



# THE SIGNAL BRIDGE

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

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## LOCATION

ETSU Campus  
George L. Carter  
Railroad Museum

## HOURS

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

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

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

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

## SPECIAL FOCUS THIS ISSUE

UNION STATIONS ALONG THE DIXIE LINE:  
NASHVILLE CHATTANOOGA & St. LOUIS RAILWAY

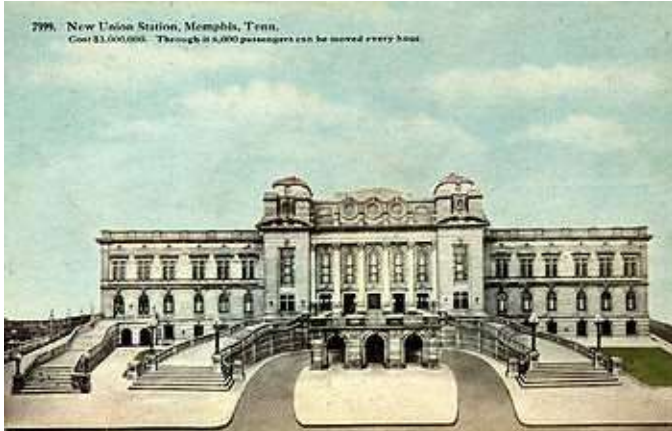


Scene of the North Portal of the Cumberland Mountain Tunnel – Colorized Black and White Photo – From the Collection of Dan Schult

## UNION STATIONS ALONG THE NC&StL RY

### MEMPHIS UNION STATION

From Wikipedia, the free encyclopedia



Memphis Union Station was a passenger terminal in Memphis, Tennessee, serving the Missouri Pacific Railroad, St. Louis Southwestern Railway, Louisville and Nashville Railroad, Nashville, Chattanooga and St. Louis Railway and Southern Railway. The terminal, completed in 1912, was built in the Beaux-Arts style and was located on Calhoun Street, between south Second Street and Rayburn Boulevard (now south Third Street). It was demolished in 1969. This location in south Memphis was approximately two blocks east of the other major Memphis railroad terminal, Memphis Grand Central Station.

Contents

## HISTORY



Memphis Union Station postcard issued soon after the station opened in April 1912.

Memphis Union Station Company was chartered in Tennessee on September 25, 1909, for the purpose of operating Union Station. Construction of the facility began in April 1910, and the new station opened for service on April 1, 1912. The architectural design of the station was a source

of pride for Memphis, and the main building was the largest stone structure in the city.

Memphis Union Station's purpose was to unite the passenger and express operations of the major railway lines that terminated in or travelled through Memphis, principally between east and west. Traffic between the north and the south was generally carried by the Illinois Central Railroad, whose operations at Memphis were large enough to justify a separate Central Station two blocks to the west of Union Station.



The terminal tracks were of a stub-end design, meaning that all trains had to back into the station from the main line tracks via a wye to reach the station's platforms. The station also had additional tracks for storage and servicing of passenger cars as well as a roundhouse and turntable, allowing locomotives to be serviced on site.

This configuration served the primary objective of the "western lines," such as the Cotton Belt (and its parent company, Southern Pacific), the Rock Island, and Missouri Pacific were fully occupied serving all of the above named gateways. So Memphis held very little interest to them as a source of long-distance passenger revenue.



As passenger train traffic declined after World War II, studies were done on consolidating all Memphis train operations in either Union Station or Central Station. However, the various railroads could never agree on consolidation arrangements,

and Memphis Union Station continued in operation into the early 1960s.

## DEMISE



St. Louis Southwestern Railway discontinued passenger service to Memphis in October 1952, and Nashville, Chattanooga and St. Louis Railway merged into Louisville and Nashville Railroad (L&N) in 1957, effectively reducing the number of tenants in Memphis Union Station from five to three. In early 1964, Missouri Pacific Railroad served notice that their last passenger train serving Memphis would be moved from Union Station into a former freight station on west Calhoun Street. The Missouri Pacific benefitted from being a foreign (not otherwise doing business in Tennessee) corporation in Tennessee, once its petition before the Interstate Commerce Commission (ICC) was heard, to cease operation of passenger service to Memphis, it could rely upon legal precedent (as when Gulf Mobile & Ohio, ended service south of Saint Louis, and thereby voiding its joint agreement to fund New Orleans' Union Station ) to void its joint agreement to support the operation of Memphis Union Station.



The remaining two tenant railroads in Memphis Union Station were unwilling to assume the full burden for maintenance and operation of the station, as the remaining

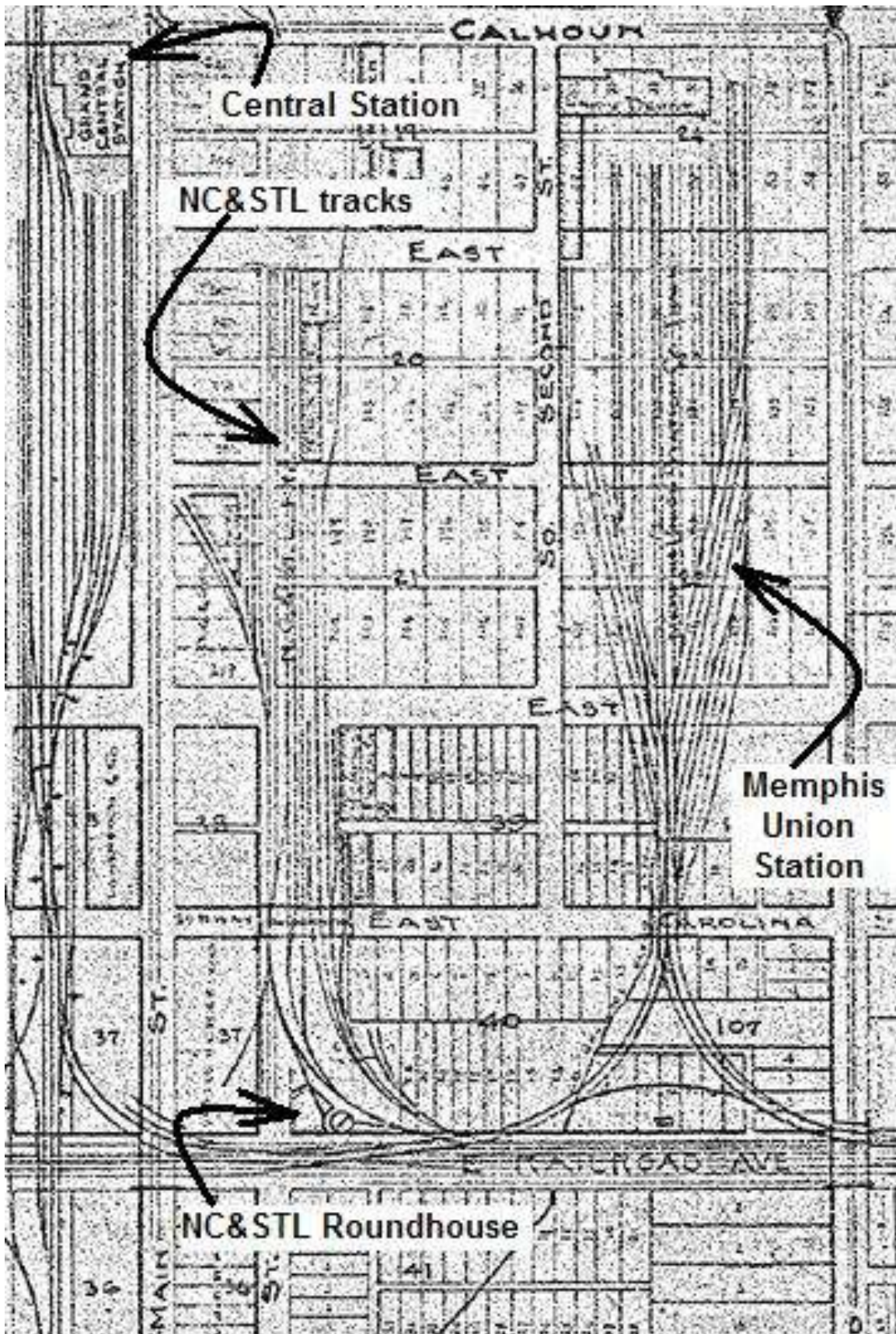
passenger and express freight revenues of these carriers into Memphis brought in far less revenue than the continued operation of the station required. Louisville and Nashville Railroad made arrangements to become a tenant at Memphis Central Station, and Southern Railway returned to their ancient freight station on Lauderdale Street. Memphis Union Station was closed on April 1, 1964, fifty-two years to the day from the time the station had opened with great fanfare.



A prolonged court battle ensued, with the City of Memphis claiming that Union Station had been abandoned without the approval of the Tennessee Public Service Commission. After appeals courts ruled against the railroads, both L&N and Southern were forced to re-open part of Union Station on December 1, 1966. Missouri Pacific had successfully discontinued their last Memphis passenger service, a Memphis to Little Rock connecting train, in August 1965, and was thus not affected by the order to re-open Memphis Union Station.



Passenger traffic into Memphis on both the L&N and Southern was negligible, and the added expense of reopening Union Station caused both roads to initiate train discontinuance proceedings. These efforts were eventually successful, and Union Station was again closed for a second and final time on March 30, 1968, following the departure of the last Southern Railway passenger train from Memphis. The Memphis Union Station property was sold to the United States Postal Service for construction of a new mail sorting facility, and the station was demolished by February 1969.



NC&STL RY maintained a Freight house near the Illinois Central's "Central Station", while using the Memphis Union Station for its passenger operations. An engine house and turntable with full servicing facilities was located at the yard throat for the freight tracks.



Two aerial views of the Memphis terminal



## NC&StL RY UNION DEPOT CHATTANOOGA

From Wikipedia, The Free Encyclopedia



The Union Depot in Chattanooga, constructed between 1857-1859, served as a train car shed in Chattanooga, TN. It stood at Broad Street and Ninth Street, which is now Martin Luther King Blvd.

The depot linked the Western and Atlantic Railroad, Nashville and Chattanooga Railroad, Memphis and Charleston Railroad, and East Tennessee and Georgia Railroad.

Modifications were added in 1868 and 1881 to include offices and waiting rooms. The train car shed was in use during and after the Civil War. After failed efforts to preserve the structure, the Union Depot was torn down in 1972.

### HISTORY



The Union Depot was constructed of limestone and brick; the bricks used were made by slaves. The center line of the train car shed was the boundary line between the Western &

Atlantic Railway and the Nashville & Chattanooga Railway.<sup>[2]</sup> During the Civil War, the train car shed was used as an army hospital. A head house was added in 1882, and the south end was demolished and replaced with butterfly sheds in 1926.<sup>[3]</sup> In 1900, Georgian marble floors were added to the building, which was appropriate because Georgia owned the land that the Union Depot stood on.

There was disagreement over the facility' ownership. The courts ultimately ruled in favor of Georgia, and determined that the Western & Atlantic Railway and the Nashville & Chattanooga Railway were the rightful owners. The debate over ownership resulted in the organization of the Chattanooga Station Company in 1905. The company was formed by the three lines of the Southern Railway System and the Central of Georgia Railway.



### RESTORATION EFFORTS AND DESTRUCTION

In 1971, an English class from UTC taught by Dr. Tom Preston proposed a visionary plan to save the Union Depot from demolition. The plan proposed restoration and utilization as the center of a midtown mall. The class presented a paper and a video to the Chattanooga City Commission on July 19, 1971. Mayor Robert Kirk Walker recommended that the students take their presentation to the Downtown Development Committee. The Chattanooga Area Historical Association joined the fight to save the Union Depot in November 1971. However, on September 26, 1971, Georgia decided to sell some of the land it owned, including the depot site. The structure was torn down the following year: the site currently houses office buildings. A historical marker was placed at the location of the Union Depot.



Terminal station has been restored and operates as the Chattanooga Choo-Choo Hotel. The NC&StL based its passenger operations out of Union Station

## MEMPHIS STREET RAILWAY CO

From Wikipedia, The Free Encyclopedia

The **Memphis Street Railway Company** was a privately owned operator of streetcars (trams) and trolleybuses in Memphis, Tennessee on roughly 160 route miles of overhead electrified cable and rails between 1895 and 1960. The longest of the rail lines reached from downtown to Memphis National Cemetery near Raleigh.<sup>[1]</sup>

### HISTORY

The Memphis Street Railway was created in March 1895 through the merger of several smaller systems including the Memphis & Raleigh Springs Railroad, East End Street Railway, Citizens Street Railroad and City & Suburban Railway. In 1890, when The Citizens Street Railroad of Memphis, Tenn., suffered a financial setback, Mr. Albert Merritt Billings of Chicago, bought the company for over \$2,000,000. Billings placed electric power on the roads and the company became a great success.<sup>[2]</sup> Billings recruited Mr. Frank G. Jones from Iowa to operate the company as vice-president. <sup>[3]</sup>At its peak the interurban operated nearly 77 miles of trackage, 51 one of which was double-track. Service lasted until the 1940s when operations were abandoned in favor of buses.

### SERVICE

Memphis, then only 44 square miles (smaller than San Francisco), could be traversed easily with frequent service to within blocks of any corner in the city. Fares included a free transfer.

### LINES OF MEMPHIS STREET RAILWAY CO.

- 1 Normal
- 2 Fair Grounds
- 3 Raleigh-Macon Road
- 6 Lamar [trolleybus]
- 7 Crosstown
- 8 Elmwood
- 9 Glenview
- 11 Wellington
- 12 Florida
- 14 Second-Desoto Park
- 15 Jackson
- 16 Lane-Faxon
- 17 Forest-Hill
- 19 Walker Ave.

### TRANSITION

Streetcars remained in use until 1947 when electric trolleybuses (trackless trolleys) were phased in fully. Trolleybuses were discontinued in use for diesel buses by 1960. In 1961, The City of Memphis Transit Authority, the

agency that would later become MATA in 1975, takes over and becomes publicly owned.

**LAWSUITS**

African Americans successfully sued the Memphis Street Railway Company for personal injury and racial insult. African American working-class men and women were often financially compensated for physical injuries, while African American middle-class women won their lawsuits against white conductors who insulted their personal dignity.



**MATA TROLLEY**  
From Wikipedia, The Free Encyclopedia

MATA Trolley	
Operation	
Locale	Memphis, Tennessee
Open	April 29, 1993
Status	Service temporarily suspended
Routes	3

Operator(s)	MATA
Infrastructure	
Track gauge	1,435 mm (4 ft 8 ½ in)
Propulsion system(s)	Electric
Electrification	600V DC, overhead line
Statistics	
Track length (total)	10 mi (16.1 km)
Route length	6.3 mi (10.1 km)



Stops	25
Passengers (2011-2012)	1.34 million ▲ 23.1%
Website	MATA - Trolleys



Former Porto trolley on the Main Street line.

The **MATA Trolley** is a heritage streetcar transit system operating in Memphis in the U.S. state of Tennessee. It began operating on April 29, 1993. Service has been suspended since June 2014, following fires on two cars. As of October 2016, no date has been announced for resumption of service. The last line of Memphis' original streetcar network closed on June 15, 1947.

Since opening the system has been extended twice and now consists of three lines; the Main Street Line, the Riverfront Loop and the Madison Avenue Line. These lines are operated by the Memphis Area Transit Authority (MATA). In the 2011–12 fiscal year, 1.34 million trips were made on the system, a 23.1% year-on-year growth—the highest of any light rail system in the contiguous United States.

**HISTORY**



Ex-Porto car 180 on Main St

Originally proposed as a 4.9-mile (7.9 km) line along the Mississippi River, the Memphis City Council voted 9-4 in January 1990 to build the 2.5-mile (4 km), \$33 million Main Street route. After multiple delays, construction of the line commenced in February 1991 for completion by December 1992. However, due to the longer-than-anticipated restoration of the vintage streetcars, the opening of the line was delayed until spring 1993. After further delay, testing of the first of the restored cars began on March 10, 1993, and the system opened to the public on April 29, 1993.

On October 1, 1997, the Riverfront line opened. The system's third line, running east from Main Street along Madison Avenue for about 2 miles (3.2 km), opened on March 15, 2004. It was completed at a cost of about \$56 million, which was approximately 25 percent below the original budget forecast for the project.

**ROLLING STOCK**



Ex-Melbourne trolley in the South Main St Historic District.

The trolleys used are almost all restored, vintage streetcars. The original three cars in operation on opening day were all formerly used in Porto, Portugal, and are Car 187, circa 1927; Car 194, circa 1935; and Car 204, circa 1940. These cars are each 30 feet 6 inches (9.3 m) long, 7 feet 10 inches (2.39 m) wide and weigh 25,820 pounds (11.71 t) without passengers. The cars were restored by Kerns-Wilcheck Associates of Memphis. Three additional ex-Porto cars (156, 164 and 180) joined them within weeks, and the fleet had six cars (all ex-Porto single-truckers) by May 1993.

Between the mid-1990s and 2003, the Gomaco Trolley Company supplied an additional ten cars: nine reconditioned Melbourne, Australia W2 class cars and one single-truck car (No. 1979) that was built new by Gomaco in 1993, originally as a demonstrator. There is also car 1794, which was originally an open-sided car from Rio de Janeiro, Brazil, but was heavily rebuilt and enclosed before entering service in Memphis. The most recent addition, in early 2004, is a

replica Birney Safety Car, manufactured by Gomaco, the same cars used on the TECO Line Streetcar System in Tampa, Florida.



Gomaco-built number 1979, with a trolley pole, in its original livery.

The fleet and overhead wires were converted from trolley pole to pantograph current collection in early 2003, during a three-month suspension of service which started on January 5, 2003.

**LINES**

The MATA Trolley network consists of three lines. There are stations at 24 locations (in and out bound stations are counted as a single location) and 35 of the stations are sheltered and ADA accessible.

Line	Opened	Stations	Length	Termini
■ Main Street Line	1993	13	2.0 mi (3.2 km)	Butler Avenue - North End Terminal
■ Riverfront Loop	1997	19	4.1 mi (6.6 km)	none
■ Madison Avenue Line	2004	6	2.2 mi (3.5 km)	Third Street - Cleveland Station

**ACCIDENTS AND INCIDENTS**

On June 1, 2011, two trolleys—A Melbourne W2 class and Porto number 194—traveling on Main Street collided due to a power failure.

**SERVICE SUSPENSION (2014)**

Two of the Melbourne cars caught fire, in December 2013 and April 2014. Both incidents occurred along the Madison Avenue line. In May 2014, the line was shut down in order to conduct an investigation, since the speeds along it are higher. On June 10, the suspension was expanded to include

all MATA trolley lines after it was determined much of the fleet would need to be renovated. At that time, the suspension was expected to last at least six months until a feasible solution could be found. Options included restoring the existing fleet at a cost of \$6 million, or replacing them with new heritage streetcars at a cost of \$40 million. After thorough inspection of the fleet, MATA decided to overhaul several cars rather than purchase new ones, and to eventually reinstate service using only overhauled cars. In December 2014, MATA announced that it was not yet able to give an estimated date for the resumption of service. In March 2015, it was announced that limited trolley service might be possible in May or June, but there was still no timetable for full restoration of service. In October 2016, Memphis Mayor Jim Strickland said trolleys would not be back in service before 2017



**GEORGE L. CARTER RAILROAD  
MUSEUM  
COORDINATORS' MEETING  
NOVEMBER 10, 2016**

Meeting was called to order at 6:05 p.m. By Fred Alsop, in Room 235 of the Campus Center Building.

Coordinators present: Gary Gilliam, Ted Bleck-Doran, Jessie Kittle, Roger Teinert

**Fred Alsop, Museum Director:** a walkthrough of the new library was completed with Physical Plant personal on the 7<sup>th</sup> and an estimate of \$3200.00 was given for the repair/replacement of the cooling system down from \$9000.00. It also looks like a window will be added to the room. Gary Emmett will be assisted by Dr. Carl Hacker in the move from the present library location to the new one at which time he will take over as the new librarian.

**Gary Gilliam, Locomotive Repair:** reported that he has 3 of

the ET&WNC ten wheelers in different stages of repair. The N&W diesel with the grinding gear issue has been repaired and returned to the main layout. All of the engines from the Bulls Gap model railroad club have been returned which is freeing up time and space.

**Jesse Kittle, N Scale Layout:** No problems were reported

**Ted Bleck-Doran, Newsletter Editor:** The November newsletter had been distributed and contains 22 pages. Special focus was on the October heritage day theme: "Next Stop Nashville." saaaaaaaaaTed indicated that a special thank you should go out to the following members for their contributions, Fred Alsop, Paul Haynes, and Amy Merritt.

**Roger Teinert, Train Show:** a meeting of the members of the Train Show Committee was held on the 7<sup>th</sup> at which time members were assigned to different positions

*Respectfully Submitted  
Gregg Mundkowski,  
Secretary, MEMRR*

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**SMOKE AND FIRE  
DRAMA DURING WILD FIRE SEASON**



NS freight with CP 9803 and 8825 on the point westbound through Jonesborough TN on a smoky Wednesday 11-23-2016 at 2:30 PM. – Photo by Ted Bleck- Doran



Wildfire burning through the Nantahala Gorge reaches the rafting takeout area this evening. Crews from all over the U. S. Are helping to control the fires... Good news is the fire in the picture was part of a control back burn by the forest service to remove the fuel source and hopefully prevent any damage to the businesses in the area.

Photo Courtesy of Carolina Outfitters

**PAUL'S PICS PAGE**

PHOOS BY PAUL HAYNES

DWARF SIGNAL PRODUCTIONS



Norfolk Southern 9846 eastbound through Johnson City on 06-23-2016



Santa Train on the ex-Clinchfield line crosses the Copper Creek trestle this afternoon. Next picture is coming into Kingsport after it crosses the 11-W over pass - November 2014



The Santa train in Erwin for crew change before heading south - 2014



Most likely the brilliant colors this morning are influenced by the smoke wandering up this way from the fires that are ongoing in the Nantahala Forest in southwest NC – November 7, 2016



Visiting head of state – Interstate that is.  
Norfolk Southern Heritage Unit 8105 – “Interstate” was caught passing through Johnson City Tn November 27, 2016

# THE 2016 SANTA TRAIN

Photos and text by Eric Miller

*EDITOR'S NOTE: Eric Miller is a photographer and frequent contributor to the CLINCHFIELD RAILROAD PUBLIC GROUP on Facebook. The following photographs are used with his permission.*



Here Comes Santa Claus  
Haysi, VA, November 19, 2016.  
Photo courtesy of Eric Miller © reserved 2016



There Really is a Santa Claus  
St. Paul, VA, November 19, 2016  
Photo courtesy of Eric Miller © reserved 2016



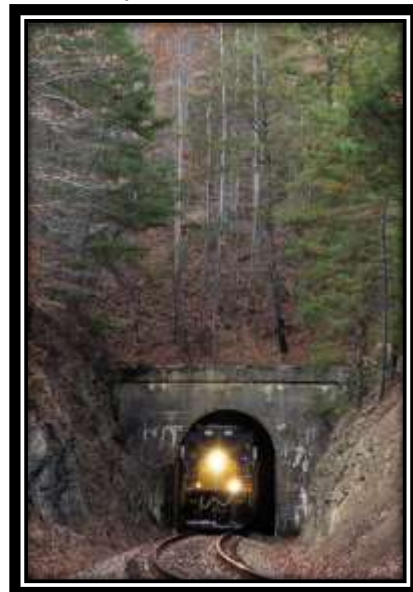
Sandy Ridge Santa  
Between Trammel and Dante, VA, November 19, 2016.  
Photo courtesy of Eric Miller © reserved 2016



Riding the rails again  
St. Paul, VA, November 19, 2016.  
Photo courtesy of Eric Miller © reserved 2016



A Wave from Santa  
Between Trammel and Dante, VA, November 19, 2016.  
Photo courtesy of Eric Miller © reserved 2016



Clinch Mountain Santa  
Near Kermit, VA, November 19, 2016.  
Photo courtesy of Eric Miller © reserved 2016



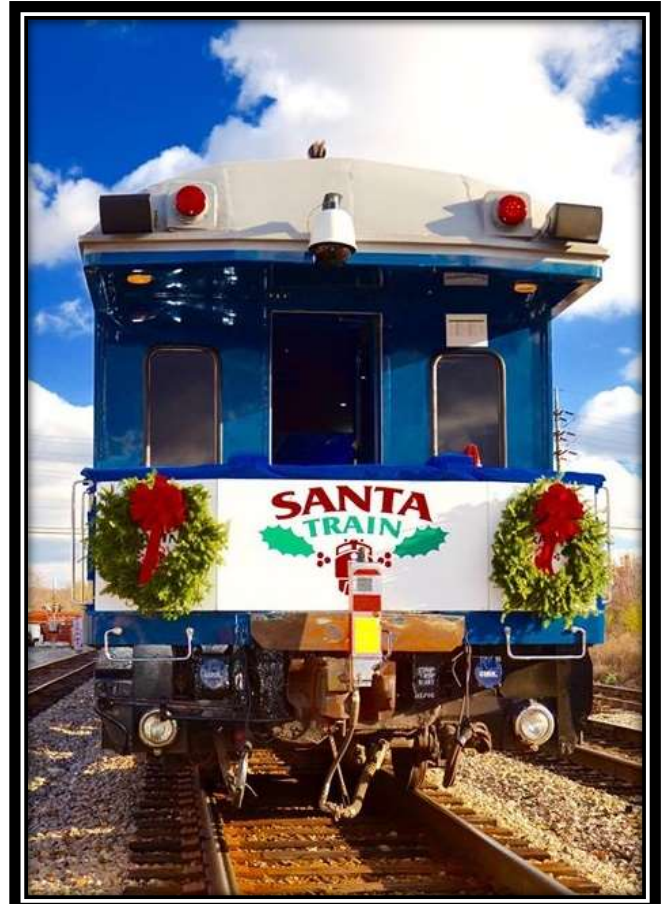
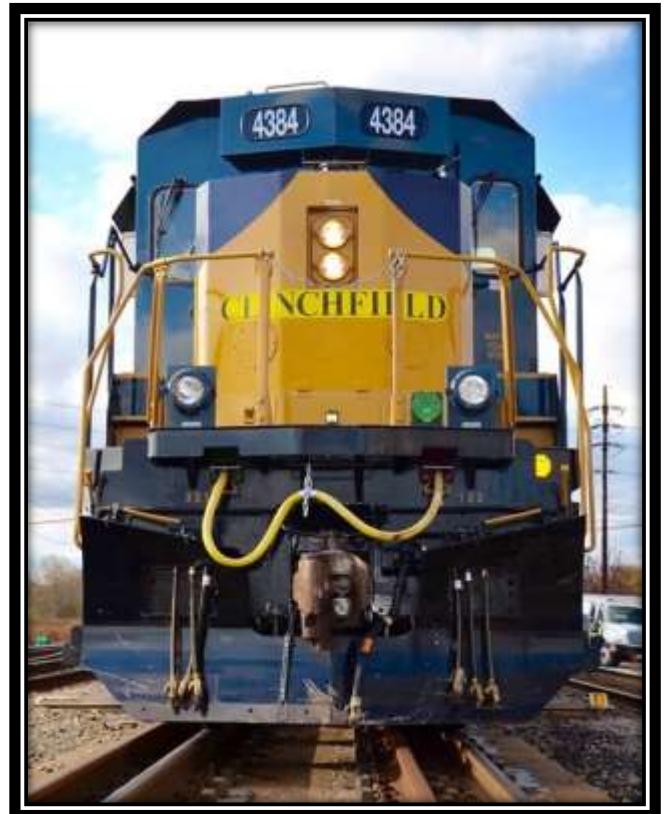
#### Homeward Bound

Kingsport, TN, November 19, 2016.

Photo courtesy of Eric Miller © reserved 2016

As noted Clinchfield photographer and historian David DeVault is laid to rest today, it's somewhat fitting that I post my last photo from this year's CSX Santa Train, at a location very closely associated with Dave and his photography. The Clinchfield, Kingsport, and David DeVault are inseparable.

Santa and his helpers have left the train to join the Christmas parade and associated bacchanalia, and a fresh crew is now pulling down through Kingsport Yard to take on some fuel before heading back south. I have wondered all week what Dave would've thought about the Clinchfield lettering and logos on lead SD40-3 #4384, and how many photographs did he make from this spot?



### Additional Pics of 2016 Santa Train

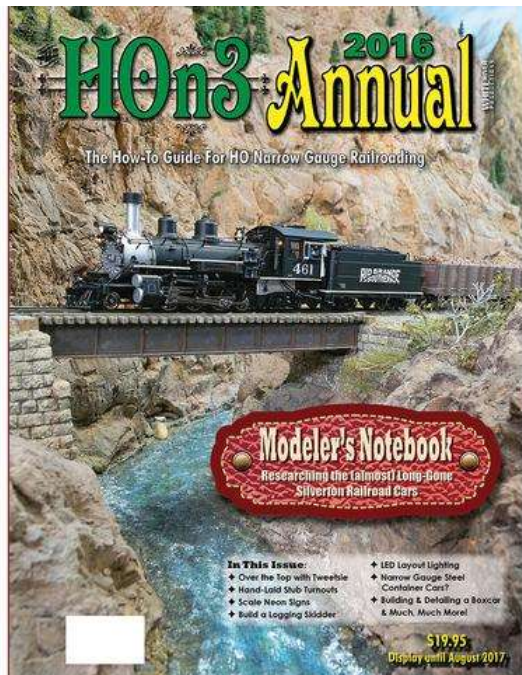
Photos by Paul Haynes





## AROUND THE MUSEUM HAPPENING, EVENTS, AND DEVELOPMENTS

### HOn3 ANNUAL AVAILABLE



The long awaited release of the HOn3 Annual from White River Publications has occurred and a supply is available for purchase at the Museum merchant table for members and the general public Saturdays. Fred secured 50 copies for resale – the price is \$15 donation for club and museum members (GL Carter Chapter – NHRS and ET&WNC HS) – and \$20 for visitors and general public.

In this year's issue, the museum's progress on the ET&WNC layout is featured with emphasis on the Doe River Gorge aisle; Hobson General Store & Post Office; the use of a MicroMart Laser Knife to create historically accurate buildings; and, the initial structures for the Cranberry Mine complex. The article runs 10 pages and appears early in the issue. The article was developed by our own Geoff Stunkard.

This is the third consecutive issue that the layout has appeared in a HOn3 Annual (Annuals for 2014 and 2015 preceding the current issue).

Also featured is a second article on another modeler's effort to recreate the ET&WNC in miniature with a special emphasis on operations. A track plan depicting his model interpretation is included.

Pick up your copy soon, while a supply lasts.

### DEVELOPMENTS AT CRANBERRY MINE



Duane Swank discusses the plans for expanding the Cranberry Mine aisle near the Cranberry Depot.

Duane Swank has lent his carpentry skills to add an extension to the layout shelf at the Cranberry Depot. The project is comparable to the existing shelf extension at Shell Creek. It will allow for more of the town to be modeled, with more room for the company store and post office and other nearby buildings. The shelf extension is approximately 7'x1.5'.

### PROGRESS AT TUNNEL No. 1



Progress on the North Portal of Tunnel No. 1 is evident in the photo above. Rock castings have been added on the outside of the curve approaching the portal. Much of the rock face has received its color staining. Ground cover and vegetation will come next. Progress on the North Portal of Tunnel No. 1 is visible in the photo below.



## THE DOE RIVER GORGE AISLE



Fred has been busy with finishing the rock face in the Doe River Gorge. Numerous new features have been added including plenty of rock castings, ground cover, retaining walls, trees and other vegetation. The gorge is nearly 90% complete and has captured the scenic beauty of the real gorge that made it a tourist destination during the ET&WNC's heyday.



A view down the Doe River Gorge of the newly completed portion.



Trestle bents poke through the backfill at the retaining wall in the Doe River Gorge, a historical detail included in the modeled portion of the gorge

### GL CHARTER MUSEUM CHRISTMAS PARTY SET FOR DECEMBER 16TH

The Mountain Empire Model Railroaders and the George L Carter Chapter - NRHS will again hold a Christmas Holiday Party on December 16<sup>th</sup>. The celebration will be hosted at the Jonesborough Presbyterian Church on Main Street in Historic Jonesborough TN. The festivities will begin at 5PM with a time of gathering and greeting. Dinner will be served at 6PM. The clubs will provide meat, plates, flatware and beverages. Those attending should bring a dish to pass. This party will be an adult setting, so young children are discouraged from attending.

The evening's activities will include two brief business meetings for the members of the two organizations, followed by a "Dirty Santa and Mrs. Santa" gift exchange. Those interested in joining the gift exchange are encourage to bring a gift valued at around \$20. Those interested in joining the "Dirty Santa" portion should bring a railroad themed gift. The participants in the "Mrs. Santa" gift exchange should bring a seasonal themed gift. There will be separate drawings for each exchange.

Let John Edwards know if you plan to attend indicating how many plan to attend, the food dish you plan to prepare, and which of the gift exchanges you will participate in. Jim can be reached by email at: [john\\_edwards@memrr.org](mailto:john_edwards@memrr.org) or by phone at **423-612-1149**. Please let Jim know of your plans to attend by Monday, December 12<sup>th</sup>.

### OPERATORS' NIGHT PROPOSAL

A proposal to hold an operator's night was made and passed at the November business meeting. The operation sessions would be held the first Tuesday of the month with setup starting at 5 PM - crew assignments and start of operation at 6:30 PM - end of operations at 9:00 PM.

The sessions would be built around the work completed by last year's Operations Committee. As proposed operations would include: point-to-point running of trains along an essentially single tank mainline with passing sidings; train

orders and centralized dispatching; scheduled and unscheduled trains; freight and passenger switching; realistic terminal operations for servicing steam and diesel locomotives. Sessions will also feature radio communications, exclusive use of club motive power and rolling stock.

Those interested in participating in the operating sessions should contact Ted Bleck-Doran at 423-444-6470 or at [ted\\_mary@memrr.org](mailto:ted_mary@memrr.org).



The MEMRR HO Layout operating during a Saturday Open- House  
Photo courtesy of Logan Heaton

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

With the coming of December it seems that the long spell of unseasonably warm weather and the lingering drought have been broken and we can look to the holiday season. The days are much shorter, the temperatures cooler and the skies seem to be gray more often; just the kind of conditions that are perfect for the hobby of model railroading. Time to install a new sound decoder into that locomotive that has been sitting on the shelf for much too long, or to put that kit together that you have been meaning to get around to assembling, or tuning up that rolling stock to NMRA specs with metal wheels, Kadee couplers and bringing their weights up to standards. The winter season is a great time to practice this wonderful indoor hobby.

The members extend their best wishes to newlyweds, **Elizabeth and Jesse Kittle**, and wish them many years of happiness as they begin their new marriage together.

Several of our members have had health issues in October and November and we wish you a speedy recovery and look forward to having your company again real soon. We have missed you.

Thanksgiving was a family time for our members and some traveled quite a distance to be with family and friends over this holiday period. We are all looking forward to Christmas and the coming New Year and December provides us with an opportunity for the Mountain Empire Model Railroaders and the George L. Carter Chapter NRHS to come together with our spouse, or significant-other, and celebrate the ending of another successful year for each of our organizations and for the George L. Carter Railroad Museum that we all call "home" for our railroad interests. **Jim Pahr** has organized the Annual Museum Christmas Party site that will be held in Jonesborough for the first time this year, and Webmaster **John Edwards** is compiling a list of attendees and what each of us will be bringing for this annual potluck dinner. The

following information has been circulated to all members with email and we are printing it again here in the newsletter with the hope that you will plan to join us:

***Our annual Christmas Party will be coming up shortly on Friday December 16th starting at 6:00 PM located in the Jonesborough Presbyterian Church. We will be having a dirty Santa gift exchange with an approximate value of about \$20 - \$25. There will be separate Christmas trees for the ladies and for the gentlemen to place their gifts beneath. The MEMRR and the Carter Chapter of the NHRS will be providing the meats with members bringing Pot luck dishes to complete the meal. John Edwards will be keeping the list of attending members (no children please except for junior members) and the pot luck dishes they will be bringing. Those wishing to attend please reply to this E-mail with number of people attending and pot luck dish you will be bringing. A list of attendees and pot luck dishes will be posted on our web site.***

### RAILROAD FACTOID

**December 25, 1830** - Railroad at Charleston SC, began scheduled passenger service, using American built locomotive, "Best Friend of Charleston"; the first public carrier by rail in South Carolina and the first railroad in America to use steam power in regular service; completed to Hamburg SC, 136 miles, on October 3, 1833.

From A CHRONOLOGY OF AMERICAN  
RAILROADS, © 1954



***Fred's absence:*** For the first time since we have been having our Annual Christmas Parties I will be unable to attend.

Some of you may know that I have an additional hobby---birding. I know, you all just think of me as the “train guy at ETSU”, but as a biologist with a dedication to ornithology, I like to travel and see bird species that I have never seen before. These adventures take me to different states and to different countries. I have booked a birding trip for 3 weeks over the Christmas holidays when ETSU is not in session that will take me to Southern India. I have to be at a hotel in Kochi on the morning of 19 December to join my birding guide and driver with the rest of my party. To arrive there on the day before, Sunday, 18 December, I have to be in Charlotte, NC the night of the 16<sup>th</sup> to stage for an early morning flight the next day. I hate this schedule will prevent me from coming to the party and sharing the social event with all of you as this is one festive occasion that I always look forward to and enjoy very much. In my absence I have asked **Roger Teinert** to be the host and the Master of Ceremonies/Dirty Santa; for MEMRR Vice-President **John Carter** to conduct any business for that club and to get a list of volunteers for museum operation for December, 17, 24, 31, and January 7 & 14. Likewise, I have asked Carter Chapter NRHS Vice-President **Jim Pahr** to conduct any brief business that Chapter may have. I will depart India on January 7, 2017 and plan to be back in Johnson City around January 9<sup>th</sup> or 10<sup>th</sup>.



CSX in Kingsport – photo by Paul Haynes

**New officers:** At our scheduled club business meeting on Tuesday, 15 November, 2016 the results of our election for the club officers for 2016-2017 was announced. It is my honor and pleasure to announce the following: **President Fred Alsop, Vice President John Carter, Treasurer Gary Emmert, Secretary Gregg Mundkowsky, Newsletter Editor Ted Bleck-Doran, Webmasters John Edwards and Bob Jones.** Congratulations everyone and best wishes for a successful year. Thank you in advance for your service and my thanks to the officers who served the club so well in 2015-2016. Your dedication and talents on behalf of the membership of the club is most appreciated.

**G. L. Carter Railroad Museum Member of the Year:** It is time once again to nominate a member of the George L. Carter Chapter NRHS or the Mountain Empire Model Railroaders club for the honor of “G.L. Carter Railroad Museum Member of the Year”. Our first recipient of this award in our initial year of making this award was **Carolyn Gregg** for her dedicated work on our “Tales of the Rails” project that

culminated with the publication of our book by the same name which she compiled and edited.

- The nominee should be someone who has made significant contributions to the Carter Railroad Museum by their service to the museum.
- The nominee cannot be a current officer of the Carter Chapter NRHS or the MEMRR.
- You must write a short statement to accompany your nomination supporting your choice for this award.
- All nominations need to be submitted to Fred Alsop in person or by email at [fredjalsop3@earthlink.net](mailto:fredjalsop3@earthlink.net) by December 10, 2016.

The winner of the award will be announced at the Annual RR Museum Christmas Party on December 16<sup>th</sup>.

**Dues are due!** Our annual period for renewing our dues to the MEMRR opened in November 2016 and extends until the end of January 2017. Our dues structure has not changed and is still \$30 for a full membership and \$6 for any additional member living in the same household under the same roof. I know that January seems like a long way off and you have many Christmas presents to purchase, but please make it easy on our Treasurer and go ahead and give your check to **Gary Emmert** so your membership will continue with your receiving our great newsletter and you will still have 24-7 access to the Carter Railroad Museum. Please renew now so I don’t have to write you a reminder letter in January. We want you back and we enjoy all the talents and fun you bring to our club and to the Carter Railroad Museum.

**Heritage Day Event:** One of the major railroads that has trackage through Johnson City and our region is the Norfolk Southern RR (formerly the Norfolk and Western and the Southern Railroad). Our **Heritage Day Event Coordinator, Geoff Stunkard**, is bringing back the N&W/NS railroad as our final focus railroad for the 2016 year. The club has several N&W y6bs and streamlined Js, in addition to several diesel locomotives, and our members also have additional engines for these heralds that we can run on the 31<sup>st</sup> of December. These are historically popular railroads for our area citizens and highlighting this railroad system over the Christmas holidays always generates a big crowd of visitors at the museum. So, bring you N&W/NS locomotives, freight and varnish consists to the museum and let’s have a big event on New Year’s Eve day!

**HOn3 Annual:** The long-awaited 2016 edition of the *HOn3 Annual, Vol. 8*, is now available for sale at the G. L. Carter Railroad Museum. The annual features our ET&WNC RR layout for the 3<sup>rd</sup> consecutive year with an 8-page color spread that highlights “Pardee Point”, the “Hopson store/post office and Blevins Station”, and a little peak at our “Cranberry Mine” section. **Geoff Stunkard** has once more done an outstanding job of authoring the manuscript and has illustrated much of it with his terrific photographs,

along with some of my photos of the work as it progressed. **John Edward's** work with our new LaserKnife is illustrated, both in the cut-out wooden pieces for the original structures that will comprise the buildings on the layout, and in the assembled structures themselves. It is a wonderful advertisement of the quality of work we are doing at the Carter Railroad Museum, not only on the "Tweetsie" side of the room but all across the museum. We have (had) 50 copies of the magazine when they arrived on December 1<sup>st</sup>, but many have been quickly sold to members and some to visitors. If you want your personal copy please don't delay too long in buying one. The publication sells for \$19.95, but we discount it to \$15.00 for members and we have it available at the railroad museum.

**Campus Center Building Room 101:** I have been working with the administration in ETSU's Facilities Management on the design and scheduling of the work to be done to convert the room across the hall adjacent to the restrooms into our new museum library. I have been advised that the plumbers, electricians, carpenters, etc., will begin their work in December with the goal of having the room ready for us to put shelving and furniture into by the end of the Christmas holidays. Once the room is ready we will design and build shelving for the approximately 1,000 hardback volumes the library now holds, with additional space for our DVD and magazine collections. I hope to have space for a small reading area and "office space" with desk and computer for our Librarian. When the current library room, CCB 100, is vacated the plans are for that to be used for our sales item storage and, perhaps, for some of our RIP track work on club/museum locomotives and rolling stock.

**Member Attendance at the Carter Railroad Museum:** It is terrific to see so many of our member at the Carter Railroad Museum on Saturdays. For much of the past 6 months we have been ranging from 15-23 members each Saturday that we are open to the public. This is not only much needed help with museum operations and with greeting the public who come to tour the museum and to engage in conversations about trains and our hobby of model railroading. It is also a morale booster to those club members who are there almost every Saturday and usually on our Thursday evening work nights to have you company and to engage with you as you operate your trains over the layouts. Thank you for all the work you do and for making the Carter Railroad Museum as place you enjoy coming to on a regular basis. Your volunteer work is very much appreciated!

**Weather Closings:** We have entered into the winter season that often brings beautiful snowy weather, but along with all the fluffy white there are also the potential problems of slick, icy streets, deep snows and hazardous travel conditions. Listen to the local radio and television stations whenever we have such conditions if you are preparing a trip to the university campus and to the Carter Railroad Museum. If the university is closed the Carter Railroad Museum will be closed. I will make every effort to alert our membership through our Webmasters services via email if we are closed

or will be closed because of winter storm conditions. If we have such bad weather conditions while I am out of the country, Dec 16, 2016-January 10, 2017, I have asked MEMRR Vice-President John Carter, and Carter Chapter NRHS Vice-President Jim Pahrts, to take the initiative to alert members and the media if 1) the university is closed on a Saturday, or 2) if a storm is predicted to hit our area on a Saturday when we would normally be open. Be careful and be safe. Don't try to get to the museum, or travel in general, if the road conditions present a potential hazard to your safety.

**Open on Christmas Eve and New Year's Eve:** Christmas and the New Year both are on Sunday. Please plan for the Carter Railroad Museum to be open for business and guests as usual on the Saturday before Christmas and the Saturday of New Year's Eve. We should have lots of visitors both days weather permitting.

**Best Wishes for the Holidays!** *Tis the Season to be Jolly! We have had another outstanding year at the Carter Railroad Museum thanks to all the work, talent, time, and fun the members of the Mountain Empire Model Railroaders and the G.L. Carter Chapter NRHS have put into their hobby, their passion for trains and railroading and the visitors who have come to see our trains and our join us in our shared interests. We have made good progress on all our layouts. We have added new members to our club and chapter; and, sadly, we have lost a few. We are recognized as one of the "coolest places in the Tri-Cities" and we have shared our passion for trains with many. The Carter Chapter NRHS conducted 3 successful rail excursions during the year; one a multiple-day affair. Think of all that has been achieved this year on the layouts, in the museum, with our memberships, and the strengthening of our bonds of friendship. It has been a very good year! 2017 is just around the corner and is filled with the promise of opportunity. Hear the sound of the whistle of the train in the night and dream of all the destinations yet to come!*

**THE MERRIEST OF CHRISTMASSES AND A HAPPY AND PROSPEROUS NEW YEAR!**

*Fred J. Alsop III*

*President, Mountain Empire Model Railroaders  
Director, George L. Carter Railroad Museum, ETSU*



**PHOTO 1**

**BUILDING THE HAMPTON STATION**  
**WORKING ON THE ET&WNC RY**  
 Text and Photos by Jim Hoit



PHOTO 2



PHOTO 4

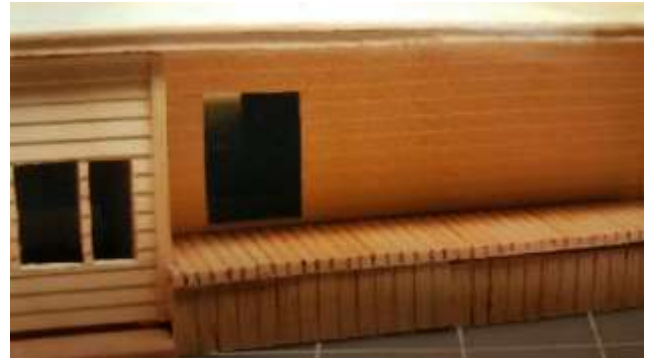


Photo 5

**PHOTOS 1, 2 & 3 :** I began by finding a floor plan of the Depot and using the measurements and photo coping it to a scale-able drawing and doing the same to the side pictures, then starting with the outside walls, carefully measuring the doors and windows on to some Balsa wood clap siding material then using a box cutter with a single edge razor blade cut out the appropriate areas.

**Photos 6 & 7 :** Next I cut a 90 deg. notch into a piece of wood and using 1/16" sq. stock was able to make the exterior roof support beams and then cutting out triangle attic roof supports.



PHOTO #



PHOTO 6

**PHOTOS 4 & 5 :** After all of the exterior walls were cut out I began to carefully glue the corners together using a wood glue and using 1/8" square stock in the inside corners to help keep the building corners square. The dock was cut from a smooth piece of Balsa wood and using a No. 2 pincel scoring deck boards approximately. 12" wide, and using the same idea to the depot floor and dock wall.



PHOTO 7

**PHOTOS 8, 9, & 10 :** Next I painted the interior of depot with white paint to seal the wood from any dampness and then painted the exterior with the ET &WNC green, next I used a brown permanent marker to stain the interior floor and dock areas. The final completion to this was gluing the support beams and posts then setting out people and packages for pick up when the train arrives on schedule.



PHOTO 8



PHOTO 9

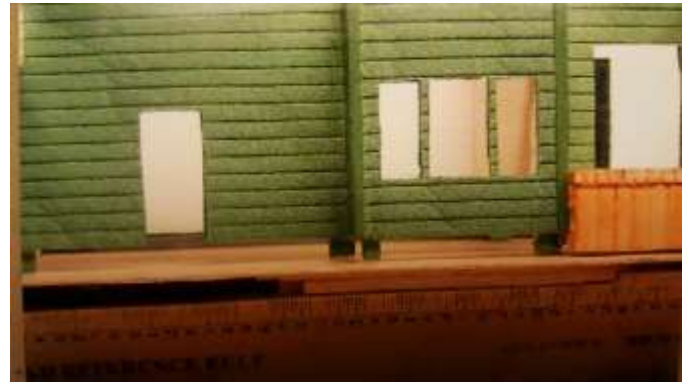


PHOTO 10

**PHOTO 11 :** The last item yet to finish is the paint the white trim ET &WNC red and to install the glass in the windows and to weather the entire structure. I was a little nervous when I agreed to build this but once I got into it I had a lot of fun seeing this come to life.



PHOTO 11



# 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 lash-up on the club layouts.