



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB

JULY 2017 - MEMBERS EDITION

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LOCATION

ETSU Campus
George L. Carter
Railroad Museum

HOURS

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

Brown Hall
Room 223
ETSU Campus,
Johnson City, TN.

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

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

SPECIAL FOCUS THIS ISSUE

DETAILS FOR THE LAYOUT

MODELING TIIPS AND IDEAS



Cranberry NC Company Store and Post Office



Engine house at the Cranberry Mine

MODELING HOW-TO #1

PAINTING WOODLAND SCENICS WHITE METAL DETAILS IN HO SCALE

By Ted Bleck-Doran



When Fred said that he needed some details for the ER&WNC RR layout and the Cranberry Mine section, I willingly agreed to paint several dozen cast detail parts. These included *Rusty Stumps Models* resin castings, *NOCH* barrels set, and a couple of *Woodland Scenics* cast white metal sets. While I did an article on painting details and people for the layout several years back, I thought that the project for Fred would be a great time for a review article. SO here goes...



When working with white metal castings it is important to inspect the castings. Look for mold separation lines and sprue marks. It is also a great time to wash the castings to remove the separation oils used in the casting process, as the oils will play havoc with your efforts to paint the castings. Finally it is a good time to visualize the objects the castings represent (e.g. - discarded cement blocks, gas cans and LP bottles, steel drums, barrels and crates, as well as other miscellaneous objects.



After inspection and washing use a fine toothed jeweler's file to remove any sprue markings (the round projection on the bottom of the casting in the photo above is an example of a sprue mark). Mold separation lines should also be removed at this time.



You can secure the casting in a model vise or hand file the casting. It is advised that if you are using a jeweler's file that you attach the handle to the file to assist in applying even pressure when filing. I also have found that it is easier to lay a flat file on the work surface and taking the casting in hand, moving the casting across the file.

NOTE: it is advised that if you are modeling in plastic and also prepping metal castings, that you maintain two separate sets of files: one for plastic - one for metal.



A primer coat of paint can be added. Using a medium grey helps to "pop out" the details of the casting helping to identify what they represent. The primer coat provides a painting surface with more "tooth" than bare metal of the casting does. It also provides a neutral base color on which to build layers of color.



While the primer dries thoroughly figure out what is represented in the casting and decide on the colors you will need to apply. When the primer is dry begin adding color to the castings. Don't worry too much about mis-strokes and color bleeding over to adjacent parts of the castings. The washes and weathering steps will hide many of the painting mistakes.



Weathering the casting involves several steps using washes and dry brush techniques. To dull the basic colors added to the castings, I used a dilute mixture of 1 part Payne's grey to 10 parts water. If the mixture appears too dark or not fluid enough add apply more water by brush until the mixture is able to flow into the cracks and depressions in the casting. This step provides a feeling of depth to the castings' details.

EDITOR'S NOTE:

WASHES are very dilute mixtures of paint and water or solvent (depending on the type of paint used). A soft bristle brush is used to carry the watery application to the casting.

DRY BRUSH technique uses a stiff bristle brush with a minimal amount of paint left on the brush. Dab the brush into the paint, wipe most of the paint off the brush using a paper towel making sure that just a hint of color is left on the brush.

A WORD ABOUT BRUSH STROKES: remember – dust settles down out of the air and rain causing rust runs down vertical surfaces and puddles on horizontal flat surfaces. Your dry brush strokes want to follow the same pattern.

Once the wash has been allowed to dry completely a series of dry brush applications are applied. First, I used Burnt Siena to create a rust color to metal object that have been exposed to the weather. Burnt Siena is reddish in hue and simulates older rust. Raw Siena is more yellow-orange and simulates new rust patches or breakthroughs. Finally, a light to medium grey can be applies to represent dust settling. The grey application also has the effect of bringing out the forward details in the castings adding to the sense of depth.



MODELING HOW-TO #2

ASSEMBLING CRATES BY RUSTY STUMPS MODELS

By Ted Bleck-Doran



Rusty Stumps Models is a fairly recent addition to the list of manufacturers offering a line detail parts and fine scale kits in HO, S and O scales. For this “**MODELING HOW-TO**” we will be assembling a set of *Rusty Stumps* “Crates”. The kits include 2 to 4 crates per kit depending on the size of the finished crates and orientation of the kit parts on the laser cut wood sheets. The crates are designed for HHO Scale applications but are suitable for S and O Scale scenes.



Rusty Stumps Models offer 4 separate packs of crates in HO Scale. These include:

- D6001 – Horizontal Crates (3 per pack)
- D6002 – Vertical Crates (3 per pack)
- D6003 – Large Crates (2 per pack)
- D6005 – Small Crates (4 per pack)

Each pack retails for \$8.95 each direct from the manufacturer.

NOTE: *Rusty Stumps Models* is a direct sales only manufacturer with an on-line website (www.rustystumps.com). They also have a Facebook site. The author was able to purchase a 3-pack containing D6001, D6002, D6003 sets for the cost of one package on

Ebay.com. It is wise to check out the auction and re-saler websites for the occasional sale or bargain.



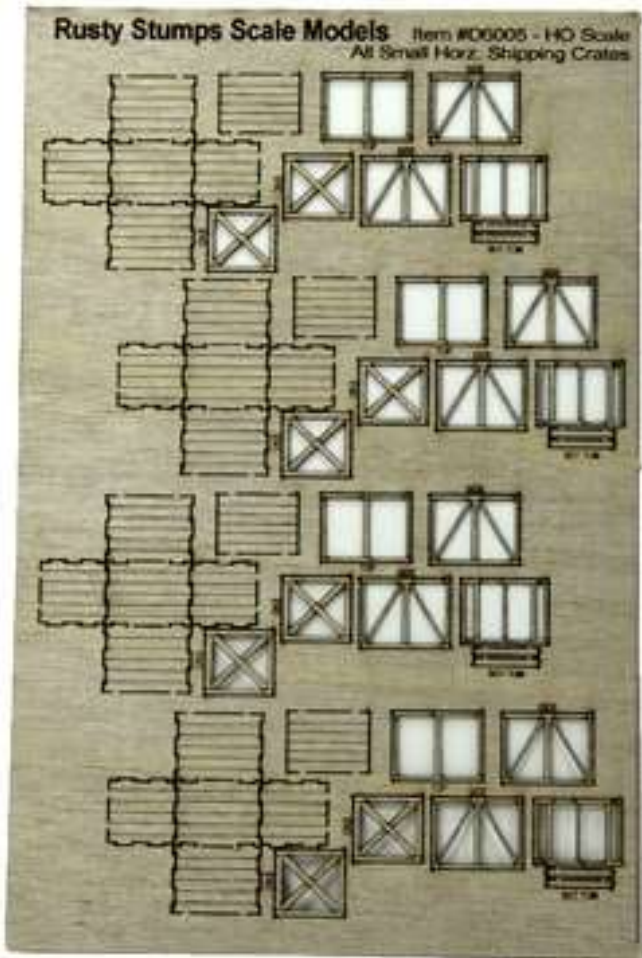
To assemble the crate kits you will need the following: Cutting blade (an X-acto Knife with a fresh blade or a fresh single edges razor blade); Tweezers to handle the small delicate parts; White glue (Elmer’s, Arlene’s clear Tacky Glue, Ambroid wood cement, etc.); Small tipped brush applicator (the green handled tool in the photo above) I also use a plastic water bottle cap to hold a dollop of glue.



The *Rusty Stumps Models* crate kits are soft packed in a sealed plastic bag. The instruction sheet and package labeling sheet provide some protection from bending damage to the laser cut parts sheet.

The parts sheet appears to be a thin sheet of bass wood. As with most laser kits the parts are crisply cut and readily detachable. The bracing pieces have the pop-out already removed making the kits easier to separate the individual parts.

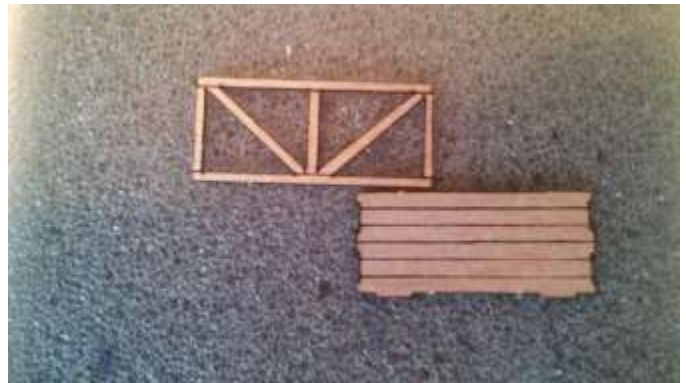
All parts are labeled for top, bottom, sides, and ends. The parts labels are etched into the parts sheet using a very small font. They can easily be missed on first inspection. Needless to say, one should familiarize themselves with the various components before starting to assemble the crates.



The crate patterns are cut with 4 sides/ends and a bottom (the 5 panels arranged in a "+" shape). There is a top panel (the separate piece). There are 6 cutouts depicting the external bracing,



The pieces are held to the backing sheet by two small tabs left uncut during the laser cutting process. As you run the blade along the outside edge you will feel and hear the tabs "pop" when cut.



The side and end pieces will have notches along three sides and a straight cut side where the top will join to complete the crate (see the above photo). The bottom or base of the crate will have notches along all four sides.



Taking your knife blade or razor blade, begin to cut the individual pieces of the crate from the backing sheet. Run the blade along the outside edge of each piece. Treat the pieces gently since the joint lines are partially "burned" through in the laser process and can accidentally separate when handled roughly.



Turn the bracing pieces over to the side without joint markings. Dampen the applicator and dip the applicator in the white glue. This will help the white glue flow more evenly as you apply the glue to the bracing.



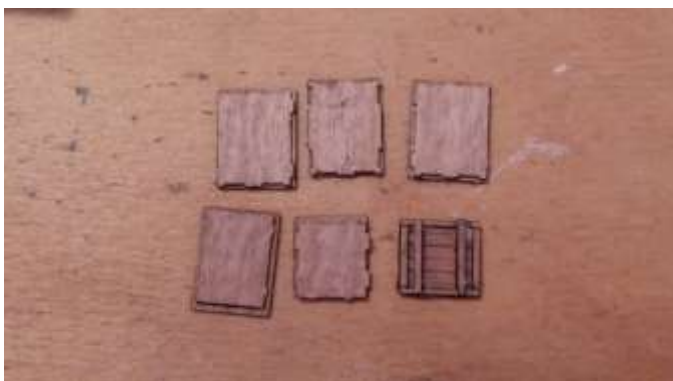
With the glue applied place the bracing piece over the solid crate piece. Make sure that the top of the bracing mates flush with the top of the side/end piece. The bracing piece will just mask the notched portion of the edges of the solid crate piece.

NOTE: the bottom piece is obvious in the above photo having all four sides notched.



Continue applying the glue to each brace piece and mating the bracing to the solid crate pieces making certain that the top edges are flush and that the side and bottom notches are masked by the bracing.

NOTE: Several of the *Rusty Stumps* crates have ends that look square but are slightly longer in one direction. Be sure that the pieces are properly oriented to each other before you glue them together.



Once all the sides, ends, top and bottom pieces have been sub-assembled set them out where they can be seen together. This helps to visualize the assembly process before committing to gluing the pieces together.



Begin by taking a side piece and applying a bead of glue to the notched edge abutting the crate bottom. Allow the glue to become tacky. Gently press the glued edge of the side against the bottom piece. You should be able to feel the notches of the two pieces interlock. Stand the joined pieces on end (photo above) and allow the glue to set some more. The joined pieces can be handled gently after 5 or 10 minutes.

Continue working around the base of the crate adding an end piece, followed by the second side piece, and the second end piece. Again, the process is to place a bead of glue along the common edges of the pieces being joined, and allowing the glue to become tacky before moving on to the next piece.

The top of the crate is the last piece to be added. This can be glued in place or left open. Placing a separate casting of some implement, part or object in an opened crate would add interest to a loading dock scene,



These *Rusty Stumps* kits are fun and easy to assemble. They are great one-evening projects,

NOTE: the bottom piece has two extra pieces of bracing to raise the crate off the floor in order for tow motor or fork lift to place a tine under the crate to lift and move it from place to place.

MODELING HOW-TO #3

JUMPING SCALES – EXPERIENCES WITH WORKING IN S-SCALE

By Ted Bleck-Doran



John Agnew, Railmaster Exports, 29 Pupuke Road
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It's not every day that I have the opportunity to work in another scale so I decided to take Fred up on his challenge to build a 1920's era Mack Dump Truck in S-Scale. The model was donated by Gary Rabetoy and manufactured by a New Zealand outfit – **RAILMASTER EXPORTS**.



FIRST IMPRESSIONS

My first impressions were mixed.

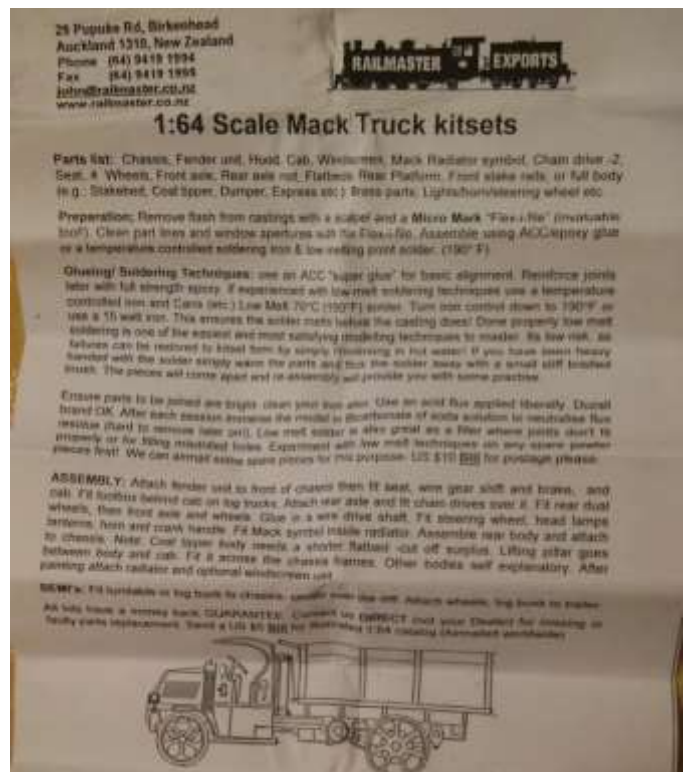
- The kit was packaged in a small blister pack, not any larger than an HO scale Mack Truck kit would be found in! What was noticeable right from the start was the heft of the kit's castings. The kit had the weight of a Mack.
- The size difference was obvious....duh... but largere than I anticipated. I compared the S-Scale model with a *Jordan Mineatures* Mark Dump Truck model I had built several years ago.
- Interestingly the HO1 model had more details than the S-Scale Model. One would think that the opposite would be true.
- The S-Scale kit's casting were remarkably free of sprue marks, mold separation lines and flashing left over from the casting process.
- The instructions were brief and to the point. They did not provide illustrations to aid assembly save for one side elevation drawing (See photo below).

- The assembly was very intuitive. Anyone with some experience building models can assemble the kit with minimal difficulty.



INSPECT THE KIT PARTS

One of the first things I do is inspect the kit parts. The Mack's casting were clean of flashing, mold seams, and sprue marks. One wheel casting had some extra flash around the spokes that needed a light touch up with a file. Several of the casting had several shallow dimples. These were starter holes for drilling out the placement holes for lanterns, head lamps and horn.



READ THE INSTRUCTIONS

After I inspected the parts I read the instructions. While the instruction sheet was minimal, it did provide some great suggestions regarding soldering techniques and solder temperatures when using that method to bond the various parts together. S-Scale is certainly large enough to use solder as the primary bonding agent. CA is also recommended as a bonding agent. I found that fast setting CA was good to tack parts together, followed by an application of CA with filler to strengthen the bonds at fragile joints such as those required for the dirt box on the truck.



DE-GREASE AND CLEAN PARTS

Regardless which method you choose to use (soldering or CA) the parts must be cleaned and de-greased since mold oils are used to assist in separating the casting from the molds, and skin oils can be transferred while handling the castings. I used a dilute solution of white vinegar, 70% Isopropyl alcohol, and water. I soaked the casting overnight. The next day I used tweezers to remove the casting from the solution and dried them off on a paper towel. The vinegar in the mix is supposed to etch the surfaces of the castings slightly to help the paint bond with the metal.



BUILD SUB-ASSEMBLIES

Given the difficulty of painting all the visible surfaces, built up sub-assemblies (e.g., - dirt bin, frame, axles, hood, optional windshield).



PRIMER COAT

As with other metal and plastic kits a primer coat of light grey was applied.



COLOR COAT

The paint scheme Fred and I talked about was to paint the truck frame and dump bin a basic black, while the cab wand hood would receive a medium green to imply corporate ownership. I decided to paint the tire rim red to add just a touch of flare. The colors would be muted in the weathering stage. There is no one around who knows that the color scheme would have actually been. However, unlike the Ford Model T which came in "any color the buyer wanted so long as it was black," the Mack came in a variety of customer specified colors.



DRILL OUT

There are several parts that need to have holes drilled: two holes for the head lamp, two for oil lamps, one for horn, and one for the steering wheel. There are four additional hole two in a shelf on the dump bin and two on the base of the

hydraulic hoist for the lift wires. I used a 58 gauge drill bit and found the holes ample to accommodate the varying thicknesses of the brass castings mounting stems.



TOUCH UP PAINT AND FINAL ASSEMBLY

I took the time to inspect the sub-assemblies one last time and touched up any mars or missed spots. Again I allowed some drying time before final assembly. I attached the wheels to the axles and frame. This was followed by attaching the dump bin to the truck frame. I added the brass castings and waited for the CA to set before proceeding to the final stage – Weathering.



WEATHERING THE MACK

I weathered the Mack in three stages. First I applied a dilute coat of Payne's Grey. I used craft project acrylics from Michael's. They are inexpensive and easy to work with being water based. The Payne's grey mutes the colors applied in

the COLOR COAT step. After allowing the wash to dry I applied Burnt Siena using the dry brush technique to simulate rust on the metal parts of the truck. I was fairly heavy handed with the dump bin since it would have taken most of the abuse over the years. The hood and fenders also received a good dose of rust. The final stage was dry brushing medium grey to simulate dust and to "pop" the casting detail out to the foreground of the model.



I was purposefully heavy on the weathering. The truck is an early 20's Mack that has seen duty hauling slag from the furnace for nearly a decade. It is at or near the end of its usefulness and has seen its best years pass.



Working in S-Scale was a pleasant experience. The model itself presented no unexpected surprises or serious glitches. I would work in S-Scale again... er... ***"Yes, Fred I will build that ET&WNC Hopper you showed me..."***



Genesee & Wyoming 1000 & 1001 at Retsof Salt Mine in Upstate New York

AROUND THE MOUNTAIN EMPIRE CLUB EVENTS AND HAPPENINGS

NEXT STOP TRI-CITIES! ETSU CARTER RAILROAD MUSEUM BRINGS IT BACK HOME FOR JUNE 24 HERITAGE DAY EVENT

**REGIONAL FOCUS TRI-CITIES RAILROADING WILL BE
ON TIME, SCHEDULED FOR THE FINAL SATURDAY OF
JUNE**



On June 24, the George L. Carter Railroad Museum, located in the Campus Center Building of East Tennessee State University, is hosting a heritage that will allow the facility's visitors to witness some of the railroad history of the area with Next Stop Tri-Cities, the sixth 2017 Heritage Day. Held on the Saturday of the month, this event has been expanded to a more overall focus from its former Southern Railway origins.

"With the variety of railroads operating throughout Northeast Tennessee, we determined the museum could give greater

attention to them by making this Heritage Day more inclusive," notes Geoff Stunkard, the program's coordinator. "With our Tweetsie HOn3 scale layout growing and so much other new material on display, this made sense for 2017."

Two very important additions are now on exhibit. A custom to-scale model of the original Carnegie Furnace in Johnson City, which was donated by Sharon Waite in memory of her husband, the late John Waite, arrived during the last 60 days. This model of an actual steel mill from the early 20th century is of delicate and exacting construction, has been restored, and is now showcased in the Ken Marsh Hall, where the ET&WNC RR "Tweetsie" layout resides. In the main hall, a full-size locomotive bell has been added to the other artifacts there. Displayed in that same hall are now O scale versions of many locomotives that once ran through the Tri-Cities on the Southern and Clinchfield lines, while equipment from those will be operated by volunteers on the museum's world-class 24x44 foot HO scale layout.

The Carter Railroad Museum is open on Saturdays from 10:00 AM to 3:00 PM, and includes model railroad layouts, a special child's activity room, and ongoing programs. There is no admission fee but donations are welcome for its upkeep. The museum is also seeking artifacts for display, including the newest addition dedicated to the long-defunct, but well-remembered 'Tweetsie' line, the East Tennessee & Western North Carolina Railroad; this room, still under construction, again will be open for guided tours during event days.

MOUNTAIN EMPIRE MODEL RAILROADERS BUSINESS MEETIN MINUTES JUNE 20, 2017

CALL TO ORDER:

President Fred Alsop called the meeting to order at 6:35 PM with 14 members present.

RECOGNITION OF VISITORS AND NEW MEMBERS:

There were no visitors or new members present, however, John Edwards was welcomed back following his recovery from a recent surgery.

OFFICERS' REPORTS:

SECRETARY'S REPORT:

Gregg Mundkowski was not present at the meeting but followed the following report: minutes from the May Business Meeting have been printed in *THE SIGNAL BRIDGE* and have been distributed to the membership. There were

no corrections. **MOTION: to accept minutes as printed. Passed.**

NEWSLETTER EDITOR'S:

Ted Bleck-Doran reported that the final edition of the June issue of *THE SIGNAL BRIDGE* has been distributed to the membership and uploaded to the MEMRR website. An earlier edition (less May Business meeting minutes) was released for the train show the last week of May. John Edwards indicated that he was receiving delivery failure notices for members with Comcast.net addresses. Several Comcast account holders present at the meeting stated that they were not experiencing any problems. John indicated he would follow up with test messages to the affected members.

It was reported that the June issue was 20 pages and featured the last installment of the history of the Sequatchie Valley Branch NC&StL RY, a tribute to John Waite (article reprint and photo gallery of the Cranberry Furnace module), Paul's Pics and President's column.

The July issue will feature four How-to modeling ideas, train show recap, and the usual columns.



The real Genesee & Wyoming - #1001 at the Retsof Mine in upstate New York

TREASURER'S REPORT:

Gary Emmert provided a detailed Treasure's report indicating that the treasury was in fine shape with both adequate funds available and a significant unspent dedicated reserve. **MOTION: To accept the Treasurer's report as presented. Passed.**

WEBMASTERS' REPORT:

Other than the problem with Comcast subscribers email accounts, the Webmaster reported that the website and server were trouble free.

VICE-PRESIDENT'S REPORT:

John Carter reported that programs had been scheduled through the June meeting. He is still trying to schedule a time with the owner of **Scale Trains** to make a presentation. Fred Alsop offered to show a new DVD he has obtained with footage of recently rediscovered images of the EET&WNC RY and of the Clinchfield Santa Train.

PRESIDENT'S REPORT:

- President Alsop thanked the committee and volunteers who planned, coordinated and hosted the 2nd Annual ETSU/George L Carter RR Museum
- He also thanked the members who assisted in keeping the George L Carter RR Museum open additional hours on Friday and Saturday the weekend of the Train Show in June.
- Fred announced the death of Gary Cameron, a former member of the MEMRR, supporter of the George L Carter RR Museum, and President of the South Eastern Appalachian Railroad Club. He had donated a selection of large scale models to the museum prior to his death. The remainder of his personal collection (three filled tractor trailer vans worth) was left to the members of the SEARR club with the hope that the can establish a permanent display of large scale model railroad equipment alongside of other railroad artifacts.

- Member and major donor to the George L Carter RR Museum – Ken Marsh was reported to be recuperating at home following complications from surgery.
- Fred announced that the S-Scale module of the Cranberry Furnace donated by Sharon Waite from her husband's collection has been repaired and installed in the Marsh Gallery at the museum. Mrs. Waite had the opportunity to view the module and was pleased with the display.
- Fred updated the membership on his teaching travels through the month of July. The Vice-President will chair the next meeting of MEMRR. Jim Pahriss and Gary 2Emmert will be available to address any issue that may arise at the Museum.



OLD BUSINESS:

1. VETTING NEW MEMBER:

Ted Bleck-Doran reported for the work group that the amendments to the By-laws have received the mandatory three readings with one change: that the application fee be the same as a full member and prorated the same; that should a probationary member not be recommended for full membership, that they be reimbursed with reimbursement be equal to the prorated portion of the membership year remaining.

Members present were reminded that the changes to the By-laws accomplishes two things: first they establish a new membership class which gives new members an opportunity to learn about the and for the club members a chance to get to know the new member better; secondly, the changes establish a process by which new members are vetted for membership including a probationary span of time.

MOTION: th accept the recommended changes effective with the start of the new membership cycle (November 2017). Passed (10 for, 3 against, 1 abstention).

The was considerable discussion as to family members and parents sponsoring a youth member but with no

interest in running trains themselves being required to receive orientation on the club layout.

ACTION: Referred to committee for recommendation.

There was discussion regarding what privileges would be extended to thee probationary member.

ACTION: Referred to committee for recommendation,

2. SUMMER RAIL EXCURSION:

The summer train excursion will be held June 24th and feature shop tour of the Knoxville Locomotive Works, A ride on the Three Rivers Rambler, and dinner on the river boat leaving from the Knoxville riverfront. Four 56 passenger motor coaches have been chartered with all four possibly being sold out.

3. TRAIN SHOW RECAP:

Roger Tienert, Gary Emmert and others provided a recap of the 2017 Train Show. There was an increase in total vendors (57 with 2 no-shows); an increase of tables reserved (nearly 350); a decrease in ticket sales (down approximately 250); and, a modest decrease in overall net proceeds. Extended hours did not appear to have had a positive impact on sales. There was lively discussion concerning timing of the show, local advertising, insuring better awareness of the event. All-in-all the show was a success. Fred reminded the members that it takes at least 5 years for an event like the train show to become established.

4. OPERATING SESSIONS:

Ted Bleck-Doran reported that the May operation session had 5 members attend and the June session had only 3. It is believed that there is sufficient interest in these sessions for them to continue. Reason for the low attendance was attribute to change of date for the May date and the Train Show immediately preceding the session in June. The July Operating session will be held the 2nd Tuesday (July 11th) due to the 4th falling on the first Tuesday of the month,



NEW BUSINESS:

1. RAILROAD HERITAGE DAY:

Fred reported for Geoff Stunkart that the Heritage day for June would be held on June 24th and have the theme **"Next Stop - Tri-Cities"**. Members wishing to run trains on that date should bring equipment normally seen in the Tri-Cities area, including: Clinchfield, Norfolk & Western, Southern, CSX.

2. JUNE COORDINATORS' MEETING:

To be reported in **THE SIGNAL BRIDGE**.

3. ET&WNC MUSEUM LAYOUT:

The ET&WNC museum layout is now fully operational. There is continued progress on scenery and structure projects. Help is needed with building, painting and lettering freight cars and other rolling stock. Members can volunteer to build car kits for the layout by taking them home to work on to by working on them during the Thursday night work sessions.

4. CLUB SUMMER PICNIC:

The McKee's have extended the club and its members an invitation to hold the Summer Picnic at their lakeside house on September 17th. The picnic would begin at 4pm with the McKee's providing meat dish and beverages and club members providing a dish to pass.

5. MEMBERSHIP UPDATE:

There are 110 members on the roles with 10 members owning modules.

6. MODULE OWNERSHIP:

- Questions were raised regarding module ownership noting that several members had 3 or more modules.
- Concern was express the newer members desiring to own their own module(s) would not be able to. Ted reminded members that the Fre-mo modules being planned for use during operating sessions was an attempt to add, at least temporarily, new privately owned modules.
- Questions were raised regarding using club funds to add turnouts to members modules (e.g., - crossovers, proposed connecting turnouts for the Fre-mo additions, etc.) and thereby add to the value of a privately owned module.
- Questions were raised regarding what would happen should a hypothetical event in which a change of module ownership occurred and the new owner wanted to remove a turnout or change trackage so as to effect operations on the layout.
- It was suggested that the club consider purchasing module as they become available to better reflect our name change from "Modular" to "Model".

ACTION: To Table to later meeting.

VOLUNTEERS FOR OPEN HOUSE SESSIONS:

Fred called for volunteers for the Saturdays the end of

June and the first 3 weeks of July.

DCC Decoder was harmed or injured in the making of the PowerPoint presentation.

ANNOUNCEMENTS:

No announcements for upcoming events

JULY MEETING:

The July meeting will be held on July 18th, ETSU, Brown Hall, Room 223 at 6:30 PM Those wishing to join others for dinner are encouraged to meet at Portobellos Restaurant, Kroger Shopping Plaza on State of Franklin.

PROGRAM:

John Carters introduced member, Don Ramet, who presented a clinic on "Installing DCC decoders in older locomotives." He assured the members attending that no



GETTING READY TO BOARD THE "SPECIAL" TRAM BACK TO TEMPLE SQUARE, SALT LAKE CITY, UTAH – JUNE 2017
PHOTO BY PAUL HAYNES

PAUL'S PICS PAGES
PHOTOS FROM THE CAMERA OF PAUL HAYNES
ADWARF SIGNAL PRODUCTIONS



"STRANGER IN PARADISE" - NORFOLK SOUTHERN "LEHIGH VALLEY" HERITAGE UNIT TAVELS IN TENNESSEE



"TAKING THE LEAD" - A PAIR OF CSX UNITS LEAD A TRAIN THROUGH JOHNSON CITY TN ON NORFOLK SOUTHERN TRACK



"LAID UP AND OUT OF WORK" – A STRING OF UNION PACIFIC GP38-2'S SIT IDLE



"ALMOST NEW" – UNION PACIFIC GP38-2 #571 LOOKS ALMOST NEW WHEN COMPARED WITH SISTER GP40 #659 (EX-MISSOURI PACIFIC)



“THE ROAD GOES EVER ONWARD” – STILL MORE UNION PACIFIC GP’s IN STORAGE



“ALONE IN THE MIDDLE OF A CROWD” – Union Pacific gp38-2 #549 Gets singled out for her portrait



BUILDING AMERICA™

GEORGE L CARTER RAILROAD MUSEUM

2ND ANNUAL TRAIN SHOW

PHOTO GALLERY



THURSDAY'S SETUP CREW TAKES A BREAK



BOB "THE ONE EYED PIRATE" JONES IS SETUP ANDREADY TO SELL THURSDAY NIGHT



SET UP GOES ACCORDING TO THE PLAN



OFFMLOAD CREW TAKES A DELIVERY OF SOME OF THE 350+ TABLES LOANED FOR THE SHOW



BILL BEGGEN HELPS DIRECT THE MOVEMENT OF TABLES



GARY EMMERT PONDERNSNA PURCHASE



ONE OF THE 57 VENDORS – LOOKS LIKE A SATISFIED SELLER



THE SHOW FLOOR IS ACTIVE ON FRIDAY

GEORGE L CARTER RR MUSEUM
COORDINATORS MEETING MINUTES
JUNE 15, 2017

Fred Alsop called the monthly Coordinators Meeting to order in Room 235, ETSU Campus Center Building at 5:53 p.m. Coordinators present: Jesse Kettle, Jim Hoit, Gary Emmert, Jonathan Gilliam (for Gary Gilliam), Mike Baker, and Ted Bleck-Doran. Also attending, Robert Sullivan.

Carter RR Museum Director, Fred Alsop: 2nd Annual Train Show was a success with more vendors and more revenue raised for the Carter RR Museum than last year; but with fewer attendees. Problems with local TV and newspaper coverage as well as a number of competing events in the area on Saturday may have been the cause. Very thankful for all the work that so many did to make this event so successful.

The Carter RR Museum was open both days of the Train Show, 2-3 June and we had more than 370 visitors during our extended hours. Thanks to our volunteers who made this possible by working longer hours over two days.

The ET&WNC RR Historical Society's 29th Annual Convention was a big success with more than 65 attendees at the banquet to hear speaker Sharon Waite on Friday night. All the scheduled activities were well attended and many Society members attended the Train Show and visited the Carter RR Museum.

The Carter RR Museum will co-host with the Carter Chapter NRHS a railfan excursion on June 24th to Knoxville, TN. Participants will visit the Knoxville Locomotive Works, ride behind steam on the 3-Rivers Rambler, and have a luncheon cruise on *The Star of Knoxville* paddlewheel riverboat. 3 buses have been filled to date for this event.

N-Scale Layout; Jesse Kettle: The N-Scale layout is in good operating condition and requires no additional work beyond routine maintenance at this time.



GARY GILLIAM SEEMS A BIT OVERWHELMED BY THE CHOICES



EMERR MEMBER GEOFF STUNKARD AT HIS BOOTH



KEN "THE TREE MAN" IS SET TO DEMONSTRATE THE ART OF TREE MAKING

RIP Track; Jim Hoyt: 200 metal wheel sets have been ordered for car upgrades. All of Pete Morsette's rolling stock has been repaired/upgraded. Jim lacks completing work on approximately 25 pieces of rolling stock from the Rev. Walker estate. The Museum/MEMRR has approximately 822 pieces of HO scale operating locomotives and/or rolling stock.

Library; Gary Emmert: The Library has 75-80 VHS tapes that need to be converted to DVDs. Gary will get these to the tech. in Greeneville ASAP to have this done.

Locomotive Repair; Jonathan Gilliam for Gary Gilliam: Two of the brass Train & Trooper 10-wheelers for the ET&WNC HO_{n3} layout are back in running order.



PIPE RACK HAS BEEN ADDED TO THE MINE COMPLEX

Large Scale Layouts; Mike Baker: The running direction of the trains on both the Troke and Little Engineers Room layouts has been reversed. Both layouts are operating satisfactorily.

Newsletter Editor; Ted Bleck-Doran: Two newsletters were published in June; one on May 30th to precede the Train Show and the ET&WNC RR HS Convention and the "regular" edition in June. The latter had 20 pages.

Robert Sullivan made a suggestion that we sell advanced tickets to the 2018 Train Show at the Carter RR Museum in order to attempt to boost sales and to let visitors know about the show.

Fred Alsop announced that he will be taking a group on an international birding trip to Brazil for 23 days departing Tri-Cities on Sunday, July 9 and returning on Wednesday, August 2nd. He asked that the museum operations be scheduled on their regular basis in his absence and that some of the senior members take responsibility for keeping the doors open to the public and things in working order.

The meeting was adjourned at approximately 6:50 p.m.

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

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

Fred's gone birding, again! By the time you read this I will be in Brazil leading an international birding trip with a group of 5 other friends. I will be gone for 25 days, from July 9 until August 2nd. Our **VP John Carter** will preside over the July 18th MEMRR meeting and **Ted Bleck-Doran** will do the same for the Coordinators Meeting on July 13th. I have asked **Jim Pahr** and other senior members to oversee the Carter RR Museum in my absence. I do not expect any snow days cancellations, so keep doing what you have been doing and keep things open for the public. We have no additional scheduled events booked such as tours or birthday parties taking place during my absence. Thank you all for all that you do for the G.L. Carter Railroad Museum and for the MEMRR.



AN ORIGINAL PHOTO OF THE MINE COMPLEX REVEALED THE PIPING DETAIL FRED HAS ADDED FROM THE BIOLER HOUSE TO THE SHOPS

Rail Excursion: The June 24th rail excursion to Knoxville co-hosted by the Carter Chapter NRHS and the Carter RR Museum was a sweeping success. Public demand for tickets exceeded all previous rail excursions of ours with an additional 4th bus being added during the last 12 days prior to the trip and at least 214 people making the trip to tour the Knoxville Locomotive Works, ride behind steam on the 3-Rivers Rambler RR, and enjoy a luncheon excursion on the paddlewheel ship, *The Star of Knoxville*. The weather was excellent and our guests reported they had a great time and many asked when and where we would be going on our next rail excursion. Plans are currently in the works with the Tennessee Valley Railroad Museum for a multi-day and multi-train event over the Labor Day weekend and details for that trip will be soon forthcoming. Additional plans are being formulated for a fall color run in October and perhaps a Christmas train event at the Tweetsie Railroad in December.

Amtrak Locomotive Missing: Junior member, **Ben Merritt**, has been missing his HO-Scale Amtrak switching locomotive

for several weeks now. He last ran it on our MEMRR HO layout and it has gone missing. Ben and many of our members have searched the Alsop Gallery several times without success and the searches have radiated out into all the rooms of the museum looking for the little red, blue and silver engine. Ben and his family members have searched their homes, automobiles and other possible places outside the museum also in vain. If you have any knowledge of this locomotive's whereabouts, please let us know so we can reunite Ben with his Amtrak engine.



EMPTY LOW SIDE GONDOLLAS WAIT FOR PICK UP AFTER DELIVERING COAL TO THE BOILER HOUSE AT CRANBERRY.

ET&WNC RR Layout Publication: During his visit to the 29th Annual ET&WNC RR Historical Society Convention in early June **George Riley**, the Director of Advertising, for White Water Production's *HOn3 Annual* visited the Carter Railroad Museum and inspected the progress we had made on the ET&WNC RR HOn3 layout now in its 5th year of construction. George took a lot of photographs, as he has done on each of his previous visits and confirmed that he wants an illustrated article on the layout for publication in this year's *Annual* focused on the Cranberry Mine section of the railroad. **Geoff Stunkard** who has written the texts for the previous articles in the magazine is busy writing the manuscript and taking photos of this area of the layout and its structures. Both he and I are contributing photos to illustrate the article. So, for the 4th consecutive year, our railroad museum and out "Tweetsie" layout will be published in a national-international annual narrow-gauge model railroad magazine. This is quite an honor and a tribute to the quality of work we have all put into the construction and operations of the many layouts that so many of our visitors come to see and to inquire about. Great work everyone! Kudos and congratulations all around!

Club Operating Sessions: The MEMRR Tuesday Operating Sessions begun several months ago continue to be a success. These are sessions closed to the public that focus on operating the MEMRR HO layout in a prototypical manner. Any member is welcome to come and join in the session. All participants are assigned duties from train engineer to train master. Sessions begin at 5:30 p.m. with setup and wrap up around 9:00 p.m. This is a real opportunity to learn more about prototype operations and to hone your model

railroading skills while working as a team to get the most out of the layout. Plans are in the work for expanding the layout and its complexities with the addition of some temporary modules places along one of the museum walls, but connected to the big layout. This will also provide the opportunity for some additional members to own some "real-estate" by building a personal module of their liking (see details for these modules written by **Gregg Mundkowsky** in an earlier edition of *The Signal Bridge*). **The next operating session will be held on Tuesday, July 11th.** Come join the fun!

Bylaws Amendment: The membership present at the last meeting approved the proposed amendment to the Bylaws for Membership Vetting. A committee will now create the proposed wording that will detail the requirements for the process; how it is to be conducted; and who will be responsible for carrying it out. When that committee, chaired by **Ted Bleck-Doran**, has completed its draft it will be presented to the MEMRR for discussion, amending and possible adoption. Only new potential members will be subjected to the vetting process.



ACTIVITY AROUND THE CRANBERRY ENGINE HOUSE

Annual Picnic: Our Annual Picnic will again be hosted by **Kim** and **Tom McKee** at their lake side home on **Sunday, September 17th** with an arrival time of **4:00 p.m.** The McKee's will provide the meat and drinks for this wonderful social event and all participants will provide the rest of the trimmings as "pot luck" dishes. This is a social event for MEMRR/Charter Chapter NRHS members and their spouse/significant-others (no children please!). Member **Jim Pahr** is once more coordinating the event and I'll ask WebMaster **John Edwards** to post a list of attendees and what they are bringing so we can be better organized and informed by checking the event on our MEMRR website. Please let Jim and John know that you are attending and what you will be bringing to the picnic. I am looking forward to seeing you all there at this outdoors social event.

Notes around the Museum:

- Work continues on the MEMRR HO layout with most of the attention focused on the continuing work on the freight yard.
- Bill and Myra Hensley have sold their module to Logan Heaton who is busy making plans to personalize it into a

design that will, perhaps, have some small industrial complex with a working yard on it.

- Additional books are being placed in the Museum Library as **Bob Jones** and **Gary Emmert** have time to get them catalogued and shelved. Approximately 35-40 VHS tapes are now in the process of being converted to DVDs for members use.
- **Paul Haynes** got the donated locomotive bell (all 300+ pounds of it) mounted on the baggage cart in the Alsop Gallery. Thank you Paul!
- **Gary Gilliam** has gotten two more of the 4-6-0 brass Tweetsie locomotives in working order and has handed them over to **Frank Fezzie** for some final touches to insulate them from the electrical shorting they are so prone to before they are put in service on the ET&WNC layout.
- **Frank Fezzie** has installed a new electrical component in the camera system in the Ken Marsh Gallery to make the cameras monitoring the ET&WNC layout operational again.
- **Ted Bleck-Doran** completed an S-Scale kit of a 1930 Mack dump truck for the Waite Cranberry Furnace module. He also purchased a “motorized” Marion D20 steam shovel in H0n3 scale for the “Tweetsie” layout and in making the purchase secured a \$500 donation for the museum from **Eric Bracher**, the owner of Rio Grande Models, who sold us the kit. Nice work TED!
- **Other good things are happening; too many to thank you all here!**



THE PUMP HOUSE AT CRANBERRY

Visitor attendance continues to be steady at the Carter RR Museum on Saturdays, but is always a little down in the summer months with families on vacation, lots of competing events on weekends, and folks just being in the out-of-doors in the sunshine. It's terrific to continue to have 20+ members at the museum every Saturday operating trains, doing exhibit work, interacting with our visitors and just hanging-out. You have made our little train museum on the ETSU campus a destination for our many visitors as well as a good place to spend some quality time for members. We still have a lot of things to do as our model railroads are never finished and our hobby continues to evolve. Thank you for all you do as a member and as a museum volunteer.

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

WHAT'S WRONG WITH THIS PICTURE? AN EMPHASIS ON RAILFAN SAFETY



The photo above first appeared on Facebook's East Tennessee Railfans group a month or so back. It drew a number of comments regarding safety around railroads. Several commented that they saw nothing wrong with the photograph. Their reasoning was that his appeared to be a static display, perhaps even a museum local.

Comments regarding safety issues included:

- The site appears to be an active rail line: the ballast appears to be in Class 1 shape; rail appears to be 132 lb. welded rail.

If this is an operating rail line then the people in the photo would be trespassing on railroad property.

- Others thought that the child's proximity to the rails and locomotive does not teach the child the dangers of being around railroad equipment and property.
- Even if the locomotive is a static museum display piece, the child is liable to be injured should he rise up too quickly and encounter either the truck, equalizer or low rigging. I'd place a sure bet that the metal will give far less than the child's body in a close encounter of the dangerous kind.

LET'S AIM FOR SAFETY RATHER THAN CUTE WHEN ENGAGING IN RAILFANNING ACTIVITIES.

MOUNTAIN EMPIRE MODEL RAILROADERS

AUGUST OPERATING SESSION

TUESDAY, AUGUST 1, 2017



5:30 PM – SETUP AND JOB ASSIGNMENTS
 6:30 PM – OPERATION SESSION BEINGS
 9:00 PM – WRAP-UP AND BULL SESSION

Set the date – **August 1st** - 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 Hostler

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