



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
MARCH 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 223
ETSU Campus,
Johnson City, TN.

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

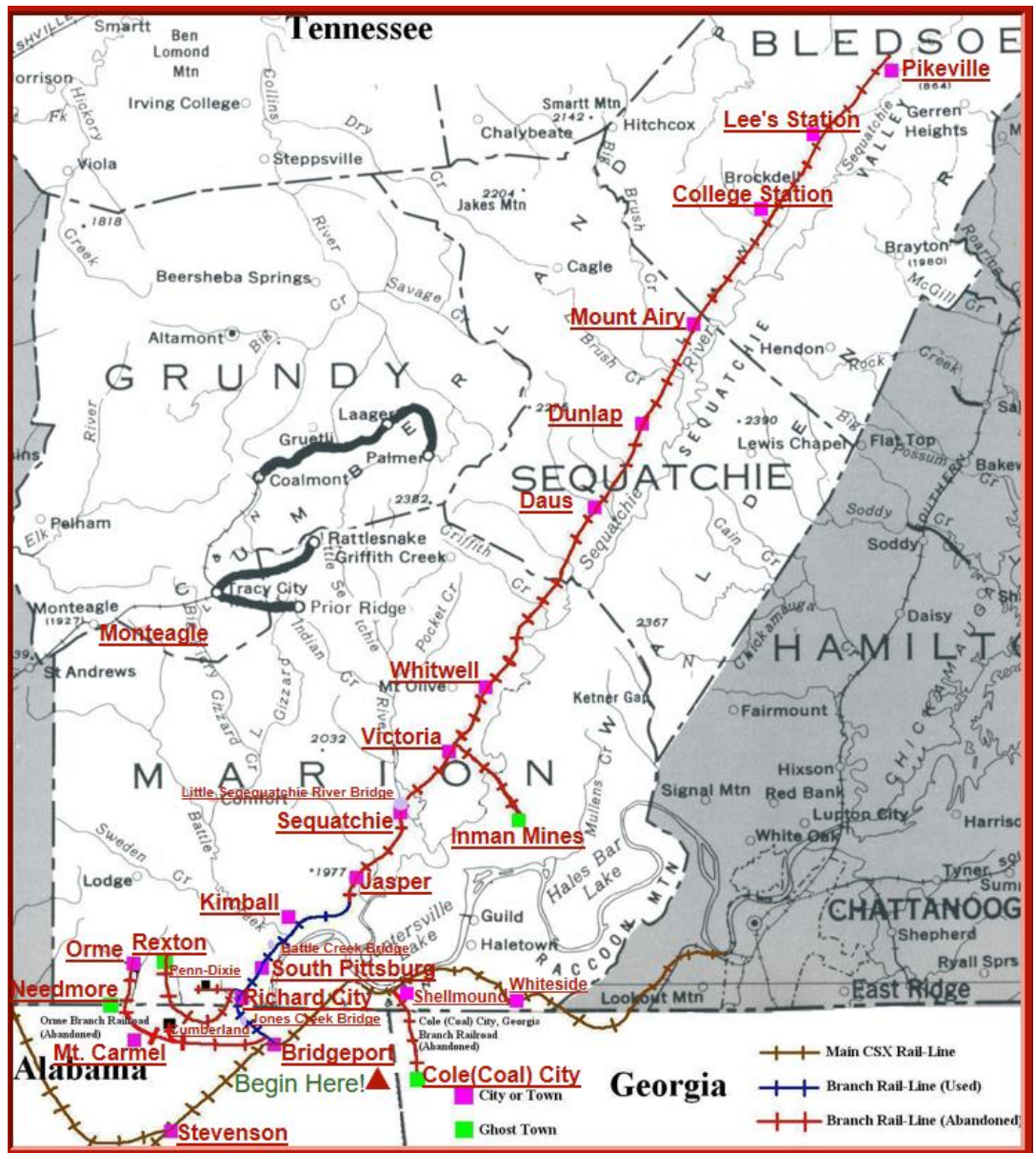
Work Nights are held each Thursday from 4:00 pm until ??

SPECIAL FOCUS THIS ISSUE

STATIONS ALONG THE SEQUATCHIE VALLEY BRANCH

Part 1

NASHVILLE CHATTANOOGA & St. LOUIS RAILWAY



Above is a screenshot of the Jasper to Pikesville Branch of the NC&StL RY that served the communities nestled in the Sequatchie Valley of Tennessee

Editor's note: We will be following the Sequatchie Valley Branch of the Nashville Chattanooga and St. Louis Railway as the line wound its way through south central Tennessee. This month we will follow the line from Bridgeport to Richard City and then the Switch branch to Rexton TN. Photos and Rexton article from South Pittsburg Historic Preservation Society, Richard City/Penn-Dixie Cement Plant article from Tennessee Historical Society.

RICHARD CITY, TENNESSEE (MILE 2.89)

By Kelly Wilkerson , Tennessee Historical Society



1907

Richard City, TN was also known as Copenhagen and Deptford

Located in Marion County, Richard City is significant for its associations with the development of industrial company towns in Tennessee in the early twentieth century. In the early 1900s, representatives of the Dixie Portland Company, including engineer Ellis Soper, cement manufacturer George Nicholson of Kansas, and Lee Hunt of the Hunt Engineering Company, began searching out a suitable location for a southern-based cement plant. After identifying the Chattanooga area as a suitable location, and with the help of Colonel Spencer Aiken of the Nashville, Chattanooga, and St. Louis Railway industrial department, these representatives eventually settled on the small town of Deptford (now Richard City) in Marion County. It was ideally situated on a major railroad line and near the Tennessee River. The company soon purchased approximately six hundred acres for the project and began construction of the plant in March 1906.

The investors recruited Richard Hardy, then director of an insurance company in New York, to help organize the town site. Initially named secretary of the organization, Hardy soon became the individual primarily responsible for the development and production of the company town. Tom Mix,

who would later rise to western movie star fame, was appointed supervisor of labor.

Richard Hardy was named president of Dixie Portland in 1914 and immediately began an improvement and enlargement program at the plant. By 1917 the company employed more than 650 people. Hardy and other managers within the Penn-Dixie system clearly believed in the paternalistic notion of welfare capitalism, a popular, yet largely unsuccessful, business practice of the industrial era. Richard City featured an identifiable company town complete with company built homes, a hospital, a school, company stores, churches, parks, as well as its own water works and sanitary systems. What makes Richard City unique in Tennessee is that all of these buildings, as well as street fencing and utility poles, were built using the product of the plant, cement.

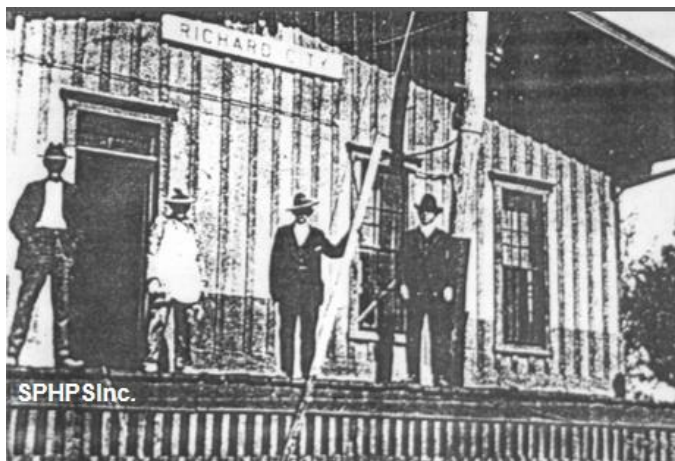
In 1926 Hardy led Dixie Portland to consolidate its Richard City plant, along with four other Dixie-owned plant sites throughout the country, with other large cement companies in the East to become the Pennsylvania-Dixie Cement Corporation with headquarters in New York. Hardy immediately became Chairman of the Board for the newly formed Penn-Dixie Cement Corporation.

The Richard City plant remained under the control of Penn-Dixie until 1980 when Penn-Dixie Industries filed bankruptcy and eventually shut down the plant. After remaining idle for a year, the Richard City plant, along with a cement plant in Kingsport, Tennessee, was purchased by Moore-McCormack Cement Corporation, who created a subsidiary organization, Dixie Cement, Inc. Under the control of Dixie Cement, problems arose between labor and management. Moore

McCormack had agreed to rehire all former employees provided they discontinue their union affiliation with the International Cement, Lime, and Gypsum Workers Union. While many workers agreed to do so, a majority refused, and Moore-McCormack subsequently closed the plant in 1982. The plant site today is used by Vulcan Materials. Multiple properties in Richard City are listed on the National Register of Historic Places



**Penn-Dixie Cement Plant Switch Track
Richard City, Tennessee Circa 1925**



RICHARD CITY DEPOT (CIRCA 1918)

While much of Richard City's significance lies in that it was a relatively successful example of welfare capitalism in the southern United States as well as a product of New South boosters, its educational traditions also provide it local and national significance. Known today as the Richard Hardy Memorial School, this company-built school building remains the most prominent structure within the community. Construction of the building began in 1925, primarily utilizing the company's cement product. It opened in 1926 as the Dixie Portland Memorial School, bearing the original name of the company, at a cost of approximately three hundred thousand dollars. Considered a memorial to the community's soldiers who served in World War I, construction of the school was important to Hardy and the community and the company spared no expense to ensure a modern and progressive building that would serve as a model school promoting the highest standards of education. To meet these high standards, Penn-Dixie employed nationally respected education specialist Fletcher B. Dresslar of the George Peabody College for Teachers in Nashville in an advisory capacity. Chattanooga architect Charles Bearden designed the building in Classical Revival style. Hardy used personal funds to purchase books for the

REXTON, TENNESSEE

By Dennis Lambert

South Pittsburg Historic Preservation Society

In early 1909, investors, led in part by Ringland Fisher "Rex" Kilpatrick of New York, purchased land at the head of King's Cove, which itself is mostly located in Alabama near Bridgeport. Spurred on by the success of the coal mining operations in the neighboring coves of Doran's Cove and Sweeden's Cove and what was known as the Battle Creek coal seam, Kilpatrick and investors believed after extensive surveys that this profitable seam extended into King's Cove.

This land was once mined several years before less extensively in what was known as the old R. A. Patton and

library and an art collection, as well as other educational tools. By providing progressive education, Hardy hoped that the entire community would benefit and the result would be happier workers and more efficiently run homes. When it opened in 1926 and for many years after, the school was hailed as one of the leading institutions of its kind in the country and was used as a "model school" by teachers, administrators, school builders, and communities.

Upon Hardy's death in 1927, the name of the school changed to the Richard Hardy Memorial School. Planned to provide the normal functions of a progressive elementary and junior high school for the children of Penn-Dixie's workers, the building also served as a community center that was crucial in strengthening the loyalty between the workers and plant management. In 1995 the school expanded by adding an additional freestanding building as well as the addition of grades nine through twelve. In 2001, as the school celebrated its seventy-fifth anniversary, a renovation program was completed in the original building to update electrical wiring and plumbing and to add a central heat and air system. This distinctive building retains much of its original character and is listed on the National Register of Historic Places.



RICHARD CITY DEPOT (CIRCA 1940)

Gaines coal lands. This moderate success of the previous mining operations and the positive report from the surveys soon led to the establishment of the Tennessee River Coal Company.

This company had intentions of mining this coal and shipping it out to market by way of an extension railroad that would lead off the Dixie-Portland cement plant's extension, which itself led off from the Pikeville Branch Railroad in Copenhagen (Richard City), Tennessee. In addition was the company's plan to establish a permanent community near the mines, which would be named Rexton in honor of the primary investor, Mr. Kilpatrick.

Offices for the new company were established on the second floor of the First National Bank building in South Pittsburg. In

addition, contractors R. A & B. F. Patton, builders of the mining town, also opened their offices in the bank building.

Right of way agreements were soon purchased or secured from property owners including one for a wagon road and another for water rights from John Berry Wynne on September 30, 1909.

On October 6, 1909, ground was broken at the company's King's Cove town site for the five-mile long railroad leading from Richard City into King's Cove. Contracted to do the work were local contractors R. A. & B. F. Patton and J. N. Dietzen who wasted no time in getting supplies and tools on the ground in preparation for the railroad's construction.

conditions improved. Once completed, the railroad would speed up construction bringing completion of the works in King's Cove rapidly. The town was incorporated on October 31, 1910.

However, not long after the completion of construction of the railroad and town, it was discovered the prospects of a large coal vein in Rexton did not play out as investors first thought would be the case. The coal vein was discovered to be much thinner once entries were made. Further mining failed to produce enough coal to recoup the investments made in the region. By 1912, investors abandoned Rexton, Tennessee along with its mines.



Construction of the town site and entries into the mines were under the direction of engineer, Captain George W. Crozier, with this phase of construction starting earlier in 1909. By January 1910, work on Rexton was progressing rapidly with completion expected by spring. In the town itself, which was situated on the mountain, a nineteen-room hotel, seven-room office building, two-story store building and nearly 35-three and four room worker's cottages were in the throws of being completed.

Delays due to weather slowed construction in early March due to the poor conditions of the wagon roads making it nearly impossible to move supplies into the cove. The railroad from Copenhagen had already been completed as far as Clayton Jenkins' residence with completion to the mines expected as soon as the weather broke and

One likely factor in the abandonment of Rexton is that the railroad into King's Cove was partly washed out in a flash flood. This, combined with the death of Rex's father, Frank J. Kilpatrick, in New York City on November 4, 1911, would have demoralized the chief investor.

It appears from visits to the site that some of the investment was recouped through the salvage of materials at Rexton as little remains to mark the ghost town. It could be as well that farmers living in the cove removed lumber and other materials for use on their farms. Either way, many rock foundations and sections of the railroad bed along

with bridge abutments still stand in the cove.

This property is privately owned so please contact the landowner before attempting a visit to the ruins.

One item to note is Rex's father, Frank J. Kilpatrick. He and his brother, Walter F. Kilpatrick, were the primary investors in the Bridgeport, Alabama boom of 1888 to 1893.

Bridgeport was another shattered Kilpatrick dream as Rex's father and uncle invested heavily into Bridgeport boom period growth in hopes that it would become the New York City of the South. However, the economic "Panic of 1893" put an end to that dream. Many reminders of that dream including a group of "Queen Anne" homes built by Frank J., which are known as "Kilpatrick Row", still stand as a testament to that lost dream.

BUT IT AIN'T A RAILROAD

Jacksonville Skyway

From Wikipedia, the free encyclopedia



The **Jacksonville Skyway** is a people mover in Jacksonville, Florida, United States. It is an automated monorail train operated by the Jacksonville Transportation Authority (JTA). Opening in 1989 with three stations in Downtown Jacksonville, the Skyway was extended in 1996 following a conversion from its original technology to Bombardier Transportation equipment. It was expanded again in 1998 and 2000. The system currently comprises two routes across 2.5-mile (4.0 km) of track, serving eight stations, and crosses the St. Johns River on the Acosta Bridge. There is currently no fare to ride the Skyway, which had 1.2 million passengers in 2014.

DESCRIPTION

The Skyway runs on an elevated two-way monorail track. The 2.5-mile (4.0 km) system serves eight stations in Downtown Jacksonville: five in the Downtown Core and LaVilla areas, and three across the St. Johns River on the Southbank. There are two routes running south from Rosa Parks Transit

Station and branching at Central station: one going west and terminating at Convention Center station, and the other going south over the river and terminating at Kings Avenue station on the Southbank.

The system has used two car and control systems since its creation. From 1989 to 1996 it had a system designed by Matra using its VAL 256-type rubber-wheeled technology. This ran only on the 0.7-mile (1.1 km), three station Phase I-A segment. In 1997, this was replaced by the current system designed by Bombardier Transportation, a version of its UM III monorail technology and 2 VAL cars were sold to O'Hare International Airport Transit System. In the current system, vehicles run on beams 34 inches (86 cm) wide and 28 inches (71 cm) deep, fixed on an 11-foot (3.4 m) wide guideway with parapet walls. Each train is automated by Automatic Train Control (ATC), can have two to six cars, and travels at up to 35 mph (56 km/h) per hour.

HISTORY PLANNING AND DEVELOPMENT



Skyway track curve between Central and Hemming Park stations at Hogan Street

An automated people mover for Downtown Jacksonville was first proposed in 1972 to deal with traffic and parking issues in the urban core. In 1976, the city incorporated the system into its mobility plan, hoping to attract interest from the Urban Mass Transit Administration's Downtown Peoplemover Program. The initial study was undertaken by the Florida Department of Transportation and Jacksonville's planning department, who took the Skyway project to the Jacksonville Transportation Authority (JTA) in 1977 for further development. Early proposals recommended a comprehensive system over 4 miles (6.4 km) long that would connect into adjacent neighborhoods, but the project's route and scope were greatly reduced over the years to meet budget constraints and the UMTA's parameters

After several stops and starts, the UMTA selected Jacksonville as one of seven cities to receive federal funding for the "Automated Skyway Express" in 1985. Two other related projects are Miami's Metromover and Detroit's People Mover. UMTA's approved plan called for the construction of a 2.5-mile (4.0 km) Phase I system to be built in three segments; the agency awarded JTA \$23.5 million for the initial 0.7-mile (1.1 km) Phase I-A segment.

IMPLEMENTATION AND EXPANSION



In July 1987, JTA selected French company Matra to build the Phase I-A segment. Work completed in May 1989 at a

cost of \$34.6 million. At its opening the Skyway served three stations on its east-west route: Central, Jefferson, and Terminal Station (now Convention Center station) on the Northbank of Downtown Jacksonville. Subsequent extensions were planned to take the Skyway north to Florida Community College at Jacksonville (FCCJ), and then south across the St. Johns River over the Acosta Bridge. Development of these routes began in 1992 and 1995, respectively, but negotiations for a new contract with Matra failed when the previous one expired. In October 1994 Bombardier Transportation was awarded a new contract to revamp the existing east-west segment with new technology and to complete the remaining Phase I extensions.



The system was shut down on December 15, 1996 to replace the former Matra technology with Bombardier equipment; the older cars were sold to O'Hare International Airport in Chicago. The northbound extension was completed, adding the Hemming Plaza and Rosa Parks Transit Station stops, and the Skyway reopened on December 15, 1997, with service from the Prime F. Osborn III Convention Center to FCCJ. The southern segment opened on October 30, 1998, adding service to San Marco Station on Jacksonville's Southbank. On November 1, 2000, the Riverplace and Kings Avenue Stations opened, completing the Southbank segment and Phase I of the Skyway.

USE



Ridership on the Skyway has been far below initial projections; while JTA originally anticipated 100,000 riders

monthly, it averaged less than a third of that by 2009. The primary reasons are the decline of the downtown workforce and lack of connections to other neighborhoods and modes of transit. The system became a major point of contention in Jacksonville, with critics considering it a "ride to nowhere" and a waste of resources. In 2010, after underperforming for over twenty years, *The Florida Times-Union* called it "a Jacksonville joke for a generation". However, others argued that expansion of the system and downtown revitalization could make it a success.



In February 2012, the Skyway was temporarily made free to ride until a new payment system was installed. Ridership jumped 61%—to 481,000 annually. Ridership in 2013 averaged nearly 4,000 on weekdays (the system is closed on weekends except for special events) and JTA has renewed the fare-free policy through the end of 2016. In light of this momentum, JTA Director Nat Ford has announced the agency will apply for grants to expand the system with a new station in the fast-growing Brooklyn neighborhood.

FUTURE



In December 2015 the Jacksonville Transit Authority announced plans to review the installation and operation citing problems that "Skyway's current vehicles are so old the parts can no longer be replaced — four of 10 vehicles are out of commission — and JTA staff said industry experts did not respond favorably to the possibility of overhauling them."^[9] The review considered options to refurbish the current rolling stock, buy replacement vehicles, expand they system, tear

down the structure or convert it to alternative use such as a walking path. In December 2016 preference was given for replacement of the present system with "autonomous vehicles" such as personal rapid transit or group rapid transit, however no final decision has been announced and public consultation continues. The JTA said in January 2017 that they are "trying to keep the Skyway operating for another five years as it determines the future of the system"

STATIONS

Station	Line(s)	Opened
Rosa Parks Transit Station	Northbank Line Southbank Line	1997
Hemming Park	Northbank Line Southbank Line	1997
Central	Northbank Line Southbank Line	1989 (rebuilt in 1997)
Jefferson	Northbank Line	1989 (rebuilt in 1997)
Convention Center	Northbank Line	1989 (rebuilt in 1997)
San Marco	Southbank Line	1998
Riverplace	Southbank Line	2000
Kings Avenue	Southbank Line	2000

SYSTEM MAP



The Jacksonville Skyway has eight stations on two lines: the Northbank (Convention Center) line, and the Southbank (Kings Avenue) line. All trains run though Rosa Parks Transit Station, Hemming Park station, and Central station, where they split.

PAUL'S PICS PAGES

PHOTOS COURTESY OF PAUL HAYNES AND DWARF SIGNAL PRODUCTIONS



East bound manifest approaching the ET R R lead with UP # 7479 on point, NS # 8802, NS # 9483, and CSX # 7834 fourth in line. The E T switcher is waiting for this freight to clear before realigning the switches to pull out onto the NS main to pick up a cut of cars on the next siding.... 01-27-2017



22A with double stacks in tow rolls through Jonson City on February 23, 2017 at about 3:22 PM.



Got really lucky when I "snagged" the Reading Heritage Unit on point of the 23G east bound through Johnson City early on the afternoon of February 24, 2017



Norfolk Southern 1026 just rolled west bound through J C with a LONG consist of empty wells on January 12, 2017.

d

A LOOKING BACK IN TIME
SWITCHING ON THE CLINCHFIELD AT JJOHNSON CITY
PHOTOS BY DAVID PRESLEY



Clinchfield RR #350 approaches the CRR Depot with a string of cars to switch in Johnson City in 1981– the depot today is the Tupelo Honey Restaurant





Clinchfield RR #355 trundles along doing its' switching chores in Johnson City in 1974-75

ADDING LIGHTING EFFECTS TO YOUR LAYOUT

WOODLAND SCENICS “JUST PLUG IT” SYSEM MAKES IT EASIER

Product review by Ted-Bleck-Doran



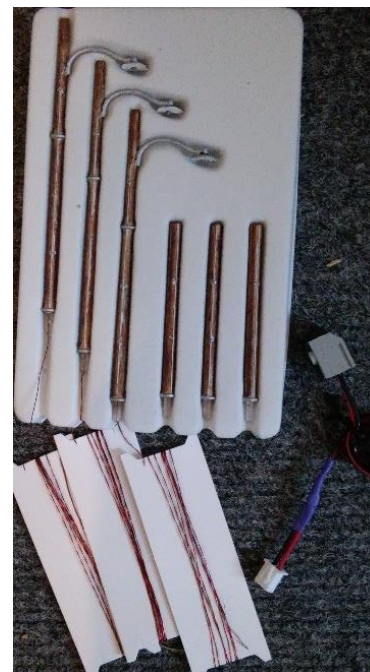
Pictured above is a selection of the growing list of products available or compatible with WOODLAND SCENICS “JUST PLUG” line of scenic lighting effects – they include (clockwise from the upper left corner): *Light Diffusing Film*, *Power Supply*, *Walthers Street Lamp Buildups*, *Street Lamps on Wood Poles*, *Model Power Building Interior Lamp Stands*, *Connecting Cables*, *LED Stick-On Lighting*, *Extension Cables*, *LED Nano Lights*, *Expansion Hub*, *Lights and Hub Set*, *Auxiliary Switch*.



I've been thinking awhile about adding lighting effects on my home layout. I had already installed lights in a yard office and car shop, but had not wired them up. The thought of the tangle of wires that would be required to achieve the effects I desired was intimidating at best. That was true until **Woodland Scenics** came up with their **Just Plug** lighting system. The cluster of products offered in the system appeared to simplify the process of installing and controlling lights for a model railroad layout. As the product name implied – lighting up a layout was just a matter of plugging in the lights and turning the system on... well almost... Here are some of the positives and negatives I discovered along the way.

WHAT YOU NEED TO START

POWER SUPPLY: Woodland Scenics offers a power supply fully compatible with the distributing Hubs in the system. The Power Supply will handle 60 or so low voltage LEDs and miniature lights. It comes with its own connector cable ready to be plugged into a Hub or Expansion unit.





HUB UNIT: You'll want at least one HUB UNIT since it provides the base of the control system for the lighting effects. Each HUB will control four individual circuits of lights (it is recommended that each lighting circuit contain no more than 3 light sources – LEDs, incandescent bulbs, etc. – capacity for 12 lights). Light sources on each circuit can be adjusted for brightness as a group using a built-in adjustable resistance rheostat for each circuit. Each HUB has a socket for power input and one for output to another HUB or EXPANSION HUB. There is also a socket for an AUXILIARY SWITCH to turn the circuits controlled by the HUB on/off.

(Note: HUBs are sold individually and as starter sets with CONNECTOR CABLES and a pair of LED STICK-ON lights)



EXPANSION HUB: If you plan to install extensive lighting effects, you will want to purchase an EXPANSION HUB. One Expansion Hub will allow you to daisy chain up to four Hub Units for a total of 16 separate circuits or 48 light sources.



AUXILIARY SWITCH: You will need to consider how you want to have your lighting effects operate; do you want to have all the lights turn on at once or do you wish to have them individually linked to a scene or series of scenes on the

layout. Only one switch is needed to turn on/off all the lights. This switch would be plugged into the first Hub Unit or an Auxiliary Hub. Additional switches can be purchased to operate a cluster of lights. Each switch would control all the circuits associated with a single Hub Unit.



POWER SUPPLY: Woodland Scenics offers a power supply fully compatible with the Just Plug Hub system. Given the voltage and lighting resistance it should provide enough power to a city full of lighting effects.

**Part 2 – Installation
Next Month**



Above is an example of the lighting effects one can create using WOODLAND SCENICS *Just Plug* system; the scene was created with their assembled *Wooden Pole Street Light* set.

**AROUND THE GEORGE L. CARTER ROOMS
MEMRR CLUB NEWS, EVENTS, AND HAPPENINGS**

MEMBER OF THE MONTH

TOM MCKEE

MEMRR'S NEWEST EMERITUS MEMBER



Tom McKee has been an active supporter of the Mountain Empire Model Railroaders Club for a better part of the Club's span of existence. Tom and his wife Klm, have hosted the annual club picnic at their home on South Holston Lake over the past several years.

Tom is an active modeler in G Scale specializing in Garden Railways and Live Steam. His Garden railway occupies an expansive portion of his property including a loop of track on a terrace along the lakefront, and a large layout situated on a hillside above his house. This latter layout features an impressive scratch built wooden trestle.

Tom was recently honored by the Johnson City Chamber of Commerce with his induction in the Chamber's Hall of Fame. He was cited as "Senior Partner at Herndon Coleman Brading & McKee law firm and served the City of Johnson City as a member of its Board of Commissioners for twelve years, twice as Mayor. McKee also served The Chamber of Commerce and Economic Development Boards, serving as Chair for The Chamber in 1996. He has served on numerous community boards and was a member of the founding Board of Directors for the Dawn of Hope."

LIBRARY WORK CONTINUES

CABINET WITH SHELVES ADDED TO THE LIBRARY



Paul Haynes has pitched in to help Gary Emmert prepare the library for the move to its new location across the hall from the Ken Marsh Gallery (the ET&WNC RY layout room). They worked together at off site to fabricate a new cabinet to house the George L. Carter Railroad Museum's extensive DVD and VHS tape collection. The cabinet will have drawers and shelving to hold the collection. Paul indicated that he might have to build a second cabinet in the near future due to the number of videos requiring storage space. Gary also noted that the collection video cases of seven different sizes further complicating shelving for the videos.



NEW MEMBER VETTING PROCESS

AMMENDMENTS TO THE MEMRR BY-LAWS

CHANGES NOTED IN BOLD>

Article IV. Membership is open to any individual with a sincere interest in model railroading and shall be governed by the duties, rights, responsibilities and obligations as described in Appendix B: Table of Membership Classifications, Dues, Rights, Responsibilities and Obligations. All membership levels include a digitally available copy of the club newsletter known as The Signal Bridge.

PROVISIONAL MEMBER: Any person seeking new membership in any of the membership categories requiring payment of membership dues; this is a temporary membership category lasting the initial 120 days of membership to allow for proper vetting of the candidate by the MEMBER VETTING COMMITTEE (See ARTICLE XVII); the provisional member's activities may be restricted as described in Appendix B: Table of Membership qualifications, Dues, Rights, Responsibilities, and Obligations; a provisional member's request for membership will be acted on by the MEMBERSHIP VETTING COMMITTEE immediately following the expiration of the 120 day waiting period with the committee's recommendation presented at the next Business Meeting following the completion of the 120 day waiting period.

NOTE: The 120 day period is the equivalent of 1/3rd of a year's membership dues and is equal to the suggested \$10 provisional membership dues.

FULL MEMBER is defined as one who is 18 years of age or older and pays "Full Member" dues as set by the club in Article VIII and is willing to construct or assist with the building and/or operation of one or more modules or layouts which meets the club specifications. **ONLY PAID UP FULL MEMBERS** will have access to the museum key box.

HOUSEHOLD MEMBER is defined as a FULL MEMBER if 18 years of age or older or as a YOUTH MEMBER if 14 to 17 years of age. HOUSEHOLD MEMBERS shall reside at the same address as the FULL MEMBER. HOUSEHOLD MEMBERS should be interested in model railroading and be willing to support club activities. HOUSEHOLD MEMBERS will have one vote per adult 18 years of age or older.

YOUTH MEMBER is a non-voting member 17 years of age or younger and will be accepted if sponsored by a FULL MEMBER. The FULL MEMBER shall be present and will accept full responsibility, financial and otherwise, for the sponsored youth.

STUDENT MEMBER is a voting member who is a full-time student enrolled in any private or public technical school, college or university. Proof of student status is required to establish and maintain student membership.

DISTANT/REMOTE MEMBER resides 100 miles or more from Johnson City and intends to occasionally participate in MEMRR meetings and activities.

EMERITUS MEMBER is one who has been a long-time active member who is voted to this lifetime voting status by 2/3's vote of the membership present.

HONORARY MEMBER is one who has been awarded special non-voting membership for outstanding contribution by a non-member. To be established by 2/3's vote and renewed by similar vote at each November meeting.

ARTICLE XVII. The organization will maintain a MEMBERSHIP VETTING COMMITTEE to review, monitor and make recommendations for membership on all persons seeking a membership status that require payment of dues and are considered Provisional Members. The MEMBERSHIP VETTING COMMITTEE shall consist of 9 members appointed by the president of the organization and shall include 3 FULL MEMBERS drawn from each of the following categories: Officers, Module Owners, Members-at-Large. The committee members will be responsible for monitoring, mentoring and evaluating the persons seeking membership status and who are considered Provisional Members. The committee will make recommendation on the Provisional Member's request for membership following the completion of the 120 day provisional membership period. Recommendations will be decided by majority vote of all the committee members. Recommendations will be presented to the MEMRR membership at the business meeting immediately following the completion of the 120 day waiting period. Should there be a tie due to absention of one or more committee members, the recommendation will be decided by the vote of the President, MEMRR, (or Vice-President in the absence of the President). Recommendations are to include: Approval of Membership status, Refusal of Membership Status, Extension of Provisional Status for one additional 120 day period.

APPENDIX

Application For Membership

- Name:
- Address:
- Phone:
- Additional phone number or point of contact
- Email:
- Sponsor:

Membership level applied for:

- Full (Adult)
- Associate
- Household (additional Member is applying a:
 - Youth under 14 years as part of Household

- membership)
- Youth 14-18 years
- Student (Program Enrolled in is: _____)
- Adult 18 years or older
- Youth (14 to 18 years old)
- Student (enrolled in higher education program) - Program Enrolled in is: _____

- 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?



COORDINATORS MEETING
FEBRUARY 16, 2017
MINUTES

Gary Emmert: Treasurer. Absent.

Jessie Kiddle: N Scale. Absent.

Geoff Stukard: Heritage Program Coordinator. The February Heritage program is Short-Line Railroads

Robert Sullivan: we still have not heard back from LEGO to see if they are going to attend the train show in June, Fred asked if he can get their contact information and he would send a letter on official letterhead and see if we get a response.

Gregg Mundkowsky: ET&WNC Layout. We still need people willing to assemble freight car kits, we would like to have a nice number on the layout for the train show. Ten wheeler #11 needs to go back in the shop for some repairs, the flanges on the pilot truck short out on the frame while going through some curves, we are also having problems with the tender trucks derailing, this could be as simple as the wheel sets being out of gauge. It has been proposed that in the future we do not make the passenger cars lighted because of the problems we are having with #23, this is still up for discussion.

Roger Teinert: Show Report. Roger suggested that we put a sign up sheet at the merchandise table at the entrance to the MEMRR layouts. This would for people who want to be keep up to date about excursions that the club is planning. Roger also stated that if all of the vendors come to the show who have said they would we will need a larger venue. Another N Scale layout is also wanting to come to the show. This looks like we will have another great show.

Johnathan Gilliam: Locomotive Repair. Nothing to report.

John Carter: HO Layout. Absent

Dean Small: Cope Layout. Layout is in storage.

Mike Baker: Large Scale. Ongoing track cleaning on the track in the Little Engineers Room, If anyone knows about a short track cleaning car let Fred or Mike know about it.

Fred reported the John Waite's widow is going to donate John's photos and papers from the ET&WNC to the ETSU Appalachian Archives, Fred and Gary Emmert will pick the up when they go to get the Johnson City Cranberry Furnace display she is donating to the museum.

Respectfully Submitted

**Gregg Mundkowsky
MEMRR Secretary**

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

By the time we have our March Business Meeting spring will be officially here and for most of us it barely seems like we have had a winter. Not wishing for snow and ice, but just saying, "what happened to winter this year"? Everyone who has decided to be a member of the MEMRR has renewed their memberships and we are happy to have your company for another year of model railroading as a member of the Mountain Empire Model Railroaders. We have gained some new members in 2016, and the Grim Reaper has taken a few of our long-time friends to that big rail yard in the sky. We rejoice with those of us who will be modeling at home and at the G.L. Carter Railroad Museum in 2017 and we truly miss those we have lost.

As with the ending of every renewal of dues season the key code on the lockbox on our outside door has been changed so that only full members have it to access the museum and our layouts whenever the urge to come and operate the railroad layouts inside, to test a newly acquired locomotive, or just to have a place to work quietly on their layout, build a new car kit or structure, or just hang out moves them to come. The club members at their last meeting approved the concept of several banners to be created to be hung in the museum's galleries that call attention to the MEMRR, to the important role their members play in the functioning of the museum and an invitation for visitors to consider becoming a member of our organization.



Gregg Mundkowsky and Mike Buster complete the restoration of Mt Alsop on the Bankus N Scale layout



Plans for putting more fun into operations are happening at the museum tonight (Tuesday, March 7, 2017) for as I sit at this computer constructing this column for our newsletter, *The Signal Bridge*, its editor and a host of other members, are engaged in the first announced, organized (we can hope it is organized) club operations session event. This email was circulated to the membership:

**MOUNTAIN EMPIRE MODEL RAILROADERS
FIRST OPERATING SESSION
TUESDAY, MARCH 7, 2017
5:30 PM – SETUP AND JOB ASSIGNMENTS;
6:30 PM – OPERATION SESSION BEINGS
9:00 PM – WRAP-UP AND BULL SESSION**

On the first Tuesday of each month starting in March 2017 Mountain Empire Model Railroaders will sponsor an Operating Session at the George L Carter Railroad Museum. Club members will use the MEMRR Club HO layout in the Fred Alsop Gallery along with club locomotives and rolling stock. “

If you did not get to be a part of this inaugural session I am sure it will be hyped at the museum on Saturdays and Thursday nights, and at our next business meeting, and you will not want to miss the next one. I shall make every effort to be there to enjoy operating the HO club layout along with those members who got to experience the first session. By the first Tuesday of April, the date for the next Operating Session, we will be into daylight savings time and the sun will be going down a hour later. Talk to the fellows who were there tonight and make plans for being at the 2nd Operating Session. A core of MEMRR members have discussed having such an event for a long time now and they finally made it happen. They have provided just one more reason to be a member of the MEMRR and to share the fun of model railroading. Congratulations fellows!

The new **Rev. Howard Walker Library**, room 101 of the Campus Center Building, and the newest space acquisition for the Carter Railroad Museum now has books on the shelves. The move is not quite complete, and our librarian **Gary Emmert** will be absent for a couple of weeks visiting his son in Texas, but it looks like a library. The ETSU folks at our Facilities Management offices did a wonderful job of remodeling the room (those of you who have followed this transformation from the beginning know what I mean) beginning over the university's Christmas break. Emeritus member, **Duane Swank**, with management assistance from his wife, **Harriet**, custom built the book shelving that now holds our many donated volumes of hardback railroad books. **Paul Haynes** designed and constructed a cabinet to house our growing DVD library with some finishing touches from **Gary Emmert**. Gary has carried the load in finding some suitable furnishing for the room from ETSU and will compete the moving of the collection when he returns after 21 March. Many others have helped with this big project that will provide not only a storage place for our library holding, but, importantly, a peaceful beaconing place to sit and read some of the hundreds of interesting railroad books the room contains. Come and see for yourself. Sit and look through a book or through several, and if you want to check one or more volumes out to take home with you that is possible as well.

A vetting proposal committee, including **Ted Bleck-Doran, Don Ramey, John Carter, John Edwards** and others, has been working hard on the wording for an amendment to our MEMRR Bylaws. The focus of their work is to create a process for the welcoming of new members as “Provisional Members” who will be assisted by club members in train operations, club bylaws, museum operations, membership responsibilities, membership opportunities, etc., for a period of 120 days before being nominated for full membership in the MEMRR by a committee of 9 made up of club officers, module owners and members at large. The draft wording for this proposed amendment was presented at the February MEMRR Business Meeting for review and discussion. A draft of the tweaked version has been circulating between this committee and me for further revision by email for several weeks. The revised version can be found elsewhere in this newsletter and will be discussed again at the March Business Meeting prior to a vote for possible adoption as an additional amendment to our club Bylaws. Please feel free upon reading it to contact any committee member with any suggestions you may have for further refinement.

Visitation on Saturdays remains strong with 148 visitors in the museum on February 25th when we had our last Heritage Day Event. Members from our club and the Carter Chapter NRHS are also coming in good numbers with an average of more than 20 greeting visitors, working on exhibits and operating the layouts on Saturdays. This is all very positive for our clubs and for our railroad museum.

Things to plan on in the coming weeks and months:

- We will have our Annual Spring Fling in April. A small committee is still working on when and where, but we should have some plans to discuss at our March meeting.
- The Big Train Show Committee has been working hard planning the 2nd Annual Train Show for the ETSU Mini-Dome on June 2-3. **Roger Teinert**, committee chairman, has been conducting monthly meetings of this hard-working committee since last July and the focus has been on recruiting vendors, obtaining visiting layouts and increased local advertising. Roger, and several other members, has been attending regional train shows recruiting and advertising this event. There are lots of vendors coming back this year who have also spoken so highly of their experiences at our first show, including the quality of the venue itself, and the organization of the event, that they are recruiting vendors for us. This should be a really good train show and we will need a lot of help with it just before and after it happens as we did last year. Thank you all in advance for the assistance you will be giving us as we ask for your volunteer efforts.
- The ET&WNC RR Historical Society will have its 28th Annual Convention headquartered at the Carnegie Hotel June 2-4. The highlights will be the 100th

anniversary celebrations of ET&WNC locomotive #12, combine car #15, and the Linville depot. Plan to join this historical society and attend this local convention for this historic event.

- The Carter Chapter NRHS will have a rail excursion to Knoxville on June 24 to ride the rails on the 3 Rivers Rambler RR, visit the Knoxville Locomotive Works and have a luncheon cruise on the *Star of Knoxville* paddle wheel boat.

Come to our Railroad Museum on Thursday night work sessions; to Saturday Public Operating Sessions, and to the new 1st Tuesday Club Operating Sessions. Try to make the monthly business meetings and make your voice heard. There is a lot going on. Come join in and lend your experience and talents. Hear the sound of the whistle of the train in the night and dream of all the destinations yet to come.

Fred J. Alsop III

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

FOLLOW-UP NOTES TO 3/7/17 FIRST OPERATING SESSION

Text by GEOFF STUNKARD

Photos by Gregg Mundkowsky

The MEMRR members hosted an operating session on the HO scale layout on Tuesday evening, March 7. With 9 people in attendance, this program was an attempt to use theoretical railroading practice to move train consists in a prototypal fashion. For this, the layout was broken up in five divisions, with all trains leaving in 'westbound' (clockwise) movement when exiting the yard. The attached documents will further explain the process involved, but basically each division 'end point' is based on where activity ahead might be occurring. In theory, trains would make two complete loops around the layout, once on two divisions on the inside loop, once on two divisions on the outside loop, concluding with each train terminating on the long passenger station siding as the final division. Then, the power would be reversed to the front and the train would be scheduled to move 'eastbound' (counterclockwise) to return to the yard.

A total of 9 westbound trains and 10 eastbound trains were operated out of the 9 westbound and 11 eastbound scheduled; the only train not moved on schedule was a yard-to-staging move. Geoff Stunkard served as train master and created rudimentary sequencing on these movements before the evening. Without track maps nor train orders per crew, this became oriented toward verbal execution; pre-

printed train orders will be used for the next session. A list of trains is in the accompanying material. A number of adjustments were needed due to the time window and lack of pre-operation preparation, but overall it functioned according to scheduled inbound/outbound directions. Following some track alignment challenges, Gary Gillam volunteered to take over the main tower operation to allow Stunkard to function as train master 'on the ground.' A special thanks goes to the engineers who had to 'fly blind' on those verbal commands; they were patient to a fault in the chaos.



As seen on the schedule, there were 4 westbound/eastbound mixed freights (TR11-12, TR13-14, TR43-44, and TR45-46), two passenger train movements (TR32-33 and TR51-52), one fast freight (TR21-22/23), one switch assignment (TR25) and one coal train with switching responsibilities (TR37-38). No brakemen were available so each train was crewed with one engineer only (Robert, Gary Gillam, Greg, John Carter, Logan Heaton and Frank Fezzie). Other jobs included two yard shifters (Ted Bleck-Doran and Paul Haynes) and one hostler for the diesel pool (Frank Fezzie). Logan Heaton had volunteered to operate the steam service work, but it was decided before starting that this evening would encompass diesels primarily to prevent issues to steam engine turning at the termination of each westbound run.

So, in conclusion, the following adjustments are requested for April –

Paperwork – All operators on hand will receive a schematic track map with signal/division locations and general handling instructions; please let John Edwards know if you will be coming so we have enough of these printed. Train crews will receive an additional 'train order' list of specific instructions for their train's movement, scheduled stops and opposing traffic; bring a pen for this. Switch crews can hopefully work *in advance* on possible consists by industry to be switched by those trains so these are charted prior to the event.



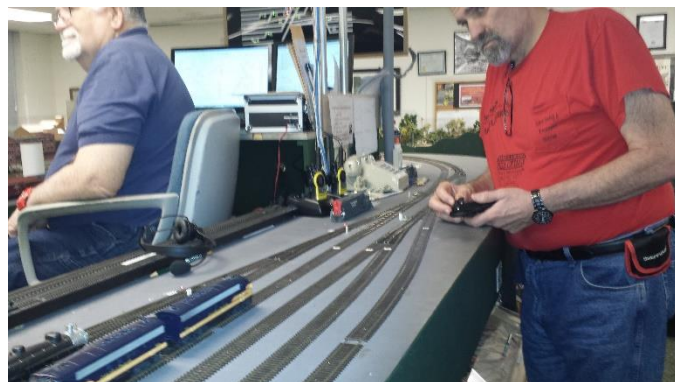
Documentation – As above, train crews will be asked to write down departure times and arrival times on their instruction sheets. This is not done for busy work but to try and document the time it takes to make the movements and switch work for future scheduling. Again, a big thanks to our engine crews this first session for their patience.

Personnel – if possible, more MEMRR members on hand would spread the work load out. This should include a knowledgeable main tower operator, as well as possibly someone to run an additional WYE tower for inbound/outbound movements and run-throughs. The breakdown of roles would be * Trainmaster / Yardmaster / Mainline tower / WYE tower / hostlers / train crews / switch crews. Each role is important but this would be the command chain. As veteran operation-oriented model railroaders know, some of this work is mundane but we could schedule 'brakemen' into active switching train movements in slow periods.



Yard and switch preparation – Prior to the April session, the freight yard and all sidings being used for the session should be set up in advance; this should occur on the Saturday before if possible. Switch crews will focus more at facilitating fresh outbound / inbound termination movements into the yard; no open yard tracks in this session posed serious problems in this regard. Additional unscheduled eastbound movements from the yard into staging may be needed if the physical quantity of cars remains a problem. Also, switching

protocols will be reestablished, including limits on cross-main movement, more focused tower direction of switch movements, and mandated power holds for active inbound train movements. Hostlers take precedence over switch moves; inbound/outbound take precedence over hostlers. Thanks to Gary Gillam taking control of the tower midway through the session and Frank Fezzie's understanding of operating procedure, we got over some of the bumps, but this can be much smoother. Again, the biggest issue was equipment clogging the yard...



Adjustments to 'signal' locations – Due to the introductory nature of this first event, some adjustment to numbered 'signal' locations may be needed. Again, running more sessions will help determine this. The present locations will be documented on the maps to be issued above regardless.



Adjustments to 'train sequence' – To keep the operating session in smooth motion, some timing adjustment to train movement will be made. The overall session took from 6:15 to 9:00 with some minor schedule changes but no mainline train annulments. NOTE: we will likely repeat the March operating session to smooth out its bugs in April, this session will then go into a pool of 'possible' operating scenarios to be developed in the coming months.

LIKE A CHALLENGE? We look forward to seeing you at the April operating session!

THE OFFICIAL FREE-MO STANDARD MEMRR CONSIDERS [OSSIBILITY OF GOING BACK TO ITS MODULAR ROOTS

S = Standard. All Free-mo modules and participants must conform to the requirement/standard stated.

RP = Recommended Practice. These are procedures or specifications which are strongly encouraged for maximal reliability or fidelity.

FAQ = Frequently Asked Question/Answers which explain the reasoning behind a particular Standard or Recommended Practice. Free-mo FAQ Page.

1.0 INTRODUCTION

S1.1 The objective of the Free-mo Standard is to provide a platform for prototype modeling in a flexible, modular environment. Free-mo modules not only provide track to operate realistic models, but also emphasize realistic, plausible scenery; realistic, reliable trackwork; and operations. Free-mo was designed to and continues to push the envelope of modular model railroading to new heights. It goes beyond the traditional closed-loop set-up in creating a truly universal "free-form" modular design that is operations oriented and heavily influenced by prototype railroading.

S1.2 Interoperability: The Free-mo Standard is a collection of requirements for building scale model railroad modules that can work together with little effort, even when they have never been assembled together before. The beauty of the Free-mo standard is that it allows builders to replicate any

freelance or prototype trackplan within your modules boundaries, yet can be combined for maximal interoperability with other Free-mo modules. (FAQ S1.1)

S1.3 A Free-mo module is a free-form module that conforms to the Free-mo Standard as outlined below. (FAQ S1.3)

S1.3.1A Free-mo module can be any length and the endplates can be at any angle to each other.

S1.3.2A Free-mo module can be one section or a set of two or more sections that form a module.

S1.4 The Free-mo Standard governs the ends of the module and basic track requirements. Most Free-mo modules have two ends, but modules can have one, two, three, or more ends. (FAQ S1.4)

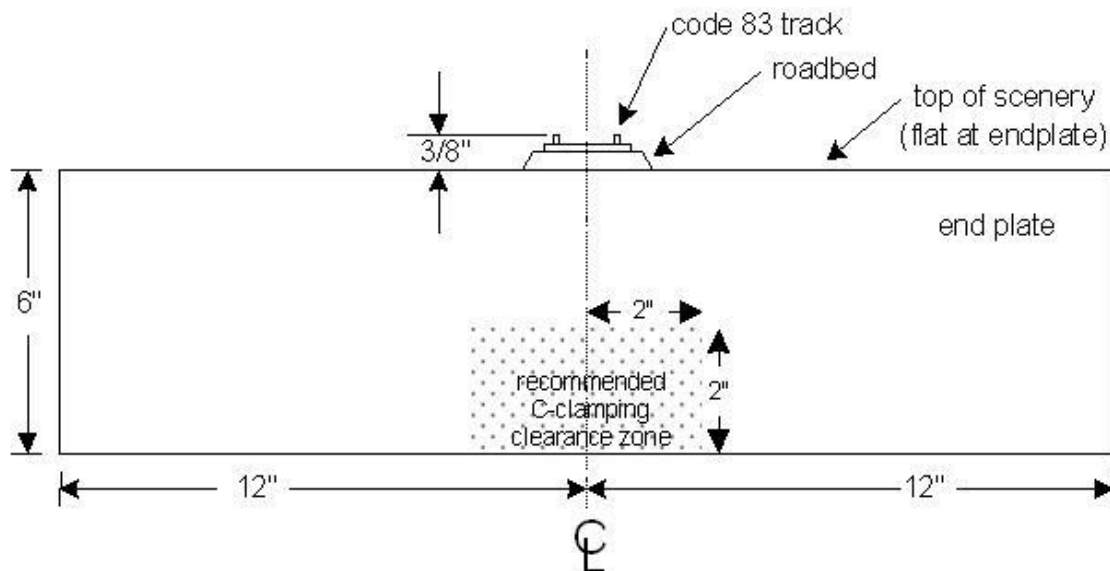
S1.5 Free-mo modules fall into three basic categories:

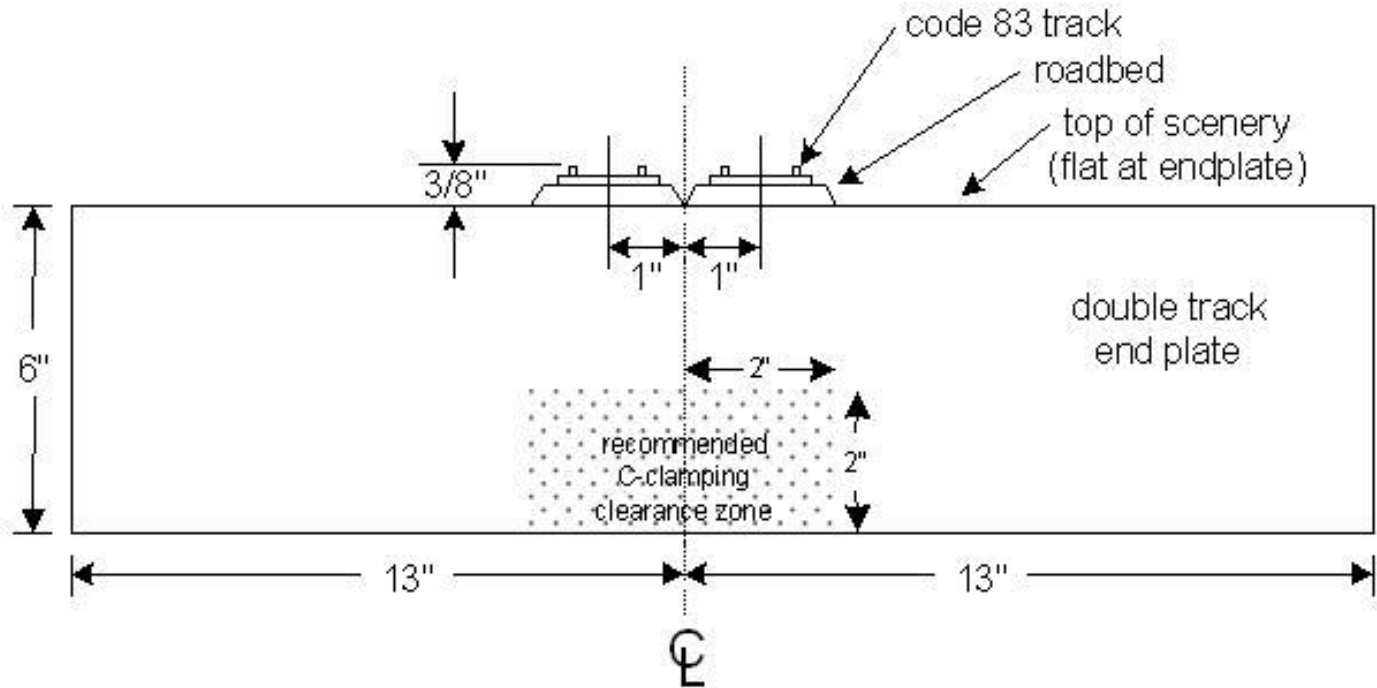
S1.5.1 Mainline - Mainline modules represent Mainline rights-of-way. Mainline modules are designed with large radius curves and minimal grades.

S1.5.2 Branchline - . Branchline modules represent Branchline rights-of-way. Branchline modules can have smaller radius curves and steeper grades than Mainline modules. See <http://free-mo.org/branchline> for more details.

S1.5.3 Mini-mo - Mini-modules (mini-mos) have endplates that are narrower than the standard width endplate. With this in mind, a mini-mo can be Mainline or Branchline module, single-track or double-track. (FAQ S1.6) Mini-mo supplement

S1.6 Mini-mo type modules are intended to be a Free-mo subset and not replace or exclude an equivalent length standard module. Full width modules are generally more stable and should be used wherever possible.





2.0 FRAME AND LEGS

S2.1 Endplates shall be 3/4" plywood or equivalent (birch plywood works well) to provide sufficient strength for clamping to adjacent modules. (FAQ S2.1, RP2.1.1)

RP2.1.1 Avoid Dimensional Pine Lumber for your frame work. It has a tendency to warp and "cup" with age, throwing off track alignment. It has also been found that plywood (birch plywood works well) warps and twists less than dimension lumber (3/4 inch pine boards). (FAQ S2.1)

S2.2 Single-track endplates shall be 24 inches wide by 6 inches tall.

S2.3 Double-track endplates shall be 26 inches wide by 6 inches tall.

S2.4 Roadbed shall be 1/4 inch cork or equivalent on 1/2 inch plywood or equivalent. Foam tops are acceptable if braced to prevent sagging or flexing.

S2.5 The nominal and minimum height of the railhead, at the end plate, is 50 inches from the floor. (FAQ S2.5)

S2.6 On modules with grades, the elevation of the high end shall be some multiple of 3/4 inch above low end. (FAQ S2.6)

S2.7 The maximum height of railhead, at the end plate, is 62 inches from the floor. (FAQ S2.7)

S2.8 The module (set) shall have at least four legs and stand on its own.

S2.9 Legs shall have continuous adjustment of plus or minus 1 inch (screw type foot).

S2.10 The bottoms of the legs shall have rubber tip or equivalent floor protection.

S2.11 Modules may be used with operators and spectators on either or both sides. (FAQ S2.11)

3.0 TRACK

S3.1 Modules shall use flex or hand-laid track.

S3.2 The centerline of the all tracks shall be 4 inches or more from the sides of the module at all times. (FAQ S3.2)

S3.3 On a Single-track module, the through track shall be centered on the 24-inch endplate.(see S2.2)

S3.4 On Double-track modules, the two through track centerlines shall be spaced precisely 2 inches apart and centered on the 26-inch endplate.(see S2.3)

S3.5 Track on the through route must be perpendicular to the endplate for 6 inches from each end of the module.

S3.6 Track on the through route must be straight and level for 6 inches from each end of the module.

RP3.6.1 The points of a turnout should not be within 6" of the end of a module.

S3.7 Rail shall be cut off 1 inch away from module end; ties and ballast shall be continued to the module end for good appearance and matching with the adjacent module. Ties shall be notched under the ends of the rails and to the module end, to clear bridge rail joiners and provide freedom of adjustment for bridge rails. (FAQ S3.7)

RP3.7.1 To enable DCC power districts, your module must be able to accommodate insulated rail joiners at each Free-mo endplate.

RP3.7.2 Free-mo printed circuit board tie plates are recommended for ends. (FAQ RP3.7.2)

RP3.7.3 Tie plates where the fitter rails go over should be excavated slightly to permit fitter rails to accommodate any vertical irregularity in track alignment between adjacent modules.

S3.8 Turnouts shall be at least #6.

RP3.8.1 Turnouts on the module through route should be #8 or larger.

S3.9 There shall be a minimum of 12 inches of straight track between reverse curves.

S3.10 Track on the through route of a Mainline module must ALL be Code 83 nickel-silver rail without exception.

S3.11 Sidings, spurs and other tracks of a Mainline module may be Code 83 or smaller, but shall be no less than Code 40.

S3.12 The minimum permitted curve radius on a through route of a Mainline Module is 42 inches. This includes through track sidings and other tracks where through traffic will run.

RP3.12.1 While the minimum permitted radius of curves on the through route of a Mainline module is 42 inches, 48 inch and larger curves are preferred.

S3.13 Spacing between tracks on curves of a Mainline module shall allow for long cars to operate without fouling each other; observe NMRA Standards S-8 Track Centers for "Class Ia" equipment.

S3.14 Mainline maximum permitted grade on the through route of a Mainline module is 2.0 percent (approximately 1/4 inch per foot).(FAQ S3.14)

S3.15 Curves on the through route of a Mainline module shall be appropriate for Mainline operation of contemporary

long cars, see Standard S-7 Clearances and the NMRA Gage, and NMRA Recommended Practices RP-11 Curvature and Rolling Stock.

4.0 WIRING

S4.1 Wiring consists of 2 pairs of bus wires (Track Bus and Accessory Bus) and a 6-conductor LocoNet bus cable.

Starting on 1 July 2015, wiring consists of 2 pairs of bus wires (Track Bus and Accessory Bus), a 6-conductor LocoNet bus cable and a single wire Booster Common. See specific sections below for effective dates for existing modules.

RP4.1 The length of the free ends of the Track Bus , Accessory Bus and the Booster Common at each end plate shall be a minimum of 18 inches.

S4.2 Track and Accessory Bus wire shall be 14 AWG stranded or larger wire.

S4.2.1 Modules in existence prior to 1 July 2015 may have track and Accessory Bus wire that is 18 AWG. It is highly recommended that they are upgraded to 14 AWG stranded or larger wire.

S4.3 The LocoNet bus shall be telephone type 6-conductor cable.

RP4.3 Digitrax advises against using Computer CAT type cable. The LocoNet bus should be telephone grade flat cable, not computer twisted pair Ethernet cable.

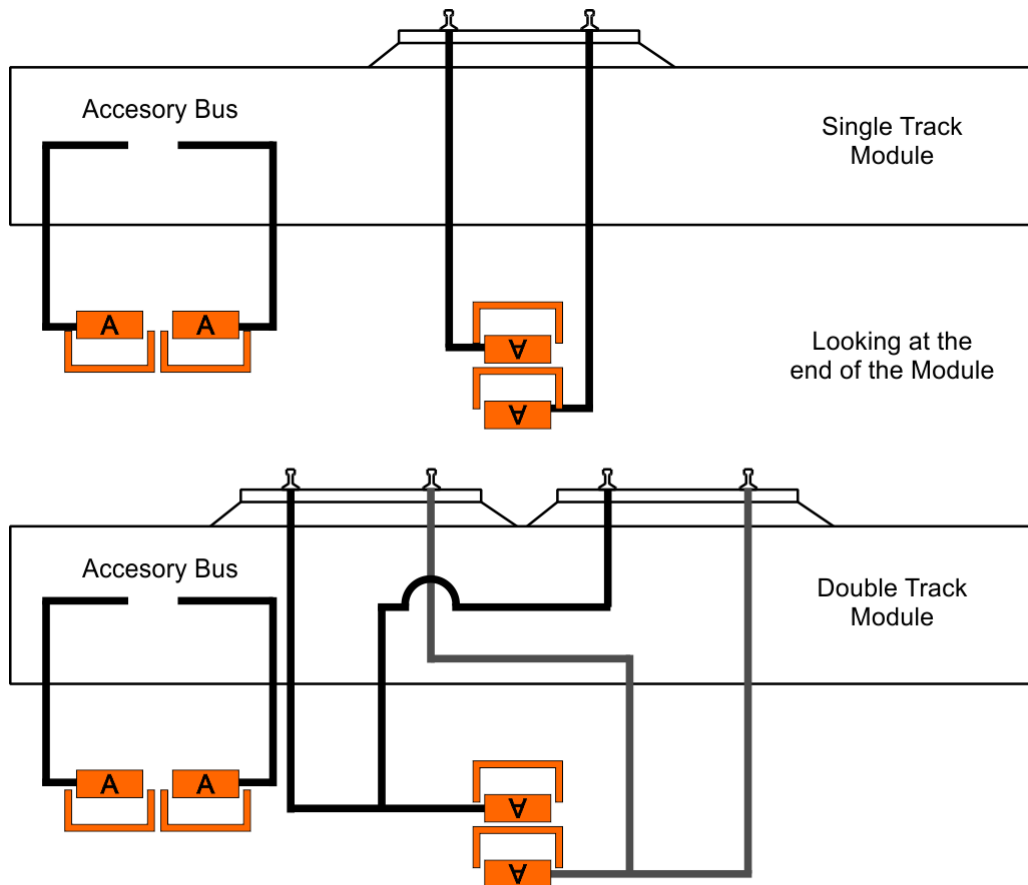
S4.4 There shall be a 4 (or more) position barrier strip under the module at each end for track and Accessory Bus wire hook-up.

S4.5 All ends shall have a pair of 2-pin Jones plugs, one male and one female (Cinch Part Number P-302H-CCT and S-302H-CCT or equivalent) for the Track Bus . (FAQ S4.5)

Starting 1 July 2015, the Track Bus shall be terminated on all ends with a pair of Anderson Powerpole PP15-45 Standard Housing incorporating a 30 amp power contact for use with 12-14 gauge wire. The PP15-45 connectors shall be stacked vertically (hood up, tongue down).

While facing the module from the end with the hood of the stacked connectors up:

- The top PP15-45 shall connect to the left rail.
- The bottom PP15-45 shall connect to the right rail.



S4.5 & S4.6 - Free-mo Anderson Powerpole Standards for Accessory and Track Buses (colors of housing are optional)

S4.5.1 Existing modules as of 1 July 2015 shall have until 1 July 2016 to convert to Anderson Powerpole connectors as described in S4.5.

S4.6 All ends shall have a single, 2-pin trailer plug (Radio Shack Part Number 270-026 or equivalent) for the accessory power.

Starting 1 July 2015, the Accessory Bus shall be terminated on all ends with a pair of Anderson Powerpole PP15-45 Standard Housing connectors incorporating a 30 amp contact for use with 12-14 gauge wire. The PP15-45 connectors shall be stacked horizontally (tongue-to-tongue, hood-to-hood). (See figure in S4.5)

S4.6.1 Existing modules as of 1 July 2015 shall have until 1 July 2016 to convert to Anderson Powerpole connectors as described in 4.6.

RP S4.5, RP S4.6 Until 1 July 2016, run chiefs shall specify the standard connectors to be used for the track and Accessory Buses (Cinch Jones or Anderson Powerpole). Provisions may need to be made in advance for any required adapters.

S4.7 All ends shall have a surface mount "6 conductor 6 position" module jack (RJ12) mounted to the inside of the endplate for the LocoNet Bus. .

S4.8 Through route wiring is as follows for Jones plugs (must be facing module end for correct perspective): (FAQ S4.8)

S4.8.1 Single-track -

- Male contact 2 right rail
- Male contact 1 left rail
- Female contact 2 left rail
- Female contact 1 right rail

S4.8.2 Double-track -

- Male contact 2 right rails
- Male contact 1 left rails
- Female contact 2 left rails
- Female contact 1 right rails

RP4.8.1 - On double track modules, to facilitate optional train signaling/detection, separate feeders are recommended for each track so that detection can discern a train on track A or track B.

S4.9 Track feeder wire must be 24 AWG or larger, but not longer than six inches to the Track Bus to avoid voltage loss.

S4.10 All turnout frogs shall be powered. Turnouts shall not rely on switch points to power the frog.

S4.11 Accessory power shall be approximately 16 volts AC or DCC. The bus is wired straight through. A bridge rectifier and filtering capacitor may be used to convert AC or DCC signal to DC. Applications that require AC or DCC signal may utilize power directly from the bus. (FAQ S4.11)

S4.12 Each module will have one dual flush mount "6 conductor 6 position" modular jack (RJ12) faceplate mounted on each exposed side of module, for throttles. (Digitrax UP-5 Throttle Jack or equivalent)

RP4.12.1 For maximal convenience in areas where operators congregate (such as yard modules) one or more modules in these areas should have more than one set of throttle jacks per side.

RP4.12.2 On Multi-Section Module, each module sections should have a dual flush mount "6 conductor 6 position" modular jack (RJ12) faceplate mounted on each exposed side.

S4.13 All of the LocoNet connectors and associated cables need to be connected together straight through (i.e. pin 1 - pin 1, pin 2 - pin 2, pin 3 - pin 3, etc. ...note standard telephone cables are NOT wired straight through).

S4.14 To connect the DCC bus between modules, a 2-foot RJ12 to RJ12 type straight through cable is utilized.

S4.15 To connect a DCC booster to a module, There are two connections that have to be made. (1) The LocoNet (2) The Track Power.

S4.15.1 For the LocoNet, a 4 foot RJ12 to RJ12 type straight through cable is utilized.

S4.15.2 Obsolete deleted March 2015

S4.16 As of 1 July 2015, all modules shall incorporate one wire for a Booster Common that is 14 AWG stranded or larger.

S4.17 Booster Common shall be terminated on all ends with an Anderson Powerpole PP15-45 Standard Housing connectors incorporating a 30 amp contact for use with 12-14 gauge wire.

S4.18 The Anderson Powerpole PP15-45 connectors for the Track Bus, Accessory Bus, and the Booster Common shall be three separate sets of connectors.

5.0 CONTROL

S5.1 LocoNet compliant DCC and accessories are standard for interoperability within and between Free-mo groups. For more information about LocoNet Technical specifications consult the Digitrax website.

S5.2 For a given turnout, turnout controls must be on all sides of the module or module section, excepting any endplates.

RP5.2.1 Turnout controls should be located on the fascia, and not on the horizontal or vertical surfaces of your scenery.

6.0 SCENERY

S6.1 All benchwork shall be hidden by some form of scenery.

S6.2 General module fascia color shall complement scenery and not draw attention from the scene.

S6.3 Scenery at the Free-mo standard end(s) shall have a flat profile 3/8" below the top of the rail on the through route.

S6.4 The through route shall be ballasted Woodland Scenics Fine Light Gray or equivalent,

S6.5 Standard rail color on the through route is Floquil/Polly-S Roof Brown or equivalent.

RP6.5.1 Ballast on Through route is to be weathered with a fine mist of thinned Floquil/Polly-S grimy black or equivalent.

RAILROAD FACTOIDS

MARCH 14, 1836 – West Virginia's first railroad began regular transportation and travel service from Winchester, VA to Harper's Ferry, WV (then a part of Virginia): locomotive "Tennessee" arrived from England on March 9; road opened with ceremony on March 31.

1807 – Silas Whitney operated a horse drawn and gravity wooden tramway on Beacon Hill, Boston, MA

1809 – Thomas Leiper built a wooden tramway to connect quarries in Delaware County, PA; operated by horses

From *THE CHRONOLOGY OF AMERICAN RAILROADS*
Association of American Railroads, 1954

MOUNTAIN EMPIRE MODEL RAILROADERS BUSINESS MEETING MINUTES FEBRUARY 21, 2017

The MEMRR meeting was called to order by President Fred Alsop at approximately 6:31 pm.

Fred started the meeting by introducing a new member Tina Williams. Tina let us know a little about herself, in the past she worked in Chicago for the Norfolk Southern before moving down to Atlanta and a career in banking for 15 years. Now retired and living in the tri-cities area she has time to spend with her hobbies, and plans to build a On30 layout. We gladly welcome here to the club

Officer's Reports are as follows:

Secretary's report:

Gregg Mundkowsky requested that the minutes for January be approved as written in the February newsletter. Voted and passed.

Newsletter Editor's Report:

Ted reported that there were 22 pages in color in the February newsletter. Thanks go to the following, Photos: Paul Haynes, Column: Fred Alsop, Minutes: Gregg Mundkowsky, Special Photos: Barb Woods Ryan, Club Notice: Amy Merritt, Heritage Day Theme: Geoff Stunkard

Treasury report:

Gary reported that we had an income for January consisting mostly from dues, the club had expenses for purchase of George L Carter Chapter – NHRS Books and shirts ordered by members. All of the expenses will be recovered when the books sell and members pick up their shirts.

Remember Dues are now due.

Webmasters Report:

John Edwards reported that some people are having trouble opening the newsletter. The newsletter for February is now on the website. If you are having trouble please let one of the Webmasters know.

President's Report:

Fred would like everyone to stop by and look at the new library room #101 (by the women's restroom). We came in well under budget, the first estimate was \$9800.00 and we came in at about 3500.00. the bookshelves are in and look great as does the new DVD case. A small ramp has been added to the door to try and prevent trip hazards.

The March meeting will have a presentation by Lisa Carter (John Carter's wife) on CPR and the use of a Automated External Defibrillator (AED). She will have training equipment

with her, the club voted to give her \$100.00 for her time in showing us how to use this life saving equipment.

Old Business

2017 Train Show: Roger reported that 40 tables have been reserved 10 vendors have paid and more are expected to be sending in their money now that the date is getting closer. The show is coming together and is looking like we will have another great one.

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 aloud to be in the club areas with their mentors. At the end of their probationary period they would be voted on full membership by the club officers and module owners. The biggest point of discussion was about the age of junior members and the inclusion of a space for the new member's age on the new member form. As stated last month they would also be required to run their own engines (can use club cars) or the older F units if they don't have any while on probation. The reworked proposal will be presented at the April meeting.

Gregg Mundkowsky will presented the basic Free-mo standards for anyone interested in building a module. The standards are to be printed in the March issue of the Signal Bridge.



GEOFF STUNKARD DIRECTS TRAFFIC ON OP-NIGHT

New Business

The Spring-fling get together was brought up and proposed to be held in early March. This proposal was voted down due to the lack of time to plan the event. A vote was taken to hold the event in April. Mike Buster and Jim Pahriss will work together and let the members know about the venue and date in April.

The club voted to order 3 banners 18" x 5'. two of the banners will be displayed in the Large layout room, and one the ET&WNC room.

One of our club members Larry Fraizer is in the hospital. I am sure we all want to keep him and his wife in our prayers. Get

well soon Larry.

On march 7th a operating session will be held using club equipment. Set up at 5:30 and operating starting at 6:30 going to 9:00. this will be an on going event on the first Tuesday of the month

A reminder that 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

Respectfully submitted

Gregg Mundowsky
MEMRR CLUB SECRETARY

