



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.

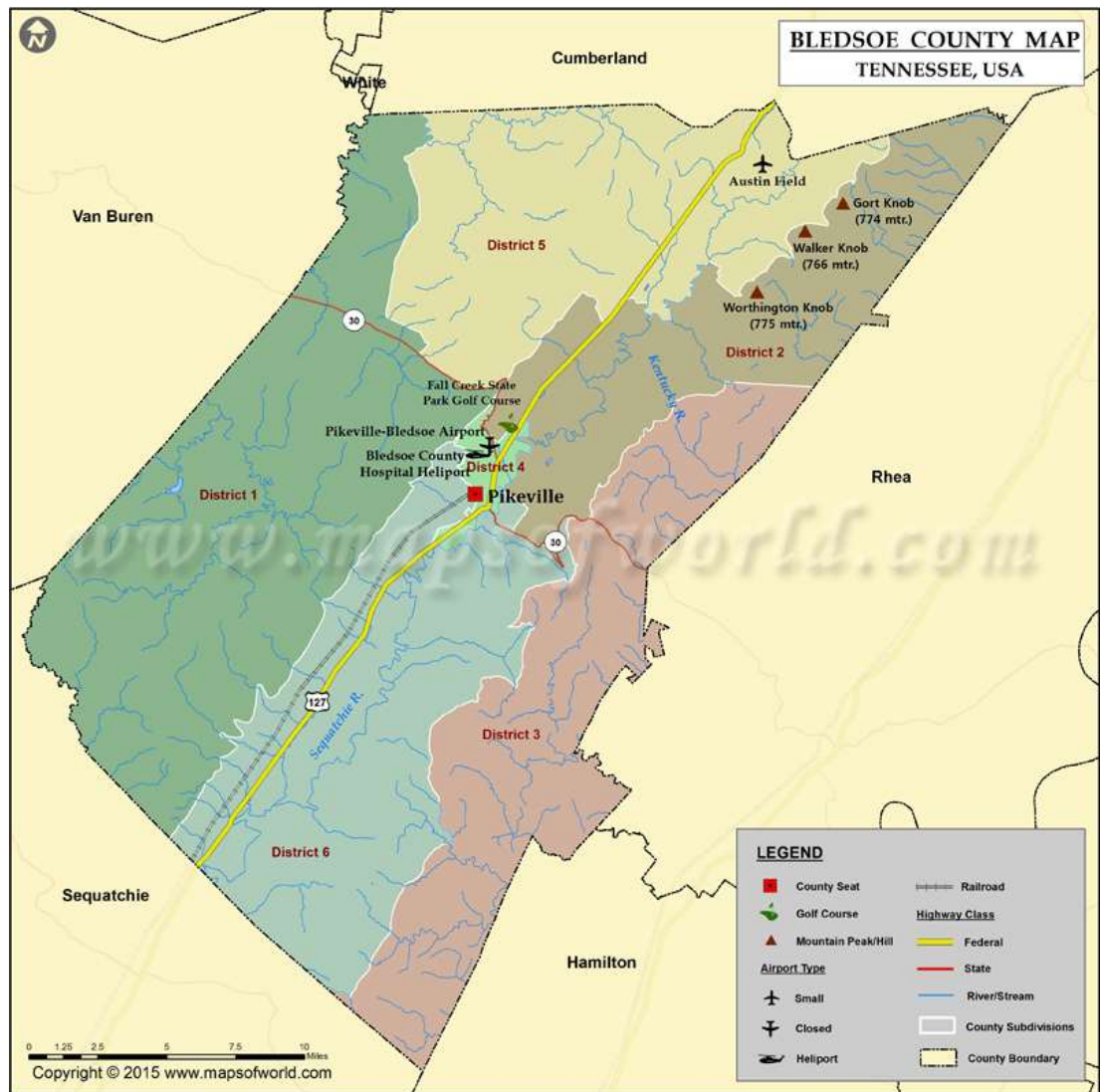
Open House for viewing every Saturday from 10:00 am until 3:00 pm.

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

SPECIAL FOCUS THIS ISSUE

STATIONS ALONG THE SEQUATCHIE VALLEY BRANCH - Part 4

NASHVILLE CHATTANOOGA & St. LOUIS RAILWAY

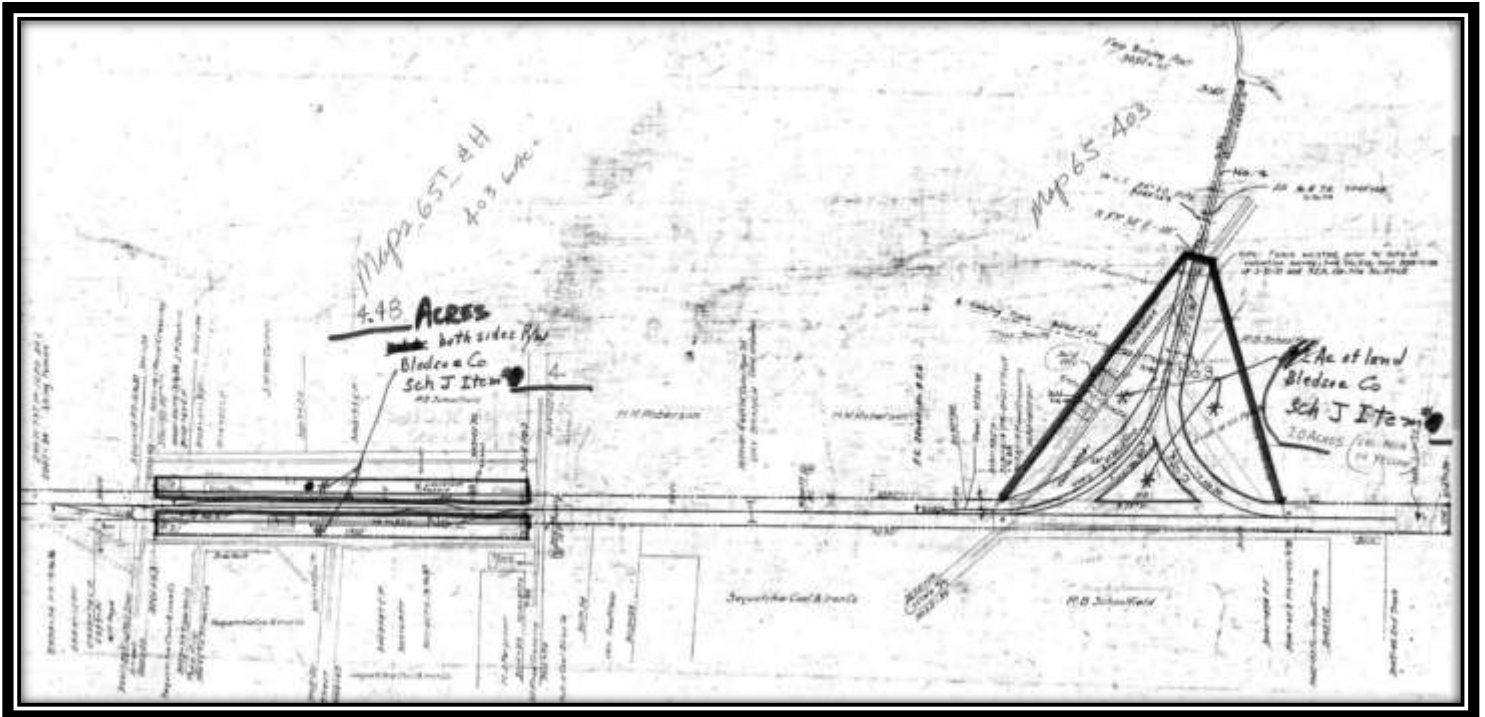


Above is a screenshot of the Pikesville Branch of the NC&StL RY that served the communities nestled in the Sequatchie Valley of Tennessee as it ran through Bledsoe County TN.



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 Mt Airy to Pikeville TN in Bledsoe County. Photos and from South Pittsburg Historic Preservation Society, Bledsoe County Historical & Genealogical Society's Photograph Collection, Tennessee Historical Society, and Tennessee State Archives.

Sequatchie Valley Railroad Mt Airy TN to Pikeville TN Bledsoe County



A detailed view of the NC&StL RY trackage at Pikeville TN from the Tennessee State Comptroller's Tax Maps.

Mt. Airy, Tennessee Mile 42.27

The Mt. Airy, Tennessee railroad passenger waiting shed as it appeared about 1940. It was one of about three communities with passengers waiting sheds along this rail-line.

Photograph Courtesy, Tennessee State Archives

The College Station, Tennessee Railroad Passenger & Freight Depot, built in 1891, can be seen here in this photograph, which dates around 1910. Pictured on the left is John Holland and on the right is George Rankin.

Photograph Courtesy, Bledsoe County Historical & Genealogical Society's Photograph Collection

College Station, Tennessee Mile 48.34



Lee's Station, Tennessee Mile 51.94



The Lee's Station, Tennessee Railroad Passenger & Freight Depot, built in 1891, can be seen here in this photograph, which dates around 1917. Left to right are: Vollie Summers, Charlie Womack, Morgan Summers, Luther Hurd, Sebern Holland, Jessie Shoemate,

next two unknown, Claude Allison, John Ryan, George Akeman, unknown, Harry Rankin, unknown and Walter "Doc" Rankin.

Photograph Courtesy, Bledsoe County Historical & Genealogical Society's Photograph Collection

Pikeville, Tennessee Mile 56.88



The Pikeville, Tennessee railroad depot, built in 1891, can be seen here in this photograph, which dates around 1940. Pikeville was the terminus of the Pikeville Branch Railroad, which started at Bridgeport, Alabama some sixty miles south.

Photograph Courtesy, Tennessee State Archives



Della Wheeler, David Wheeler & Nola Wheeler are pictured above about 1920 on the switch flag tower near the Pikeville Passenger Depot on the Pikeville Branch Railroad (Sequatchie Valley Railroad). The depot can be seen in the background and in the close-up on the right. Note that this structure differs from that of the first two photos. Two possibilities exist as to why there are two different depot buildings. The first is that the original depot was either destroyed or razed and replaced with the depot building pictured above. The other possibility is that the passenger depot was separated from freight department, which resulted in the building of a new passenger depot. This is what happened in South Pittsburg.

Photograph Courtesy, Bledsoe County Historical & Genealogical Society's Photograph Collection



In this circa. 1920 photograph Nashville, Chattanooga & St. Louis Railway steam locomotive #418 is pictured with its train on the Pikeville Branch Railroad (Sequatchie Valley Railroad) at Pikeville, Tennessee.

Photograph Courtesy, Bledsoe County Historical & Genealogical Society's Photograph Collection



Another view of the Pikeville, Tennessee railroad depot. This photograph dates around 1925.

Photograph Courtesy, Bledsoe County Historical & Genealogical Society's Photograph Collection



Here, around 1920, Nashville, Chattanooga & St. Louis Railway steam locomotive & tender #615 are pictured on the Pikeville Branch Railroad (Sequatchie Valley Railroad) at Pikeville, Tennessee.

Photograph Courtesy, Bledsoe County Historical & Genealogical Society's Photograph Collection

Odds and Ends Along the Sequatchie Branch



A wreck on the line required calling out the big hook



A pair of crumpled cars in South Pittsburgh yard



High water along the line in December 1926



The bridge over Battle Creek is almost awash in 1926



The mountainous sections often required the NC&StL to build extensive trestles



PAULS PICS PAGES
PHOTOS FROM THE CAMERA OF PAUL HAYNES
COURTESY OF DWARF SIGNAL PRODUCTIONS



CSX 5263 leads a rare freight movement on the high line south of the ETSU campus while crossing the bridge over Greenleaf in Johnson City, TN.



Norfolk Southern 3289 at the head end of an inspection train as it passes through Johnson City, TN



Norfolk Southern 6963 and 6098 sit idling while visiting Frisco Yard Bristol TN/VA. They wear distinctive "GO RAIL" special paint.



A Canadian Pacific GE unit is sandwiched between two Norfolk Southern locos at the head end of a westbound manifest freight through Johnson City TN.



"Caught In A Rain Storm" - a pair of Norfolk Southern (9351 and 7642) idle in Bristol VA/TN's Fraser Yard while awaiting assignment.



"WellTraveled and Far From Home" - Two Burlington Northern Santa Fe units lead a trio of head end power west bound near Jonesborough TN,



EDITOR'S NOTE: The George L Carter Railroad Museum recently received the Cranberry Furnace portion of the Sn3 scale model railroad build by the late John Waite. Mr. Waite's layout was a museum quality showpiece depicting the ET&NWC RY as it looked between 1900 and 1929. The Cranberry Furnace module was prepared for, and placed on, display in the museum in time for the 100th Anniversary of the ET&WNC Locomotive No. 12 and the ET&WNC RY Historical Society's annual convention held in Johnson City June 2nd - 3rd - 4th of this year. We are pleased to offer this reprint of Johnny's Cranberry Furnace article as well as photos of the model on permanent display at the Carter Museum.

Carnegie (Cranberry) Furnace

by John R. Waite

Article First Appeared in the *Blue Ridge Stemwinder*, Fall/Winter 2003 Issue

The *Stemwinder* is published by the ET&WNC Railroad Historical Society

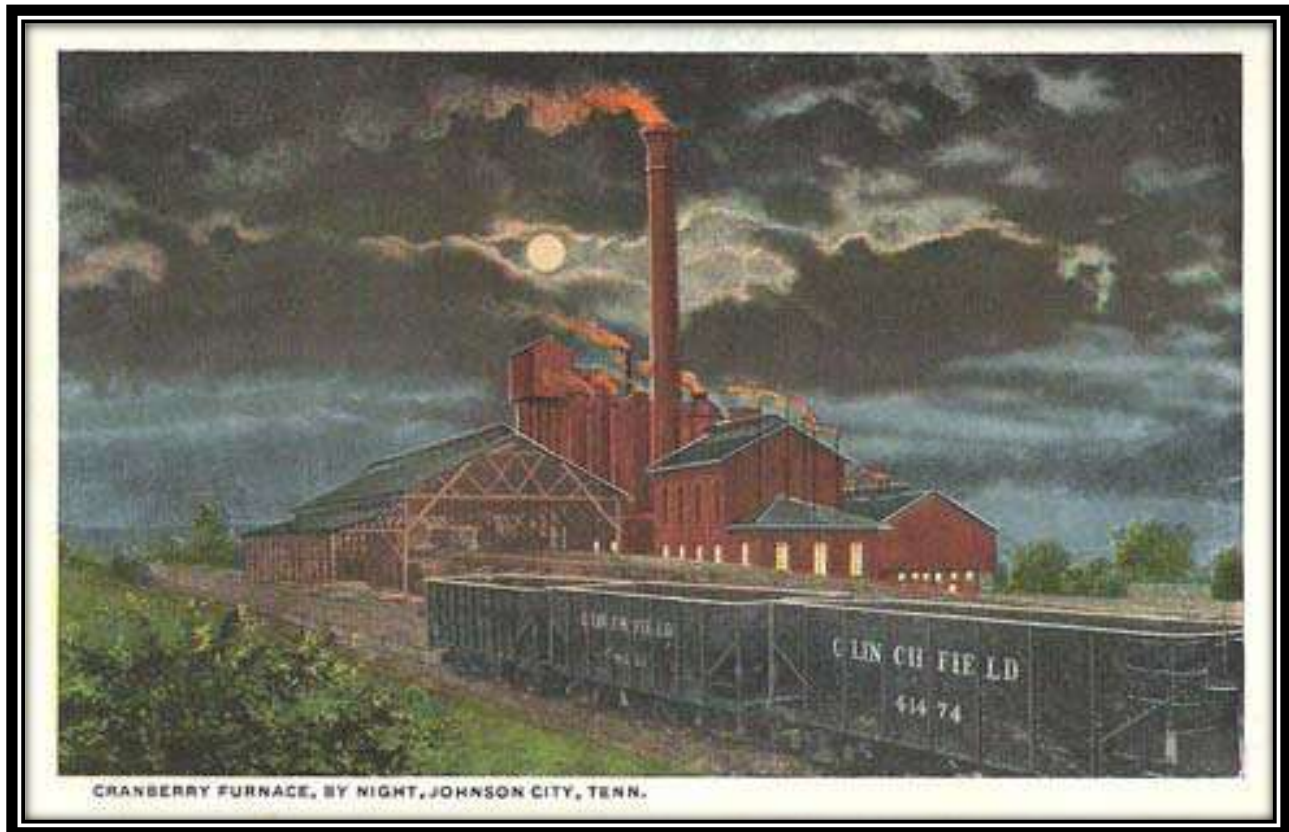


Figure 1 Cranberry Furnace in Johnson City, Tennessee: early 1900s

John T. Wilder was a young family man with a growing millwright business in Greensburg, Indiana when the Civil War broke out. He quickly enlisted in the First Independent Battery of Artillery, an Indiana volunteer unit, and was elected captain the next day. Within two months, he was promoted to lieutenant colonel of the 17th Indiana Volunteer Infantry which would later be known as "The Lightning Brigade".

Over the next three years, Wilder led troops in over two hundred engagements and moved up through the ranks, eventually reaching the rank of Brigadier General. He resigned his commission in October 1864, as a result of a health problem. Wilder's wartime service provided him with

connections and knowledge that would serve him well over the next half century.

In 1866, Wilder moved his family from Indiana to Chattanooga, Tennessee. A year later he and two associates, Major W. A. Rockwood and Captain H.S. Chamberlain, organized the Roane Iron Company. They constructed the first coke-fired blast furnace in the south, at Rockwood in Roane County between Chattanooga and Knoxville. Wilder then established the Roane Rolling Mills Company in Chattanooga for the manufacturing of railroad rails.

Wilder expanded his mining and manufacturing interests over the next few years, becoming one of the south's leading industrialists. In the early 1870s, Wilder purchased seven

thousand acres on the crest and slopes of Roan Mountain. He constructed a twenty room hotel of spruce logs, on top of the mountain, and named it "Cloudland." When the East Tennessee & Western North Carolina Railroad reached the area, in the early 1880s, Wilder saw the opportunity to expand his tourist business. A much bigger Cloudland Hotel was completed in 1885. He also built the Roan Mountain Inn, next to the ET&WNC depot, at the Village of Roan Mountain.

While developing his Roan Mountain properties, Wilder moved his home to Johnson City and began promoting it as a potential center of the iron and steel industry in the South. The mountains to the east had abundant deposits of iron ore. The Pocahontas coal fields were nearby and the area had plenty of the necessary limestone. By 1888 there were plans for five blast furnaces and two steel mills in the area.

A key element in Wilder's plan for developing Johnson City was the improvement of transportation in the area. On September 30, 1886, Wilder chartered the Charleston, Cincinnati, & Chicago Railroad Company, commonly referred to as the 3-Cs Railroad. He planned to build a 621-mile line from Charleston, South Carolina to Ironton, Ohio, on the Ohio River, and then down the Ohio River to Cincinnati. Johnson City would serve both as the headquarters and as a division point on the railroad.

Wilder began lining up financial backing for the estimated \$21 million cost of the 3-Cs line. The most substantial funding source was the London-based Baring Brothers Bank. Construction was started at three different locations. One crew worked south from Ashland, Kentucky, across the Ohio River from Ironton. Another crew worked north from Camden, South Carolina, toward Marion, North Carolina. Track construction crews worked south from Johnson City toward Erwin, Tennessee, and north from Johnson City toward Dante, Virginia. The company also constructed shops and a freight station in the Carnegie section of Johnson City and began construction of a depot near the junction of Broadway Street and the parallel tracks of the CC&C and the East Tennessee, Virginia & Georgia Railroads.

Wilder organized the Watauga Improvement Company on November 30, 1888 to develop an industrial and residential section along the CC&C and ETV&G Railroads. The development was a mile northeast of downtown Johnson City. Within a few months it was renamed the Carnegie Land & Improvement Company, apparently in an effort to attract financial backing from northern industrialist, Andrew Carnegie. Carnegie quickly became a boomtown with a variety of businesses and a hotel.

In January 1890, Wilder traveled to Birmingham, Alabama to find a contractor to build a blast furnace. The person he hired was Harry Hargraves, who had constructed over thirty furnaces throughout the south. The new furnace was to be

built just east of the Carnegie Addition, two miles from downtown Johnson City.

Hargraves apparently built the furnace to a relatively new design by James L. White, a consulting engineer whose plans were used to construct dozens of similar iron furnaces across the country.



Figure 2 Carnegie Hotel 1890s

Drawings of White-designed furnaces appeared in several 1890 issues of the trade journal, *Iron Age*. The furnace would produce Bessemer Iron; however, the complex did not include a Bessemer converter. The iron from the Johnson City furnace would be sold and shipped to other steel mills, where it would be converted to Bessemer steel.

Hundreds of workers were hired to build the furnace. Many of the workers were Italian immigrants. A Johnson City newspaper, the *Comet* reported in February 1890, that a "number of Italians with all their worldly good arrived on railcar No. 4 Sunday and were put to work on Monday on the furnace. The paper also stated that more Italians were expected daily and that "in a few weeks a stranger coming to Johnson City will think he is in Italy."

Not all the workers were Italians. Many Blacks were hired to work on the furnace as well. A later edition of the *Comet* described the "large crowd of workers" at the furnace as being "all kinds, colors, and age." Hargraves constructed sixty-eight small houses near the furnace for the workers.

The Carnegie Furnace was apparently the second Bessemer-type blast furnace to be constructed in Tennessee, and possibly the South. The first was constructed at Chattanooga in 1887. Over the next few years, Bessemer furnaces were built all across the South, especially at Birmingham, Alabama.

The uncertain economic times of the 1890s were not kind to Wilder's financial fortunes. Several sections of the 3-Cs railroad were in operation and hopes were high that the entire line would soon be completed when the Financial Panic of 1893 brought construction to a halt. The failure of Baring Brothers, the British financiers, brought on the

demise of the 3-Cs. Baring Brothers lost millions, Wilder lost \$760,000 and Johnson City was left with \$70,000 in unpaid bonds.

Construction of the furnace also stopped when Wilder's Carnegie Furnace Company went bankrupt. Eventually the Virginia Iron, Coal & Coke Company acquired the property and the furnace was "blown in" in 1898. Ore for the furnace was purchased from Cranberry Iron and Coal Company and shipped from Cranberry, North Carolina to Johnson City over the East Tennessee & Western North Carolina Railroad. The ore was then transferred to standard gauge rail cars to be taken to the furnace.

The Carnegie Furnace broke down on June 1, 1900, and the Virginia Iron, Coal & Coke Company went bankrupt during the summer of 1901. The receivers contacted Cranberry Iron & Coal officials with an offer to sell or lease the Carnegie Furnace in Johnson City. The CI&C Board of Directors considered the offer and negotiated a short-term option to lease the furnace for three years.

The lease called for the payment of a royalty of 15 cents per ton of iron the first year, 20 cents per ton for the second year, and 25 cents per ton the third year. VIC&C controlled the shipment of coke from the nearest coalfield and agreed to protect CI&C with a favorable freight rate on coke during the duration of the lease. CI&C had the option to purchase the furnace for \$70,000 at any time during the lease.

Cranberry management estimated that the furnace could produce at least 30,000 tons of special low-phosphorus pig iron per year. With the cost of mining the ore at \$1.30 per ton and the cost of shipping the ore on the ET&WNC at \$.70 per ton, they estimated a profit of at least \$2 per ton of pig iron. The railroad would also realize a profit of 35 cents per ton of ore hauled. The directors also estimated that \$100,000 would be needed to repair the furnace and provide operating capital. Unfortunately CI&C had no money and already owed nearly \$350,000 to individual stockholders.

The Board of Directors proposed issuing \$500,000 in bonds backed by a mortgage on the mines and the railroad. The creditor stockholders would accept the bonds to liquidate their claims and would purchase an additional \$100,000 in bonds to fund the furnace operations.

When some of the creditor stockholders balked at the proposal and the plan fell apart, a syndicate of the substantial stockholders took matters into their own hands. The Cranberry Furnace Company was incorporated in New Jersey on September 6, 1901, with authorized capital of \$100,000. The new company leased the Carnegie Furnace and began making repairs. The CI&C Board of Directors then leased all of the Cranberry properties including the mines, mine machinery, store, farm, and houses to the furnace company.

Under the arrangement between the two companies, all the furnace company's profits would go the iron company to be used to reimburse furnace company stockholders for their investment. Once they recouped their investment, Cranberry Furnace Company would become a subsidiary of CI&C, and additional profits would be used to pay off the iron company's creditor stockholders.

The Carnegie Furnace was renamed the Cranberry Furnace and put into blast in the spring of 1902. The Cranberry mines went into full production to supply ore to the furnace.

The Cranberry companies now had a stable market for iron ore that was, of course, shipped over the ET&WNC Railroad. Coke for the furnace was brought in over the Virginia & Southwestern Railroad to Elizabethton then shipped by way of the ET&WNC to the furnace in Johnson City.

Limestone was brought from a new quarry located near Happy Valley, next to the ET&WNC main line. Shipments of these products were to be the economic backbone of the railroad for the next two decades.

The Cranberry Furnace had a 75-foot high blast furnace, three hot-blast stoves, a 160-high chimney, twelve 50-horsepower boilers, three 500-horsepower steam blowing engines, an open stock house, and a steel-framed cast house. Water for the steam engines came from an adjacent man-made pond fed by Brush Creek.

The furnace was built to have a 125-ton capacity meaning that it could produce 125 tons of iron per day. This was more than double the production capacity of the coke-fueled blast furnace John Wilder had built at Rockwood, and it was more than either one of the large blast furnaces he had constructed at Dayton, Tennessee.

Once the furnace was in full production, management began working to streamline the movement of raw materials. When the dual-gauge track was completed between Johnson City and Elizabethton in 1905, coke could be brought into Johnson City over the ET&WNC without having to be transferred back and forth between standard and narrow gauge cars. One from the mines still had to be transferred to standard gauge hoppers and hauled by the Southern Railway (successor line to the ETV&G) to the furnace.

Railroad President, Frank Howe, and general manager, George Hardin sought to eliminate this bottleneck by building a spur from the narrow gauge directly to the furnace. Since the spur would have to cross the Southern tracks, they were forced to negotiate with the larger railroad.

After lengthy negotiations the two railroads finally reached an accord. The agreement provided for joint ownership of a dual-gauge spur from the ET&WNC mainline near Exum Furniture, crossing the Southern mainline at grade, to the

furnace. As a result, the Southern had access to the Exum plant and the ET&WNC could haul Cranberry ore directly to the furnace in narrow gauge cars. The Carnegie Extension was completed on February 8, 1908.

The Cranberry ore could now be shipped directly to the furnace, but it still had to be unloaded from gondolas by hand once it got there. To solve this problem, the ET&WNC began constructing hopper cars. Soon there were forty-five hoppers on the railway roster. The iron business provided the Cranberry companies solid profits until the end of World War I.

Over the years, improvements were made at the Cranberry Furnace. A brick shed, limestone house, machine shop, laboratory, and blacksmith shop were added to the complex not long after it was put into blast. Sometime after 1908 a fourth stove was added and improvements were made to the hoist and charging mechanisms for feeding the furnace.

By the 1920s the iron market had changed and the furnace could not compete with more modern facilities. The furnace

and mines were shut down periodically through the 1920s. Finally, in 1929, the furnace was permanently closed. Within a few years, most of the facility was torn down. Today only one of the original buildings remains on the site.



Figure 3 Vicinity of original Cranberry Furnace

JOHN WAITE'S CRANBERRY FURNACE IN MINIATURE



Charging Machines



Ingot Yard with stacks of Pig Iron ready for shipment



Checking the mix



Pig Iron Ingots



Cranberry Furnace Overview



Receiving Tracks Over Limestone Bins



Bessemer Blast Furnace Tower



Small cylinder to the lower right of photo is Bessemer Converter



Blast Furnace Retort where a mix of Ore, Coke, and Limestone are loaded for heating



Interior of Materials Bays



Pouring platform or Casting Pig Iron Ingots



Material Bays for Coke Iron and Coal



Trestle approach for Material Bays



ET&WNC RY Materials Receiving Yard



Standard Gauge Box Car Ready for Loading



Cranberry Furnace Overview

THE INGREDIENTS ...

1. Coal is dumped into large ovens where it is heated to up to 2,400 degrees Fahrenheit, which removes most of coal's gases and converts it to coke. Coke is used because it burns with intense heat and little smoke.

2. The coke, along with iron ore and limestone (a cleanser) is sent to the blast furnace.

... HELP MELT THE ORE ...

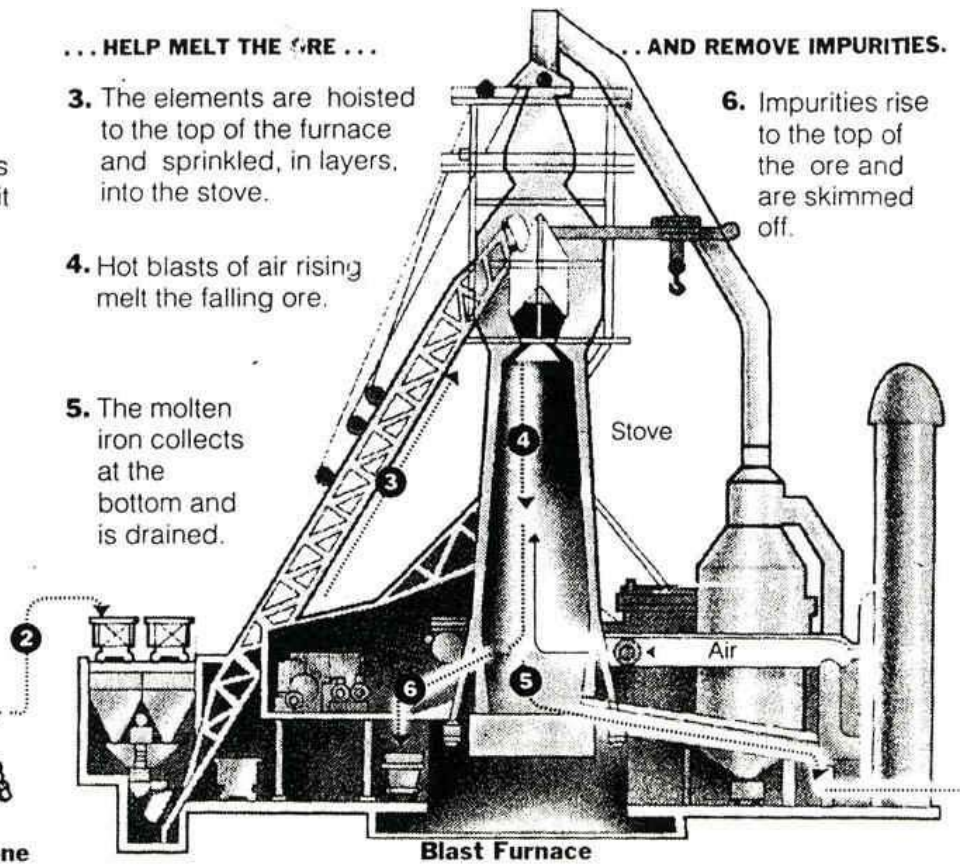
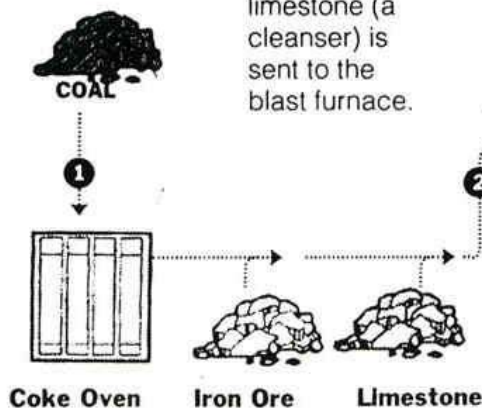
3. The elements are hoisted to the top of the furnace and sprinkled, in layers, into the stove.

4. Hot blasts of air rising melt the falling ore.

5. The molten iron collects at the bottom and is drained.

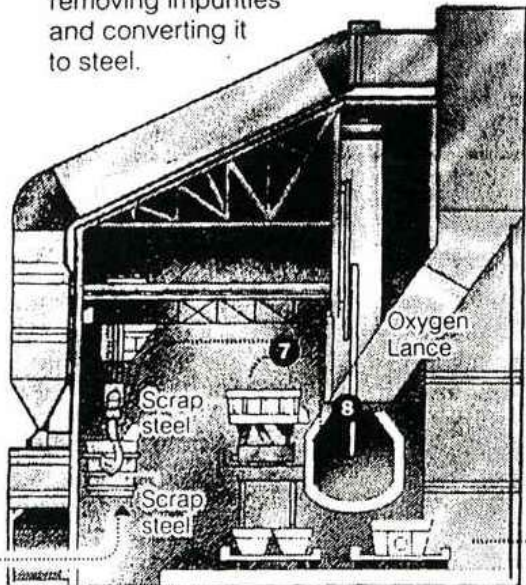
... AND REMOVE IMPURITIES.

6. Impurities rise to the top of the ore and are skimmed off.



THE MOLTEN IRON IS CONVERTED TO STEEL ...

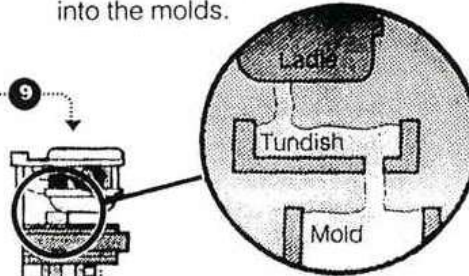
- 7. A little scrap steel, then the molten iron, is added to the basic oxygen furnace.
- 8. Oxygen is blown onto the molten iron, removing impurities and converting it to steel.



Basic Oxygen Furnace

... WHICH IS CAST INTO SLABS ...

- 9. After alloys are added to the molten steel, it is lifted to the top of the caster.
- 10. Steel then flows from the bottom of the ladle into a reservoir called the tundish and then into the molds.

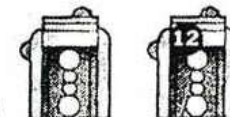


- 11. It is cooled by spraying water until it becomes solid throughout.

Continuing Casting Stand

... FLATTENED AND COILED.

- 12. The refined steel is then reheated and sent through a number of roughing stands that flatten it into fine sheet. The sheets, which reach speed of up to 50 miles an hour in the machines, are then washed, cooled and coiled.



Roughing Stands

Diagrams from http://geo.msu.edu/extra/geogmich/steel_mill.html

AROUND THE GEORGE L CARTER MUSEUM ROOMS

ACTIVITIES, ITEMS OF INTEREST, EVENTS, AND JUST PLAIN INTERESTING STUFF

KEN HARMON EXPLORES A DIFFERED TREE MAKING MATERIAL



Tree maker Ken Harmon has been making trees for the ET&WNCC layout for some time now. He has experimented with polyfiber puff balls, cast plastic and pot metal armatures, wire armatures, a variety of natural sources for armatures e.g., - sage brush, nandina. He has used Scenic

Effects and Woodland Scenics products. He has made Oaks, Elms, Maples and pine trees! His latest discovery has been coconut fiber. He discovered a video on one of the model building website which demonstrated the use of this inexpensive material to fill out the branch structures for pine and deciduous trees. The material is usually found in bowels designed for hanging plants. Coconut fiber bowel can be found in a variety of sizes at Michaels, hobby Lobby, Lowe's or most farm and garden stores.



STEAM LOCOMOTIVE BELL IS PLACED ON EXHIBIT ON THE ALSOP GALLERY



The George L Carter Railroad Museum received a gift of a vintage steam locomotive bell this past year. Paul Haynes completed fabrication of a mahogany base to securely mount the bell for

display. The bell was donated by the family of Dr. and Mrs. Edward Sowers. The bell was used to “ring home the kids’ for dinner and other meal times. The bell can be viewed on display in the Alsop Gallery.

PROGRESS UPDATE ON THE CRANBERRY MODULE



Cranberry NC Company store

Fred Alsop and crew have been busy with the Cranberry aisle... Fred with help from John Edwards (laser-knife) and Geof Stunkard (signs) have put the finishing touches on the Company Store and Post Office building. The building carries the ET&WNC RY green and tuscan paint scheme albeit with non-railroad related advertising signs.



Cranberry NC Company store



Approach to the Cranberry Mine tippie

Work on the Iron ore mine at Cranberry has also seen progress with Fred, Don Ramey, and John Edwards pitching in fabricating the ore tripple over the ET&WNC tracks. Now we will need help completing 13 or so narrow gauge hoppers to transport the ore to the hungry furnace in Johnson City.



End view of the ore tripple at the Cranberry Mine

Finally an Ore Train Mule and a string of mine cars have made their appearance at the mine. The mine was served by a small 0-4-0T steam engine.

“Hey Frank or Gary, how do you plan to fit a DCC decoder in the loco?”



Mine mule is now on the job

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

OBSERVATIONS FROM THE MEMRR PRESIDENT

Our Newsletter Editor, *Ted Bleck-Doran*, is getting our June newsletter out early because of all the activities that are happening the first week of June as a way of providing a rather busy calendar of events so you can take full advantage of them all. So, let's get right to it. **We want everyone to attend as many things as you can and we also are asking for your help with as many of the following as you can.** These activities have been planned for many months and you have had many reminders in the form of newsletters, calendars, emailed reminders and agendas at our business meetings, but now is the time that we are asking you to help us make it happen for the Mountain Empire Model Railroaders, the George L. Carter Chapter NRHS, and the George L. Carter Railroad Museum.

#1. The Big Second Annual Train Show: The show is scheduled for the ETSU Memorial Center (Mini-Dome) Friday, June 2, 10:00 a.m. to 8:00 p.m., and Saturday, June 3, 10:00 a.m. to 4:00 p.m. We need help before the show, during the event, and after it has closed on the following schedule:

- Please notify *Roger Teinert* or *Fred Alsop* when you will be available to help.
- **Wednesday, May 31. 9:30 a.m.** Meet at the Carter RR Museum to caravan to Bristol to pick up a 16 foot Enterprise rental truck and begin gathering tables for the Train Show in Bristol, Gray, Johnson City, Jonesborough, Elizabethton, etc. We have 51 vendors coming, 8 model railroad layouts and 2 food vendors who will require approximately 300 tables. All the tables

have to be picked up and placed on the venue floor on Wednesday.

- **Thursday, June 1. Noon.** Vendors begin to arrive and set up their wares; train clubs begin to set up their layouts. We need folks to assist the vendors as they check in and place them in the designated spots on the venue floor. We need people to help the vendors.
- **Friday, June 2. 9:00 a.m. to 9:00 p.m.** We need people to help sell tickets at the door and to pass out brochures and pamphlets with club/chapter/museum materials. Vendors may need assistance and we need to circulate on the floor providing any assistance that is required. We will need help opening and closing the arena before and after the show.
- **Saturday, June 3. 9:00 a.m. to 5:00 p.m.** Same as on Friday, but a shorter day. Following the closing of the show we will need to begin packing up the tables. Some will have to be returned to area churches on Saturday evening for their use by the lending churches on Sunday.
- **Sunday, June 4.** Time to be determined. Some of the remaining tables will have to be returned to the lenders.
- **Monday, June 5.** Time to be determined. The remaining tables will be returned to lenders. The rental truck will have to be returned to Enterprise in Bristol.

#2. ET&WNC RR Historical Society's 29th Annual Convention: Celebrates 100 Birthday Anniversaries of Locomotive #12, Combine #15, and the Linville Depot.

- **Friday, June 2. 3:30-5:00 p.m.** Convention registration at the Carnegie Hotel, Johnson City. You can become a

member and pay your registration at the door (\$30 membership; \$49 registration fee)

- 5:00 p.m. to 7:00 p.m. Society Business Meeting; President Chris Ford presiding.
 - 7:00 p.m. to 8:00 p.m. Society Banquet, Soldiers Ball Room, Carnegie Hotel
 - 8:00 p.m. Keynote Speaker, Sharon Waite (wife of the late John Waite, the founder of the ET&WNC RR Historical Society)
- **Saturday, June 3. 8:30 a.m.** The restoration status of ET&WNC combine #15 presented by Gil Williams, the Project Manager at the Transportation Museum at Spencer, NC.
 - 10:00 a.m. attend the Big Train Show and visit the G.L. Carter RR Museum
 - 2:00 p.m. Linville Depot Celebration, Avery Co. Museum, Newland, NC.
 - 4:30 p.m. Tweetsie Railroad, Blowing Rock, NC. Johnny Graybeal will lecture on Loco #12 about 5:00 p.m. 5:30 train ride for Society members followed by dinner and PowerPoint presentation at the Tweetsie Palace.
 - **Sunday, June 5. 9:30 a.m.** Train ride in the Doe River Gorge from Christian Ministry Camp, Hampton, TN.

#3. George L. Carter Railroad Museum: The museum will be open both Friday and Saturday to accommodate visitors to the Train Show and to the ET&WNC RR Historical Society Convention. Last year we had more than 380 visitors during the two days of the Train Show/ET Convention tour the museum. We will need volunteers to staff it for the public both days and for longer hours.

- **Friday, June 2. Open 10:00 a.m. to 5:00 p.m.**
- **Saturday, June 3. Open 10:00 a.m. to 4:00 p.m.**

#4. Carter Chapter NRHS/Carter Railroad Museum Rail/Boat Excursion:

Saturday, June 24. The Carter Chapter NRHS and the Railroad Museum's first rail excursion for 2017 is scheduled to depart at 7:00 a.m. from ETSU parking lot 21 on the Go Bucs Trail for Knoxville. The trip, via modern Premier Coach Lines buses, will tour the Knoxville Locomotive Works shops, ride behind a steam locomotive on the 3-Rivers Rambler RR, and have lunch on the Tennessee River aboard *The Star of Knoxville* a paddle-wheel river boat. Tickets are still available and Chapter and MEMRR members are encouraged to attend and bring some friends with you. We have chartered 3 buses and two are almost filled, so don't wait too long and miss this great day trip. Information is available on both the clubs' websites and at the museum about the trip details along with ticket application and waiver of liability forms. Carter Chapter Members are expected to act as bus hosts and are strongly urged to attend these co-sponsored events. As with the other 3 activities listed above, we need your help and your participation in order to serve our guests and to keep these exciting rail excursions viable.

If you have not already purchased your tickets and committed yourself to support your NRHS Chapter by your attendance; please do so. We need you!

So, June is one heck of a busy month. But, with your help we will not only get through it but we will have a great time being part of all there is to offer. I am very proud of everyone who has worked for so many months to help bring all of the many details together that will culminated in the success of each of these events. Without your dedication, sweat and commitment these events would not happen. We are bringing railroading in its many forms from model to prototype to a much wider audience that most railroad clubs ever dream of doing; and in a most professional manner. Thank you for all you do for the hobby, your club/chapter, the railroad museum, the university and the community. Once the month of June is over, let's kick back, take a deep breath, and try to relax for at least a week or so.

Museum Happenings:

- **The Carnegie (Cranberry) Furnace Sn2 Module.** The large professionally built model of the Cranberry Furnace that was donated to the Carter RR Museum by Sharon Waite did not travel well on its 750 mile trailer trip back to Johnson City from its former home in Jefferson City, MO. When **Paul Haynes, Gary Emmert** and I opened the trailer doors at ValleyBrook we were distraught at the sight we saw of a wonderful model scattered in pieces. While I was in South Carolina conducting training exercises for the USDA Forest Service the second week of May members of our club brought the module to the museum for repair. Club member, **Michael Pascall**, joined me on Friday, May 12 and we spent the next 5 days working hard to bring the model back to life. **Michael Sagers, Duane Swank**, and others, have helped me with it since and the model is now looking great; perhaps better than ever. I have a memorial plaque made for it and plan to have a small dedication ceremony on June 2 when Sharon Waite comes to visit the museum for the first time.
- **The ET&WNC RR HOn3 Layout:** This layout has received a lot of attention with many of our members working on it, on the locomotives and assembling rolling stock, so that it will be even better than it was when the ET&WNC RR Historical Society comes to visit our museum in June during their convention. More scenery is in place, cardboard buildings have appeared on the Johnson City end of the layout and the Cranberry Mine section has received the majority of my attention in the past year. **George Riley**, Marketing Director for White River Productions, who publishes the *HOn3 Annual* is expected to attend the ET&WNC RR HS convention again this year and to visit the Carter RR Museum. We hope that he will once more solicit an article from **Geoff Stunkard** on our narrow gauge railroad layout for the magazine. We still have copies of the 2014, 2015 and last year's edition that all carried articles written by

Geoff, and photographed by Geoff and others, for sale if you want to purchase any, or all, of them.

- **HO MEMRR Club Layout and Operating Sessions:** Work continues on the large HO layout and there have now been 3 monthly operating sessions on Tuesday nights. The next one is planned for Tuesday, June 6th. Set-up time is around 5:30 p.m. so come and bring your favorite locomotive and rolling stock, or use one of the club or museum locomotives and the many cars that are available for a consist of your choosing in the museum.
- **Some ‘moaning& groaning’ and asking for your help in finding solutions:**
 - **Heritage Day Events:** Our Heritage Day Events are very special in that they give us a chance to focus on a particular railroad, a regional group of railroads, or sometimes, on a particular time period or theme such as modern railroads, short lines, or logging railroads just to cite a few examples. They also provide an avenue to publicize the club/chapter/museum each month and stimulate visitors to come tour the museum. Some visitors become club members, so this is an important recruitment tool as well. The success of any particular Heritage Day event rests squarely on the shoulders of our members. Each year our Heritage Day Event Coordinator, **Geoff Stunkard**, solicits suggestions from members for each of the 12 events to be held in the coming year. The draft list is often printed in the newsletter for further comments, suggestions and review. When we have agreed on the list the calendar is set and the entire list is posted on the memrr.org website. The Heritage Day Event for May followed the theme of May’s National Railroad Day and featured Modern—21th Century Railroads. We advertised this in a press release and we had more than 60 visitors on Saturday, May 27; but only one modern train locomotive! This is somewhat embarrassing. Fellows, we need to support these special event days and we need to be sure that we are going to have the displays, locomotives and appropriate rolling stock/passenger consists for the public to see that we have publicized. We need members to be there with the right equipment, and in some numbers, more than one, for our Heritage Day Events. If we just don’t have enough members with the equipment as listed for the event; then let’s change the event so we can properly display what we have said we are going to display.
 - **Train Show:** It has been brought to my attention that some members are grumbling that the MEMRR “gets nothing from the train show and that some of the funds generated should go to the club”. Before this goes any further look around the facility that you are in as a model

train club. You have more than 5,000 sq. ft. of rent-free floor space in which to conduct your hobby any time you want to come into the building, 24-7. Your dues go into the MEMRR treasury and are used solely for the needs of the MEMRR with a current balance of more than \$6k. Your club dues are kept low because you have no overhead directed toward the museum. You do not pay the utility bills, including the 4 security cameras. You are only asked to operate the museum on Saturdays, and on several special events, during the year (the club bylaws state you are expected to help operate the museum a minimum of ½ day/month). The museum’s 1,100 plus hardback book railroad library, and all of its DVDs, are available to each member. The new library was remodeled at museum expense with no donations asked for from the MEMRR. The LED lighting was provided by the museum. The museum provides additional locomotives and rolling stock for use on the MEMRR layout. I could go on-and-on, but you get the point. What other model railroad club has dues so low, a commitment so small, and has the privileges the MEMRR has at ETSU? The Train Show is a big commitment and it takes a lot of work with the Train Show Committee working the entire year between the last show and the next one to bring this many vendors to town. Some of the funds raised at the show go directly back into the next show for flyers, banners, yard signs, advertising, ETSU administrative costs, extra custodial workers, extra show security, fire marshal, etc., and the show is only possible here because the railroad museum does not have to pay rent on the Mini-Dome venue. This is a major fund raiser for the railroad museum that you call ‘home’ and the funds go back into the museum. So, please, the next time you hear some member going down this track, ask them to look around and count all the benefits being affiliated with the G. L. Carter Railroad Museum provides them and the club. There is no place for this kind of negative talk.

Thank you for all you do for the MEMRR, the Carter Chapter NRHS and the George L. Carter Railroad Museum. June is a very busy month and the railroad museum is a very busy place. 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

ROCHESTER NY'S ICONIC HIGH FALLS



A CSX autorack train passes over High Falls in Rochester NY on the ex-New York Central/ex-Penn Central/ex-Conrail mainline in May of 2017.
Photo by Ted Bleck-Doran



MOUNTAIN EMPIRE MODEL RAILROADERS BUSINESS MEETING MINUTES May16, 2017

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

Officer's Reports are as follows

Secretary's

report:

Gregg Mundkowsky requested that the minutes be postponed due to the fact that the minutes had not been published yet. Voted and passed

Newsletter Editor's Report:

Theodore Bleck-Doran was out of town due to death of Mary's mother. We offer Ted and Mary our deepest condolences

Treasury report:

Gary Emmrett reported that the club had a total income of \$6.00 and no expences.

Webmasters Report:

John Edwards was absent while recovering from his ankle surgery, he is now using a wheelchair to get around and is also taking physical therapy. John we all look forward to your return and speedy recovery

Vice-Presidents Report:

John Carter was also out of town due to the death of his uncle, We offer John and Lisa our deepest condolences. Roger reported that Scale Trains has contacted him about putting on a seminar on a club work night. More to follow.

President's Report:

Fred brought up that we need to start planing for the club picnic, this is usually held in August or September. Fred said he would try to contact the McGee's to see if they would like to hold it at their place again. Fred also met with the president of ETSU, Dr. Noland. Dr Noland was congratulatory on the progress that the club and museum has made, and also the tours that are being given by the members. He considers the museum to be a great asset to the university.

It has been brought to Fred's attention that there are a few

members that feel the club should be receiving some of the profits from the up coming train show. Fred expressed concern over this and reminded those present that the train show is a museum function which is why there is no charge for the use of the Mini-Dome, also this club unlike lots of other clubs pays no rent or utility cost. We do receive \$2000.00 annually of which \$1600.00 goes to the monitoring of the security cameras and \$400.00 goes for the phone. If we were to rent the Mini-Dome it would cost in the \$5000.00 a day range which is well beyond what the club can afford. The good part about being part of the museum is that we can keep dues lower and all of or dues go back into the club

Old Business:

The proposed vetting system reading/vote was put off for a month due to not having a qua-rm and the meeting.

Remember that there is a train excursion in June on the 24th. The cost will be \$90.00 and it will consist of the round trip bus ride, a tour of the Knoxville Locomotive Works diesel shop that rebuilds locomotives for different railroads, a ride on the Three Rivers Rambler (This will be pulled by their Steam Locomotive), and ending with a lunch cruse on the Star of Knoxville riverboat.

New Business:

The Late John Waite's display of the Cranberry Furnace set in East Johnson City (Sn3) is now in the tweetise room in the museum. Stop by and see the great work that has been done to restore this back to its former glory. The ride down from Missouri did not help, but it looks great now. We plan to have a dedication ceremony while his wife Sharon Waite is in town for the ET&WNC Historical Society Convention.

Remember that the ET&WNC is having their convention here the weekend of the train show. Membership is \$30.00 and the cost of the events is \$49.00 which includes the dinner on Friday night at the Carnegie Hotel, the train ride and dinner at the Tweetise RR in Blowing Rock and Saturday night, and speeder rides on Sunday morning in the Doe River Gorge.

Respectfully submitted
Gregg Mundowsky
MEMRR CLUB SECRETARY
George L Carter Railroad Museum

