



# 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 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

### RAILFAN OUTINGS FOR THE SUMMER, Pt. 4

### PLANNING OUTINGS WITH A RAILROAD THEME



Seashore Trolley Museum, Kennebunkport, Maine received the last surviving car of the first 4 purchased by the Chicago Transit Authority for the startup of the "Skokie Swift" running between Howard Ave. on Chicago's north side and Dempster St. in the suburb of Skokie, Illinois. The line used part of the former Chicago, Northshore and Milwaukee RY high speed route, abandoned in 1963. The car escaped the scrappers' torch by serving as a test bed GE's plant in Erie, Pennsylvania. It appears to be in remarkably good shape for its years of neglect and awaits restoration.

Northshore and Milwaukee RY high speed route, abandoned in 1963. The car escaped the scrappers' torch by serving as a test bed GE's plant in Erie, Pennsylvania. It appears to be in remarkably good shape for its years of neglect and awaits restoration.



## RAILFANNING IN MAINE

### TWO REAL TREATS JUST OUTSIDE PORTLAND, MAINE

#### SEASHORE TROLLEY MUSEUM

KEMMEBUNKPORT, MAINE

Text by Wikipedia.com

Photos and Captions by Ted Bleck-Doran  
(unless otherwise noted)



A vintage MTA control tower greets visitors as they pull into the museum's parking lot

The **Seashore Trolley Museum**, located in Kennebunkport, Maine, United States, is the world's oldest and largest museum of mass transit vehicles. While the main focus of the collection is trolley cars (trams), it also includes rapid transit trains, trolley buses, and motor buses. The Seashore Trolley Museum is owned and operated by the New England Electric Railway Historical Society (NEERHS), a non-profit organization, which also owns the National Streetcar Museum.

#### History

The events that led to the formation of the museum started in 1939, when a group of railfans learned that the Biddeford and Saco Railroad was purchasing motor buses to replace its fleet of trolley cars. More and more trolley companies were doing this as the technology of buses had developed to the point that they were reliable and economical.



A 1918-built car of the Eastern Mass. Street Railway  
Photo Courtesy of Wikipedia.com

The rail fans decided to find out if they could purchase a trolley to preserve it for posterity. The railroad was willing to sell them a car (#31, a 12 bench open trolley) for \$150. However, it would have to be moved to another location due to local ordinances that prohibited retired trolleys from being used as houses, even though this was not the rail fans' intention.

Theodore Santarelli was one of the founders and the true father of the museum. He graduated from Harvard University and led the museum until he died in 1987.



Cars 434 (Dallas, TX), 1700 (Sydney, Australia), 62 (Philadelphia, PA), and 838 (New Haven, CT).

A plot of land, part of a farm, was rented on Log Cabin Road in Kennebunkport, and the trolley was moved to it.

At about the same time, another group of rail fans purchased a trolley from the Manchester and Nashua Street Railway. The two groups merged, and the Nashua trolley was brought to the Log Cabin Road site.

World War II caused the museum to be put on hold, as many members served in the armed forces for the duration. This also brought about a temporary revival of trolley services in

many cities, as rubber and gasoline were rationed for the war effort.



**A Semi-convertible car along with two open-air street cars make up a typical lineup of operational cars awaiting visitors at the museum's station.**

After the war, conversion of trolley lines to buses resumed, and created a period of rapid growth for the museum's collection.

In the 1950s, a diesel-powered electric generator was used to allow the cars to move under their own power. Car 31 was moved into a small building so that it could be repaired and restored.

In 1980, ten of the museum's trolley and railroad cars were listed on the National Register of Historic Places (as "Maine Trolley Cars"). These include trolley #31 and other vehicles either built or operated in Maine. Two cars of the Aroostook Valley Railroad, and two built by the York Utilities Company of Sanford are included in this collection.



**The staff at the museum are volunteers who are very knowledgeable and helpful.**

As of 2010, the museum has over 260 vehicles. While most are from New England and other areas of the United States, trolleys from Canada, Australia, Japan, Germany, Hungary, England, Scotland, Italy, and several other countries are also in the collection.<sup>[2]</sup> Ironically, one of the motor buses the museum owns is Biddeford and Saco #31, the bus that

replaced trolley #31 in 1939. The bus was donated to the museum by the bus company. The Seashore Trolley Museum continues to acquire new vehicles for the collection. The museum is open from 10 a.m. to 5 p.m., Memorial Day to Columbus Day-open daily, First weekend of May-Memorial Day, Columbus Day-last weekend in October-open weekends.

### Exhibits and features



The main building at the museum, the Visitor's Center, combines a ticket booth, a museum store with an extensive collection of rare and out of print books and DVD's as well as many toys and souvenirs, a snack bar, and an exhibit room with trolley and transit-related artifacts.



**Chicago Transit Authority "Skokie Swift" car #4 is a recent acquisition by the Seashore Trolley Museum, a donation from GE's Erie PA shops.**

The trolleys that have been restored to operating condition are shown on display in three car barns. There is a restoration shop with an elevated observation gallery so visitors can see how the vehicles are maintained and restored. Additional storage barns and tracks, which are not accessible to the general public, contain vehicles that are awaiting restoration. A few of the restored trolleys are operating on the demonstration line at one time. Restored trolleys are used on the museum's demonstration railway, which follows the route of the Atlantic Shore Line, a



trolley line that ran on the current museum property and connected Kennebunkport to York Beach. Since the line was abandoned in the 1920s, museum volunteers have rebuilt a mile and a half (about 2 km) from scratch. Seashore owns the right of way to Biddeford which is about 5 mi (8.0 km) from the Visitor's Center. A demonstration route leads a mile and a half to Talbot Park (which is a loop to turn around the trolleys) and back to the Visitor's Center.



The motorman glides Connecticut Company open car #838 to a stop.

The Collection of National Streetcars is what the museum is known for, but they also have international cars from Budapest, Berlin, London, Nagasaki, Sydney, Blackpool, and more.

The collection of trolley buses includes vehicles from all over the country, and the world, of which about twenty are in operating condition. Restoration on as many as six to seven cars is underway at all times and there is also discussions under way to extend the trolley bus line and to rehabilitate the



Connecticut Company open car #303 pulls into the depot loop with a load of visitors.

The museum has many themed events throughout the operating season, (May - October) including dog day, sunset ice cream rides, community appreciation day, Veteran's appreciation day, antique auto day, pumpkin patch trolley, transit day, children's story time and special Prelude rides the first two weekends in December. The Exhibit room may be rented for parties, gatherings, meetings or family reunions. In 2014 the museum held its first ever Speakeasy event with costumes, special cocktails and music/movies of the era, with the promise of more to come in 2015.

The museum is seeking to raise funds to build a new car house (car barn) and library, as well as for restoration of current buildings, cars, grounds and visitor's center. The museum is also proposing to eventually extend the trolley demonstration line to Route 1 in Biddeford.

**BOOTHBAY VILLAGE****BOOTHBAY, MAINE**Text by [railroadvillage.org](http://railroadvillage.org)Photos and Captions by Ted Block-Doran  
(unless otherwise noted)

A diminutive Porter engine greets visitors to the Boothbay Railroad Village in Maine where it will pull its vintage consist of 2-foot gauge passenger coaches.

**Maine Railroad History**

Track gauge is measured between the inner faces of the load-bearing rails. Gauge matters because all of the equipment running within a network needs to have running gear to match the gauge. The U.S. standard railroad gauge is 4 ft. 8.5 in. Maine had a unique system of narrow gauge railroads on track just 24 inches apart developed to lower the cost of railroad construction and operation, allowing them to be built in areas where it would not otherwise be economically feasible.

At their peak, the Maine Two-Footers operated on over 200 miles of track transporting both passengers and freight in and out of rural Maine. They played a key role in the timber industry as well as early tourism efforts. These companies were the smallest narrow gauge common carrier railroads in the United States.



Sandy River & Rangeley Lakes Railbus #4  
Photo courtesy of [railroadvillage.org](http://railroadvillage.org)

The museum operates a fleet of steam and diesel locomotives, along with vintage and replicas of Maine narrow gauge rolling stock, on over three-quarters of a mile of two foot gauge track.

In addition to riding the train, visitors experience two authentic train stations (1912 Freeport and 1871 Thorndike) as well as 12 other buildings from Maine railroads including several car houses and a very unique octagonal crossing shanty once located in Portland, Maine. The Maine Narrow Gauge exhibit contains the story through words, photographs and artifacts of the unique history of Maine and the two foot railroads. Included are rare artifacts from the many Maine two foot rail lines.



The view of the platform end of a vintage coach hints at the miniature size of 2-foot gauge equipment that ran on Maine's narrow gauge rails.

**The Museum's Railroad**

Around 1940, Ellis D. Atwood started buying up locomotives and rolling stock from defunct Maine narrow gauge railroads creating the Edaville Railroad on his sprawling cranberry farm in South Carver, Massachusetts. Today, much of that equipment has been returned to Maine and some of it lives here at the Museum. But in 1964, Museum Founder George McEvoy wanted to find a narrow gauge steam locomotive and managed to do so through the classifieds of *Trains*



magazine. He imported a German-built Henschel #12313, built in 1913.



**An interior view of Sandy River & Rangeley Lakes Coach No 1 demonstrates the narrow confines of the coach.... I wonder what sort of complaints the railroad received regarding leg room from its customers?**

Today, the museum operates three Henschel steam locomotives (c. 1913–1938). These particular engines were originally used on short lines for railyard and construction work. The engine configuration is 0–4–0, meaning no pilot wheels (leading wheels) and no trailing wheels, only four driving wheels. Our steam locomotives are fired with coal and operate with a boiler pressure of 100 to 150 psi. The water is stored in the frame under the boiler, between the wheels. Each locomotive weighs approximately 10 tons.

Joining the fleet for 2016 is a 1940s Whitcomb diesel locomotive. Although historically the Narrow Gauge railroad lines didn't last long enough to convert to diesel, the Maine Central and Belfast & Moosehead standard gauge railroads (which our historic stations and associated buildings served) did. Diesel locomotives gained favor with American railroads

starting in the 1930s. They were easier and cheaper to operate and helped the railroad industry continue to compete with trucks, planes and automobiles. Whether powered by our steam or diesel locomotives passengers ride aboard vintage and replicas of Maine narrow gauge rolling stock, on over three-quarters of a mile of track. Feel free to visit the Museum's car barn to see any equipment not in operation during your visit.



**The narrow gauge railroad loops for a mile around a recreated New England village, stopping at the halfway mark to debark passengers.**

On some days, instead of a train ride, guests are invited to experience special historic rail equipment. The 1925 Model T was converted into a crew car for the Sandy River and Rangeley Lakes Railroad at Phillips, Maine. A motorized inspection car was a significant upgrade from the earlier hand cars that were used to transport tools and workers to locations on the tracks that needed repair. It is on loan from the Owls Head Transportation Museum in Owls Head, Maine.



**The village consists of historic buildings rescued, moved and rebuilt on site, such as the Thorndike depot pictured above.**

That same year, the SR&RL built a 12-passenger railbus to accommodate dwindling passenger counts. The bus was originally built using a REO truck frame and motor. In 1936, when the SR&RL was abandoned, it was sold and later given to the Bridgton & Harrison Railroad, where it operated from 1937 to 1941. When the B&H failed, it went to Edaville where the REO parts were replaced with equivalent from a



Model A Ford. It operated at Edaville until 1961 when it was wrecked at a grade crossing. It was restored and returned to Maine nearly 20 years ago but has rarely operated during that time. It is on loan from Maine Narrow Gauge Railroad Co. & Museum in Portland, Maine.



The Coal Bin, the engineer will stop from time to time to replenish the engines coal supply. The Water Tower provides water for the locomotive's storage tank. During operation water is forced into the boiler to provide for steam generation  
Photo Courtesy of railroadvillage.org.



A 2-foot gauge caboose on display

### Antique Automobile Exhibit



Part of the museum's automobile collection... an outdoor gas station exhibit

The Museum's Antique Automobile Exhibit has more than 60 vehicles on display. The automobiles and trucks on view date from 1902 - 1962 and illustrate technological advances and engineering fetes that helped make cars accessible to the masses. Our collection also includes vintage gas pumps, oil cans, service manuals, and other automotive ephemera.

Our Antique Auto Exhibit Attendants are happy to answer any questions you might have and if you time your visit right we might just be offering Model T rides on the day of your visit. The image gallery below is just a small preview of what you'll experience at the Museum. In the future we'll be adding brand new images of the entire car collection. In the meantime, here is a list of our current inventory.

### Model Railroad



Overhead view of the layout as of 6/19/15  
Photo courtesy of railroadvillage.org

The Model Railroad Exhibit is being constructed at Boothbay Railway Village to portray railroading in Maine during the 1950s-1960s. The current HO scale layout has been under construction since the fall of 2006 and will take several more years to complete at the current pace. The exhibit is housed in a replica of the Maine Central freight station in Bowdoin, Maine and is located at the top of the hill near the Antique Auto Exhibit.



Image of the progress made on the Portland area of the layout.  
Taken on 6/19/15





Working steamers were house3d and largely out of sight the day of my visit, but one could still find them without much trouble

All of the work on the layout is done by volunteers, and it is funded by annual dues, donations and sales of donated model railroad equipment. The group is always interested in donations of model railroad layouts, locomotives, rolling stock, buildings, scenery materials, tools or reference materials. These items may be used on the Museum's layout or sold at model train shows.



A combine could be found under a car shed.

The Model Railroad Group meets Thursday afternoons and evenings year round. Please come and feel welcome. Contact the group for additional information or to make a donation.

#### Fast Facts:

- 46 x 20 foot layout
- 3.5 scale mile main line
- 600 feet of track and 80 turnouts
- Includes both standard and narrow gauge
- Represents railroading in Maine during the 1950s & 60s
- Housed in a replica of a historic Maine freight station

- Digitrax Super Chief digital command controls with radio throttles
- Turnouts are operated by Tortoise switch machines
- L-girder style benchwork
- Subroadbed is 3/4" plywood with cork roadbed and code 83 nickel silver track



Equipment needing service sat outside the shops... including an European 0-4-0T, the SR&RL motor car, a Porter engine and tucked behind them all a village Maine 2-footer simmering with a live fire and head of steam



A rare find was the Wiscasset and Quebec box car nicely preserved and protected from the weather



Here an European 0-4-0T sits on static display,



## MOUNTAIN EMPIRE MODEL RAILROADERS AND THE GEORGE L CARTER RAILROAD MUSEUM HERITAGE DAYS FOR JULY AND SEPTEMBER

### 'Pulling Power on Parade' July 30 at Carter Railroad Museum



East Tennessee State University's George L. Carter Railroad Museum's monthly Heritage Day will feature "Pulling Power on Parade - articulated Steam." Although a real mammoth multi-cylinder engine will not be on the premises, model train replicas will be operating and videos of the "big boys" will be playing and other items can be viewed.

On Saturday, July 30, East Tennessee State University's George L. Carter Railroad Museum's monthly Heritage Day will feature "Pulling Power on Parade—Articulated Steam."

The mammoth multi-cylinder locomotives were the apex of horsepower in their era. Articulated steam engines made use of four sets of cylinders instead of two, which allowed a second group of larger driving wheels to be added beneath an extended common boiler length. This increased pulling capacity and was especially useful in mountainous regions where grades could overwhelm smaller engines.

Introduced to America at the turn of the 20th century, the culmination of the design was a Union Pacific creation nicknamed "Big Boy" from the Second World War era, and it remained the largest, as diesels began overtaking steam propulsion soon after the end of the war. All North American articulated models were retired by 1961, but there have been a number of restorations in the past half-century.

"There were few machines as visually stunning as articulated steam engines," says Geoff Stunkard, the coordinator of the Heritage Days program at the museum. "We cannot bring a

real one here to display, but we will be able to recount what made them favorites of railroad enthusiasts in their heyday. This will include model versions and display materials, and should be a great chance to remember their existence and importance."

Model train replicas will be operating on the Mountain Empire Model Railroaders (MEMRR) club's 24x44, 1: 87 HO scale layout. Video productions about these designs will be playing on monitors, with illustrated items to add to the theme for the day.

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

The Carter Railroad Museum is open every Saturday from 10 a.m. to 3 p.m. Admission is free, but donations are welcomed. The museum can be identified by a flashing railroad crossing signal at the back entrance to the Campus Center Building. Visitors should enter ETSU's campus from State of Franklin Road onto Jack Vest Drive and continue east to 176 Ross Drive, adjacent to the flashing RR crossing sign

### "Coal, Coke, and Commerce" will be the theme of ETSU's Carter Railroad Museum on August 27<sup>th</sup>



On Saturday, Aug. 27, East Tennessee State University's George L. Carter Railroad Museum's monthly Heritage Day

will feature “Coal, Coke and Commerce – The Appalachian Carriers.”

The George L. Carter Chapter of the National Railway Historical Society and members of the Mountain Empire Model Railroaders club are developing the program, which will feature displays, images of mining rail lines and more. Model trains will include coal and mixed freight equipment on the club’s large 24 by 44 1:87 HO scale layout, one of four model lines that are housed in the museum. This layout has a large model of a typical Appalachian coal mine on one of its modular sections.

The Carter Railroad Museum is open every Saturday from 10 a.m. to 3 p.m. Admission is free, but donations are welcomed. The museum can be identified by a flashing railroad crossing signal at the back entrance to the Campus Center Building. Visitors should enter ETSU’s campus from State of Franklin Road onto Jack Vest Drive and continue east to 176 Ross Drive, adjacent to the flashing RR crossing sign.

### Streamlined Trains Will Be Showcased at ETSU’s Carter Railroad Museum on Sept 24<sup>th</sup>



**The Pioneer Zephyr leaves Chicago for Denver during its first months of service in 1934; the real train is now in a Chicago museum, but an HO scale model is scheduled to make runs at the Carter Museum. Image from negative courtesy Quarter Milestones Publishing. Johnson City.**

The amazing world of streamlined design on rails will be coming to the George L. Carter Railroad Museum, located in the Campus Center Building of East Tennessee State University, on its upcoming Heritage Day celebration on

September 24. The Great Depression’s malaise gave way to new ways of styling everything from automobiles to buildings. Likewise, the railroad industry found increased patronage and publicity as they turned to industrial stylists like Raymond Loewy, Henry Dreyfuss and Otto Kuhler for exciting reworkings of both conventional equipment and new diesel-powered locomotives. Open free of charge to the public, the facility, the Carter Museum will honor this epochal era in American rail transportation.

“The reality of what the streamlined effort meant to this industry cannot be underestimated,” notes Heritage Days coordinator Geoff Stunkard. “From World’s Fairs to world records, these trains breathed new life into America’s railroading business. While not every styling was perfect, the ones that meant that have stood the test of time are truly iconic parts of our industrial heritage. We are looking forward to being to display both the trains and associated artifacts.”

Indeed, for the Burlington Route and Union Pacific lines, it was two specific designs that set the stage – the Pioneer Zephyr and the ‘Train of Tomorrow,’ #M-1000, which set records on tours of the nation as well as the 1933-34 Century of Progress in Chicago. Both internal combustion designs, other railroads turned to cowlings on steam power, culminating for many in Loewy’s Pennsylvania Railroad T1 class, Dreyfuss’ New York Central 20th Century Limited, and Kohler’s renderings of the Milwaukee Road’s Haiwatha and Southern Tennessean in the late 1930s. Of course, the diesels evolved quickly from train sets into locomotives that featured streamlined cues and which spelled the demise of steam power due to vastly better operating efficiencies. The era is still honored with the recent restoration of Norfolk & Western J-class #611.

The George L. Carter Chapter of the National Railway Historical Society and members of the Mountain Empire Model Railroaders club are developing the program, which will feature model train and equipment on the MEMRR club’s large 24x44 1:87 HO scale layout and N scale line, rare original illustrative items, and more.

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.





Photo caption NW611 – Norfolk Southern's ex N&W 611 near Hickory, N.C. this past April; the real engine is presently stored in Roanoke, but models of this design should be in action at the Carter Museum on September 24. Geoff Stunkard photo

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. Info can be found online at '<http://etsu.edu/railroad/>' or '<http://johnsonsdotcom.com/>' or '<http://www.stateoffranklin.net/johnsons/glcarter/cartermuseum.htm>'

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](http://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.

For more information about Heritage Day, contact Alsop at 423-439-6838 or [alsopf@mail.etsu.edu](mailto:alsopf@mail.etsu.edu). For disability accommodations, call the ETSU Office of Disability Services at 423-439-8346.

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

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

**NOVEMBER 26 - Carter Homecoming/Tribute to the Clinchfield**

**DECEMBER 31 - N&W/NS Heritage**



Amtrak #649, a Siemens ACS-64 electric locomotive powers its train southbound in the Northeast Corridor just East of Mystic Connecticut. In about 1 mile it will slow from 70 mph to a stop at the station in Mystic using the former New Haven mainline between Boston and New York City.



### NORFOLK SOUTHERN'S POWER MOVE

NS TRANSFERRED 20 LOCOMOTIVE TO CHATTANOOGA, SEPTEMBER 28, 2016



NORFOLK SOUTHERN'S #8056 LEADS A STRING OF OLDER UNITS TOWARD CHATTANOOGA ON A SUNNY SEPTEMBER DAY



#8056 GE ES44AC WITH 4400 hp



#2377 MP15DC built for SR received in 1982 1500 hp



#5051 GP38-2 build for SR received in 1982 2000 hp



#2389 MP15DC built for SR received in 1982 1500 hp



#5061 GP38-2 build for SR received in 1982 2000 h



#5067 GP38-2 build for SR received in 1982 2000 hp





First in series #5000 GP38-2 build for SR received 1982 2000 hp



#5059 GP38-2 build for SR received in 1982 2000 hp



#5020 GP38-2 build for SR received in 1982 2000 hp  
#2387 MP15DC built for SR received in 1982 1500 hp



#5020 GP38-2 build for SR received in 1982 2000 hp



#5033 GP38-2 build for SR received in 1982 2000 hp



#5040 GP38-2 build for SR received in 1982 2000 hp



#5024 GP38-2 build for SR received in 1982 2000 hp



#2391 MP15DC built for SR received in 1982 1500 hp





#2435 MP15DC built for SR received in 1982 1500 hp



#2435 & #2397 MP15DC built for SR received in 1982 1500 hp



#2434 & 2339 MP15DC built for SR received in 1982 1500 hp



#2397 & 2395MP15DC built for SR received in 1982 1500 hp



#2395 & 2434 MP15DC built for SR received in 1982 1500 hp



#5044 GP38-2 build for SR received in 1982 2000 hp



HEADING EASTBOUND NS #2711, A EMD GP35 FIRST BUILT FOR THE SOUTHERN IN 1965 RATES 2200 hp



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

Let us welcome our newest member as of this writing. Please welcome **George Beam** to the MEMRR. George is an O-Scaler and we will all be interested in learning more about him and his passion for model railroading. Great to have you on board!

The Carter Railroad Museum also wants to welcome our new Federal Work Study student, **Lauryn Lewis**, who will be assisting our Station Master, Kelsey, in the Little Engineers Room. Lauryn has already spent several Saturdays with the children who come to play and be little railroaders at the museum and is a wonderful addition to our staff. Lauryn, we are very happy to have you with us!



A view of the double deck M&S RR by Pete Morrisett's

Fall has finally arrived and with it the cooler weather we have all been hoping for after the hottest summer on record. With the fall also comes elections and those at the national level will surely eclipse our MEMRR elections in scale, but perhaps not in the importance of our model railroad organization. We have our own Nominating Committee hard at work contacting our existing officers to see if they are seeking reelection, or if they want to step aside from the valued work they have been doing for the club to allow others the opportunity to serve as officers. Please work with this important committee and volunteer your services if there is a position in the MEMRR that you would like to serve as an office in. Even when the slate of nominees is presented at the October Business Meeting the floor will be open for additional nominations. Following that meeting an "official ballot" will be created carrying the names of all persons nominated and will be distributed electronically (and by USPS to those without email access) to all MEMRR members. The result of this year's election will be announced at the November Business Meeting and the newly elected officers will begin their service at that time.

November is also an important month with several noteworthy events happening in addition to our annual officer elections. November begins our **dues renewal window for the 2017 MEMRR year**. Who will be the first to renew their membership in this outstanding model railroad club? November is **National Model Railroad Month**. November 18<sup>th</sup> is **National Take a Model Train to Work Day**. November 19<sup>th</sup> will mark the **9<sup>th</sup> Anniversary of the dedication of the G. L. Carter Railroad Museum** on the ETSU campus. **November 12<sup>th</sup> will be the date for the G.L. Carter Chapter NRHS and the G.L. Carter Railroad Museum's next co-hosted rail excursion**. A ride behind steam from Bryson City, NC to Dillsboro, NC and return behind the Smoky Mountain Railroad's 2-8-0 Consolidation. Flyers and sign up information are available in hard copy at the Carter RR Museum and on these websites: [memrr.org](http://memrr.org); [7glcarternrhs.com](http://7glcarternrhs.com); and the Carter RR Museum website. But, let's get back to October.



Control Panel-Upper and lower deck of the M&S RR

Our October 29<sup>th</sup> Heritage Day Event, planned by our Coordinator, **Geoff Stunkard**, will be "**Next Stop Nashville: L&N, NC&St.L, TC (Tennessee Central)**". This will be an exciting event for those members who model the railroads that were centered around Nashville and provides the opportunity for steam and diesel, freight and varnish, and a lot of regional interest from the area visitors who will be coming to the George L. Carter Railroad Museum on that day. Several of our members spent the first Sunday in October beginning the task of removing the late **Pete Morrisett's** HO-Scale layout from the home of his widow, **Joyce**. Helping in this big job were **Gary Emmert** who has spent many days there preceding the move boxing and cataloging locomotives, rolling stock, buildings and other structures, books, DVDs, RR lanterns, and other bequeathed gifts to the Carter RR Museum, and **Paul Haynes, Jonathan Gilliam, Gary Gilliam** and yours truly. Gary brought his truck and his big trailer that facilitated our moving the benchwork we were extracting from the home to storage at ETSU's Valleybrook complex. As the materials can be processed some of it will be brought to the museum for layout operations and some of it will be presented to our members for possible sale. I want to thank these fellows for all the work they did to help



us keep our promise to the Morrisett's to completely remove the layout and all the associated railroad materials from their home. I also wish to thank **Don Beck** and **Robert Sullivan** for the work they did in previous weeks to help with the boxing of a lot of the materials that adorned the layout. If I have omitted naming some other members who also helped in this process I ask your forgiveness for the omission of your names and thank you for your assistance in this big undertaking.

I also need to thank the MEMRR/Carter Chapter NRHS members who helped to host an ETSU faculty member from the Department of Appalachian Studies and 8 of her graduate students who visited the Carter RR Museum on Friday, September 16<sup>th</sup>. The class is studying local community histories and this group was particularly interested in George L. Carter and the Clinchfield Railroad. Thanks to all of you guys for taking part of your day to host this class.



Trackwork and signals on the M&S RR

I am still working with ETSU's Facilities Management to get an estimate of their cost for bringing our newly acquired room 101 into a condition that we might begin to use it for a library. Their first step will be to clean it, repair some breaks in some of the tiles on the walls, remove the carpet and tile the floor, and to rehabilitate the HVAC system in the room. Once that task is accomplished we will begin to design and construct/obtain the necessary shelving and other furnishings to convert the space into the museum library. With almost 1,000 current hardback volumes of railroading books we now have a library that has outgrown its existing space. When you add in the DVDs, CDs and the many years of various railroad magazines we have enough for an outstanding library that will be placed across the hall in 101. This facility will hopefully, also provide some reading space for those who want to spend some time perusing the books we will have shelved there. Remember, all the existing volumes are catalogued and are available for checkout to members of the MEMRR and the George L. Carter Chapter NRHS. If you have not visited our library please do so soon. Just see our museum librarian, **Gary Emmert**, for information and access to the library.

On September 18<sup>th</sup> we had a wonderful, but rainy, railroad museum picnic hosted by **Kim** and **Tom McKee** at their lakeside home off of Will Lane. Almost 30 members and spouses/significant others brought more food, including three big bowls of baked beans, that it was possible to eat at one sitting and had a marvelous afternoon visiting under the carport shelter that was big enough to keep everyone dry during a rain that began just as the last couple arrived and did not let up until around daybreak the next day. We once more express our thanks the **McKees** for being such gracious hosts, who not only supplied the lovely picnic spot, but also furnished the BBQ for the group. Also, our gratitude goes out to **Jim Pahr** for his coordination of this highly anticipated annual event. Great job Jim! If you missed this one try to plan a year ahead for next summer's annual museum picnic. It is a fun social occasion for all who attended and you should not be left out of the festivities next year. Already plans are underway for our next annual social event, our Christmas party. Details will be forthcoming in one of the next newsletters.



Elevated trackwork on Pete Morrisett's M&S RR layout

Our list of donors continues to grow as well as the total of their donations to the Carter Railroad Museum. Some of the donations are monetary, but many are in-kind-gifts are just outright donations. We do our best to not only keep good records for the many generous gifts that we receive, but also to acknowledge the donors publically with our "Donors Wall" of plaques in the large museum gallery. I have recently had to order additional plaques to accommodate our newest donors, especially at our Gandy Dancer level. Very soon we will be rearranging the plaques on this wall to make room for additional one. We thank everyone who has been interested enough in our little railroad museum to make these contributions to our support, for operations on our layouts, for the many books, videos and DVDs, historic photos, and for the prototype railroad memorabilia that we use for our many exhibits. Your generosity is m

White River Productions is advertising their 2016 edition of the **HOn3 Annual** in the last edition of *Model Railroad Craftsman*. This is the issue that will once again feature 9 or



so pages on our ET&WNC RR layout written by **Geoff Stunkard** with some of Geoff's photos and some of mine illustrating the article. We will have 50 copies of the magazine delivered to the museum and discounted from the retail price for our members as soon as they are available. My thanks to everyone who has put hours of their time and talents into the construction of this narrow gauge layout that is receiving national and international attention for the museum and our MEMRR club through 3 consecutive years of publication in this annual narrow gauge magazine. Very Well Done!!



Scenic detail of the M&S RR layout

These are exciting times at our model railroad club and at the Carter Railroad Museum. We continue to have a lot of

visitors on Saturdays and a good number of members on hand to operate the layouts and talk about trains and our hobby with our guests. We hope all of our members will take advantage of the many privileges of their memberships and join us at the Carter Railroad Museum whenever you can. Come join the fun, lend us your talents and ideas, and run a few trains, make a few trees, build some rolling stock, or just hang out with us. 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**



Yard throat on the M&S RR

## GEORGE L CARTER RAILROAD MUSEUM COORDINATORS' MEETING SEPTEMBER 15, 2016

Meeting called to order by Fred Alsop at 6:01 p.m. in the Marsh Gallery of the G. L. Carter Railroad Museum.

Coordinators present: John Edwards, Ted Bleck-Doran, Jesse Kittle, Mike Baker, Jim Hoyt, Jonathan Gilliam (for Gary Gilliam), John Carter.

**Fred Alsop, Museum Director:** Pete Morrisett layout is in the final stages of being moved and the necessary paperwork for acceptance by the university/museum has been completed. Membership will be kept informed of the progress on this project and some volunteer help to facilitate the removal and storage of the gift will be sought at the appropriate time.

Roger Teinert and Gary Emmert are both in "sick bay" but recovering

Reminder the Annual Museum Picnic is Sunday, 18 September at the home of Kim and Tom McKee.

Initial arrangements for the Annual Museum Christmas Party are being made with the search for a suitable venue.

We will be losing Donna, our FWS student, from the Little Engineers Room after only two weeks on the job because of some university financing situations, but will be gaining a replacement very soon. Introductions will be made on Saturday.

No new information on the university schedule to clean up and repair newly acquired room 101 that will become the new museum library. Membership will be updated as information is made available to Fred.

**John Edwards, HO<sub>n</sub>3 Layout:** Two of our Train & Trooper brass locomotives have been repaired by Gary Gilliam and are operational. The other 3 are still being tuned up by Gary. More scenery, particularly buildings at the Cranberry Mine, is being added. Frank Fezzie is still working on getting the 2 monitors working together. Still need to paint Gladys Lacey's coat red.

**Ted Bleck-Doran, Newsletter Editor:** Regular monthly newsletter is 26 pages long and a second, special edition was jointly printed with the Carter Chapter NRHS's *The Coal Road* newsletter featuring the 17 page article by Jim Pahriss on his recent rail excursions in Germany

**Jesse Kittle, N-Scale Layout:** Everything operating well on the layout. Has all the locomotives he needs to be fully operational.

**Mike Baker, Large Scale Layouts:** G-Gauge running fine. Received a donation from member Logan Heaton of some nice LGB equipment.

**Jim Hoit: RIP track:** Logan Heaton helped him with the repairs/upgrades on the Rev. Walker rolling stock. Currently has all the materials he needs to continue repair/upgrade maintenance.

**Jonathan Gilliam (for Gary Gilliam) Locomotive Repair:** Has repaired and placed in working order on the HO<sub>n</sub>3 layout two of the Train & Trooper brass locomotives. He has 2 more at home to work on as he has the opportunity to do so (John Edwards has the 5<sup>th</sup> locomotive in this series).

**John Carter, HO MEMRR Layout:** Members are still working on the freight yard and engine facility. Progress is still being made on the layout. Members are encouraged to join his group on Thursday nights to work on the many facets of this part of the club layout that are yet to be finished.

**John Edwards, Webmaster MEMRR:** Everything operating smoothly. Please contact John if you are not receiving monthly copies of the newsletter or periodic email announcements about club and/or museum activities.

*Respectfully Submitted*  
*Amy Merritt,*  
*Acting Secretary MEMRR/GLCRRM*



NS #2711 GP35 built in 1965 wearing Southern RY paint

## MOUNTAIN EMPRIE MODEL RAILROADERS BUSINESS MEETING MINUTES SEPTEMBER 2016

The MEMRR September 20, 2016 meeting was called to order by President Fred Alsop at 6:37 pm.

### OFFICER'S REPORTS ARE AS FOLLOWS:

**Secretary's Report:** Acting as Secretary, Amy Merritt made a motion that the August meeting minutes be approved and accepted as published. Motion was seconded and minutes were approved.

**Newsletter Editor's Report** There will be two issues of THE SIGNAL BRIDGE for September: the Member's edition running 26 pages, and a Special Joint issue with THE COAL ROAD (the newsletter for the GL Carter Chapter-NRHS).

The regular issue will feature submissions by:

Paul Haynes - Paul's Pics and photos of the Cumbres & Toltec Scenic Railway  
Jim Hoit - RIP Track Article  
Fred Alsop - Presidents Column  
Amy Merritt - Minutes  
Greg Mundkowski - Free-Mo article

For the special issue:

Jim Pahriss and John Rogers

Next month's issue will feature:

Railfanning at ???  
Module standards  
Make Graffiti decals  
Remaking of a club module  
They all look the same photo gallery  
Paul's Pics  
After action report from the Picnic  
and, our regular columns and minutes

**Treasurer's Report:** Treasurer Gary Emmert provided the financials for August. There were \$332.00 in expenses, \$60.94 in revenue with a checking account balance of \$3,990.89. \$1,250.00 is available before the end of the year for any projects.

**Webmaster's Report:** John Edwards reported that Bob Jones will no longer be able to assist with webmaster responsibilities due to eyesight issues. John is continuing to update the membership list. If there are any phone number or email address changes, please inform Gary Emmert.

**Vice President's Report:** Program ideas for October are needed. Jim Pahriss offered that he has videos available as potential program entertainment.

**President's Report:** Fred would like to thank Jim, Carl, and all of the other members who met with the graduate school class and for giving a museum tour. There was great attendance (25) at the annual picnic at the McKee's. Rain



could not stop the fun. There is no new information regarding the progress of the plans for the new library. As it stands, the room will need to be cleaned, shelving put up, and desks and chairs will be placed. The new 2016 HO3 Annual will be available soon. Our museum layout will be advertised/featured in the annual and 50 copies at a price of \$20 each (no sales tax) will be offered.

#### OLD BUSINESS:

**The Labor Day Rail Excursion** to Elkins, WV was very successful. Feedback regarding the trip was given by several members and discussion was had concerning attendee's likes and dislikes and recommendations for future excursions. In all, 32 people went on the excursion and everyone had a wonderful time, with all but one person stating that they would recommend future excursions to friends.

**June 2017 Train Show Update:** In Roger Teinert's absence, Bill Hensley reported that he has been in contact with several vendors who will most likely be in attendance at next year's train show. Advertising suggestions were given by several members. For example, we could advertise in the Knoxville and Asheville newspapers, as well as have increased advertising in the local area, including more/better banners. Please share any ideas that you may have with Bill and Roger.

#### NEW BUSINESS:

**Railroad Heritage Days:** September 24 Railroad Heritage Day theme is "Streamliners in Action".

The steam train excursion along the Tuskegee River will be November 12th. More specific information with regards to times/prices, etc. will be available soon.

**Christmas Party Planning:** Several potential venues for this year's Christmas Party were discussed, including Tipton Haynes, the new Food City in Johnson City, the Jonesborough Senior Center, and the Fellowship Hall at Jim Parish's church.

Pricing as well as other venue requirements were relayed and by vote of the members present it was decided that the Fellowship Hall at Jonesborough Presbyterian Church will be used for the party, with members in attendance agreeing that a monetary donation be given and that all food will be potluck with male/female dirty Santa played. Newly purchased dirty Santa gifts should range in price from \$15-\$20. The clubs will provide all cups, plates, dinner ware. The preferred date of the Christmas Party will be Friday, December 16th at 6:00 p.m.

**Nominating Committee:** 2-3 people are needed for the nominating committee. Paul Haynes, Bill Hensley, and Robert Sullivan volunteered. A slate of officers will be forthcoming soon. A ballot of potential officers will be available in November. Also, Member of the Year will be voted for at the same time as officer voting. Current officers are not eligible for Member of the Year.

September Coordinator's Meeting will be reported in the October Signal Bridge.

**Other New Business:** John Carter reported that instead of a transfer table a turn table will be made for the layout. Gary Emmert reported that Pete Morissette's layout will be dismantled soon and that paperwork for the university is being completed.

**October Meeting:** The next MEMRR meeting will be held October 18th at 6:30 in 312 Brown Hall, ETSU. Anyone wanting to meet for dinner prior to the meeting is welcome to eat in the ETSU Market Place Cafeteria at 5 p.m.

At the conclusion of the business meeting, a video was presented.

*Respectfully Submitted*  
*Amy Merritt,*  
*Acting Secretary MEMRR/GLCRRM*

## AMATEUR LAYOUT MODELING 101 SCENERY

PHOTOS AND TEXT BY JIM HOIT

**EDITOR'S NOTE:** *Newer members may not be aware that the core modules that make up the HO club layout are individually owned. Over time modules are bought-sold-traded to other members. Changes to the modules frequently take place concurrent with these real estate transactions. Jim recently became a participant in one of these deals and describes his renovation of the park scene on the module adjacent to Fred's "High Bridge" module.*



Photos 1 and 2

I began by removing the buildings & trees and filling any holes left in the scenery base. Then using a mixture of greens & tans ground

foliage I sifted in a small area say about 9" square and then dampening the ground cover material with 70% Isopropyl Alcohol with a drop of dish washing liquid, then with a pipette applied scenic cement to lock down the ground cover and then move to another spot.



Photo 5

Creating trees I used a number of different dried flowers and tree branches by gluing poly fiber to the branches with white glue then spray the entire tree with an adhesive then sifting ground foam mixtures to create different colors then spray the entire tree with hair spray.



Photo 3

To create the stream I used multiple shades of green, brown, tan and blues let dry and then apply the water effects later.



Photos 6 & 7

A temporary ground cover is what Rich Gallaher has done is to apply the same materials to a piece of cloth to get a look of what it might look like. pretty cool idea.!



Photo 4

On the pathway I brushed on white glue (full strength) and using a spoon and my fingertips applied fine dirt effects material.



**JIM SAYS:**

*“I am by no means an experienced modeler but am a quick learner, many thanks to you all who I have paid close attention.”*

**SO YOU'RE NOT A GRAFFITI ARTIST...**  
**MAKING GRAFFITI DECALES TO WEATHER YOUR ROLLING STOCK**  
 Photos and text by Ted Bleck-Doran



Decal ready image of graffiti observed on Norfolk Southern's #472312 XM Box Car. This massive graffiti image stretched the entire length of the car. The decal would work best if set in 3 or 4 sections.

Graffiti is, sad to say, part of the modern railroad scene. It is a rare occurrence to see a rail car that has not been tagged by an “urban artist” with spray paint.

No style or type of car on rails is fully immune to these vandals. Based on casual observatoin, Box cars appear to be the most frequently hit car type, followed by covered hoppers and grain cars. The taggers like the broad canvas effect that the sides of these types on cars present to display their creative tallents. However, container cars, especially deep well cars, are increasilingly targeted. Tank cars and coal gondolas are less frequently targeted, possibly due to the limited dwell time they experience in sorting yars and that, in the tank car routine, delivery to secure yards and terminals. The mundain mill or scrap gondola is also a rare target fo r tagging possible due to their decrepid appearance... no self-respecting graffiti artist would want to display his/her talent on such eyesores.

I observed only two out of 34 TT Rail Box cars passing in two separate trains to have been free of graffiti

The following is a description of how to make your own graffiti decals using the Printer style paper available through Micro-Mark or Evan Designs.

First thing to be aware of is that there are two kinds of “ink jet water side” decal paper: clear sheets and white background sheets. Both come with white paper backing, but the clear sheets will require a white painted surface to provide the white portion of the decal image since ink jet printers do not print the color “white.”

There are advantages and disadvantages to using either type of paper. The rule of thumb is:

- Use clear decal paper if the outer edges of the paper are an irregular dark solid color and/or the white portions are located away from the edges.
- Use the solid white decal when the outside edges are white and/or are squared straight lines.



**GRAFFITI IMAGE 1:** This is a good example of an image could be printed on clear decal paper as the right side of the image (the "R" and face would require ticklish cutting ad trimming... The location of the decal would have to be painted white to make the colors appear true to the image.



**GRAFFITI IMAGE 2:** This building sign would work with either clear or white background; the edges are straight with a thin green border around the outside edge.

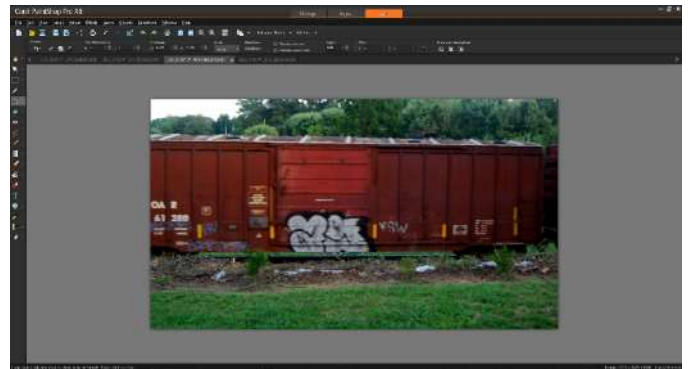


**GRAFFITI IMAGE 3:** this image could be printed on a white background to decal a car painted black such as a mill or scrap gondola.

## CAPTUERING GRAFFITI IMAGES AND MAKING DECAL SHEETS



**STEP 1:** involves field work; with a digital camera or smart phone in hand, take lots of photos of tagged prototype cars. Don't be too selective just shoot pics of as many as possible. Needless to say, not every graffiti tag will be useable or eye catching. Nor may the location of the image render the graffiti useable for decals. Take the photo as square and level with the car as possible, but don't be too concerned as the photo editing can compensate for some skew or tilt. For the demonstration I chose a photo of OAR XM ribbed side box car #61280. The graffiti tag was centered on the car covering the side door. This presented an image on fairly flat surface with which to work.

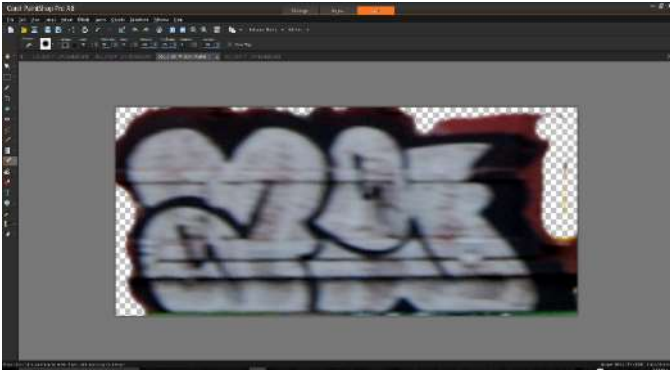


**STEP 2:** import or transfer the images to your computer and open them in a photo editor program such as Corel Paintshop or Photoshop. Here you can make adjustments to brightness, contrast, color, and sharpness. I also took the time to rotate the image a couple of degrees to eliminate a slight tilt.





**STEP 3:** Use the Perspective Correction Tool to square the image if the original photo is skewed. The tool presents a trapezoid with four reference points. Stretch or shrink the distance between two points to establish a straight line across the top, bottom and sides. The resulting box will not have parallel lines \for all pairs of lines. Double-click anywhere on the picture and the photo editor should automatically stretch and square the image.



**STEP 4:** Next use the eraser or paint brush tool to clear the edges of the graffiti image. If you are using clear decal paper the eraser will remove the back ground color of the car side and instruct the printer not to print color along the edge. The paint brush tool will add color commands which will allow you to add color to match the paint of the car side.



**STEP 5:** Resize the image to scale using the height and width adjuster in either you paint/photo-shop program or found in the word processor.

The sample image I'm using as illustration was originally 12' x 5.4' or the height is 45% of the length. You can use HO scale of 1:87 where 1' is 3.5 mm or TT scale where 1' is 1/8<sup>th</sup>". Since the difference between HO and TT is slight, I used TT scale to calculate the measurements for the image. The results were: Width is 12' = 12/8<sup>th</sup> or 1.5". Locking the aspect ratio the resulting final size was 1.5" x 0.68"



**STEP 6:** I copied the final image from the PaintShop program over to my word processor along with other images I had for

printing. When I had a full page of images I printed a test sheet of the collection on a plain sheet of white paper. When I was satisfied with the final product, I printed out a sheet of decals. I followed this step since decal paper is not cheap.

Now you know the secrets of making your own decals. Have at it and become a Graffiti Artist Modeler. Just don't get caught by your model railroad's security police force.

## GEORGE L CARTER RAILROAD MUSEUM RECEIVES A GIFT 185 BOOKS DONATED BY RUSSELLVILLE NATIVE BARRY WOLF



Barry Wolf of Russellville, TN, recently donated 185 railroad books to the George L. Carter Railroad Museum. The books included operating rules, safety rules, transportation rules, and other railway information. The systems covered by the material were Union Pacific; Pennsylvania; Midwest Railroads; Georgia; St. Louis-San Francisco Railroads; Cuyahoga Valley; New York Central; Maine Central; Lehigh Valley; Reading; Norfolk and Western; Chicago and Northwestern; Baltimore and Ohio; Illinois Central; Southern Pacific; Santa Fe; Erie; Delaware, Lackawanna & Western; Burlington; Michigan Central; Boston and Maine; Rutland; New York, New Haven and Hartford; Delaware and Hudson; Gulf, Mobile and Ohio; Conrail; Union; Chesapeake and Ohio; Seaboard; New Orleans Public Best; Grand Trunk Railway; Chessie; CSX; Norfolk Southern; Atlantic Coast Line; Illinois Central Gulf; Alaska, Missouri Pacific; Canadian; Chicago South Shore and South Bend; Detroit & Toledo Shore Line; and Denver and Rio Grande Western.

The earliest material consisted of *Constitution and By-Laws of the Switchmen* from 1892. The other material spanned the years until 1988.

Mr. Wolf had previously donated items to the museum, but this was a much larger collection. He enjoys collecting railroad memorabilia and sharing them with others. His collection includes a full-size caboose from the L and N Railroad that he would like to donate if someone could move it.

**PAUL'S PICS**

PHOTOS BY PAUL HAYNES AND DWARF SIGNAL PRODUCTIONS



NORFOLK SOUTHERN FREIGHT PULS THROUGH BULL'S GAP





NORFOLK SOUTHERN HEADS EASTBOUND THROUGH JOHNSON CITY



CSX TRIO SWITCHING A CUT OF CARS INTO THE DOMTAR SIDING.





Connecticut Company's #838 Open Air street car is an excellent example of preservation. First purchased by the Connecticut Railway and Lighting Company in 1901 for summer use, it still runs daily at the Seashore Railway Museum in Kennebunkport, Maine.