



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB

FEBRUARY 2016 - MEMBERS EDITION

Volume 23 – Number 2

Published for the Education and Information of Its Membership

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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 ??

SPECIAL FOCUS THIS ISSUE ANNUAL MEMRR CALENDAR OF EVENTS



The 2015 edition of the US Marine Corp. Toys For Tots Train is seen northbound at Nowlan Road in Hillcrest, NY. With the departure of CP from the Binghamton area, there was no appearance this year of the CP Holiday Train, but the NS stepped forward and supported the annual Toy For Tots train, even sending their Veterans engine to lead the train. Photo by Bob Pastorkey. Courtesy of Courtesy of FEEDWATER HEATERE, Susquehannock Chapter NRHS



Norfolk Southern No. 4000 is a AC44C6M locomotive converted from No. 8799 a D9-40C unit built by GE in 1995. To recognize its conversion, the unit sports a new blue and light gray paint scheme. Norfolk Southern. Photo Courtesy of Norfolk Southern.



Norfolk Southern 4000-4001 in a new paint scheme showing off their converted DC to AC C40-8 to AC44CM units.
Photo provided by Shelley Hopkins.

From the Interchange, Baltimore Chapter, National Railway Historical Society.



Amtrak cancelled all Acela Express trains on Saturday and Sunday, January 23rd and 24th. However resumed Acela service on Monday January 25th. This is a south bound Acela Express on the 25th blasting through Seabrook, MD approaching the MARC station. From the Interchange, Baltimore Chapter, National Railway Historical Society.

WORKIN' ON THE TWEETSIE
PROGRESS ON RECREATING THE ET&WNC RY



TRESTLE BENTS PEAK OUT FROM UNDER THE FILL IN THE DOE RIVER GORGE



RETAINING WALL NEAR PARDEE POINT IN THE DOE RIVER GORGE

NORFOLK SOUTHERN GP33ECO REBUILTS

25 UNITS REHABED AT JUNIATA SHOPS FOR ILLINOIS AND GEORGIA



ALTOONA, PA. – The first emissions-friendly locomotives funded by the federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program have been released for road testing by Norfolk Southern from its Juniata Locomotive Shop in Altoona, Pa.

The first two GP33ECO switching locomotives – of a total 25 partially funded by CMAQ for production by Norfolk Southern – sport a distinctive paint scheme that reflects their environmentally friendly mission. After in-service testing in the Altoona area, they will be permanently assigned to their respective grant award areas of Chicago and Atlanta.

Funding for the locomotive to be used in the Chicago area was awarded by the Chicago Metropolitan Agency, sponsored by the Illinois Environmental Protection Agency, and administered by the Illinois Department of Transportation.

Funding for the locomotive to be used in Georgia (on Norfolk Southern's Atlanta Terminal) was awarded by the Georgia Department of Natural Resources Environmental Protection Division.

Dedication ceremonies will occur in the months to follow.

[Norfolk Southern Corporation](#) (NYSE: NSC) is one of the nation's premier transportation companies. Its Norfolk Southern Railway Company subsidiary operates approximately 20,000 [route miles](#) in 22 states and the District of Columbia, serves every major container port in the eastern United States, and provides efficient connections to other rail carriers. Norfolk Southern operates the most extensive intermodal network in the East and is a major transporter of coal, automotive, and industrial products.

Road No.	Rebuilt From	Rebuild Date	Rebuilt By	Original Build Date	Order No.	Builder No.
4700	NS/SOU GP50 7004	01-2015	NS	09-1980	796321	796321-2
4701	NS/SOU (CNOTP) GP50 7061	04-2015	NS	11-1980	786251	786251-45
4702	NS/SOU GP50 7091	04-2015	NS	05-1981	807054	807054-14
4703	NS/SOU GP50 7007	06-2015	NS	09-1980	796321	796321-5
4704	NS/SOU GP50 7020	09-2015	NS	08-1980	786251	786251-4
4705	NS/SOU (CNOTP) GP50 7066	10-2015	NS	12-1980	807008	807008-3
4706	NS/SOU (CNOTP) GP50 7077	10-2015	NS	06-1981	807054	807054-20
4707	NS/SOU (CNOTP) GP50 7068	11-2015	NS	12-1980	807008	807008-5
4708	NS/SOU (CNOTP) GP50 7047	11-2015	NS	11-1980	786251	786251-31
4709	NS/SOU (CNOTP) GP50 7041	12-2015	NS	09-1980	786251	786251-25
4710	NS/SOU (GSF) GP50 7074	12-2015	NS	05-1981	807054	807054-17
4711	NS/SOU (CNOTP) GP50 7040	01-2016	NS	10-1980	786251	786251-24
4715	NS/SOU (CNOTP) GP50 7055	01-2015	NS	10-1980	786251	786251-39
4716	NS/SOU GP50 7021	04-2015	NS	09-1980	786251	786251-5
4717	NS/SOU (CNOTP) GP50 7065	05-2015	NS	11-1980	807008	807008-2
4718	NS/SOU (CNOTP) GP50 7079	05-2015	NS	05-1981	807054	807054-2
4719	NS/SOU GP50 7016	07-2015	NS	11-1980	796321	796321-14
4720	NS/SOU (CNOTP) GP50 7058	06-2015	NS	10-1980	786251	786251-42
4721	NS/SOU (CNOTP) GP50 7051	07-2015	NS	11-1980	786251	786251-35
4722	NS/SOU (CNOTP) GP50 7048	07-2015	NS	10-1980	786251	786251-32
4723	NS/SOU GP50 7010	07-2015	NS	10-1980	796321	796321-8
4724	NS/SOU GP50 7006	08-2015	NS	10-1980	796321	796321-4
4725	NS/SOU GP50 7018	09-2015	NS	08-1980	786251	786251-2



Norfolk Southern GP33ECO's 4700 (assigned to #Chicago) and 4715 (assigned to #Atlanta) glisten together for the first time in the cool morning sunshine outside the paint shop at Altoona's Juniata Shop. Most of you that are reading this post will be experiencing another day of frigid temperatures. If you are going to be outside, don't forget to layer your clothing. Heat gets captured between the layers and helps to keep you warm. Safety first.

General Info

NS Model Designation = GP33ECO
 Horsepower = 3,000
 Fuel Tank Capacity = 3,500 gallons
 Dynamic Braking = Yes
 Control = Single
 Cab Signals = No
 LSL (Locomotive Speed Limiter) = No
 Air Conditioning = Yes

Unit powered by an EMD 12-cylinder 12N-710G3B-T3 ECO engine. Equipped with EMD EM2000 microprocessor control system. Equipped with EMD EMDEC Electronic Unit Injection (EUI) system. Units meet EPA Tier 3 emissions standards. Equipped with CCB 26 electronic air braking system. Equipped with SmartStart auto start/stop system. Equipped with an electric parking brake. Equipped to operate as master for NS 645 series RP-M4C slugs. Equipped with new NS-designed "Admiral" cab and low short hood. Original carbody rebuilt with flared long hood to accommodate larger radiators. Equipped with R/C equipment for use in radio control operations. Equipped with HOTSTART plug-in engine heating system. All units are painted in special two-tone green, white and black scheme with state map for assigned area. Units 4700-4711 funded with federal and state grants and will be assigned to use in the Chicago, IL area. Units 4715-4724 funded with federal and state grants and will be assigned to use in the Atlanta, GA area. Unit 4725 funded with federal and state grants and will be assigned to use in the Rome, GA area.

Photos courtesy of Norfolk Southern Corporation
 Data from Chris R Toth at <http://www.nsdash9.com/rosters/4700.html>



2015 CHRISTMAS-NEW YEARS' HOLIDAY IN CHICAGO
CTA'S HOLIKDAY TRAIN AT THE DEMPSTER STREET STATION.



Photos by Dan Joseph



2015 CHRISTMAS-NEW YEARS' HOLIDAY IN THE MOUNTAINS
CSX SANTA TRAIN ON THE "CLINCHFIELD"



No. 4025 leads the Santa Train as it rolls through Kingsport TN on perhaps its last run.
Photos not attributed



The photos above are of the 2015 "Santa Train" operated over the former Clinchfield tracks operated by CSX. Some fear that this run might be the last for the fabled seasonal train given the downgrading of the former Clinchfield line announced by CSX in 2015.

MAKING A CITYSCAPE - Pt. 2
PREPARING STREETCARS

By Ted Bleck-Doran



Since a trolley line is planned for the new street scene being developed for the MEMRR HO layout, I started looking for some rolling stock. I found a bunch of street cars among the donations to the club. I believe these came from the collection of Bill Hoover, a longtime member of the club. They represented three different styles and eras from the streetcar era.



The cars were from AHM, Tyco, and Bachmann. There was a 4-wheel bobber with European lines, a two-truck Brill or Jewett car, finally a representative of the PCC car style of the 30's. Both 4-wheel and two-truck car types were used by the Johnson City trolley line. The trolley company did not survive long enough to have seen the use of the PCC cars.



From the photos it is obvious that they were marketed to the toy train portion of the hobby. Even though they would not receive close inspection with the street scene set back from the outside edge of the layout, their bright colors and plastic appearance cried out for repainting.



I started the repainting project with the 4-wheel trolley. I disassembled the car and removed the window glass. The white frosted glass with passenger silhouettes was just to toy like for my tastes. Using craft style acrylics I applied two coats of brown paint. To the roof, sides and ends of the car body. I made sure to cover the edges of the window and door frames. I selected brown for the base color since the Johnson City trolleys were painted brown according to several historical accounts. A dark green with brown trim – or - red with cream window accents would also have been appropriate for cars of the era.



A coat of black was applied to the clerestory and lower roof. Cars of the era were finished with painted canvas roofs. To simulate old canvas that had seen minimal maintenance and nearing the end of its usefulness I dry brushed medium grey followed by burnt umber. This gave the roof a well-aged look. I then made a blend of burnt umber and brown (60/40 mix) and applied it to the trucks, wheels and underbody. I was careful to not mix the paint too thoroughly because I wanted variation in the color as it was applied. The random color differences made the underbody detail “pop” into view. With the leftover paint mixture, I used an older stiff-bristled brush to drybrush the color along the bottom edge of car

body to simulate dirt, dust and grime splashed up from the street over the years.



The two-truck trolley was treated to the same process. The photo above shows the car after the initial coat of brown had been applied. Note the contrast between the flat brown of the car sides and roof to the un-weathered wheels, trucks, and underbody.



The PCC car presented another challenge. Since the car would have been a newer acquisition it would not have seen as heavy use nor gone without maintenance as long. Still the car cried "plastic toy" with its bright paint, plastic sheen, and shiny wheels. A lighter handed weather job would be in order.



To weather the PCC car is first over-sprayed the car body with Dulcoat to give the surface some "tooth." The wheels and truck frames were then painted with Burnt Siena to kill the metallic shine of the silver wheels. The entire car received a dilute wash of medium grey to simulate road salt, dust and grime. Finally, burnt umber was dry brushed along the skirt panels and on the trucks to simulate mud and grease that had been splashed up from the road while the car had been in operation.



In the above "before and after" photo I believe the weathering nicely depicts a street car from a line whose time is nearing the end of operation.

COMING UP NEXT: Finishing the Streets

MEMBER PROFILE OF THE MONTH
MEET DONALD BECK



Don is a native of California, having moved to the East Tennessee region a decade ago. He worked as a professional musician playing the 5-string banjo prior to coming to the area.

He has had a life-long fascination with all things railroading. He shared this interest with his father. He grew up alongside of the

Southern Pacific. He eventually worked for the SP as a railroad detective.

His fascination with trains led him to employment with Amtrak where he worked as a sleeping car attendant, holding down assignments on the Los Angeles-Seattle train as well as the Los Angeles-Chicago train. As a car attendant he was responsible for traveler comfort and safety as well as making up 44 berths each day and setting the car up for its return run.

He states he has fond memories of standing in the open vestibule of his sleeper at night watching the landscape pass by as the train crossed the prairie.

Welcome Don on board next time you see him at the museum.

PAUL'S PAGES

PHOTOGRAPHS FROM THE CAMERA OF PAUL HAYNES



Winter Scene - Januray 22, 2015



Sunrise over Kingsport Yard - December 14, 2015

**CARTER RAILROAD MUSEUM
JANUARY HERITAGE DAY:
'METROPOLITAN CORRIDORS'**



Pre-1920 version of the 20th Century Limited

JOHNSON CITY – On Saturday, Jan. 30, East Tennessee State University’s George L. Carter Railroad Museum will hold its monthly Heritage Day with the theme, “Metropolitan Corridors: Northeast Railroading in Retrospect.”

The day will showcase the history and model operations of the lines that ran from Maine to Washington, D.C., and westward to the Ohio and Mississippi River valleys.

At their height, these operations employed tens of thousands, had thousands of miles of track and competed for luxury and business travel. Included were the Broadway,

Capital and 20th Century limited passenger trains and combinations of companies that handled passengers from the cold northeast to sunny southeastern vacation spots. Freight traffic patterns were aligned for rapid handling of dry goods and perishables from the west and south into the populous northeast, making a diverse mix of traffic that continues on today’s Norfolk Southern, CSX and Amtrak operations



The streamlined 20th Century Limited departing Chicago, 1938

Heritage Day Coordinator Geoff Stunkard says, “Giant companies battled for traffic, and service and promotion became part of their legacy to attract commercial firms and the riding public. We will feature some of the great names of the past: B&O, Pennsylvania, New York Central, and others. This was an era of streamliners and eye-catching paint, providing a lot for our visitors to see this month.”



20th Century Limited pulled by Commodore Vanderbilt departing Chicago's LaSalle Street station, 1935

Members of the George L. Carter Chapter of the National Railway Historical Society and the Mountain Empire Model Railroaders (MEMRR) club will coordinate the exhibits. Visit www.memrr.org to learn more about MEMRR, which helps demonstrate and maintain the model layouts, museum exhibits and other projects.



Pennsy's classic Broadway Limited.

The Carter Railroad Museum is open every Saturday from 10 a.m. to 3 p.m. Admission is free, but donations are welcomed. The museum can be identified by a flashing railroad crossing signal at the back entrance to the Campus Center Building. Visitors should enter ETSU’s campus from State of Franklin Road onto Jack Vest Drive and continue

east to 176 Ross Drive, adjacent to the flashing RR crossing sign.

To learn more about the museum, vis:

<http://johnsonsdepot.com/glcarter/cartermuseum>.

For more information about Heritage Day, contact Alsop at 423-439-6838 or

alsopf@etsu.edu.

For disability accommodations, call the ETSU Office of Disability Services at 423-439-8346.

Photos from wikipedia .com



Early steam version of the Broadway Limited depicted on a railroad postcard

RIP TRACK CAR REPAIR TIPS By Jim Hoit



STEP 1: Preview rail car to see how roadworthy it is, check for cracks in the car body & frame.



STEP 2: Detail look at wheel trucks and wheels, if trucks are damaged replace both so they will match up, if wheels are plastic you will want to replace them with metal, plastic wheels will pick up dust and dirt more than metal ones from the rails and cause derailments but you will need to check and clean metal wheels once in a while for good running.



STEP 3: Check wheel socket and if they are tight and do not roll smoothly then you will need to use a reamer to clean out the sockets but be careful not to ream out too much.



STEP 4: After reaming and wheels spin freely a lite lubricant of gear lubricant or graphite will help to ensure smooth rolling and reduce friction.



STEP 5: Reinstall truck and take note that this is where (if needed) to adjust the height of the car body in reference to the height of the nuckle, a paper washer can be added to the space between the truck and the car body. Take note the we will talk about adjustments in the height of the knuckle in another issue.

FECR Acquires 24 New GE ES44C4, Tier 3 Locomotives
FUEL-EFFICIENT AND EPA COMPLIANT UNITS DESIGNED TO MEET FUTURE NEEDS

Submitted By Robyn Flood
Thu, 10/30/2014 - 16:37
www.fecry.com

Transportation (GE). The new locomotives will be used in thru-freight, heavy haul service on the railway's 351-mile mainline route between Jacksonville, and Miami, Florida. The remainder of the locomotives will be placed in service by the end of 2014.

The ES44C4 locomotive, part of GE's Evolution® Series, is designed to meet U.S. EPA Tier 3 emissions requirements using advanced engine technology that lowers fuel consumption and operating costs. These locomotives provide many benefits and are vital towards controlling NOx and particulate matter (PM) emissions.

"GE is pleased that FEC Railway has chosen our ES44C4 locomotives for its through-haul fleet," said David Tucker, Vice President Global Sales. "We look forward to continuing our partnership as they continue to push the envelope on advanced technologies." "These locomotives will provide the fuel-efficient power, we need to support current operations and the future growth of the railroad," said Fran Chinnici, Senior Vice President of Mechanical, Engineering and Purchasing at FECR.

"It's fitting that these new GE locomotives are outfitted in the "Champion" paint scheme introduced by FECR many years ago", said James R. Hertwig, President & CEO. "Similar to the early times of rapid expansion and growth along Florida's east coast, these locomotives will be utilized to champion FECR, providing the efficient horsepower needed to support the transportation of intermodal, carload, auto, and port business for the growing Florida economy."



JACKSONVILLE, Fla., Oct. 30, 2014 /PRNewswire/ – Florida East Coast Railway (FECR) is about to take delivery of the first of 24 new Tier 3 locomotives, acquired from GE



FEC Rwy LNG tender #300 to be mated with a GE ES44C4 for LNG fuel test in 2016

**MOUNTAIN EMPIRE MODEL
RAILROADERS
2016 CLUB CALENDAR**

All dates are set unless a National holiday falls on the date, ETSU is closed due to weather, or the activity has been cancelled by the MEMRR executive officers. Notice of cancellation will usually be posted on the www.MEMRR.org website.

STANDARDIZED WEEKLY DATES:

Every Thursday

Work night - 4:00 PM until ??? - George L Carter Museum rooms, Campus center Building, ETSU Campus

Every Saturday

Museum Open to the Public - 10:00 AM until 3:00 PM - George L Carter Railroad Museum - Campus Center Building, ETSU Campus

STANDARDIZED DATES EACH MONTH:

The 8th of each Month

Deadline for submissions to THE SIGNAL BRIDGE - send to: Ted Bleck-Doran, Newsletter Editor at ted_mary@memrr.org

Second Thursday of each month

George L Carter Railroad Museum **Coordinators' Meeting** - 6:00 PM until 7:00 PM - Campus Center Building, ETSU Campus

Third Tuesday of each month

Friendship meal prior to the Business Meeting - 5:00 PM to 6:15 PM - ETSU Market Place, Culp Center (when in session)

Mountain Empire Model Railroaders **Business Meeting** - 6:30 PM until 9:00 PM - Room 312, Brown Hall, ETSU Campus

Third Monday of each month

George L Carter Chapter - National Railway Historical Society Business Meeting - 6:30 PM until 9:00 PM - Room 312 Brown Hall, ETSU Campus

Last Saturday of each month

Heritage Day - 10:00 AM until 3:00 PM - George L Carter Railroad Museum - Campus Center Building, ETSU Campus

SPECIAL DATES AND EVENTS

March 18th - Friday

Joint MEMRR-George L Carter Chapter-NRHS **Spring Fling** - Black Olive Restaurant - Jonesborough

June 3rd-4th - Friday/Saturday

First Annual Train East Tennessee Show - Mini-Dome - ETSU Campus -

June 3rd-4th-5th - Friday-Saturday-Sunday

East Tennessee and Western North Carolina Railroad Historical Society Annual Meeting, Carnage Hotel - Johnson City TN

June 18th - Saturday

George L Carter Chapter - National Railway Historical Society - **Spring Rail Excursion** - Oak Ridge TN

July 1st-2nd - Friday-Saturday

Jonesborough Days Railroad Display - Jonesborough Visitors Center

October 22nd - Saturday

George L Carter Chapter - National Railway Historical Society - **Fall Rail Excursion** - Three Rivers Rambler - Knoxville TN

November 12th - Saturday

9th Anniversary - Founding of the George L Carter Railroad Museum - Campus Center Building ETSU.

SPECIAL DATES AND ACTIVITIES TO BE DETERMINED

July-August-September

Joint MEMRR-George L Carter Chapter-NRHS **Summer Picnic** - Date and Location to be announced.

December

Joint MEMRR-George L Carter Chapter-NRHS **Christmas Party** - Date and Location in Jonesborough to be announced.

Little Engineers' Room Special Play activities have not been identified as of January business meeting.

OTHER RAILROAD RELATED DATES AND ACTIVITIES

February

Asheville Train Show
Easley Train Show

May

National Railroad Day

November

Bluefield Train Show
National Take a Toy Train to Work Day

HERITAGE DAYS FOR 2016
2016 HERITAGE DAYS

- January 30 - Metropolitan Corridors: Northeast
Railroading in Retrospect
- February 27 - Little Lines: Industrial , Logging and Short
Lines
- March 26 - 6th Annual Steam-UP
- April 30 - The West, Won: Transcon Lines from
Border to Border
- May 28 - Modern Railroads

- June 25 - Southern Serves The South
- July 30 - Pulling Power Parade: Articulated Steam
- August 27 - Coal, Coke and Commerce: The
Appalachian Carriers
- September 24 - Streamliners in Action
- October 29 - Next Stop Nashville: L&N, N C& St.L, TC
- November 26 - Carter Homecoming/Tribute to the
Clinchfield
- December 31 - N&W/NS Heritage

**GEORGE L CARTER RAILROAD
MUSEUM COORDINATORS MEETING
MEETING MINUTES
January 14, 2016**

Engine Coordinator:

Gary Gilliam reported that all MEMRR and GLCRRM equipment is running. There is nothing to fix at this time.

Library Coordinator:

Gary Emmert stated that the library has 40-50 new books to be logged in and another 60-70 video recordings. The library is in need of a new cabinet for DVD collection. He has also received new photos and there needs to be a decision made about what needs to be done with them.

Archives Coordinator:

Gary Emmert indicated that he is working on the inventory of the rest of Rev. Walker's donation. There are 300 cars and 65 DC Engines. He also reported that Ed Ruetland's donation were inventoried but has no price estimate has been established.

Webmaster Coordinator.

Bob Jones stated that the website is up-to-date and train show dates have been added..

Newsletter Editor:

Ted Bleck-Doran reported that the Newsletter is complete and has been distributed to members. The special focus for the month is on snow removal.

Member of the Year announcement misspelled MRs. Gregg's first name (should be **Carolyn**) and the **Gilliam's** were misidentified as Jacksons.

Rip Track Coordinator:

Jim Hoit reported that the museum and club have passed 434 pieces of rolling stock for use.

Tweetsie Coordinator:

John Edwards stated that the new laptop is having problems. He is working to correct problem. Frank Fezzie is working on track and has replaced track at west end of Blevins. Mike Buster is working on rolling stock and scenery.

HO Coordinator:

John Carter continues to work on engine facility. Turnouts are ordered.

Communication Coordinator:

Roger Teinert reported that he has a new members profile to assess new members interests.

Train Show Coordinator:

Roger Teinert recommended that the dates for the MEMRR/GLCRRM Train show be added as an update to the ETSU George Carter RR Museum website since vendors and interested persons will search the ETSU website for information.

Electrical Coordinator:

Frank Fezzie will begin wiring process at Cranberry. He continues to work on wiring problems with HO layout.

*Submitted by
John Carter, MEMRR Vice-President*



Mike Buster and Gary Gilliam talk over the merits of Swiss engineering (see following article"

EUROPEAN STEAM DRAWS ATTENTION MIKE BUSTER'S TRIX Eb 3/5 VISITS MEMMR TRACKS



From the Trix information booklet:

"After the good results experienced with the class of tank locomotives ordered by the Bodensee-Toggenburg Railroad from the firm of Maffei in Munich in 1910, from 1911 to 1916 the SBB bought a total of 34 of a tank locomotive based on this design. This locomotive was classified as the

Eb 3/5 in accordance with its area of use and number of axles.



"This locomotive was a favorite for push/pull commuter trains in suburban traffic due to its excellent running characteristics in both direction. But, it was also a common sight to see it pulling short freight trains.

"By 1965 the last of the locomotives in this class were removed from service. Since operational units of this locomotive have been preserved right up to the present, this locomotive can currently be seen pulling museum or anniversary trains."

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

February is already upon us and the groundhog saw his shadow predicting 6 more weeks of winter. That gives us more time to be indoors and to concentrate on our model railroading hobbies and seems to promote more visitations to the George L. Carter Railroad Museum. We are averaging a terrific 100 visitors each Saturday with more than 20 of our members greeting them and operating our many layouts. We had to be closed on Saturday, January 23rd because of snow (the University was closed the preceding 3 days) and it was the safe action for us to take. Thanks to **John Edwards** and **Jim Pahr** for making that decision in my absence (I had made it as far back north as Orlando, FL from my South American birding trip only to find there were no flights that would get me further north because of weather cancelled flights.). However, after having zero visitors on the 23rd we had a whopping **206 visitors** on the following Saturday, January 30th. Your passions for our hobby, and your dedication and hard work, have truly made the Carter Railroad Museum a Saturday destination for a lot of citizens of our area and far beyond. My thanks to all of you for all you continue to do for the museum and the hobby of model and prototype railroading.

I want to especially thank **Jim Pahr** and **John Carter**, our Vice-Presidents for the George L. Carter Chapter and the Mountain Empire Model Railroaders respectively, for presiding at our scheduled January business meetings in my absence. They did a great job with lots of help from our members and the necessary work at the meetings and the museum went seamlessly while I was out of the county. I was able to undertake a bucket-list trip that I had long wanted to do to find birds in the southern most areas of South America, in Patagonia and Terra del Fuego, without any worries that the MEMRR and the Carter Chapter NRHS would do what was scheduled and that all our members would keep our organizations on track and going forward. You truly a wonder group of folks to know, to work with and to have as good friends. Thank you!

Dues are PAST DUE and if you have not paid your renewal you are reading your last *The Signal Bridge* of your 2015 membership. We have been sending reminders in the newsletter since November 2015 when the window for renewing memberships opens and you have had a generous 3 month period to get your dues (which have not increased for all but one membership category in a decade) to our treasurer.

We do not want to lose you and we don't want you to miss out on any of the numerous privileges your membership provides you including: membership in a big model railroad

club with more than 125 members last calendar year; a great club newsletter in The Signal Bridge; 24-7 access to the Carter Railroad Museum; access to the club and museum railroads and their locomotives and rolling stock; access to the museum library with approximately 1000 hardback volumes of railroad books and more than 100 DVDs on railroading; club and museum social gatherings several times annually; a voting voice in the MEMRR to elect its officers and to set its agendas; and many more.

PLEASE RENEW NOW!

WE WANT YOU TO CONTINUE YOUR MEMBERSHIP AND YOUR ACTIVITIES WITH THE MEMRR.

The entry code on the outside door lock to the museum will be changed this month and only current (paid up) members will have access to it.



The Clock Tower at the former Clinchfield Depot at Kingsport TN, now a Citizens Bank Branch Office

For all our members a reminder that the University requests that we all fill out the **University Volunteer Forms** that I have made available to you in the Carter RR Museum. This form registers each of us as an “official” University volunteer working on state property and confers some liability

insurance privileges to each of us by the institution for your service to the university. Please take a form, read it over and fill it out. I have provided a template completed form for your information with the blank ones. Thank you if you have already done this and please, if you have not, I am asking you to do so at your next visit to the museum.

During our January business meetings one of the important agenda items is the creation of the **Action Calendar** that schedules the events for the organization for the coming year. Both the MEMRR and the Carter Chapter NRHS worked through this exercise which establishes deadline dates for submissions to our newsletter; special social events such as the spring fling, summer picnic, and our Christmas party; the meeting dates for our business meetings; other special events; the Heritage Day Events for the museum, and many more. These calendars are included in this edition of the newsletter and they are in place on our websites so you will have ready access to the calendar of events for the coming year. Thank you all for your suggestions and contributions which are so important for the completion of this annual task.

Heritage Day Event for February 27th should be lots of fun as it features, “**Little Lines: Industrial, Logging and Short Lines**”. Members are asked to bring in any railroad memorabilia, photos, literature, etc., that you might have to display for the event, and, of course, bring in your little trains including the climaxes, shays, and other little locomotives that steadily ply their trade to their customers on those little connecting lines feeding the major railroads. Traffic will not be moving quickly, especially with the geared locomotives, but we will be showing our visitors a very important link to modern railroading including the ET line right here in Johnson City.

Annual Spring Fling has been set by the members for **Friday, March 18th** at the **Black Olive Restaurant, Jonesboro, TN**. We have had the pleasure of eating there previously and the food is outstanding and we will have a room reserved for just our group. Please contact **Jim Pahr** or **Bill Beagen** for more information. We will be ordering individually from the restaurant menu. Plan to join us for a great social evening for members and their spouse; or significant other. Remember, no little ones, adults only.

Our **Big Train Show** is still on track and gaining support through the hard work of the Train Show Committee headed by **Roger Teinert** and **Bill Hensley** and **Mark Woomer**. We are scheduled in the ETSU Memorial Center (Mini-Dome) for June 3 & 4, 2016. This is a huge undertaking and we have had a lot of help from our committee and from many folks in the Tri-Cities region and from seasoned train show organizers from out of state including **Fred Coleman** and additional help and advice from publisher, **George Riley** of White River Productions. Thousands of show fliers have been printed and distributed. Scores of vendors have been contacted and many are committing to coming to the show. Notices have been submitted to model railroad and train

magazines to get the work out across the country. We need everyone's help in making this first show a success so that we provide a great event for model railroaders in the region and beyond. Tables are available to individual members if you want to sell some of your collectables that you no longer need and the club and the museum will have tables at the show as well. June is not that far away, so begin to make your plans now for attending and tell everyone you know that this is a big event they won't want to miss.

We still have some copies of the **2015 HO_n3 Annual** with 9 color pages dedicated to the Shell Creek section on our Tweetsie Railroad layout featured in this internationally distributed magazine. The article is wonderfully written by **Geoff Stunkard** and features photos by Geoff, **George Riley** of White River Productions, and yours truly. When these are gone there will be no more, so if you want a personal copy, that you can show your friends what your model railroad club is doing in the Carter RR Museum, you should get one at our sales table very soon. I am pleased to announce that we are also stocking hardback copies of *The Blue Ridge Stemwinder*, by John Waite. This is the premier book on the **ET&WNC Railroad**, the "Tweetsie" and will give you a great reference book on this famous narrow gauge railroad that originated in Johnson City, TN. It is one of the major references we are using in the museum as we build our miniature historical rendition of that 3-foot gauge mountain railway. You can find it at our museum sales table.

White River Publications has strongly indicated that they would provide the RR Museum some pages in the **2016 HO_n3 Annual** if we have significant progress on the Cranberry mine section of the layout completed by their editor's deadline of June 30, 2016. We had planned to construct those many mine buildings out of wood to emulate the prototype's board-and-batten construction. The publisher also indicated if we used state-of-the-art equipment to create these structures they would be even more inclined to publish our work. State-of-the-art equipment is now wholly embodied in Micro-Mark's new LaserKnife Cutter model 2525 selling for a cool \$1,999.95. Try as I might to get a lower price, or a donation, from the CEO of MicroMark I was unable to do so. The Carter RR Museum became the proud owner of this piece of equipment, with support from a generous donation from two of our members, in December 2015. **John Edwards** has volunteered to be the principal operator of this delicate machine that requires special computer software to operate and that has the capacity with its laserknife to easily cut through plastic, paper, fiber board, wood, etc. (but not metal) and fingers!! For safety reasons it became apparent that we needed to isolate the machine from untrained members and from the general public. To this end you may have already noted that there has been some recent construction in our large museum workroom, Room 108. **Jim Gorny** volunteered to pick up the materials needed and to construct a mini-room to house the LaserKnife in a secure spot near our chemical

fume hood. This will allow John to work in a place free from dust and a lot of people traffic and for us to secure this expensive machine in a spot that will be dedicated only to its operation. Jim has the construction completed. John is busy learning the software program recommended by the manufacturer for its operation, CorelDraw, and I will be working on basic plans for the buildings to be constructed. We are going to use one of the practice structures recommended by MicroMark as our first building, a track-side shed that we may be able to use on the Tweetsie Layout (See George Riley's article on using the LaserKnife Cutter in the January 2016 edition of *Railroad Model Craftsman*, pages 78-84). The first project dedicated to the Tweetsie layout will be to use the LaserKnife to create the Blevins Station followed by the Lacey store/post office that was at the Blevins Station site (both actual structures built by the Lacey's to get the train to stop there and to promote the building of a community). I wish to do these structures first as a favor to **Gladys Lacy**, who is now 104 years old and has visited our museum the last two years as part of her family reunion. I would very much like for her to see her father's store and the depot in miniature on our layout and will send her photos of our completed creations of them. When these 3 structures are built we will turn our attention, between planting the many new trees that **Ken Harmon** and some of his protégées have been making, to laying out the drawings for the buildings that are needed for the Cranberry Mine buildings. The LaserKnife cutter can also be used to make many of the additional structures that were unique to the ET&WNC RR such as many of the buildings in Roan Mountain, the Johnson City engine house and other railroad facilities located there, and others. In addition, we can make duplicate structures once we have the initial drawings programmed into the machine. This may make it possible in the future to make some "custom kits" in HO scale of some of these buildings for sale to those who might desire to have some of these buildings for their own layouts.

2016 is here with its promise of excitement for our passions for model and prototype railroading and our MEMRR and Carter Chapter NRHS are in great shape and continuing to move forward and plan for the future. It is an exciting time to be a member of these organizations that are not only promoting our personal affinities for railroads and railroading, but which are continuing to be recognized in our communities, our region and far beyond as outstanding service organizations bringing our hobby, our talents and our railroading expertise far beyond our little railroad museum. Listen to the sound of the whistle of the train in the night and dream of all the destinations yet to come!

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

**MOUNTAIN EMPIRE MODEL
RAILROADERS
MINUTES OF THE JANUARY 2016
BUSINESS MEETING**

The meeting was called to order by club Vice President, John Carter at 6:35 p.m. with 16 members in attendance. Mr. Carter then introduced new member Donald Beck.

Officers Reports:

Secretary:

Debbi Edwards was not in attendance; John Edwards reported that there is no report for the month of December.

Newsletter Editor:

Ted Bleck-Doran reported that the Signal Bridge has 16 pages. The theme of this month's newsletter is Snow Removal. The new column started by Roger Teinert - Member of the Month features Willie Vance.

Treasurer:

Gary Emmert gave the financial report for the month of December 2015 and January 2016. He also reported that there are 73 members who have not paid their dues for 2016.

Webmaster:

John Edwards stated that he believes that Bob Jones is keeping everything up to date. He also requested that any member that is not receiving club emails, contact him so that he can verify information and make changes where needed.

Vice President:

John Carter reported that there is no program scheduled for next month. Gary Emmert informed members that next month we will be discussing the library and it may cut into the program time.

President: Dr. Alsop was out of country, therefore, there was no report.

Old Business:

- 1) The HOn3 Annual, 7th edition is available at the museum. Jim Pahrns informed members that there is also 2014 and 2015 editions for sale. He also wanted members to know that Railfan and Railroad Magazine have a special on Appalachian Coal and also Norfolk Southern VA, B&D District and CSX Clinchfield routes, 10 copies have been ordered and will be for sale for \$6.
- 2) Bill Hensley updated members about the progress that has been made for the Train Show. He stated that ETSU has been very supportive. If you would like to help with

the Train Show please contact Roger Teinert, Bill Hensley or Mark Woormer.

- 3) Jim Pahrns reported that the 2015 Christmas Party had 47 people in attendance. New this year was "The Ladies Table" which had non-railroad gifts and was a huge success.

New Business:

- 1) Railroad Heritage Day is Jan. 30
- 2) Jim Pahrns reported that this year's Spring Fling will be at the Black Olive Restaurant on March 18th.
- 3) Mike Buster will be having another hands on "Dry Transfer" workshop in April.

The call for volunteers was done followed by a reminder for members that there is a strict "No smoke" policy for the museum.

Announcements:

- 1) Next Coordinators meeting is February 11th at 6 p.m. All officers and coordinators should plan to attend.

This year's calendar was announced.

Gary Emmert told members that the code for the museum would be changed at month's end.

A motion was made to change the code for the web site at the same time. Motion passed.

Gary Emmert asked about this year's budget, a motion was made to keep it the same as last year. Motion passed.

Meeting adjourned

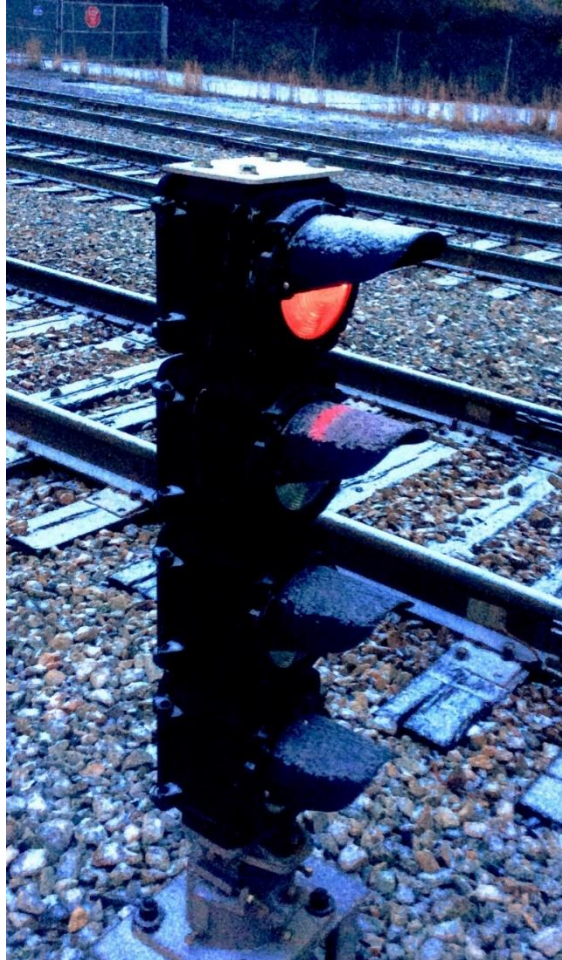
*Respectfully Submitted
Debbi Edwards, Secretary MEMRR*



A 3- Stall Roundhouse was recently donated for the Rabatoy Layout in the Ken Marsh Gallery - The Tweetsie Room

Don't become a recipient of the following message:
Renew your membership today!

SORRY... WE CAN'T SEND YOU THIS MONTH'S
MOUNTAIN EMPIRE MODEL RAILROADERS ISSUE OF *THE SIGNAL BRIDGE*



OUR RECORDS SHOW THAT YOU HAVE NOT RENEWED YOUR MEMBERSHIP FOR 2016.
WE WOULD LIKE TO CONTINUE YOU AS A MEMBER OF OUR HOBBY FAMILY.

DUES ARE:

\$30 FOR FULL MEMBERSHIP
\$6 FOR EACH ADDITIONAL HOUSEHOLD MEMBER
\$18 FOR STUDENT MEMBER
\$12 FOR YOUTH MEMBER
\$12 FOR DISTANT MEMBER

TO RENEW

SEND A CHECK PAYABLE TO:
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P.O. BOX 70697
EAST TENN STATE UNIV
JOHNSON CITY, TN 37614