



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB

JUNE 2016 - MEMBERS EDITION

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LOCATION

ETSU Campus
George L. Carter
Railroad Museum

HOURS

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

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

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

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

SPECIAL FOCUS THIS ISSUE

LOCATING RAIL GYPSIES IN THE TRI-CITIES

NORFOLK SOUTHERN'S HERITAGE AND SPECIAL PAINT UNITS



Norfolk Southern #1070 "Wabash" was spotted Eastbound through Jonesborough May 10th and May 15th
Photo courtesy of Norfolk Southern



Norfolk Southern 1070 "Wabash" is east bound just outside of Jonesborough, Tennessee on a sunny Sunday afternoon May 15th at 3:28 PM.
Photo courtesy of Ted Bleck-Doran.

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



Norfolk Southern's 1070 "Wabash" as photographed by Paul Haynes eastbound nearing the Veterans Affairs campus in Johnson City, Tennessee May 15, 2016



Norfolk Southern 6963 "Go Rail" passed through Jonesborough several times in June 2016



**CARTER RAILROAD MUSEUM WILL
HOST BACK-TO-BACK EVENTS FOR
TWO WEEKENDS
POPULAR ETSU ATTRACTION WILL
PORTRAY MODERN RAILROADS
ON MAY 28, AND THEN PRESENTS A
HUGE NATIONALLY-ADVERTISED TRAIN
SHOW JUNE 3-4**



A train on today's Norfolk Southern, seen recently near Weber City, Virginia waiting for southbound clearance into Tennessee. Changes in the coal industry are drastically reshaping the region's railroads.

Big things will soon be happening on back-to-back weekends at the George L. Carter Railroad Museum. First, on May 28, the Saturday of Memorial Day weekend, the roar of modern power in miniature will be featured at the museum, which is located in the Campus Center Building of East Tennessee State University, during their annual Modern Railroading Celebration. The museum then turns its sights on a much larger event with a two-day train show, sale and demonstration in the university's Mini Dome athletic facility on Friday June 3, and Saturday, June 4, featuring invited attendees and exhibitors from across the south and beyond. The Heritage Day will feature modern trains and equipment representing the large North American railroad systems and equipment that are currently functioning, including Amtrak and local lines CSX and Norfolk Southern, as well as other national and regional lines. These are the trains seen today in the Tri-Cities region and beyond, and this particular day is markedly different from others on the Heritage Day schedule in that it is not focused on the past but the present.

"No doubt, the Carter Railroad Museum's mission is mainly historical in nature, but we set aside this event each year to showcase and help give understanding to modern railroading as well," says Geoff Stunkard, the coordinator of

the museum Heritage Days program. "Today's railroading is a dynamic business environment, much more critical to America's economic success than people usually realize."

Members from both the Mountain Empire Model Railroaders club and the George L. Carter Chapter of the National Railway Historical Society will be on hand to assist in this display day. They will then pull out all of the stops for the museum's first-ever train show the following weekend. Held in the ETSU Memorial Center Mini-Dome, which has the exhibit capacity of 64,000 square feet, this event has been in the planning stages for over a year now. It will feature several operating model railroads, including a live steam exhibit, other displays, and more than 150 tables of for-sale merchandise. Limited to new and pre-owned railroad-related products, the show will give attendees hours of pleasure observing the exhibits and purchasing goods. Admission to the train show is \$5.00 per day with free adjacent parking. As the popular Blue Plum festival is occurring during the same time frame, this will be a landmark event for the hours during the show weekend.

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

- June 25 -** Southern Serves the South
- July 30 -** Pulling Power Parade: Articulated Steam
- August 27 -** Coal, Coke and Commerce: The Appalachian Carriers
- September 24 -** Streamliners in Action
- October 29 -** Next Stop Nashville: Louisville & Nashville, Nashville Chattanooga & St. Louis, Tennessee Central
- November 26 -** Carter Homecoming/Tribute to the Clinchfield
- December 31 -** Norfolk & Western/Norfolk Southern Heritage



CSX lashup at Kingsport TN. Photo courtesy of Paul Haynes

WORKIN' ON THE RAILROAD
THE HOPSON DEPOT, GENERAL STORE
AND POST OFFICE

THE HOPSON GENERAL STORE AND POST OFFICE



Part of the attraction of recreating the "Tweetsie" in miniature has been trying to build historically accurate scenes from an era that is long gone but still familiar in the mind's eye. When the back story of the picture below was told by centenarian, Gladys Lacy, the little girl pictured on the loading dock, Fred Alsop knew that the scene needed to be replicated.



Hopson Store and Post Office with the Robert S. Lacy Family in 1915 (L-R: Martha, Nannie Morell Lacy, Robert S. Lacy Sr., Robert Jr. in foreground, and Gladys on the loading dock)



Working from a pair of photographs of the Hopson Store/Post Office and the family residence, Fred recreated the Lacy family tableau as shown in the photograph above.

Fred may yet add a low relief model of the Lacy residence in the tree line behind the Store/Post Office. However, the trees will have to suffice for now as there is another project that demands attention: the Mine at Cranberry!

THE CRANBERRY MINE COMPLEX



HOn30 mine donkeys have been re-gauged to HOn3 by Gregg Mundkowsky; fitting DCC decoders will present a challenge. Building mock-ups are visible in the background of the photo above

The general layout for the mine, its buildings and tracks were envisioned early on in the planning stages for the layout. As planned, HOn3 track and equipment would service the ore tipple while HOn30 mine donkeys and cars would shuttle raw ore from the mine to the processing buildings and tipple.



Period photographs have provided valuable information regarding the mine and assorted buildings at Cranberry. Maps from Blue Ridge Stem Winder have enabled the development of an authentic track plan for the mine complex



Continued research on the Mine has led to the discovery of several incorrect assumptions: first, the mine tracks we standard three-foot gauge, not the narrower 30" or even 24" width; second, the first tier of tracks above the valley floor was higher than originally planned; and, third, the track plan for the mine complex needed to be adjusted in several spots.



PROGRESS ON THE MEMRR CLUB LAYOUT

Things have also been developing on the HO layout as well. John Carter with his crew (Gary, Roger, Frank, and Brad) have been laying out track for the Diesel and Car Shops module for the club layout. Turnouts have all been installed, most of the tracks have also been placed, and several of the shop buildings have been set. The module will feature a massive transfer table connecting the various shops, fueling facilities, and storage tracks.



JOHN CARTER fits a piece of track to close a gap on the new Diesel/Car Shops module while **BRAD HORRELL** weathers the rail on previously installed track



BRAD HORRELL weathers the rails and ties on the Shops module



ROGER TEINERT acting as superintendent and construction foreman for the Shops Module project



Lighting is being added to the Shell Creek building interiors



A view of the approach to the coal bin at the Cranberry Mine boiler house... part of Fred's magic touch

MEET OUR MEMBERS
ROBERT SULLIVAN, GREGG

MUNDKOWSKY, and MARK WITHERSPOON



ROBERT SULLIVAN

Robert Sullivan is one of the newest members who joined in May. He moved to this Tri-Cities area from the Southwestern region of the country recently and is the owner and operator of the moving and trucking company. His interests in the model railroading hobby center on the Union Pacific Railroad. He intends to build a home layout featuring that line in HO and N scales (blending the N Scale portion to create the illusion of vast distances through the use of forced perspective). He has already become a familiar face at Thursday night work sessions and Saturday open house sessions



GREGG MUNDKOWSKY AND MARK WITHERSPOON

Gregg Mundkowsky is a relatively new member, though you'd not think it from his steady involvement in club activities. He joined MEMRR this past year. You can expect to find him at the the club working on the "Tweetsie" side of the George L Carter Railroad Museum during most every Thursday work sessions and running trains on the "Tweetsie" during our Saturday open house sessions. When not at the museum, he models the Colorado and Southern narrow gauge. His dream is to build an On30 version of the C&S and ET&WNC railroads as a home layout. Gregg is a Navy veteran having served in the post-Vietnam era.



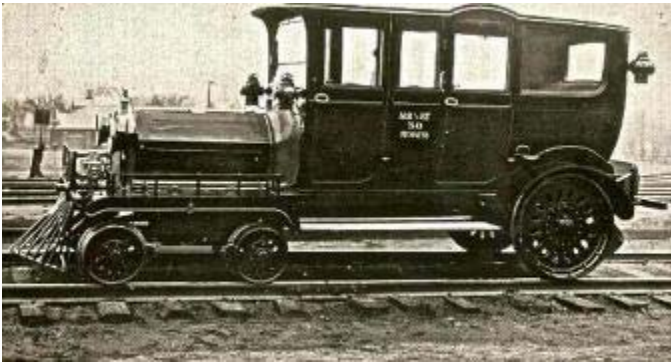
MARK WITHERSPOON WORKING ON THE ET&WNC RY LAYOUT

Mark Witherspoon also joined over the past year. He can usually be found Thursday nights working with Dean Small and Ken Harmon on making trees for the "Tweetsie" or working with Gregg Mundkowsky and Mike Buster ballasting tracks on the "Tweetsie" side.

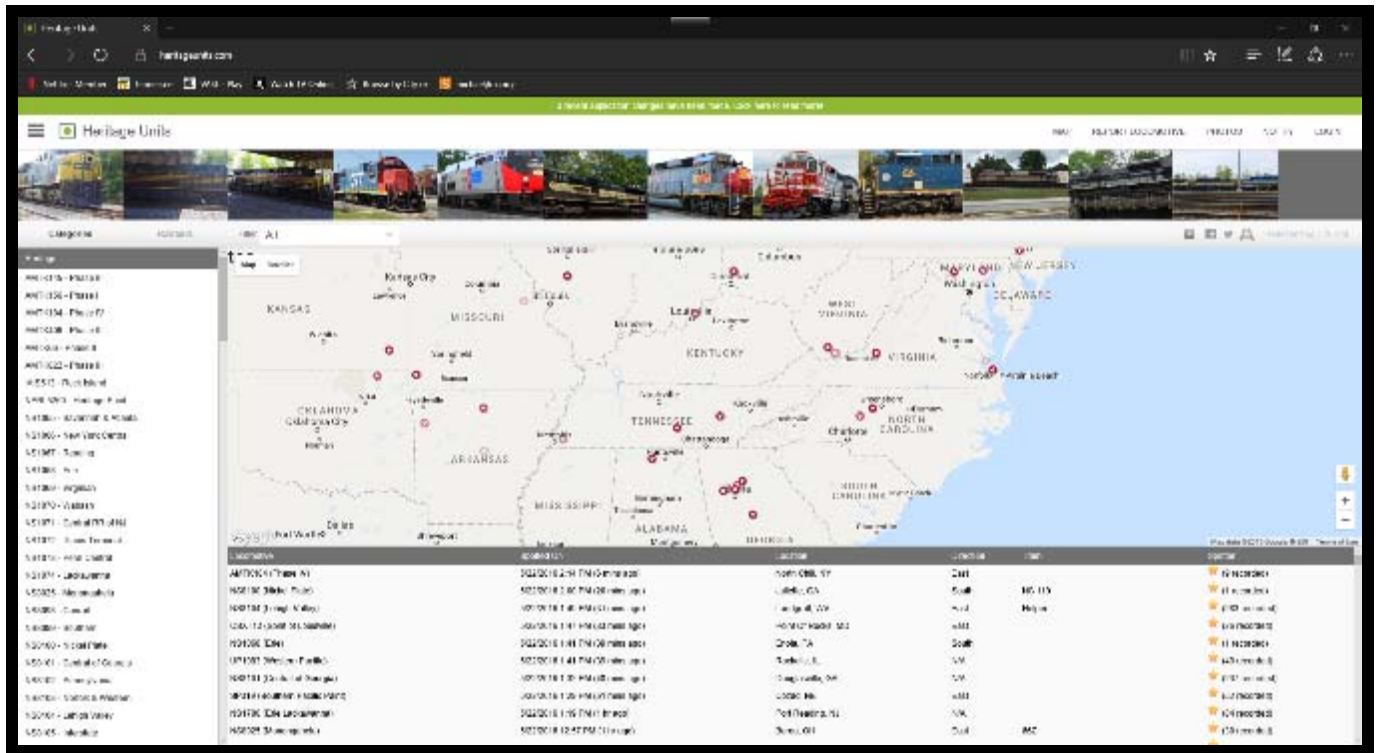
MODELING IDEAS
VINTAGE HI-RAIL CARS

Photos from Rodger O. Moravetz



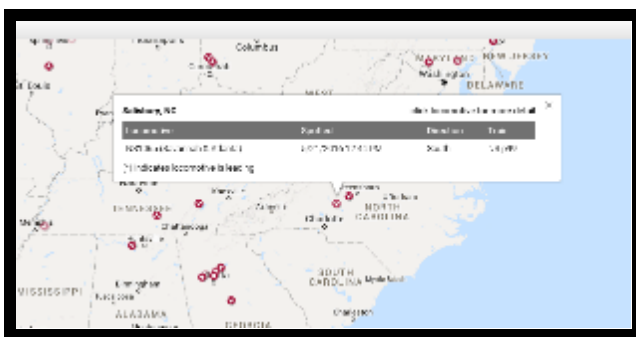


KEEPING TRACK OF THE HERITAGE UNITS WEBIST AND SMART PHONE APP A GREAT STEP FORWARD WWW.HERITAGEUNITS.COM



Running a mouse cursor over one of the red dots on the map (or touching a dot on a smart phone screen) will call up information on the locomotive reported at that location.

Heritage Units include those from the Norfolk Southern, CSX, BNSF, Amtrak, Union Pacific, and Iowa Interstate. Special Paint and unique units include the likes of Norfolk Southern’s “The Brick” NS #35 track geometry locomotive, DC-to-AC conversion units NS #4000-4001, NS #9-1-1 “First Responders”, and the NS “Operation Lifesaver” fleet units.



There’s a new app in town for those interested in following the travels of the various Heritage, Special Paint, unique locomotives rolling across the US and Canada. The website is www.heritageunits.com.

The site is easy to navigate and fairly intuitive for anyone with even limited experience surfing the internet. The home screen automatically loads a screen with scrollable map, locomotive listing side bar and detailed insert listing of special locomotives sighted (most recent to least recent). At the top of the screen is a menu bar with links to photographs, reporting a sighting, and scheduling a notification when a locomotive is nearing you location.

To report spotting a unit one has to be a site member. The process of signing up for an account is simple – just your name, an email address and a password, time zone location, and an on-line handle. Once you have an account log in, click “report locomotive”. A data entry screen will pop up and guide you through the required information fields (locomotive ID, position in power lash-up, other locomotives (if known), direction of travel, location of spotting, time of spotting, and any other pertinent information (e.g., type of train). I for one have found the site to have added another dimension to my railfanning. Of course it helps to have a window overlooking the NS mainline through Jonesborough. Look for my spotting handle “**flagler05**” when you visit the website.

RAILFANNING IN KENTUCKY – PART 2
THE KENTUCKY RAILROAD MUSEUM IN NEW HAVEN, KY



Our railfan adventure in Kentucky takes us this month to New Haven Kentucky and the Kentucky Railroad Museum. Our travels started with a weekend in Nashville, a 90 minute drive north to Bowling Green and the Railpark located at the fully restored depot (see last month's article). A 30 minute drive further north took us to Mammoth Caves National Park (a nice spot to take the non-railfan members of the family or to observe the 100th Anniversary of the National Park System).



The museum was another 90 minutes north located between Louisville and Lexington KY. We found lodging in Elizabethtown KY and took a leisurely start of the day the next morning. New Haven is a small community with a well preserved station that serves as the museum's headquarters.



One is greeted by ex- Santa FE #2546. It was originally built in 1948 as an F-7 by EMD and then rebuilt and converted by Santa Fe Railroad in 1973 and given the model designation CF-7. It is a diesel - electric locomotive powered by a single 16 cylinder engine developing 1500 hp. It is the only known CF-7 in the original Santa Fe paint scheme.



Also at the front entrance is a World War I era "40 and 8" box car that gave rise to the American Legion' 40 and 8 Posts. The designation refers to the car's capacity to hold 40 men or 8 horses. It is a unique memorial dedicated to Armed Service Veterans of not only WWI but of all eras.



Near the front of the museum grounds there is a L&N bay window caboose that serves as a concession stand and anchors a picnic and play area.



On display are several of the over 100 pieces of motive power and rolling stock in the museum's collection. The entire collection is not readily accessible. However, several of the better preserved or historically significant pieces are easily viewed.



C&O 2716, a 2-8-4 Kanawa class locomotive built by Alco for the Chesapeake & Ohio Railroad in 1943 is one of those exhibits. The unit is currently non-operable.



Louisville & Nashville EMD GP7 is on display and provides power for the museum's excursion rides on weekends late spring through early fall.



Another locomotive that dates back to the Kentucky Railway Museum's early days is Monon Route's Diesel Engine No. 32. It was painted black and gold by Monon, and kept as such, to match the school colors of Purdue University, located in West Lafayette, Indiana. It was purchased by Monon in 1948, and then acquired by the Louisville and Nashville

Railroad in August 1971. It became a display at the museum in 1972.



Of historical significance is the Louisville and Nashville Combine Car Number 665. It was one of only two "two wood side steel" train cars ever made (the second car is located at the Bowling Green RailPark and is in a much better state of preservation). It was designed for the times of the Jim Crow laws; whichever end was the front during the trip would hold white passengers, while the rear held black passengers. It was given to the Kentucky Railway Museum by the Louisville and Nashville Railroad in 1958.^[16] During the Civil War Centennial observances of the 1960s this car was pulled by the famous Civil War-era steam locomotive The General, touring various parts of the Eastern U.S. rail network.



The freight section of the depot holds the museum's artifacts and displays. Artifacts range from lanterns, crossbucks, speeders, and ephemera, to a sizable HO layout.



There is plenty to hold one's interest for a couple of hours and the general admission price was a reasonable \$5 for seniors.

MORE MODELING IDEAS
GRAFITTI AND LOADS



Modeling modern railroads and their rolling stock usually means tagging cars with graffiti and heavy weathering effects... here's an example of one encountered recently heading out of Jonesborough, TN... Note the rust roof, eaves, and doors... the graffiti artist(s) forces the car owners to repaint the car data and identification over the "artwork" – Photo by Ted Bleck-Doran.

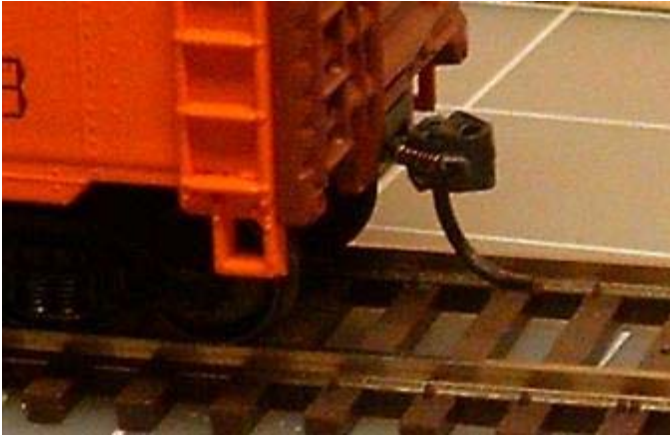


The CSX switcher at Kingsport TN pulls Illinois Central Gulf bulkhead flat car (ICG 978920) with a load of aluminum rods
Photo by Paul Haynes

REPAIR IN PLACE
THE RIP TRACK COLMUN

By Jim Hoit

COUPLERS AND CAR WEIGHTS



Knuckle springs can be tricky to replace, if not replaced the jaw will open and uncouple itself leaving the train behind. To replace them you can use a tool designed for this operation or a pair of sharp tweezers and a magnifying glass or if your eyesight is really sharp, By holding the spring at one end slip the other end into the jaw end and slip the end your holding into the nub on the car end, if you install it in the other direction and lose control the spring will fly across the room.



Weight can be added to your rolling stock adding to the traction and preventing derailments. Calculating the proper weight is to measure the length of the car in inches, multiplied by 0.5 oz and add 1 oz. Then weighing the car for

its actual weight and subtracting the difference will tell you how much weight you will need to add.



Weight blocks, flat sheets of lead or steel, BB's or lead shot can be added to the inside of your rolling stock to hide it and a digital scale helps in figuring car weight.



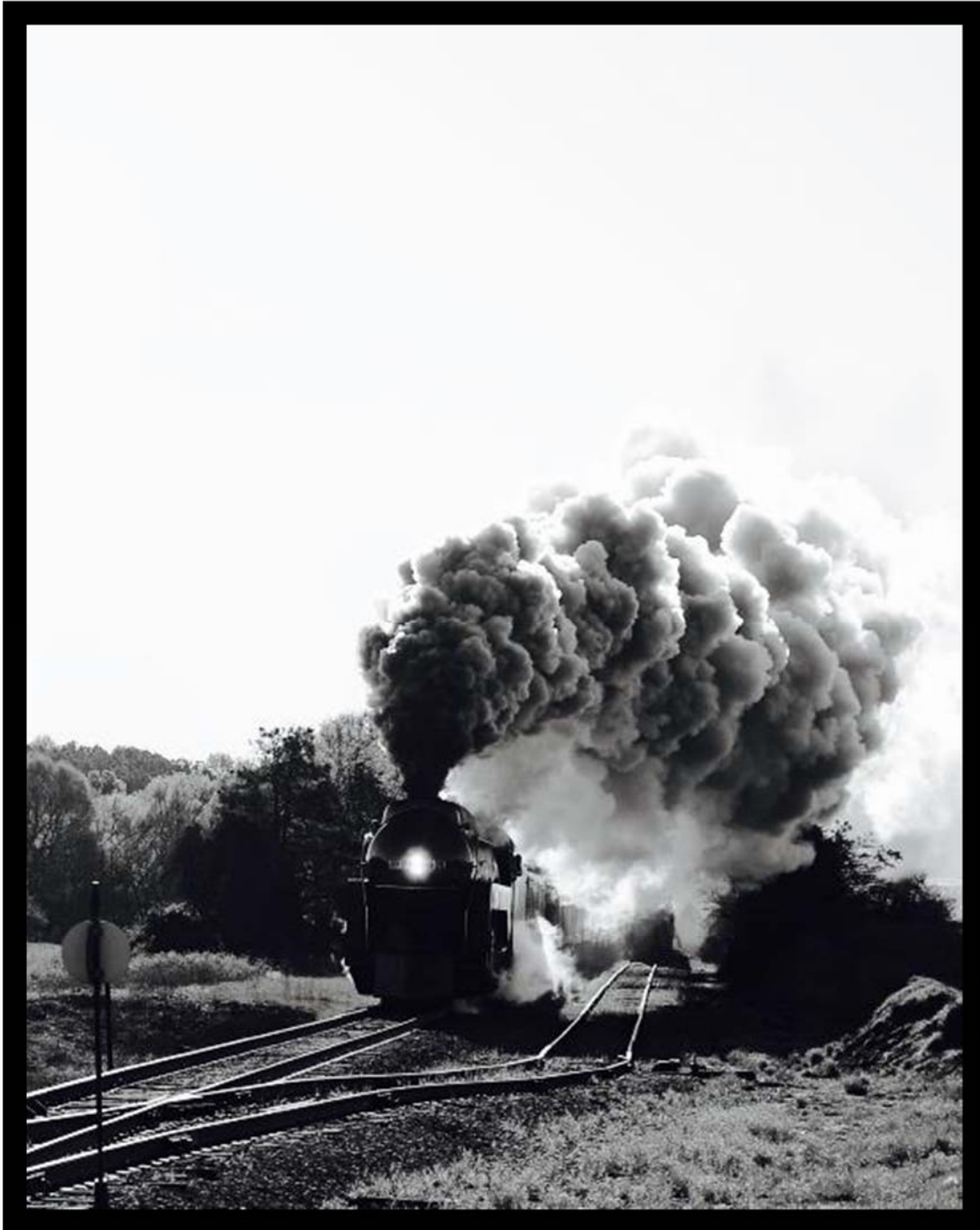
As spectacular as train wrecks look there are a few things that have or will happen, one is the train engineer was not

watching the road ahead or behind, or two, the train engineers did the same, or just lost control of their train, in any case these crashes should not have happened, now what do we do?

Do we just put all of the cars back on the track without checking them?

NOT... All cars in the wreckage shall be checked for knuckle damage and repaired.

Next time we will discuss truck mounted knuckles verses mounting the knuckle box to the car itself.



Norfolk & Western #611 under a full head of steam outside Statesville NC in th spring of 2015
Photo by Paul Haynes

GRAFITTE GALLERY
A PHOTOGRAPHIC STUDY IN GRAFITTE TAGGED RAIL



TBOX 663903 CARRIES FRESH PAINT - HOW AN "OUT OF THE BOX" CAR (PUN INTENDED) SHOULD LOOK - OF OVER 30 POOLED BOX CARS (XM's) PASSING THROUGH THE TRI-CITIES OVER 4 DAYS IN MAY ONLY TWO APPEARED GRAFITTI FREE!



FBOX 505543 CLEAN



RBOX 43022 XM



RBOX 33231 XM TAGGED "MACK DGF SEGA"



RBOX 135112 XM TAGGED "ALSA"



FBOX 595322 XM



TBOX 662343 XM TAGGED "MECRO"



TBOX 660112 XM TAGGED "SLOT" AND "ZORR"



TBOX 662698 XM



TBOX 660208 XM



TBOX 663511 XM TAGGED "OZARK"



TBOX 661336 XM TAGGED "GEAR" AND ???



TBOX 665944 XM



TBOX 665809 XM



FBOX 506412 XM



TBOX 670235 XM TAGGED "ADK"



TBOX 60443 XM



TBOX 670580 XM "ASK" AND "LUNAS"



FBOX 505249 XM



TBOX 671283 XM



FBOX 506227 XM



TBOX 660178 XM



TBOX 665358 XM



TBOX 663428 XM



TBOX 667188 XM



TBOX 665071 XM



TBOX 670552 XM



TBOX 665087 XM



TBOX 661557 XM

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

WOW! What a very busy week the first few days of June were for the Carter RR Museum, the MEMRR and the Carter Chapter NRHS! With a lot of help from a lot of exceptional volunteers we had on June 2-5 our first annual Train Show, hosted the ET&WNC RR Historical Society for the 3rd consecutive year, **and** had the Carter RR Museum open for two consecutive days and for longer than normal operating hours each day. To everyone who worked so hard to make all these events so successful, and to occur so seamlessly, a huge **"THANK YOU"**! Saying that we could not have done it without you is to make a great understatement because none of this would have happened without so many of you pitching in with your talents, energy and enthusiasm and making it happen. It was, indeed, a very busy few days as all three overlapping events came together and provided an outstanding experience for all who attended them. WELL DONE!!! Congratulations!

The Big Train Show was a huge success! After a year of careful planning and a lot of work the Train Show Committee; **Roger Teinert (chairman), William Hensley, Carolyn and James Gregg, Mark Woomeer and Fred Alsop** brought the first big train show to the ETSU campus and the Tri-Cities Region. We had outstanding volunteer support from the MEMRR and Carter Chapter NRHS members during the set up for the show on Thursday, the event itself, and the take-down of the show beginning late on Saturday afternoon and continuing through Sunday mid-day with some tables still to go back to their lenders on Monday. We had more than 40 vendors (final counts of all numbers are still being tallied at this report) who took all the tables we had and still asked for more (we had to turn a few last minute vendors who showed up at the door away because we had no more tables to offer them), more than 200 tables. We had 7 of the 8 promised layouts on the floor from Z-scale to **Jim Millhorn** and his friends with big live steam locomotives running on their portable layout. We had more than 1,100 paying for tickets at the gate, and more than 300 children under 12 years of age that got in free to add to the patron number. The vendors really liked the venue the ETSU Memorial Center "Mini-Dome" provided with the ability to drive up to their tables for unloading and packing up before and after the show, the outstanding lighting, the not-always-so-cool air conditioning (but cooler and dryer than outside), and the soft AstroTurf under their feet. Customer turnout was good and almost everyone said upon closing "See you next year!" and

"Let's do it again!" and "I want the same spot next year!". The hard work paid off and after the dust settles and we have a chance to catch our breath and tally up the numbers to give us our data for the final results of this first-ever venture for us we will begin to plan for next year to have an even bigger and better show. We had a train show and it was a success and we had numerous compliments from attendees and vendors alike on how well the show met, and in many cases, exceeded their expectations!

The George L. Carter Railroad Museum was open through the efforts of a lot of volunteers all day Friday, June 3rd from 10 a.m. to 6+ p.m. and again for extended hours on Saturday from 10 a.m. to approximately 4:30 p.m. We had anticipated a lot of visitor demand in conjunction with the train show and the ET&WNC RR Historical Society Convention overlapping for these two days and our expectations were realized in 165 counted visitors on Friday and an additional 202 on Saturday for a whopping two-day record of 367 visitors! Again, my gratitude to all of you who made this such a special event for our regular visitors, but also for the many, many new visitors who were visiting the museum for their first time. Many of the members of the ET&WNC RR Historical Society were particularly impressed with the quality of workmanship exhibited in the museum's layouts and the friendly folks who were operating them, greeting them, and answering their questions during their visit. You and the museum got lots of well-deserved compliments.

ET&WNC RR Historical Society Convention: More than 60 members of the "Tweetsie" Society met for their 28th annual convention at the Carnegie Hotel across the street from ETSU on June 3-5. Our RR Museum helped to host this convention once more. Many, if not all, of the Society members visited the Carter RR Museum during their stay in Johnson City. The Saturday evening speaker was Dean Smith of Rolla, MO who has been modeling the ET&WNC in HO_n3 for more than 20 years. Dean gave a great illustrated presentation on why the ET was a great operational railroad to model and he brought 35 pieces of his rolling stock, both passenger and freight, for the museum's use on our ET&WNC layout for the duration of the convention (sorry, but he took them all back home on Sunday afternoon). One of the unusual highlights for this convention was the auctioning of one of the locomotive tires (they are metal, not rubber) from the ET&WNC engine #12 at Blowing Rock, NC. The museum won the auction, which also included a bolt from the boiler of #12, along with documentation of authenticity, and we now have a 400-pound tire to exhibit in our Ken Marsh Gallery, the "Tweetsie" room. The locomotive will be 100 years old next year, as will combine car #15 and the Linville depot. The Society is planning a big series of birthday parties as a theme for their 2017 convention. There are

tentative plans for the ET&WNC RR HS to meet in Johnson City again next June for their next annual convention. They expressed their thanks to all of you for being so helpful and for the quality of the exhibits.

Carter Chapter Rail Excursion June 18th: The Carter Chapter and the Carter RR Museum were notified in late May by the operators of the Southern Appalachian Railway Museum who run the Secret City Railroad that the administration that they have been leasing their trackage rights from for more than 20 years, accident-free, have revoked their lease on the use of their tracks. The Chapter has been scrambling with little time to lose to still have a rail excursion as planned for that date since we already had more than a bus full of clients and had just been on two local TV stations advertising the trip. The trip will take place on the advertised date on the same time schedule and with the same bus company for transportation and with the luncheon on the Tennessee River on the *Star of Knoxville* paddle wheel boat, but with a new train. We will be riding behind a steam locomotive on the 3 Rivers Rambler Railroad in Knoxville. So, plan to join us if you have not already gotten your tickets and come join us in a day of fun on the water and on the rails behind steam. Excursion information is at the Carter RR Museum, and on the museum, MEMRR and Carter Chapter NRHS web-sites. Please come join us and tell your friends. This is a very good trip that we have done several times before.

Planned Rail Excursions for Labor Day and November: The Carter Chapter NRHS and the Carter RR Museum are planning a Labor Day weekend trip (Saturday through Monday) to Cass Scenic Railroad in Cass, WV that will include bus transportation, lodging at Snowshoe Resort, and 3 train rides including a dinner train (meal included) for September. We are also planning a November 12th rail excursion behind steam on the Smoky Mt. Railway as a single day trip. Watch for detail and make plans to join us for these exciting rail trips.

Walker Steel Mill Auction: MEMRR member *Hobie Hyder* was the high bidder for the late Rev. Walker's steel mill and mill complex at the auction held at the May business meeting. Congratulations Hobie. Now, how do you rearrange your layout to make room for this really big building complex?

Mike Buster is to undergo back surgery the week of June 6th and we all wish him a full and speedy recovery. *Mary Doran-Bleck* and *Ted Bleck-Doran* have had recent deaths in their families and we extend our condolences to them.

Museum Space Needs: I have been working with ETSU administration to address our growing critical need for more space, particularly storage space, for the Carter RR Museum. I have been shown approximately 1,000 sq. ft. of potential

space in the ETSU Valleybrook complex off the Eastern Star exit of I-26 which is most suitable for what we need for many of the things, particularly bequeathed and donated layouts, that are now stored in my basement, the museum trailer, and in other member's basements and garages. Valleybrook is a 20-minute drive from the ETSU Johnson City campus and the RR Museum, but most of what we store there will be items that we do not need on a regular basis for the operation of the museum and its exhibits. We also have to plan for the reception of the late Pete Morsette's big HO layout and this space will serve us well for that. In addition, some of what is now stored in our small storage space on the 3rd floor of the Campus Center Building that houses the museum, and a lot of what is now piled in the big work room in 108 and other places in the Railroad Museum will be transferred to this new space if our application for the space is approved by ETSU administration. So, keep your fingers crossed and I will keep our membership updated as to our progress on this front.

Train Operation on the MEMRR HO Layout: At several of the previous club meetings this year there has been much discussion about instituting some rules and guidelines for better train operation on the club's HO layout and to provide a fairer distribution of running time for those who are there to operate trains on Saturday during the museum's public operating hours. While the intent was to make things better for all, especially in the long run, some folks have decided that we want to be rigid and strict and it will no longer be fun to run my trains and I just won't come as it won't be fun. Let me assure you that the list of operational information that the ad hoc committee presented to the members present at the April meeting, and that was adopted by majority vote at that meeting are only guidelines to be instituted in part, but not in its entirety. We are running on Saturdays with a Train Master in order to ensure as safe, smooth and easy operating session as possible. And we are monitoring the time each train is on the rails so that no one hogs the layout and that everyone who wants to operate their trains, or the club's trains, has an equal opportunity to do so with a minimum of waiting time. We also are asking that club members who leave for lunch park their trains out of the way on sidings to open up running tracks for those who are staying to run their trains during the lunch breaks. Further, we much prefer that you use the radios, either your personal ones, or those the club has purchased for this purpose to enhance communication and smoother operations on the layout, **but they are used to communicate in a friendly and informative manner only. You do not have to give call signs, railroad radio jargon, etc., only talk to the Train Master and follow his instructions so we can cut accidents to a minimum and we can all have fun.** So, come back and run trains with us. That is a good measure of what a railroad club is all

about. You will find the atmosphere friendly and relaxing, perhaps even more so after an initial learning curve if you have been away for a while. The Train Master is there to help you move your train and to give everyone equal access to the club layout. Come on back and have some fun with us!

MEMRR and Museum Layouts: There is a lot of work that is continuing on the club modules, including the working freight yard, and plenty of opportunity to get involved in the work and the fun of model railroading with other members of the club. Likewise, there is still a lot to do on the museum layouts and all help is most welcome and desired. Come on down on Thursdays to help work on the exhibits and on Saturdays to be part of the crew to operate the layouts, work on some of the needed projects, or just to hang out with the guys and gals and talk trains and model railroading. The officers of the club made a quick decision to purchase an HO scale N&W Y6b Broadway Ltd. Paragon 3 locomotive and the Paragon 3 sound system for the club. All of Broadway Ltd. new locomotives come with this extra sound feature and more of our members will be purchasing locomotives that use it (some Paragon 2 locomotives can be retrofitted with the system) so when a very good deal on the combination presented itself at our recent museum train show we decided to purchase them for the club. Come and try it out and see what you think about this newest innovation in model railroading sound.

Club Shirts: Whenever possible please wear your green MEMRR shirts to the museum on Saturdays; or your Gray

Carter Chapter NRHS shirt; or your yellow Carter RR Museum shirt, to display your club colors and to distinguish you as a proud club/chapter member that identifies you to our guests/visitors in the museum. Having apparel that signifies which "tribe" you belong to speaks volumes about your membership and is a good recruiting tool as well. If you don't have a shirt, hat, jacket, etc., and would like to have one, just see the club/chapter treasurer and they will order any and all that you want.

Heritage Day Event: Our Heritage Day Event for June 25th celebrates the Southern Railway so bring your Southern green and/or the Southern tuxedo black and white, and let's fill the layouts with models of a railroad that passed right through Johnson City and whose successor, the NS still rumbles through town many times each day and night. June Heritage Day is, "Southern Serves the South". Come and be a part of it!

We have had a very busy beginning to June at the Carter Railroad Museum. Thank you again and congratulations on all the successes we have had and continue to have. 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*

G.L. CARTER RR MUSEUM COORDINATOR'S MEETING MINUTES MAY 12, 2016

Meeting called to order by Fred Alsop at 6:00 p.m. in room 235, Campus Center Building, ETSU. Coordinators present: Gary Emmert, John Carter, Roger Teinert, Jim Hoit, Mike Baker, Gary Gilliam, Bob Jones, Ted Bleck-Doran, and Geoff Stunkard.

The Coordinators' Reports Follow:

Gary Emmert: Library:

Library is at capacity and we have little additional room for any new collections. Many soft-bound items are being stored upstairs in 336. Paul Haynes completed DVD shelves for their storage. Rev. Walker's collection will be cataloged in June. Ed Rutledge's donated materials will be stored until we have room to catalog and shelve it. Pete Morsette's layout will have to be moved (we will do this after the train show probably in June [FJA]). **Note:** Fred Alsop is checking

with the university on additional storage space for the museum and will review space with ETSU administrators at Valleybrook off the Eastern Star I-26 exit.

John Carter: MEMRR HO Layout:

With the help of Jonathan and Gary Gilliam, Roger Teinert, Geoff Stunkard and others, the engine facility is being worked on. Some track needs to be installed and the engine building needs to be kit-bashed and constructed. Help on this club project is welcomed!

Roger Teinert: Train Show Committee Chairman:

Currently we have 7 layouts, 35 vendors with 148 tables. We are expecting good newspaper, TV, radio, including WETS, coverage. Roger and Fred will be on WJHL and WCYB TV talk shows on May 26th.

Jim Hoit: RIP Track:

Rev. Walker's inventory is being worked on. Ten cars are RTR. 153 are "keepers" for the museum. In need of wheel sets (Fred has ordered 200 33" freight Intermountain metal wheel sets).

Mike Baker: Large Scale Trains:

Replaced the power pack on the large scale overhead train in the Little Engineers Room. The museum's shay is not working very well as some wires are broken (Gary Gilliam and Frank Fezzie will check it and report back to Fred with recommendations for repair). The Southern RR 10-wheeler has loose drivers

Gary Gilliam: Locomotive Repair:

The Train & Trooper HOn3 brass Tweetsie locomotives will need a lot of work to make them operate well.

Bob Jones: MEMRR co-webmaster:

The June rail excursion information is one the web site. Needs museum press releases for upcoming events.

Ted Bleck-Doran: MEMRR Newsletter Editor:

The May edition of *The Signal Bridge* has 22 pages. The editor thanks the many members who made contributions to this month's edition. Will ask Lois Woods to call for volunteers for the up-coming train show and the extra hours the Carter RR Museum will be open for the Train Show and

MEMRR BUSINESS MEETING MINUTES MAY 2016

The meeting was called to order at 6:40 by club Vice President John Carter with 18 members present.

Secretary Report –

Debbi Edwards submitted the April Business Meeting Report which was accepted as published in the Signal Bridge.

Newsletter Report –

No report available.

Treasurer Report –

Gary Emmert reported the income, expenses and balances for the months of April .

Webmaster –

John Edwards informed members that he still has membership cards that have not been picked up yet.

Vice President –

the ET&WNC RR Historical Society's annual convention in early June.

Geoff Stunkard: Heritage Days:

Has prepared a press release to announce the May Heritage Day "Modern Railroads" and the Train Show. In addition, he has prepared two more press releases for the Train Show with the second one featuring Jim Millhorn and the live steam operation that will be a part of the show.

There being no further business the meeting was adjourned at approximately 6:55 p.m. Next scheduled Coordinators Meeting will be at 6:00 p.m. in Room 235, Campus Center Building, ETSU on June 16.

Submitted from notes of the meeting taken by Fred Alsop. Debbi Edwards could not be present, so sent her recorder, "Debbi in a box" to take the minutes of the meeting; but we failed to operate the machine properly and none of the minutes were recorded. Any errors or omissions are to be contributed to Fred's scanty notes of the meeting.

John Carter reported that there are still no scheduled programs for the coming months. Please see John with any ideas or to volunteer to do a program

President report –

No report available.

Old Business:

- 1) Train Show – Roger Teinert reported that 162 tables have been paid for. We still need volunteers at the show. Roger made a motion to have an unmanned table for the club for flyers, etc. , motion passed unanimously. There are 39 vendors registered and more are expected to register at the last minute. Logan Heaton stated that he and Geoff Stunkard are working on a video for the Facebook page.
- 2) John Carter then welcomed new member Robert Sullivan.
- 3) Jim Pahriss informed members that applications for the Rail Excursion is online and they need volunteers to man the busses
- 4) Mr. Pahriss told members about the convention's schedule.

5) John Edwards reported that the 10 wheelers that the club purchased are having problems running. Many good ideas were discussed.

New Business:

- 1) May's Heritage Day is "Modern Railroad Marvels".
- 2) The Coordinators meeting minutes will be published in the newsletter.
- 3) Gregg Mundkowsky put a callout for Tweetsie rolling stock kits to be assembled.
- 4) More storage space is needed. Dr. Alsop is working with ETSU to find more storage space. Mike Buster has donated some shelving for the storage area.
- 5) The coordinator's meeting minutes will be posted in the Signal Bridge.

- 6) Hobie Hyder won the auction of the Rev. Walker Steel Mill and accessories.
- 7) Roger Teinert made a motion to use the club test track at the train show. The motion passed and John Edwards offered to man the track as needed.
- 8) Railfan would like to have their meeting at the museum again. Possible dates are July 12th or August 9th.

The Call for Volunteers and Train Master were made.

The next coordinators meeting will be June 16th.

The next business meeting is June 21st

The evenings DVD presentation "Interesting DVD's; Model Railroading" was followed by the meeting adjourning.

MAY HERITAGE DAY TO FEATURE THE SOUTHERN RAILWAY



Photo Caption - A restored diesel passenger train seen in action at the Tennessee Valley Railroad near Chattanooga helps maintain the history of the Southern Railway, Photo by Geoff Stunkard

Legendary Southern Railway showcased on June 25th's Heritage Day as ETSU's Carter Railroad Museum enters summer 'Southern Serves The South' honors the founding Johnson City operation at popular free campus museum.

The old Southern Railroad will come alive on June 25 as the George L. Carter Railroad Museum (located in the Campus Center Building of East Tennessee State University) highlights this popular local railroad line. The original routing that gave Johnson City its origin is still in use through downtown as a Norfolk Southern mainline to this day, and this event focused on the SR / SOU era (1894-1982), will be a classic remembrance of big-time railroading across the Southeast. The George L. Carter Chapter of the National Railway Historical Society and members of the Mountain Empire Model Railroaders club are working to bring about a memorable day at the museum. Founded in 1894 through the efforts of banker J.P. Morgan, the Southern was actually created from a conglomeration of already-built predecessors that spanned the width of the south - from Alexandria, Va., down to Atlanta, Ga., out Birmingham, Ala., Cincinnati, Ohio, and southern Illinois. Encompassing 4,400 miles at first, the SOU continued expanding, becoming an 8,000+ mile, 13-state enterprise by 1920. One important link in that founding was the Knoxville-based East Tennessee, Virginia and Georgia Railroad (ETV&G), which encompassed a existing route from Bristol to Knoxville that still runs through Johnson City (created in 1854 by Henry Johnson), as well as lines to Asheville and through Natural Tunnel in southwest Virginia. For Release 13 June 2016

"Since June's summer weather just seems right for the Southern Railway, we have traditionally kept our Southern Railway Heritage Day in this month," says Geoff Stunkard, the coordinator of the museum Heritage Days program. "We have a lot of local friends and supporters who are fans of the Southern, and coupled to the fact its successor, Norfolk Southern, still runs here is a big plus. We should enjoy a lot of visitors again in 2016."

Model trains from many of the Southern's operations, including the steam excursion program of the 1970s, will be operating on the MEMRR club's large 24x44 1:87 HO scale layout, one of four model lines that are housed in the museum. Older Southern trains are also operating on a portion of the new ET&WNC display representing Johnson City in an adjacent exhibit hall. 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, and an oral history archive being established as part of the museum's programs.

Members of the George L. Carter Chapter of the National Railway Historical Society and the Mountain Empire Model Railroaders (MEMRR) club will coordinate the exhibits. Visit 'www.memrr.org' to learn more about MEMRR, or visit 'http://glcarternrhs.com/' to learn more about Carter Chapter, which helps demonstrate and maintain the model layouts, museum exhibits and other projects. Membership opportunities are available to adults, and include special benefits and model railroading enjoyment.

The Carter Railroad Museum is open every Saturday from 10 a.m. to 3 p.m. (Admission free). The museum can be identified by a flashing railroad crossing signal at the back entrance to the Campus Center Building. Visitors should enter ETSU's campus from State of Franklin Road (at green light) onto Jack Vest Drive and continue east to North Dossett Drive (then left) to John Roberts Bell Drive at end, then right, then left on Ross Drive(176) to end, adjacent to the flashing RR crossing sign.

GEORGE L. CARTER RAILROAD HERITAGE DAYS SERIES EVENTS FOR 2016

June 25 - Southern Serves The South

July 30 - Pulling Power Parade: Articulated Steam

August 27- Coal, Coke and Commerce: The Appalachian Carriers

Sept 24 - Streamliners in Action

Oct 29 - Next Stop Nashville: L&N, N C& St.L, TC

November 26 - Carter Homecoming/Tribute to the Clinchfield

Dec 31 - N&W/NS Heritage