



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB

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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.

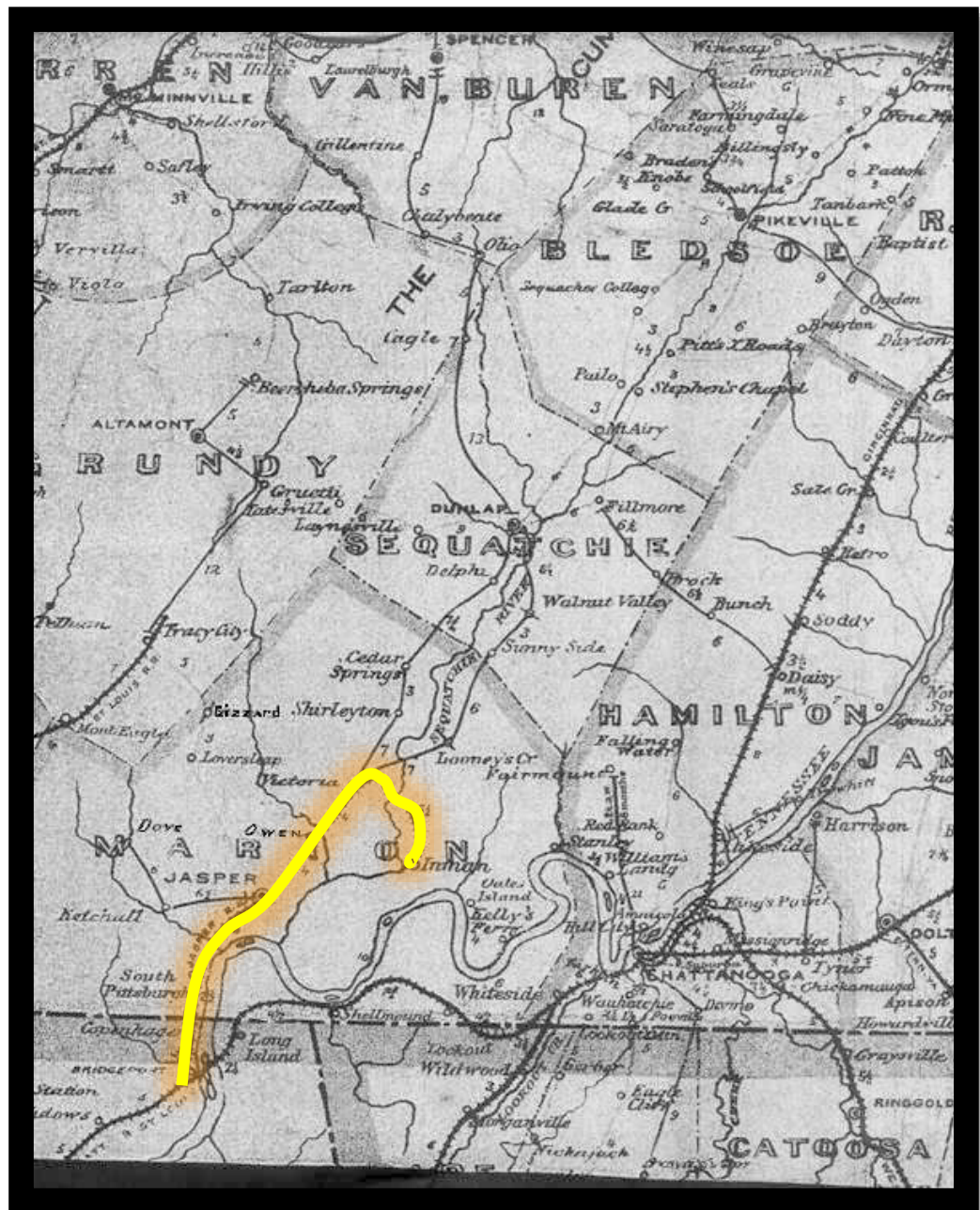
Open House for viewing every Saturday from 10:00 am until 3:00 pm.

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

SPECIAL FOCUS THIS ISSUE

THE SEQUATCHIE BRANCH – Part 2

NASHVILLE CHATTANOOGA & St. LOUIS RAILWAY



In this issue we will follow the Sequatchie Branch from South Pittsburg through Kimball and Jasper to the Inman Mine. Jasper

South Pittsburg Tennessee
Text from Wikipedia.com



What is now South Pittsburg remained a primarily agrarian area until the construction of a branch line of the Nashville and Chattanooga Railroad (later the Nashville, Chattanooga and St. Louis Railway) into the Sequatchie Valley in the late 1860s. Small-scale mining operations began during this period. When a post office was opened in 1869, the community was called Battle Creek Mines.

In the mid-1870s, several British investors formed the Southern States Coal, Iron and Land Company, in hopes of establishing a major industrial operation in the Sequatchie Valley. The company dispatched James Bowron to investigate the area for potential town and manufacturing sites. Bowron chose the Whitwell and Victoria areas in northwestern Marion County for the company's coal mining and coke production operations, and the Battle Creek Mines area as the company's iron production center and commercial hub. The latter site was chosen primarily for its immediate access to both the railroad and the Tennessee River. On May 23, 1876, the name of the Battle Creek Mines post office was changed to "South Pittsburg" in hopes that the city would one day grow to become a great iron manufacturing center like Pittsburgh, Pennsylvania.

The death of Bowron in 1877, along with several other key company officials within a short period of time, halted the Southern States operation. In 1882, the company was purchased by the Tennessee Coal, Iron and Railroad Company (TCI), which resumed the development of the mining and iron production facilities. In 1886, the townsite of South Pittsburg was purchased by Nashville banker William Duncan, who helped organize the South Pittsburg City Company in December of that year. The town was platted by F.P. Clute, and incorporated in 1887 with John G. Kelly as its first mayor. This revival of the city's development roughly coincided with the completion of two large blast furnaces and a foundry, allowing large-scale iron production to begin. South Pittsburg experienced rapid growth in the 1890s, but struggled after TCI relocated to Alabama.

In 1906, the Dixie-Portland Cement Company (later Penn-Dixie) established a cement production center in what was then known as the Deptford area, south of South Pittsburg. The company hired New York insurance executive Richard Hardy to oversee the development of a company town, which became known as "Richard City" after Hardy. After becoming president of the company in 1914, Hardy initiated a major expansion project in Richard City. Many of the town's houses, churches, businesses, and even utility poles were constructed using the company's cement. The plant operated until 1980, when Penn-Dixie went out of business. The site was later purchased by Vulcan Materials. Richard City was annexed by South Pittsburg in 1985.



A local switcher working the Sequatchie Branch headed up by a NC&StL RY 2-8-0 #385



Track side view of NC&StL RY depot at Jasper TN



Jasper Tennessee

Text from South Pittsburgh Historical Society

Jasper, Tennessee Railroad Passenger/Freight Depot as it appeared in 1999. Construction on this brick/concrete structure was authorized on August 16, 1922 and work began on August 20, 1922 with completion on May 31, 1923. Cost for the depot was \$14,501.28, which was \$478.72 under the estimate. Nashville, Chattanooga & St. Louis Railway foreman, W. A. King, along with his railroad construction crew built this building and was also responsible for the building of

the depot at Bridgeport, Alabama in 1917. This combination depot replaced a temporary depot that was erected on the site following a fire that destroyed the original depot on the night of October 19, 1921. The temporary depot was erected starting on October 19 and completed October 28, 1921. The depot is now used as Jasper's city hall.

Sequatchie, Tennessee

Mile 15.55



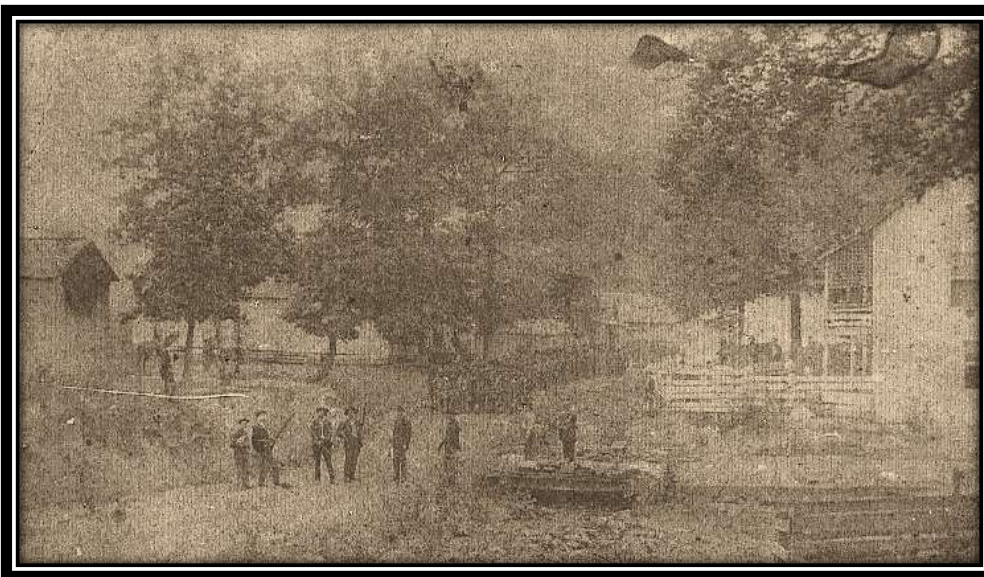
The Nashville, Chattanooga & St. Louis Railway built this passenger waiting shed on the Sequatchie Valley Railroad (Pikeville Branch) at Sequatchie, Tennessee instead of the more costly depot. Pictured here in about 1940, the structure was razed many years ago.

Victoria, Tennessee
Mile 19.01



The Nashville, Chattanooga & St. Louis Railway built this brick passenger & freight depot on the Sequatchie Valley Railroad (Pikeville Branch) at Victoria, Tennessee. Pictured here in about 1970, the structure is today in use as a private residence.

Tennessee Coal, Iron and Railroad Company
From Wikipedia.com



The Tennessee Coal, Iron and Railroad Company (1852–1952), also known as TCI and the Tennessee Company, was a major American steel manufacturer with interests in coal and iron ore mining and railroad operations. Originally based entirely within Tennessee, it relocated most of its business to Alabama in the late nineteenth century. With a sizable real estate portfolio, the company owned several Birmingham satellite towns, including Ensley, Fairfield, Docena, Edgewater and Bayview.

At one time the second largest steel producer in the USA, TCI was listed on the first Dow Jones Industrial Average in 1896. However, in 1907, the company was merged with its principal rival, the United States Steel

Corporation. The Tennessee Coal, Iron and Railroad Company was subsequently operated as a subsidiary of U. S. Steel for 45 years until it became a division of its parent company in 1952.

History

Early history

The Tennessee Coal, Iron and Railroad Company was founded as the Sewanee Furnace Company, a small mining concern established in 1852 by Nashville entrepreneurs seeking to exploit Tennessee's rich coal reserves and the 19th century railroad boom. After losing money, the business was sold to New York investors in 1859 and reorganized as the Tennessee Coal and Rail Company, but the outbreak of the Civil War the following year saw the fleeting company repossessed by local creditors.

It became Tennessee's leading coal extractor over the next decade, mining and transporting coal around the towns of Cowan and Tracy City in the Cumberland Mountains, and soon branched out into coke manufacture. This practice of both extracting and moving coal to market by building private rail tracks was not unusual at the time, as by owning the tracks that served their mines, businesses could undercut rivals at market by saving money on transportation. A Thomas O'Connor purchased the company in 1876 and expanded the business into iron manufacture in order to stimulate coke sales, building a blast furnace near Cowan. The business was subsequently renamed the Tennessee Coal, Iron, and Railroad Company. TCI never again changed its name, despite a later expansion into Alabama following the 1886 purchase of the Birmingham-based Pratt Coal and Iron Company. Such was the industrial importance of Alabama to TCI that in 1895, the company relocated its offices to Birmingham, relegating its native state to relative unimportance.



Canny investments and the purchase of major competitors in 1888 and 1892 under the direction of financier Hiram Bond, TCI Corporate General Superintendent, saw the firm grow rapidly. The corporation was for several decades one of the few major heavy industries based in the largely agricultural Southern United States, by a wide margin the largest blast furnace operator in the South and at one time the second largest steel producer on the continent. Its 1900 asset sheet listed 17 blast furnaces, 3256 beehive coke ovens, 120 Solvay coke ovens, 15 red ore mines, as well as an extensive network of railroads, although following the

panic of 1893 the company shifted its primary interests from railroads to steel. TCI's largest industrial plant was located in Ensley, a company town founded in 1886 on the outskirts of Birmingham, Alabama, by company president Enoch Ensley. Ensley was served by the sizable Birmingham Southern Railroad, one of TCI's early acquisitions, and from 1899 contained four 200-ton blast furnaces. In 1906 two more furnaces were constructed, and 40,000 tonnes of steel were produced that year, feeding Ensley's integrated rail, wire and plate mills. The company was fiercely competitive with the larger Pittsburgh steel businesses to the north, owing to the remarkable fact that all the natural resources required to produce steel were located in abundance within a relatively small radius of the Birmingham mills.

From forced labor to paternalism

The Tennessee Coal, Iron and Railroad Company was one of the largest users of prison laborers, mostly Blacks convicted of petty crimes, as a method for paying fines. This practice was common for obtaining coal mining labor in Alabama at the close of the Reconstruction era. The number of convicts employed increased after U.S. Steel acquired TCI in 1907, as did the brutality of the conditions in which they labored. In 1908, the first full year of U. S. Steel's ownership of TCI, almost 60 prison workers died from workplace-related accidents.

In the 1910s, TCI undertook a comprehensive program to stabilize its labor force, excluding prison laborers, by developing rigorously-planned "model villages", thereby improving worker health, welfare and loyalty. This paternalistic approach carried with it obvious benefits for workers and their families, but also drew criticism for limiting the free movement and organization of labor.



Listing on the Dow Jones Index and merger with U. S. Steel

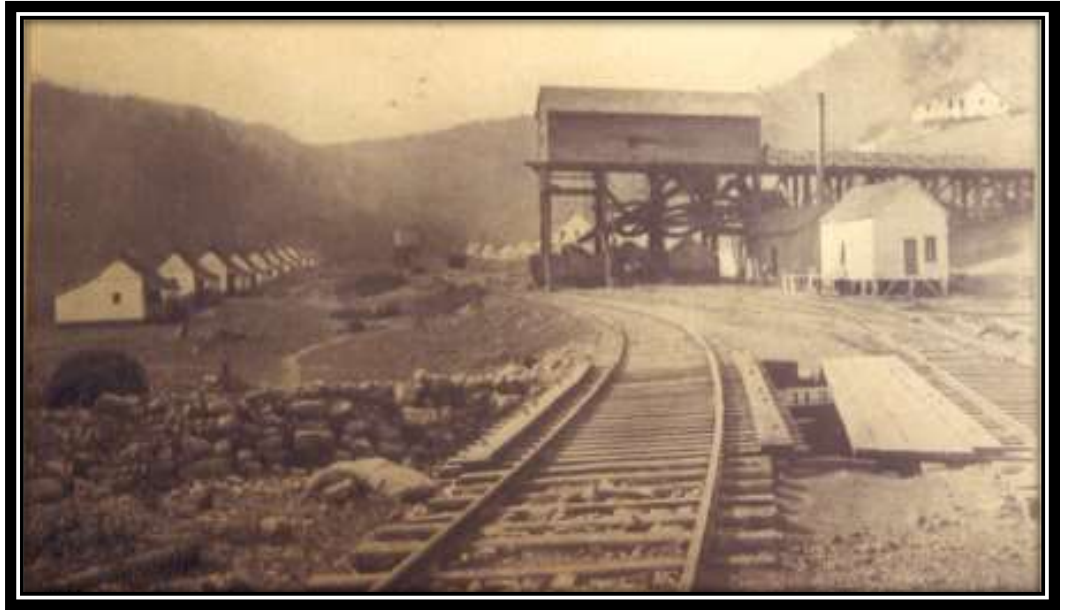


1899 Certificate for 100 Shares in TCI issued to FW Gilley Jr. & Co.

The Tennessee Coal, Iron and Railroad Company's status was bolstered when it became one of the first 12 companies to be listed on the inaugural Dow Jones Industrial Average, compiled in May 1899. However, it was not long before TCI was eclipsed by its principal competitor, the United States Steel Corporation, a huge conglomerate formed in 1901 out of the enormous Carnegie and Federal steel empires. By the time of the Panic of 1907, U. S. Steel felt confident enough to launch a takeover bid of its Southern rival. On the morning of Saturday November 2, banker and tycoon J. P. Morgan, one of the founders of U. S. Steel, convened a meeting in his library and there suggested that U. S. Steel purchase the stock of an insolvent Wall Street brokerage firm,

Moore and Schley, which had secured huge loans against 6 million TCI shares. This was not an entirely selfish gesture, as Morgan recognized that the failure of Moore and Schley would send investor confidence in the markets into a nose-dive. E. H. Gary, president of U. S. Steel, agreed in principle to this transaction, yet argued that without careful political maneuvering the deal would be seen by Congress as an effort to create a monopoly and thereby encounter troublesome federal anti-trust litigation. Morgan himself had been burnt by crusading Washington trust-busters in 1902 when his Northern Securities Company had been forcibly broken up by the government in a landmark test case.

In response to his concerns, Morgan sent Gary on an urgent mission to Washington that Sunday so that the deal might be vetted by President Theodore Roosevelt himself before the stock exchange opened the next day. Convinced by Gary that U. S. Steel only wished to purchase Moore and Schley's stock in order to inject liquidity into the firm and thereby shore up investor confidence in the wider economy, Roosevelt granted the transaction antitrust immunity in November 1907, a decision for which he was later derided by critics as a hypocrite. Indeed, in 1911 the federal government



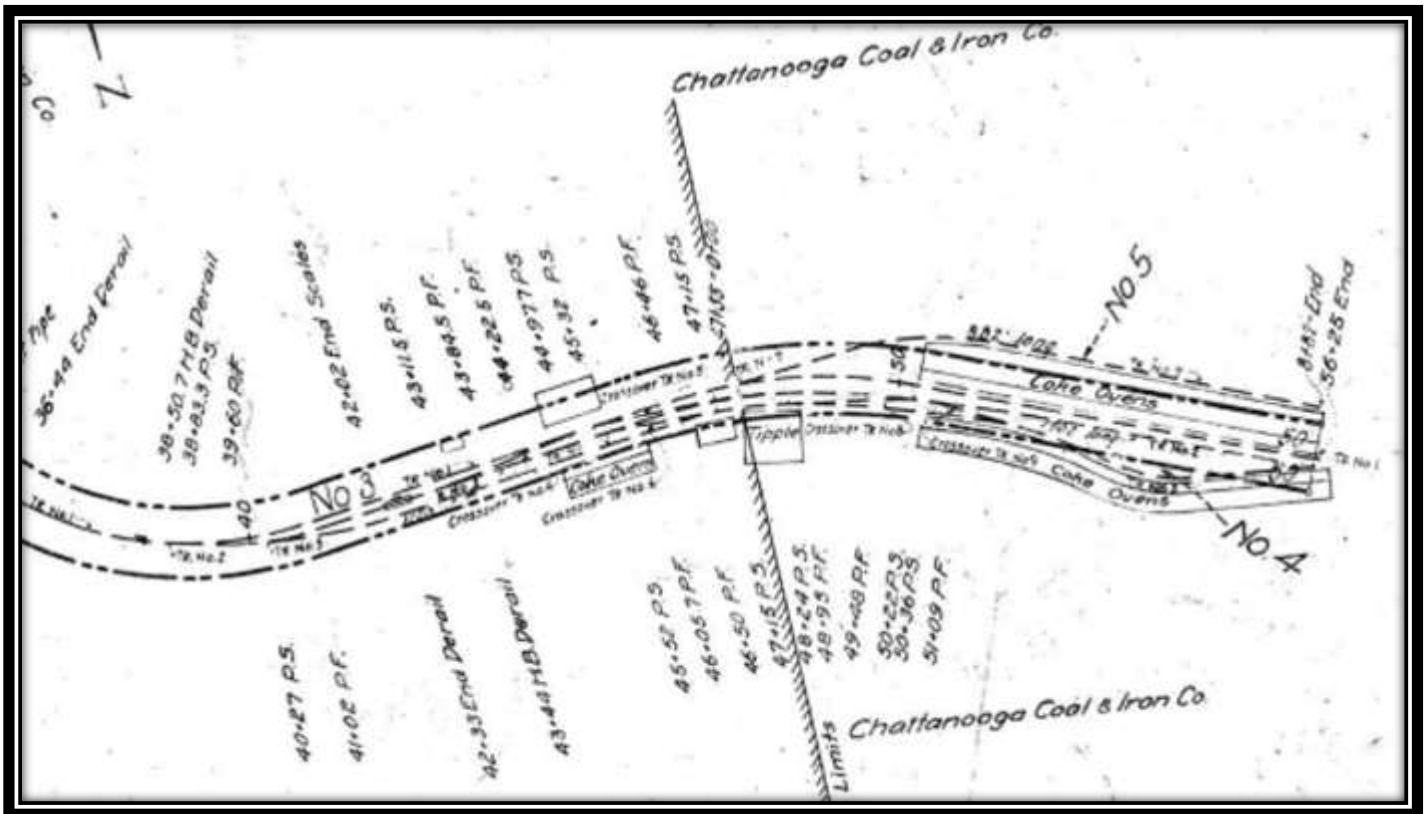
sought to undo what it perceived to be Roosevelt's mistake and (without success) sued U. S. Steel. In the meantime, Moore and Schley was saved from collapse, the panic soon subsided and U. S. Steel was rewarded with a valuable prize - a controlling stake in TCI. U. S. Steel immediately replaced the Tennessee Coal, Iron and Railroad Company on the Dow Jones Index, where it remained until 1991.

U. S. Steel



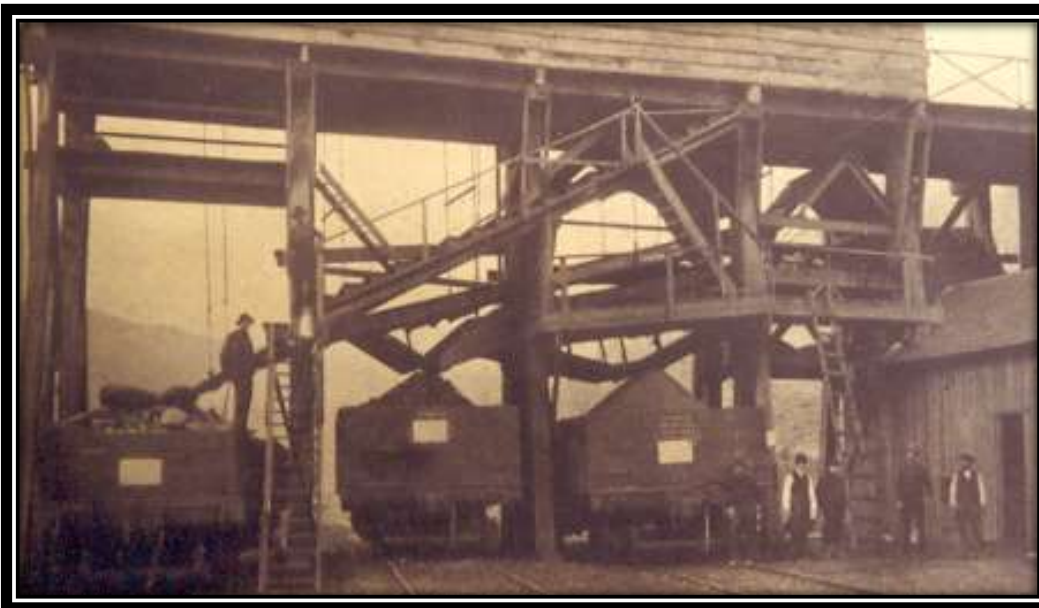
TCI was not fully incorporated into U. S. Steel, and continued to operate as an extremely profitable subsidiary of its parent company well into the 20th century. Immediately following the merger, a venture was launched to create a new, larger TCI plant to the west of Ensley and at the center of a new company town, and so in 1910 work on the planned community of Corey, Alabama, began. Named after an executive who later committed suicide, Corey was soon renamed Fairfield, and the steel works there opened in 1917. With the discovery of new coking

coal and ore deposits in the region, and with the aid of U. S. Steel's enormous capital, the Fairfield works were quickly expanded with the construction of new steel mills and rail links. Several rolling mills were completed in 1917, which produced ship materials for the nearby shipbuilding plants in Chickasaw, Alabama, in support of America's sudden entry into World War I. In 1920 a direct rail line between Fairfield and Birmingham, the new port of Birmingham on the Warrior River was opened. This was followed by the completion of the 'High Ore Line Railroad', which connected the Red Mountain and the Fairfield works; trains literally rolled down the hill from mine to mill. In 1923 a merchant steel mill was completed, followed by the opening of a sheet products mill in 1926.



Detail from the Tennessee Comptroller Tax Map showing the Inman Mine and Coke Ovens as well as NC&StL RY trackage

TCI proved to be so efficient at making cheap steel that a post-merger internal tariff (the 'Pittsburgh Tariff') was levied by U. S. Steel from 1909 on all steel coming out of the Birmingham region. This was an effort to negate the competitive edge of Birmingham steel over U.S. Steel's own Pittsburgh product.



downsizing and eventual consolidation of the Fairfield and Ensley works, mirroring the general decline of heavy industry in the USA throughout those decades.

TCI's independence as a separate legal entity from its parent corporation ended in 1952, a century after the founding of the Sewanee Furnace Company, when it became the Tennessee Coal & Iron Division of U. S. Steel. The memory of the historic importance of TCI was not lost when a short book to celebrate the Tennessee Company's centenary was published by U. S. Steel in 1960: *Biography of a Business*. Stagnation and decline began in 1962 when a majority of the mines in the Birmingham region were closed as domestic ores and coal were superseded by cheaper foreign products, especially from Venezuela. The 1970s and 80s brought about a



Dunlap; base of incline and coal washer.

Current operations

The last relic of the Tennessee Coal, Iron and Railroad Company, the Fairfield Plant, continues to be operated by U. S. Steel as one of its five integrated steel mills in the USA. It is the largest steel-making plant in Alabama, employing 2,000 workers as of September 2006, down from a peak of 45,000 during World War II. With a single blast furnace and three basic oxygen process furnaces, amongst other various mills and

production facilities, the plant produces 2.4 million tons of raw steel per annum and 640,000 tons of seamless tubular and sheet products, mainly for purchase by the booming oil industry.

August 17, 2015, U. S. Steel President and CEO Mario Longhi announced, "We have determined that the permanent shut-down of the Fairfield Works blast furnace, steelmaking and most of the finishing operations is necessary." The decision does not impact Fairfield Tubular Operations or the electric arc furnace (EAF) construction project. 1,600 workers will be laid off by November 17, 2015.

AROUND THE MOUNTAIN EMPIRE MODEL RAILROADERS LAYOUTS

STEAM TRAINS ONLY, PLEASE!

ON MARCH 25 AT ETSU'S CARTER RAILROAD MUSEUM

POPULAR MUSEUM FACILITY TO AGAIN FEATURE STEAM UP!, A HERITAGE DAY OF MODEL STEAM LOCOMOTIVES IN ACTION, PLUS SPECIAL DISPLAYS

Back by popular demand, STEAM UP! has been scheduled for on-time arrival on March 24 at the George L. Carter Railroad Museum, located in the Campus Center Building of East Tennessee State University. Following up one of the most popular programs of the year, this spring date was carried over for the seventh straight year to showcase the sounds and sights of steam locomotion in miniature form. Members of both the George L. Carter Chapter of the National Railway Historical Society and the Mountain Empire Model Railroaders club will be 'at full throttle and shoveling on the coal' for visitors at the museum on this date.

Steam trains of various designs will be prominently displayed and operated on the large 1:87 HO scale layout that is housed in the museum, which includes a 21-stall steam-era roundhouse. Demonstrations in model form on this 24x44 layout will give the public a basic idea how varied these machines were. In addition, there will steam equipment operating on the new ET&WNC

narrow gauge steam railroad exhibit and G-scale interactive logging display. Videos of steam operations from decades ago will play on the monitors and children will have a chance to play with models of popular steam engines like Thomas and James in the museum's special children's activity room.

Steam locomotives reigned supreme as the iconic representatives of the industrial revolution. Even referred to as an 'iron horse' due to its innate striding motion and 'breathing' sounds, some examples had no problem topping 100 mph or pulling an actual mile of freight cars. By World War II, ongoing development of internal combustion diesels began to make serious changes to the face of railroading. Like 'horses,' steam engines required care, maintained by a literal army of experienced machinists, pipe-fitters, boiler-makers, and other skilled labor. With diesels not needing this attention, steam was nearly completely gone by 1960, though this design is still widely associated with railroading 50 years later.



SPRING FLING IS ANNOUNCED

MEMRR WILL DINE AT LONGHORN'S IN JOHNSON CITY

THURSDAY, APRIL 20TH AT 6:30 pm

The GLC MUSEUM will hold its SPRING FLING at the Longhorn Restaurant, 2280 N. Roan St. on Thursday, April 20, 2017 at 6:30 PM. A member will have the choice of 3 separate menus for making their choice. The LONGHORN LUNCH is \$14.99 per person and includes 5 choices which include choice of side and freshly baked Honey Wheat Bread and Fountain drink, coffee or tea with complimentary refills. The STEAKHOUSE SPECIALTIES IS \$23.99 per person and includes 4 choices which include choice of side. Mixed Green or Caesar Salad, and freshly baked Honey Wheat Bread and Fountain drink, coffee or tea with complimentary refills. The STEAKHOUSE SELECTIONS is \$17.99 per person and includes 5 choices which includes choice of side. Mixed Green or Caesar Salad, and freshly baked Honey Wheat Bread and Fountain drink, coffee or tea with complimentary refills. Or a person may order from the restaurant main menu which includes the above items and several more selections. Everyone who preregisters will receive a coupon for a free appetizer. This can be redeemed only when ordering off the regular menu. If you order off the specials or luncheon menus, save your coupon for a future visit to Longhorns, the coupon is good for all of 2017.

Both Chapter and Club members may contact Jim Pahriss at 753-8045, email: pahrissj@comcast.net, or see him at the museum on Saturdays between 10AM and 3PM. You will receive a FREE Appetizer card from LONGHORN STEAKHOUSE for your attendance at the Spring Fling, the cards are numbered so please sign up for the Spring Fling

APRIL 7 STORYTELLING CONCERT ANNOUNCED

RIDIN' THE RAILS: ORAL HISTORIES OF THE CLINCHFIELD AND TWEETSIE RAILROADS

Johnson City April 7, 2017. Please join ETSU Storytelling graduate students for an evening of oral history stories and songs from the heyday of the railroad in America. The evening will commence on Friday night at 7:30pm in rm. 205 of the Campus Center building. All are welcome. Admission is free, but donations for the ongoing work of oral history collecting are appreciated.

Dr. Delanna Reed of the ETSU Storytelling Division and Storytelling graduate students within that program interviewed dozens of folks that rode, lived, or worked on the Tweetsie and



Clinchfield Railroad. The oral histories gathered provide a glimpse of the two local railroads and the lives they affected from as early as 1915 – 1984.

Established in 1882, the narrow gauge ETWNC (Tweetsie) Railroad serviced East Tennessee and Western North Carolina as a coal train and steam engine passenger train. Until highways were established and cars common, the Tweetsie was the only mechanical mode of transportation for folks in the mountains between Johnson City and Boone, NC. Locals of the Tri-Cities area currently recognize the Tweetsie name for its newly established purpose as a multi-use recreation trail for biking, walking, and running that follows the former tracks from Johnson City to Elizabethton.

The Clinchfield Railroad ran from the coal fields in Virginia, Kentucky, and South Carolina with its headquarters in Erwin, Tennessee. Known as a feat of engineering, the Clinchfield wound for 262 miles through the Blue Ridge Mountains and fostered inspirational characters that have been the center of many films and written works. The oral histories you will hear during the production of *Ridin' The Rails* are sure to inspire the mind, body, and soul.

Under the direction of Dr. Delanna Reed, current graduate students of the Professional Communications Department make up the cast of storytellers and musicians in *Ridin' the Rails*: John Brooks, Paul Herrin, Charis Hickson, Betty Ann Polaha and Eutimio Talavera. The students selected stories to tell from transcripts of folks in Johnson City and as far away as Roan Mountain. The original interviews were conducted from spring 2011 to spring 2014 as a collaborative project between the George L. Carter Railroad Museum and the ETSU Storytelling Program, co-directed by Dr. Fred Alsop, Director of the Museum and Dr. Delanna Reed, Assistant Professor of Storytelling.

The April 7th event is a one-time opportunity to enjoy the concert in its entirety. Though individual students will be performing segments of the show around town, the only public presentation is Friday night at 7:30 PM in rm. 205 of the Campus Center Building at ETSU. Direct inquiries to the Department of Communication & Performance at 423-439-7676 or storytel@etsu.edu.

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

Spring is finally in the air! Wildflowers are blooming; trees are pushing out leaves; some birds have begun to arrive from winter quarters to the south; and our members are gearing up for the extra hours of daylight and their passion for railroading. There is a lot of activity in the George L. Carter Railroad Museum.

New Meeting Room Location: The university room in the biology department at ETSU's Brown Hall that we have been using for meetings for many years is being used by a biology class this semester. So, we moved our meeting place to the second floor, room 223 in the same building. The room has all the same A.V. equipment, but is larger and the format is better for our meetings. We will continue to meet there for now and into the future. So, if you have not been to a business meeting since the New Year began, but are coming to the April meeting **we are in room 223**; not in the old meeting place in room 312.

Some of our members have been, or are on, the "sick list". **Mike Buster** is back in action in the museum following surgery. **John Edwards** had surgery on his ankle in late March and is working hard over the next few weeks to rehab and get his walking legs back under him. We wish them, and any others, speedy and full recoveries and look forward to having them back with us.

Many of our members have renewed their memberships and the current roll for the MEMRR stands around 130; a great nucleus of folks to provide their energies, talents, and experience as they continue to support the club and its home in the railroad museum.

Spring Fling: The George L. Carter Railroad Museum will hold its **SPRING FLING** at the **Longhorn Restaurant, 2280 N. Roan St. on Thursday, April 20, 2017 at 6:30 PM**. Member's and their spouse/significant others, will have the choice of 3 separate menus for making their choice. Both Carter Chapter NRHS and MEMRR Club members planning to attend this annual social event may contact **Jim Pahr** at 753-8045, email: pahrji@comcast.net, or see him at the museum on Saturdays between 10AM and 3PM. You will receive a **FREE Appetizer card** from LONGHORN STEAKHOUSE for your attendance at the Spring Fling, the cards are numbered so please sign up for the Spring Fling.

New Museum Exhibit: By the time you are reading this we should have a new, outstanding exhibit in the Carter Railroad Museum. **Gary Emmert, Paul Haynes, and Fred** will be making a 3-day road trip to Jefferson City, MO to the home of the late John Waite April 7-9. John's wife, Sharon, is donating his professionally created Sn3 model of the Cranberry Smelter/Furnace that was constructed by the ET&WNC RR in the Carnegie Section of Johnson City to convert the iron ore the little narrow gauge railroad was bringing

from its mines in Cranberry, NC to our railroad museum. John Waite founded the ET&WNC RR Historical Society, authored *The Blue Ridge Stemwinder* that chronicles the railroad, and constructed a model of the railroad in Sn3 in the basement of his home. This generous donation of this historic complex will be a great addition to the ET&WNC RR HO3 layout we are constructing at the museum. We will plan to have a dedication ceremony in June when Mrs. Waite is here for the 28th Annual ET&WNC RR Historical Society convention.



John Waite's Cranberry Smelter S-Scale model.

Volunteers Needed in May: We shall need some volunteers on Tuesday, May 9th to open the Carter RR Museum for **ETSU President Noland** and the **University School's 5th grade class** that the president has been reading to. The group, along with some of their teachers, wants to tour the museum that morning from 9:30 to 10:30 and we will need 5-7 volunteers to have the layouts operating and provide the tour for this class. I will be in South Carolina teaching classes. The university's spring semester will end the week before with graduation on 6 May, so there should be no parking problems. Please let me know if you can do this. Thank you.

Operating Session #2: The MEMRR held its second operating session on the first Tuesday of April and the members present continue to work out the best practices to use to mimic operations of prototype railroads on our 24 x 44 foot HO layout. It will take a few such sessions to get everything squared away and everyone comfortable; but the fun has already begun. There are efforts to create some additional modules that can be erected during the operating sessions to provide more trackage and more interesting challenges for these events. The construction of these small additional modules will also provide opportunities for other members who are not module owners on the permanent layout to test their modeling skills in building a section of the layout of their own. See the informative article in the March 2017 *The Signal Bridge* pages 20-24 on Free-MO standards to be used for the creation of these new modules. Every member is welcome to participate in these monthly operating sessions and the more the merrier; so mark the first Tuesday in May on your calendar and come to the Carter RR Museum around 5:30 p.m. for the set-up and beginning of the next session.

New Library: Almost everything has been done to move the video/DVD and hardback book collection into the newly acquired and remodeled museum library. It is a bright open space with books on 3 walls, a book counter island in the center of the room, a computer, window with plenty of natural light and a couple of comfortable chairs to relax in while reading some of the 1000+ volumes available to you. **Gary Emmert**, our librarian, has done a lot of the heavy lifting, but he has had plenty of help from a number of our members who have pitched in to get the new facility up and operational. Please come by and check it out, and check out some of the books while you are there. The "old" library room now holds all of the railroading magazines, some complete

collections or nearly so, in addition to my big work desk. I have moved it from the Ken Marsh gallery that houses the ET&WNC RR layout we are building to provide space for the Cranberry Smelter exhibit mentioned earlier.

Medical Training: MEMRR member, **Lisa Lyons**, used her training and expertizes to provide an important life-saving medical training program to both the Carter Chapter NRHS and the MEMRR at their scheduled business meetings in March. Lisa walked us through a hands-on training session for CPR and the use of a defibulator. This is very important information for all of us to have, not only for ourselves so we might help one of our fellow members, but many of the visitors we have at the museum are at risk for heart attacks as well. The university has a defibulator located on the 2nd floor of the Campus Center Building that houses the Carter RR Museum and all of us should take a walk to the second floor lobby to become familiar with its location. Additionally, I plan to secure two such machines for the museum; one being for use for children. Thank you Lisa!



John Waite's Cranberry Smelter S-Scale model.

Train Show: **Roger Teinert**, chairman of the Big Train Show Committee, continues work with the committee's planning for the 2nd Annual Train Show scheduled for June 2-3 in the ETSU "Mini-Dome". Many vendors are already committed to come back this year and have helped us get many first-time vendors for a show that promises to be bigger and better than the successful event that was our inaugural attempt in June 2016. We will be asking for a lot of help in getting the show set up with the gathering and placement of hundreds of tables and chairs, the posting of signage, selling tickets, helping vendors and show visitors, and the many things that must be done to set up, conduct, and take down a big train show. Please plan on attending and helping us wherever you can. All the proceeds from the show go towards funding the Carter Railroad Museum. If you have train-related items you would like to sell, we have plenty of tables for rent. If the club would like to have some tables it should consider having some club sales tables like you see at other train shows. Contact Roger Teinert if you are interested in helping out or becoming a "vendor" yourself.

Rail Excursion: The Carter Chapter NRHS has finalized their plans for their first rail excursion of 2017. On Saturday, June 24, charter buses will take folks from the ETSU campus to Knoxville to tour the Knoxville Locomotive Works diesel facilities. After that tour we will be transported to the depot for the 3 Rivers Rambler Railroad to ride behind steam eastward to the confluence of the French Broad and Holston rivers where the Tennessee River is born. Following the train excursion we will depart on the *Star of Knoxville* paddleboat for a 2-hour luncheon river cruise. This day trip has lots to offer and is an exciting fun-filled day. The cost is only \$95 per person (\$80 for children under 12). Ticket application and liability waiver forms will soon be on our websites and also available at the Carter RR Museum. Plan to bring the family and/or some friends and join us for this Museum-NRHS co-sponsored trip.

There is a lot of railroading activity for our members and for our guests at the museum, for the rail excursions planned and at the train show. Be sure to take in as much as you can and come with us to operate trains in the museum, help construct the exhibits, enjoy a library book, and be a part of a very active group of folks with a passion for trains and for model railroading. Listen to 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

PRESIDENT NOLAN TO HOST 5TH GRADERS MAY 9TH HELP NEEDED TO OPEN LAYOUTS

We have a request from the president's office (see the email string below) for a special tour of the Carter RR Museum on Tuesday, May 9 from 9:30-10:30 a.m. President Noland will be escorting the 5th grade class from the University School along with some of their teachers. I will be in South Carolina teaching classes. The university's spring semester will end the week before with graduation on 6 May, so there should be no parking problems. I need 5-7 volunteers to come in and operate the layouts and provide the tour for this class. Please let Fred Alsop know if you can do this.

NEW MEMBER VETTING PROCESS – 2ND READING 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 absence 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:

End of provisional status date: __/__/____

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?

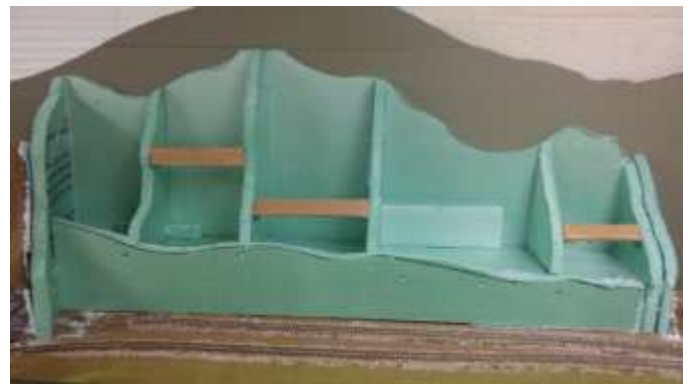


NEW WORKSPACE ADDED FORMER LIBRARY CONVERSION

The former location of the library off the Ken March Gallery (Tweetsie layout) has been repurposed as a supply/storage/work room. The work bench Fred has been using was move into the space to make room for the Johnny Waite Sn3 module of the Carnegie Smelter originally located in Johnson City as part of the ET&WNC operation, Fred is discussing the finer points of scratch building with Paul Haynes in the reconfigured room in the photo to the left.

THE GANG OF FOUR (+/-) IS AT IT AGAIN CHANGES PLANNED FOR THE BLEVINS CORNER ON THE ET&WNC LAYOUT

Mike Buster, Gregg Mundkowski, Ben Merritt and others have built a new lift-out section at the Blevins corner of the HOn3 layout. There was a need to provide access to the hidden tracks that run behind the mountain scenery to the foreground. Picture to the right shows the foam base for the lift-out section.



VESTIGES OF THE GREAT LOCOMOTIVE CHASE THE "GENERAL" AND THE "TEXAS"



THE TEXAS (LOCOMOTIVE)

From Wikipedia, The Free Encyclopedia

Photos taken at UCTM Spencer NC April 1st 2017

Western & Atlantic Railroad #49 "Texas" is a 4-4-0 "American" type steam locomotive built in 1856 for the Western & Atlantic Railroad by Danforth, Cooke & Co., best known as the principal pursuit engine in the Great Locomotive Chase, chasing the *General* after the latter was stolen by Union saboteurs in an attempt to ruin the Confederate rail system during the American Civil War. The locomotive is currently preserved at the Atlanta Cyclorama building within Grant Park in Atlanta, Georgia, and is listed in the National Register of Historic Places. It will be restored and relocated to the Atlanta History Center in 2016.

Antebellum

The *Texas* was built in October 1856 for the Western & Atlantic Railroad by locomotive manufacturer Danforth, Cooke and Company in Paterson, New Jersey, and subsequently shipped from Paterson to the Port of Savannah, thence delivered via the Georgia Rail Road & Banking Company and Macon & Western Railroad to the W&A headquarters in Atlanta.

The *Texas* provided freight and passenger service on the W&A's main line between Atlanta and Chattanooga, Tennessee.



Civil War and the Great Locomotive Chase

At the onset of the Civil War, the locomotive primarily hauled local freight and cargo without any major incident. However, on April 12, 1862, the *Texas*, while pulling a load of 21 cars from Dalton southbound towards Atlanta, was commandeered by William Allen Fuller to chase down spies, led by James J. Andrews, during the "Great Locomotive Chase." Steaming in reverse after jettisoning the railcars, the *Texas* pursued the fleeing *General* over 50 miles before the raiders abandoned their stolen engine two miles north of Ringgold, Georgia. The *Texas's* engineer, Peter Bracken, towed the abandoned *General* back to Adairsville, Georgia, and then picked up his 21 cars and steamed into Atlanta, well behind schedule, but with good reason.

Following the incident, the *Texas* and nine boxcars were loaned to the East Tennessee & Virginia Railroad to haul salt and cargo from the mines at Saltville, Virginia in 1863. While in Virginia, the engine was captured by the U.S. Military Railroad (USMRR). Eventually, as Union forces made their way toward Atlanta, the W&ARR and its 46 other locomotives were captured as well.

<i>The Texas</i>	
Type and origin	
Power type	Steam
Builder	Danforth, Cooke and Company (engine and original tender) Mason Machine Works (extant tender)
Build date	October 1856
Specifications	
Configuration	4-4-0
UIC class	2'B n
Gauge	<i>Originally:</i> 5 ft (1,524 mm), <i>Since 1886:</i> 4 ft 8 ½ in (1,435 mm)
Driver dia.	57 in (1,448 mm)
Adhesive weight	32,000 lb (14.5 tonnes)
Cylinders	Two, outside
Cylinder size	15 in × 22 in (381 mm × 559 mm)
[hide]Career	
Operators	Western and Atlantic Railroad, Nashville, Chattanooga and St. Louis Railway
Numbers	Numbered 49 in 1866, renumbered 12 in 1870, became NC&STL no. 212 in 1890
Official name	<i>Texas</i> , renamed " <i>Cincinnati</i> " in 1870
Retired	1907
Current owner	Donated to the City of Atlanta, Georgia on February 17, 1908
Disposition	Static display

Postbellum

The USMRR returned the *Texas*, W&ARR, and its other locomotives to the State of Georgia on September 25, 1865. The engine continued to serve the W&ARR during the Reconstruction era, though under several different stewards as the public railroad was steadily privatized. The State of Georgia numbered the W&ARR's engines in 1866, leading to the *Texas*'s designation as number 49.

In 1870, the W&ARR was leased out, for a period of twenty years, to a group of Georgia investors led by former war-time governor Joseph E. Brown. Alongside the W&ARR's other 44 locomotives at the time, the *Texas* was renumbered and renamed - becoming the *Cincinnati*, number 12. During the lease period, the engine received a new boiler (1877), was converted to burn coal, and was regauged (1886) as the W&ARR converted its entire locomotive rolling stock to the national standard gauge.

The W&ARR lease was renewed in 1890, though with a different lessee: the Nashville, Chattanooga and St. Louis Railway. The *Texas* remained the *Cincinnati* under the NC&StL and was renumbered 212.

In 1895, the engine was withdrawn from mainline service and stored on a siding in Vinings, Georgia. By 1903, the engine had briefly returned to service on a branch line serving a corn mill in Emerson, Georgia. It served there until its retirement in 1907, at which time it was sent to the W&ARR's yard in Atlanta, where it would await its disposition.



In August 1907, an article in the *Atlanta Constitution* brought to attention the deteriorated state of the locomotive and its historical significance. A fundraising effort began for its preservation. In response, NC&StL president John W. Thomas stated that he was willing to turn the engine to either the State of Georgia or the City of Atlanta, should either be willing to accept it. Accordingly, the Georgia General Assembly passed a resolution recognizing the need to preserve the engine. However, neither the railway nor the state took any physical action to move and/or protect the engine, which thus remained derelict on a siding.

A grassroots campaign led by the *Atlanta Georgian* newspaper and an ad-hoc group (composed of the Atlanta chapter of the United Daughters of the Confederacy, the Inman Park Students' Club, and the Atlanta Woman's Club) succeeded in securing the locomotive for the City of Atlanta instead. On February 17, 1908, the *Texas* was officially donated to the "Ladies of Atlanta" by the NC&StL. The group, in turn, transferred the engine to the city.

However, despite the *Texas's* donation, the locomotive remained in the W&A yard. In 1910, Atlanta artist and historian, Wilbur G. Kurtz, began writing articles in the *Atlanta Constitution* advocating preservation of the *Texas*. The following year, the engine was moved to Grant Park, though it remained exposed to the elements and funds for its restoration were still lacking.

In 1927, the *Texas* was placed in the basement of the newly constructed Cyclorama, but remained unrestored or altered from its retirement appearance in 1907. As stated, during its service life, the *Texas* underwent numerous rebuilds and modifications. Most notably, the engine's smokestack was replaced with a diamond design



suited for coal-burning, and its cowcatcher had been replaced with a wooden step for use in yard service. The locomotive's current tender is a replacement supplied by Mason Machine Works of Taunton, Massachusetts.

In 1936, the locomotive, under the guidance of Kurtz, was cosmetically restored to resemble what he believed to be its wartime appearance. The engine's smokestack was replaced with one resembling the balloon design of the Civil War era, its horizontal strap-iron slat cowcatcher was restored, as were the nameplates on the sides of the boiler. The basement in which the engine was placed, while adequate to protect the engine, had been criticized for its small size which made viewing the engine difficult. As with the *General*, several proposals had been made as to where the *Texas* should be displayed, including placing it on display in the Atlanta Union Station, at the site of present-day Underground Atlanta, at Stone Mountain Park, among others - none of which materialized.



By the late 1960s and early 1970s, there was growing concern about the condition of the panoramic painting of the Battle of Atlanta (the Atlanta Cyclorama), which had suffered from storm damage as well as long periods of neglect. In 1972, the City of Atlanta developed plans to renovate the Cyclorama building, including a complete restoration of the painting as well as an enlarged display area for the *Texas*. However, the renovation did not begin until 1979, and was completed in 1982.

Contemporary

After the 2008 restoration of the Gettysburg Cyclorama, focus shifted once more to the Atlanta Cyclorama and its deteriorated condition, prompting the City of Atlanta to explore another restoration and potential relocation of the painting. Ultimately, a decision was made to relocate and restore the painting, with a transfer ultimately including the *Texas* locomotive and other artifacts at the Atlanta Cyclorama and Civil War Museum as well.

Around this time, the cities of Marietta, Kennesaw, as well as the Southeastern Railway Museum in Duluth, Georgia expressed interest in acquiring the locomotive. However, city officials in Atlanta determined the engine should remain preserved in tandem with the painting.

In July 2014, the city of Atlanta announced that the Cyclorama collection, including the painting, *Texas* locomotive, and other artifacts were to be relocated to the Atlanta History Center in Buckhead. The *Texas* was removed from the Cyclorama building in December 2015, marking the first time the *Texas* has been removed from the building since its 1981 remodeling. The engine will receive a cosmetic restoration performed by the North Carolina Transportation Museum before being placed in the expanded history center. The new Atlanta Cyclorama and *Texas* exhibitions are expected to be complete by 2018.

Confirmation of Legal Ownership

On April 12, 2015, the 153rd anniversary of the Great Locomotive Chase, the *Marietta Daily Journal* published an article advocating the transfer of the *Texas* to the Southern Museum of Civil War and Locomotive History in Kennesaw, Georgia.

Several state legislators indicated their support, arguing the locomotive was state property due to its association with the once-public W&ARR. Following the piece, the Georgia State Properties Commission requested a legal opinion from the State's Office of the Attorney General concerning the engine's ownership. The State Attorney General's office concluded that the *Texas* was property of the City of Atlanta given the evidence discovered, particularly citing the NC&StL's right to disposition of property as clarified in their 1890 and 1919 leases with the State of Georgia for the W&ARR. As a result, the donation of the *Texas* to the City of Atlanta on February 17, 1908 was a legally permissible transfer, meaning the City of Atlanta continues to hold ownership rights to the locomotive today.

EDITOR'S NOTE: *The Texas is undergoing a cosmetic restoration at the North Carolina Transportation Museum in Spencer North Carolina. Of note the research has led to the decision to paint the locomotive black since the historical record is sparse with data on the original paint scheme and the fact that the engine spent most of its work life in basic black. Other decisions included retaining the diamond stack and the design of the pilot to replace the one that was missing. The Texas is scheduled to be returned to Atlanta in late May. The locomotive, the "General", is on static display at the Museum of Confederate Railroad in Kennesaw GA.*

PAUL'S PICS PAGES

SPRING COLOR ON EAST TENNESSEE





MOUNTAIN EMPIRE MODEL RAILROADERS

THIRD OPERATING SESSION

TUESDAY, MAY 9 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.

Those attending will be randomly assigned job duties including:

Dispatcher/Trainmaster

Engineer/Conductor Brakeman

Hostlers

Assignments will include:

Classification Yard

Steam Facilities and Roundhouse

Passenger Trains

Mixed Trains

Diesel Facilities and Transfer Table

Local Switcher

Priority Trains

Radios and headsets will be used for communications using everyday language. Simplified train orders will govern train operations.

PLAN ON JOINING THE FUN
PREREGISTGERING IS NOT REQUIRED
BUT LET US KNOW IF YOU PLAN TO ATTEND