



# THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB

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## CLUB OFFICERS

### President:

**Fred Alsop**

ALSOPF@mail.etsu.edu

### Vice-President

**John Carter**

carterjohn92@gmail.com

### Treasurer:

**Gary Emmert**

jbox1015@comcast.net

### Secretary:

**Debbi Edwards**

Debbi.edwards14@gmail.com

### Newsletter Editor:

**Ted Bleck-Doran**

Ted\_mary@memrr.org

### Webmasters:

**John Edwards**

webmaster@memrr.org

**Bob Jones**

bobjonesmemrr@gmail.com



### LOCATION

ETSU Campus  
George L. Carter  
Railroad Museum

### HOURS

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

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

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

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

## SPECIAL FOCUS THIS ISSUE OPERATIONS

**FORM 19** Train Order No. .... **FORM 19**

Dated ....., 19.....

To ..... at .....

To ..... at .....

To ..... at .....

X ..... Opr. ....M

Each employee addressed must have a copy of this order.

Made ..... Time.....M ..... Opr.

Reorder Micro-Mark #84185

**FORM 31** Train Order No. .... **FORM 31**

Dated ....., 19.....

To ..... at .....

To ..... at .....

To ..... at .....

X ..... Opr. ....M

Each employee must have a copy of this order.

Repeated ..... at .....M

Conductor or Engineman	Train	Made	Time	Operator
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....

Reorder Micro-Mark #84186

**CLEARANCE FORM A** **A**

.....M ..... 19.....

E ..... at .....

e ..... orders for your train.

{ No. .... No. .... No. .... No. ....

{ No. .... No. .... No. .... No. ....

been delivered and there are no further orders for your train,

..... messages.

form is authority to pass stop-indication.

k is  clear  occupied ..... Operator

opies will be made for each Conductor, Engineman and Operator, the latter retaining a copy.

Reorder Micro-Mark #84184

PAUL'S PAGES

PHOTOS FROM DWARF SIGNAL PHOTOGRAPHY

Photos from the camera of Paul Haynes



Norfolk Southern 8453 rounds a curve outside of Jonesborough on March 8<sup>th</sup>, 2016



Rare CSX freight move through Johnson City with cushion coil cars with a Conrail coal hopper mid-train.





East Tennessee Railway switcher 214 works a string of cars in Johnson City March 14th, 2016



CSX mixed freight crossing the Tennessee River near the University of Tennessee's campus.

**STEAM TRAINS ONLY PLEASE!**  
**AT THE ETSU'S CARTER RAILROAD MUSEUM ON MARCH 26**  
*POPULAR MUSEUM FACILITY TO AGAIN FEATURE STEAM UP!, A HERITAGE DAY OF MODEL  
STEAM LOCOMOTIVES IN ACTION*



ETSU's George L. Carter Railroad Museum hosts its 6th annual model *Steam UP!* event on March 26. Even in recent years, Norfolk Southern's 21<sup>st</sup> Century Steam program has brought real steam locomotives to Johnson City and other regional locations like Bristol, as seen here. Geoff Stunkard photo

Back by popular demand, the 6th Annual STEAM UP! has been scheduled for March 26 at the George L. Carter Railroad Museum, located in the Campus Center Building of East Tennessee State University. This spring date is now in its sixth straight year, showcasing the sounds and sights of the steam locomotive in miniature form and through video displays. Members of the George L. Carter Chapter of the National Railway Historical Society and the Mountain Empire

Model Railroaders club will be 'at full throttle and shoveling on the coal' for visitors at the museum on this date.

Steam trains of all sorts will be prominently displayed and operated on the large 1:87 HO scale layout that is housed in the museum, which includes a 21-stall steam-era roundhouse. Demonstrations of various locomotive designs in model form on this 24x44 layout will give the public a basic idea how varied these machines were. In addition,



there will steam locomotives on the G scale logging and HO3-scale ET&WNC narrow gauge steam railroad exhibit. Of course, children will have a chance to play with models of popular steam engines like Thomas and James in the museum's special children's activity room.

From the earliest days of railroading until the 1930s, steam locomotives reigned supreme as the iconic representatives of the industrial revolution. Sometimes referred to as an 'iron horse' due to its innate striding motion and 'breathing' sounds, some examples had no problem topping 100 mph or pulling an actual mile of freight cars. By World War II, ongoing development of the internal combustion diesel platform began to make serious changes to the face of railroading. Steam engines required frequent service to operate properly, maintained by a literal army of experienced machinists, pipe-fitters, boiler-makers, and other skilled labor. Similar to the city drayage horse being displaced by motor vehicles within a decade, steam was nearly completely gone by 1960, though the design is still widely associated with railroading 50 years later.

"Steam railroading will always have a special place for train enthusiasts young and old; people still find them fascinating," says Geoff Stunkard, the coordinator of the museum Heritage Days program. "The Carter museum's Steam UP! Day gives people an idea of how that equipment was used, its evolution, and its eventual end. Most people who have seen one of the few examples still running today never forget it."

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.

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://johnsonsddepot.com/glcarter/cartermuseum.htm>

The Mountain Empire Model Railroaders (MEMRR) works in conjunction with the museum to demonstrate and maintain

the model layouts, museum exhibits and other projects. More info can be found at <http://www.memrr.org>. Membership opportunities are available to adults, and include special benefits and model railroading enjoyment. The George L. Carter Railroad Museum is located on the campus of East Tennessee State University, Campus Center Building, 176 Ross Drive. The entrance door is adjacent to the flashing RR crossbuck; for more information contact the Museum Director, Dr. Fred Alsop, at telephone 423/439-6838 or by email at [alsopf@mail.etsu.edu](mailto:alsopf@mail.etsu.edu).

## GEORGE L. CARTER RAILROAD HERITAGE DAYS SERIES EVENTS FOR 2016

- 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 and
- 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:



A bulkhead flat carries 6 ingots of aluminium through Johnson City in March for Alcoa. Photo by Paul Haynes.

# MOUNTAIN EMPIRE MODEL RAILROADERS OPEN-HOUSE OPERATING PROTOCOLS PROPOSED 04/21/2016

The following protocols have been approved by the MEMRR to facilitate the running of trains on the MEMRR HO layout during open-house sessions held on Saturdays and special dates. The purpose of these protocols is to:

- maximize the number of members able to run trains during open-house sessions;
- enhance the experience of members and guests by providing a cooperative and friendly environment;
- avoid potential conflicts regarding running rights, operating procedures; and
- define crew positions, and assign responsibilities.

## 1.0 - Dispatcher

- 1.1 - A **Dispatcher** will be designated for each open-house operating session.
- 1.2 - The **Dispatcher** will coordinate all train operations, crew assignments, and enforce operating protocols.
- 1.3 - The Dispatcher's decisions are absolute and final.

## 2.0 - Radios

- 2.1 - Radios must be used to coordinate the operation of trains while operating on the layout.
  - 2.11 - if a radio is not available, a train operator must wait until a radio becomes available and is assigned to the waiting operator before the operator is allowed to enter the mainline.
- 2.2 - **Radio Communications**
  - 2.21 - Radio communications will be used during operating sessions and public viewing session to regulate operations on the MEMRR HO layout.
  - 2.22- While members are encouraged to purchase their own handheld radios and headsets, the MEMRR will maintain handheld radios for member use during operating sessions.

## 2.3 - Sample Radio Transmissions:

- 2.31- Initiator of the transmission must first identify the initiator's identification followed by the intended recipient of the transmission and await acknowledgement. *Example: "Dispatcher to NS 3301 ... Over."*
- 2.32 -Recipient of the transmission will acknowledge the transmission by the initiator's identification followed by the recipient's identification. *Example: "NS 3301 to Dispatcher... go ahead ... over>"*
- 2.33- Radio communications shall be brief and relate only to railroad operations.
- 2.34 - The use of 10-## code will not be used to avoid confusion.

2.35 -Dispatcher and Engineers will indicate the end of a transmission segment with the use of the phase: "Over".

2.36- Dispatcher/Yardmaster will indicate the termination of transmissions with the phase: "Out"

*Sample transmission:*

**Engineer:** NS 3301 to *Dispatcher ... over. Dispatcher:* **Dispatcher** to NS 3301 ... *go ahead ... over*

**Engineer:** NS 3301 *requests permission to enter yard ... over.*

**Dispatcher:** *Dispatcher to NS 3301 ... permission to enter yard on track 6 ... proceed to yard throat ... hold for further instructions ... out.*

## 3.0 - Crew Call-board:

- 3.1 - The **Dispatcher** will maintain a "**Crew Call-board**" to identify engineers/train operators running or desiring to run trains during the open-house session.
- 3.2 - The "**Crew Call-Board**" will be used to schedule and sequence train and operators.

**4.0 - Dispatchers' Train Sheet:** A Master Train Sheet will be used to create a record of member train assignments (i.e., train identification, on-/off-sheet times, track assignments, direction of travel).

## 5.0 - Train Operations

- 5.1 - **Length:** During regular open-house sessions train lengths will not exceed the length of the shortest ready track (Track 2 in the inbound/outbound yard and train length indicator in the staging yard) in the classification yard (including head end power and caboose). Train lengths may be exceeded during open-house sessions for educational purposes at the discretion of the **Dispatcher**.
- 5.2 - **Abandonment of trains:** no operator may leave a train unattended (abandoned) on the mainline or passing sidings.
  - 5.21 - Operators must return their trains to the yard(s) when leaving the museum (e.g., leaving for lunch).
  - 5.22 - Disposition of the train may be to a ready track or staging Yard track at the discretion of the **Dispatcher**.
- 5.3 - **Speed:**
  - 5.31 - Engineers/train operators are responsible for running their trains in a realistic manner including operating at a prototypical scale speed; a speed monitor has been placed on the mainline near the roundhouse to gauge train speeds.
  - 5.32 - Maximum Train speed will be established by the Dispatcher's designation of a superior train in each direction of travel on the mainlines.

**5.4 - Safe Operation:** Engineers/train operators are responsible for maintaining control of their trains, maintaining a safe headway when following another train, and avoiding possible collisions with other trains operating on the layout (e.g., when operating two train in the same direction of travel “safe headway” should be ½ the distance around the layout; when operating 3 trains “safe headway” would be 1/3 the distance around the layout, etc.).

**5.5 – Reversing or Backing of Trains:** Backing of train through the wye will not be permitted during operating open house sessions (i.e. – trains may be broken with locomotives and end-of-train indicator reversed using switching and turntable moves).

**5.6 – Operators** will be responsible for and handle their own equipment unless permission is given by the owner.

**5.7 – Blue Carding Consists**

5.71 - Operators may pre-consist trains prior to an operating open house session using the Staging Yard

5.72 - Pre-consisted trains will be “Blue Carded” and will not be handled by other operators.

5.73 - “Blue Cards” will indicated the owner of the consist and the date of operating open house session.

**6.0 - System Control**

**6.1 - Turnout/switch Control – Mainline**

**6.11 - Mainline:** all mainline turnouts are to be controlled by the **Dispatcher**; engineers may request specific routings, however, the routing will remain at the discretion of the **Dispatcher**.

**6.12 - Sidings:** siding access will be at the discretion of the **Dispatcher**.

**6.2 - Turnout/Switch Control – Yard the Dispatcher** directs and controls all access to and from the staging, classification and ready track yards.

**6.21 - Yard Main:** mainline access through the classification yard shall be at the discretion and direction with control of turnouts/switches by the **Dispatcher**.

**6.22 - Classification Yard/Ready Tracks:** Classification and ready track turnout/switch control may be delegated to the yard switcher crew(s) by the **Dispatcher**.

**6.23 - Staging Yard:** engineers/train operators wanting to run trains on the mainline may set trains up using a vacant staging yard track with the permission of the **Dispatcher**; permission to leave the staging area with a train will be obtained from the **Dispatcher**.

**7.0 - Track Warrants/Clearance Card/Train Orders**

**7.1 - Pre-Registered Running Rights:** pre-registered Open-house members (those volunteering at the monthly Business Meeting for Open-house

coverage) have priority by membership class (see 7.2) and walk-on operators.

**7.2 – By-laws Running Rights:** Full members retain the priority right to run trains before other class of members when there is limited crew assignments.

**7.3 - Walk-on Running:** Members not scheduled to work on a given open house session may run trains as a walk-on.

**7.4 - Going Off-sheet:** occurs whenever an engineer/train operator stops operating a train or is instructed by the **Dispatcher** to return a train to the yard(s).

**7.41- Engineer Request:** An engineer/train operator may request to go “off sheet” simply by notifying the **Dispatcher**; the **Dispatcher** will route that engineer’s train to a designated track in the staging yard for disposition by the owning engineer/train operator.

**7.42 - Timed Out:** An engineer/train operator can be designated as “**Timed Out**” after operating for more than 1 hour and directed by the **Dispatcher** to return his/her train to the yard; this may be invoked when there are other operators waiting to run their trains.

**7.43 - Other Circumstances:** general rule is “first out - first in” for trains timing out will apply.

**7.5 - Heritage Day:** theme trains featured as heritage day subjects will have preference over non-themed trains at any time during the day. Therefore if a non-heritage day themed train is running and someone with a heritage day themed train enters the museum, the non-themed train will be called in to be replaced by the heritage themed train

**8.0 – Special Effects:**

**8.1 – Sound and Lighting Effects:** Sound and lighting effect on cars and locomotives is encouraged.

**8.11 – Audio Volume** should be set to be heard when the unit is nearby, not from across the room.

**8.12 – proper use of horn/whistle signals** (e.g., sounding a crossing warning, stopping, starting a locomotive) is encouraged.

**8.2 - Horn/Whistle Signals:**

*(O) = short sound*

*(-) = prolonged sound*

- O Apply Brakes
- Release Brakes
- O O O Flagman protect rear of train
- Flagman return from West or South
- Flagman return from East or North
- Train parted
- O O Answer to any signal not otherwise provided for
- O O O O Call for signals
- O - Approaching public crossing at grade; signal to be

- repeated or the last sound to be prolonged or continued until crossing is covered
- Approaching stations, junctions, railroad grade crossings at grade, drawbridges, and as may be required
- O Approaching waiting or meeting point
- O - Inspect train for leaking air or sticking brake
- Succession of short sounds – Alarm for persons or livestock on track

**8.3 - Use Of Bell**

**8.31** - The engine bell must be rung when an engine is about to move (exception instances where the stop and start, either forward or backward is momentary and is a continuous switching move) and while approaching and passing public crossings at grade, through yards, tunnels and stations, when passing trains on an adjacent track, and when necessary to prevent accidents

**8.32** - The engine bell shall be rung whenever in a work zone, in the presence of blue flag.

**8.4 - End Of Train Designation**

**8.41**- Era appropriate equipment will be used to indicate end-of-train.

**8.42** - Recommended equipment includes:

**8.421** - Pre-1970's - Dedicated caboose preferably with the same road name as lead engine.

**8.422** - 1970'-80'5 - Interchangeable caboose.

**8.423** - 1990's-present - flashing rear-end-device (FRED)

**8.5** – Smoke Equipped Locomotive and Structures. Use of smoke generators on locomotive and structure is prohibited (NOTE: some visitors are very sensitive to the smoke emissions generated by locomotive so equipped).

**8.6** – Digitally prerecorded radio communications: Use of available digitally prerecorded radio communications available of on some DCC decoders is discouraged.

**9.0 – Non-signaled Movement to and from Yards**

**9.1** - After a train movement to or from the main lines involving the fouling of the mains by thrown crossovers or nearby mainline switches, the RED WARNING LIGHT must not be turned off until the switches have been re-lined and those positions have been verified by visual indications on the computer or visual inspection of the physical turnouts or crossovers.

**9.2** - Whenever an engineer of a train from the main yard has requested to move out of the yard and on

to the main layout, switching crews operating within yard limits must be notified of the movement and communication must occur regarding the various turnout positions required for that movement. Before this communication has been completed, the train from the staging yard may proceed to and hold at the location near the control tower at the south end of the yard lead before switch number 215 on track number 6 until clearance has been given by the yardmaster to proceed out of the yard.

**9.3** - Because we operate without block signals, if a train is doing any switching movements that require it to tie up a main line for a short period of time, a “yellow light on (inside or outside) Main” condition will be called out and exist until through train operation is again available on that main line and other engineers on that line should be made aware of the conditions.

**10.0** – **Crew Assignments:** the following Crew Assignments will be used by the Dispatcher when directing an operating open house session:

**10.1** – Outside Main (Trains 1, 2, 3, ...):

Operators for Mainline trains running on the outside mainline; direction of travel is at the discretion of the Dispatcher; lower numbered train is superior to higher number train for establishing speed.

**10.2** – Inside Main (Trains 1, 2, ...): Operators for Mainline trains running on the inside mainline; direction of travel is at the discretion of the Dispatcher; lower numbered train is superior to higher number train for establishing speed.

**10.3** – Local Freight (Trains 1, 2, ...):

Operators for trains to shuttle cars between Classification Yard and inside siding.

**10.4** – Passenger/Commuter:

Operators for trains shuttling passengers between the depot and the park using the outside siding.

**10.5** – Classification Yard Switcher (North, South):

Operators working the classification and inbound/outbound year from north and south ends.

**10.6** – Steam/Roundhouse Hostler:

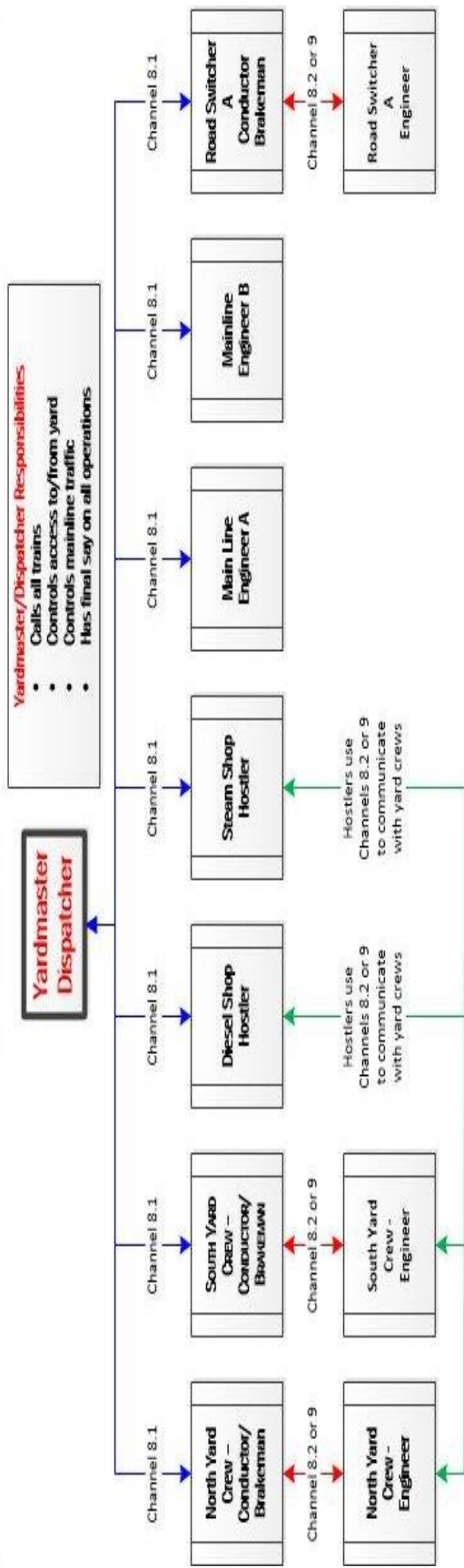
Operators assigned to steam locomotive facilities including roundhouse with responsibility for servicing steam locomotives and turning locomotives and cars as needed.

**10.7** – Diesel/Car Shops Hostler:

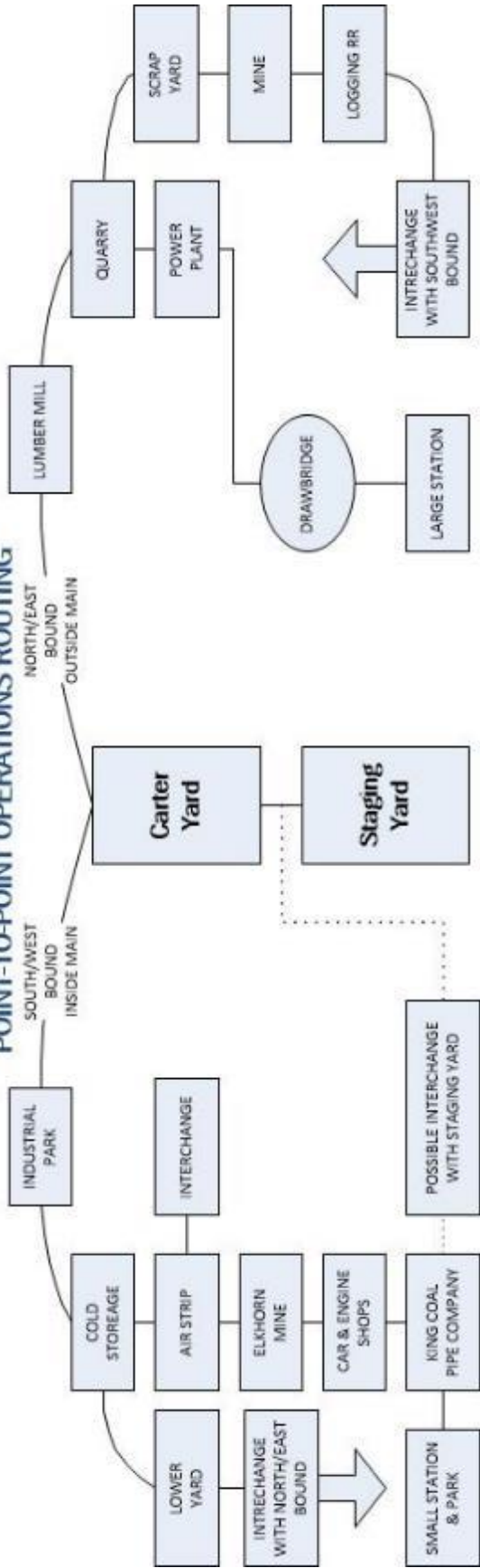
Operators assigned to diesel locomotive facilities including car shops and transfer table with responsibility for servicing diesel locomotives and cars needing repair.



# MOUNTAIN EMPIRE MODEL RAILROADERS POSSIBLE RADIO COMMUNICATIONS TREE



# MOUNTAIN EMPIRE MODEL RAILROADERS POINT-TO-POINT OPERATIONS ROUTING



Mountain Empire Model Railroaders  
**SWITCH LIST**

\_\_\_\_\_ AT \_\_\_\_\_ STATION \_\_\_\_\_, 20\_\_

CAR ID	TYPE	FROM	TO

**CLEARANCE FORM A**

**A**

.....M ..... 19.....

E ..... at .....

..... orders for your train.

{ No. .... No. .... No. .... No. ....

{ No. .... No. .... No. .... No. ....

..... been delivered and there are no further orders for your train,

..... messages.

..... form is authority to pass stop-indication.

..... k is  clear  occupied .....

..... Operator

..... copies will be made for each Conductor, Engineman and Operator, the latter retaining a copy.

Reorder Micro-Mark #84184

**FORM 31**

Train Order No. .... Dated ..... 19.....

To ..... at ..... 19.....

To ..... at ..... 19.....

To ..... at ..... 19.....

X ..... Opr. .... M

Each employee must have a copy of this order.

..... Repeated ..... M

..... Made ..... M

Reorder Micro-Mark #84184

**FORM 19**

Train Order No. .... Dated ..... 19.....

To ..... at ..... 19.....

To ..... at ..... 19.....

To ..... at ..... 19.....

X ..... Opr. .... M

Each employee addressed must have a copy of this order.

Made ..... Time. .... M ..... Opr. ....

Reorder Micro-Mark #84185

**TRACK WARRANT**

No. .... at ..... 19.....

To ..... at ..... 19.....

1.  Track Warrant No. .... is void.

2.  Proceed from ..... to ..... 19.....

3.  Proceed from ..... to ..... 19.....

4.  Work between ..... and .....

5.  Not in effect until ..... am / pm

6.  This authority expires at ..... am / pm

7.  Not in effect until after arrival of ..... at ..... 19.....

8.  Do not foul limits ahead of .....

9.  Clear Main Track at last named point.

10.  Hold Main Track at last named point.

11.  Between ..... & ..... make all movements at restricted speed. Limits occupied by train or engine.

12.  Do not exceed ..... mph between ..... & .....

13.  Other specific instructions

14.  Joint with ..... between ..... & ..... between ..... & .....



# MOUNTAIN EMPIRE MODEL RAILROADERS CREW CALL BOARD

TIME	OUTSIDE MAIN #1	OUTSIDE MAIN #2	INSIDE MAIN #1	INSIDE MAIN #2	LOCAL FREIGHT	PASS- ENGER	NORTH YARD	SOUTH YARD	STEAM RDHOUSE	DIESEL CARSHOP
10:00										
10:15										
10:30										
10:45										
11:00										
11:15										
11:30										
11:45										
12:00										
12:15										
12:30										
12:45										
1:00										
1:15										
1:30										
1:45										
2:00										
2:15										
2:30										
2:45										
3:00	ALL TRAINS OFF SHEET									

# MOUNTAIN EMPIRE MODEL RAILROADERS

## JOHNSON CITY DIVISION

### DISPATCHER/YARDMASTER TRAINSHEET

DATE:

DISPATCHER/YARDMASTER:

LEAD ENGINE ID (ROAD AND NUMBER)	ENGINEER	ON SHEET (OS) TIME	TRACK ASSIGNED	DIRECTION
		On Sheet ______M Off Sheet ______M	<input type="checkbox"/> Inside Main <input type="checkbox"/> Outside Main <input type="checkbox"/> Other: _____	<input type="checkbox"/> North/Eastbound <input type="checkbox"/> South/Westbound
		On Sheet ______M Off Sheet ______M	<input type="checkbox"/> Inside Main <input type="checkbox"/> Outside Main <input type="checkbox"/> Other: _____	<input type="checkbox"/> North/Eastbound <input type="checkbox"/> South/Westbound
		On Sheet ______M Off Sheet ______M	<input type="checkbox"/> Inside Main <input type="checkbox"/> Outside Main <input type="checkbox"/> Other: _____	<input type="checkbox"/> North/Eastbound <input type="checkbox"/> South/Westbound
		On Sheet ______M Off Sheet ______M	<input type="checkbox"/> Inside Main <input type="checkbox"/> Outside Main <input type="checkbox"/> Other: _____	<input type="checkbox"/> North/Eastbound <input type="checkbox"/> South/Westbound
		On Sheet ______M Off Sheet ______M	<input type="checkbox"/> Inside Main <input type="checkbox"/> Outside Main <input type="checkbox"/> Other: _____	<input type="checkbox"/> North/Eastbound <input type="checkbox"/> South/Westbound
		On Sheet ______M Off Sheet ______M	<input type="checkbox"/> Inside Main <input type="checkbox"/> Outside Main <input type="checkbox"/> Other: _____	<input type="checkbox"/> North/Eastbound <input type="checkbox"/> South/Westbound
		On Sheet ______M Off Sheet ______M	<input type="checkbox"/> Inside Main <input type="checkbox"/> Outside Main <input type="checkbox"/> Other: _____	<input type="checkbox"/> North/Eastbound <input type="checkbox"/> South/Westbound
		On Sheet ______M Off Sheet ______M	<input type="checkbox"/> Inside Main <input type="checkbox"/> Outside Main <input type="checkbox"/> Other: _____	<input type="checkbox"/> North/Eastbound <input type="checkbox"/> South/Westbound
		On Sheet ______M Off Sheet ______M	<input type="checkbox"/> Inside Main <input type="checkbox"/> Outside Main <input type="checkbox"/> Other: _____	<input type="checkbox"/> North/Eastbound <input type="checkbox"/> South/Westbound
		On Sheet ______M Off Sheet ______M	<input type="checkbox"/> Inside Main <input type="checkbox"/> Outside Main <input type="checkbox"/> Other: _____	<input type="checkbox"/> North/Eastbound <input type="checkbox"/> South/Westbound
		On Sheet ______M Off Sheet ______M	<input type="checkbox"/> Inside Main <input type="checkbox"/> Outside Main <input type="checkbox"/> Other: _____	<input type="checkbox"/> North/Eastbound <input type="checkbox"/> South/Westbound
		On Sheet ______M Off Sheet ______M	<input type="checkbox"/> Inside Main <input type="checkbox"/> Outside Main <input type="checkbox"/> Other: _____	<input type="checkbox"/> North/Eastbound <input type="checkbox"/> South/Westbound
		On Sheet ______M Off Sheet ______M	<input type="checkbox"/> Inside Main <input type="checkbox"/> Outside Main <input type="checkbox"/> Other: _____	<input type="checkbox"/> North/Eastbound <input type="checkbox"/> South/Westbound
		On Sheet ______M Off Sheet ______M	<input type="checkbox"/> Inside Main <input type="checkbox"/> Outside Main <input type="checkbox"/> Other: _____	<input type="checkbox"/> North/Eastbound <input type="checkbox"/> South/Westbound

- |  |  |
|--|--|
| <ol style="list-style-type: none"> <li>1. <b>Train Identification</b> shall consist of the road name and number of the lead engine and shall be used whenever the train is referenced in radio communications, train orders or special instructions.</li> <li>2. <b>On Sheet Time</b> will indicate the time the train was permitted to operate on the mainline.</li> <li>3. <b>Time Out of Service</b> will indicate the time the train reentered the year and terminated service.</li> </ol> | <ol style="list-style-type: none"> <li>4. <b>Track Assigned</b> designates the <i>Inside or Outside</i> mainlines granted upon origination of the train; it will also indicate the staging yard track of origination and termination.</li> <li>5. <b>Direction</b> movement <b>Clockwise</b> shall be designated as <b>North/East</b>; <b>Counter-Clockwise</b> shall be deemed <b>South/West</b>.</li> <li>6. <b>The Dispatcher/yardmaster</b> shall authorize all movement to and from the Staging Yard, through the GL Carter Yard, as well movement of trains while operating on the mainlines and sidings.</li> </ol> |
|--|--|



CREW CALL BOARD				
LEAD LOCOMOTIVE ID	ENGINEER	ASSIGNMENT	ONSHEET	PROJECTED OFFSHEET

Sample Train Orders

ORDERS: TRAIN #1 ApProx 45 Min 3/19/16  
 Road/Engine# Oper #cars DIR: EB Track: MI OUT: 12:45 IN: 1:30

Special Instructions

Freight train, 20 car max limit, 35 mph speed  
 I/O to MI EB, #1 is lead train, will set track speed.  
 Proceed MI until radio instruction on arrival of #3 at I/O, complete two loops, radio from  
 Alsoop coal yard on second loop, enter Rogersville siding to I/O tracks with instruction.  
 Drop train in I/O, return to roundhouse.

ORDERS: TRAIN #2 APPROX 60 min 3/19/16  
 Road/Engine# Oper #cars DIR: EB Track: MI OUT 12:45 IN: 1:45

Special Instructions

Freight train, 20 car max limit, 35 mph speed, slow clearance - behind #1.  
 I/O to MI EB behind #1, maintain half-layout distance.  
 Proceed MI until radio instruction on arrival of #3 at I/O, two loops, radio from Alsoop  
 coal yard on second loop, enter Rogersville siding to I/O tracks under instruction.  
 Drop train in I/O, return to roundhouse.

ORDERS: TRAIN #3 Approx 60 min 3/19/16  
 Road/Engine# Oper #cars DIR: EB Track: MI OUT: 1:30 IN 2:15+

Special Instructions

Freight train, 20 car max limit, 35 mph speed, slow clearance.  
 I/O to MI EB ¾ loop to Rogerville depot on MI and hold for passage #98WB/#31Y

Proceed MI until radio instruction on crossover of #34EB, hold Rogersville MI, proceed when given clear from tower.  
Notify tower of position at 2:20 for instruction on return via Rogerville siding to I/O under instruction.  
Drop train in I/O, return to roundhouse.

ORDERS: TRAIN #6 approx 45 min 3/19/16  
Road/Engine# Oper #cars DIR: EB Track: MI OUT: 2:15 IN: 3:00

Special Instructions

Freight or passenger train, 22 car freight max limit/7 car pass, 45 mph speed, radio in at 2:45 for instructions on return, final train on layout 3/19/16.

ORDERS: TRAIN #30 N&W CAVALIER Approx 60 min 3/19/16  
Road/Engine# Oper #cars DIR: WB Track:MO OUT: 12:45 IN: 1:45

Special Instructions

Passenger consist, 9 car max, max 55 mph  
Staging to I/O 12:45 to MO through Y crossover at 1:00 promptly, 3 loops to station stop. 4 min. Proceed to switch 336 and radio for clearance.  
#30 Premier clearance, ahead of #31, set speed accordingly -distance is half layout. Station stops every fifth loop, radio tower upon passage through Hensley on every fifth loop for instructions on stop. ENGINE CHANGE/ADD-ON on THIRD STOP; radio for instructions. Return via Y / yard main directly to staging unless directed otherwise. Engines to be cutoff on staging track 1 and proceed to track 8, return to roundhouse following removal of train from staging track 1.

ORDERS: TRAIN #31: CNW/SECOND APPROX 60 min 3/19/16  
Road/Engine# Oper #cars DIR: WB Track:MO OUT: 1:00 IN: 2:00

Special Instructions

Passenger consist, 7 car max, max 55 mph as dictated by #30  
Stage to I/O 1:00 to MO through Y crossover at 1:15, 3 loops to station stop. 4 minutes  
Proceed to switch 336 and radio for clearance. Following behind #30, half layout distance. #31 - station stops every six loops, radio tower upon passage through Hensley on every fifth loop for instructions.

ORDERS: TRAIN #34 APPROX 45 MIN 3/19/16  
Road/Engine# Oper #cars DIR: EB Track: MO OUT 2:00 IN: 2:45

Special Instructions

Hotshot or passenger train, 22 freight car max limit, 45 mph speed, radio in at 2:40 for instructions on return, via Y crossover to I/O or staging

ORDERS: TRAIN #35 APPROX 45 MIN 3/19/16  
Road/Engine# Oper #cars DIR: EB Track: MO OUT: 2:15 IN: 2.45+

Special Instructions



Unit train, 22 car max limit, 45 mph speed, radio in at 2:45 for instructions on return, final MO train on layout 3/19/16.

ORDERS: TRAIN #98 Approx 45 MIN (30 min ruN) 3/19/16

Road/Engine# Oper #cars Direction WB Track: DIV-ALL OUT 1:45 IN: 2:30

Special Instructions

**Train to run entire division EB, special clearance**

- IO to MI - 1 loop against traffic
- Y cross MI to MO - two loops, radio in from Hensley on second loop
- Y cross MO to MI to SW318 Rogersville siding, hold for instructions
- Reverse move, Rogersville through SW212 (tower control) to yard main to staging

ORDERS: TRAIN #9\_\_\_ APPROX 45 MIN - follow scheduled train only 3/19/16

Road/Engine# Oper #cars DIR Track OUT IN

Special Instructions

ORDERS: TRAIN #9\_\_\_ APPROX 45 MIN - follow scheduled train only 3/19/16

Road/Engine# Oper #cars DIR Track OUT IN

Special Instructions

SWITCHING CREW

ORDERS: TRAIN #S1 - permission to switch in yard 3/19/16

Road/Engine# Special Instructions OPERATOR \_\_\_\_\_

Work from I/O to staging to staging track 2 for train break up, staging consist movement if no power present. Break up to be handled in accordance with siding usage. May use switches 212,213,214, 215,222,147,146,153 on yard main with approval from tower.

SWITCHING CREW

ORDERS: TRAIN #S2 - permission to switch in yard 3/19/16

Road/Engine# Special Instructions OPERATOR \_\_\_\_\_

Work south yard tail as needed to open space for additional yard; work under direction of S1 for train break-up from staging track 2. Do not cross main without tower approval. May not use switches 222,213,212 without tower approval. Also hostile extra engine for #30 EB at 1:30 to OMS team track via Y/313 (under tower control)

**SCHEDULE OF AFTERNOON OPERATIONS 3/19/16**

**REPORT & FOLLOW-UP**

On 3-19-16, the MEMRR staged its first-ever schedule of actual operations following discussion on the use of the HO layout during the monthly meeting. This two-plus hour attempt was executed under the hope of creating a less chaotic atmosphere in Saturday train running, and was done in addition an amended list of temporary protocols implemented that day to resolved problems. The schedule allowed no mainline switching beyond moves inbound and outbound from the Y and Rogers siding; train break-up and switching the yard was worked by Paul Haynes with no problems. Of the nine scheduled trains, we annulled four due to lack of crews, but ran two extras to finish the day for photography purposes. This schedule was developed to accommodate as many varied consists as possible based on equipment, and in addition to the schedule below, all operators were issued preprinted train orders by train number denoting trackage rights, times and inbound movements based on direction. We replaced a passenger train (#31) that would have featured scheduled stops with a hotshot trailer-train consist, and ended the session early to allow the photo work to be done. Follow-up indicated the method employed appeared to work well; the process will need to be refined and obviously we can create multiple possible operating scenarios for movement. It may be something enacted once a month. A critical part of the success was the voluntary relinquishing of all switching functions to the tower, ensuring train movement by schedule only, and the willingness on the part of operators to maintain proper speed and distance. At several points, we had four trains moving at once, as well as ongoing yard operations. One movement entailed a work train to traverse both inside and outside circuits, including with opposing traffic, and ran without issues. Printed below are the actual notes and an edited schedule given to each of the operators and used to direct operations. Please give your feedback on this project to a member of the Operations Committee (Ted Bleck-Doran, Gary Emmerit, John Edwards, Gary Gillam, and Geoff Stunkard). – Geoff Stunkard

SCHEDULE OF AFTERNOON OPERATIONS 3/19/16

- Tower has *all* control of Y operations and train permissions as of 12:30
- Engineers will hostle own locomotives for departure/arrival, RADIO/REGISTRATION ON PAPER REQUIRED FOR ENGINE MOVEMENT. Radio required on mainline ops unless other permission given; train spacing shall be based on lead-out/premier scheduled train speed.
- No mainline switching allowed, yard operations granted by written permission
- ALL TRAINS - Inbound/Outbound yard use REQUIRED to/from main unless otherwise dictated

Schedule of Trains

35 MPH STEAM ERA FREIGHT/SHORT PASSENGER

#1	Western Turn 12:45-1:30; steam era consist EAST BOUND MAIN INSIDE	ANNULLED - no crew	
#2	Watauga local 12:45-1:45, steam era consist EAST BOUND MAIN INSIDE	Soo 505 Mike	1:10
#3	Mountain Crawler 1:45-2:30, note: train will get held in traffic EAST BOUND MAIN INSIDE	L&N 1754 Gary G.	1:50
#6	Rolling Wonder 2:15-3:00 - passenger EAST BOUND MAIN INSIDE	SOU 4501 Logan H.	2:40

45 MPH PASSENGER/HOTSHOT/MODERN FREIGHT

#30	Cavalier passenger 12:45-1:45; three-four station stops, optional engine swap/double header WEST BOUND MAIN OUTSIDE	N&W 609 Logan H.	1:15
#31	CNW wooden cars/Second passenger 1:00-2:00; three-four station stops (stops cancelled) WEST BOUND MAIN OUTSIDE	IT(intermodal) Ted B-D	1:00
#34	Crescent Express - 1:45-2:45 - hot shot modern freight or passenger train EAST BOUND MAIN OUTSIDE	ANNULLED	
#35	Unit Train - 2:00-3:00 - hot shot outside main EAST BOUND MAIN OUTSIDE	ANNULLED	

SPECIAL MOVES

#98	Work Train - 1:45-2:30 max speed 35 mph	SF 3760	Logan H	2:00
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WEST BOUND MAIN INSIDE/MAIN OUTSIDE – ENTIRE DIVISION

#91 Assigned extra, either main, in direction of traffic UP 46641 Jonathan 2:35  
 #92 Assigned extra, either main, in direction of traffic UP 46642 Jonathan 2:35  
 BOTH RAN WB

SWITCH CREWS

S1 Called as needed, I/O clean-up, staging/reversals CRR 350 Paul H 1:00  
 S2 Called as needed, south side tail/power hostler ANNULLED

KEY: MO – Main Outside MI: Main Inside I/O- Inbound/Outbound yard  
 OMS –Outside Main WB: clockwise from Y EB: counter-clockwise from Y

TRAIN engineer/engine#/road

#1 ANNULLED no crew  
 #2 Mike Baker SOO 595  
 #3 Gary Gillam L&N 1752  
 #6 Logan Heaton SOU 4501 pass  
 #30 Logan Heaton N&W 609  
 #31 Ted Bleck-Doran IT (replace CNW pass)  
 #34 ANNULLED no crew  
 #35 ANNULLED no crew  
 #98 Logan Heaton ATSF 3760  
 #91 Jonathan Gillam UP 3985 (unscheduled extra)  
 #92 Jonathan Gillam UP X3985 (unscheduled extra)  
 S1 Paul Haynes CRR 350  
 S2 ANNULLED not needed

OPERATING INSTRUCTIONS

12:30 All MI inside loop trains come into I/O yard for reclassification; move #30 consist from staging to I/O for Cavalier.  
 (NOTES: moved two strings of cars from I/O to staging to facilitate movements above)

12:45 Main Inside train #1/#2 freight only/20 car max, to exit eastbound, on 2 minute intervals  
 Running speed 30-35 mph. Both trains will be club cars unless otherwise assigned, with half-layout separations.  
 Spacing to decrease in the event a third train under #9X is inserted.  
 Following this movement to clear I/O, all Main Outside trains shall come to I/O yard for reclassification or return to staging. #30 to be powered in I/O from roundhouse by operator.

**NOTE: MAIN OUTSIDE LOOP IS PASSENGER ONLY FROM 1:00-2:00**

1:00 #30 N&W Cavalier to exit I/O yard on time with J power, westbound, Main Outside, 3 loops to station stop on OMS, 4 minutes, proceed and radio tower upon arrival at switch 336  
 #31 CNW/second passenger train from staging to I/O upon exit of Cavalier from I/O to main  
 #1/#2 MI continues at half layout train separations  
 Yard switching operations turned over to crew with switch instructions; NO OTHER SWITCHES  
 (NOTES: #31 replaced by hotshot train, left before #30 due to engine move from roundhouse)

1:15 #31 CNW/second passenger to exit I/O yard WB upon arrival of Cavalier at depot, #31 three loops to 1<sup>st</sup> station stop, 4 minutes, proceed and radio tower upon arrival at switch 336.(annulled)

- Following this, #31/#32 MO continues, #30 has authority, half layout train separations at 45 mph, station stop in OMS every five loops, engine change on third stop if operator desires. Engine supplied by S2 hostler to OMS team track, prior power will do back-up move to Y using S2 for return to roundhouse unless double heading.  
(NOTES: power move cancelled)
- 1:30 #3 Train (for MI only) to proceed from staging to I/O for exit at 1:45  
#1 out on MI will make two loops following radio contact that #3 consist is waiting in I/O, radio contact tower from Alsop coal on second loop, will return to I/O via Rogersville siding and drop off train. Operator to own hostile power to roundhouse, staging.  
#1 OFFDUTY  
(#1 was annulled, no crew)
- 1:45 #98 work train out from staging to O/I, train will run entire division WB  
#2 out on MI will make two loops following radio contact of #98 work train is ready, radio contact to tower from Alsop coal on second loop, will return to I/O via Rogersville siding. Switch crew will pull #2 car consist from I/O to staging and invert back through staging track 2 for break-up. Operator to own hostile power to roundhouse, staging.  
#2 OFFDUTY  
#3 train exits through Y EB for  $\frac{3}{4}$  loop and will follow #2 path into Rogersville siding and hold at Rogers depot in clear, notify tower of same to close switches  
Following this notification, #30 Cavalier will crossover through yard main and into staging under power as arrived with.  
#30 OFFDUTY  
#34 MO modern/hotshot freight may exit staging for I/O, max length is 22 cars  
(NOTES: #34 annulled)
- 2:00 #98 Work train will exit I/O EB through Y following arrival of Cavalier, proceed opposing traffic on MI for one loop, crossover to MO for two loops.  
#31 CNW/Second will come into Y and proceed to I/O following arrival of #98 on MO, switch crew will hostile consist to storage location.  
#31 CNW OFFDUTY  
#3 shall proceed EB on MI following passage of #98 on its MI to MO single loop & exit of #31  
#35 MO unit car freight/passenger consist to proceed from staging to I/O, max length 22 cars  
(NOTES: #35 annulled)
- 2:15 #98- following two loops, #98 will again crossover to MI at Y crossover and proceed WB via SWS318 to Rogersville siding and stop  
#3 will arrive at Rogersville MI upon radio notification of pending #98/#34 move and hold  
#34 will leave I/O EB on MO upon clearance of #98 though Y, track speed max 45  
#3 will proceed EB following #34 crossing main  
**IMPORTANT both mainlines now running EB**  
#35 will leave I/O EB following passage of #3 crossing Y  
#6 MI short freight/passenger consist to proceed from staging yard through on yard main Y EB.  
#98 following above traffic moves, operator will back in from Rogersville through SW212 to staging tracks for retirement for day.  
#98 WORK TRAIN OFFDUTY 2:25  
(NOTES: #34/35 both annulled, #6 held in staging for photo op)
- 2:30 #3 will notify tower of position at 2:30 and will return to I/O via Rogersville siding on next circuit. Switch crew will pull #3 car consist from I/O to staging and invert back through staging track 2 for break-up. Operator to hostile own power to roundhouse, staging.  
#3 OFFDUTY  
(NOTES: #91/92 extras from staging to layout here, once #98 returned to yard)
- 2:45 #99 movements, if any, will come into yard through Y to staging  
#34 will return to I/O or staging based on private or club consist.

#34 OFFDUTY  
 #35 will follow #34 likewise upon opening of spacing in I/O or staging  
 #35 OFFDUTY  
 #6 will be final train to exit mainline, doing so via Rogerville siding through to I/O or staging  
 #6 OFFDUTY  
 (NOTES: all above directives annulled, railroad turned over to 91/92/6 for photographs)

3:00 Secure (NOTES: railroad turned over to 91/92/6 for photographs)

## MOUNTAIN EMPIRE MODEL RAILROADERS BUSINESS MEETING FEBRUARY 2016 SECRETARY REPORT

The meeting was called to order by club President, Dr. Fred Alsop with 20 members in attendance.

Mr. Alsop then introduced new member Donald Beck. Mr. Beck shared his railroading history and told members that he has HO trains, 3 rail Lionel and is building a live steam locomotive.

Mr. Alsop also welcomed Gregg Mundkowsky who has been working in the Tweetsie Room. He was the Vice President of Model Railroad club in Maryville, TN.

### Officers Reports:

**Secretary:** The minutes were approved as published in the Signal Bridge.

**Newsletter Editor:** Ted Bleck-Doran reported that the Signal Bridge has 21 pages. He then thanked everyone for their submissions and getting them to him on time. Fred Alsop then suggested that members look at past issues as well. There are great articles in them as well.

**Treasurer:** Gary Emmert gave the financial report for the month of February 2016. He also reported that there are 135 members and 51 members who have not paid their dues for 2016. If you have not paid your dues for this year please do so.

**Webmaster:** John Edwards reported that addresses are up to date. Once membership is up to date he will print the membership cards.

**Vice President:** John Carter reported that he does not have any programs scheduled for the next several months. Fred Alsop asked membership for program ideas.

Mike Buster spoke of the Dry Transfer workshop that he will be conducting in April. This workshop will be a hands on clinic that will be held on a work night. Bill Hensley made a motion that the club reimburse Mr. Buster for the expenses incurred for the last workshop and the one in April. John Edwards second. The discussion centered around the

amount of money to be allocated. Motion was amended and passed unanimously.

Mike Baker requested a scenery workshop. A tree making workshop and perhaps a presentation from John Edwards about the laser knife were suggested as well.

**President:** Dr. Alsop thanked V.P. John Carter for conducting last month's meeting and members for getting the calendar together. Visitors are averaging 100+ per day. The museum was closed 1 day last month and the following Saturday we had 206 visitors. He also noted how nice it has been to see so many members in the museum on Saturdays. Dr. Alsop told members that he is very proud of the work that members have done for model railroading and the talent in this club really speaks for itself. It's because of this that we are getting the visitors and the recognition that we are. George Riley has essentially assured us another article in the 2016 HOOn3 Annual. The article will focus on the Cranberry structures and how they were made using the laser knife. Jim Gorny has constructed a room for our laser knife and John Edwards is learning the Corel Draw program to use with the laser knife. The laser knife can be dangerous, therefore it will be secured in the room that Jim Gorny has built.

### Old Business:

1. We have books and magazines available for sale. Mr. Pahr spoke of the various books and magazines that are for sale to members.
2. Roger Teinert reported that the Train Show is now in the advertisement phase. If the club or members would like a table see Roger. There will be no discounts for members. See Roger Teinert or Bill Hensley for pricing. Gary Emmert made a motion that the club purchase 2 or 3 tables. This motion was tabled until a later date. George Riley and White River Productions is placing the ads for the train show in April, May and June.
3. The 2016 Calendar of Events came together nicely. Our annual Christmas party has grown quite a bit and we need to consider another venue. Ted Bleck-Doran will check into Jonesborough locations.
4. The door combination will be reset the end of February.

### New Business:

- 1) This month's Heritage Day is "Short Lines". We are going to try to do the press release earlier in the month.
- 2) Spring Fling will be at the Black Olive Restaurant on March 18<sup>th</sup> at 6:00 p.m.



3) Gary Emmert made a motion that the club votes Bill Hoover an Emeritus Member. Paul Hayes 2<sup>nd</sup>. The discussion informed members of some of Mr. Hoover's contributions to the club over the years. Motion carried unanimously. Roger Teinert will contact Mr. Hoover and let him know that he is our 2<sup>nd</sup> Emeritus Member.

The call for volunteers was made.

### Announcements:

1) Jim Pahr has been gifted from Jack Cope's widow a club sweatshirt and a club short sleeve shirt that she would like to give to a member who would want it.

## G L Carter RR Museum Coordinator's Meeting February 2016

The meeting was called to order by club president Fred Alsop with 8 coordinator's in attendance.

**N Scale** – Jesse Kittle reported that he and Gary have been laying track.

**Tweetsie** – John Edwards said that it has been coming along nicely. He has been working on drawings for the laser cutter. Fred Alsop talked about the need for a safe room for the laser cutter. Jim Gorny has been building the room near the entrance to the big workroom. There will be a sign posted on the door stating authorized personnel only. There are 2 keys for the room John Edwards has one and Fred Alsop the other. The first buildings to be made with the cutter will be the Blevins Station and the Lacey Store. After that work will be started on the Cranberry structures.

**G Scale** – Mike Baker reported that he and Ben cleaned the track in the main gallery. The Little Engineers Room track was cleaned last week. He also switched out some cars and engines

**Communications** – Roger Teinert informed members that rack cards from the museum and for the train show are at all the welcome centers in east Tennessee, at the Chamber of Commerce and other places. Fred Alsop said that he just signed a 1 year contract with Print Distributions who is hitting 48 locations with the rack cards. He also stated that our train show committee has been working hard getting the word out.

**Web-master** – John Edwards reported that he has the new mailing list and a list of full members.

**Rip Track** – Jim Hoyt stated that the museum has 138 pieces of rolling stock and 8 engines. The club has 184 pieces of rolling stock, 28 passenger cars and 16 engines. The Cope

2) Bill Hensley said that he needs volunteers to man the train show table at the Cow Palace show.

Gary Emmert talked about what is in the museum library as part of the evening's program followed by a DVD presentation of "Lumber Jacks and Tracks in the Great Smokey Mountains".

Meeting adjourned

*Respectfully Submitted  
Debbi Edwards, Secretary, MEMRR*

layout has 45 pieces of rolling stock and 10 engines. The rest is HO<sub>n</sub>3, 34 pieces of rolling stock, 10 engines and 2 other pieces. Everything is working well on the railroads. He will start working on the Reverend Walker donations next.

**Newsletter** - Ted Bleck-Doran thanked everyone for getting everything to him on time Frank Fezzie will do an article on electronics next month. An article on a home layout is needed.

**Locomotives** – Gary Gilliam reported that they need more locomotives. Jessie Kittle said that there are 3 on order.

**Library** – Gary Emmert reported that there are 22 books, 2+ cases of DVD's. Paul Hayes is building a new DVD cabinet. We sold 5 hardback books.

**President** – Fred Alsop stated that the password for the lock would be changed at the end of the month. Members then decided on the new code. John Edwards stated that the password for the Members Only link on the web site will be changed as well.

Fred Alsop adjourned the meeting.

*Respectfully Submitted  
Debbi Edwards, Secretary, MEMRR*



**Fred weathers an end piece for a station on the Tweetsie prior to assembly with other parts made by John Edwards on the museum's laser knife.**



Norfolk Southern's DC-to-AC rebuilt locomotive #4000 pays a solo visit to Jonesborough on April 8, 2016 without its mate #4001. #4000 was the second of a two-unit lashup headed South/West toward Greenville. Photo by Ted Bleck-Doran

## MOUNTAIN EMPIRE MODEL RAILROADERS BUSINESS MEETING MARCH 2016 SECRETARY REPORT

The meeting was called to order by club President, Dr. Fred Alsop with 18 members in attendance.

### Officers Reports:

**Secretary:** Debbi Edwards submitted the minutes from the February business meeting as printed. Motion was made to accept the minutes as printed and the motion passed unanimously.

**Newsletter Editor:** Ted Bleck-Doran reported that the Signal Bridge has 20 pages with special contributions from Bill Booher, Don Beck and Paul Hayes. If you have something

(articles, photos, etc) that you'd like to add to the newsletter please contact Ted Bleck-Doran .

**Treasurer:** Gary Emmert reported the clubs account balance and that there are still members who have not paid their membership for this year.

**Webmaster:** John Edwards reported that the virus scare was a false alarm. There was no virus attached to the email that he had sent out. He also stated that the addresses are up to date and membership cards are ready and located in the museum.

**Vice President:** John Carter reported that he does not have a program scheduled for April. Discussion included possible DVD's to watch as a program. If you would like to put a program together for a future date please see John Carter.

**President:**



- 1) Dr. Alsop asked for volunteers for a Home School student visit on March 18<sup>th</sup>.
- 2) He then reminded members that the Annual Spring Fling is also on the 18<sup>th</sup>.
- 3) Saturday attendance has been great. We are averaging 100+ visitors and 20+ members.
- 4) He asked that members please operate in a professional manner and no horse playing.
- 5) He informed members that he would be out of country from March 20 to April 2. In his absence please contact Jim Pahriss, John Edwards or Gary Gillam if you have any concerns.
- 6) Bill Langford has been donating a lot of landscape materials. He will be holding a tree making clinic on Thursday, March 17<sup>th</sup> at 5:00 p.m.
- 7) Mike Buster will be doing a Dry Transfer workshop in April.

### Old Business:

- 1) John Edwards said that he has worked on the tutorial but put it aside to work on other club projects.
- 2) Roger Teinert reported that we are now up to 50 tables for the train show and is expecting more. The museum will have 5-6 tables. Dr. Alsop expressed his gratitude to the members who have been working so hard to make the show a reality. Roger Teinert requested volunteers to work the show on Thursday, Friday and Saturday.
- 3) Mike Buster requested that members bring in cars that you want lettered to the workshop.

### New Business:

- 1) Railroad Heritage Day is March 26<sup>th</sup>. It will be our "6<sup>th</sup> Annual Steam Up". The press releases are already out. Jim Pahriss requested a print out showing what the heritage is for visitors.
- 2) Coordinator's meeting minutes will be published in the Signal Bridge.
- 3) Tweetsie layout has been operational for some time and is in the process of having the mine track gauge resized to HO<sub>n</sub>3.
- 4) The ET&WNC RR Historical Society's 28<sup>th</sup> Annual Convention is June 3<sup>rd</sup> - 5<sup>th</sup>. Dr. Alsop told members the



- schedule of events and Dean Smith will be the guest speaker. This organization is now affiliated with the GL Carter RR Museum.
- 5) The Carter Chapter has a rail excursion scheduled for June 18<sup>th</sup>. 3 buses will be going to Oakridge, ride the Secret City RR and visit the museum. The buses will then take passengers to Knoxville for a river cruise luncheon.
  - 6) Jim Pahriss has been working on a 2 night excursion to Cass, WV for both clubs. The excursion will be Labor Day weekend.
  - 7) Gary Emmert informed members that Ed Rutledge donated his layout to the club. Mr. Emmert also discussed some of the donations that we have received from Reverend Walker.
  - 8) Gary Gillam wanted to know if seniority plays into running the trains on Saturday. After much discussion about how running the trains should be run, Myra Hensley made a motion that if you are running trains and you leave the building you must move your train to one of the in/out bound tracks or the staging yard. John Edwards did a friendly amendment stating that when a member leaves the building they must park the trains out of the way of any operating tracks. Motion and amendment passed. A committee was then formed to work up an operational design for the HO layout. Committee members are Ted Bleck-Doran, Gary Gillam, John Edwards, Geoff Stunkard and Gary Emmert.

The call for volunteers was made, followed by the evening's program "Some Railroad History via Reverend Walker's Photography" put together by Geoff Stunkard.

### Announcements:

- 1) The next coordinator's meeting is April 14<sup>th</sup>.
- 2) The next business meeting is April 19<sup>th</sup>.

Meeting adjourned at 9:20

*Respectfully Submitted*  
*Debbi Edwards, Secretary MEMRR*





**THE RIP TRACK**  
**INSTALLING COUPLERS**

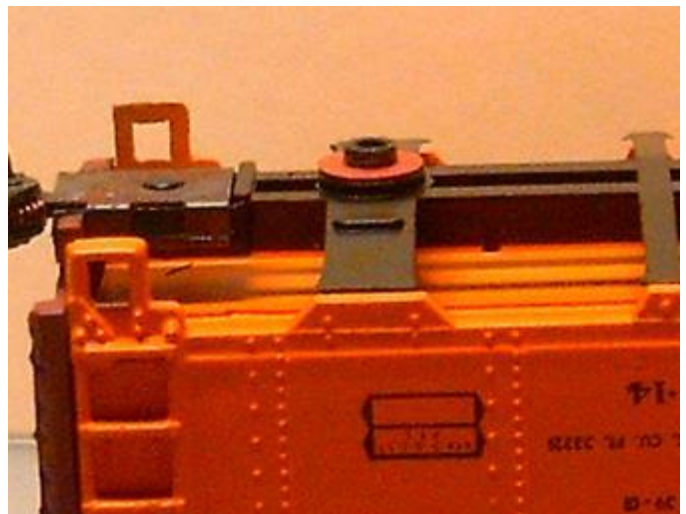
By Jim Hoit,  
 MEMRR RIP Track Coordinator



Be careful to reinstall the knuckle between the brass side springs, and not on top of these springs, the knuckle should be free to spring left to right freely and return to the center position.



With the wheel truck out of the way you can access the knuckle boxes, carefully remove the box cover and if you have plastic knuckles you can replace them with a couple of different ones, a knuckle with a brass spring.



When reinstalling the trucks, check to see if the shaft the truck fits into is not flaired from using too large a screw, if it is you can use a small file and carefully file the flair away.

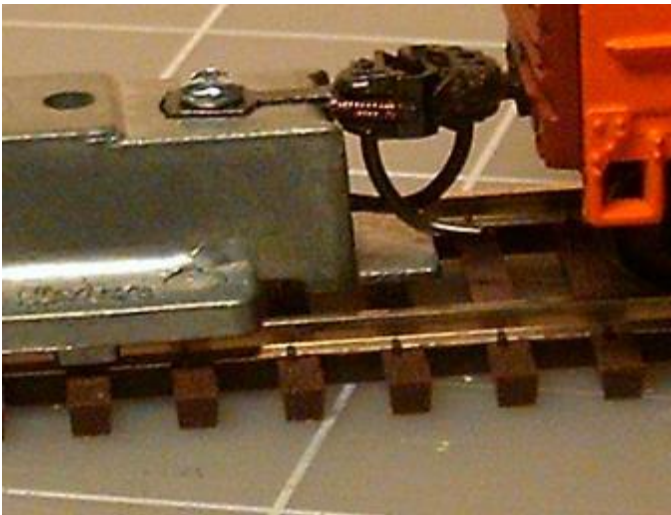
When tightening the truck screw be sure not to over tighten, the truck should turn freely and tilt a little freely as well, too loose and the car will sway side to side too much.

At this point set the car on a section of track and check for ease of rolling. if this is good next is to check the height of the knuckle.



Another is with a knuckle with whisker spring on each side.

At this point the height of the knuckle can be adjusted by putting the brass spring above or below the knuckle, also the brass spring will help to remove any vertical slack in the knuckle box.



Using a standard height gauge the two knuckles and release pins should match up.

If the height is too low a paper washer or two can be added between the truck and the car body or flip over the brass spring in the knuckle box.

If the height is too high remove any washers or flip over the brass spring.

If the release spring is too low it will catch on road crossings and switches causing derailments, with a proper set of plyers designed for bending this wire you can raise the release pin up or down as needed.

*Enjoy...  
Jim Hoit*

**RAILFANNING WITH THE HOITS**  
**TENNESSEE VALLEY RR'S HIWASSEE**  
**LOOPS AND RIVER GORGE**

By Jim Hoit  
Photos by Jim Hoit



**An overhead view of the Hiwassee Loops**

Linda and I went Saturday on a spectacular train ride to the Hiwassee River Gorge, we caught the train in Etowah, Tn and traveled along the Hiwassee River, with a bright blue sky above, clear blue water below, Red Bud trees in full bloom and very steep slopes along our path to Copper Hill, Tn.,

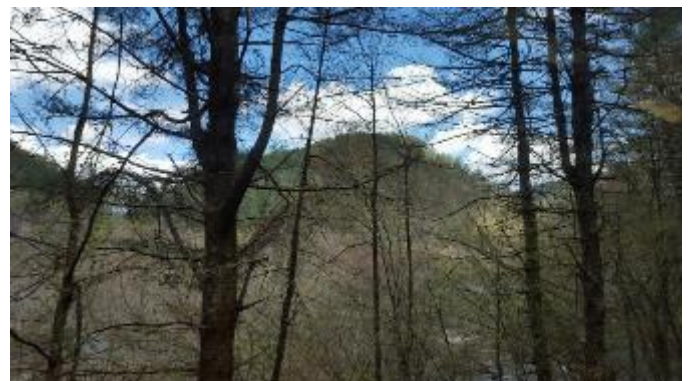
Just before crossing over the river we passed by the bridge keepers home, The bridge keeper would carry 2 buckets of water out onto the wood trestle and extinguish any hot embers that were dropped by the passing steam engine.

The Railroad line was charted in 1887 by the Southern Railroad and the track was completed and the first train began on August 18, 1890.



**The Bridge Keeper's House**

In 1897 it was proposed to improve the line with a double loop and crossover approx. 2 miles long with a 1.5 to 2% grade at Bald Mountain to eliminate a switchback, where the train crosses itself is a trestle 197 ft. long and 62 ft. high, this is one of five known spiral track configurations in the country.



**A view of the mountains south of Etowah from the train**



After passing thru the loop we passed by the Appalachia Dam that flows water thru a water tunnel several miles down to the stream power generator.



The Appalachia Dam



Crossing the Hiwassee River

The trip extends 42 miles and begins at an elevation of 748 ft. and rises to 1720 ft. and ends up at Copper Hill elevation of 1460 ft. the trains travels at 20 mph but slows to 5 mph through many of the tight curves.



The trestle carries the line over itself after completing 1 3/4 loops upon itself.



AT the top of the loop the head end power crosses the lower loop on the trestle.



Watching the tail-end observation car cross the loop trestle.

If you have a chance to ride, I hope you will enjoy it as much as we did.



CSX 2262 at Kingsport TN in the morning light – photo by Paul Haynes



**REV WALKERS' STEEL MILL UP FOR BIDS**

**AUTION CONCLUDES AT THE MAY 17<sup>TH</sup> BUSINESS MEETING**

List of what you get with the steel Mill.

- 1x steel mill
- 2x dc switch engines
- ladle cars
- ore cars
- steel \
- any gons with the name of the steel mill on them (\* NOTE: if there are any as final inventory freight cars in the collection is not final).
- all 2 bay coal cars with the name of the steel mill (\* NOTE: if there are any as final inventory of freight cars in the collection is not final).

The items go to the highest bidder for cash. The final bidding will close at the May business meeting on May 17<sup>th</sup>.

We have one bid so far of 200.00. A silent bidding sheet will be posted so some may raise their bid just like on bid Fred will ask for any more bids at the meeting and then close the bids and Gary Emmert will make arrangements for winning bidder to pay for it and pick up the module.



Kingsport early morning – Photo by Paul Haynes

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

I am back from 2 weeks of co-leading a birding trip to Columbia, South America and anxious to begin railroading once more. I wish to thank all of you who keep the Chapter and the Railroad Museum going without interruption when my other, biologist side, takes priority of my time. Your efforts are noted and most appreciated. These are exiting times for the Mountain Empire Model Railroaders and the Carter Railroad Museum and the coming of spring's renewal in the mountains surrounding us only adds to the excitement of new beginnings for all of us.

One of the most exciting events for the George L. Carter Chapter NRHS has been the decision last year to support a high school student to the NRHS rail camp this year. This is an exciting week that I know deep in our hearts that we would all like to participate in as a rail camper; but that opportunity has passed most of us by. The Chapter has selected a participant who has been coming with his mother, Amy, to the G.L. Carter Railroad Museum for about a year now and his name is **Ben Merritt**. Ben has been a railroad enthusiast for many of his 13 years and he has been an active member of the Mountain Empire Model Railroads since joining the model railroad club. Ben and Amy are at the museum almost every time it is open for Saturday operating sessions and for Thursday work nights. Ben works hard to run his trains, and those of the club and the museum's narrow-gauge Tweetsie consists. He is very careful in his operating techniques and has applied himself not only to safe operation of the little locomotives with their consists, but to prototype operation procedures as well. Additionally, Ben has been busy learning a lot of model railroading skills from scenery construction to track and locomotive maintenance. It is with a great deal of pleasure and pride that the Chapter's Board of Directors has selected Ben to be their first recipient of their Chapter's Rail Camp Award. The Chapter will pay all of his expenses to attend the railcamp in the east in Delaware, including his airfare from Tri-Cities. Ben's mother, Amy, will be making the trip with him and plans a little vacation time while Ben attends the camp. One of Ben's favorite railroads is Amtrak and this is the featured railroad for this camp. Please share our congratulations to Ben!! We want to hear all about your experiences when you get back.

In the Carter Chapter NRHS meetings, beginning in January when both organizations established their annual calendar of events, the Carter Chapter decided to again provide rail excursions for the general public. They have plans for an excursion on June 18<sup>th</sup> to **Oak Ridge** to ride the **Secret City Railroad** with a visit to their museum followed by a stop in

Knoxville to have lunch on the **Star of Knoxville** riverboat as we cruise the Tennessee River. Additional plans are for a single bus to **Cass, West Virginia** for a 3-day/two-night rail trip on the **Cass Scenic Railroad** and to ride the nearby **Durbin Rocket**. A package to include lodging at the SnowShoe Lodge complex is included with the train rides. This event is scheduled for the Labor Day weekend and we hope that the Carter Chapter and the MEMRR will be eager to fill the bus to make it a train fan weekend. Cass was a big sawmill company town and the state of West Virginia has preserved much of the town as it originally was including the company store, company housing and the depot. Unfortunately, the sawmill burned to the ground a number of decades ago. Visitors to the Cass Scenic Railway have the opportunity to visit the railroad's backshop and get up close and personal with the locomotives and the rolling stock. This will be a great trip and the first "overnighter" the chapter has sponsored. Lastly, on November 12<sup>th</sup> the Carter Chapter is planning a rail excursion to **Bryson City, NC** to ride the **Smoky Mountain Railway**.

All of this will take a lot of work, especially in promoting the trips. We hope the Cass trip will be primarily for members of the Carter Chapter NRHS and the Mountain Empire Model Railroaders; but the chapter will open this trip to the general public in order to fill the bus, so **participation will be limited to 56 rail fans**. Please consider being among the first to submit your applications for tickets to guarantee you spot on this June trip and to support your chapter while securing your seat for a fun-filled day.

I want to thank you all for coming in to the Carter RR Museum on Friday, 18 March, to host the 30+ children and their teachers/chaperones from the Charlotte Mason Homeschool Co-op. The group spent about an hour with us and asked lots of good questions about railroading and model railroading. Coming in on a Friday at mid-day when the university is in session always presents parking challenges and I truly appreciate the extra efforts many of you made as volunteers to help out. Your response is always terrific and this is one of the ways we pay our "rent" to the university for the privilege we have of being granted space for our museum and our model railroading on a big college campus. We got a thank you photo from the students with their group pictured and it was signed by many of the children. I will post it in the Carter RR Museum for your viewing.

**Our Train Show Committee** is still hard at work organizing for what we will be a big train show on June 3-4. There have been months of work creating and distributing train show flyers, vendor's forms, and publicity. We have secured advertisement in most of the railroading and model railroading magazines and on some of the one-line railroading sites. We are cooperating with the director of the Johnson City Blue Plum Festival to cross-pollinate the two

events that will be happening concurrently to maximize our public awareness locally so that festival goers will also be aware of the train show on the ETSU campus. We will soon begin local media press releases to build enthusiasm and awareness of the event. We will need a lot of volunteer help on Thursday, 2 June, when the vendors begin arriving and setting up their displays. We will need help unloading and moving tables in the venue and help with directing traffic in and out of the building as well as just being the local “go-to” person when our vendors need help with their logistics. So, please mark the 2-4 of June on your calendars not only to come to the train show, but also to provide the assistance that we will need to make it operate as seamlessly as possible so that both vendors and buyers have a great experience and will want to come back each year to make the show bigger and better for everyone.

June 3-5 will also be the dates for the **28<sup>th</sup> Annual Convention of the ET&WNC RR Historical Society** and they will once again be meeting at the Carnegie Hotel here in Johnson City. **Dean Smith**, from central Missouri, will be the keynote banquet speaker on Friday night (3 June) and will be giving a great PowerPoint presentation on modeling and operating the ET&WNC RR in HO<sub>n3</sub> scale. I saw this presentation at a regional NMRA meeting in Jefferson City, MO last June and it is an outstanding illustrated talk using Dean's layout as the model and relating how this little railroad is a wonderful railroad for doing point-to-point operations. Dean is an enthusiastic speaker with a passion for the Tweetsie and who has been a model railroader for many years. You won't want to miss this presentation. Membership in the ET&WNC RR HS is only \$30 annually and June begins their calendar year for membership. Why not consider joining and as a member attend the convention with all of its activities that will include a ride on the Tweetsie Railroad with run-by photo opts, a ride up Doe River Gorge to Pardee Point and a visit to the Cranberry Mines as only part of their 3-day agenda? The Carter RR Museum is co-hosting this society that is affiliated with the museum by member vote at their 2015 convention, and they will be visiting the museum during their convention with a focus on our Tweetsie layout.

June is going to be a busy month with a calendar that looks like this:

- June 3-4 G.L. Carter Railroad Museum's First Annual Big Train Show (vendor set-up on June 2)
- June 3-5 28<sup>th</sup> Annual Convention of the ET&WNC RR Historical Society; Carnegie Hotel
- June 18 Summer Rail Excursion to Oak Ridge and Knoxville, TN

Our next **Heritage Day Event** planned by Heritage Day Coordinator, Geoff Stunkard, is on April 30 - ***The West, Won: Transcon Lines from Border to Border***. If you have photos or memorabilia depicting western railroads, please bring them in for museum display for this special event. If you have

model trains from western railroads this will be a good time to give them a workout on our operating layouts. We generally have lots of visitors at the Railroad Museum on our special Heritage Event Days and we can always use all the volunteer help we can get to operate the museum and to assist our guests. Please continue to come out on Saturdays to help us out and be part of a fun-filled day at the museum. If anyone needs another green club logo shirt, embroidered with your name on it if you so desire, please let our treasurer, **Gary Emmert**, know. We can take your order for shirts (polo, long sleeve, with or without pockets, etc.), hats and for jackets as well if you need to upgrade your chapter outer ware, or if you have never had a clothing article that represents the chapter. Wearing our green logoed shirts and hats is also a great way to advertise our MEMRR Club to others with the potential for gaining new members and it makes for a much more professional appearance when we are operating our layouts in the Museum on Saturdays. I strongly encourage all of you to wear your club paraphernalia if you have it and, if you don't have your own personal green shirts, please order one soon.

We have had an active committee working on new layout operating rules for the MEMRR's HO-Scale layout. These rules when completed will be presented to the club at an upcoming business meeting for discussion and adoption. All of the work going into the several meetings by this committee has one goal; a better operating system that mimics the prototype with all operations under the oversight of a **Dispatcher** and will smoother operations for our engineers and for the viewing public. The system being created will also provide uniform operations of locomotives and trains and give equal opportunity for everyone wishing to run trains on Saturdays the chance to do so. I thank the committee for undertaking this challenge and look forward to their report. Their work will be published in *The Signal Bridge* so all members can review it and become familiar with it. When adopted we will initiate it as the standard operating procedure for the club on the HO layout.

**John Edwards** has been working hard on the drawings of buildings I have been providing him with to make the pieces needed to assemble them into structures on the Tweetsie layout using our new LaserKnife. The first two buildings for the Blevins section of the layout, the Hopson store and post office, and the Blevins Depot, have now been cut from board-and-batten style wood and will soon be assembled. The next group of buildings will be structures for the Cranberry Mine. Come check out John's work and watch the LaserKnife at work. It is a great tool and we will be using it to create a lot of the custom-made structures on the ET&WNC RR layout. Pete Morsette contacted the Carter Railroad Museum several years before his death to begin a series of agreements that would bring his HO-scale model railroad layout, locomotives, rolling stock, railroad library and other railroad memorabilia into the museum's holdings upon his death. The museum agreed to dismantle the layout and to



bring the inventoried pieces to Johnson City and ETSU when his wife, Joyce, had had the appraised and was ready for the transfer of his belonging to be made to the museum. Joyce has recently contacted me and is requesting that we remove the layout and other designated bequeathed items sometime in May. We will have to find some storage areas for this collection at the university and I shall be working on that right away. Additionally, we will have to get the Rutledge O-Scale collection currently being stored in the museum's trailer into some other storage place to free up the trailer for its use in moving the Morsette collection. Finally, we will have to have some volunteers to do the work of removing the layout; a job that may take several days. I will begin to organize this activity so we will be ready when Mrs. Morsette gives is the word that she is back home and ready for us to start our work. Please be thinking of volunteering some of your time to help us make this move. Pete was an electrical engineer at Tennessee Eastman Company and he used his skills to create a wonderful model railroad. There are block signals that I feel we can use on the MEMRR layout, tortoise machines power all the turnouts. Pete modeled local railroads, the L&N, Southern and the Clinchfield. All his locomotives are DCC and he has one consist featuring Clinchfield #1 complete with the F7B booster locomotive. His scenery is very high quality and we will be able to use a lot of his structures on our layouts. It will be a quality layout for us to have and we will use as much of it as possible.

**EUROPEAN MODEL RAILROADING**  
**THE MARKLIN HENSCHEL-WEGMANN**  
**TRAIN**

From the collection of Mike Buster

In the middle of the 1930's the German State Railway Company (DRG) was searching for the fastest possible connections between the major cities of Germany. For that reason a new trainset with steam motive power was designed and built alongside the express rail car trains with diesel motors such as the "Flying Hamburg".



A train composition consisting of a streamlined tank locomotive with the road number 61001 and 4 newly

Unfortunately, the largest portion of the layout is connected to the walls of his basement and most of the benchwork and the trackage above will not survive our taking it out of the room it is now housed in. We will talk more about this soon, but if you are interested in helping us with the removal of Pete's layout and its subsequent move to the Carter Railroad museum, please let me know and I will keep you up-to-date on the schedule for doing so.

Spring is a busy time and we have a lot of exciting opportunities on our calendar for ourselves and for the general public. It will take some organization and work to accomplish them all, but we have been able to meet these challenges in the past and to raise the bar for ourselves for the future. 2016 is going to be an exciting year for the MEMRR and for our sister organization, the Carter Chapter NRHS. I am looking forward to seeing you at the next business meeting and at the Carter RR Museum.

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*

developed passenger cars with lightweight construction for the route Berlin-Dresden. Due to the low total weight and the 2,300 mm/90-9/16' diameter driving wheels this train composition reached a maximum speed of 175 km/h / 109 mph in tests.



A maximum of 160 km/h / 100 mph was the rule in regularly scheduled service. A total time of 100 minutes was required on the route Berlin- Dresden, which corresponded to an average speed of just 106 km/h / 66 mph. An average trip time of this sort was not possible with conventional trains pulled by a class 01 or 03 as an alternative to this new train.





This train became famous as the Henschel-Wegmann Train and remained in West Germany after World War II. While the class 61 locomotive was retired after being damaged in 1951, the cars experienced a second railroad career as a long distance express train (“F-Zug”) composition

