



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
JANUARY 2017 - MEMBERS EDITION

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LOCATION

ETSU Campus
George L. Carter
Railroad Museum

HOURS

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

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

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

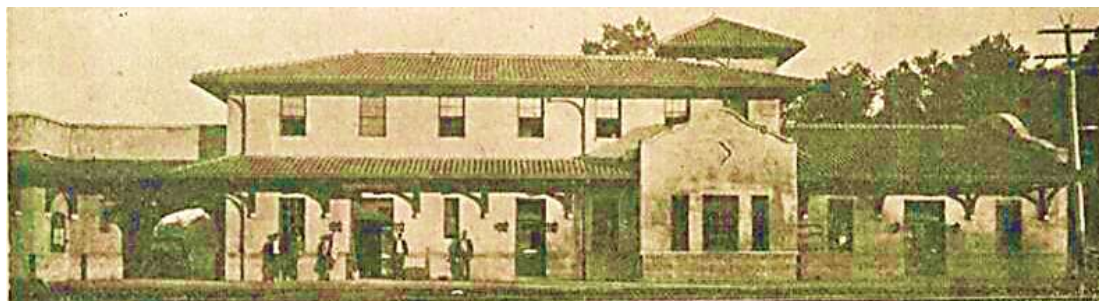
Work Nights are held each Thursday from 4:00 pm until ??

SPECIAL FOCUS THIS ISSUE

STATION VARIATIONS ALONG THE DIXIE LINE
NASHVILLE CHATTANOOGA & St. LOUIS RAILWAY



BRIDGEPORT, ALABAMA



THIS SPECIAL FEATURE IS PART OF A SERIES OF ARTICLES APPEARING IN THE SIGNAL BRIDGE INCLUDING NC&StL RY DEPOTS AT COWEN, NAASHVILLE, MEMPHIS, AND CHATTANOOGA, TENNESSEE.

The new Nashville, Chattanooga & St. Louis Railway passenger and freight depot complex at Bridgeport, Alabama as it appeared in 1925. This Spanish Mission style building was completed in 1917 and officially opened in 1918. The ground floor was used as the passenger depot and Western Union's telegraph office. The second floor was used for filing rooms and the office of the Pikeville Branch Railroad, which was removed from a small structure, which was razed to make way for the freight department and office of this complex. Part of that department, which was nearly the same length as the main building, can be seen to the left side of the photograph. The freight department was torn down in 1968 and, despite a devastating fire in 1999, the main depot still stands today.



The two stories building in the center of the picture is the old switch tower at Bridgeport. This building was built in 1917 and used to switch the double main tracks into a single track, which crossed the Tennessee River bridges. Before this building was constructed, the switches were thrown by hand. This building was razed around 1969.



US MILITARY RR TRAIN CROSSING THE BRIDGE AT BRIDGEPORT AL IN 1864 - PHOTO FROM BRIDGEPORTDEPORT.COM

END OF THE LINE? A POSSIBLE LAST RUN FOR A STORIED LOCOMOTIVE

EDITOR'S NOTE: the following conversations appeared on the CLINCHFIELD GROUP site on FACEBOOK during mid-December...

Grant Belcher: Just wanted to share this photo of the engine used on the old Haysi railroad spur and the map of that spur. Some of us have been very vocal about the interest of trying to save that old line as tourism on the CRR is inevitable one day. It's currently officially "inactive" status.



I had a local who lived directly behind the Greenbrier coal doc explain that the engine would often catch on fire before it was decommissioned. Don't know why. He just said they'd watch flames shoot out of its exhaust.



Photo by Jason Halloway Haysi F7B 12-14-2016

Johnny Winkler: I was listening to the scanner the night NS moved the Haysi engine through Morristown, TNn back in the 90s. They had lots of problems and set off every detector from Bulls Gap to Knoxville. TVRM is lucky NS didn't give up on moving it past Sevier yard Knoxville.

Ted Bleck-Doran: The TVRR Shop Foreman tells an interesting tale about the engine's rescue... including free rolling the unit downgrade from the mine to the interchange with a portable air compressor towed behind for breaking as

the engine was dead and the piping for the airlines having been removed for scrap value.



Photo by Ted Bleck-Doran

Jason Halloway: Here she is this morning.....sitting behind Allied Metals in Tyner TN.



Photo by Jason Halloway Haysi F7B 12-14-2016

But that's not the whole story...

- The loco started life as a NC&StL RY B-unit #919 (according to NC&StL Preservation Society listing of equipment prepared by David Ellnberg).



L&N 723 (ex-NC&StL 919) courtesy of the L&N Historical Society

- Upon the merger of the NC&StL into the larger L&N the locomotive was designated as L&N #723. While its sister unit received dynamic brakes, the 723 remained unchanged.

- The #723 was traded to the Clinchfield RR along with sister B-unit 918 by the L&N RR in 1969. It wore #250 while in Clinchfield colors and was retained for special passenger service. The unit was ultimately assigned to the Haysi Mine branch and served out its Clinchfield days as a switcher at the mine

- The CRR #250 was transferred to Haysi RR after the CSX divested itself of the mine branch following the absorption of the "Family Lines System" into the massive CSX organization.



Interior view of the controls of VILX #852 (ex-Haysi #1, ex-CRR #250, ex-L&N #723, ex-NC&StL RY #929)



A view of the fireman's side of the cab of Haysi #1- note the scorch marks from the engine fires #1 was prone to late in life - Photo from Clinchfieldcountry.com.

EDITOR'S NOTE: Gary Emmert indicated that it was not uncommon for b-units to have control stands to be able to move the unit under its own power.

The question remains unanswered... what will be the final disposition be for the storied unit VLIX #852 (ex-Haysi #1, ex-CRR #250, ex-L&N #723, ex-NC&StL RY #929)... scrapper's torch or preservation. If preservation is in the future, what paint will the girl wear? My vote would be the blue and grey of the NC&StL RY!



View of Haysi #1 from the engineer's side of the cab - photo from ClinchfieldCountry.com



MOUNTAIN EMPIRE MODEL RAILROADS
BUSINESS MEETING MINUTES
NOVEMBER 2016

winter in either Africa or India so this one was way off course.

OFFICER'S REPORTS are as follows:

SECRETARY'S REPORT: Fred Alsop made a motion that the September meeting minutes be approved and accepted as published. Motion was seconded and minutes were approved.

NEWSLETTER EDITOR'S REPORT: Ted reported that there were 22 pages in the November newsletter. Special Focus is on the Union Terminal in Nashville shared by the L&N, TC, and NC&STL railroads. Special thanks to the contributors include: Paul Haynes, Fred Alsop, Amy Merritt. Meet the members feature Joey and Sue Klugewicz. December issue

The MEMRR November 15, 2016 was called to order by President Fred Alsop at 6:29 p.m.

Fred started the meeting by telling the group about a sighting of a Northern Wheatear in Loudon County. Fred said that he traveled to the Windy Hill Farm on Monday where he saw the bird he described this one as a juvenile male. These birds live in Alaska and north east Canada during the summer and

will feature other Union terminals in Tennessee.

WEBMASTERS REPORT: John Edwards reported that the web was up and running fine.

PRESIDENT'S REPORT: 50 copies of the Hon3 Annual are in route to the club and will sale for \$15.00 to members and \$20.00 to non-members, November was National Model Train Month with Friday the 19th take a toy train to work day.

OLD BUSINESS

2017 TRAIN SHOW: Roger Teinert reports that the train show is moving along as planned. He stated that things should start to pick-up after the New Year.

Pete Morsette Layout: the late Pete Morsette's was removed from it's location at his house and his books and rolling stock was brought to the museum. The helix was auctioned off at the November Business Meeting and Ted won it with a bid of \$100.

NEW BUSINESS

NOVEMBER HERITAGE DAYS was held November 26th and honored the *ETSU Homecoming and a Tribute to the*

Clinchfield.

The **Christmas Party** will be held December 16th at 6pm at the Jonesborough Presbyterian Church. There will be a Dirty Santa for both men and women. A gift valued between \$20-25 is required to participate. The club will be providing the meat, beverage, and place settings. Members are to bring a side dish or desert.

The **MEMBER OF THE YEAR** will be selected and presented at the Christmas Party

DON RAMEY proposed that in the future the club vet new members before giving out the access code to the main and club space doors. The suggestion was put to a vote and passed with a committee being formed to look at how to proceed.

GREGG MUNDKOWSKY proposed that the club adopt the Free-Mo Modular standard, a committee was formed to look into it and members are going to be polled to see who is interested in building one.

Respectfully Submitted

Gregg Mundkowsky,

Secretary, Mountain Empire Model Railroaders

NORFOLK & WESTERN / NORFOLK SOUTHERN ROARS TO LIFE AT THE CARTER RAILROAD MUSEUM ON NEW YEARS EVE

PRECISION TRANSPORTATION: N&W AND NS GLORY HERITAGE DAY AGAIN BRINGS REGIONAL FAVORITES TO POPULAR UNIVERSITY TRAIN DISPLAY

DECEMBER HERITAGE DAY ANNOUNCED

As the grand finale for the 2016 Heritage Days program, the George L. Carter Railroad Museum will be operating and displaying some of both Appalachia's biggest steam engines and most colorful diesels on New Year's Eve. Located at 176 Ross Drive in the Campus Center Building of East Tennessee State University in Johnson City, "Precision Transportation: N&W and NS Glory" is one of the annual events on the schedule, focusing on the well-known Roanoke, Va.-based Norfolk & Western company now known as Norfolk Southern, reaching across decades of history.

The reason for adjoining past with present at this event is the fact that back in 2012 the railroad devoted a group of new locomotives to its own corporate past. These engines were painted in historically-derived schemes similar to the ones featured on their predecessor lines, like the Interstate, Southern, Wabash, and Central of Georgia. As a result, trains running on this day will include steam engines from the past, when the old Norfolk & Western was the sole major US railroad still using them, and the Heritage-style modern diesels.

"The museum has honored this company, whose trains still runs through downtown Johnson City, since the start of the Heritage Days program," noted coordinator Geoff Stunkard. "This was a great way to bring them to the forefront, and should be a fun actively as New Year's Eve entertainment for the family."

From the earliest steam engines to the big articulated locomotives, the N&W was faced with daunting challenges from both its terrain and its largest commodity, coal. From the 19th century through today, it supplied power to the world, while offering shippers an easy way to get exports to tidewater at Norfolk. Through expansion, its beginnings in those little 'hollars' have led to the modern Norfolk Southern Corporation to compete across much of the eastern half of North America. With the slogan Precision Transportation, the old N&W made no excuses and simply worked to get the job done; it combined with the Southern Railway to become one of today's 'super systems' in American railroading.

The George L. Carter Chapter of the National Railway Historical Society and members of the Mountain Empire Model Railroaders club will be featuring 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/'](http://etsu.edu/railroad/)

['http://johnsonsdepot.com/'](http://johnsonsdepot.com/)

['http://www.stateoffranklin.net/johnsons/glcarter/cartermuseum.htm'](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. To learn more about MEMRR visit:

['www.memrr.org'](http://www.memrr.org)

To learn more about Carter Chapter - National Railway Historical Society, which helps demonstrate and maintain the model layouts, museum exhibits and other projects visit:

['http://glcarternrhs.com/'](http://glcarternrhs.com/)

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.

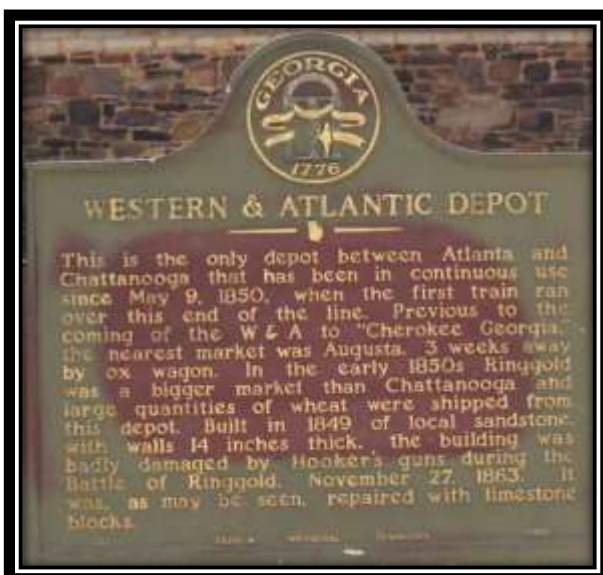
For more information about Heritage Day, contact Alsop at 423-439-6838 or alsopf@mail.etsu.edu. For disability accommodations, call the ETSU Office of Disability

RAILROAD FACTOIDS OF THE MONTH

January 30, 1834 - Kentucky's first railroad completed between Lexington and Frankfort.

January 1938 - New York (South Amboy) and Washington DC linked by a chain of railroads, with ferry service across major rivers and omnibus service through principle cities; line opened from Jersey City, January 1, 1839.

From A CHRONOLOGY OF AMERICAN RAILROADS
Association of American Railroads, © 1954



NC&StL ATLANTA DIVISION - W&A TRACKAGE RINGGOLD DEPOT







The newest DC-to-AC unit in special paint at Natural Tunnel.

AROUND THE CLUB ROOMS DECEMBER HAPPENINGS AT MEMRR

BAASE FOR LOCOMOTIVE BELL



Paul Haynes fitting a Mahogany Base to the steam locomotive bell donated to the museum in 2016.

Paul Haynes has been busy fabricating a wood base for a steam locomotive bell donated to the George L Carter railroad Museum in 2016. The bell weighs several hundred pounds and requires a solid base before it can be safely

displayed in the museum. Paul was caught working on the base in December.

REALESTATE COMES ALIVE ON THE ET&WNC



Three of the Christmas Scenery Elves – Ben Merritt, Gregg Mundkowsky, and Mike Buster – they spent several days over the holidays working on the ET&WNC layout.

If you have not been to the Club Rooms over the holidays you will be surprised at the progress that's been made on the ET&WNC layout. Ground cover has been added to major portions of the Hopson aisle and the Cranberry Mine portion of the layout. Thanks goes to Mike Buster, Gregg Mundkowski, Ben Merritt and Bob Sullivan. Mike Sagers is building a rustic barn to place north of the Hopson depot. He also is planning to add a pond and several large willow trees to complete the scene. Mike Buster and crew are busy making plans for a farm scene as the tracks round the corner

toward Roan Mountain in the Hopson aisle. The scene should be an eye-catcher with hedge rows and fence lines.



Bob Sullivan stands near the newly scenery at the Cranberry Mine



At the throat of the yard at Cranberry Mine



A view beyond the Hopson Depot



Approaching the Hopson Depot from the North – Mike Sagers plans a pond for the unsceniced area to the LEFT.



2016 MEMBERS OF THE YEAR
FRANK FEZZIE and MIKE BUSTER

Frank Fezzie and Mike Buster were recognized at the annual Christmas Party as George L. Carter Railroad Museum's *Members of the Year*. Frank received the honor for his dedication and continued work of all things electrical. He has had a major hand in keeping things working on all the layouts. Mike was honored for his constant encouragement of new members and dedication to educating guests and visitors to the history of local railroading.



FRANK FEZZIE (LEFT) RECEIVES THE MEMBER OF THE YEAR HONOR FROM ROGER TIENERT WHILE MIKE BUSTER RECEIVES HIS PLAQUE (RIGHT)

2016 CHRISTMAS PARTY

HELD AT THE JONESBOROUGH PRESBYTERIAN CHURCH



Decorations were provided by the McLeods and Pahriss'



The gathering was festive with over 30 members and their spouses of MEMRR and the GLC Chapter-NHRS attending



The dinner was loaded with tasty fixings



The Tienerts



Roger and Jim acted as hosts in Fred's absence



John and Lisa



The Haynes



The Rabatoys



The Rameys



The Greggs



The McLeods



Liz Harmon, the Bleck-Dorans



Amy Merritt and Gregg Mundkowsky



The Witherspoons



Bob Sullivan, Ben and Amy Merritt



The Pahr's



The Edwards



The Harmons, Bleck-Dorans, Woods and... yes... even Hobie Hyder was there!



Gary Emmert gets a present stolen



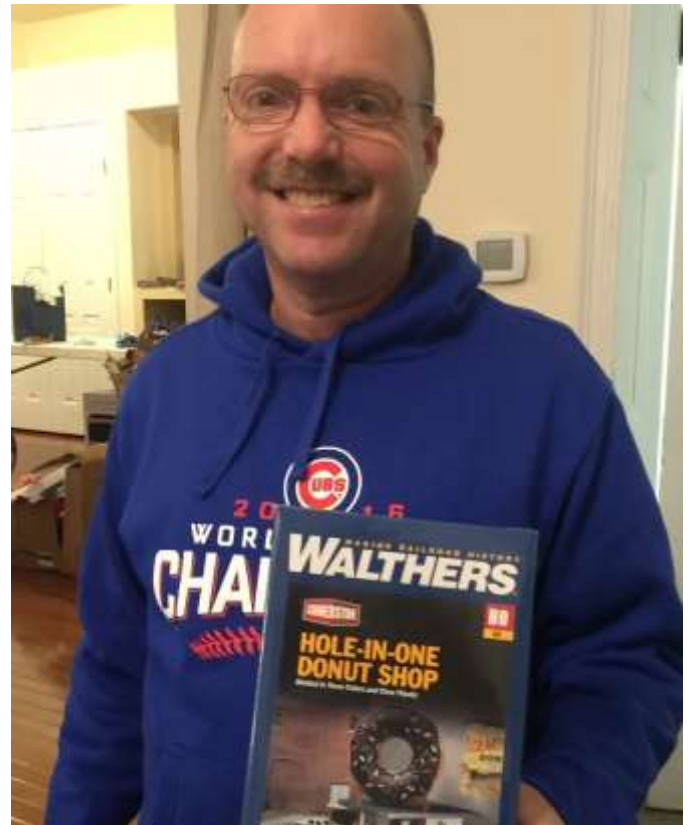
Don Ramey and Bill Beagen (Left Center)



The Stunkards (foreground)



The Greggs, Hoits and Gary Gilliam



...and yes... Hobie was still there.

GEORGE L. CARTER RR MUSEUM 2016 CHRISTMAS PARTY

The Jonesborough Presbyterian Church seemed to be an ideal place for our Museum Christmas Party, as several of our members told me after the party that it was a great location. I do want to take this opportunity to thank our members for their assistance in setting up the party and cleaning up after the party was over. **Charlene and Dan McLeod** were responsible for the table decorations and **Charlotte Pahr** was responsible for decorating the Christmas tree. Several of our folks were expressly helpful in their willingness to clean up after the party. Thank you to those who washed dishes and put up the chairs and tables after the party was over. Their support and assistance was greatly appreciated as it made life a lot easier for Charlotte and I.

Roger Teinert did a great job in **Fred's** absence to keep the party moving and playing host for the Dirty Santa gift exchange.

We all missed having **Fred Alsop** around the museum over the past several weeks, but he does have another job on campus, that of a biology professor, and needs to keep current in his field of Ornithology. We wish him well in his endeavors and look forward to his presence back among us.

Thank you for attending our GLC Museum Party and your assistance in setting up and cleaning up after the party.

Jim Pahrís
Vice President
George L. Carter Chapter, NRHS

IT MIGHT HAVE HAPPENED

WHAT IF THE ELECTROLINERS STAYED IN CHICAGO AND WENT TO THE SOUTHSHORE LINE

Photoshopped Image And Text By Eric Bronsky



Ridership on the three Chicago Insull interurbans was thriving in the late 1930s. But to compete with intercity and commuter railroads, new and updated passenger equipment was needed. In 1941, the Chicago Aurora and Elgin ordered ten new cars from St. Louis Car Co. These were standard interurban cars designed to mate with CA&E's existing steel fleet. The North Shore Line, in a bold departure from traditional interurban design, ordered two streamlined articulated trains. The Electroliners were delivered before the USA became involved in World War II, but the war effort delayed completion of the CA&E order until 1945.

The war also precluded South Shore Line from ordering any new passenger equipment. To increase capacity, their solution was to lengthen a substantial number of existing steel passenger coaches and combines by cutting them in two and splicing in a 17 ft. extension. They briefly experimented with a different color scheme on car 15, using maroon below the belt rail and orange above. Later, in the postwar years, South Shore modernized several of their lengthened cars with sealed picture windows, refurbished interiors, and air conditioning.

But the only 'streamliners' the South Shore ever had were the three 800-series freight locomotives. Did CSS&SB ever consider a design based on the highly successful Electroliners? Doubtful, but I was curious to see how this might have looked! I composited two color slides from my collection plus a graphic of a South Shore logo. Note the flag in the store window; I took the background photo in 1976. If I were more ambitious, I might have replaced Electroliner with Duneliner (a moniker suggested for the newest CSS&SB cars by Mitch Markovitz) and exchanged the trolley pole for a pantograph.

Now, who's hungry for a 'Duneburger' in the tavern-lounge section?



Ready at Bristol – photo by Paul Haynes



Sunset panorama – photo by Paul Haynes



Coal & Water on the Boothbay RR (2-foot gauge) – Photo by Ted Bleck-Doran

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

I am just back from a 3-week birding and natural history trip to India and making the cultural and weather changes from a crowded and warm India to the solitude of my home and the snowy, cold landscape of an East Tennessee January. It's great to be back in the Tennessee hills and see the expanses of clean winter white and the birds flocking to my feeders. I am anxious to get back to the Carter Railroad Museum and to the railroad clubs and to be with my railroading gang of friends.

I wish to extend to you all my best wishes for a prosperous, safe, healthy and happy New Year. I am sorry that my biological traveling schedule prevented me from being a part of the Annual Christmas Party. I always look forward to this social event and this marks the only one I have missed since we began this traditional celebration so many years ago. I want to thank **Jim Pahr** and **John Edwards** for taking the responsibility for overseeing the George L. Carter Railroad Museum in my absence and for closing the museum on Saturday, January 7, 2017 because of the inclement snow, ice and below freezing conditions that would have made travel to it hazardous for the public and our members alike. I appreciate all our members' willingness to be at the museum on work nights and on Saturdays for our public operating sessions. Your continued support is what makes the museum the area educational attraction that it is and without your dedication we would not be able to continue our operations and have the support of the university for our modeling home.

My congratulations to **Mike Buster** and **Frank Fezzie** for being selected by your fellow members as the **George L. Carter Railroad Museum's Members of the Year!** At the end of the nominating period we had a tie in the number of nominations for this award that is only in its second year. Again this year we were presented with a strong field of nominees, all of whom are most worthy of this special recognition, but the number of nominations made, along with the strong statements of support that accompanied the nominations, made it obvious that we had not one, but two, clear winners. Please extend your congratulations to Mike and Frank and thank you for your support of your fellow members by making your nominations for this recognition of their achievements on behalf of us all. Their names are on our award plaque in our main gallery at the museum.

January's calendar marks the beginning of a new year and the renewal of a cycle of membership and planning for the coming year for our club/chapter, the Mountain Empire Model Railroaders and the George L. Carter Chapter NRHS. Both organizations have had their annual officer elections for the coming year and both are in the active period of membership renewal. Our first business meetings of 2017

are coming up soon and the focus of those meetings will be the establishment of activities and newsletter deadlines for the coming year. There will be plans for social gatherings; spring flings, summer picnic, and Christmas party. Our Heritage Coordinator, **Geoff Stunkard**, has already submitted a calendar of monthly Heritage Day events that has been reviewed and approved by the memberships of both organizations. The Carter Chapter NRHS conducted 3 successful rail excursion events in 2016 including a multiple day trip to Cass and Elkins, WV and will be planning similar trips for 2017 next week. Our newsletter editors will establish their copy-due deadlines for the timely production of our newsletters. The treasurers will remind everyone that **dues are due** and solicit your renewal at your earliest possible convenience so that you remain active on our membership rolls. New ideas for events will also be entertained at these meetings so please don't hesitate to come prepared to make suggestions that will improve our meetings and our activities for our club/chapter. January is always an important time to be present at club/chapter business meetings to help us set an attractive and exciting agenda for the coming year to include activities you are interested in participating in. Be sure to mark the date(s) on your calendar and come prepared to engage in the planning process.

Membership Dues Renewal is Underway and I am asking you to make it easier on our treasurer by renewing your membership for the coming year long before the end-of-the-month deadline. If you have already renewed for 2107, thank you and welcome back for another exciting year. If you have not please don't wait for personal reminders and get your check to our treasurer ASAP. Our membership dues have not changed in many years, they have remained almost the same (family membership for MEMRR increased by \$1.00 a couple of years ago with a bylaws revision) year after year while inflation on almost everything around us has steadily driven prices up. Think for a few moments of all benefits and privileges you receive for your membership dollars:

- A monthly newsletter delivered to your computer, I-phone, I-pad or by mail to your home.
- Voting privileges to make your voice known and effective at our business meetings and by email polling.
- Unlimited access 24/7 to the George L. Carter Railroad Museum via our key box.
- Use of club and museum layouts, locomotives, rolling stock and DCC.
- Access to the museum library with approximately 1,000 hardback volumes of railroad books, numerous DVDs on railroads and model railroading, and our extensive collections of railroad and model railroading magazines.

- And perhaps most importantly, the interaction with great model railroaders, and those with a passion for railroads, with all their skills, talents and enthusiasm to share with you and fellow members!

This is too good to miss out on and the museum is a great place to share your hobby and to learn from fellow members.

PLEASE RENEW YOUR DUES TODAY AND CONTINUE YOUR 2017 MEMBERSHIP!

ETSU Facilities Management personnel worked on the remodeling of our new room, 101, that will become the space that we will use as our library over the Christmas Holiday break. When their work is completed I will work with our librarian **Gary Emmert**, and with **Carl Hacker** who will be working in the library with Gary this year, and Emeritus Member **Duane Swank** on the design for the shelving and the furnishings that will create a functional library space for our collections and for better use by our members. Once this second phase of the work is completed we will move our collections into the new room. The current library space, room 100, will be used for storage for sales items and for some of our museum display items such as the collection of railroad china.

As a reminder, we have copies of the **2016 HOn3 Annual** for sale at a discounted price of \$15 (suggested retail price and sales to non-members is \$20.00) to our members. This issue has 9 pages of information about our Tweetsie layout and is the 3rd consecutive **HOn3 Annual** to feature our

museum's ET&WNC layout in this international publication. If you don't have copies of the previous two issues, 2014 and 2015, we have a limited supply of these to complete your collection as well also at a discounted price. It is exceedingly rare for a model railroad club to have their layout published in a national model railroad magazine during the life of the club and these are usually monthly, not annual, publications. That we have a layout project that is interesting enough to some national editors to have been featured, not once, but 3 times now, is truly amazing and important and is a reflection of the talents our members have to produce museum-quality exhibits. If you have friends in the hobby why not pick up a copy for them and let them see what your members are doing?

2017 is the year that the Carter Railroad Museum will celebrate its 10th anniversary as a campus railroad museum and as a home for the MEMRR and the Carter Chapter NRHS. Additionally, the ET&WNC RR Historical Society affiliated with the museum in 2015. We will plan for a good year of activities and a big celebration in November, our museum's anniversary dedication date. We have come a long way since 2007 in building a quality museum and a good home for our memberships. 2017 is filled with promise and opportunity. I look forward to being a part of it with you. Hear the sound of the whistle of the train at night and dream of all the destinations yet to come.

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



NEXT MONTH A LOOK AT THE MODERN MILL – JOHNSON CITY, TN ALONG WITH MORE DIXIE LINE DEPOTS



CHICAGO TRANSIT AUTHORITY - AERIAL VIEW OF THE LAKE STREET CROSSING WITH A STRING OF SOUTHBOUND 4000 SERIES COACHES - CIRCA 1970 - PHOTO COURTESY OF ERIC BRONSKY

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.