



# THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB  
MAY 2016 - MEMBERS EDITION

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## LOCATION ETSU

Campus George L.  
Carter Railroad  
Museum HOURS

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

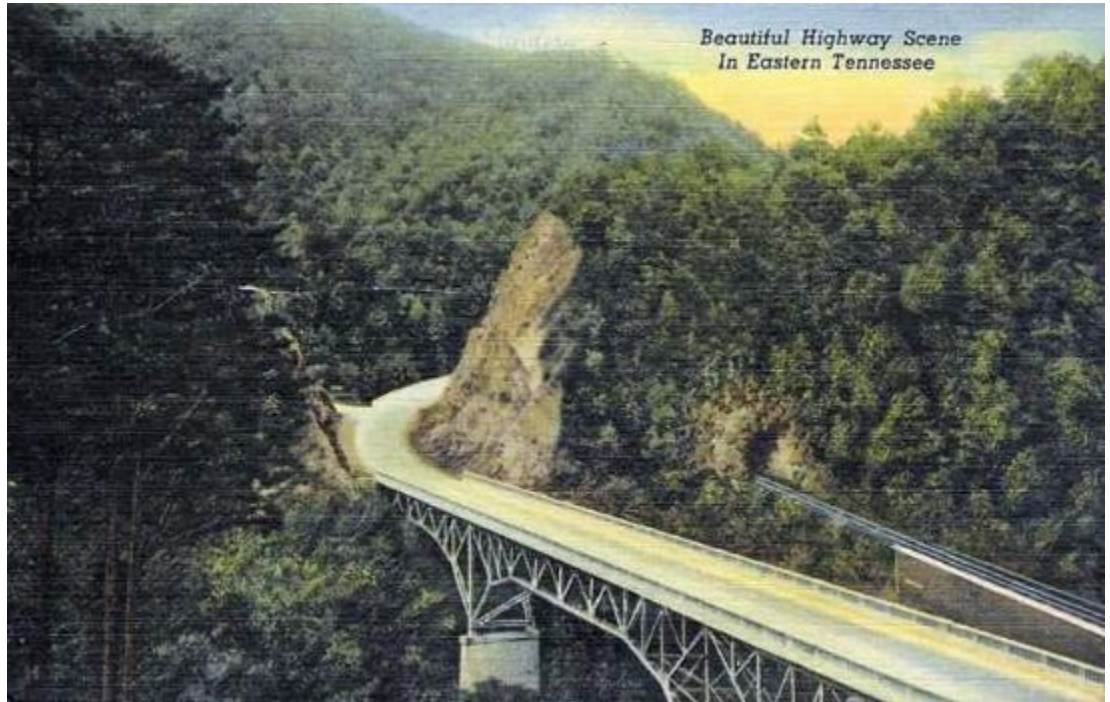
Brown Hall  
Room 312  
ETSU Campus,  
Johnson City, TN.

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

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

## SPECIAL FOCUS THIS ISSUE

ET&WNC RY & N&W's 611



Two Postcards showing the ET&WNC RY



PAUL'S PICS PAGES  
PHOTOS FROM THE LENS OF PAUL HAYNES  
DWARF SIGNAL PRODUCTIONS



N&W 611's Running gear provide vefore nad after images that amply describe the wear, stress, and strain placed on a steam locomotive in actoin.





A fiery "Hell on Wheels" – a view of N&W 611's firebox while under steam

RAIL GYPSIES

NORFOLK SOUTHERN HERITAGE AND SPECIAL PAINT LOCOS PASSING THROUGH THE TRI-CITIES REGION LATE APRIL-EARLY MAY 2016



NS #9-1-1 "Honoring First Responders"



NS #1071 "Jersey Central Lines"



NS #8101 "Central of Georgia"



NS #1073 "Penn Central"



NS #9252 "Operation Life Saver 25th Anniversary"



NS #7140 "Operation Lifesaver"

WORKING ON THE RAILROAD  
UPDATE ON THE TWEETSIE LAYOUT

Fred, John and the crew have been busy adding new scenes to the "Tweetsie" layout at the George L Carter Railroad museum. They are pressing to complete several projects prior to the big train weekend at the start of June. It is anticipated that there will be visitors from the Train Show at the Mini-Dome, Blue Plum Festival, Annual ET&WNC

Historical Society Convention, and the usual Saturday visitors.

Of the planned projects awaiting completion, first on the list is the Hobson Post Office and General Store. Working from several period photographs Fred drew up plans for the building and surrounding area, while John Edwards translated the plans into computer drawings and used the Laser Knife to cut out the various pieces need for the building. Fred then assembled, painted and weathered the

structure. Geoff Stunkard created the appropriate signage and Ted Bleck-Doran painted the figures to replicate the scene in one of the original photographs circa 1920.



The assembled Post Office and General Store awaiting signs and other details to be added.



Fred is adding corn rows using a NOCH HO corn row kit.



The Post Office and General Store has been placed on a foundation with cement pad sidewalks, fencing and corn field added. Geoff's signs are historically accurate. Ask Fred about the product "Cordui" and "Ball Rubbers"...

Part o the fun in the development of the ET&WNC RY layout has been researching the road. Workign from photographs can be a challenge, esp;ecially when the structure no longer existss. Dimensions and details have to be guessed at. The signs on the Post Office and General Store turned out to be unique rarities advertizing an elixer for women's ailments

and footwear. There was also a chicken wire enclsuier to the left of the building adding to the structure's complexity.



The postmaster and his family await the day's mail

The Blevins depot was the next structure to be tackled. Again Fred worked up the dimensional drawings with John translating them into computer plans and cut the component parts out on the Laser Knife. Fred assembled painted, and weathered the structure. Destination signs weree the only ones needed to complete the model.



Here Fred has partially assembled the Blevins depot. The interior has received a coat of paint appropriate for the time and function. The interior can be lighted.



The Blevins depot has been set temporarily in place next the the tracks. It has received its statiion signs and appropriately painted and weathered.

Next on the building ajenda is the Carnberry Mine clomplex. Once more the buildings are long gone and replicating the

complex requires working from photographs, guessing at purpose and function and estimating dimensions. Fred is well on the way to developing drawings of the structures. Cardboard mock-ups have been made to test the approximate location for each structure. Adding to the complexity of this particular project is the presence of mine railway tracks weaving throughout the complex. Also some of the yard and mine tracks have had to be relaid as the original elevations for these tracks had to be elevated higher.



The cardboard mock-ups of the Cranberry Mine complex has been temporarily placed on the layout.

Not to be out done John Carter and Roger Tinert have been busy readying the new Diesel and Car Shops addition to the HO club layout. The addition will feature offices, car shops, diesel shops, servicing facilities for fuel and sand, paint shops and other details.



The company office building is temporarily spotted near the classification yard throat.



Engine repair shop and fueling deck are pictured above.

## AT BOURBONNAIS FEBRUARY 20, 2010

By Mary Rae

As a conductor on Amtrak, I am always aware of what can happen out on the railroad. While it is not something that you dwell on, it is always in the back of your mind that you are working in a job where it is a distinct possibility that someone could be seriously injured or killed while you are on duty. Most of the time that involves someone getting hit by your train. In ten years, I have had six incidents which have resulted in three fatalities. Three were pedestrians, two of which were suicides, and three were vehicles. Fortunately, the drivers of all three vehicles escaped serious injury.

My regular run is on trains 58 and 59, The City of New Orleans, from Carbondale, Illinois, to Chicago. Since Amtrak's inception, southbound train 59 has been in two major wrecks in the territory over which I work; Tonti, Illinois, in 1971 and the more widely known 1999 wreck at Bourbonnais, Illinois. Even though the Bourbonnais wreck happened a year and a half before I joined Amtrak, it was the first accident with which I had some involvement.

March 16, 1999, started like any other Monday morning. I was a college student at Southern Illinois University working on a degree in radio production while working a student job at WSIU, the local National Public Radio station. My job was as the board operator during Morning Edition, the morning NPR news show. Even though school was out for spring break, I was working just like any other day.

As usual I was up at 3am and at the radio station by 4:30. During my tenure at WSIU we had gone from a mostly tape based system to a computer based one, and I usually got in a little early to brew a pot of coffee and set the computer up to my liking. I would have all of my work organized for the entire shift before the station was even on the air.

At 4:50, I turned the transmitter on and at 5:00 Morning Edition was on the air. Almost immediately the news flooded the studio from the speakers on the wall: rescue workers are continuing to search for survivors following the wreck of an Amtrak train in Illinois. The mention of an Amtrak wreck in Illinois certainly got my attention, but it was when they said the wrecked train was called The City of New Orleans that my heart dropped.

The thought immediately hit me: "Are our guys okay?"



I had been hanging out around the Amtrak station since I was in grade school, and in the following years I had gotten to know a number of the engineers and conductors that worked the trains out of Carbondale. I also knew that some of those guys I had known for over a decade worked The City of New Orleans. Who was on that train? Were they okay? Could any of them be among the dead?

Time seemed to drag along as I waited for the Amtrak office in the station at Carbondale to open. I knew the woman who worked in the office, and if anyone would have an idea how they guys were doing, she would. Finally, a few minutes after 8:00, I made the call and was greeted with good news; while they were injured, our guys were basically okay.

I breathed a sigh of relief. Three days later, I was on the northbound City of New Orleans. Since it was spring break, I had decided to make a railfan trip to Chicago on 58 and out on the BNSF Aurora line on Metra. It was uncertain exactly how this was going to work out, however, as the train had only been running as far north as Champaign since the wreck.

As we left Carbondale the Illinois Central said the line would be reopened by the time we got there, but Amtrak was still saying the train would terminate at Champaign and passengers would be bussed the rest of the way to Chicago. Nearly all the way to Champaign, there was no word as to what was going to happen.



The first piece of equipment on the fireman's side of the train was the crew dorm. It was sitting on the rails, having been moved onto a siding along the mainline. Both of the conductors had been in this car when the accident occurred.



The rear half of the dorm car's lower level had sustained the most damage. Fortunately this part of the car had been empty at the time.



Laying in a pile of steel rebar were the burned remains of the second locomotive. The rebar had been scattered from the truck that caused the wreck, and it was this rebar that resulted in the wreck being as severe as it was. On hitting the truck, the rebar fell on the rail and the lead locomotive rode up on top of the rebar and derailed into a cut of freight cars loaded with slag from the nearby steel plant the truck had just left. The lead unit had been shoved off the right of way onto the opposite side of the track from where I was sitting.



When the train piled into the cut of standing freight cars, the sleeping car was twisted sideways and took the force of the following cars broadside. At the same time, the fuel tanks on the locomotives were ripped open and the spilled fuel ignited below it.



This is where the fatalities occurred, as eleven people were trapped in their rooms when the doors were jammed shut. Immediately behind the sleeper was the dining car, which was serving dinner at the time of the accident. While the car sustained heavy damage, everyone inside survived.



That night saw the first departure of the southbound train since the wreck, and accordingly there were news cameramen seemingly everywhere. The ineptitude of the press was on full display when a cameraman approached a conductor with microphone outstretched and asked "are you the guy who says 'all aboard?'" I will not repeat the reply, but suffice it to say it was not broadcast on the news.

I was in the lounge car as we passed the wreck scene that night. All of the equipment was still laying where it had been shoved off to the side; many of the cars covered by large blue tarps. All conversations ceased and the sound of the air hissing from the lounge's ventilation system was the only sound as we passed by. As I looked around at the other passengers, I saw many eyes welling with tears as all were very well aware of exactly what they were looking at.

After passing the wreck, I headed back to the dorm car. *Postscript* the National Transportation Safety Board investigated the Bourbonnais wreck and placed the blame on the driver of the truck, finding that he had driven around the gates in an attempt to beat the train.

The trucker, who had a less than stellar driving record and who was driving on a temporary license, was cleared of wrongdoing by the Illinois State Police. The trucker who caused the death of eleven people avoided prison for a time, but eventually did serve a federal sentence for falsifying his logbook. One important thing came of the wreck for Amtrak passengers: it was as a result of this wreck that every sleeping car room now has an emergency exit window.

Photography and Story Copyright 2010 –  
Mary Rae McPherson



**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 spent 24 months designing the MEMRR layout's freight yard to function prototypically as a late steam era/transitional diesel era facility. As a result, there is no basis for any misunderstanding on how this portion of the railroad is to be operated and used, as all of this yard trackage was created to be accessed for specific purposes. In the interim era as its development has continued, however, some individuals not involved in the weight of that planning have self-created equipment storage and usage placements that were not planned nor reasoned into this original implementation. As a result, it has become increasingly necessary to reaffirm officially how this yard design was first finalized (as well as designated to those stated plans by majority vote of the membership before funding was released) and should be continue to be used before it is too late.

For instance, the ice-block-era refrigerator traffic area was designed to showcase a rapid load-in/load-out scenario with eventually-timed icing platform movements. This was to be through the switch combination 222-223-224 via the

**"AS ORIGINALLY DESIGNED"**  
**THOUGHTS ON YARD TRACK USAGES ON THE MEMRR CLUB LAYOUT**

By Geoff Stunkard  
 Member of the Operations Committee

*EDITOR'S NOTE: Geoff has provided the following thoughts on track usage in the classification yard on the MEMRR club layout. These are suggestions and recommendations only. They are presented with endorsement by the Operations Committee. The intent of these recommendations is to develop a system to support special operating sessions during which the layout would be run in a more prototypical manner than on Saturday Open House sessions.*

southside ladder after bringing the 'hot movement' train inbound directly from the mainline. Working through the southside yard tail, this operating scenario was certainly off in the future but nonetheless featured exactly design based on input from both real railroaders and research into the time period. Nonetheless, two of the four side tracks required for this future function were subsequently designated as permanent 'caboose storage tracks', making such an operating scenario almost impossible. When the issue was brought up at a club meeting under some duress, a later vote by the membership not aware of the functionality of this design unfortunately established that unplanned integration as a permanent change, thereby ending the possibility of this viable yard movement for which even specific industrial structures had already been created along the track 7/8 corridors. Therefore, with more of these same types of unplanned impositions being executed at will without discussion, sanction, nor official redesignation of the previously-exacted trackwork, we are now actually losing part of the original purpose for building this yard in the first place.

This is the most recent issue. From the onset of its execution, this yard design deliberately had no provisions for passenger car storage as those trains could and would not terminate anywhere within this facility due to its already-limited capacities. This was discussed at length during the planning stages and the possible specific passenger trackwork was eliminated at that time, with that area's sidings deliberately converted to a pair of REA-designation fast-traffic/LCL service tracks for boxcar use and a commissary track for future use with diner service but requiring offloads of 'perishables-designated' boxcar traffic as well. Once again, someone has independently decided this entire area will now be 'passenger storage tracks', again eliminating another vital part of our yard switching scenarios as built into our track plan. And again, structures are already in place for the services mentioned. This has resulted is a serious moment of reflection for the yard's purpose following the loss of our reefer car switching scenario noted earlier. As initially designated, all passenger cars were and are to be kept in staging until future passenger car storage is created in the depot area sidings.

In addition, during the week, the work train has also been found disassembled into segments and randomly positioned throughout the yard and sidings. Though perhaps humorous to its partakers, this creates yet one more additional dysfunction to our operation and serves no purpose whatsoever since this train is a designated consist not created to be switched. Provision for the work train is being considered and it may eventually occupy a more visible stub siding in the diesel engine /car shop extension; until that time, it cannot be stored in its entire length within the confines of the yard without affecting both car storage and switching operations and therefore it remains as a unitized consist to be stored only in the staging area as well.

Having become increasingly frustrated with how these same basic challenges have continued with little abatement, and realizing this issue should be given redress once and for all time as soon as possible, it appears both reasonable and beneficial to again note to all members who use the club layout exactly what these functions are and how they were specifically created for present and future operations. The efforts disrupting the integrity of the as-planned usage are not necessarily being done in spite, but are creating conflict for members aware of how the design was finalized. A fully-detailed yard track usage is listed in the accompanying statement to be voted on in final measure by the membership.

*In conclusion, there has been no actual or reasoned exception made nor given by any member to modify our trackwork nor structure placement as agreed upon originally, and beyond the aforementioned issue with caboose storage relocated to the wrong location, none has been formally brought up. This situation itself can be corrected as noted in the context noted below. Conversely, and using that exact same example, ill-conceived albeit well-meaning alternatives to all that went into the initial yard planning following the hard work, thoughtfulness, and long discussions we held do not fit into the purview of what was originally designated or what is intended in the future. If approved, with or without revision, it would be recommended that the tenets of 'original intent' as stated here be executed immediately and with prejudice.*

#### MEMRR YARD TRACKAGE CHART DESIGNATIONS & USAGES

TRACK in capital letters denotes a primary usage track that is not for storage purposes

Sw - switch number or sequence, 000 + 000 - through switch ladder, 000/000 - ends of siding  
Indented number denoted switches located on track being noted

N/NB - north facing back wall,

S/SB - south facing Y onto mainline,

E/EB - east toward facing N scale,

W/WB - west facing toward windows, (a B-designation on the directional mention denotes switch track itself is a run-through, not stub, siding

#### TRACK 1

Steam engine terminal entry/exit; equipment/train runaround when requested; sw 141 tail as needed, OPEN at all times.

N Sw 141 - 151-155 - Commissary trackage - perishable boxcar loads, one-two diner (future)

N Sw 141 - 156-157 - REA trackage - boxcar loads/express cars (future at depot)

NB Sw 141 +- 146 - NS inbound / outbound ladder track

SB Sw 255 +- 251 SS inbound/outbound ladder track to secondary yard main/Track 5

SB/S Sw 256 +- 214 - engine servicing tracks lead/roundhouse lead

S Sw 256 - 257 - secondary roundhouse lead (unused presently)

S Sw 256 - 258 - ash track (gondola only)

S Sw 256 - 218 - coal tower engine-only stub, also tail for active hopper-to-trestle movements

S Sw 256 - 218 -217 - coal hopper-only trestle for coal tower/powerhouse (idler cars as needed)

SB Sw 256 - 216 - 317 - coal tower steam engine-use only pass-under track

SB Sw 256/214-212-317 - coaling tower outside pass-through secondary yard main to Rogersville siding/also used as primary EB freight lead to inbound yard or switch yard though Rogersville siding, OPEN at all times excepting immediate WB pickups/set-outs through Rogersville.

TRACK 2

NB/SB sw 142/254 - Inbound/outbound freight/passenger -

TRACK 3

NB/SB sw 143/253 - Inbound/outbound freight/passenger -

TRACK 4

NB/SB sw 144/252 - Inbound/outbound freight/passenger -

TRACK 5

NB/SB sw 145/251 - Inbound/outbound freight/passenger -

TRACK 6 -

NB/SB YARD MAIN through to main staging, OPEN at all times except for staging-based-only train movements and traffic holds for clearance

SB Sw 211 S-Y to EB/WB mainline trackage

SB Sw 212 S-WB - to Rogersville siding

NB Sw 213 N-EB (through sw 222 only) - to switch yard ladder track

NB Sw 215 N-WB - To secondary yard main SB only (Rogersville) and yard main to inbound / outbound ladder tracks 5-4-3-2 and track 1 bypass

NB Sw 147 N-EB (with sw 152/153 closed)- to northside yard tail/through to staging tracks 1-4 only

SB Sw 146 S-WB - to Inbound/Outbound yard/steam engine terminal

SB Sw 153 S-EB - staging yard crossover to switch yard/northside yard tail

TRACK 7

NB split from 222-223 junction - Reefer car load-in/load-out (both ends) only

NB Sw S 223-224-125 - two sides/split four-six cars each with loads into/out of ice dock

SB Sw N 151-128-117 - two sides/split four-six cars each with loads into/out of ice dock

TRACK 7 -S past sw 222-221 - southside switch tail; also access to southside yard ladder bypass track

FOLLOWING ARE ALL NB/SB YARD TRACKS

TRACK 8 -

sw 224-127 Special hot car/reefer blocks inbound tracks - for immediate handling

TRACK 9 -

Sw 116 crossover - Train build-up S of 116

TRACK 9 -

idler car storage N of 116 when needed

TRACK 10 -

Sw 116 crossover - cut-through for center run-through of yard with train build-up cars as needed

TRACK 10 -

Car storage for outbound train building S of 116 when track 9 is used as run through

TRACK 11 -

Car track for bypass switching (track 12)

TRACK 12 -

Car track for bypass storage (track 11)

TRACK 13 -

Maximum length siding in yard - Train build-up or car storage as needed

TRACK 14 -

Car storage for outbound train building

TRACK 15 -

Caboose storage track accessible from both ends as designed

TRACK 16 -

East yard bypass 2 (sw 231-111 crossovers), OPEN at all times for run-through except when inverting switch engine on end-vs-end position for immediate car movement. Also secondary diesel terminal/car shop entry/exit SB.

S Sw 232-238-221 - southside yard ladder bypass, open at all times for switching run-through except when temporarily holding cars being actively switched for outbound or yard-based industry movements.

S Sw 238 - to diesel /car shop terminal entry/exit

TRACK 17 -

East yard bypass 1 (sw 231-111 crossover)/main diesel terminal entry/exit; full yard runaround between sw 222 -+153 for diesel run-through use; OPEN at all times except when inverting switch engine end-vs-end position on immediate car movement

S Sw 231 - to diesel terminal facilities

N Sw 131 - to future freight house/terminal docking - boxcar/flat car/loads/trailers

N Sw 133 - boxcar-only for internal offload-at future freight house

N Sw 132 - full/empty boxcar/flat car for dock storage

N Sw 134 - flat car/loads/trailers

N Sw 138 - flat car/loads/trailers

N Sw 124 - to cattle yard/tank farm - cattle cars/tank cars

N Sw 125-126 - tank car loads only

N Sw 125 -127 - cattle cars only/excess car storage on 127 inside track if needed.

PROPOSED STAGING TRACK USAGES on Saturdays -

*All equipment to be positioned as follows as of 10:00AM opening to 3:00PM close; staging is for car storage at the*

*discretion of the yardmaster based on space needs and train designation.*

*(any member using the layout outside of open hours is to leave all equipment stored in the order as noted here before leaving the building)*

TRACK 1 -

Member train build-up/take-down

TRACK 2 -

Member train build-up/take-down

TRACK 3 -

Work train consist, misc club storage

TRACK 4 -

OPEN for 25 car lengths, used for inbound/outbound traffic from north end staging track through northside tail - used for break-apart into yard or movement into Inbound/outbound to exit onto mainline under dispatcher direction.

TRACK 5 -

All club passenger car storage; any extra cars ae to be moved back into workroom cabinets

TRACK 6 -

Club cars only - either unit train storage or excess yard capacity.

TRACK 7 -

Member train build-up/take-down, car storage as needed

TRACK 8 -

Member train build-up/take-down

STAGING MAINLINE ACCESS TRACK

(TRACK 6 though yard)

occupied only for train movement

NORTHSIDE YARD TAIL -

occupied only for in-motion inbound-to-staging 1-2-3-4 consists when TRACK 6 is occupied, also for northside tail yard work when not being used as above. NO TRAIN STORAGE HERE

**EAST TENNESSEE HISTORICAL SOCIETY 2016 AWARDS**  
**CAROLYN GREGG RECEIVES HONOR**

Carolyn Gregg received the East Tennessee Historical Society's prestigious Award of Excellence at the society's annual meeting on May 3<sup>rd</sup> for her work on the collection of personal stories *Tales of the Rails*. Congratulation Carolyn!

**GOING WEST: ETSU'S CARTER RAILROAD MUSEUM FOCUS WILL BE 'BIG SKY COUNTRY' ON APRIL 30**  
**HERITAGE DAY PROGRAM CONTINUES BY SHOWCASING RAILROADS WEST OF THE MISSISSIPPI THE FINAL SATURDAY OF APRIL**

While restored full size trains like these Union Pacific and Santa Fe examples at the California State Railroad Museum will not fit into ETSU's George L. Carter Railroad Museum, similar miniature versions will be operating on the facility's model train layouts.

"The West, Won: Transcontinental Lines from Border to Border" will be the title of this month's 'Heritage Day,' scheduled for April 30 at the George L. Carter Railroad Museum Heritage Day celebrations. On that final Saturday of April, the free museum located in the Campus Center Building of East Tennessee State University, will feature vintage and current railroad action and displays from west of the Mississippi, bringing attention to one of the most vast rail expanses in the hemisphere. The George L. Carter Chapter of the National Railway Historical Society and members of the Mountain Empire Model Railroaders club are planning for a unique compilation of American railroading on this special day.

Credited with opening the west up to expansion by the new nation, the first transcontinental line was completed in 1869, when the Union Pacific/Central Pacific operations joined Nebraska to San Francisco. Over the follow three decades of the 19th century, several other railroads worked across the vast expanse of the American west, linking cities from San Diego to Seattle with steel rails, and bringing tens of thousands of immigrants hungry for citizenship and freedom into new homesteads. Today, those multiple lines are consolidated into the Union Pacific and Burlington Northern Santa Fe empires, with a handful of independents functioning regionally.

"The American West was a true frontier, and the railroads played an immense role in opening them up," says Geoff Stunkard, the coordinator of the monthly Heritage Days program at the museum. "Today, we get a huge amount of our produce and food moved by this manner, and the railroads continue to take an enormous amount of traffic from the public highway system in an environmentally-conscious way. The terrain required vast engineering to build, and high-horsepower machinery to move."

Model trains from many of these operations during the heyday of steam and early diesels will be running or on

display on the MEMRR club's large 24x44 1:87 HO scale layout, one of four model lines that are housed in the museum. Western themes are already on display on the G-scale logging display, which features sound operation that can be operated by visitors.

As always, volunteers from the Mountain Empire Model



Railroaders club are heading up the effort for this day; joining them will be members from the George L. Carter Chapter of the National Railway Historical Society.

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.

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

May 28 – Modern Railroads

June 25 – Southern Serves The South

July 30 - Pulling Power Parade: Articulated Steam

Aug 27 – Coal, Coke and Commerce: The Appalachian Carriers

Sept 24 – Streamliners in Action

Dec 31 – Norfolk & Western / Norfolk Southern Heritage

Oct 29 - Next Stop Nashville: Louisville & Nashville, Nashville  
Chattanooga & St .Louis, Tennessee Central

Nov 26 – Carter Homecoming/Tribute to the Clinchfield

## THE GEORGE L. CARTER CHAPTER, NRHS AND

## THE GEORGE L CARTER RAILROAD MUSEUM, ETSU

Johnson City, TN



### JUNE SCENIC RAILWAY EXCURSION PLANNED FOR OAK RIDGE, TN

On Saturday, June 18, the George L Carter Chapter of the NRHS and the George L. Carter Railroad Museum, ETSU, will sponsor a "JUNE EXCURSION". First we will ride the buses to Knoxville and have a luncheon on board the paddle wheeler, The Star of Knoxville. As we cruise the Tennessee River – sit back and enjoy the view and the meal. Then, we will re-board the buses to the Secret City Scenic Excursion Train near Oak Ridge, Tennessee. Our trip will also include a visit to the Southern Appalachian Railway Museum.

#### ABOUT THE TRIP

Turn the clock back to yesteryear and return to the heyday of passenger railroading with the Southern Appalachia Railway Museum's Secret City Scenic Excursion Train.

Trains depart from the Heritage Center (formerly K-25) near Oak Ridge, Tennessee, an historic Department of Energy facility where research and development plunged the United States into the Atomic Age. The train winds along Poplar Creek and Highway 327 in the beautiful hills and valleys of East Tennessee. The northern portion of the route was featured in the movie *October Sky*.

Each round trip travels approximately 14 miles and lasts about one hour. Trains are pulled by 1950's vintage Alco diesel locomotives. Seating is in air-conditioned coaches and a dining car, all restored from the 1940's era of passenger railroading. An open-air concession car has souvenirs and snacks for sale. Please note that non-US citizens are required to provide passport and visa information prior to boarding the train.



Ticket prices include the train ride, a tour of the Southern Appalachian Railway Museum, a lunch buffet cruise aboard *The Star of Knoxville* riverboat, and the tour bus ride from East Tennessee State University in Johnson City to Knoxville, Oak Ridge and return. Adult/Senior tickets are \$95.00 each, and Child (2-12) tickets are \$80.00 each. Lap children under 2 are free. This is an EXCLUSIVE CHARTER for our group only; no other passengers will be on the train or the riverboat.

The trip will start from ETSU's parking lot 22A off Jack Vest Drive where passengers will board a motor coach departing no later than 9:30 a.m. for Knoxville, TN. Estimated arrival time at Knoxville is around 11:30 a.m. to board the riverboat for a departure at noon. Re-board the buses at approximately 1:30 to 1:45 for the trip to the Secret City Train ride. Passengers will have approximately a 1/2 hour of free time to enjoy the area before boarding the train at 3:00 p.m. for the departure. Following the 1hour train ride we will tour the museum. At approximately 5:00 p.m. we will board our buses for the return trip to ETSU and Johnson City arriving around 7:00 p.m.

Sorry, no coolers will be permitted on the train. However, you may take a small cooler on the bus that will fit under the seat. NO SMOKING or ALCOHOLIC BEVERAGES ARE PERMITTED ON THE BUS OR ON THE TRAIN.

Ticket order forms and liability waiver forms can be picked up at the George L. Carter RR Museum (open Saturday's only from 10:00 a.m. until 3:00 p.m.) on the ETSU campus in Johnson City, TN. or printed off by going to the [memrr.org](http://memrr.org) website, choose NRHS News, then *Ticket Order Form*. The signed liability waiver form *must* accompany the ticket request form.

We have a limited number of seats available so please get your ticket requests in early. Ticket sales must be cut-off on June 10th. Sorry, no refunds can be made.

#### . ADDITIONAL TRIP INFORMATION

- Please, no sandals or open-toed shoes of any kind allowed on the train.
- Souvenirs, drinks, and snacks are available for purchase in the commissary car.
- Disabled passengers requiring assistance must be accompanied by a ticketed care-giver. Museum equipment is historical in nature and not fully equipped for special needs.
- Firearms, explosives, and alcoholic beverages are prohibited.
- Bags carried onto the train are subject to search by East Tennessee Technology Park security personnel.
- Non-US citizens** are required to provide passport and visa information prior to boarding the train. In addition, citizens of certain countries (specified by the Department of Energy) are not allowed to ride. Call SARM at 865-241-2140 for additional information.

If you have further questions regarding this excursion, please contact Charlene McLeod at 386/717-2925 or [chardanmcleod35@comcast.net](mailto:chardanmcleod35@comcast.net)

## SPECIAL COMMUNICATION FROM GEORGE GILBERT KUDOS ON THE ET&WNC PIGGYBACK TRAILER AND THE 2014 HOn3 ANNUAL

Gary

From: George Gilbert  
Subject: ET&WNC in the new HOn3 2014 Annual

Today I received my copy of new 2014 HOn3 annual and found wonderful coverage of the ET&WNC. I also saw 3 photos of trains pulling my Piggyback car (which I donated to the club in 2011). I am delighted to see that the club is using that car. It is where it belongs, running through "Tweetsie Country".

To my regret I have not been able to visit Johnson City and see your layout...yet. But I am hoping to make a visit next summer after the SER Region convention in Greenville, SC.

George Gilbert  
Secretary, SER/NMRA  
Nashville, Tennessee

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Gary Rabetoy wrote:

Hi George, Thanks for your note.

Your Piggyback car is a very nicely done model indeed. I remember how happy the club was when it arrived. It deserves to be prominently displayed in action. I'm glad you approve. We'd love to have you visit and see the progress that has been made on the ET&WNC layout. Fred Alsop and his crew have done a marvelous job.

Best wishes,

---

George:

Looking forward to meeting you and showing you our little museum and the ET&WNC RR layout. We are far from finished working on it, but the parts that are completed look really nice and we are operating trains over the entire layout.

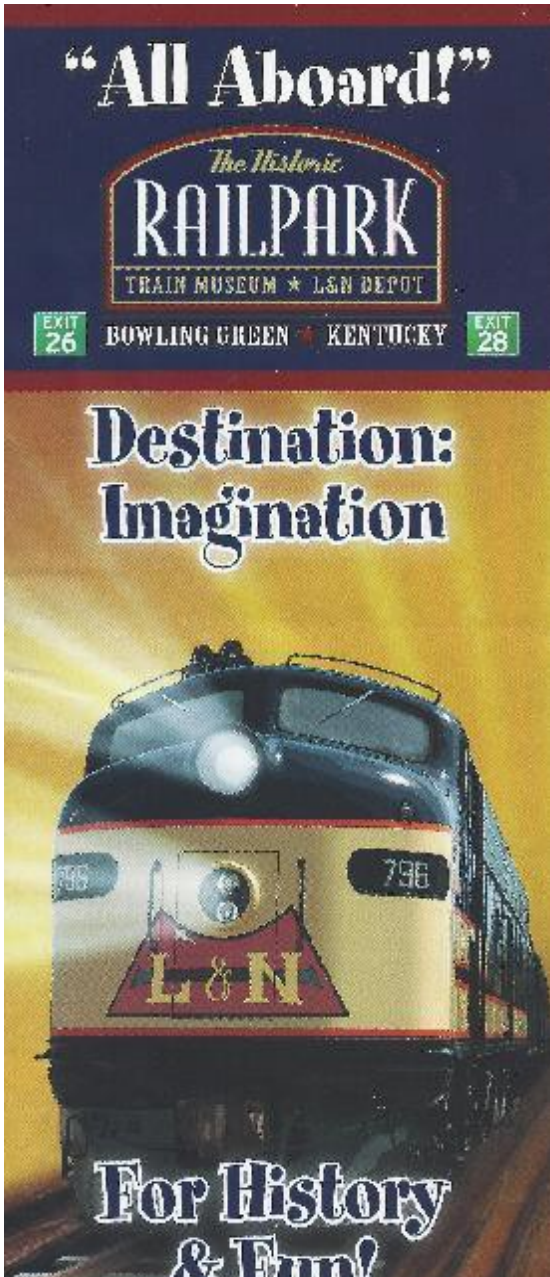
The article and photos of the layout that appeared in the *HOn3 Annual, 6<sup>th</sup> Edition, 2014* included consists on the layout with your custom-built flatcar and trailer. Hope you saw them and if you did not we have come copies of the magazine at the museum.

Regards,

Fred J. Alsop III  
Professor of Biological Sciences  
Director Carter Railroad Museum ETSU  
President Emeritus ETSU Faculty Senate



### RAILFANNING IN KENTUCKY BOWLING GREEN'S "RAILPARK"



Our neighboring sister state to the north has a number of interesting and varied Railroad related museums. Among them Bowling Green's Railpark. It's located near the city center in a beautifully renovated L&N depot,



The station hosts a Gift shop, Model railroad, and historical artifacts displays.



Central to their collection is an E8 in L&N paint, and a passenger

consist of an RPO car, Dining car, sleeping car, 14-section coach/sleeper, and the original L&N president's business car. Also on display are a WWII Hospital Car, a "Jim Crow"



passenger car and a L&N Bay-window caboose all in the process of being restored.



The Model railroad is worthy of inspection as are the historical

artifact displays. The interior of the station has been beautifully restored and carefully preserves the tile and wall art. Bowling





Green is a little over an hour's drive north of Nashville TN.

THE NASHVILLE STEAM PRESERVATION SOCIETY, INC.

220 WILLOW ST • NASHVILLE, TN • 37210  
WWW.NASHVILLESTEAM.ORG

NASHVILLE, TENN. April 26, 2016 • The Nashville Steam Preservation Society, a non-profit made up of nationally-respected railway preservation experts, business people, and historians, is seeking an agreement with Metro Nashville to lease the last Nashville, Chattanooga & St. Louis mainline steam locomotive and restore it to service. The locomotive is a familiar Nashville landmark, having been on display in Centennial Park since 1953.

Built in 1942, locomotive No. 576 was designed and built utilizing the most modern technology of the day. Before its preservation, it roamed the southeast pulling freight and passenger trains, most notably during the busy years of World War II.



The restoration of No. 576 will enhance the locomotive's value to Nashville and the region as a living historical artifact instead of a static park display. Passengers and spectators will be able to ride behind it and experience the sights, sounds, and impressions of a major steam locomotive in operation.

To reach this goal, the organization must reach a lease agreement with Metro Nashville, move the engine to a shop at the Tennessee Central Railway Museum, and raise a significant amount of money before embarking on the work. "We are excited about this proposal to help secure locomotive No. 576's future, and are looking forward to working with Metro Parks, the Tennessee Central Railway

Museum, and the Nashville and Eastern Railroad to bring this Nashville Icon back to life to educate and operate it for the good Citizens of Nashville," said President Shane Meador of the preservation society. "As a native of Nashville, I am thrilled to have the opportunity to pursue returning this one-of-a-kind locomotive to operation."

Once operational, No. 576 will pull the Tennessee Central Railway Museum's restored passenger cars on the Nashville & Eastern Railroad, also used by Nashville's "Music City Star" Commuter operation. Excursions would originate downtown.



"The locomotive 576 has been an important part of Centennial Park since 1953. The Park Board will be thoughtful in their assessment to ensure that any lease honors the intent of the original donors, retains public access, and provides for responsible stewardship going forward. The opportunity to ride a steam train out of Riverfront Park could be a much richer experience than the current static observation available in Centennial Park and is worthy of consideration," said Parks Director Tommy Lynch. If approved by the Park Board, the agreement would next go to Metro Council for approval.

"Having worked on more than 20 steam locomotive restoration projects, I am excited about this proposal to return such a unique technological marvel to operation for

the Citizens of Metro Nashville,” said steam locomotive expert Gary Bensman, a member of the organization’s board of directors. “Given the condition and disrepair of the locomotive following more than 60 years of being exposed to the elements, this proposal comes at a critical time to ensure the locomotive can be preserved for future generations.”

NSPS plans to raise \$3 million to restore the locomotive, which will take place just a couple of miles from downtown Nashville. The organization is also seeking an additional \$2 million to construct a permanent, visitorfriendly home and facility for the locomotive that will allow for its continued maintenance as well as to provide an interactive educational environment. The organization has already received pledges of more than \$200,000 to launch this campaign, and will continue seeking private and corporate supporters. After an

agreement is reached with Metro, the locomotive will not be moved out of Centennial Park until an initial capital goal of \$500,000 is reached to ensure funding throughout the first phase of this six phase project. In addition, the Nashville & Eastern Railroad has sent a letter of commitment stating that it will allow the locomotive to run on its tracks, and the Tennessee Central Railway Museum has pledged the use of its fleet of vintage, restored passenger cars. This proposal also provides a set number of free tickets, annually, to children and seniors of Metro Parks sponsored Community Centers for excursion trains once the 576 is operational.

Anyone interested in learning more and/or supporting this exciting unique project, please visit our website at [www.nashvillesteam.org](http://www.nashvillesteam.org), on Facebook at “Nashville Steam,” or contact us at [info@nashvillesteam.org](mailto:info@nashvillesteam.org).

**MOUNTAIN EMPIRE MODEL  
RAILROADERS  
BUSINESS MEETING  
APRIL 2016  
SECRETARY REPORT**

The meeting was called to order by club President, Dr. Fred Alsop at 6:40 p.m. with 18 members in attendance.

**Officers Reports:**

Secretary:

Debbi Edwards submitted the March Business Meeting report as published in the Signal Bridge.

Newsletter Editor:

Ted Bleck-Doran reported that the Signal Bridge has 30 pages. He also thanked everyone for their articles and their hard work.

Treasurer:

Gary Emmert gave the financial report for the month of March.

Webmaster:

John Edwards stated that everything is up to date and membership cards are at the museum.

Vice President:

John Carter reported that there are no programs scheduled for the upcoming months.

Mike Buster informed members that the Dry Transfer workshop has been postponed. Members will be notified when a new date has been set.

President:

Dr. Alsop discussed:

1. Operating in a professional manner and the committee that was formed so that we may enhance the experience for both members and visitors.
2. Congratulations to member Ben Merritt who was chosen by the Carter Chapter as their first recipient of sponsorship to attend the 2016 NHRS Rail Camp.
3. The Charlotte Mason Home School Coop sent a group picture to thank us for their tour of the museum.
4. The brass loco’s are back at the museum. We are in the process of test running them.
5. Thank you to all for running the museum and trains while Dr. Alsop was out of country.
6. The JC Press has listed the museum as one of the 5 coolest places to visit in the Tri-Cities area, for the 2<sup>nd</sup> year in a row.

Old Business:

1. Train Show – Roger Teinert informed members that everything is coming along nicely. We need volunteers to work at the show. Please call Roger and let him know when you can volunteer. If you are interested in having a table at the train show please contact Roger Teinert or Bill Hensley.
2. The Operational Rules Committee – Ted Bleck-Doran presented members with the proposed operational rules. After much discussion a motion was made to use simple radio language with an amendment to delete item 2.3 from the proposed operating rules. Both the motion and the amendment passed.
3. If you would like to purchase club shirts, hats or jackets please see Gary Emmert.

## New Business:

- 1) Railroad Heritage Day “The West Won: Transcon Lines from Border to Border” is April 30<sup>th</sup>.
- 2) There was no Coordinator’s Meeting this month.
- 3) The late Pete Morsette’s layout and collection has been appraised and will soon be available for transfer to the museum. We will need help to make this happen.
- 4) The ET&WNC RR Historical Society’s 28<sup>th</sup> Annual Convention is June 3<sup>rd</sup> - 5<sup>th</sup>. Members may purchase tickets to attend the dinner and guest speaker, see Dr. Alsop for more information.
- 5) The Carter Chapter has 3 rail excursions planned. Excursion dates are June 18<sup>th</sup>, Labor Day weekend and Nov. 12<sup>th</sup>.
- 6) Members voted to award Emeritus status to Gary & Lois Woods, Duane & Harriet Swank, and Larry & Jane Fraser due to their hard work and dedication to the club.

The call for volunteers was made

## Announcements:

Next Coordinators meeting is May 12<sup>th</sup> at 6 p.m. All officers and coordinators should plan to attend.

Meeting adjourned @ 8:45

*Respectfully Submitted  
Debbi Edwards, Secretary MEMRR*



Paul Haynes at the fireman's side of N&W's 611



NS #1073 “Penn Central” was second in line on a string of empty container cars heading westbound of May 3, 2016. She looks a bit worn... note the pealed paint over the cab roof. Photo by Ted Bleck-Doran.

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

May will be well along when you get this month's newsletter and we are all kicking into a faster gear as the weather warms and the days get longer. There are lots of outside jobs around the house that we are now able to get to as the grass greens and continues to grow, as well as the spring house cleaning. This is always a busy time for me as well as a professor as another university semester comes to an end with all the exams and term papers and seamlessly endless meeting all come to a rushing end. The migration of birds and the beginning of their nesting season also means I have annual bird counts and birding identification workshops to do; some of which will take me out of the state. The world of the Mountain Empire Model Railroaders also seems to pick up pace in late spring and this May of 2016 is no exception as in less than a month we will be helping with the first Annual Train Show to ever be held in ETSU's "mini-dome", assisting visitors to it with a Friday and Saturday open house at the George L. Carter Railroad Museum for that June 3-4 event, as well as participating in the 28<sup>th</sup> Annual ET&WNC RR Historical Society Convention that same weekend.



Norfolk Southern's #34 "Research" has been traveling through the Tri-Cities region lately.

A lot of work will be going on in the Carter Railroad Museum, especially on the "Tweetsie" side of the house as we work to get enough of the Cranberry Mine section of the layout built to make a June 30<sup>th</sup> publisher's deadline for a possible consecutive article in White River Production's *HOn3 Annual, 8<sup>th</sup> Edition*. And if that were not enough, we will be dismantling the late Pete Morsette's HO scale layout in Kingsport that has been willed to the railroad museum. So, catch your breath and please carve out some time on your model railroading calendar for the next 6 weeks to help us get as much of this accomplished as possible. I promise that July will be much easier and we can concentrate on train operation and model railroading! The details follow below.

After much discussion at our February business meeting, an *ad hoc* committee was formed to present a list of suggested train and layout operation rules for the MEMRR's HO layout at the Carter RR Museum. That committee, chaired by Ted Bleck-Doran, printed their report in the April 2016 edition of

*The Signal Bridge* and Ted led a discussion of their proposal at the March business meeting. Each part of the proposal was discussed and some of it was tweaked to make operations smoother, less ridged, and more fun for those operating on the layout during our Saturday open-house operations (the principal time these guidelines for operation will be enforced). The committee sought to create an operations guide that would promote maximum running time for the greatest number of members with a nod to fairness, fun and more prototype movement of our miniature trains. All movement will be under the control of a "Train Master" and all engineers will be able to operate their trains with maximum efficiency and safety. Communications will be via radio (personal or club-owned) to facilitate clarity of information between the Train Master and engineers operating locomotives and consists. While the printed document (see the March *Signal Bridge*) seems somewhat complex and daunting, we will operate the layout in an open fashion that get the job done without out resorting to the actual railroad jargon indicated in some of the printed proposal. We will begin slow and easy and as everyone becomes more familiar with the system we can decide just how much more detail we may want to incorporate into the operations. But the principal goal will be to have fun, let everyone have an opportunity to operate their trains or club trains, and to have a modicum of control over the entire layout to avoid accidents and equally shared time for the beginning model railroader as well as the more seasoned veteran on our club layout.

After a lengthy discussion, some modification of the proposal with friendly amendments to the wording, the proposal was passed and operations under the assistance of a Train Master was initiated the following Saturday. The willingness of members to help each other operate over the layout remains strong and all our members should feel welcome to come to the museum and get any assistance you feel you need to run trains on the HO layout. Just talk to the Train Master who is in the "control room" for the day and get signed in and he will help you when your train is ready to work through the big freight yard and onto the main line. If you would just like to work the yard to build and tear down trains with your locomotive you can spend hours doing just that as we have a big yard that will become even more functional and fun to work in as the year goes on. If you have not run trains for a while in the museum come one down and join us. If you want to operate the N-Scale, G-Scale or come over to the Marsh Gallery and operate on the HOn3 Tweetsie layout you are welcome to do that as well. Come join the fun. We are here to help you learn the museum and MEMRR layouts and we could use all the engineers on Saturdays we can get. Hog Heads welcome!

May is the month we celebrate National Railroad Day and our Heritage Day Event for May, arranged by our Heritage Day Coordinator, Geoff Stunkard, focuses on Modern

Railroads. The date is Saturday, May 28<sup>th</sup>, and this is the time to bring your big modern behemoths, those mammoth diesels with several lashed together, to pull the unit trains, the mixed freights and the joined well cars with their stacked containers to the museum. We are modern in May so bring those locomotives from the big consolidated railroads to the museum and let's show our visitors what today's locomotives and their consist look like.

At our upcoming May 17 business meeting we are concluding an auction of the Rev. Howard Walker's HO Scale Steel Mill complex. Bids began at \$200 and have already exceeded that starting figure. Bid's can be submitted up to the end of that part of the business meeting so you can bid competitively the night of the meeting if this is a series of big, impressive industrial structures you want for your layout. The kits are already assembled and there are lots of accessories that come with the package. For details and a photo of the mill complex see page 26 of the April edition of *The Signal Bridge*. Treasurer Gary Emmert will conduct the auction. The highest bid will win the items and will be final. Sometime this month I expect a call from Nancy Morsette, the late Pete Morsette's wife, asking us to fulfill our promise to remove all of Pete's HO-scale layout from the basement of his home. The layout has a lot of very nice scenery and structures on it and part of it is double-decked. The layout depicts our region and Pete modeled the L&N, Clinchfield and Southern railroads. All the locomotives are DCC operated and most have sound. It will take several days to pack and remove all of this layout, its accessories, and his railroad library and other railroad materials. We will need some volunteers to help with this task.



Ns 99091 AT Roanoke VA.

(Photo courtesy of Paul Haynes)

I know the question that just popped into your mind as you read the paragraph above is, "where are we going to put it?". I had a meeting with the ETSU person in charge of providing space on Monday, 2 May before I left for my workshop in South Carolina. We spent a lot of time looking at the lower

level of the Campus Center Building, the building where the Carter RR Museum is housed, and there are several rooms there that would be good for all our storage needs. I was gone from the Johnson City area from May 2 to May 8<sup>th</sup> so I have not been able to follow up on this walk-through meeting, but we discussed having access to at least 3 big rooms next level down on the north side of the museum. These rooms will have to be cleaned up (the University will do that) before we can use them and we will have to have them prior to unloading our trailer with Ed Rutledge's O-Scale layout in it before we can move Pete Morsette's layout. Did I also mention I would like to get the Z-Scale layout out of my basement where it has been stored for some time? So, space needs will have to be provided as step one, and then we will do what we can to store those things already accepted as well as the Kingsport layout. I also reminded this ETSU administrator about the expected transfer of rooms in suite 100 (Radiation next to the Little Engineers Room) and he promised to discuss this with his boss, the VP in charge of all campus space. I will let everyone know the outcome of this meeting as soon as I receive the administrator's decision on my request.

#### JUNE DATES TO REMEMBER:

1. June 2-4. Big Train Show. June 2 (Thursday) vendors arrive at ETSU and set up in the Mini-Dome. We have more than 120 tables sold for this show thanks to the hard work of the Train Show Committee (Roger Teinert, chairman; Bill Hensley, Carolyn and James Gregg, Mark Woormer and Fred) and others who have helped us in many ways. June 3-4 the train show runs from 10 a.m. to 5 p.m. Vendors will begin to take down their displays after 5 p.m. on Saturday (some may complete the job on Sunday morning). We have taken and/or mailed thousands of flyers to area train shows, personally contacted potential vendors, and have placed advertisements in national model railroad magazines, train magazines, and on websites. The show is in conjunction with the Johnson City Blue Plum festival and 20-40 thousand people are expected in town that weekend. We have already asked club members to volunteer their time to help at the show and with the vendors. If you can help us for part of a day, either day, all day, both days, etc., please let one of the committee members listed above know and they will be happy to enlist your services. The Carter RR Museum will be open on Friday as well as our normal day on Saturday on those dates and we will be staying open until 5 p.m. both days to accommodate the additional visitors we expect to have.
2. June 3-5. ET&WNC RR Historical Society's 28<sup>th</sup> Annual Convention. Registration at the Carnegie Hotel (convention headquarters) beginning at 3 p.m. on June 3 (Friday), business meeting at 5 p.m. Banquet at 7 p.m. Banquet speaker, Dean Smith presenting "Modeling the ET&WNC RR" at 8 p.m. Society membership is \$30 annually (no additional charge for

family memberships for members living in the same household) and membership runs from July 1 to June 30. The Society has events planned for Friday (see above); Saturday to the Cranberry Mine in NC and to the Tweetsie Railroad for train rides and dinner; and Sunday to ride the train in the Doe River Gorge and on to Newland to visit the Linville Depot and caboose #5. I would encourage you to become a member and join in some of these activities. You can find information on the Society's website about the convention and about membership.



N&W 611 with steam up. (Photo courtesy of Paul Haynes)

3. June 18. Rail Excursion to ride the Secret City Railroad. The George L. Carter Chapter NRHS with the G. L. Carter RR Museum is hosting a rail excursion that will depart by bus from ETSU to Knoxville where we will board the paddleboat, *The Star of Knoxville*, for a 2 hour luncheon cruise on the Tennessee River followed by a bus ride to Oak Ridge to ride the Secret City RR followed by a tour of the Appalachian Railroad Museum. We will return home to ETSU departing Oak Ridge around 5 p.m. Details are in flyers, along with ticket application and waiver of liability forms, are available at the Carter RR Museum, on line on our MEMRR website, the G.L. Carter Chapter NRHS website, and the Carter RR Museum website. Or, contact Charlene McLeod at

[chardanmcleod35@gmail.com](mailto:chardanmcleod35@gmail.com) or by phone at 386/717-2925.

At the Carter Railroad Museum work progresses, mostly on Thursday nights, on the MEMRR freight yard. Most of the focus in recent work sessions has been on the movable module that will be adjacent to the lift bridge and will have the diesel support facilities including the transfer table. Lots of work is going into this yard and our members who are doing the bulk of it welcome other members to join them to provide ideas, expertise and some good ole elbow grease to move things along. John Carter, Roger Teinert, Geoff Stunkard, and other members, have been taking the lead on this project, but there is still a lot of work to be done. John Edwards has been working with the new Laser-Knife from Micro-Mark cutting out the buildings from scale drawings I have been creating for the Tweetsie layout. The first two buildings represent the Blevins Depot and the Hopson store and post office. With John's skill in transferring the drawings to a computer program and working the Laser-Knife the pieces for these custom-made models have been practically perfect and the buildings have been assembled and landscaped into their permanent positions on the layout. Come and check them out. The signage details on the store model really set it off and were created by Geoff Stunkard from the original photograph supplied by the Lacey family whose parents build both of the original structures. The rest of May will be focused on creating as much of the scenery and buildings for the Cranberry Mine as possible to try to get enough materials together to make a June 30<sup>th</sup> publishers deadline for the 2016 *HON3 Annual*.

The Carter Railroad Museum is the home for the Mountain Empire Model Railroaders, the George L. Carter Chapter NRHS and the affiliated ET&WNC RR Historical Society. The MEMRR and the Carter Chapter NRHS make the museum what it has become, an educational attraction for the entire region. For the second consecutive year the Johnson City Press in its special April Edition of *Go-Tri* has listed our railroad museum as one of the 5 coolest places to visit in the Tri-Cities region. You have made this happen with your passion for model and prototype railroading, your welcoming of approximately 100 visitors every Saturday to the museum and your exhibited skills as model railroaders and ambassadors for railroads and railroading. We are busy because we continue to welcome new members and take on new projects that have gained attention and respect far beyond the Mountain Empire. It is fun to be a model railroader and be involved in the prototype railroads as well. Job well done!!!

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

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