



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB

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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

RAILFAN OUTINGS FOR THE SUMMER, PT. 1 PLANNING SUMMER OUTINGS WITH A RAILROAD THEME



Photos courtesy of Ted Bleck-Doran.

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



RAILFANNING MARYLAND, PT 1 NATIONAL CAPITOL TROLLEY MUSEUM

Photos and Text by Jim Hoyt

In April Linda and I traveled to Colesville, Maryland to enjoy our granddaughter's 3rd birthday at the National Capitol Trolley Museum at 1313 Bonifant Rd. just north of Washington, D.C. about 20 miles.

There we enjoyed the party, of course, but we rode on a trolley through the country side and got to see a number of them in mint condition, the group does their own restoration in the museum, they have a theater and a trolley S gauge layout that will start when you turn an original trolley handle. The street lights will light-up as long as you turn the generator crank, man that's a lot of work.

If any of you are going to be in that area, it's a great place to spend the afternoon.



A view of the car barns at the National Capitol Trolley Museum



Rheinische Bahngesellschaft 955, made by Gebruder Schondorff AG in 1928, Dusseldorf, Germany. It features a single truck, double end, City-suburban tram with two motors and trailer connections



Here is an example of a wood street car. It's a Société des Transports Intercommunaux de Bruxelles (STIB) 1069, built by Les Ateliers Métallurgiques de Nivelles, 1907 in Brussels. Its principal features are: Single truck-single end design.



For another international feel the museum has a tour street car from Blackpool England.



DC Transit 1101, Washington's first PCC streetcar



The museum has an S-gauge model layout featuring operating trolley models for a "Little Engineer's" interactive experience.

RAILFANNING MARYLAND, PT 2

THE B&O MUSEUM

Photos and Text by Jim Hoyt

Also while we were in Maryland, we drove to Baltimore, Maryland to the Baltimore & Ohio train depot there we enjoyed the day with "Thomas". Our rail excursion began with a ride behind one of the greatest engines ever built, Thomas, We also saw a number of great loco's of the past like Clinchfields No. 1, the Tom Thumb and countless others big and small, viewed the HO scale layout which is built in a passenger car and enjoyed being in the round house.

If you are planning a trip to Baltimore, this is a place to visit.



Clinchfield No. 1 - has been restored and protected from the weather, but will it ever return to Erwin?



Thomas makes an appearance at the museum - though the B&O Museum doesn't have anything over the George L Carter Railroad Museum - Thomas can be seen running on the HO layout on most Saturdays.



Mount Claire Station and roundhouse is home for the B&O Museum



A view inside the Mount Claire station of some of the equipment on display.



The museum host displays of some of the earliest examples of locomotive and rolling stock. "Memnon" #57, an 0-8-0 built in 1848 by Newcastle Mfg., one of the oldest surviving freight locomotives on display.



Chessie System GP38 #3802: built in 1967 chosen by Trains Magazine as "All American Diesel". It's operable.



A sampling of some of the more modern equipment on display outside of the roundhouse.



B&O caboose C2222 is an example of a steel frames wood-sheathed caboose operated by the B&O



Baltimore & Ohio GP40 #3684 was built in 1966. It's operational.



Western Maryland No. 236 is an example of a first generation 1500 hp F7.



"Little Engineers" get to exercise their imaginations in a play area located between displayed equipment.

MEET OUR MEMBERS

BILL HEATON



Bill Heaton is a native of the Tri-city area, having been born outside of Elizabethton, TN. He has recently returned to the

region following retirement as a social worker based in Kentucky.

He enjoyed growing up in a railroad family. His grandfather (JP. Heaton) worked for the Interstate RR, the Southern RY, and Clinchfield. His father (Kyle Heaton) was employed by the Southern RY and Clinchfield.

Bill started out modeling in HO and mastered painting and decaling rolling stock and locomotives. He developed a special knack for passenger equipment.

Bill became impressed with 2-rail O Scale modular layout at a train show in Louisville. He sold off his HO collection and began to acquire 2-rail O Scale equipment.

He aspires to build a 2-rail O Scale layout in his home during retirement.

Give Bill a warm greeting when you meet around the club rooms.

COORDINATORS MEETING

THURSDAY, JUNE 16, 2016

CAMPUS CENTER BUILDING, ROOM 235, ETSU

Meeting called to order by Fred Alsop at 6:00 p.m. Coordinators reports follow:

Library; Gary Emmert:

We have 30 new books for Bob Jones to catalogue. Danny and Sherri Lewis donated a Southern RR sounder and telegraph key, a photo of the N&W 1218 locomotive, and a certificate of C&O stock. The ETSU Archives of Appalachia is making a copy of this for the Carter RR Museum and will archive the original.

Locomotive Repair; Gary Gilliam:

The MEMRR club's N&W y6b locomotive is down with cracked drive gears. Gary has replacement parts on the way. A diesel locomotive in a building on the yard also needs axle gears and Gary will see to its repair.

Train Show; Roger Teinert:

The show was a success with more than \$8,000 cleared for the museum. We had 46 vendors, 209 tables, 7 operating layouts and more than 1,500 attendees. Plans are being made for another train show in June of 2017.

MEMRR HO Layout; John Carter:

Progress is still being made on the freight yard. Help is needed to paint the rails, wire the tracks on the movable module and get a program.

N-Scale Layout; Jesse Kettle:

A short from a derailed caboose caused the caboose to burn and partially melt; but all other trains on the layout continued to operate normally. Need to find out why the breaker did not throw and cut power to the rails. He will ask Frank Fezzie to check the electrical status of the layout.

Tweetsie Layout; John Edwards:

John was called away prior to the meeting; no report. Fred reported the layout is operational with Frank Fezzie working to complete the installation and wiring of the turnouts in the Cranberry Mine yard. Work is progressing on the creation and the construction of the Cranberry Mine buildings with John Edwards having cut out 5 of the structures all of which have been constructed by Fred.

Heritage Day Events; Geoff Stunkard:

June 25th Heritage Day is "The Southern Serves the South". Folks are asked to bring in Southern Railway trains and consists, Southern RR photos and memorabilia. George Riley of White River Productions will be running a feature on the Tweetsie layout in the 2016 *HOn3 Annual* with sidebars on Pardee Point, Blevins Depot/Hopson Store, and the Cranberry section of the railroad. Geoff has completed the draft of the article for the magazine and is compiling the photos for the story.

Museum Director's Report; Fred Alsop:

The university has provided approximately 1,000 sq.ft. of storage space for the museum at their Valleybrook facility off of the Eastern Star Exit off of I-26 between Gray and Kingsport. We will begin to move large items from the museum and from member's storage areas to this facility including the Z-Scale layout in Fred's basement, the Ed Rutledge O-Scale layout from the museum's trailer and Gary

Emmert' home, the rest of the Rev. Walker collection from Gary's place, the Cope Traveling layout from the museum and other selected items. This will provide more workspace in the Carter RR Museum and allow us to tidy it up a lot. During the recent Carter RR Museum train show a new Paragon 3 N&Wy6b locomotive and a rolling thunder sound system became available to the MEMRR for the very low price of \$445 from Bob Barrett at HobbyTown USA, Johnson City. After a hasty discussion with some of the MEMRR members and offices present at the show it was decided that Fred should initiate the purchase for the club and that was done. The new sound system will be installed on the club's HO layout and the locomotive is available for members to operate. If members are considering purchasing a Paragon 3 locomotive they will now have a sound system made for these Broadway Ltd. Locomotives. Fred also reported that he

will contact Pete Morrisett's widow to begin to make arrangements for the removal of his HO layout and other railroading items that he had donated to the Carter RR Museum now that we have the space to store them. Fred will provide members details when these arrangements are made and ask for volunteer assistance for this big task.

There being no further business the meeting was adjourned at 7:05 p.m. The next scheduled Coordinators Meeting will be held July 14th at 6 p.m. in the Campus Center Building room 235. Visitors are always welcome.

*Minutes taken and submitted by
Fred Alsop.*

**RAILFANNING WESTERN CANADA
RIDING THE ROCKY MOUNTAINEER**

By Ted Bleck-Doran

In June Mary and I took a vacation tour offered by The Rocky Mountaineer of Canada and arranged through a travel agent at the Tri-Cities AAA office. The tour took us to Canada's West Coast starting in Vancouver, British Columbia through the coastal mountains, across the high central plateau, over the Canadian Rockies, and ending in Calgary, Alberta. There was lots of railroad action to see and enjoy besides 2 extended days on the Rocky Mountaineer. Here are some of the highlights...

**VANCOUVER'S SKYTRAIN – VANCOUVER, BRITISH
COLUMBIA, CANADA**

Vancouver boasts of having the first fully automated rapid transit system in North America – the SkyTrain. There is no conductor or motorman on any of its trains. Traffic on its dedicated rail system is controlled by computers.



SKYTRAIN TERMINAL AT THE VANCOUVER AIRPORT

One of the main branches of the system runs between the airport and Waterfront Station in downtown Vancouver.

Other branches radiate out from a central hub in downtown Vancouver to several of the city's suburbs.



MOST OF THE MORE MODERN CARS IN THE SKYTRAIN FLEET ARE SHRINKN WRAPPED IN COLORFUL DESIGNS



EXCEPT FOR ROUTES IN THE DOWNTOWN HUB, THE SKYTRAIN CRISS-CROSSES THE CITY ON ELEVATED TRACK AND DEDICATED RIGHT-OF-WAY.

Taking the SkyTrain from the airport to our downtown hotel was easy and more economical than taking a cab or airport limmo. The train cost \$7 (CAD) per ticket (\$5 for the first fare zone and \$2 for a second zone). The cost otherwise would have been \$40-60 (CAD). The waterfront station was just a couple of blocks from our Hotel.



HERE IS A VIEW OF A SUBWAY STOP ALONG THE SKYTRAIN LINE



THE SKYTRAIN SERVICE EXTENDS OUT TO THE CITY SUBURBS AND PROVIDES FAST, SAFE, AND ECONOMICAL ACCESS TO THE LARGEST CITY IN BRITISH COLUMBIA

VANCOUVER'S PORT FACILITIES



Vancouver is served by the Canadian Pacific, Canadian National, Via (Canadian passenger service), the Rocky Mountaineer, and Amtrak. There are numerous vantage spots to view railroading action, but one of the best spots is the Harbour Tower Lookout. This is especially true if one has only a limited amount of time in the city. From the Tower we were able to watch the activity in the Canadian Pacific harbor yard. While we watched a crew take two long strings of container cars and assembled an east bound train. After a brake test, the crew headed out with a train of nearly 200 cars (2 km) long.



VIEW OF THE CP HARBOUR YARD FROM THE HARBOUR TOWER



ANOTHER VIEW OF THE YARD AND CONTAINER TRANSFER FACILITIES



THE CONTAINER TRANSFER FACILITIES AT VACOUVER... WONDER HOW THEY WILL FARE WITH THE OOPENING OF THE ENLARGED PANAMA CANAL?

THE ROCKY MOUNTINEER



The Rocky Mountaineer was created to provide travelers the opportunity to ride through the Canadian Rockies, Central Plateau, and Maritime Mountains during daylight hours. VIA's transcontinental train transited the mountains only during the night time hours. Established as a private carrier, the Mountaineer began purchasing equipment. First generation equipment consisted mainly as mainline castoffs: Budd stainless steel coaches and Pullman lightweights from the 50's.

Once the Mountaineer proved itself a financially viable operation, they relocated their operations to a separate terminal, moving from shared space in Vancouver's train/bus intermodal terminal.



The Rocky Mountaineer boasts of a new modern fleet of cars and locomotives. Motive power consists of late model EMD products. These are usually run in pairs, with additional units stages across the routes travelled. A train leaving Vancouver during peak tourist season can boast of 20+ car consists which the 4-axle locomotives can easily handle.



Originally the Mountaineer modified used bi-level coaches to create their equivalent of SuperViewliner coach/lounges. Today's Gold Leaf service consists of recently built coach/lounges as pictured above. Each of the new Gold Service cars has a viewing platform at the rear of the car with guests being encouraged to stand a while and watch the train as it snakes along the rivers and through gorges that mark the right-of-way.



Silver Leaf Service (2nd Class) is anything but 2nd Class. Single level cars have been designed to provide a Viewliner type experience with spacious seating, broad windows and clerestory windows.



The view above shows the interior of a Silver Leaf single level car. Notice the views offered by the window modifications. There is a galley at the front end of the car, and as with the bi-level cars, passengers are encouraged to enjoy the views offered by the end vestibule.



Each train has at least one auxiliary power car to provide electrical power to the passenger coaches. The auxiliary power cars appear to be modified baggage cars, shopped in-house by Rocky Mountaineer. The train's current paint scheme is Royal Blue and Gold with a white swoop along the locomotives' flanks and carried over to the car sides. The underbody color is a basic black. All the equipment carries a high gloss finish making for a very distinctive look.



The Rocky Mountaineer offers several route and vacation options. The one we took carried us from Vancouver to Jasper with an overnight stay in Kamloops. The rest of the trip was by motor coach with many viewing stops, ample personal time, and quality hotel accommodations.

CANADIAN NATIONAL-CANADIAN PACIFIC SPLIT AT KAMLOOPS, BRITISH COLUMBIA, CANADA



Kamloops, British Columbia, Canada marks the halfway point for two of Rocky Mountaineer's routes. From Vancouver to Kamloops the Mountaineer has been using Canadian Pacific's mainline east bound and will use Canadian Pacific's main on the west bound return. This is a universal sharing agreement between the CP and CN. From Kamloops, the train will split with $\frac{3}{4}$ of the cars heading east to Banff, Alberta, Canada on the CP main and our section northeast on the CN main to Jasper, Alberta Canada.



The Rocky Mountaineer maintains a car shop in Kamloops where heavy repairs and car modifications can be made.



The Canadian National and Canadian Pacific also maintain an interchange yard in Kamloops where wood and timber products, mineral ores, aggregates, and grain can be exchanged.

CANADIAN NATIONAL, JASPER, ALBERTA, CANADA



Jasper was the terminus for our train riding portion, but not the end of our railfan adventure. Jasper has a neatly maintained depot with CN 4-8-4 #6015 nicely preserved and on display.



The depot also serves as a VIA station stop on its trans-Canada run, depositing visitors to the Jasper National Park. VIA also maintains at least on GPA-30H in reserve should its

passenger trains encounter problems with their headend power.



The need for snow removal equipment is obvious with the presence of a Jordan Spreader (CN #50939) in the yard. The need for snow equipment became evident when we were staying in Lake Louise and it snowed on the 13th of June.



While we were in Jasper VIA's trans-Canada train arrived with GPA-30H #6408 (above) in the lead followed by GPA-30H #6409 (below) trailing.



The two GPA's were hauling a consist of 20 (+/-) cars all appearing to be survivors from the 50's and 60's. While old by any standards the appeared to be well maintained. The train appeared to be carrying a fair load of passengers with 20-30 detraining at the Jasper station.



The trans-Canada train included several passenger coaches like the one pictured above



Several short dome/lounge cars were evident in the consist...



As were this dining car...

CANADIAN PACIFIC'S SPIRAL TUNNELS - BANFF, ALBERTA, CANADA



THE SPIRAL TUNNEL IS ONE OF THEMORE HISTORIC SITES THAT WAS RAIL RELATED ON THE TRIP



A PAIR OF SPIRAL TUNNELS CARRIES THE CANADIAN PACIFIC MAIN LINE OVER KICKING HORSE PASS... ALAS, WHILE TRAINS TRAVERS THE TUNNELS HOURLY, THERE WERE NO TRAINS DURING OUR VISIT.

LIGHT RAIL – CALGARY, ALBERTA, CANADA



CTrain is a light rail transit system in Calgary, Alberta, Canada. It began operation in May 25, 1981 and has expanded as the city has increased in population.^[4] The system is operated by Calgary Transit, as part of the Calgary municipal government's transportation department.^[6] It is now one of the busiest light rail transit systems in North America, with over 300,000 daily riders, and has been growing steadily in recent years. About 45% of workers in downtown Calgary take the CTrain to work.



OPERATIONS

The CTrain system has two routes, which have been designated Route 201 - the Red line, and Route 202 - the Blue line. they have a combined route length of 59.9 kilometers (37.2 mi). Much of the South leg of the system shares the right of way of the Canadian Pacific Railway and there is a connection from the light rail track to the CPR line via a track switch near Heritage Station.

The longer route (Route 201; 35 km long) serves the southern and northwestern areas of the city. The shorter route (Route 202; 25.7 km long) serves the northeastern and western sections of the city. Most track is at grade, with its own right-of-way. The downtown portion is a shared right-of-way, serving both routes along the 7th Avenue South transit mall at street level. This portion is a zero-fare zone and serves as a downtown people mover. The tracks split at the east and west ends of downtown into lines leading to the south, northeast, west and northwest residential neighborhoods of Calgary. Six percent of the system is underground, and seven percent is grade-separated (elevated). Trains are powered by overhead electric wires, using pantographs to draw power.

In the first quarter of 2015, the CTrain system had an average of 333,800 unlinked passenger trips per weekday, making it the busiest light rail system in North America. In 2007, 45% of the people working in downtown Calgary took transit to work; the city's objective is to increase that to 60%.



FOUR CAR TRAINS

In late 2015 Calgary Transit began operating four-car trains on the CTrain system. The upgrade was done to alleviate overcrowding as the system exceeded 300,000 passengers per day, and increased the maximum capacity of the trains from 600 to 800 passengers per train, giving the system 33% more capacity at peak periods. This required lengthening most of the 45 stations on the system, since they were originally designed to only accommodate three-car trains, and building new electrical substations to power the longer trains. To operate the new four-car trains, the city ordered 63 new cars, although 28 of them were intended to replace older U2 models.^[11]



AROUND THE CLUB ROOMS
UPDATE ON PROJECTS AT THE GLCRRM



Fred Alsop has been working diligently on assembling the structures that made up the Cranberry Mine complex on the old East Tennessee & Western North Carolina RY. The process has been collaborative. Fred has worked from published maps, printed resources and archival photographs to create scale elevation drawings of each of the buildings. Fred first assembled cardboard mockups to ensure that each buildings footprint could be accurately placed in the space available on the Cranberry module. Lines of sight were checked against historical photographs. Needed adjustments were then made.



John Edwards has taken the drawings and converted them to CAD digital files. These files have then been formatted to

work with the museum's Laser Knife. John then initiates the laser cutting tool the form the sides, ends and roof pieces. Each structure's parts are bagged and passed back to Fred ready for assembly.



Identifying what each building was used for has been a challenge... storehouses, tool sheds, machine shop, crusher, boiler house were all present at the mine. Articles from the ET&WNC Ry Historical Society's newsletter - **EVERY TIME WITH NO COMPLAINT**, the magazine **THE STEMWINDER**, the book **BLUE RIDGE STEMWINDER**. THE Johnny Graybeal's series of books on the Tweetsie have proved useful in the quest for accurate information on the mine.



This is one of the nearly dozen buildings that made up the Cranberry Mine complex. It awaits a foundation and some roofing shingles, but occupies its approximate final spot at the mine.



The preceding photo and the one following show the assembled boiler house and coal bunker with the trestle that served the bunker.



If you see Fred working on one of the models try to “ignore” him... White River Publishing has extended their deadline for article submissions for the **2016 Hon3 Annual** in the hopes that Fred and crew can compete the mine. If successful, that would be the third year in a row that the ET&WNC has been featured in the annual magazine.



An historic photo of the boiler house at the Cranberry Mine showing the tipple at the mine as well.

ON OTHER FRONTS



Gregg Mundowsky and Mark Witherspoon pulled out the On30 display layout to do some repair work on the scenery one Thursday in June. Something had been chewing up the

plaster and had created considerable damage to the hillsides.



Mark and Gregg talked over the project and decided to repaint the damage spots. They used brush and airbrushed acrylics to mask the damage. It gave Gregg an excuse to bring out his Passche airbrush. Somehow he found a way to place the layout in the spray booth hood! Good thing the layout's small...



After touching up the damaged areas, Ted Bleck-Doran joined the project suggesting using a dry brush technique to highlight the rock work. Neither Gregg nor Mark had extensive experience with the technique so the project became a learning experience. Gregg is trying his hand at creating highlights in the above photo.



The photo above shows the results of the repair project. Several new trees were added in fall foliage colors as well.

The next step will be to ensure the layout and equipment run well after a 2-3 year lack of use.

JUNE HERITAGE DAYS DISPLAY



One of our newest members, Bill Heaton, stepped up to the plate and volunteered to display some of his 2-rail O-Scale equipment for the June Heritage Day event. The theme featured the Southern RY and Bill just happened to have models he was willing to have displayed.

WEATHERING WITH JESSE KITTLE



Jesse Kittle demonstrated his weathering techniques on a steam locomotive using pastel weathering pastes. The pastes come in make-up style containers and are applied with swabs, small make-up brushes and sponges. The pastes come in sets of colors. Jessie used the black and grey set for his weathering project.



Jesse has developed skill and a deft eye for this technique, resulting in very realistic aging of his locomotives. The technique and product is easy to use and can provide a consistent and reliable results.



Jesse is willing to share his experience in weathering locomotives with weathering pastes with anyone who asks.

PARAGON 3 "ROLLING THUNDER" SOUND SYSTEM



Frank Frezee always seem the get the luck of the draw when it comes to work assignments. He is for ever having to crawl under things and scrunch into tight corners. Here he is installing the **Paragon 3 Rolling Thunder** system the club recently obtained. The system adds a thunderous base rumble as Paragon 3 equipped locomotives round the corner of the HO layout by the baseball diamond.

SMALL ENGINE REPAIR WITH GAARY GILLIAM



While cleaning and repairing the On30 layout, the guys pulled out the rolling stock to check on its condition. While the two cars were in good shape, the tank engine refused to budge. Locomotive repair specialist, Gary Gilliam was called in. After disassembling the engine he discovered the problem... someone had tried to lubricate the moving parts with CA super glue instead of oil. Not a good idea!

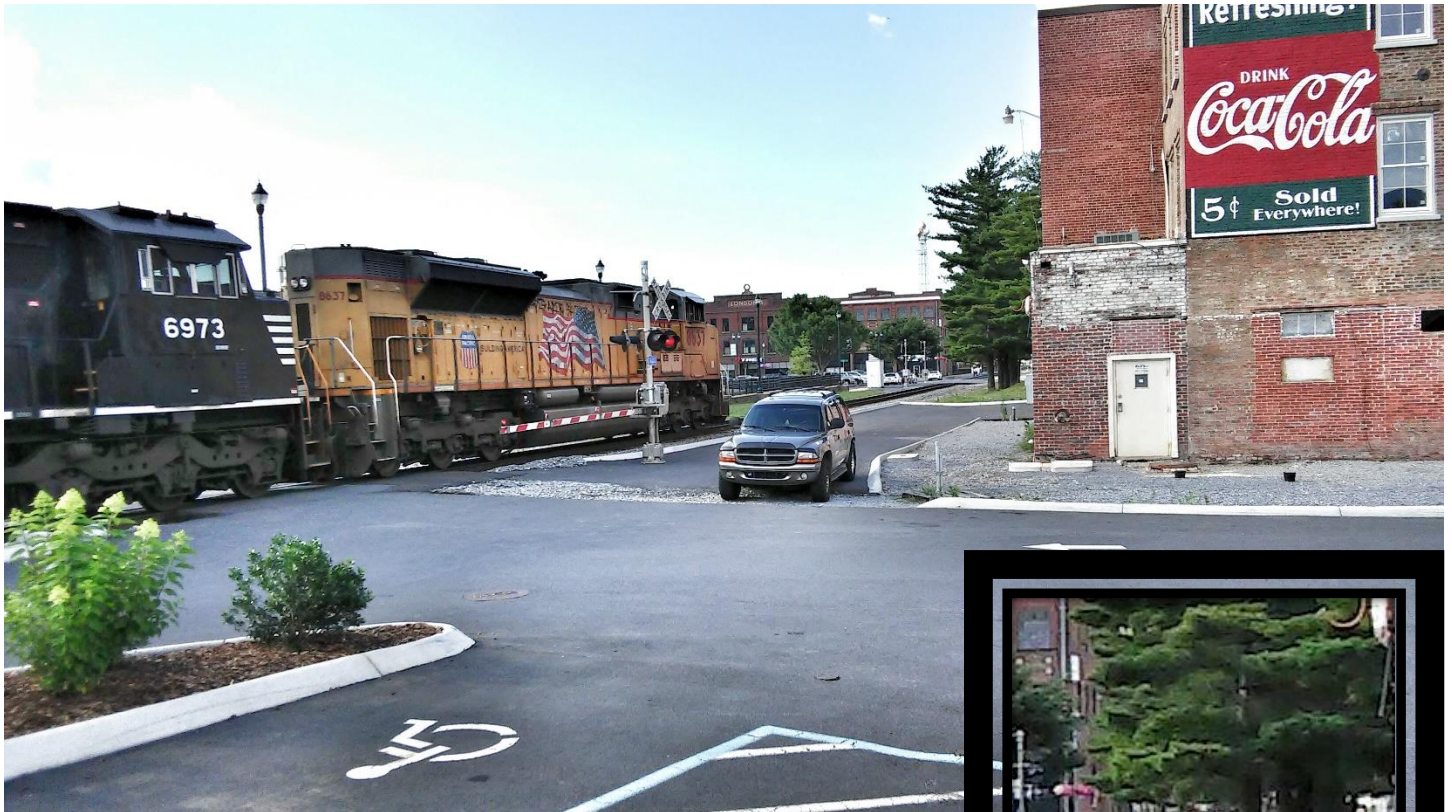
business meetings for the Carter Chapter NRHs and MEMRR.



UPCOMING PRESENTATION ON RAIL CAMP 2016

Just back from Rail Camp 2016 Ben Merritt is back to model railroading having spent a week learning about railroading around the real 12" to 1' stuff. His experiences at Rail Camp will be the focus at this month's program following the

WHAT'S WRONG WITH THIS PICTURE? EXPLAINING AN ENGINEER'S PANIC



Just as we were leaving the **WHITE DUCK/YEE HAW BREWERY** a Norfolk Southern container freight rushed passed the former ET&WNC Depot at speed. The Union Pacific unit in the lead eye catching but not all that unusual. The engineer's laying on the horn was however. It wasn't until I got back home and was playing with the day's photos that I noticed the engineer's nightmare... a couple walking along the tracks a block away, oblivious to the onrushing train. One of the pair appears to be straddling the rails with their back to the train. The couple were able to clear the tracks in time, but how could the engineer know for certain?



TRACK TALES
DAYS AS AN AMTRAK CAR ATTENDANT

Don Beck



AMTRAK's Southwest Chief

During my employment with AMTRAK in 1997 while I was working as a train attendant, I started seeing a single ROADRAILER setup running behind the last sleeping car on the Southwest Chief.



View of the Southwest Chief from the vestibule of Don's sleeper

I was working a sleeping car from Los Angeles, to Chicago. I asked the conductor about the extra car on the train and he told me they were running tests to certify the ROADRAILER equipment for running at 79 miles per hour on the passenger trains.



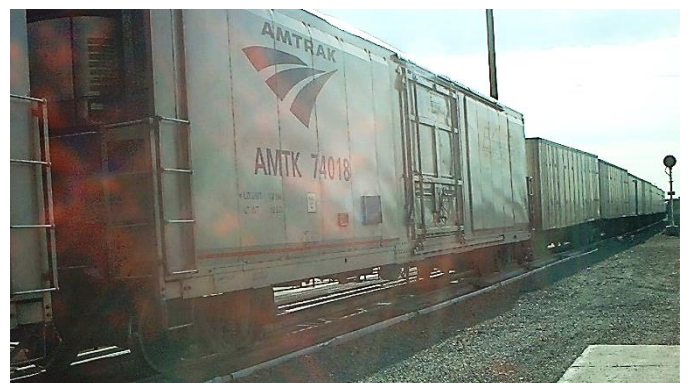
Two photos of a Roadrailer lash-up.



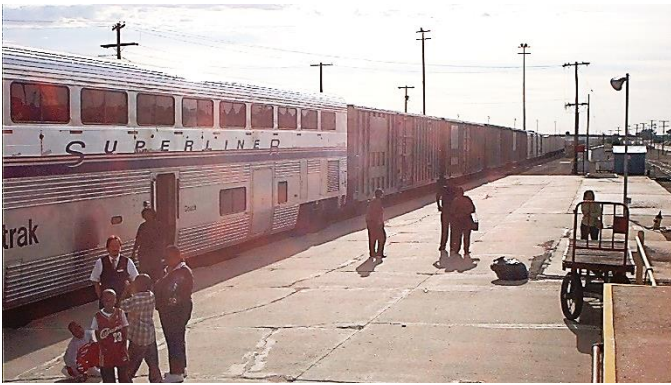
After a while I started seeing strings of them on the Southwest Chief when I was working it.



Here are a few photos I took while we were stopped at La Junta, Colorado for a regularly scheduled stop. On this particular trip, we had so many express cars and Roadrailers on the end of our train that we were more like a mixed freight!



An Amtrak materials handling car leads a string of Roadrailers



The Southwest Chief at La Junta Colorado (above and below photos)



Don Beck as an Amtrak car attendant

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

I am writing this column on the 4th of July and with the sound of fireworks breaking the silence of my neighborhood as I remember the importance of this day to our nation and give thanks to all who served in our armed forces to keep us free and independent. I am also remembering that we are well into the heat of the summer and that we have had a most active year so far in 2016 for the Mountain Empire Model Railroaders and the George L. Carter Railroad Museum. On June 30th we had 67 Friday visitors to the museum at the

request of the director of the ETSU Reece Museum who was hosting 60 fourth, fifth and six grade students who were participants in Coalition for Kids, along with their chaperones, and asked us to be their second stop on campus. I want to thank our members who came and opened the museum to this energetic group of youngsters and helped to make their visit to the ETSU campus exciting and meaningful. Thanks go to **Kelsey Shubert, Gary Emmert, Jim Hoit, Gregg Mundkowsky, Roger Teinert, Bob Jones, and John Edwards** who helped me with the three groups of 20 who toured the museum. **Randy Sanders**, Director of the Reese Museum, told me the children could not wait to come and see the trains as they toured the other museum and Kelsey topped off their visit with the offering of cookies to each child. Thank you all for providing the opportunity for these children to see our railroad museum.



A WLL TAGGED AUTORACK HEADED WESBOND THROUGH JONESBOROUGH TN

Kelsey has signed a contract to be our Station Master for another school year in the Little Engineers Room. She does an outstanding job there and the children who come to experience some railroad adventures, play and meet new 'friends' all love her. We are most fortunate to have her excellent services for another year. Thank you Kelsey.

As reported earlier, the first "annual" Train Show that the Carter RR Museum hosted was a big success. We not only learned a lot about creating and conducting such a big event, but we got great responses from many of our vendors and a promise from most of them to come back next year. The Train Show Committee of **Roger Teinert (chairman), Carolyn and James Gregg, William Hensley, Mark Woomer** and I had a follow-up meeting in June after the show to review the many suggestions we received from the vendors and others and to use that information to plan a show for June 2017. The Committee wishes to express its gratitude to all the MEMRR and Carter Chapter NRHS members who volunteered their time to gather up tables from many local churches, public institutions, the Army Reserve at Gray, Jonesborough Senior Citizens, Tipton-Haynes State Historic Site, and many more in the area. The tables were set up the day before the vendors arrived, or early the morning of their

arrival, along with many chairs and some necessary signage. After the show was over some of the church tables were returned on Saturday evening and the remaining on Sunday. We had more than 45 vendors, more than 200 tables (with late demands for more), 7 operating model train layouts, a food vendor, and more than 1,075 paying adults accompanied by more than 400 children (children under age 12 got in free). It was a really big undertaking for all of us and more than 40 of our members helped out in many ways including moving furniture, selling tickets, answering questions, assisting vendors, directing vendors into and out of the Mini-dome, and keeping the Carter Railroad Museum open on both Friday and Saturday for visitors from 10 a.m. to well past 5 p.m. while hosting at least 367 museum guests. The total effort netted more than \$8,000 in profits as a fund-raiser for the railroad museum. We will put these funds to good use on our growing exhibits and invest some of it back into next year's train show to make it even bigger and better for 2017. The success of this year's show is a tribute to the dedicated efforts of a lot of our members and we thank you for your support of this endeavor and hope you enjoyed the experience and the train show as much as we did.

We were saddened to learn of the passing of our member **David Cole**, and for not learning of his death until more than two months after his funeral. David was a big man with a passion for trains and for model railroading. He constructed the 3-stall engine house at Cranberry on the Tweetsie railroad from a kit and created a lot of scratch-built shelving, boxes and crates for the Cranberry depot on the narrow-gauge layout. David was working on creating working hinges for the engine house when left us. Most of his model railroading collection is being given to the new model railroad club in Kingsport, where he lived, in his honor. He will be missed and we express our sympathy to his widow.

Before his passing more than a year ago **Dr. Pete Morrisett** had contacted me at the Carter RR Museum to come and see his HO scale model railroad in his home in the Preston Forest section of Kingsport and to discuss his desire to give it to the museum. Pete had constructed a wonderful layout that featured his favorite railroads; the Clinchfield, Southern and L&N, and he wanted to donate it to the Carter RR Museum upon his passing. His wife, Joyce, has had the layout and all of its many accessories inventoried, as well as his railroad books and DVDs, and some other railroad collectables, including several railroad lanterns. We are now working with Joyce to accept the large layout and Pete's other railroad articles for the museum. **Gary Emmert** and other members have been helping me pack all the items that are not attached to the layout, the books and other things, in boxes for transport to our museum as soon as we can complete all the necessary paperwork that will allow the university to take possession of them. When that part of the job is completed we will ask for additional help to take apart the large basement layout and remove it from the home. We

hope to carefully disassemble the layout in operating condition in order to preserve it for further use by a model railroader if we have the opportunity to sell this part of the collection. The locomotives, rolling stock, structures, books, DVDs and other donated items will become part of the Carter RR Museum's collection as reference and exhibit materials. As our Railroad Museum has become larger and better known by the citizens of the region over the past 8 years our weekly visitation has increased and so has the amount of railroad related materials, both model railroad and prototype, that are being donated to our facility. While these items have added great value and variety to our museum as display items and as reference materials, they have also created an increasing problem of finding space to house them.



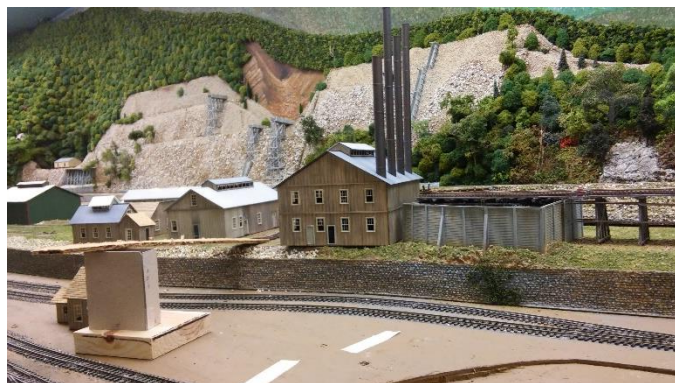
View of an HO layout that will be up for sale in the near future

Our museum has had two great steps in physical growth. When the new university museum was dedicated in 2007 we had approximately 2,400 sq. ft. of display and work space that more than sufficed for our needs. In the winter of 2011-12 we gained an additional 2,600 sq. ft. across the hallway that allowed us to create the Little Engineers Playroom, the Ken Marsh Gallery, the Rev. Walker library space, and the large work room with its chemical hood aka 'paint booth'. New collections have continued to arrive, with some being accepted and others not. By the beginning of 2016 we had an O-scale layout stored in the museum's trailer in sections with the remainder of its structures and trains stored in **Gary Emmert's** basement. Much of the **Rev. Walker** collection of HO locomotives, rolling stock and structures were also being stored temporarily while they were being inventoried at **Gary Emmert's** home. I had the large Sullivan Z-scale layout stored in my basement, its 4th temporary location since the museum took possession of it several years ago. Our railroad museum was packed and things were being stacked on top of and under things in all available space. In June we were able to get some relief for our storage problems with the gain of approximately 1,000 sq. ft. of storage space in ETSU's Valleybrook facility off the Eastern Star exit of I-26 about 16 miles north of the ETSU Johnson City campus. I am happy to report that we have relocated all the collections

mentioned above to that facility freeing up member's homes and the museum trailer for other more important uses.

I thank those of you who allowed us to use your personal space for the temporary storage needs of the Carter RR Museum. Additionally, we moved the Cope Traveling Layout to this facility as well as some of the items being stored in our small storage room on the second floor of the Campus Center Building above the Carter RR Museum. For now we have some much needed storage space and the opportunity to clean up much of the museum's large workroom so that it can be used more fully to create our exhibits and to be more presentable for our visitors who use it as access to the Tweetsie layout on Saturdays.

Speaking of the Tweetsie layout, **Geoff Stunkard** has submitted an article with photographs of several sections of the layout as requested by the editorial staff of White River Productions to be featured in their 2016 edition of the *HOn3 Annual* which will be published in the fall. **George Riley**, on the magazine's editorial board, visited the layout again this year in June when he was attending the ET&WNC RR Historical Society's convention and participating as a vendor at our Train Show and asked that we submit an article that focused on three of the sections we had developed in the past year; the gorge around Pardee Point, the Hopson store and Blevins depot, and the new buildings and coaling trestle at the Cranberry Mine. We will get a supply of the magazine when it is published to make it available to our members so you can read the article and take pride in the outstanding situation that we find ourselves in as the Tweetsie layout is going to be published in the same annual narrow gauge model railroading magazine for the third consecutive year. What a fabulous endorsement of the quality of work our members have put into the exhibits of our museum and what wonderful exposure to model railroaders across the nation who will see your work in this terrific publication.



The Cranberry Mine

Great progress on various projects is also being made in other parts of our museum. The steady work of creating a large working railroad yard continues with recent focus on the diesel facility on the mobile module near the yard's

throat. The repair shops and transfer table are being installed on this MEMRR layout that will be a major working feature of the yard that will also be close enough for our visitors to easily watch the locomotives and cars that are being operated into and out of this facility and that will add considerable interest to the working freight yard. Four new N-scale locomotives, two Clinchfield and two L&N, have been added to that layout to provide some much needed prime mover power to concur the grades that layout presents to its trains.



The last two Amtrak FL9s Sunnyside, Queens Spring 1999
Photo courtesy of Alan Schenkel

One of our younger members, **Ben Merritt**, has returned from a week as a participant in the National Railway Historical Society's Delaware Rail Camp for high school students. Ben's trip was sponsored by our G.L. Carter Chapter NRHS who paid for his trip and tuition expenses. Ben had a great experience and got to drive a locomotive from his favorite railroad, Am track. He will be sharing his adventures with us one-on-one at the museum and to many of us collectively as he will be presenting PowerPoint programs using photos he took at the camp at business meetings of the MEMRR and the Carter Chapter NRHS in the coming months. Welcome home Ben! We look forward to hearing all about your railroading experiences. The Carter Chapter NRHS has already voted to send another deserving youngster to Rail Camp in 2017. If you know of a high school aged boy or girl with a passion for railroading please bring them to the attention of any of the Carter Chapter NRHS members for consideration for their sponsorship to this outstanding rail camp.

The Carter Chapter NRHS had a successful rail excursion to Knoxville on June 18th despite the last minute cancellation of our ride on the Secret City Railway who notified us shortly before our trip was scheduled to launch that they had lost their trackage rights and would not be able to honor our contract with them. Hasty scrambling on the part of several member of the chapter pulled a substitute train ride out of the ashes for us salvaging the trip and our schedule for 106

members and guests. The G.L. Carter Chapter is planning its first overnight rail excursion to Cass Scenic Railway in Cass, West Virginia for Labor Day weekend. The Chapter has provided advance notice to the MEMRR and its own members with the hope that we get enough support from our joint memberships to make it a special outing for those of us who have a strong connection with trains. The trip price includes two nights lodging at Snowshoe Resort, transportation from ETSU and return, and three train rides behind steam with one of the rides being a dinner train with the meal included in the ticket price. Details for the trip will be forthcoming shortly, but go ahead and put the holiday weekend on your calendar and plan to join in for an unforgettable trip.



The Cranberry Mine

Lots of our members are bringing their talents and experiences to bear to enrich our clubs, our railfan and modeling experiences, and to continue to make the Carter Railroad Museum a better place for our visitors and for us to work and play. If I were to begin to single them out this month's column would be much longer and I would suffer the embarrassment of leaving out someone's name, so I will not endeavor to do that. However, let me say the museum has never operated more efficiently, the exhibits have never been better, the layouts continue to be improved, and our

visitors continue to come on Saturdays in good numbers and to come back and bring family members and friends to share in the work you have done and to engage in instructive conversations with you, our members. I could not be more proud to be associated with the men and women that work as a collective force to continue to make the Carter Railroad Museum one of the "5 Coolest Places in the Tri-Cities". You are a terrific group of folks to be friends and colleagues with and you make the trains and the museum "go". Thank you!

Thursdays are "work" nights when we continue progress on our exhibits at the museum, prepare the venue for Saturday's visitors, and enjoy each other's company. Plan to spend a Thursday evening with us if you have not done so in a while; or if you are a 'regular' keep on coming down and join in the fun of an evening together.

Saturdays we are operating for the public and each last Saturday of the month we have a special Heritage Day dedicated to a particular railroad, a particular theme, or the railroads of a certain region. Heritage Day events often draw a larger number of visitors and we need more members to help with the operations of the museum and with interactions with our guests who often have many questions regarding railroads and our hobby. Our Heritage Day for July highlights big steam with "**Pulling Power Parade; Articulated Steam**". So plan to bring your own big steam locomotives or use one of the club's N&W y6bs and join in the parade!

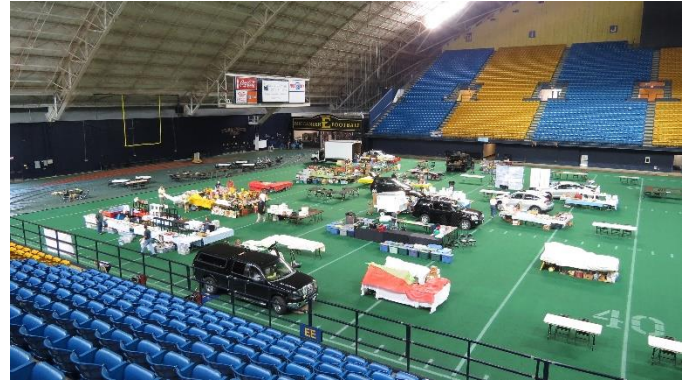
There is a lot of activity at the Carter Railroad Museum and you are missing out if you are not a regular part of it. Come to the museum. Watch us continue to grow and help celebrate our achievements by being a part of them. Hear the sound of the whistle of the train in the night and dream of all the destinations yet to come.

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

GEORGE L. CARTER RAILROAD MUSEUM'S FIRST ANNUAL TRAIN SHOW AT ETSU



Preceding and following photos of Wednesday's setup at the ETSU Mini-dome



Preceding and following photos from Thursday & Friday action at the Train Show



Congratulations to member Tommy Knisley upon his marriage



Join the fun at EEI Charolais for dinner prior to the MEMRR monthly meeting