THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
FEBRUARY 2017 - MEMBERS EDITION
Volume 24 – Number 2
Published for the Education and Information of its Membership

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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 223
ETSU Campus,
Johnson City, TN.

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

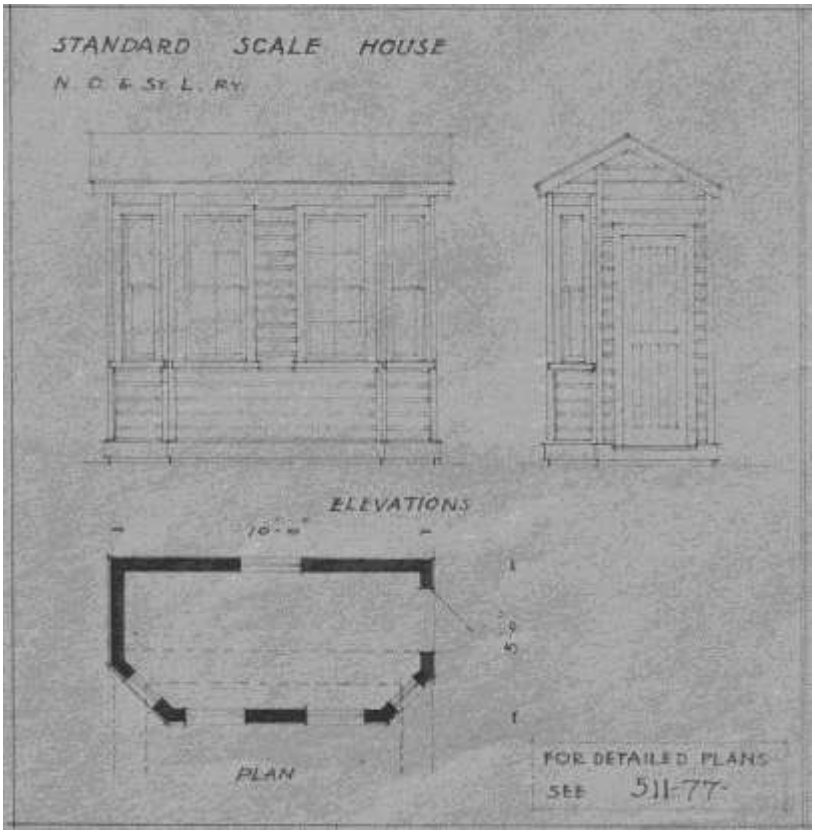
Work Nights are held each Thursday from 4:00 pm until ??

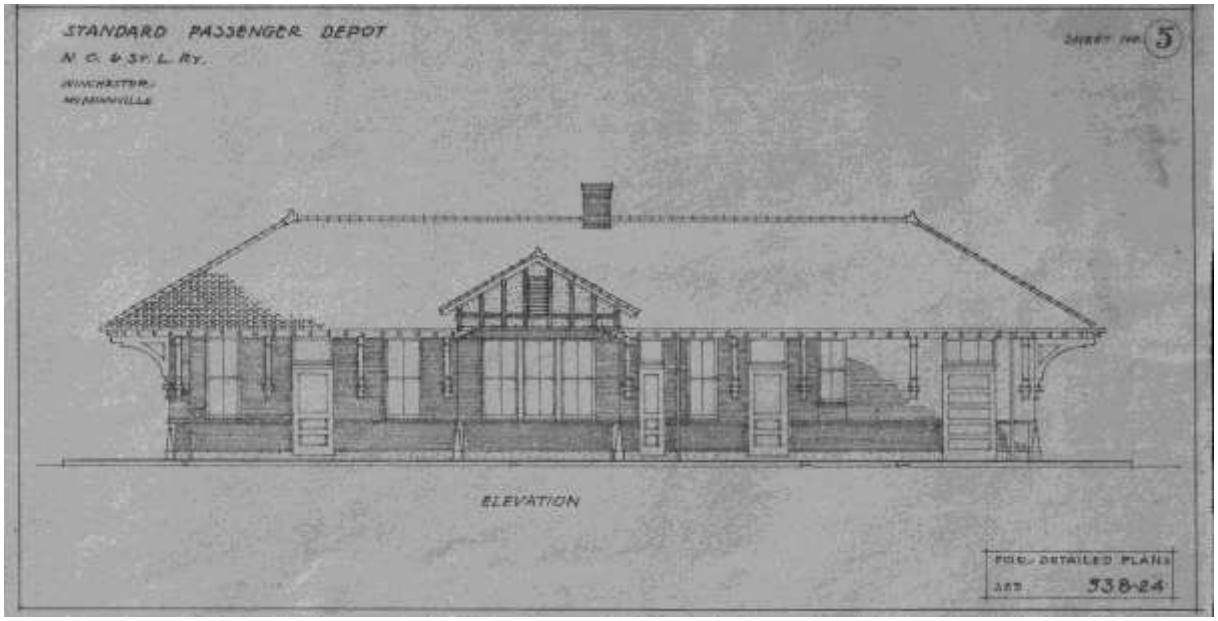
SPECIAL FOCUS THIS ISSUE

QUEEN ANNE STATIONS ALONG THE DIXIE LINE – Part 4

NASHVILLE CHATTANOOGA & St. LOUIS RAILWAY

COVER FROM THE NC&StL RY OFFICE OF CHIEF ENGINEER 1918 "STANDARD BUILDINGS" PLAN BOOK. STANDARD PLAN BOOKS WERE MAINTAINED BY MOST EVERY RAILROAD TO GOVERN CONSTRUCTION PROJECTS AND INCREASED STANDARDIZATION TO REIN IN COSTS. PLANS WOULD COVER BOTH LARGE AND SMALL PROJECTS





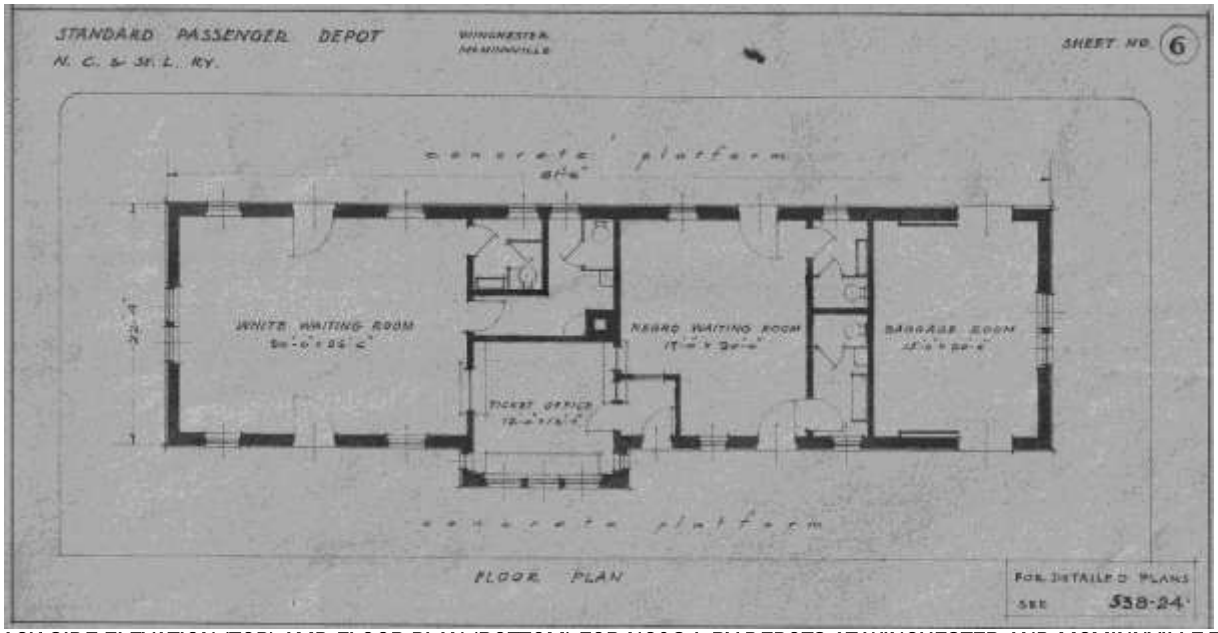
AMERICAN QUEEN ANNE STYLE

From Wikipedia.com the free online encyclopedia

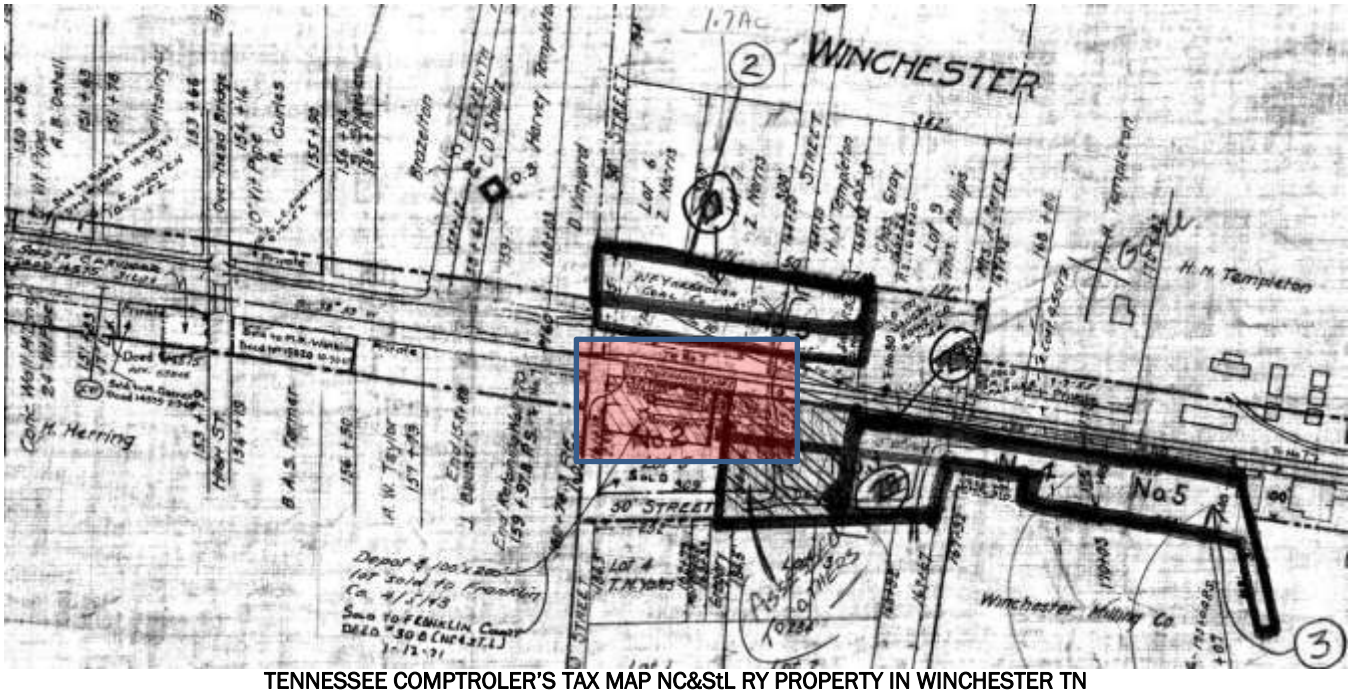
The Carson Mansion located in Eureka, California is considered one of the finest examples of American Queen Anne style architecture.

Queen Anne Style buildings in America came into vogue in the 1880s, replacing the French-derived Second Empire as the "style of the moment." The popularity of high Queen Anne Style waned in the early 1900s, but some elements, such as the wraparound front porch (often L-shaped), continued to be found on buildings into the 1920s.

The "Queen Anne" style that had been formulated in Britain by Norman Shaw and other architects arrived in New York with the new housing for the New York House and School of Industry. (Sidney V. Stratton, architect, 1878) at 120 West 16th Street. Gabled and domestically scaled, it is of warm, soft brick enclosing some square terracotta panels, with an arched side passage leading to an inner court and back house; its detailing is largely confined to the treatment of its picturesquely disposed windows, with small-paned upper sashes and plate glass lower ones. There are triple windows of Serlian motif and a two-story oriel that projects asymmetrically. The Astral Apartments, built in Brooklyn in 1885–1886 to house dock workers, provides another similar, and larger, example of red brick and terracotta Queen Anne architecture in New York.



TRACK SIDE ELEVATION (TOP) AMD FLOOR PLAN (BOTTOM) FOR NC&StL RY DEPOTS AT WINCHESTER AND MCMINNVILLE TN.



TENNESSEE COMPTROLER'S TAX MAP NC&StL RY PROPERTY IN WINCHESTER TN

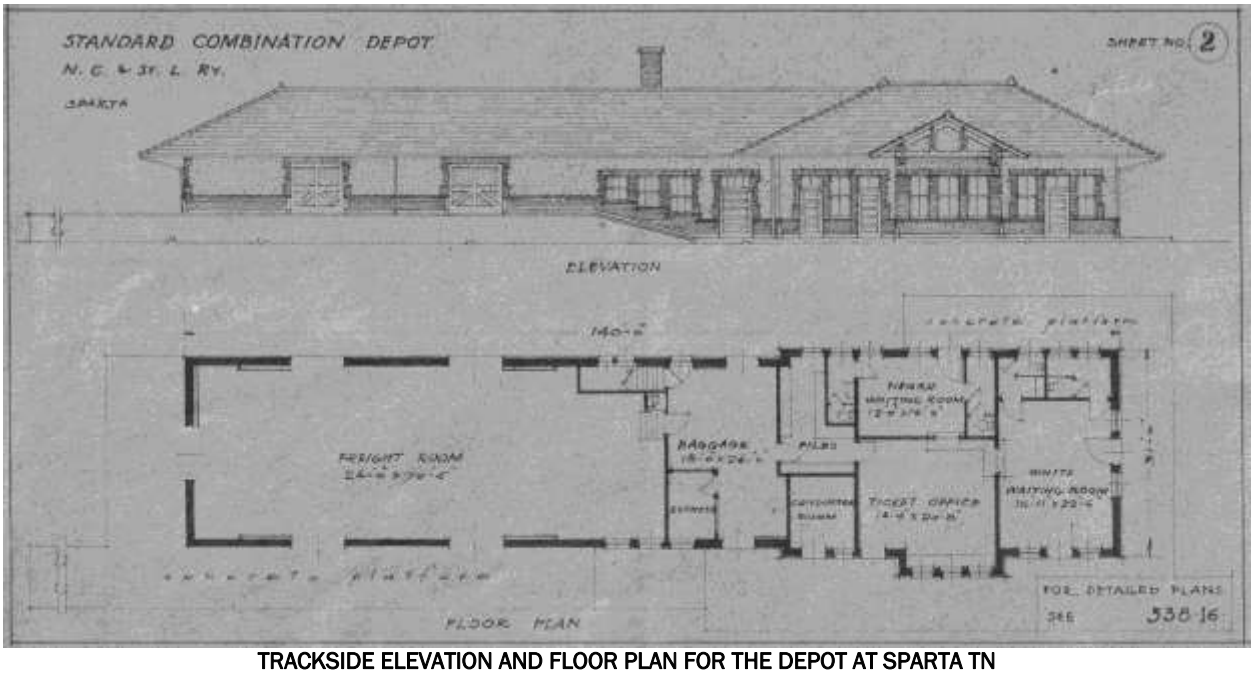
Queen Anne-style row-houses located in the Adams Morgan neighborhood of Washington, D.C.

E. Francis Baldwin's stations for the Baltimore and Ohio Railroad, built variously of brick and wood, are also familiar examples of the style.

The most famous American Queen Anne residence (see photo left) is the William Carson Mansion of Eureka, California. Newsom and Newsom, notable builder-architects of 19th Century California homes and public buildings, designed and constructed (1884–1886) this 18-room home for one of California's first lumber barons. All styles described below as well as others are present in this example of American Queen Anne Style.

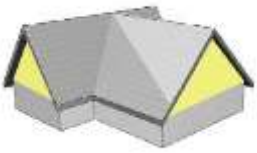
Distinctive features of American Queen Anne style (rooted in the English style) may include an asymmetrical facade; dominant front-facing gable, often cantilevered out beyond the plane of the wall below; overhanging eaves; round, square, or polygonal tower(s); shaped and Dutch gables; a porch covering part or all of the front facade, including the primary entrance area; a second-story porch or balconies; pedimented porches; differing wall textures, such as patterned wood shingles shaped into varying designs, including resembling fish scales, terra cotta tiles, relief panels, or wooden shingles over brickwork, etc.; dentils; classical columns; spindle work; oriel and bay windows; horizontal bands of leaded windows; monumental chimneys; painted balustrades; and wooden or slate roofs. Front gardens often had wooden fences.

SURVIVING NC&StL RY DEPOT AT WINCHESTER TN

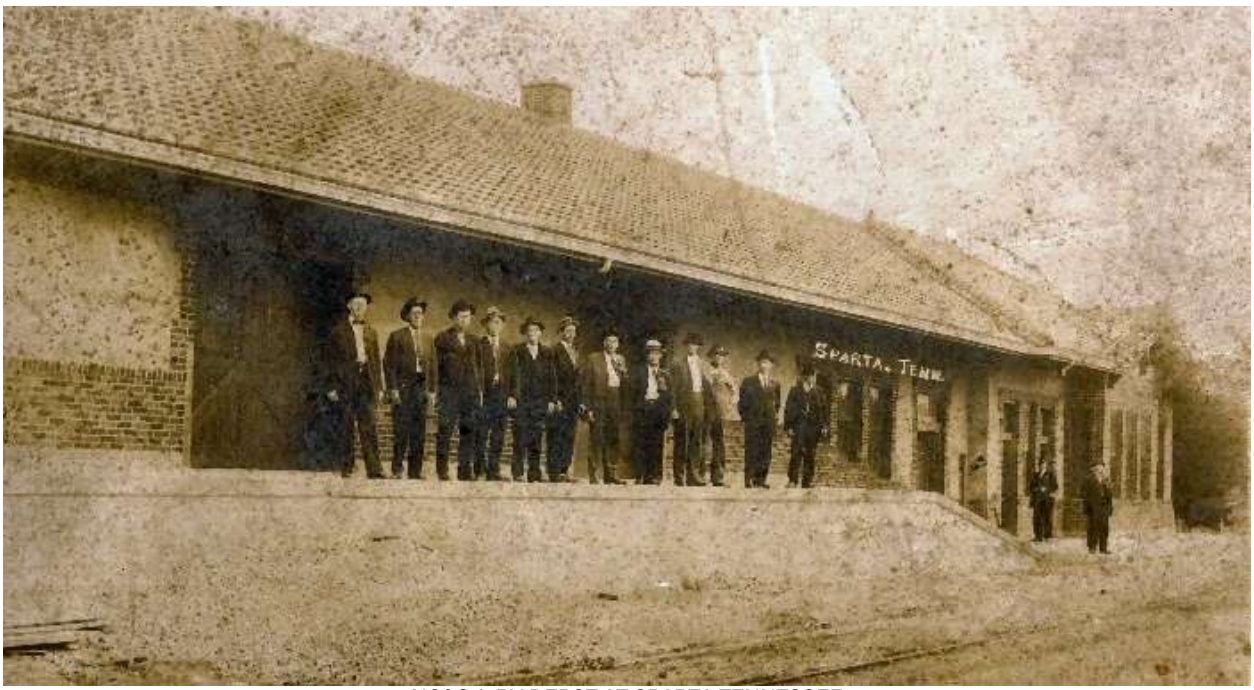


TRACKSIDE ELEVATION AND FLOOR PLAN FOR THE DEPOT AT SPARTA TN

QUEEN ANNE GLOSSERY



GABLE: A **gable** is the generally triangular portion of a wall between the edges of intersecting roof pitches. The shape of the gable and how it is detailed depends on the structural system used, which reflects climate, material availability, and aesthetic concerns. A **gable wall** or **gable end** more commonly refers to the entire wall, including the gable and the wall below it. A variation of the gable is a *crow-stepped gable*, which has a stair-step design to accomplish the sloping portion. Gable ends of more recent buildings are often treated in the same way as the Classic pediment form. But unlike Classical structures, which operate through trabeation, the gable ends of many buildings are actually bearing-wall structures. Thus, the detailing can be ambiguous or misleading. Gable style is also used in the design of fabric structures, with varying degree sloped roofs, dependent on how much snowfall is expected.
Sharp gable roofs are a characteristic of the Gothic and classical Greek styles of architecture.

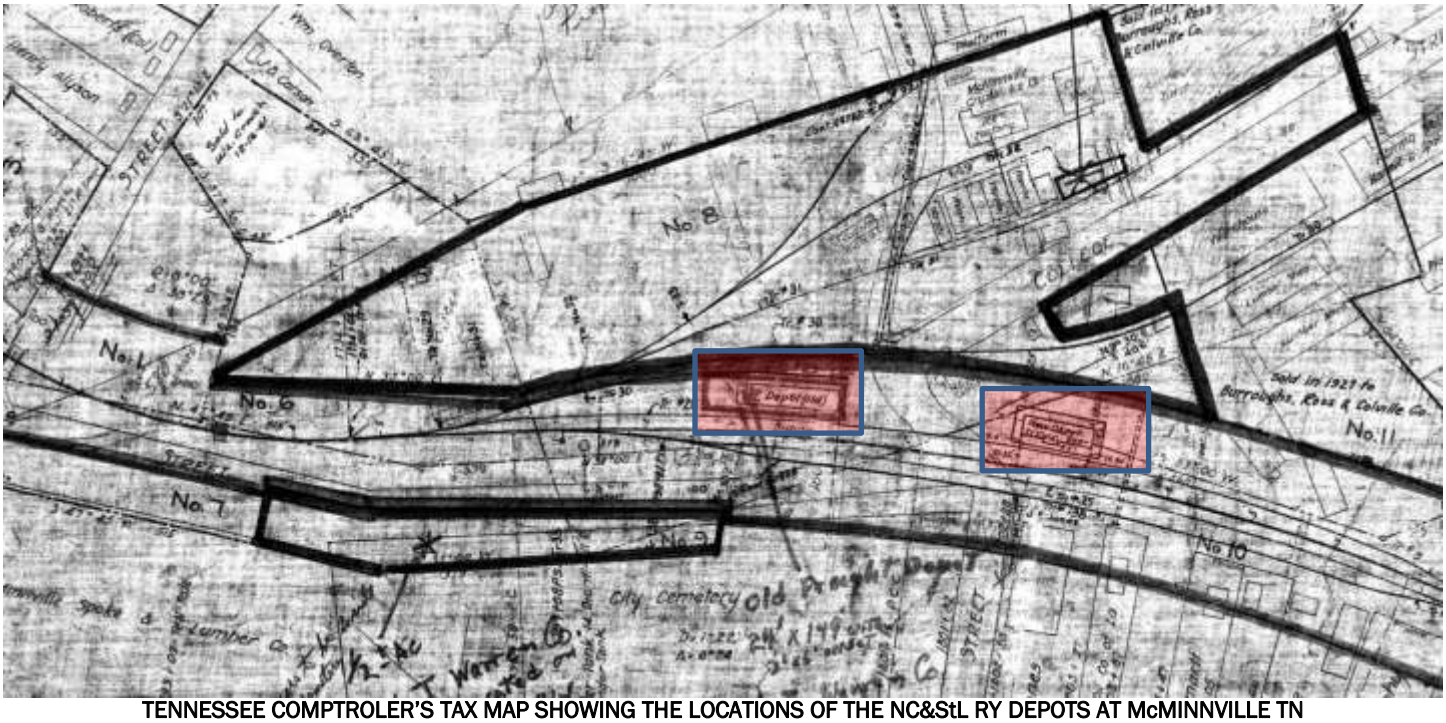


NC&StL RY DEPOT AT SPARTA TENNESSEE

SPARTA TN NC&STL RY DEPOT

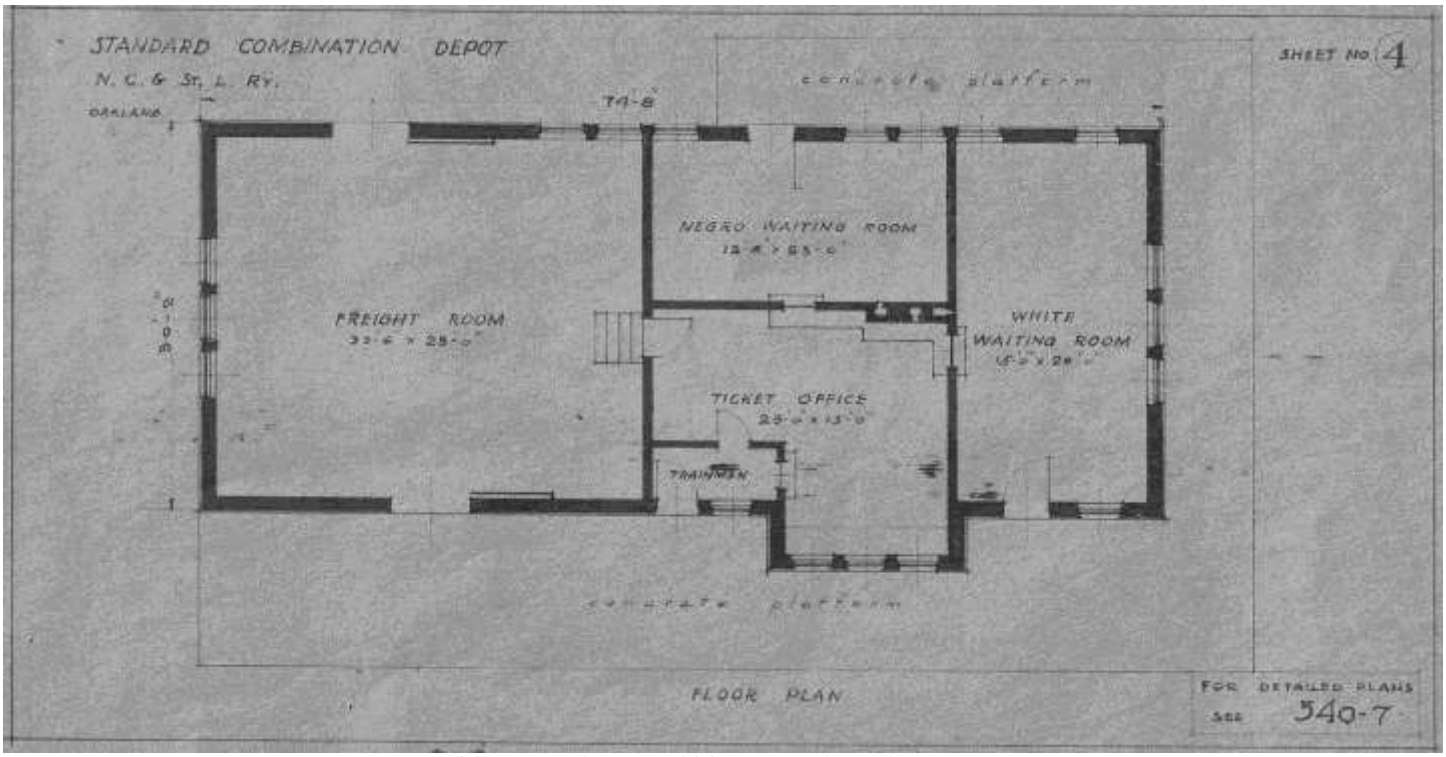
PEDIMENTED PORCHES: The pediment is found in classical Greek temples, renaissance, and neoclassical architecture. A prominent example is the Parthenon, where it contains a tympanum decorated with figures in relief sculpture. This architectural element was developed in the architecture of ancient Greece. In Ancient Rome, the Renaissance, and later architectural revivals, the pediment was used as a non-structural element over windows, doors and aedicules. Swan-neck pediment at the Rev. Ebenezer Gay House, Suffield, Connecticut, 1742 A variant is the "segmental" or "arch" pediment, where the normal angular slopes of the cornice are replaced by one in the form of a segment of a circle, in the manner of a depressed arch. Both traditional and segmental pediments have "broken" and "open" forms. In the **broken pediment** the raking cornice is left open at the apex. Open pediment, Masonic Temple, Aberdeen, Scotland 1910. The **open pediment** is open along the base – often used in Georgian architecture. A further variant is the "Swan-necked" pediment, where the raking cornice is in the form of two S-shaped brackets. The decorations in the tympanum frequently extend through these openings, in the form of "Alto-relievo" sculpture, "tondo" paintings, mirrors or windows. These forms were adopted in Mannerist architecture, and applied to furniture designed by Thomas Chippendale. The terms "open pediment" and "broken pediment" are often used interchangeably. A pediment is sometimes the top element of a portico.

McMINNVILLE TN NC&StL RY FREIGHT DEPOT WAS ONE OF TWO STRUCTURES IN McMINNEVILLE

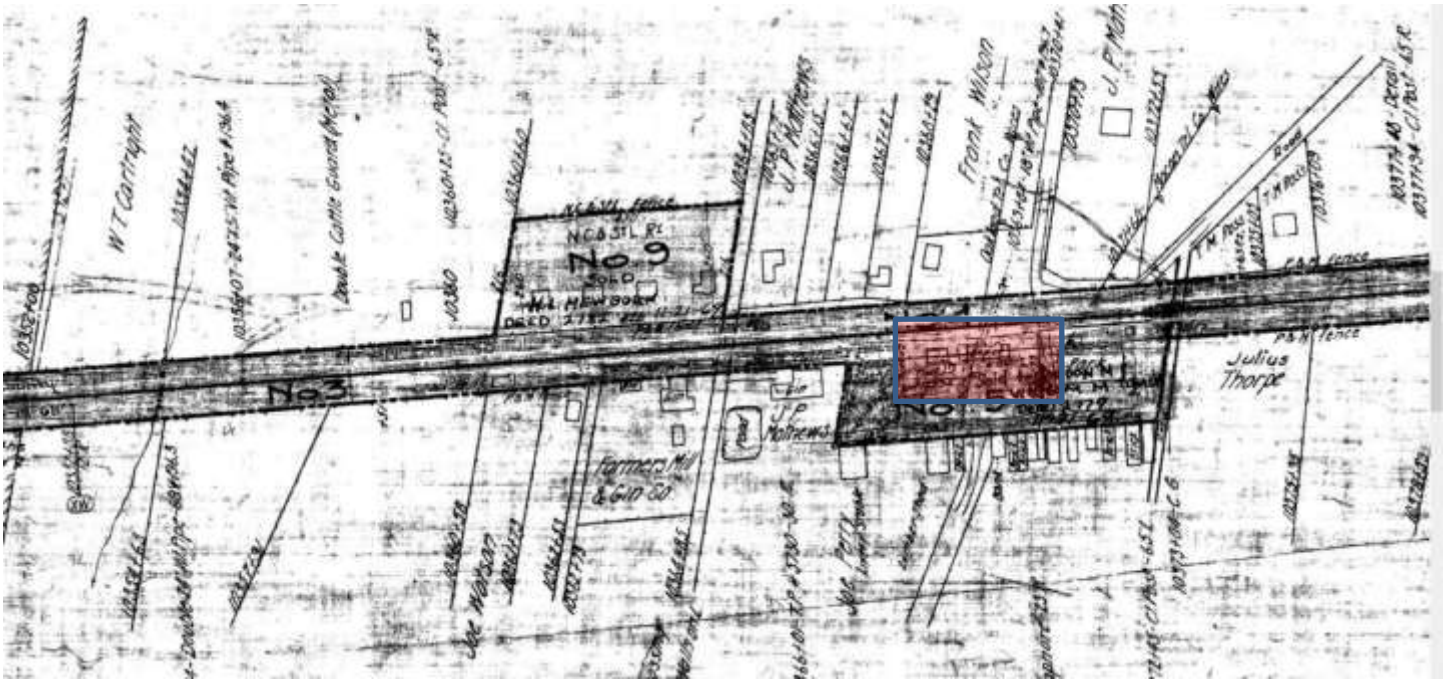


TENNESSEE COMPTROLER'S TAX MAP SHOWING THE LOCATIONS OF THE NC&StL RY DEPOTS AT McMINNVILLE TN

DENTIL: In classical architecture a dentil (from Lat. *dens*, a tooth[1]) is a small block used as a repeating ornament in the bedmould of a cornice Dentils are found in classical Greek and Roman architecture and also in later styles, such as Beaux Arts Classicism, Classical Revival, Federal, Georgian Revival, Greek Revival, Neoclassicism, Renaissance Revival, and Second Empire.



FLOOR PLAN FOR THE NC&StL RY DEPOT AT OAKLAND TN



ORIEL WINDOW: An **oriel window** is a form of bay window which projects from the main wall of a building but does not reach to the ground. Supported by corbels, brackets or similar, an **oriel window** is most commonly found projecting from an upper floor but is also sometimes used on the ground floor. Oriel windows are seen in Arab architecture in the form of mashrabiya. In Islamic culture these windows and balconies project from the street front of houses, providing an area in which women could peer out and see the activities below while remaining invisible.

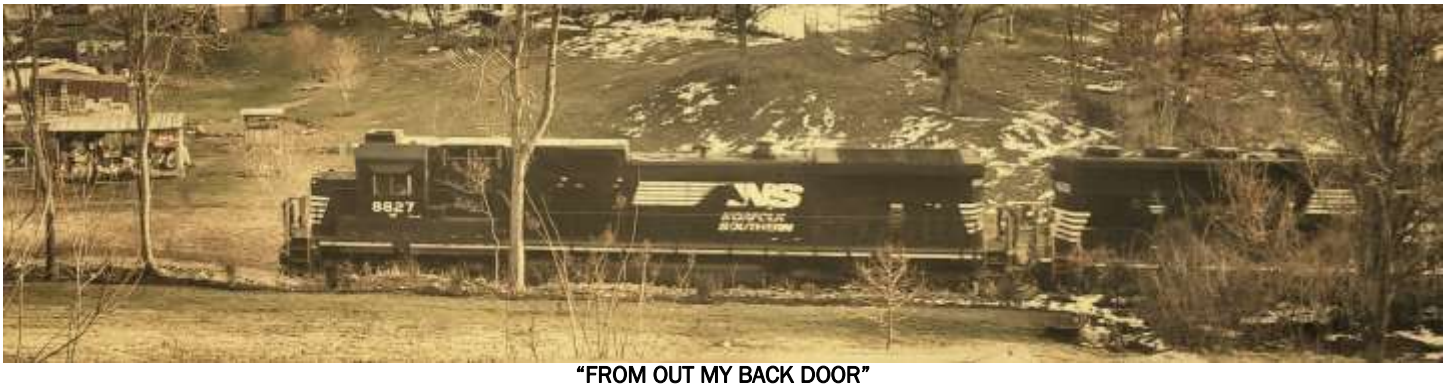
ET&WNC 211 which is now part of the DL roster in Scranton.
Garland McKee

PAUL'S PICS PAGES

PHOTOS COURTESY OF PAUL HAYNES AND DWARF SIGNAL PRODUCTIONS

819 with NS thoroughbred on point, CSX, and an NS thoroughbred third in line rolled to a stop in Bristol earlier this morning for a crew change. ETD is 11:15 later January 2, 2017.

Here is 22-A in Bristol for a crew change the afternoon of January 2nd. The auto racks behind the local switcher are ones that were damaged earlier this past week involving a trash truck and NS locos. The NS SD40-2 on point has a fresh coat of paint. Looks nice and spiffy.



"FROM OUT MY BACK DOOR"
Norfolk Southern 8827(A GE Dash 9-40C) leads a string of containers eastbound out of Jonesborough TN on January 10th 2017.
Photo by Ted Bleck-Doran

MEMRR CLUB NEWS

MEMBER OF THE MONTH
GARY WOODS

Gary Woods (left) and Gary Emmert (right) enjoying the MEMRR fellowship at the December 2016 Christmas Party.

The amazing thing about joining a club like Mountain Empire Model Railroaders is that you never know who you will run into or cross paths with. Gary Woods is one of those members. Gary and his wife Lois moved to the Tri-Cities area in 2004, having lived and retired in Florida.

Following an invitation to visit the MEMRR layout he eagerly joined the club. The club's HO scale layout was on display at Tipton-Haynes State Historic Site in Johnson City at the time. So Gary, along with 70 other stalwart members, joined the effort to move the club layout, making the transition to the ETSU campus.

It was in the move to ETSU that Gary's skill and talents became highly valued – his life experience working for NASA during the Mercury and Apollo programs gave him a skill at working through the layout intricate electronic systems and debugging electrical problems – barely teething problems for someone who was instrumental in developing the telemetry systems for the USA space program.

Gary has been honored by MEMRR for is decade plus contributions to the development of both the MEMRR layout display and the ET&WNC RY display layout having been voted MEMRR Emeritus Member status in 2015.

With the passing of Astronaut Gene Cernan (the last man to have walked on the moon) in January of this year, it is a privilege to recognize a MEMRR Member of the Month, a colleague of Gene's who helped his Apollo crew reach the moon and return.

Gary Woods (right front with back to camera) with Gene Cernan (second astronaut from the left wearing dark suit and tie) and the rest of the Apollo astronauts.

Gary Wood (left front row with his back to the camera) briefs the astronauts on the computer and telemetry systems before a mission.

THE NEW GEORGE L CARTER MUSEUM LIBRARY TAKES SHAPE

Duane Swank stands by two of the new shelving units he has constructed for the expanded library facility

The George L Carter Railroad Museum received an additional room across the hall from the Kenneth Marsh Gallery (the ET&WNC RR layout). The room will be used to house the ever growing library collection consisting of approximately 1000 railroad related volumes, nearly 400 DVD's and video tapes, and numerous railroading and model railroading magazines. The room has been completely refinished by campus staff including leveling and installation of new floor, firing out the walls and painting the room. Duane Swank has built new shelving units. Gary Emmert has obtained surplus furniture to create a comfortable reading area. The library will be open for use by members of the GL Carter Chapter- NRHS, MEMRR and others during normal museum operating hours. Items can be checked out with the approval of the librarian.

(L to R) Gary Emmert, Fred Alsop, Logan Heaton, and Jonathan Gilliam discuss how the library will look when finished

MIKE SAGERS CREATES THE CHIMNEY ROCKS ALONG THE DOE RIVER WHILE BEAR ANDERSON RECREATES THE SCENERY AT TUNNNELS #2 AMD 3

Two photos (above and below) showing Mike's handiwork at recreating the chimney rocks north of tunnel #4 on the ET&WNC RY

Compare the photo inset with the rock work done by Bear to appreciate the artistry that has gone into the recreation of the south portal of tunnel #2

Mike Sagers and Bear Anderson have demonstrated their wonderful artistic talent before. They are at it once again. Bear is finishing the portals for tunnels 2 and 3. The south portal for tunnel 2 is nearly finished lack but a touch of foliage.

Mike Sagers of "The Weeping Willow of Shell Creek" fame has tackled the area from the north portal of tunnel #4 down the gorge past the chimney rocks section. Fred Alsop had completed lining the south portal of tunnel 5 with wood cribbing previously. The actual tunnel was unlined from the north portal through about half the bore when the rock strata turned to unsupported sand, this required the ET&WNC construction crews to line the tunnel walls and ceiling.

The south portal of tunnel #5... notice the timber peaked lining Fred Alsop created to recreate the original tunnel's appearance

LEXAN AISLE PROTECTORS INSTALLED

The Lexan aisle protectors have been installed in thee Doe River Gorge aisle in the picture above

Duane Swank has been busy this past month with the Library shelving project and installing support posts to hold the clear Lexan panels along the fascia of the ET&WNC RY layout. The panels with provide protection for the scenery installed along the aisles of the layout. The panels of Lexan are supported along the bottom edges and ends on approximately 8' centers. This minimizes the possible obstruction of visitor viewing and keeps lines-of-sight fairly clean.

Another view of the Lexan protectors Duane has installed in the Doe River Gorge aisle

PROGRESS ON THE CRANBERRY MINE COAL HOUSE

The Coal House (right center) is temporarily set in place at the Cranberry station... Fred plan to added crates and barrels along with workers to bring the scene to life.

John Edwards and Fred Alsop have been up to their magic once again, this time with recreating the Coal House located at the Cranberry depot. Since the building has not existed since probably the late 1930's, Fred had to work from photographs to develop scale drawings of the structure. Working from standard architectural such as door and window heights and widths, board widths, etc. Fred was able to design a scale model that is a reasonable approximation of the original building.

Once the drawings were completed, John Edwards took the drawings and converted them to computerized CAD images. Once this step was complete, he used the LaserKnife to cut out the numerous side, end and roof pieces. John work real magic in his small cubical at the entrance to the museum's workroom.

With the pieces readied for assembly, Fred stained the wood using a diluted ink wash and started to assemble the structure. Walls and ends were braces internally to stiffen the building and attached to the base piece using white glue. Door frames and panels were added along with pre-painted

Tichey Group windows and doors. Strip-wood was used to mask the building corners and glued in place.

Fred had to create coal bins using panels from the scrap pile. He created piles of coal using plaster, painted black and dusted with real coal. These piles were glued inside the building facing the side doors and visible to the viewer. Half of the roof was glued in place with the remaining piece, reinforced and left removable. This will enable Fred to install lighting and additional details. The building will eventually receive weathered sheet-metal roofing.

Mike Buster discusses with Fred Alsop the finer points of model building as Fred secures the roof panels to the model of the Coal House at Cranberry... say... isn't holding a model secure while the glue sets a lot like watching paint dry?

THE "GANG OF FOUR" (more or less) MAKE PROGRES ON SCENERY

The "Gang of Four + One" have added additional vegetation beyond the Hopson depot

Mike Buster, Gregg Mundowski, Bob Sullivan, Benn Merritt and Mike Sagers (the GANG OF FOUR + ONE) have added vegetation at several point along the ET&WNC RY line. Most notably the curve at the near end of the Cranberry mine lead, south of the Hopson depot and at the northern approach to tunnel #4 portal. The scenery crew promises a pond to the north of the depot, while Mike Sagers has plans for addition willow trees for the pond scene. If you are interested in honing your skills at scenery talk to one of the "Gang" or join them on a Thursday night work session.

Scenery completed by the "Gang of Four + One at the approach to the Cranberry mine lead

BEN MERRITT RECEIVES TWO HIGH SCHOOL HONORS

MEMRR is a unique conglomeration of members from all walks of life…professors, clergy, law enforcement, electricians, railroad employees, military servicemen…and musicians. Ben Merritt, a junior member, plays the tuba with gusto and dedication. He recently auditioned for the ETSU Honor Band, where he earned third chair in the upper blue band, as well for the Upper East TN Senior Clinic, where he was selected for fifth chair in the Red Band. Each of these bands require a recommendation from an instructor, as well as rigorous auditions.

There were over 1100 high school students who auditioned for the Upper East band, representing roughly 89 high schools from Knoxville to Johnson County. His band director shared that he and the 10th grade trumpet player who was also accepted are the first students from Unicoi County to achieve chair status in the Upper East band in more than twelve years. What does this mean to you and to our club? It means that the next time we need someone to bring in a crowd for the museum, we might try to attract attention and advertise by allowing Ben to play at the entrance. I just bet that we gain a few more visitors.

Submitted by Amy Merritt

V&SW RR Bridge at Bluff City

COMMITTEE REPORTS OUT
NEW MEMBER VETTING PROCESS

A committee headed by Don Ramey has reported out the following recommendations for consideration at the February MEMRR Business Meeting:

The membership application should contain the following information:

- Name:
- Address:
- Phone:
- Email:
- Age:
- Sponsor:
- How did you learn of mountain empire model railroaders?
- What scale(s) are you interested in?
- What are your modelling strengths?
- What would you like to learn about modelling?
- Do you have a home layout?
- Are you interested in building a module?
- Do you have a member to sponsor you?

The membership vetting process should include:

1. All new members will have 90 day probationary period with a $10 fee
2. Minimum age for junior members is 16
3. Junior member must have a full member parent in good standing
4. Junior members must provide their own motive power or run club f-units under supervision of sponsor/mentor
5. Junior members limited to train operations in fred alsop gallery only and not operate turntable, transfer table, nor yard master
6. No key code to probationary members (code given when full dues are paid at full member status)
7. All probationary members will have mentor/sponsor present at layout visits during first 90 day period
8. Need several members agreeable to be sponsors
9. Club officers and module owners vote to accept/reject member application

Paul Haynes prepares the new mahogany base for the steam locomotive bell recently donated to the GL Carter Railroad Museum

Logan Heaton loves long trains… his NYC RR themed consist of red & grey Pace-Maker box cars approaches the high bridge on the MEMRR HO Layout…. There are 24 cars in the train with moer promised in the near future.

MOUNTAIN EMPIRE MODEL RAILROADERS

2017 EVENTS CALENDAR

Approved January 17, 2017

For the planning of the 2017 Calendar of Events for the MEMRR and the George L. Carter Railroad Museum. We realize that the listing is not inclusive as some unexpected opportunities for activities may occur and that some things may have been overlooked, and therefore, omitted. But, this should be a good start for planning our activities for the coming year. We look forward to having you with us for as many as of them as possible.

January

- 8 Newsletter deadline for all materials to editor
- 12 Coordinators Meeting, 6:00 room 235 Campus Center Bldg
- 17 MEMRR Business Meeting 6:30 ETSU Brown Hall, room 223
- 28 Heritage Day—Northeast Railroads

February

- 8 Newsletter deadline for all materials to editor
- 16 Coordinators Meeting, 6:00 room 235 Campus Center Building
- 21 MEMRR Business Meeting 6:30 ETSU Brown Hall, room 223
- 25 Heritage Day –Short Lines

March

- 8 Newsletter deadline for all materials to editor
- 16 Coordinators Meeting, 6:00 room 235 Campus Center Building
- 21 MEMRR Business Meeting 6:30 ETSU Brown Hall, room 223
- 23 Spring Fling Social, Thursday. Location TBA
- 25 Heritage Day—Steam Up

April

- 8 Newsletter deadline for all materials to editor
- 13 Coordinators Meeting, 6:00 room 235 Campus Center Building
- 18 MEMRR Business Meeting 6:30 ETSU Brown Hall, room 223
- 29 Heritage Day –Diesels

May

- 8 Newsletter deadline for all materials to editor
- 11 Coordinators Meeting, 6:00 room 235 Campus Center Building
- 16 MEMRR Business Meeting 6:30 ETSU Brown Hall, room 223
- 27 Heritage Day—Modern Railroads

June

- 2-3 2nd Annual Carter RR Museum Big Train Show
- 2-4 ET&WNC RR Historical Society Convention Co-Hosted by Carter RR Museum at the Carnegie Hotel, Johnson City, TN
- 8 Newsletter deadline for all materials to editor
- 15 Coordinators Meeting, 6:00 room 235 Campus Center Building
- 20 MEMRR Business Meeting 6:30 ETSU Brown Hall, room 223
- 24 Heritage Day– Tri-Cities Rail

July

- ? ? Jonesborough Days—Cope Layout displayed ??
- 8 Newsletter deadline for all materials to editor
- 13 Coordinators Meeting, 6:00 room 235 Campus Center Building
- 18 MEMRR Business Meeting 6:30 ETSU Brown Hall, room 223 (picnic planning)
- 29 Heritage Day – Western Rail

August

- 8 Newsletter deadline for all materials to editor
- 10 Coordinators Meeting, 6:00 room 235 Campus Center Building
- 15 MEMRR Business Meeting 6:30 ETSU Brown Hall, room 223
- 26 Heritage Day – Mid-Western Rail

September

- 8 Newsletter deadline for all materials to editor
- 14 Coordinators Meeting, 6:00 room 235 Campus Center Building
- 19 MEMRR Business Meeting 6:30 ETSU Brown Hall, room 223. Planning for the 25th Anniversary of the MEMRR (Dec. Anniversary)
- 30 Heritage Day – Heritage Paint Schemes

October

- 8 Newsletter deadline for all materials to editor
- 12 Coordinators Meeting, 6:00 room 235 Campus Center Building

17 MEMRR Business Meeting 6:30 ETSU Brown Hall, room 223 (officer nominating committee formed); planning for the G.L. Carter RR Museum's 10th Anniversary celebration].
28 Heritage Day – Roanoke Rails

November

National Model Railroad Month

8 Newsletter deadline for all materials to editor
16 Coordinators Meeting, 6:00 room 235 Campus Center Building
17 National Take a Toy Train to Work Day
18 10th Anniversary George L. Carter Railroad Museum, ETSU
21 MEMRR Business Meeting 6:30 ETSU Brown Hall, room 223 (2018 Officers elected; dues renewal for 2018 begins)
25 Heritage Day –Clinchfield Railroad

December

8 Newsletter deadline for all materials to editor
15 Annual RR Museum Christmas Party (Jonesborough Presbyterian Church)
30 Heritage Day –Fallen Flags

RAILROAD FACTOIDS FOR FEBRUARY

February 6 1815 – John Stevens, of Hoboken, was granted the first railroad charter in America by the New Jersey Legislature, which authorized construction between the Delaware and Raritan rivers, near Trenton and New Brunswick.

February 9, 1825 – First locomotive to run on rails in America, built by John Stevens and operated experimentally on a half mile circular track at Hoboken NJ.

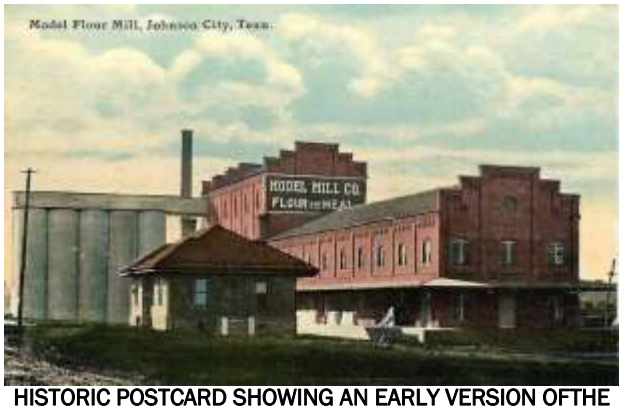
From A CHRONOLOGY OF AMERICAN RAILROADS
Association of American Railroads. 1954

PLANS FOR MODEL MILL PROPERTY

SUMMERS TAYLOR INC. SET TO RENOVATE THE HISTORIC BUILDINGS

Rendering provided by Summers Taylor, Inc.

Summers Taylor Inc. closed on the Model Mill property in January of 2017. The closing had been delayed by a fire that involved portions of the building and property. Insurance claims and cause of the fire had to be decided before the property could be sold. It is believed that the September 25th fire was an act of arson.



HISTORIC POSTCARD SHOWING AN EARLY VERSION OFTHE MODEL MILL IN JOHNSON CITY, TN.

The project will be completed in several stages. The first stage will involve exterior cleaning and removal of graffiti. Additionally, demolition of sections of the mill not needed or desired in the final renovation will take place this winter. Later in the spring of 2017, actual construction and renovation of the remaining structures will begin. Summers Taylor anticipate that the finishing touches will be completed in later 2018. Cleanup from the fire should not be a major hindrance to the projected timeline.

An early view of the Model Mill looking north from the tree streets neighborhood

Summers Taylor has received a $1.2 million tax funding package from the county to assist with the redevelopment of the property. Included in the funding package us money directed towards renovation of 40,000 sq/ft of the original mill (becoming the offices for Sumer Taylor Inc. as well as offices for another business tenant. It is anticipated that other retail and restaurant enterprises will also want to locate in the renovated property as part of the project.

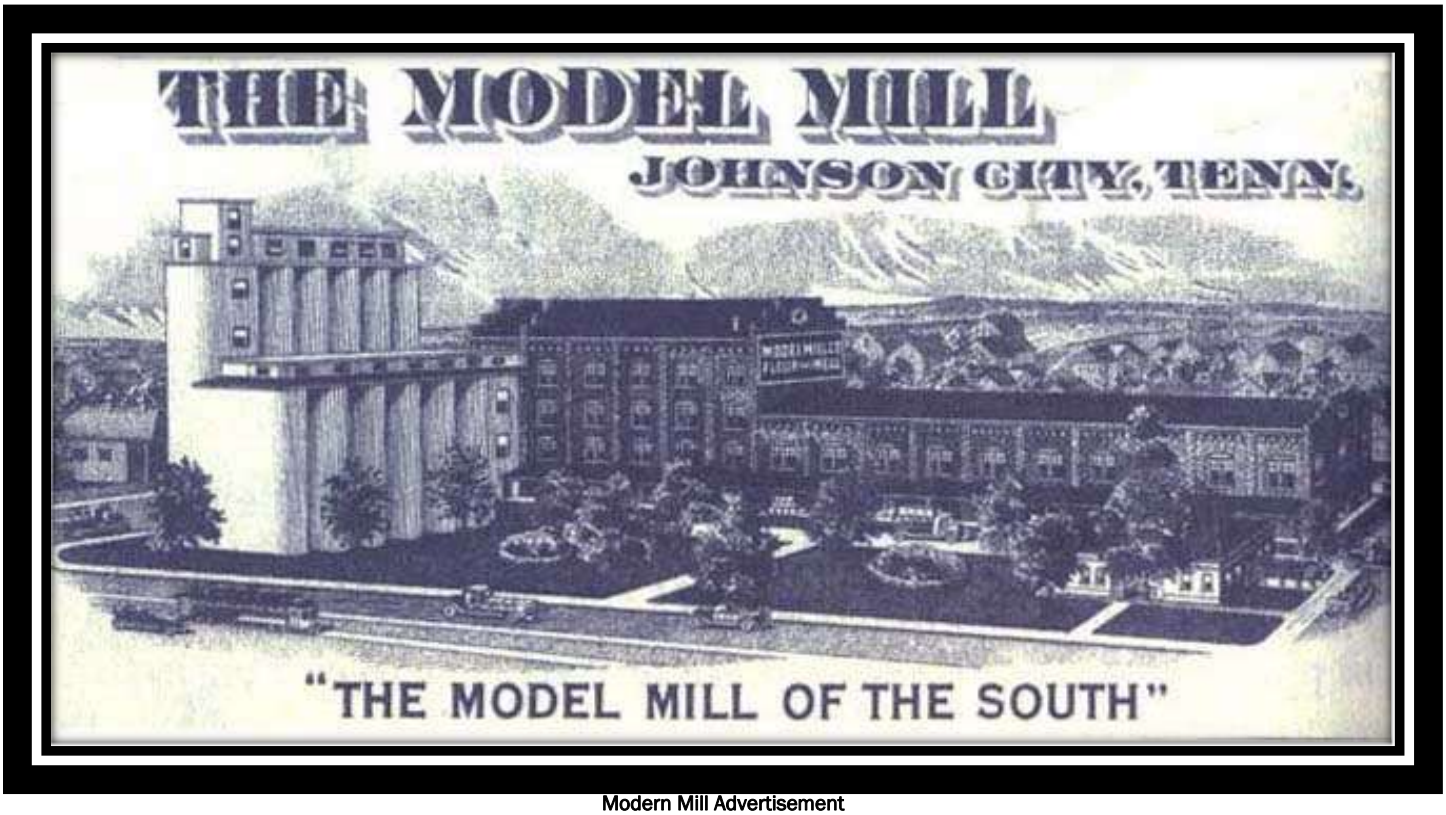
In addition to the renovation of the core Model Mill property, there will be additional outparcels facing the State of Franklin corridor. Summers Taylor anticipate that further city-like development will blossom including stores, offices, restaurants further enhancing the West Walnut neighborhood revitalization.

PHOTO OF BYSTANDERS WATCHING THE SEPTEMBER 25, 2017 FIRE AT THE MODEL MILL

FIRE DAMAGE ISEVIDENT IN THIS VIEW OF THE MILL LOOKING SOUTHWEST FROM STATE OF FRANKLIN HIGHWAY

A VIEW OF THE MODEL MILL FROM THE SOUTHWEST CORNER OF THE PROPERTY... THE SILOS WILL IN ALL LIKELIHOOD BE DEMOLISHED IN THE SECOND PHASE OF THE PROJECT

DEMOLITION GETS UNDERWAY IN JANUARY 2017



Modern Mill Advertisement

THE VIEW FROM THE ENGINEER'S SIDE OF THE CAB

THE MEMRR PRESIDENT'S MONTHLY COLUMN

Happy Valentine's Day to you, to the love of your life and your love for all things "***train***". February is upon us and we are beginning to feel the cold breath of winter after an unusually warm start to 2017. Attendance at the Carter Railroad Museum on Saturdays is still averaging over 100 visitors and more than 20 members; a great start to the New Year and a splendid reinforcement that we are entering our 10th year at the RR Museum with lots of attention from the public and lots of support from our collective membership. The winter has taken a toll on the health of many of our members and their families with lots of minor, and some major, illnesses among us. In our first business meetings of the year we focused on creating a working calendar for the year's events and with a lot of great suggestions for keeping some things and trying some new ones we completed the task in record time. Our projected calendar is printed in our newsletter and is posted on our website.

Meeting Room Change: When we arrived in Brown Hall on the ETSU campus for our regularly scheduled January business meeting we found that room 312 that we have been able to assemble in for years now had a biology class being taught there for the 2017 Spring semester that will end in mid-May. **In the meanwhile we will continue to meet in Brown Hall, but on the second floor in room 223.** This room is fully equipped with all the same audiovisual equipment that we have had access to previously, but also has a greater seating capacity and a more comfortable seating arrangement for our meetings. We will plan to use 223 for the rest of the semester and I shall try to remember to post a notice on room 312 on meeting nights directing folks down to the second floor 223 room.

Dining with Friends before Business Meetings. The new food vendor at ETSU, Sodexo, is providing better meals than the previous long-time vendor, but at a slightly higher price during the day that becomes much higher after 5 p.m. **For those who wish to continue to use The Market Place for our evening dining plan to get through the door no later than 4:55 p.m. for our 5 p.m. dining** and you will avoid the shift to the higher dinner price and save more than $3.00 on the buffet meal selections.

Gender Change. When the Carter Railroad Museum sought to honor our "Member of the Year" for 2016 the nominations that were counted and the support for each nominee resulted in a tie for the award that was only established in 2015. Therefore, it was decided that we would have co-awardees for the year and we surprised ***Mike Buster*** and ***Frank Fezzie*** in December at our Annual Christmas Party with the presentation of plaques denoting the honor fellow members had bestowed upon them. Upon thanking their audience and reviewing their plaques there was an

additional surprise for everyone. The appreciative wording on each referred to the recipient as "***her***"; not ***"his"!*** I had ordered the plaques and had picked them up from the vendor personally. Further, I had checked to see that Mike and Frank's names were spelled correctly, but I had not edited the platitudes on the plaques that the shop who created them, and engraved the messages of appreciation, had copied, word-for-word from the plaque they had created in 2015 for our first "Member of the Year" awardee, ***Carolyn Gregg.*** I am happy to report the plaques have been retrieved from Mike and Frank and have been replaced with all pronouns in agreement with their masculine gender. Sorry fellows; and congratulations once more on being selected.

Dues Renewal. We don't want to lose any member. You are all special with you individual passion for trains and model railroading, and you bring a unique set of talents, skills, knowledge and ideas to our club and to our railroad museum. Every year we have some members who are late, some very late, in renewing their memberships; and so never do and we lose them and miss interacting with them. I have sent out notices to all who have not renewed from last year from a list of delinquent members provide to me by our treasurer, ***Gary Emmert,*** with the hope that we will get 2017 dues from all of them. As you know our renewal period is a long one, from November of the past year to the end of January of the current year, and we do our best through our notices, reminders in our newsletter, and personal contacts to get everyone paid up and secured as members on the next year's rolls. We have changed the code on the outside door key box as we do annually and all members (and only those members) who are fully paid for 2017 will be given the combination that will open the outside door with the key for the museum. Please don't share the code with anyone as they will be notified by the treasurer and given the code based on their current membership status. New membership cards will soon be provided to our members. Presenting these at some other railroad museums and exhibits, and at some hobby shops, will often provide you with a discount on merchandise and entrance fees. Welcome back everyone! We are entering the 10th year for the G.L. Carter Railroad Museum and we will have a party in November.

ACTION ON THE ET&WNC LAYOUT

2nd Annual Train Show June 2-3, 2017. The Big Train Show Committee continues to work toward making our second annual train show coming on ***June 2-3, 2017*** even bigger and better than the inaugural event was in June 2016. We are working to attract more venders, extend the hours on Friday into the evening, and provide more publicity both nationally and regionally for the show. ***Roger Teinert***, the committee chairman, and all the other members have been meeting regularly towards this goal and we hope you are as excited about its coming as we are. We will need a lot of help on the eve of the event to gather up all the tables, chairs and other trappings that make the show possible and allow it to progress seamlessly. Please be prepared to help us as many of you did last year to promote the show and to make it possible by volunteering your services, and your strong back in some cases, to help us set up the show, administer the event and to take it down after the doors close on Saturday, June 3rd. Thank you in advance for making this huge event the success it was last year and that it will be again this year.

Carter RR Museum.

1. ***Banners:*** An approved motion by ***Don Ramey*** at the January meeting for banners to be displayed inside the Carter RR Museum that would acknowledge the Mountain Empire Model Railroaders as the volunteers who create many of the exhibits on display, operate the model railroad layouts, meet and greet our visitors while promoting the hobby and the university is being carried out. I will provide a possible design for the banners to be hung inside our museum galleries for the membership to review for comment and, when approved, will have them made.

THE LIBRARY HAS WRAPAROUND BOOKSHELVES AND COMFORTABLE SEATING

2. ***Library:*** Emeritus member, ***Duane Swank,*** has once more used his considerable carpentry talents towards our museum library and has produced some beautiful oak cases to shelve our library books. The university has completed its work on the room and their crews have brought it from a drab windowless box to a well-lighted room with its own window, bright paint and light tile floor that will be a welcome place to lounge and read some of the

approximately 1,000 hardback volumes of railroad books the room will hold. If you have not yet seen the new room, please make a trip to the museum and check it out for yourself. Very soon we will be moving the book and DVD collections, and other items, into the new library. The current "old" library room will be used for collection storage and for sales items for the museum among other possible uses. The "new" library adds approximately 275 additional square feet to the total museum space.

MIKE BBUSTER EXPLAINS THE ORE TRANSFER INCLINE AT JOHNSON CITY TO A VISITNG COUPLE

3. ***Exhibit Work:*** The MEMRR continues to work on many facets of the club HO layout. Individual members are making changes to some of their personal modules while others are working on the club modules near the throat of the yard and on the yard itself. Others have been busy on the museum's ET&WNC RR layout with additional scenery added to the layout, the reconfiguration of "dead man's curve" (the latter under the eye and sure hand of ***John Carter)***, more structures at the Cranberry Mine section, new structure on tunnel #5 by ***Mike Sager***, and lots more trees being skillfully created towards the thousands that may still be needed to forest the miniature mountain sides in our Appalachian landscapes.

We still have a long way to go, but we have no deadlines and we have lots of things for modelers to take on as a challenge. We can use you help. There are landscapes to be filled on layouts in both galleries with trees, structures, ground cover and trackside details. There are lots of car kits to waiting to be built in HOn3 scale for the "Tweetsie" consists of the future. There is a library to be moved and organized. The list is always changing but that is the fun of being active in our hobby of model railroading and prototype trains. If you are a "regular" at the museum on Saturdays and Thursday nights we truly appreciate all you bring to us as colleagues and what you do for our organizations. If you are new to the club, or if you have not been at a meeting or to the railroad museum for a while, don't be a stranger. Come in and meet some outstanding folks who are anxious to get to know you better and to make you feel at home with us.

The New Year is only in its second month but it is filled with exciting opportunities for us to grow with our hobby, support our clubs and continue to improve the museum. Exciting stuff and we are all a part of it! Hear the sound of the whistle of the train in the night and dream of all the destinations yet to come.

Thank you for all you do for all of us.

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

'LITTLE RAILROADS THAT COULD' RUN AT CARTER MUSEUM ON FEBRUARY 25

SHORT LINES & INDUSTRIAL RAILROADING ARE THE FOCUS OF ETSU MUSEUM HERITAGE DAY THIS MONTH

This month, the George L. Carter Railroad Museum, located in the Campus Center Building of East Tennessee State University, will revisit the (rail)road less traveled. The February 25 "Heritage Day' program will focus the short line and industrial-based rail operations of yesterday, including the museum's large East Tennessee & Western North Carolina narrow gauge representation, one of four operating model train layouts in the facility.

While most of the monthly Heritage Day events focus on larger operations and equipment, this event showcases the smaller companies that once coupled the national rail system to the republic's farthest reaches. In that era, a "Mixed Train" referred to a smaller scheduled train that combined freight and passenger service in a single unit, usually on a once-daily or regular schedule. The advent of expanding highway projects and other travel options dealt an end to these trains, which are fondly recalled in model form, and often later abandonment of the entire railroads. Some served specific industries such as mills or mines. Others like the ET&WNC or 'Tweetsie' line, even used a smaller track-width to save on expenditures for equipment and facilities.

"Short line railroading is still alive in some ways, but in its heyday created a true form of civic pride and interest in railroading," notes Geoff Stunkard, the coordinator of the museum's monthly Heritage Days program. "People even considered these local operations as 'our train,' particularly nostalgic now in east Tennessee where the Tweetsie narrow

gauge once ran into the mountains. We will use this event to demonstrate how short line operations appeared and functioned."

In addition to mixed operations on the museum-based 24x44 HO scale layout, there will trains running on the museum's interactive logging railroad in G scale, and on the ET&WNC narrow gauge line in HOn3 scale. The latter is an exacting replication of this railroad that has been featured in national magazine publications.

ETSU's Tweetsie model railroad, noted as the most accurate HOn3 replica of this railroad in the world, is operational. Here is an exact replica of the Belvins bridge in Carter County.

CARTER MUSEUM HERITAGE DAYS 2017
Last Saturday each month

January:	Northeast
February:	Short Line – Industrial lines
March:	Steam UP! All Steam
April:	Diesel – All diesels 1925-1960
May:	Modern – 21st Century
June:	Tri-Cities
July:	Western
August:	Midwestern
September:	Heritage paint schemes
October:	Roanoke Rails
November:	Clinchfield
December:	Fallen Flags

MOUNTAIN EMPIRE MODEL RAILROADS
BUSINESS MEETING MINUTES
JANUARY 17, 2017

The MEMRR January 17, 2017was called to order by President Fred Alsop at 6:40 pm.

Fred started the meeting by telling the group that the meetings would be held in the new room (Brown Hall room 223) until at least May.

OFFICER'S REPORTS are as follows:
SECRETARY'S REPORT:
We did not have a meeting in December. Minutes from November were printed in the December SIGNAL BRIDGE and approved as published.

NEWSLETTER EDITOR'S REPORT:
Ted reported that there were 18 pages in the January newsletter. Paul Haynes, Fred Alsop, The Clinchfield RR Group on FACEBOOOK, Eric Bronsky for their contributions to the newsletter for January. February's issue will see part 4 of NC&StL RY Stations anda followup on Johnson City's Model Mill.

TREASURY REPORT:
Gary reported the income for December came mostly from dues. The club had expenses for the Christmas Party. January income and expenses were also reported. Dues are due, and the code on the main door has been changed. $750.00 was put back into the reserve electronics fund account for the upcoming year.

REMEMBER DUES ARE NOW PAST DUE.

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

PRESIDENT'S REPORT:
Fred would like everyone to stop by and look at the new library room #101 (by the women's restroom). It has a new window, tile, ceiling tiles, and HVAC system, the Shelves are in and it looks great. By the window there are two chairs and table with a lamp for reading.

Congratulations to Mike Buster and Frank Fezzie for being Co-Members of the year, this is the second year this award has been given. The first recipient was Carolyn Gregg for here work on "Tales of the Rail".

OLD BUSINESS
2017 Train Show:
John Edwards has taken over the Email and Web based help for the train show committee. The club plans to have signs and banners up about a week before the show to try to get the word out. The club is going to try and get with the newspapers, TV

and radio stations. We hope to have a bigger and better show this year.
Don Ramey, John Carter and John Edwards proposed a new application for new members, part of the plan is that all new members be put through a interim period where they are mentored by a club member. They would only be allowed to be in the club areas Thursday and Saturday each week. They would also be required to run their own engines (can use club cars) while on probation. The complete proposal will be presented at the February meeting.

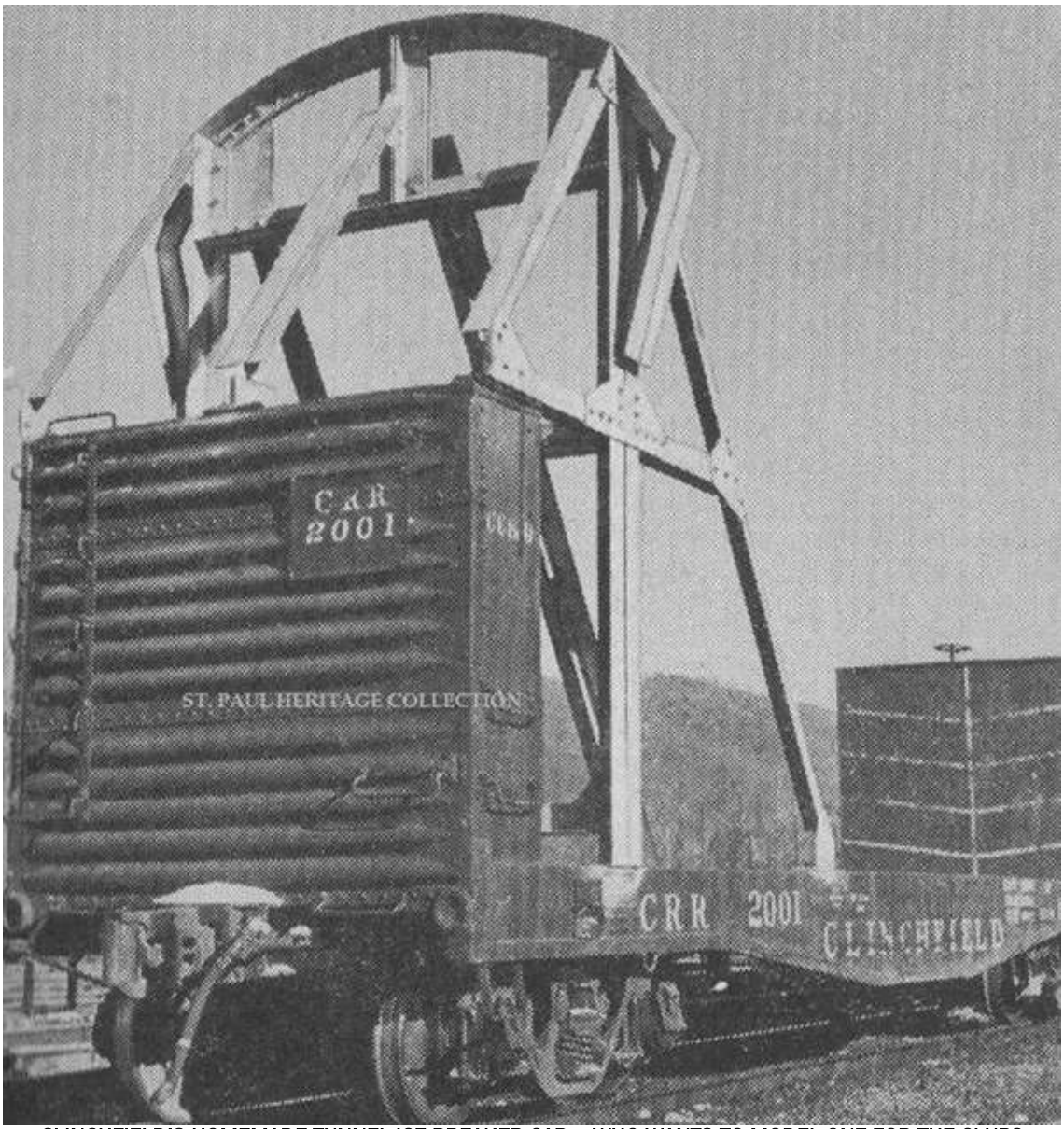
Gregg Mundkowsky will present the **FREMO** standards at the February meeting, anyone interested in building a module should plan to attend.

NEW BUSINESS
January Heritage Day was Northeast Railroads held on January 28th.

A scale speed limit of 40MPH has been placed on the MEMRR Layout, Trains will be operated at speed only in a pull mode only. This rule will be enforced and be posted around the layout room. The speed will be measured by the speed trap over by the turntable.

A motion was made and passed to put a banner up in both layout rooms stating that the layouts are operated by the Mountain Empire Model Railroad Club.

Respectfully Submitted
Greg Mundkowski,
Secretary, MEMRR Club



CLINCHFIELD'S HOMEMADE TUNNEL ICE BREAKER CAR – WHO WANTS TO MODEL ONE FOR THE CLUB?