



# THE SIGNAL BRIDGE

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

Volume 23 – Number 11

Published for the Education and Information of Its Membership

## CLUB OFFICERS

### President:

**Fred Alsop**

ALSOPF@mail.etsu.edu

### Vice-President

**John Carter**

carterjohn92@gmail.com

### Treasurer:

**Gary Emmert**

jbox1015@comcast.net

### Secretary:

**Debbi Edwards**

Debbi.edwards14@gmail.com

### Newsletter Editor:

**Ted Bleck-Doran**

Ted\_mary@memrr.org

### Webmasters:

**John Edwards**

webmaster@memrr.org

**Bob Jones**

bobjonesmemrr@gmail.com



## LOCATION

ETSU Campus  
George L. Carter  
Railroad Museum

## HOURS

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

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

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

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

## SPECIAL FOCUS THIS ISSUE

NEXT STOP – NASHVILLE, TENNESSEE

LOUISVILLE & NASHVILLE RR - NASHVILLE CHATTANOOGA & St. LOUIS RY - TENNESSEE  
CENTRAL RR





**OCTOBER RAILROAD HERITAGE DAY IS NASHVILLE-BOUND AT ETSU'S CARTER RAILROAD MUSEUM**  
**SET OCTOBER 29<sup>TH</sup> ASIDE FOR VOLUNTEER STATE ACTION IN 'NEXT STOP NASHVILLE: L&N, N C& ST.L, TC**



The efforts of the George L. Carter Railroad Museum, located in the Campus Center Building of East Tennessee State University, will go to the legendary Music City on its upcoming Heritage Day celebration on October 29. Nashville's noted heritage of railroading will be showcased, including lines that featured the city name in their titles as lines that came into the noteworthy city on the banks of the Cumberland River.

Open free of charge to the public, the Carter Museum will bring some of the city's history further east. "Nashville has always been an epicenter of railroad history here in Tennessee" Heritage Days coordinator Geoff Stunkard states. "Several major north-south lines and east-west lines converged here, serving both passenger and freight clients.

The Louisville & Nashville, Tennessee Central, Southern Railway, and Nashville, Chattanooga & St. Louis all played a role, and we are looking forward to showing our visitors the colorful equipment that came into the city from several of these lines."



As the state capital, Nashville set the stage for the state's growth in rail infrastructure during the 19th century. An always-important stop for Midwest to Southeast traffic, places like Nashville's Union Station stayed quite busy during the heyday of 20th century railroad dominance, with mainlines and short lines stretching out to other notable cities in the Volunteer State. Like many other urban

locations, today's consolidated super-railroad systems and regional passenger service continue that tradition to this day.

The George L. Carter Chapter of the National Railway Historical Society and members of the Mountain Empire Model Railroaders club are developing the program on Nashville, which will likely feature model train and equipment on the MEMRR club's large 24x44 1:87 HO scale layout and N scale lines, focused primarily on 20th century operations.

The Carter Railroad Museum is open on Saturdays from 10:00 AM to 3:00 PM, and includes model railroad layouts, a special child's activity room, and ongoing programs. There is no admission fee but donations are welcome for its upkeep. The museum is also seeking artifacts for display, including the newest addition dedicated to the long-defunct, but well-remembered 'Tweetsie' line, the East Tennessee & Western North Carolina Railroad; this room, still under

construction, again will be open for guided tours during event days. In addition to the displays, there is also a growing research library, and an oral history archive being established as part of the museum's programs. Info can be found online at

'<http://etsu.edu/railroad/>'

or

'<http://johnsonsdepot.com/>'

or

'<http://www.stateoffranklin.net/johnsons/glcarter/cartermuseum.htm>'

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

Nov 26 – Carter Homecoming/Tribute to the Clinchfield

Dec 31 - N&W/NS Heritage

## NASHVILLE'S UNION STATION A PHOTO GALLERY



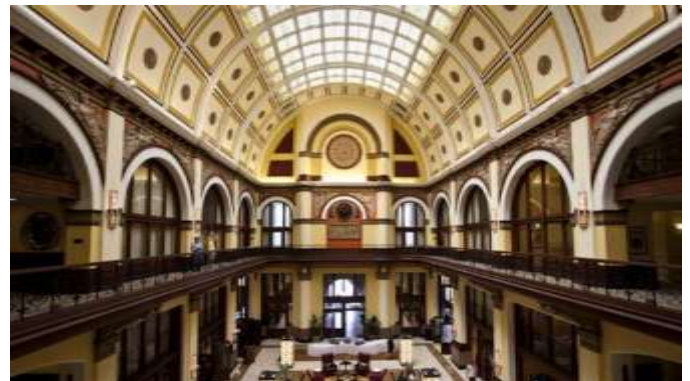
TWO VIEWS FACING WEST



THREE VIEWS FACING EAST



VIEWS FACING SOUTH (HISTORICAL VIEW) AND NORTH (CONTEMPORARY VIEW)



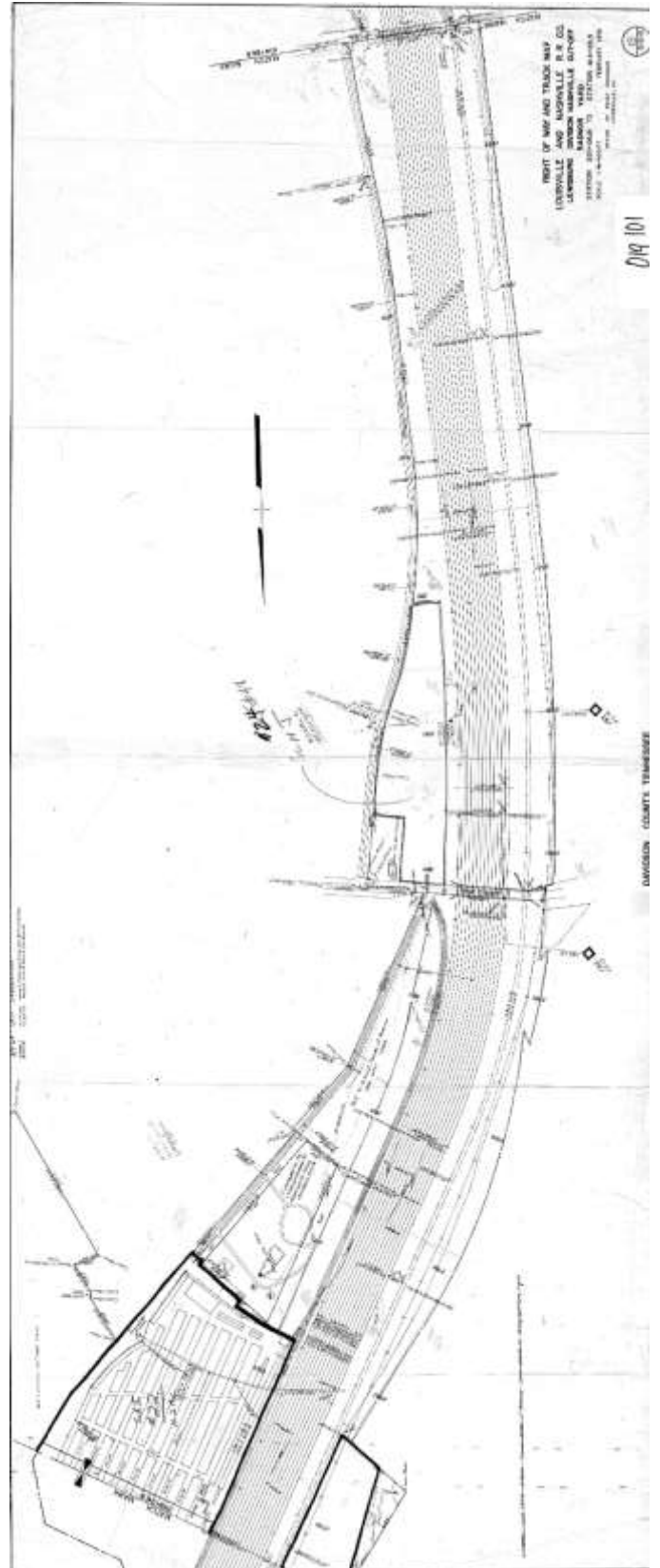
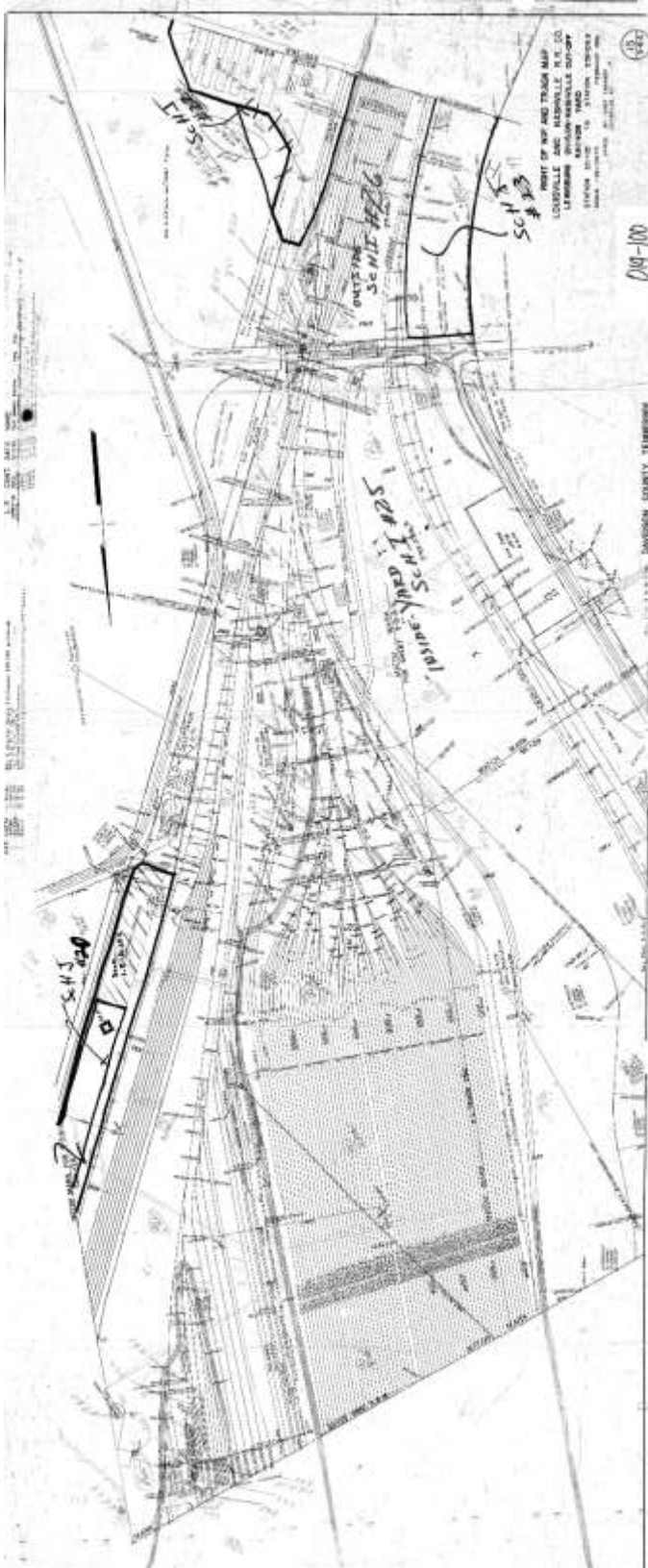
VIEWS OF THE STATION INTERIOR  
THE BUILDING RETAINS IT'S RAILROAD FEEL BUT IS MOER OPULENT THAN WHEN IT WAS A WORKING DEPOT



VIEW OF RADNOR YARD  
NASHVILLE, TN



TENNESSEE STATE COMPTROLLER RAILROAD MAPS  
RADNOR YARD AND UNION STATION - NASHVILLE, TN



## NASHVILLE'S UNION STATION

### A LINK WITH TRANSPORTATION HISTORY'S PAST

From Wikipedia.com

Nashville's Union Station is a former railroad terminal, now hotel, opened in 1900 to serve the passenger operations of the eight railroads then providing passenger service to Nashville, Tennessee. Built just to the west of the downtown area, its design placed it to the east and above a natural railroad cut through which most of the tracks of the area were routed which was spanned by a viaduct adjacent to the station. The station was also served by streetcars prior to their discontinuance in Nashville in 1941.

#### HISTORY AND ARCHITECTURE

The station is an example of late-Victorian Romanesque Revival architecture and is highly castellated. The tower originally contained an early mechanical digital clock; when replacement French silk drive belts proved unavailable during World War I, it was replaced by a traditional analog clock. The tower was originally topped by a bronze statue of the Roman god Mercury; this was toppled in a storm in 1951. When a new Main Post Office was built in Nashville in 1935, it was located adjacent to Union Station. A connecting passageway between the two served to transport mail to and from trains for over three decades.

The station reached peak usage during World War II when it was the shipping-out point for tens of thousands of U.S. troops and the site of a USO canteen. It started a long decline shortly thereafter as passenger rail service in the U.S. generally went into decline. By the 1960s it was served by only a few trains daily. Much of its open spaces were roped off and its architectural features became largely the habitation of pigeons. The formation of Amtrak in 1971 reduced service to the northbound and southbound Floridian train each day. When this service was discontinued in October 1979, the station was abandoned entirely.

#### REDEVELOPMENT

The station fell into the custody of the United States Government's General Services Administration, which struggled for years to find a viable redevelopment plan as the station declined further. It was listed on the National Register of Historic Places and had a tremendous sentimental appeal to many Nashvillians who categorically rejected any redevelopment plans which did not involve the retention of the main terminal building. In the early 1980s a group of investors came forward with a plan to finance the renovation of the station into a luxury hotel which was approved.

The hotel plan was based around the use of "junk bond" financing; the interest payments required were so severe

that the hotel would require 90% occupancy at an average room rate of \$135/night to break even. This was not supportable in the 1980s Nashville hotel market and the initial investors soon found the project to be bankrupt. Many feared that this meant that the station was doomed; however, the new investor group who bought the hotel out of bankruptcy were able to operate it profitably because they had a much lower cost basis in it and were not forced to charge such exorbitant room rates or project such a high occupancy rate. By the mid-1990s they had restored Mercury to his place atop the tower, albeit in a two-dimensional form painted in trompe l'oeil style to replicate the original. This was destroyed in the 1998 downtown Nashville tornado but was soon replaced.

More problematic was the attempt to find a modern use for the massive train shed adjacent to the terminal building, where the passengers actually met the trains. The structure, said to be the largest of its kind in the world and an engineering masterpiece, continued to deteriorate as its fate was debated. Plans, including those involving raising it up to the level of the surrounding street (from the cut level) and making it into a farmers' market, never came to fruition. The structure was eventually demolished in late 2000 after a fire damaged the shed, and no viable preservation alternatives were identified. Its design had been carefully recorded.

#### TODAY

As of October 2015, the station is a part of Marriott International's Autograph Collection Hotels. The "AAA Four Diamond Award" hotel offers 125 classic or premium rooms, including 12 suites.

## THE BEAR RETURNS AGAIN

### MORE PROGRESS ON THE ET&WNC LAYOUT

Photos and Text by Ted Bleck-Doran



Bear was up to his modeling tricks this past month while he and his wife returned to the area. He picked up where he had left off working on the scenery between tunnels #2 and #3 (where the Doe River Christina Camp is presently located in

real life). He was able to complete the rock face and tunnel portals this trip. The following photos show his progress.



Bear Anderson's artistic talent is evident in this view of a horse tail falls along the ET&WNC right-of-way



The finished horse tail falls partially hidden by foliage



The north portal of tunnel #2 is quite dramatic...



The approach to the south portal of tunnel #3 while hidden still received close attention to detail



## A PIECE OF THE MORRISETT DONATION IS FOR SALE HELIX TO BE AUCTIONED OFF

The helix was built with code 83 nickel silver track and is wired. The radius of the curve appears to be around 24". The starting bid is \$100. The helix will be auctioned off during the November meeting. Sealed bids can be sent to Gary Emmert, MEMRR Treasurer. Bids must be received prior to the meeting.



AN OVERVIEW OF PETE MORRISETT'S M&S RR



Buildings and rolling stock will be reviewed with the best cars, locomotives and structures retained for use on the GL Carter RR Museum's layouts. Pete actively modeled regional railroads, specifically the Clinchfield, CSX, N&W/SRY, NS. Excess equipment and structures will be put up for sale and announced in *the SIGNAL BRIDGE*.



The model railroad collection from Pete Morissett estate has been moved, catalogued, and inventoried by members of MEMRR and the George L Carter Chapter - National Railway Historical Society. As much of the layout (the Maryk and Stephenson RR) as possible was saved. One piece that was retrieved intact was the three loop helix Pete built to join the upper and lower decks of his layout.



The helix as installed on the M&SRR Layout.



Cleveland Union Terminal as modelled by Pete Morissett

**PAUL'S PICS PAGE**  
PHOTOS BY DWARF SIGNAL PRODUCTIONS  
PAUL HAYNES



A Pair of photos of a northbound stack train with several spine cars loaded with container trailers passing the Mountain Home VA Medical Center in Johnson City TN, October 23, 2016 – Photo by Paul Haynes



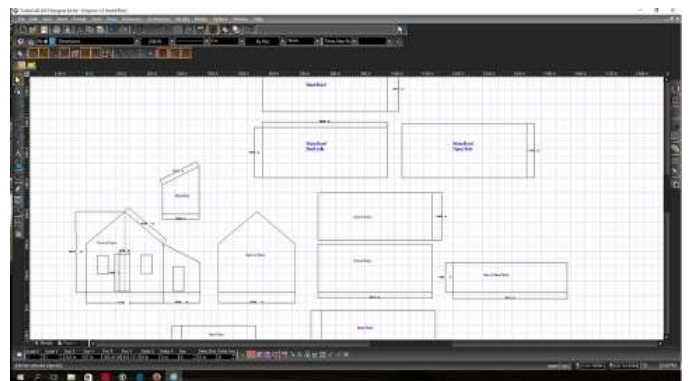


These are two of several pics snagged October 25<sup>th</sup>, 2016 as this BNSF loco was going to back onto the wye in Kingsport. It's unusual to see that move in Kingsport – Photos by Paul Haynes

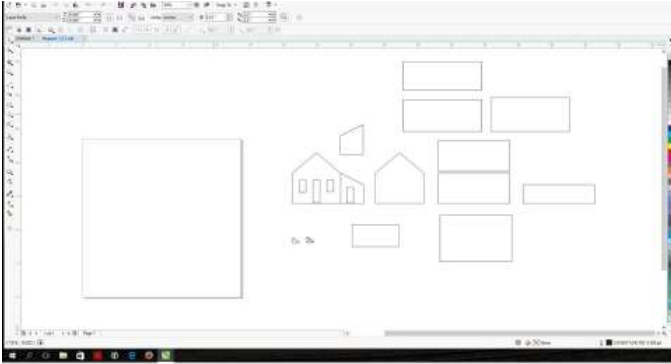
**AND THEN WE GOT A LASERKNIFE**  
**IT TAKES MANY SKILLS TO MAKE A**  
**VILLAGE**

By Fred Alsop

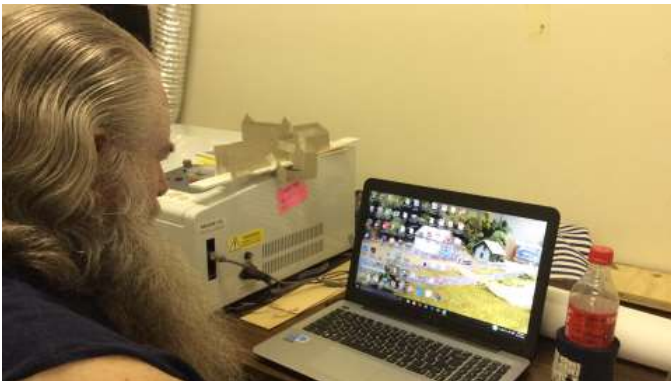
A brief look at what the acquisition of a LaserKnife did for the ability of the modelers in the George L. Carter Railroad Museum to create new structure for the ET&WNC RR (Tweetsie) layout now under construction. Photos and presentation by Dr. Fred J. Alsop III, Director of the G.L. Carter Railroad Museum.



The intermediate step in getting an original drawing of the structure in HO scale into the computer software is done by John Edwards who converts the scale drawings of buildings that Fred is producing. These will be used by the computer to direct the cuts that will become parts for the building to be produced piece by piece from the LaserKnife.



These are the computer renderings for the Hopson Store and Post Office that will be one of the first two structures, the other is the Blevins Depot, that will be placed on the Blevins section of the layout when constructed.



John Edwards at the computer looking at a screen saver that shows the Hopson store and the Blevins depot after they had been constructed and placed on the layout. The computer is connected to the LaserKnife to John's left.

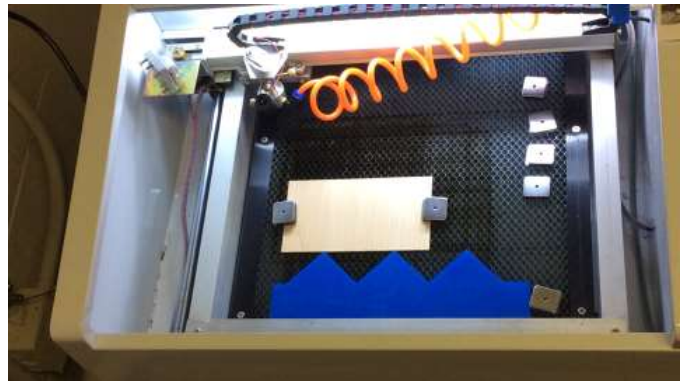


John is cutting some of the wood materials to fit on the cutting plane in the LaserKnife that takes pieces approximately 9 x 9 inches. This requires larger structures

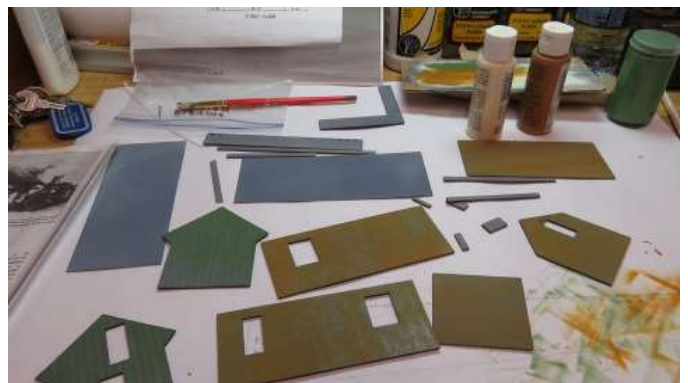
to be cut in sections and pieced together if they exceed the length of the machine's cutting surface.



This view is down and into the cutting section of the LaserKnife and shows the beam of the cutting knife etching through the wood creating the building's components from the computer patterns on its software.



With the safety lid of the LaserKnife open and the machine turned off the materials to be cut are placed onto the cutting plane of the machine. The curled orange tubing is connected to the knife's cutting beam.

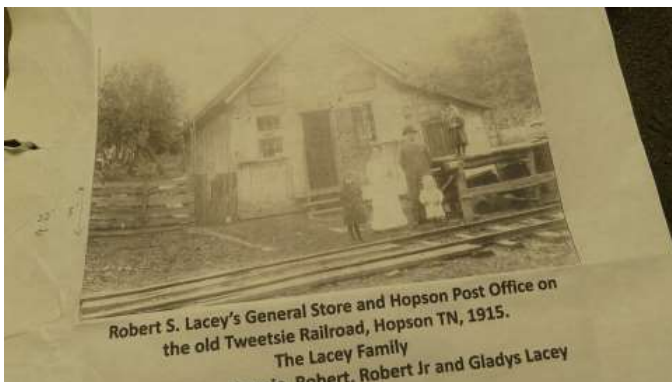


These are the components for the Blevins depot that have been cut out using the LaserKnife. Fred has painted the inside of each panel to seal the wood (brown) and to prevent it from warping when the outside walls have been painted (green). Wood glue or white glue will be used to assemble the pieces that will all be reinforced in their corners and along the walls to strengthen them and prevent warping. The floor plan above is from Johnny

Graybeal's book on the Depots of the ET&WNC RR and provided the scale footprint for this building.



The Blevins depot is taking shape in the green and red paint scheme used by the ET&WNC railroad for its original buildings. Individual wooden planks are being applied to the station's docks. The reinforcing beams can be seen in the corners and across the inside walls of the building. The two historic photos in the background were used to detail the structure.

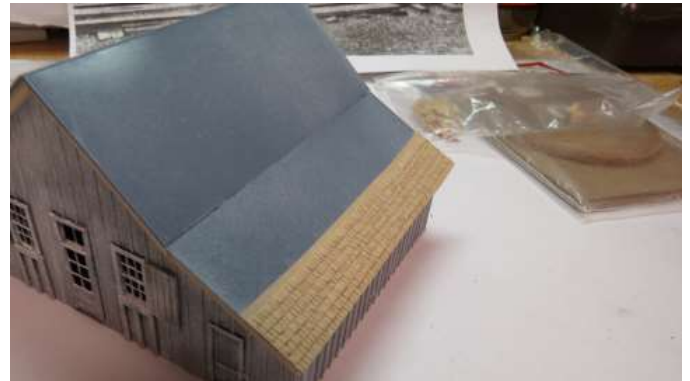


This is an historic photo of the Lacey family supplied to the railroad museum by Bette Noble of her great grandfather Robert Lacey's store. It is the only photo we had to use to model this iconic building. 105 year old Gladys Lacey, who has visited the Carter RR Museum each of the last 3 years, is the little 5-year old girl standing on the loading platform.

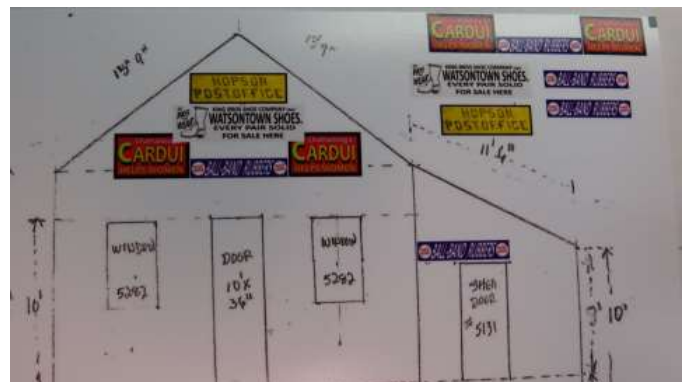


Here is our finished model of the Hopson Store and Post Office. We have tried to recreate the 1915 family portrait we saw in the photo. Geoff Stunkard was able to use his

photographic and PhotoShop skills to recreate the original distinctive signage on the building. When Gladys visited the museum earlier this year she corrected the scene by telling us that her coat was red, not blue as we had guessed from the black-and-white photo we used as our only source to recreate this scene along the layout.



This is the model of the Hopkins store still under construction. Campbell shingles are being applied to the roof of the structure prior to final painting and detailing.

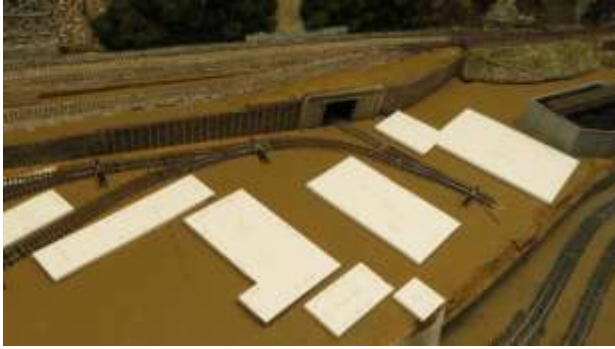


This is one of the two copies that Geoff Stunkard produced for the historic signage for our building based on the photograph. The Cardui signs above the windows are for a product produced in Chattanooga, TN that "helps women" was a liquid that was 19% alcohol that was recommended for lots of things including relief from menstrual cramps



This is a view our mostly completed modeled scene of the Hopson Store & Post Office flanked by the Blevins depot with ET&WNC RR 2-8-0 #4 in front of the loading dock.

Future plans will add the Lacey family home behind the store and a storage shed inside the fence beyond the truck.



The white rectangular shapes are the scale footprints for many of the buildings that will be created to represent the mine structures at the Cranberry Iron Mine, the destination for the building of the ET&WNC RR, and the destination for our model of that railroad in miniature at the George L. Carter Railroad Museum. The dark square opening the track in penetrating in the retaining wall is the entrance to the Cranberry Mine tucked under the railroad's mainline, the center track on the upper tier in the background.

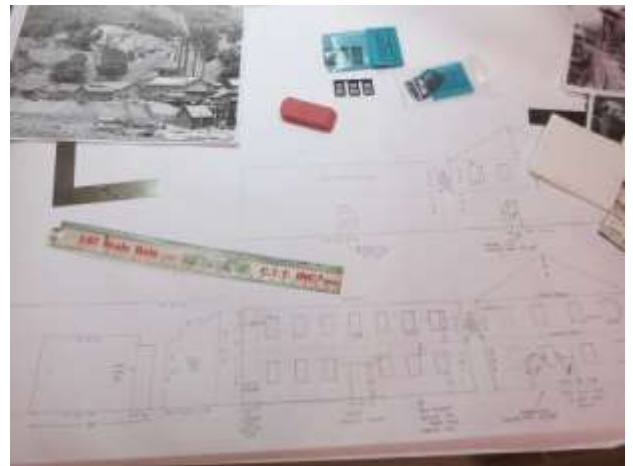


Fred has begun the scale drawings of the Boiler House seen as the large building with the multiple large smokestacks in the background of the historic photograph above. The HO scale ruler is an important tool in creating the accurate drawings using the photographs of the structures as a guide for each structure. These pencil drawings will be given to John Edwards and Don Ramey to be converted into the computer programs that will later drive the LaserKnife to create each needed piece that Fred will then use to construct the original buildings.



One photograph of the Cranberry Mine complex showed an elevated track ending above a coal bin that contained the coal used to fuel the mine's boiler house. All of this

structure was scratch built using plastic components for the bunker and the trestle. Except for the coal bunker which could be seen in the single photo, none of the rest of the trestle could be seen and is created as seen via modeler's license and imagination.



The few historic photos available of the mine are the invaluable guides being used to draw representations of the buildings to HO scale with all measurements from windows and doors to height and length of the walls, floors, roof components, etc. detailed so the transition from pencil drawings to computer software to cut pieces can be achieved. Additional drawings of the boiler house are shown here."



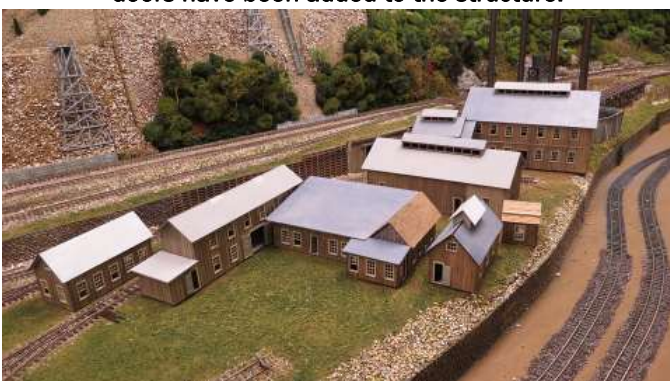
All the pieces in the photo above are the components that have come from John Edward's work with the LaserKnife that will be assembled to make the mine's boiler house. All of the inside walls will be painted with spray paint to seal them and to prevent warping when the outside walls are stained to resemble the unpainted wooden walls of the original structures



The boiler house partly assembled with the inside walls painted and sealed. Footprints for other structures are represented by the white rectangles in the foreground.



More work has been done on the boiler house with plastic piping being fitted for the smokestacks (most were at different heights and the one on the right is larger than the other three in the prototype) and Grandline windows and doors have been added to the structure.

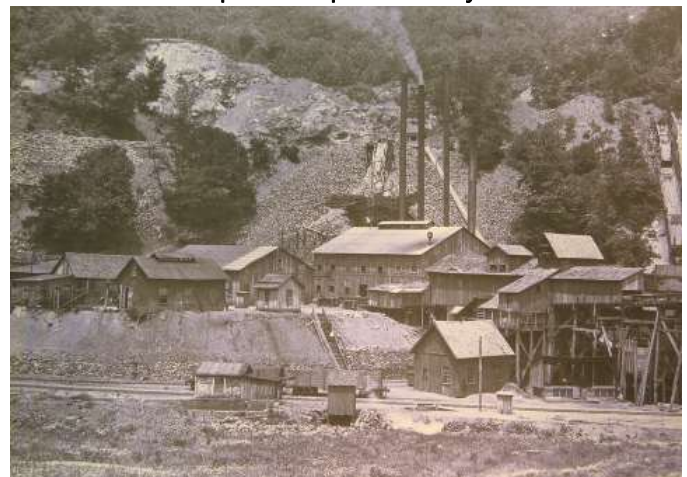


In this view most of the building complex of mine structures has been completed and are in place. The outside walls have been stained. Campbell shingles have been added to the roofs of the buildings that had shingles. The other roofs will be covered in "tarpaper" to complete them. Details for the ground the buildings are sitting on will be done later as

well and will include paths between buildings and lots of the machinery details, piping, junk and other things associated with a working mine will be added to the landscape.



Another view of the progress on creating the mine structures for the Cranberry Mine. One major building, the complex separator building, that will begin at the stubtrack ending in front of the boiler house and extending above the tracks in the right foreground, is still to be constructed to complete this part of the layout.



This historic photo of the Cranberry Mine is what we plan for our model of this part of the model layout to eventually look like. The LaserKnife and the talents of several of our members are getting us ever closer to this goal. The long complex building on tall pylon's stretching across the right side of this photograph is the separator building that, when constructed, will cap this scene.



## MEMRR NEW MEMBER MEET JOEY AND SUE KLUGEWICZ



Joey W... (left) is shown the ropes by Logan (right) during a Saturday operating session last month. Joe demonstrated his skill working the switching yard much of the morning.

Two of our newest members and our second mother and son duos are Joey and Sue Klugewicz. Joey is a youth member joining under the sponsorship of his mother Sue. Sue says

that she is interested in things railroading, "because my son is interested in anything that runs on rails." Joey is interested in the New York Central Railroad and models in HO scale. Joey has been working with Logan and other members of the club and has proven to be a quick understudy as he orients to club operations. He has also demonstrated a significant knowledge of past and present railroad subjects.



Sue has graciously volunteered to staff the sales desk on occasional Saturday open-houses.

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

November has arrived and what an event-filled month it is. The Cubs won the World Series in a 7 game playoff with the Indians that could have been a movie script to celebrate a world championship after 108 years. By the time you are reading this the voting citizens of the United States will have decided on a new president for our country after a national campaign process that somehow seems to have taken as long to decide as the time between the Chicago Cubs two World Series championships to many of us. For the MEMRR and the George L. Carter Railroad Museum the month is also packed with landmarks and events. Our club will elect its officers who will serve in their various roles for the coming year. Our annual dues for membership renewal cycle will begin once more. The Carter RR Museum and the Carter Chapter NRHS will co-host their third and final rail excursion for the year and this one will be behind steam on the Smoky Mountain Railroad. We will celebrate the 9<sup>th</sup> anniversary of the founding of the George L. Carter Railroad Museum. November is National Model Railroad Month and the 18<sup>th</sup> is National Take a Model Train to Work Day. The 2016 HO<sub>n</sub>3 Annual with a feature on our ET&WNC model railroad layout will also be available this month. We will mark the end of the month with our monthly Heritage Day event. November provides a lot for all to get involved in and to be excited about.

The election of our officers occurs each November via the rules provided by our Bylaws and we have had a hard-working Nominations Committee who delivered a slate of

officers to the club in October whose names have now been placed on a ballot that has been circulating to all our membership since shortly after our club business meeting in October. Be sure to cast your votes either for the nominees on the ballot, or write in a candidate of your choice for any of the elected positions, and return your ballots to John Edwards so your votes can be tallied. I wish to thank each of the officers I have had the pleasure and the honor to serve with for the past year for their dedication to the club, their talents and their efforts to do the very best job for our membership and to help move our model railroad club forward. Being elected an officer of the MEMRR is not only a privilege bestowed upon us by our fellow members, but it also brings with it the responsibility of extra work, extra time devoted to the job, and the task of providing the leadership in our elected role that will be an important contribution to the smooth operation of our organization. Our fellow officers do their tasks well and in a professional manner and provide the organizational skills and cohesiveness that are so important in sustaining and growing our model railroad club. Please take a few moments and pat them on the back and thank them for their service. Your respect for them and what they do for us is always greatly appreciated. Thank you for your service and for a job well done!

The Carter Chapter NRHS and the Carter RR Museum have been advertising their final rail excursion for the 2016 season for several months. The trip will be to the Smoky Mountain Railroad where the group will board a train bound for Dillsboro and return behind the railroad's recently refurbished 2-8-0 Consolidation #1702 built in 1942. This run behind vintage steam will follow the course of the Tuckasegee River and pass by the river-bound locomotive that was used in the filming of the movie, *The Fugitive*, starring Harrison Ford a number of years ago. Three classes



of coaches are available and this should prove to be an exciting trip capped off by a visit to the world famous Lionel Train Museum in Bryson City following the train ride. It is disappointing that more of our members don't choose to participate in these rail-fan offering by the NRHS chapter and the museum as a way to ride some trains and to bring friends and family along for a well-planned outing. Do all you can to support these efforts in 2017. Some of the profits from each of these public rail excursions are used as fund-raisers for the Carter Railroad Museum that depends primarily on donations and fund-raisers for the funding it has to create our museum exhibits and to expand and improve the museum facilities. The Carter Chapter NRHS uses its monies for such philanthropic activities as sending a high-school student from our area, this year Ben Merritt from our club, to the National Railroad Historical Society's famous RailCamp where a youngster's dreams of being immersed in a week of intensive hands-on railroading can come true. Your support of these public outreach events is important to their success and to their continuation. Please put one or more on your calendar of 'things to do' for 2017.

Our little railroad museum will be 9 years old this month and we will celebrate its birthday on Saturday the 19<sup>th</sup>. A big party is not planned, we will reserve that **blowout** for our 10<sup>th</sup> anniversary in 2017, but we will mark the event with press releases and some light refreshments. Your work and talents have made our railroad museum not only the home for the Mountain Empire Model Railroaders, but also the home for the George L. Carter Chapter NRHS, and the affiliated East Tennessee and Western North Carolina Railroad Historical Society. The past two consecutive years *The Johnson City Press* has featured our museum as one of "The 5 Coolest Places in the Tri-Cities". We are attracting between 7,500-8,000 annual visitors for the past two years and they come from many places outside of our region, including distance states and other countries. The MEMRR membership has reached more than 100 members and has sustained that number for several years now (some of us can remember most of the years of this club's history when having 35 members was a solid number). We have more than doubled the floor space of the museum and are still growing. We have one of the largest collections of hardback railroad books in the state in our little library that will this year be expanded into bigger and better quarters. For the third consecutive year our "Tweetsie" layout is featured in a national/international annual model railroad magazine published by one of the largest railroad magazine publishing companies in the country, White River Productions. Your support, talents, hard work and enthusiasm for the hobby and your comradery have brought our museum a very long way in a short period to time. Thank you all for what you do.

We will generate some additional press releases this month to remind folks in our region about National Model Railroad Month and Take a Model Trail to Work Day to let them know that our hobby is alive and well and invite them to come to the Carter RR Museum to see our multi-scale model railroads

in operation. With our anniversary date this month and our Heritage Day event at the end of the month this will be perhaps the best time of the year to reach out to the public and peak their interest in our hobby. The nostalgia and model railroading and that first train around or under the Christmas tree is still there for a lot of boys, now grown into men, and we want to continue to provide a place where they may rekindle those memories of their own little trains traveling through their own little railroad empires.

Our Heritage Day Coordinator, **Geoff Stunkard**, has once again chosen November to celebrate the anniversary of the Carter RR Museum using the event to remind us of our ties to the person who built an important coal hauling railroad in the Southern Appalachians, but also was a driving force in convincing a governor's search committee to locate the Normal School that would become East Tennessee State University on land that he would donate for that purpose. Bring in your locomotives, consists, and railroad memorabilia to help us with the "**Carter Homecoming/Tribute to the Clinchfield**"

I am working with the administrator's at ETSU's Facilities Management offices on a restructured quote on the cost for cleaning and refurbishing Campus Center Building room 101 after we discussed some changes to reduce the estimated cost for this in their first work order for that job. Once this contract is agreed upon the room will be remodeled to house our growing museum library. This will be the first step in occupying this new additional museum space. When the university's crews complete their work on the room our next step will be to acquire the furnishings for the room and to have the necessary book, magazine, poster and DVD shelving constructed for it so we can move our collection into the room and begin to use it for our members. Our Librarian, **Gary Emmert** has agreed to retain his position in the library through this transition and moving phase and member **Carl Hacker** has volunteered to help him with these tasks. Our thanks to both of you as you carry out this important job for us.

Emeritus member **Duane Swank** is using his considerable carpenter skills to construct a very large wall case to house many of our growing stocks of rolling stock in the large museum workroom. We have removed the large white board from the back wall of that space and Duane has designed and constructed a beautiful enclosed case with Plexiglas-fronted doors that will be attached to the wall on Saturday 5 November. Many of the donated museum HO-scale freight and passenger cars that have been reconditioned with metal wheels and Kadee couplers and been brought up to their correct NMRA weight by our RIP Track Coordinator, **Jim Hoyt**, will be stored in this case. Not only will the new case provide much needed storage space for these cars, but it will also make car selection and access to them much easier while providing an additional display for those visitors who pass through this work space to see the layout in the Marsh Gallery (aka Tweetsie Room). We thank you Duane for

continuing to use your talents to improve our railroad museum.

As I said at the beginning of this column, November is a very busy month on lots of levels and in many arenas. Thank you for being a part of it and supporting what we do. 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*

## **MOUNTAIN EMPIRE MODEL RAILROADERS OCTOBER BUSINESS MEETING MINUTES**

The October 2016 MEMRR chapter meeting was called to order at 6:39 pm on 10/18/2016. 13 members were in attendance.

### **President**

Dr. Fred Alsop called the meeting to order and introduced the following Officer's Reports:

### **Secretary's Report:**

Secretary Amy Merritt made a motion to accept the September meeting minutes as published. Motion was made and seconded for approval of the minutes.

### **Newsletter Editor's Report:**

Editor Ted Bleck-Doran reported that the 26 page October issue of the Signal Bridge has been published. All future contributions are welcome. It has been distributed and uploaded to the MEMRR website. Topics within the publication were discussed.

### **Web-Master's Report:**

Dr. Alsop reported that the website is up and running as it should be.

### **Treasurer's Report:**

Treasurer Gary Emmert reported an income of \$45 and expenses of \$47.96 in the month of September. 2017 dues of \$30 per person/\$36 per family are due beginning Nov. 1.

### **Vice President's Report:**

Program ideas are needed for November. Suggestions are welcomed.

### **President's Report:**

Additional museum space will be renovated. Dr. Alsop discussed the progress of discussions regarding the new library space renovation and possible costs to be incurred. He thanked all members who participated in operating the museum in his absence with the Biology class on Saturday, Oct. 8th. Thank you for all you do!

### **OLD BUSINESS:**

**Progress report** was given to on moving Pete Morsette's layout another railroad materials from his house in Kingsport. We are appreciative of his donation to the museum and to ETSU.

**The Nov. 12 Rail Excursion Package** is going to be a steam train fan event. Trip itinerary was discussed, and all train club members are encourage to join the group going. Roger Teinert suggested that upcoming rail fan and museum events be posted on a display board near the entrance to the museum.

**November is a big train/museum month** for us, as it is the museum's 9<sup>th</sup> anniversary. Membership decided upon Nov. 19<sup>th</sup> as the anniversary celebration date, with catered refreshments to be provided.

**The train show for June 2017** was discussed, with a train show committee meeting to be held in November. Members are invited to attend and share ideas. Roger Teinert reported that several vendors have sent letters back praising last year's show. Ideas for advertisement were discussed. Discussion was had regarding vendor incentives and reimbursements.

### **NEW BUSINESS:**

**Railroad Heritage Day, October 29<sup>th</sup>**, is "Next Stop: L&N, NC&St. Louis, TC". Geoff Stunkard led the planning session for the 2017 Heritage Day schedule. Members decided upon the following monthly themes:

January:	Norfolk Southern
February:	Short Line
March:	Steam Up
April:	Diesel
May:	Modern
June:	Tri-Cities
July:	West
August:	Midwest
September:	Heritage paint schemes
October:	Roanoke Rails
November:	Clinchfield
December:	Fallen Flags

Dr. Alsop reported that the **October Coordinator's Meeting** minutes will be in the November newsletter.

In Gregg Mundkowsky's absence, Ben Merritt encouraged membership to help **build rolling stock kits for the narrow gauge layout.**

The annual Christmas party will be Friday, Dec. 16th at the Presbyterian Church in Jonesborough, TN at 6 pm. A 70/30% split for provision of cutlery, dinnerware, cups, etc., as well as a 70/30% split for a \$100 donation to the church with NRHS Chapter was established.

The Nominating Committee's Slate of Officers for 2016-2017 will be available in November. All members are encouraged to vote early. Write in candidates are welcomed as well.

**Volunteers for Saturday operating sessions:** schedule of volunteers for Oct. 22, Oct. 29th, Nov. 5th, and Nov. 12th was established.

Robert Sullivan introduced a new idea for the club: a monitored experience for visitors interested in the behind-the-scenes railroad operations. Also, suggestion was made for switching either during the first or last hour of museum operations. Roger Teinert suggested that behind-the-scenes tours could be given during Thursday work night sessions.

#### ANNOUNCEMENTS:

Next Coordinator's meeting will be held Nov. 10, 6:00 pm, Campus Center Bldg., room 235.

Don Ramey asked for report of the status of the run around track at the end of the yard. Discussion was held.

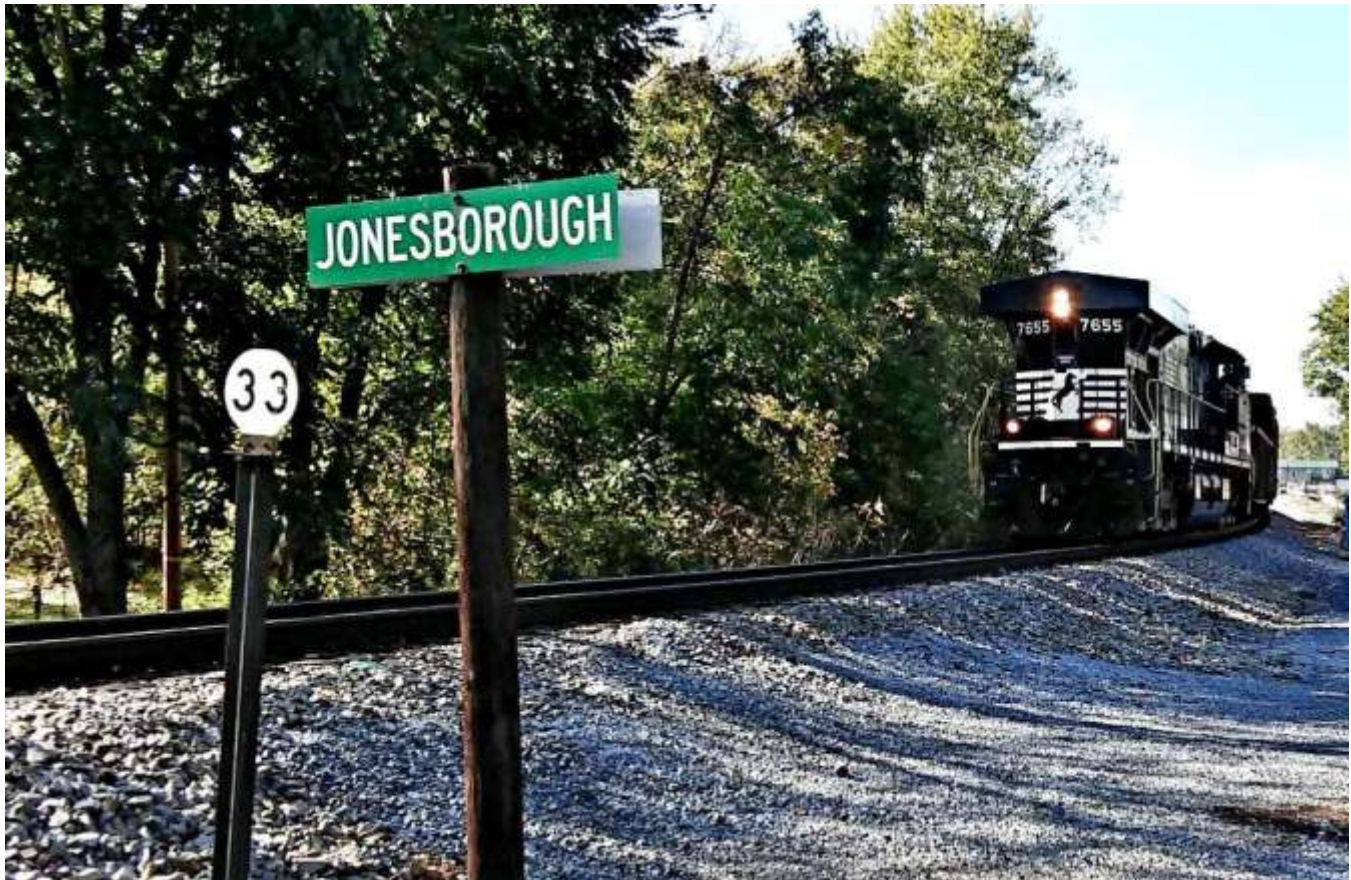
After adjournment of the regular meeting, the program: "Extreme Steam", a DVD, was presented.

The November meeting will be 11/15/16, ETSU Brown Hall, room 312, 6:30 pm. Dinner and social hour for those who would like to join us will be at 4:50 pm at the newly remodeled ETSU cafeteria in the Culp

Respectfully Submitted  
Amy Merritt,

Acting Secretary Mountain Empire Model Railroaders

## END SHOTS



Norfolk Southern's switch job out of Greeneville TN glides eastbound through Jonesborough TN with a string of empties destined for the Omnisource scrap metal facility in Johnson City, TN on October 24, 2016 – Photo by Ted Bleck-Doran

## HUGE FREMO MODULE DISPLAY IN GERMANY

### COULD “FREMO” CATCH ON TO THIS DEGREE IN THE U.S.A.?

From November issue of *MODEL RAILROAD HOBBYIST*



**EDITORS NOTE:** Gregg Mundkowski has been advocating that club members begin to build modules after the Fremo design. In a sense this would take us back to our roots as a traveling railroad display. There are advantages and disadvantages to module building. However, the module concept would give members who don't already own modules on the club layout the opportunity to create railroad themed modules which could travel to other train shows, possibly become temporary add-ins to the club HO layout to enhance potential operating sessions. *Building a module would also increase our members' skill sets and knowledge base. This is something to consider as we enter our 25<sup>th</sup> year as a model railroading club.*

The FREMO, Friend Circle of European Railway Modelers, had its 35th anniversary this year, and it was a milestone celebrated with a large meeting. It's not easy to find a hall large for such an event, but the "SACHSENarena" in Riesa, 30 miles northwest of Dresden, Germany, with 7000 square meters of space was available. The first members arrived Wednesday afternoon, and by Thursday evening, all the layouts were set up. Overall, 14 groups participated, with HO Europe placing the largest layout, occupying almost 2000 square meters. Other participating groups were HO USA, TT, AmicaN, HOe, 1, HOFine, O, HOn3 USA, N, OO, Fremo87, HOm and Om. Almost 700 members and guests participated in the non-public event. Besides people from Germany, members came from Austria, Poland, Czech Republic, Hungary, Slovakia, Luxembourg, Denmark, and some with a 1200 km one-way journey from Sweden. Typical for FREMO meetings, the main focus was not just running trains, it was prototypical operations with engineers, dispatchers, telephones, timetables and clocks. Some operating sessions lasted until midnight, and all participants had a lot of fun. Michael Kreiser of Dresden, Germany posted the photo on the MRH forum.

## GEORGE L. CARTER RR MUSEUM COORDINATOR'S OCTOBER 13, 2016 MEETING MINUTES

Meeting chaired by Fred Alsop, Room 235 Campus Center Building. Convened at 6:05 p.m.

### **Webmaster, John Edwards.**

The club website is up and running well.

### **Librarian, Gary Emmert**

(Absent) no report. Fred reported he is working with ETSU's Facilities Management to get an estimate for the clean-up of the museum's newly acquired room 101 that will become the new home for our museum library.

### **Locomotive Repair, Gary Gilliam.**

(Absent) report given by Jonathan Gilliam that Gary is still working on the HO<sub>n</sub>3 10-wheelers, but the other locomotives in the museum are not in need of repair.

### **N-Scale, Jesse Kittle.**

No problems with the N-Scale layout or its trains to report.

### **RIP Track, Jim Hoit.**

Heritage Day L&N and TN Central locomotives have been added to the museum roster from the Pete Morrisett donated collection.

### **Communications, Roger Teinert.**

The MEMRR gained one new member on Saturday (name was not available at this meeting).

### **Train Show, Roger Teinert.**

Attended the train show in Asheville and distributed flyers and talked to vendors. Several are coming to our June train show including Rick Bell from DCC Sales and Installs. Robert Sullivan reported he had no additional information from Lego regarding their possible attendance at the train show.

### **Large Scale Layouts, Mike Baker.**

Tracks have been cleaned on both layouts. Mike will be gone until December. Robert Sullivan will be acting as interim in his absence. We need a track cleaning car. Ted will research G-scale track cleaning car options and make a recommendation to purchase one.

**Reminder: 2017 dues cycle begins in November and closes in January. Renew your dues ASAP.**

### **Newsletter Editor, Ted Bleck-Doran.**

26 pages in the current October issue which has been circulated to the membership. Some reported difficulty in

opening their newsletters on their computers/mobile devices which was caused by a corrupted file that prevented their opening it.

### **Odds-and-Ends:**

A Sales Day was proposed by Robert Sullivan and discussed. Consensus was to give club members first dibbs on any donated items the RR Museum might offer for sale and to keep all other items for possible sale at the Train Show.

Pete Morrisett layout has been completely removed from the Morrisett home and Gary Emmert, with help from some club members, will be bringing some pieces from storage at Valleybrook to the museum as they are ready to be moved. Some items may be offered for sale. First priority is to sort the HO locomotives by DC and DCC operation and bring them to the museum. DC locomotives may be sold, the DCC locomotives will be retained by the museum for layout operation and display since most represent local railroads. November is the month that marks:

- 9<sup>th</sup> Anniversary of the dedication of the George L. Carter Railroad Museum
- National Model Railroad Month
- National Take a Model Train to Work Day (Nov. 18<sup>th</sup>)
- Renewal of club/chapter dues
- Election of officers for the MEMRR and the Carter Chapter NRHS

Meeting was adjourned at 6:58 p.m.

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



Denver Rio Grande & Western RY Caboose 0579 in Durango  
Colorado

Photo by Paul Haynes

# HAVE YOU PAID YOUR DUES FOR 2017?

## YOU ARE COMING TO THE END OF THE TRAIN



### SEND YOUR DUES IN TODAY!

Make Checks payable to:

**“MEMRR”**  
**Gary Emmert, Treasurer**  
**PO Box 70697**  
**East Tennessee State University**  
**Johnson City, TN 37614.**

Dues are payable during the months of December, January and February. Don't miss out on a single issue of *THE SIGNAL BRIDGE* or the opportunity to run you favorite lashup on the club layouts.