hillside separating Roan Mountain and Shell Creek. Close inspection of the photo will reveal each of the scenery techniques that Fred has used. It's obvious that the model ET&WNC will have a realistic landscape to traverse when the layout nears completion.

THE VIEW FROM THE ENGINEER'S SIDE OF THE CAB

THE PRESIDENT'S COLUMN

Back from Bolivia on the 17th of August. Missed you all and the Carter RR Museum while traveling in a country with almost no railroads (saw only one short train), but lots of birds as we recorded more than 390 species. Thanks to all of you for keeping the Carter Railroad Museum up and running and making so many visitors welcome.

It is with regret that I tell you that MEMRR member, **Michael Delka,** a Viet Nam veteran, lost a battle with cancer on July 29th. Michael attended several of our Carter Chapter's rail excursions and was a donor to the Carter RR Museum. I represented us at his military funeral at Mt. Home on August 14th.

New pond and meadow at Cranberry on the ET&WBC layout

Our newest MEMRR member is an ETSU student, **Sean Dunn**. Please make him feel welcome and get him involved in all the action around the MEMRR and the railroad museum. Welcome aboard Sean!

Summer time is **PICNIC TIME**! Our annual summer picnic for the MEMRR and the Carter Chapter NRHS is once more being hosted by Kim and Tom McKee at their lakeside home (this year it is further from the lake) to enjoy each other's company, watch Tom's G-Scale trains on his garden layout, eat some great food and talk a little railroading. The picnic is at 4:00 p.m. and is open to all members and their spouse/significant others. Pot luck with the McKee's once more furnishing the meat. Don't miss this wonderful late summer social event!

No.4 crosses a bridge along the ET&WNC line.

The Carter Chapter NRHS will be co-sponsoring at rail excursion with the Carter RR Museum on Sunday, October

25th to the Big South Fork Scenic Railroad in Stearns, KY. This is a great trip with buses leaving from ETSU and a visit to the Blue Heron Mine, a National Park Service interpretative site, a 3+ hour ride on the former rails of the Kentucky and Tennessee RR, and a visit to the McCreary County Museum. The trip is limited to 168 people and there are cab rides available! Don't wait to get your tickets. All the information you need to join us is on the MEMRR website. Check it out.

August 29-30th were the annual Railroad Heritage Days at the Tweetsie Railroad in Blowing Rock, NC. I got to represent the Carter Railroad Museum and the ET&WNC RR Historical Society at the two-day event with brochures from the museum, the MEMRR and the Carter Chapter NRHS. Both locomotives 12 (former ET&WNC RR engine, and the only locomotive surviving from that railroad) and 190 were working. Locomotive #12 was pulling vintage coach #5 and locomotive #190 pulled the park's regular 5-7 open sided coach consist. Both locomotives were double-headed for much of Sunday morning. The personal highlight for me was a cab ride in #12 made especially memorable because of all the work we are doing on our own Tweetsie HOn3 layout at the museum.

Culvert under the big fill south of Shell Creek

Several members of the MEMRR and the Carter Chapter NRHS gathered on Friday, August 28th at the home of the late **Ed Reutling** to dismantle his O-gauge layout, and to gather rolling stock, locomotives, and lots of other model train related materials that his sons, **Eric** and **Fred,** were donating in their father's name to the Carter Railroad Museum. Volunteer workers included **Gary Emmert, Mike Buster, Karl Hacker, Dan McLeod, Jim Pahris, Roger Teinert, Mark Woomer,** and me (if I omitted your name and you helped out that morning the omission is not because you were not appreciated, only because of my faulty memory; please forgive the omission.). Thank you all for you help. We could not have accomplished the task in the time it took without you. The layout is now stored in the museum's trailer in a barn off of Headtown Road until we can find the space to reassemble it. **Gary** and **Mike** are still in the process of completing an inventory of all that was donated.

Our Station Master, **Taylor Jessee,** has been busy on Saturdays interviewing potential candidates for her position at the museum as well as students who may wish to work with our Little Engineers as Federal Work Study students. We need to fill these positions as soon as suitable folks can be found so that **Taylor** can pursue other avenues of work and get some of her Saturdays back. **Taylor,** we will miss you and you have done an outstanding job for us and the children who visit our railroad museum.

Work continues on the planning of the big train show that will be in the Mini-Dome on the ETSU campus on 3-4 June, 2016. Marketing flyers have been approved and are being printed for distribution to potential vendors and to let the public know of the event. In addition to the vendors we plan to have working model railroad layouts including live steam at the venue. Mark your calendars and plan to attend. Tables for members will be available and we can have club tables if the MEMRR wants to do so.

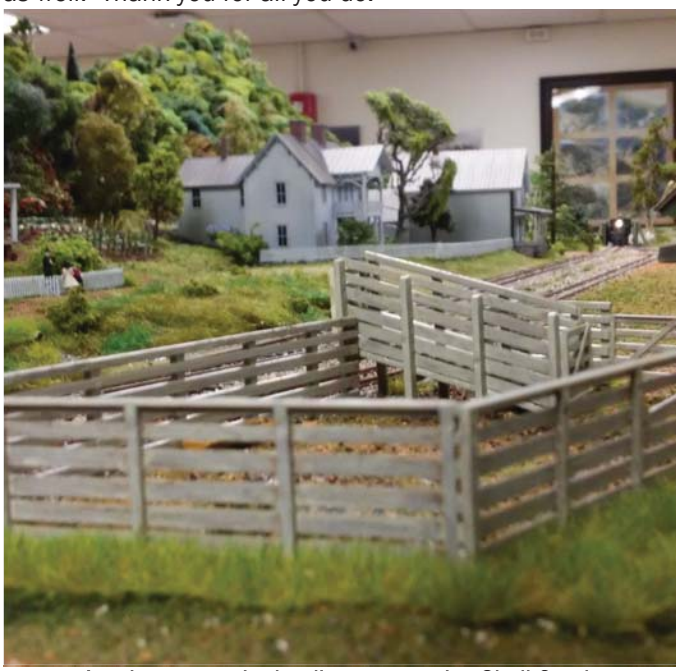
A double-header cross the fill.

Building a website for the Carter RR Museum is still a work in progress, but I hope to have a new and better site up and running at the university by the end of October. This site will provide links to the MEMRR, Carter Chapter NRHS (that site is also under construction) and the ET&WNC RR Historical Society (site under construction) when it is completed. The linked sites provide the potential for many more hits allowing a greater number of people to become aware of our existence.

At their August 22 Board of Directors meeting, the BOD of the ET&WNC RR Historical Society unanimously approved the drafted MOU that will join that Historical Society with the George L. Carter Railroad Museum as voted by their membership at the June 27th Annual Convention held at the Carnegie Hotel in Johnson City. The document is currently being circulated to each BOD member for signatures and will be returned to me at the Carter RR Museum for my signature. Once the signing is completed the two organizations will be supporting each other's efforts in bringing railroading and local railroad history to the region. I

will provide a copy of the document to the editor of our monthly newsletter for publication and for your review. Many of you are already members of the ET&WNC RR Historical Society and I would encourage you who are not yet members to consider membership with this society. You can download membership materials from their website.

Visitor response to the Carter Railroad Museum is still strong with the average attendance for most Saturdays this summer being around 100 visitors. This is a great testament to your efforts as model railroaders and to the sharing of your talents, skills and knowledge with the public, young and old, who make the railroad museum a destination on Saturdays. Great work fellows, and to your ladies who support your involvement in the hobby and your Saturdays at the museum as well! Thank you for all you do.



A train appears in the distance nearing Shell Creek

At this time no decision has been made regarding the potential for a satellite railroad museum as requested by the Town of Jonesborough. ETSU President, Brian Noland, and I had a brief sidewalk chat a couple of Fridays ago regarding it. The president had visited the proposed structure and has some concerns about its usefulness as a potential museum site. The decision will be his and the Jonesborough city manager and the mayor to decide. I shall continue to keep you all posted as this consideration for an additional site continues. If you have not visited Jonesborough lately it is worth a trip to see the progress being made on the relocated Southern depot that is being reconstructed in that town. It is designated to become a railroad museum housing historical railroad artifacts, but not the type of railroad museum that the Town of Jonesborough has been discussing with the Carter RR Museum and ETSU.

A lot of work continues around the museum, especially on Thursday nights. **John Carter** has been working with **Roger Teinert, Gary Gilliam, Jonathan Gilliam, Geoff Stunkard, Frank Fezzie** and others on the MEMRR HO layout as more and more of the freight yard gets completed and more wiring is connected to make everything work smoothly. Overall operations on this layout have improved significantly over the past year or so through the efforts of many of our members. **John Edwards, Frank Fezzie, Mike Buster** and others have pushed the Tweetsie HOn3 layout much further along with their combined efforts with wiring, train blocks, remote cameras and other work that has little narrow gauge locomotives purring along the grades of the mountainous terrain. We still need lots of help constructing rolling stock, but **Ted Bleck-Doran**, **Rich Gallagher,** and other members are working hard on putting these little cars together. **Ken Harmon** is constructing forests of little trees for the Tweetsie Layout. **Gary Emmert** and **Bob Jones** continue to lead the charge with cataloging books and other items in the library. **Jesse Kittle** is overseeing the N-Scale layout; **Dean Small** has taken the lead on the Cope Memorial Traveling Layout, and **Mike Baker** is coordinating efforts on the McKee G-Scale layout and the large scale locomotives and rolling stock in the Little Engineers Room. **Jim Pahris** has been devoting many of his Saturdays manning our small sales table and helping **Taylor** keep an accurate tally of the numbers of visitors to the museum. I know that many more of you are assisting in some or all of the projects listed above, and your work on them is greatly appreciated. Any club member is welcome to help these fellows and we really need you expertise, your talents, your enthusiasm and your labor to bring all of these layouts up and running. We welcome your assistance on any of the above and really need you to keep coming to the museum on Thursday nights to participate in the continued improvement of all of our exhibits. Saturdays please come to meet our visitors, run some of your trains or the club locomotives and rolling stock, and lend your time to support the MEMRR and the Carter Railroad Museum. We need you!

The Heritage Day event for September 26th is ***ChiTown; Midwestern Lines and the Windy City.*** Bring your locomotives and consists that would have traveled through Chicago and let's show everyone what those railroad did, and do, represent with their flashy color schemes and interesting rolling stock.

Hear the sound of the whistle of the train in the night and dream of all the destinations yet to come.

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

MOUNTAIN EMPIRE MODEL RAILROADERS

MINUTES OF THE BUSINESS MEETING

AUGUST 18, 2015

Club President Fred Alsop opened the meeting at 6:30 p.m. with 19 members in attendance. He then welcomed 2 guests and new members James Dean and Chuck Mohler.

OFFICERS REPORTS:

Secretary:
Debbi Edwards reported that the minutes for the July Business Meeting were published in the Signal Bridge.

Newsletter:
Ted Bleck-Doran reported that the Signal Bridge is 22 pages featuring Part 1 of 2 articles about the history of the Chicago L line. Deadline for the next newsletter is Sept. 8th.

Treasurer:
Gary Emmert gave an update of expenses, income and account balance.

Web-master:
John Edwards reported that he paid the clubs domain fee and everything is up and running fine.

Vice-President:
John Carter informed the club that next month's program will be a video of the San Diego Railroad Museum.

President:
Fred Alsop told us about the 1 railroad he saw in Boliva. He thanked everyone for their hard work and keeping the museum open in his absence: 1) There is a birthday party this Saturday and we could use some help with the decorations; 2) ETWNC Board of Directors meeting is Saturday, August 23rd; 3) Jonesborough satellite museum is progressing although there seems to be 2 sticking points; 4) New excursion idea – have a train ride to the ETSU – UT football game. It would be a great fundraising event. Fred will check into it and let the club know what he finds out.

OLD BUSINESS:

Operators Tutorial:
John Edwards showed members the tutorial in its current stage. It was suggested that he add how to open and close the key lock, and when to lock the outside door.

Annual Picnic:
Our annual picnic will be on Sunday, September 13th at the home of Mr. and Mrs. Tom McKee. The attendance cut-off date is September 7th.

Train Show:
Roger reported that the venue will be the Mini Dome on the ETSU campus. They are currently working on the needed electricity. Mr. and Mrs. Mark Woomer are working on the fliers. We do have permission to do live steam at the show. The Mini Dome has 64,000 sq. ft of space. The train show will be the same weekend of the Blue Plum Festival.

NEW BUSINESS:

Railroad Heritage:
This month's theme is "Little Engines That Could: Industrial and Short Line Operations". We do need display items for this event. Event date is August 29th.

Coordinators Meeting:
Notes will be published in the Signal Bridge.

Tweetsie Layout:
The trains are now rolling from point to point. We need rolling stock kits assembled for this layout. The kits are available for assembly at the club or you may take them home.

New Exhibit Request:
The town of Elizabethton has requested an exhibit for their library. We had an exhibit in the ETSU Library for the summer so we will be using that exhibit.

The Tweetsie Trail dedication will be in Elizabethton on Labor Day.

The Tweetsie Railroad is having their annual Heritage Days on Sept. 28th and 29th. They will be running the No. 12 and their old coach as a special train run.

Layout Donation:
On Friday, Aug. 28th we will be tearing down the layout at Ed Rutling's old home in Gray, TN. We will be storing the layout in the museum's trailer. The buildings, etc will be stored in the museum. We need volunteers for this project.

Public Relations:
On Aug. 3rd Jim Pahris spoke to the Kingsport Railroad Society about the railroads that George L. Carter built.

Club President Fred Alsop then called for volunteers to work in the museum for the next month.

Our program for the evening was "The Art of Dry Transfer Detailing" by Mike Buster. Mr. Buster came armed with great information and goodies for us to use in this hands on workshop. Members took home a nice variety for dry transfers to practice with. Thank you Mike for a terrific program.

Before the meeting was adjourned Gary Emmert made a motion to purchase 5 L&M passenger cars – the motion passed.

The meeting adjourned at 8:45

Respectfully Submitted
Debbi Edwards, MEMRR Secretary