



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB

August 2017 - MEMBERS EDITION

Volume 24 - Number 8

Published for the Education and Information of Its Membership

CLUB OFFICERS

President:

Fred Alsop

ALSOPF@mail.etsu.edu

Vice-President

John Carter

carterjohn92@gmail.com

Treasurer:

Gary Emmert

jbox1015@comcast.net

Secretary:

Greg Mundkowski

fleetsaylor1981@yahoo.com

Newsletter Editor:

Ted Bleck-Doran

Ted_mary@memrr.org

Webmasters:

John Edwards

webmaster@memrr.org

Bob Jones

bobjonesmemrr@gmail.com



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



ET&WNC Work Car/Speeder car No. 2 at the Southeasten Narrow Gauge qabbd Shortline Museum in Newton NC

AROUND THE MOUNTAIN EMPIRE CLUB EVENTS AND HAPPENINGS

JULY'S OPERATION NIGHT

July's Operation Session was held on the 11th, the second Tuesday, due the Fourth of July holiday falling on the normal operations night. Six members, including Kirk who drove in from Sevierville to join the session, were present and stayed for the evening's activities.



Team **Norfolk Southern** (Bob, Gregg, Ben) plan out switching moves during the set-up phase of the night

Those attending formed into two teams for some friendly competition. Team "**Norfolk Southern**" would operation on the outside main, while Team "**CSX**" would operate on the inside main. The object for the evening's session was to build a realistic local switch job based on an understanding of online customer needs (types of loads/empties, types of cars required, frequency of deliveries/pickups, etc.) and the use of a switch list to preplan and block the cars in the train.

During the first portion of the evening's session the teams inspected the switching opportunities along their main lines. They identified businesses, interchanges, and railroad properties which required railroad services. They essentially acted the role of **Car Agents** as they determined what cars would be needed to be ordered and delivered to which industry, and which cars need to be picked up and returned to the yard. The required number of cars to be in the consist for the switch job would be 10 deliveries and 10 pickups.



Gary and Kirk, Team **CSX**, plan their moves for the evening

Team **Norfolk Southern** took an easier approach delivering a block of piggy backs to the interchange at Rogersville and to switch out the mill at Haynes. They ran a second switch job featuring a mixed passenger/freight which added some complexity by requiring the crew to set out the passenger equipment while completing their freight switching duties. This gave the team members more opportunities to build an run trains.



Bob and Gregg put their ideas to the test as the switch out Paul Haynes' lumber mill module

Team "**CSX**" took another approach acting as a two man crew (engineer and conductor/breakman). They identified the 10 required cars for delivery. Working from the switch list they blocked the cars in order of delivery. They also identified the cars for pickup placing them at the rear of the train, continuously spotting deliveries from the front of the train and adding pickups to the rear of the train. The session proved to be informative, instructional and above all – FUN!

JULY HERITAGE DAY ANNOUNCEMENT

HOT TIMES OUT WEST AT ETSU CARTER RAILROAD MUSEUM'S HERITAGE DAY ON JULY 29 THE HISTORY OF WESTERN RAILROADS COME ALIVE FOR SUMMER SATURDAY EVENT

The George L. Carter Railroad Museum, located in the Campus Center Building of East Tennessee State University, will focus on the vast expanses of the American West on July 29, with an event showcasing the railroads that stretched across deserts, mountains and plains. These colorful and popular lines crossed some of the most dramatic scenery in the world, resulting in creation of specialized equipment epitomized by giant steam engines, multiple-unit diesels and huge landmark-level infrastructure like the Donner Pass. Visitors to the special event will be able to see replicas of some of these machines in action thanks to participating member of the Mountain Empire Model Railroaders club.

"Nobody can dispute the value railroads had on establishing America as a cohesive and united nation," says Geoff Stunkard, the Heritage Day coordinator for the museum. "This gave way to immense wealth growth through employment and land agriculture, through business opportunities in raw materials and manufacturing, and through tourism to remarkable places like Yellowstone and Yosemite. Today, the breadth of the nation is still bridged by railroads."

The aspect of tourism is not lost on fans of these lines such as the Santa Fe and Southern Pacific. In addition to amenities, they used style and color to attract potential customers, like the 'war bonnet' and Daylight paint schemes. The reality of rugged terrain meant highly-developed horsepower units like the 4-8-8-4 wheel-arrangement of the Union Pacific's Big Boy steam engine, the world's largest, and experimental gas turbines that superseded them.

Models of these trains are popular and some will be in operation by volunteers on the museum's 24x44 foot HO scale layout.



UNION PACIFIC #3985

GEORGE L CARTER RR MUSEUM LIBRARY ANNOUNCES RECENT ACQUISITIONS TO VIDEO COLLECTION

Librarian Gary Emmert announced the addition of over 30 DVD's from the John Waite collection. The videos cover a wide and diverse selection of topics including an emphasis on narrow gauge railroading. The additions include the following title:

- Tennessee Narrow Gauge:
 - ET&WNC – The War Years
- Tennessee Narrow Gauge:
 - ET&WNC – The Final Years
- Steam Shortlines:
 - Southern Style
 - Rio Grande of the Rockies
- The Broadway Limited
- Giants on the Rails
- Nickel Plate Road:
 - Nickel Plate Berkshire
 - Nickel Plate Odyssey
- Rebirth of a Locomotive #482
- Missouri Kansas Texas
- Steam to Sacramento – 1991
- Southern Pacific Vol 1 – 1941
- Phantom Express
- Clinchfield Santa and the 676
- Scenic Rail Journeys of the Americas:
 - The Canadian Rockies and the Adirondacks
- Colorado's Narrow Gauge Railroads:
 - Durango and Silverton
 - Cumbres & Toltec
 - Georgetown Loop

- Cripple Creek and Victor
- Union Pacific's Feather River Rotary
- Running a Steam Locomotive Vol 1
- Scenic Rail Journeys of the Americas:
- The Alaska Railroad
- Scenic Rail Journeys of the Americas:
The Copper Canyon
- The Coast Starlight
- Extreme Machines: Monster Trains
- Steam Over Sherman
- Allegheny Rails Vol 1: the Baltimore & Ohio
- Best of 1987
- Santa Fe's Arizona Mainline



Details are being added to the Cranberry Mine complex on the ET&WWNC layout to bring some life to the scenes

- The History Channel: Trains Unlimited – Steam Trains
- The Great Canadian Train Ride
- The Californias: Shasta Cascades
- Runnin' That New River Train
- White Pass and Yukon Route
- Over Under Around and Through:
The Clinchfield Railroad
- Tennessee Pass
- The California Zephyr – the Ultimate Fan Trip
- 3651 Route of the Chiefs
- RGA-1: Rio Grande Articulateds



The pump house, coffer dam and outhouse at the Cranberry Mine...

DONATION ACKNOWLEDGED
RIO GRANDE MODELS ITS SUPPOT TO THE
ET&WNC RY LAYOUT



AN EXAMPLE OF RIO GRANDE MODELS MARION STEAM SHOVEL
7 July 2017

Eric Bracher
Rio Grande Models
Box 4463
Santa Clara, CA 95056

Dear Mr. Bracher:

One of our Museum Volunteers, Ted Bleck-Doran, recently ordered a Marion Steam Shovel in HO/Hon3 scale from your shop via telephone. During that conversation with you, he discussed our Carter Railroad Museum on the campus of East Tennessee State University and the large historic model we are now into our 5th year of creating of the ET&WNC RR in HO/Hon3 scale. The little 3-foot prototype railroad originated here in Johnson City and ran 34 mountainous miles to Cranberry, NC to carry magnetic iron ore products back to Johnson City for shipment.

Not only was Ted able to purchase the kit we needed for the layout, but you became a surprise generous donor to the museum helping to support the construction and detailing of this 1,300 sq. ft. layout with you donation of \$500. I wish to take this opportunity to express my gratitude to you for your gift to the museum and I hope someday you might be in East Tennessee where you can see the layout for yourself. Barring such a journey, you can see some of the layout in the last three issues (2015, 2016 & 2017) of White River Productions *Hon3 Annual*, in which we have been honored by having sections of this layout published.

Your gift will be noted in our monthly newsletter and on our donor's wall with a name plate on a suitable plaque.

Thank you once more for helping to support the educational work of our railroad museum.

Regards,
Fred J. Alsop III
Director, George L. Carter Railroad Museum

NEW DIRECTION TO THE GLC RR MUSEUM ARE POSTED

We have new direction to the Museum which needs to be posted at the phone. Mike Baker tried to give direction based on the posted note next to the phone. He had to walk out to Dossett Dr and direct the people in to the Museum. Mike said, N. Dossett Dr. is now David Collins Way. We need to update Press Releases, plus if possible this month's release for Saturday the 29th. I plan to update Direction on the Website plus all Heritage Days from Aug to Dec.

NEW DIRECTION

The museum can be identified by a flashing railroad crossing signal at the back entrance to the Campus Center Building. Visitors should enter ETSU's campus from State of Franklin Road (at green light) onto Jack Vest Drive and continue east to David Collins Way (then left) to the end (then right) on John Roberts Bell Drive (then left) on Ross Drive(176) to end, adjacent to the flashing RR crossing sign.

THE GANG OF FOUR (MORE OR LESS) COMPLETE PULL OUT SECTION ON THE ET&WNC LAYOUT



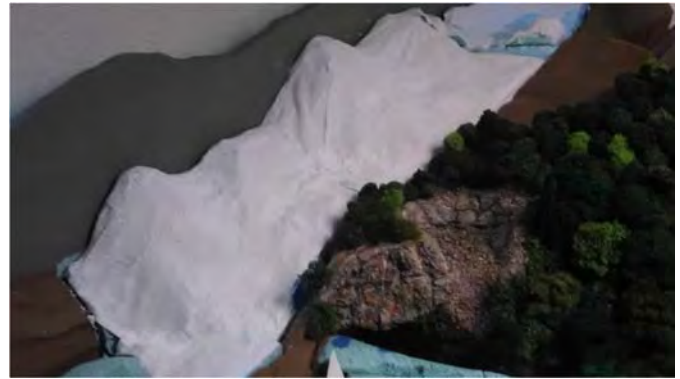
Pullout is formed using insulation foam forms

Gregg Mundkowski, Mike Bister with a little help from Gregg's elves (er... Grandsons - Matty and Richard) have been busy building terrain pullouts to facilitate access to the "Cranberry-Boone" hidden travkage on the ET&WNC layout.



Mike demonstrates to Gregg's grandson the art of hanging plaster cloth over the foam forms of the pullouts

7



Looking east from the Cranberry Aisle toward Boone the track is now hidden with its pullouts in place



Gregg's grandson applies a coat of earth tone paint to one of the pull-outs... a second pullout in the background has received a dusting of ground foam to simulate ground vegetation



Mike inspects the handiwork of the "Gang of Four" with the hillsides ready for trees and other scenic effects

MOUNTAIN EMPIRE MODEL RAILROADERS BUSINESS MEETING MINUTES July 18, 2017

The MEMRR meeting was called to order by Vice-President John Carter at approximately 6:35 pm. Seven members were present.

Officer's Reports are as follows:

Treasury report:

Gary Emmert reported that the club had a total income of \$39.00 and no expences.

Vice-Presidents Report:

Nothing to report

President's Report:

Fred was out of town watching birds in Brazil.

Old Business:

New Business:

Modules have been made to cover the hidden track *that runs from Elk Park through to the Doe River Gorge*. These have been made to help keep dirt off of the hidden track. Mike Buster, Gregg Mundkowsky, and Matthew Witt (Telena Martin's Grandson) have been working on this project. Gregg also requested that the club buy a copy of Modeling Modern Railroads for the library. Bill Hoover donated two books from Railking on locomotive instructions, he will be moving to Hot Springs, Ak. Gary Emmert has a book from Jack Miller about the ET&WNC trucking industry. Gary will also be going out to valley brook and bring back some new books. Books that are duplicates will be offered for sale.

Respectfully submitted

*Gregg Mundkowsky
MEMRR CLUB SECRETARY
George L Carter Railroad Museum*



AILFAN DAY-OUTINGS

SOUTHEASTERN NARROW GAUGE AND SHORTLINE MUSEUM NEWTON, NC



The Newton Depot in Newton NCC houses the artifact collection of the Southeastern Narrow Gauge and Shortline Museum.

One will find a jewel of a museum just under a three hour drive from the Tri-Cities. The family can enjoy the scenic ride to Newton NC over I-26 and down I-40 or across the mountains on US 321. Once in Newton the depot isw easy to find and holds a small but important collection of artifacts and rolling stock.



ET&WNC boxcar 434 is a great example of one of the "Tweetsie's" lengthened boxcars

The narrow gauge boxcars (C&NW 402 and ET&WNC 434 lack authentic arch bar trucks, but the museum has obtained several appropriate trucks from a museum in the West. Era appropriate construction techniques were used to essentially rebuild the boxcars, replacing any wood exhibiting rot with new material and retaining as much of the original wood as possible.



ET&WNC RY MOTOR CAR No. 2 is just one of the prize "Tweetsie" pieces on display



"A" end of ET&WNC No. 434

The largely volunteer museum staff have made remarkable progress on restoring and preserving several historic pieces of rolling stock. These include ET&WNC motor car No. 2, ET&WNC boxcar No. 434; Carolina & Northwestern boxcar 401, and a skeleton log car. These pieces of history were basket cases as can be seen on the museum's website: www.newtondepot.com.

The reconstruction of the two box cars retained the metal work items from the originals. Paint chips salvaged in the restoration phase were used to match paint colors with the original cars.



C&NW No. 401 rests on era appropriate trucks and was the first car to be restored

The restored rolling stock are on display in a shelter built with funds contributed to the museum by the Alexander Railroad chapter - NRHS. The chapter has been a strong supporter of the museum.



Above is a photo of one of the artifact displays in the Depot's museum room

The Depot's artifact displays are nicely arranged and clearly labeled. There are a number of unique items including the single chime whistle from ET&NWC No. 9. The displays include uniforms, paperwork, photographs, and tools representing the diverse occupations associated with narrow gauge and shortline railroading.



"A" end view of C&NW No. 401

The museum has several components: first is the depot itself. Built in 1924 it originally stood across the tracks. It was moved to its present location when the City of Newton created the "Depot District". The depot has become an anchor for further development under the management of the Newton Depot Authority. The building has been renovated providing a large meeting room in the former waiting room and an artifact display area in the former baggage room.



Virginia & Carolina No. 50 a 2-6-0- Mogul

In addition to the Depot the museum supports a 3-rail O gauge model railroad display in an adjacent building. There are plans to expand the model railroad display to include other operating scale layouts and a model railroad club.



A standard gauge speeder is a nice contrast to the home built ET&WNC motor No. 2



A skeleton log car has been restored and placed on display

Master plans call for the conversion and placement of three flat cars to form a performance stage. This will provide a performance area to act as a center for community activities. The plan also makes provision for a new car chop which will include a fully equipped woodworking shop.



Lawndale Railway No. 311, a 9 mile standard gauge shortline

The addition of the car shop will be a valuable addition to the museum. They staff and volunteers have amply demonstrated their skill at restoration with the work they have done on the ET&WNC 434 and C&NW 401. Other preservation efforts include Lawndale Railway No. 311 – a box car and two West Virginia Midland passenger cars (see next three photos).



West Virginia Midland #1 a baggage car, build in 1902 by Jackson & Sharpe, served the WV Midland and the Pardee Curtin Lumber Company in the mountains of West Virginia. This car is the only known narrow gauge baggage car with a southeastern heritage still in existence.



West Virginia Midland "Holly," a private office car, build in 1902 by Jackson & Sharpe, served the WV Midland and the Pardee Curtin Lumber Company in the mountains of West Virginia. This car is the only known narrow gauge office car with a southeastern heritage still in existence.



Yadkin Railroad #100 railbus built by the Edwards Railcar Company in 1924 at its plant in Sanford, NC. It ran between Salisbury & Badin, NC, and later in South Carolina.



A center sill tank car, box car and two cabin cars (caboose) await restoration

There are plans to restore additional pieces of rolling stock: there is the skeletal remains of the Yadkin Railroad No. 1000 Railbus, three flat cars, a tank can and steel boxcar on the museum property. If the restoration of ET&WNC No. 2, and the skeleton log car are examples of the museum's skill with restoring steel equipment, the YVRR No. 100 has a chance for new life.



A true fallen flag short line – a NORFOLK SOUTHERN RAILWAY COMPANY with the original NS Ry Co Herald



Again, the Southeastern Narrow Gauge and Shortline Museum is well worth a visit. One can make a daytrip for a visit or do a multiday loop visiting the Virginia Railroad Museum in Roanoke, the North Carolina Transportation Museum in Spencer, a stop in Newton, and a train ride on the Great Smokey Mountain RR in Dillsboro.

WHAT'S WRONG WITH THIS PICTURE AN MEMRR EMPHASIS ON RAIL SAFETY



“Looks like to train has passed and the road grade crossing is clear to enter, so let’s roll even though the warning lights are still flashing and the bell is still ringing...”

Photos can be deceiving... what is not visible or obvious include: the truck is pulling a trailer that spans the tracks of the grade crossing, the truck is entering a “T” intersection with bidirectional cross-traffic on the main road, the truck is held up by a stop sign... and most critically, the train is making a reverse movement.

The good news is that the truck and trailer just made it with a couple of feet to spare, but the outcome could have been worse. When it comes to a competition between a stopped vehicle and a moving train, the train will win!

BE ALERT WHILE ENGAGED IN RAILFAN ACTIVITIES.

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







7

MODELING HOW-TO #4 STACKING LUMBER AT CRANBERRY MINE

By Ted Bleck-Doran



An example of a lumber drying yard near Seattle on the West Coast



Smaller stack of what appears to be rough cut lumber. Note the spacers to allow circulation of air throughout the stacks to aid in drying

Before Fred left for Brazil this past July he described the layout of the Cranberry Mine, Separator, Boiler House, and the village layout including tennis and croquet court. Conspicuously missing from the reconstruction of the village and mine complex in miniature were the many stacks of cut lumber wait shipping on the ET&WNC RR. These came from the Shull Mill and other local timber enterprises. Fred commented that the module would not be complete without the numerous lumber stacks cluttering the landscape. He also commented on how expensive it would be to make

these stacks out of scale dimensional strip wood. If half-heartedly said that I would come up with some ideas, and see what progress I could make while he was away. What follows are some of the ideas I developed to create the possibly hundreds of stacks that would be needed to complete the scene.

A BIT OF RESEARCH FIRST



Large stacks of rough cut lumber are evident in this photo. Note the size of stacks by comparing the heights of the men in the lower right of the photo

Drying yards and lumber storage yards were ubiquitous in the timber business. Rough cut would be stored in the open to dry in stacks. There would be air space for circulation to speed the drying. The stacks could range from the height of a man to deep cavernous piles.



Property of Museum of History & Industry, Seattle

Many yards held enormous stacks of rough cut timber. Note the worker perched on spacer planks jutting out of the stack of wood.



Property of Museum of History & Industry, Seattle



For the ET&WNC lumber products were essential but secondary sort of traffic... The stacks of rough cut were considerably smaller in size, but took up a sizable chunk of real estate,

WHAT YOU ARE GOING TO NEED WOOD... AND LOTS OF IT



Making a large number of lumber stacks out of commercial strip wood would be cost prohibitive. Since the piles represent rough cut lumber a coarse grade bass wood can be used. I found "Craft Material 1000 Stick" count bags at Michael's for a very reasonable price. They measure approximately 6"x6"x18' in HO scale. I also found 75 count bags of "Skinny Sticks" that measure out as 4"x12"x40'. A third source was found at the Dollar Store: square shaft "Sandwich Toothpicks". With the points trimmed off they represent 4"x4"x24'. Finally I found two bags of bass wood strips in random sizes at a hobby shop years back. I paid only a couple of bucks for both and have yet to run out. The sizes are too bid for modeling building exteriors, but are good for interior bracing.

TOOLS



Of all the tools, the Chopper came in most handy (right center). I also found that a MICRO-MART assembly try useful to square the lumber stacks. Other tools include:

- Scale ruler
- Tweezers
- White glue
- Used micro-brush to apply the glue with

- Zona saw and miter box
- Xacto Knife or single edge razor blade

ZIG-ZAG STACKS

There were several types of staking that I encountered with my research. My identifications were: Zig-Zag; Sloped; and, Flat Spaced. I made the Zig-Zag piles first.



Using the assembly tray and magnets, I first laid a bed of **Craft Sticks** 10 sticks wide. I cut a batch of sticks in half which a little longer than the bed was wide. This allowed the support pieces to peek out from the sides of the stacks. I ran a bead of glue on one edge of each of the support pieces and pressed the support in place. I used 4 supports evenly spaced across the full length **Craft Sticks**. When the glue had set I flipped the assembly over and started to lay the additional courses of rough cut lumber.



With the assembly tray and magnets I found it easy to start multiple stacks working with up to 8 stacks at a time. I could glue a support piece or lay a course of boards; set the piece aside; repeat the step on the other 7 stacks; and, by the time I returned to the first stack, the glue had set enough to

handle the stack without displacing an already glue piece from the stack.



The photo above shows a stack with the supports and base course, and a second course already placed and a start for the third course. Each course above the base is supported on one end by the course immediately beneath on one end, and a support piece placed perpendicular on the other end.

Run a bead of glue on the top edge of the support piece and a bead of glue on the top of the opposite end of the lower course. Taking one or two 6"x6"x 18' timbers gently place them in the glue beads keeping each timber aligned with the timbers in the course immediately beneath.



Continue the process alternating the end on which you place the support piece. The view from side should look like a series of ramps zig-zagging from side to side.

I limited each stack to 6 courses. With a 6"x6" support timber and a course of ten 6"x6" timbers, the stack measures out to 8' high and 5' wide. Substantial enough to create an impressive accumulation of lumber waiting for transportation to the finishing mill.



Don't make the stacks too uniform or neat. Rough Cut timber is just that.... Rough. To create some variety I left some stacks unfinished with only a couple of courses laid. Other stacks received discarded pieces placed on top of the stack.

SLOPED STACKS

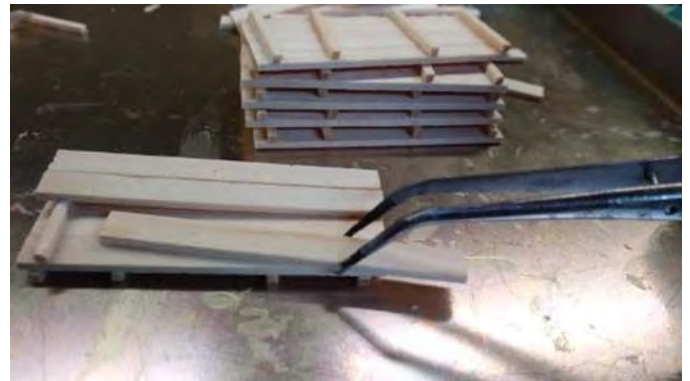


To make the sloped stacks of lumber I cut scale 2"x24"x20' planks; the last cut from the lengths of bass wood ran between a scale 22' and 24' so I left them the length of the final cut. This would allow me to create some variety to the stacks by having a plank or two top out from the stack. I also

cut a batch of 3"x3"x6' spacers/supports. As a final step in preparation, I laid out six first course bases using the MicroMark assembly tool and magnets.



The bases each received 4 spacers/supports glued to the bottom of the base. The process went smoothly and I was soon able to start adding layers to the stacks.



The process of building the courses for the sloped stacks is the same as for the zig-zag stacks except that the 3"x3" spacers are added to the same end of the stack each time.



The stacks top layer becomes progressively steeper in pitch. This design was evident in photographs of mill yards that contained piles of broad rough cut planks. It appears that this style was used to keep water from pooling in the top layer of boards which in turn would impede rot and limit warping of the boards.

FLAT STACKS



As with the previous stacks, I laid out the top course and supports in a jig, cut an sample supply of spacers and worked in an assembly line process... setting 4 spacers and adding a course of boards. By the time I completed the eighth course the glue had set enough to handle the first piece in the assembly chain.

I made a couple of stacks higher than the rest for variety. The creation of an active lumber storage yard was fun and not too tedious. I actually got the time down to 15 minutes per stack, including preparation and assemble



Making stacks of lumber isn't that hard, especially when you have willing helpers as seen above

SUMMER RAILFANNING

PPORTLND MAINE'S NARROW GAUGE RAILROAD AND MUSEUM

PHOTOS FROM MIKE BUSTER

Mike Buster visited Portland Maine's Narrow Gauge Railroad and Museum this summer and returned with a batch of interesting photos of Maine 2 foot gauge equipment. The Portland based museum has =been house in Poirland's seaport district, but has been moved to just outside of Portland where the museum has room to expand. The museum maintains for original equipment from the 2-foot era and reproduction cars build in the 1950's to support tourist operations. Their collection is sizeable and will take a good afternoon's visit to see everything. Mike recommends that if you have found yourself in MAine, spend some time visiting the museum.

From the museum's website:

The museum has a large collection of historic equipment from Maine's narrow gauge railways. Below is a listing of locomotives, passenger coaches, combines, cabooses, box cars and other miscellaneous equipment in the museum's collection.

Passenger Coaches:

Bridgton & Saco River Coaches #15 & #16

Built: 1882

Builder: Billmeyer and Small, York, PA

About: Coaches #15, known as the Pondicherry, and #16, known as the Mount Pleasant, are almost twins. The Pondicherry is in service on the train and the Mount Pleasant is on display in the museum.





Combines
Sandy River & Rangeley Lakes Combine #14



Built: 1903
Builder: Jackson and Sharp, Wilmington, DE
About: Originally built as #3 for the Franklin and Megantic Railroad, the car is on display in the museum.

Sandy River & Rangeley Lakes Combine #15



Built: 1890
Builder: Billmeyer and Small, York, PA
About: Originally built as #2 for the Phillips and Rangeley Railroad, the car is now in service on our train.

Caboose:
Sandy River & Rangeley Lakes Caboose #12/55



Built: 1904
Builder: Sandy River Railroad.
About: The longest Sandy River caboose was built as caboose #12 from the remains of Phillips & Rangeley coach #3 which had been destroyed in a fire. It was renumbered to



Interior of SR&RL RPO Combine No. 14

553 after the formation of the Sandy River and Rangeley Lakes railroad. The caboose is in service on our train.

Reproduction Cars:
Combine #12



Built: 1958

Builder: Edaville Railroad, South Carver, MA

About: This combination car was modeled on a Billmeyer & Small car built in the 1880s for the Phillips and Rangeley Railroad. The car is in service on our train.



No. 11 is a Porter diesel, small but big enough to get the job done



The passenger Cars are narrow requiring a "bowling Alley" approach to seating

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

Mid-summer and I am back from a birding vacation where I led a natural history tour in Brazil for more than 3 weeks. While I was excitedly seeing new places, new birds and such intriguing animals as monkeys and jaguars; many of you were on vacation, returning from vacation, or planning one. Numbers of visitors at the Carter RR Museum averaged more than 100 each Saturday I was in South America and our crew of club and chapter members kept things running smoothly. I am very grateful to be able to be able to leave my post at the museum and to have the confidence that it will be staffed and that the visitors will not suspect that the museum director is out of town, or perhaps out of the state or the country. Thank you all for all you do for the museum and for the railroading organizations you support.

Now it is late summer and many of our members have had the opportunity to enjoy some time away from their normal work routines and to spend it with family and friends. There were graduations to attend, backyard barbeques and cookouts, sporting events, and a cacophony of things to do in the longer days of the season. Attendance at the Carter Railroad Museum remained high, while our member attendance at our scheduled July club meetings was skimpy at best. The Carter Chapter NRHS voted in June not to have a July business meeting and the MEMRR held one with fewer than a dozen members present. Such is the way of personal summer scheduling when we get a well-deserved break from our regular routines.

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 River 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 wanted 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, has submitted the photographs and the manuscript on our Cranberry Mine area of the layout and its structures to the magazine editors. Both he and I have contributed photos to illustrate the article. So, for the 4th consecutive year, our railroad museum and our "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! Publication is expected in the fall around October. The museum will purchase a case of copies of the magazine as we have done in the past and make them available to our members at a discounted price.

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 have asked 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 annual outdoors social event.

Around the Museum:

- **Broken window.** Vandals apparently used a brick to break the glass pane in the window of the museum library a couple of weeks ago. The incident was reported by members to ETSU campus security and I will submit a work order to have the window repaired. Such vandalism is rare on our campus and we will probably never know who committed the senseless destructive act, but no entry was made to our museum through it and the contents of the library with its precious books and railroad memorabilia remain intact.
- **Operating Sessions:** Another successful operating session was held in July with a number of members operating the HO-Scale club layout as a prototype railroad. Check the MEMRR website and *The Signal Bridge* for information on times and dates for these sessions, but they are generally held on the first Tuesday of the month starting around 5-5:30 p.m. and last for several hours. Club locomotives and rolling stock are available in case you don't bring your own. Everyone is given an assignment on the layout and the trains operate on schedules with timetables and "real" railroading jobs to perform. It's a lot of fun and all members are invited to participate. Mark the next one on your calendar and come down to the Carter RR Museum and be part of the railroad gang for an evening of good shared education and enjoyment!
- **Alsop Gallery.** Work continues on the MEMRR HO layout as the freight yard gets closer to completion. During the June Big Train Show we hosted we purchased to additional Broadway Ltd. "Rolling Thunder" sound systems that have been placed with the original one under the layout at strategic places to evenly distribute the sounds of any Broadway Limited Paragon 3 sound-equipped locomotives operated on the layout. Several members already have these newer sound-equipped locomotives and we anticipate that more of these locomotives will be added to our MEMRR members' fleets. The newly developed sound system will enhance their locomotive's sound system's producing a better quality sound, particularly in the lower octave ranges, and the club's officers felt it was a solid investment to make using club funds for these additional units. Come hear the difference for yourself and when you have your own Broadway Limited Paragon 3 locomotive you will have a good place to put it through its paces while enjoying all of its auditory abilities.
- **Ken Marsh Gallery.** Work continues on the scenery and the electrical services for the ET&WNC RR layout. **Frank Fezzie** has installed the additional monitor components to bring all the cameras above the layout on line and that feature is now up and running. **Mike Buster, Gregg Mundkosky, and Mattie** spent lots of days working on the scenery above the hidden

tracks along the back wall between tunnel #4 and Elk Park. **Ken Harmon** generated another forest's-worth of great looking trees that need to be planted soon. Many will take root between tunnels 4 and 5 in the coming weeks. Speaking of trees; **Ted Bleck-Doran** has been busy creating piles of stacked lumber for the yard around the Cranberry Mine on the HO3 layout. Moving lumber was a big job for the "Tweetsie" and the prototype mine had many thousands of board feet of lumber stacked along the tracks wherever there was space in the 1920's. Recreation was important for families and guest and **Fred** has added a tennis court that the mine featured on the layout as well.

- **Rev. Walker Library.** **Gary Emmert, Bob Jones and Dean Small** continue to process books, CDs and DVDs adding to the library's extensive holdings. This collection is open for checkout to all of our members in the Mountain Empire Model Railroaders club and the George L. Carter Chapter NRHS so please come and brose the shelves and sit in the library to read them or check them out and take them home to enjoy at your leisure. The hardback volumes are all railroad-themed and number more than 1,100 books.

Railroading Weekend: The Carter Chapter NRHS and the Carter RR Museum are co-hosting a great rail excursion weekend for this Labor Day Weekend. We are traveling to Chattanooga on Saturday, September 2nd and returning on Monday, Sept. 4th. The extensive facilities of the Tennessee Valley Railroad Museum will be used to provide us with rides on a dinner train, the Hiawasse Loop, and a Monday morning ride behind a steam locomotive. The trip will include visits to the TVR Museum and two nights' lodging in Chattanooga. We will be bused by modern Premier Transportation coaches from ETSU roundtrip. See the details for this exciting rail package elsewhere in the pages of this issue of the newsletter or on line at the MEMRR or Charter Chapter websites and make you plans to join us. Seating is limited to one bus for this extended rail trip and time is short. I look forward to being with you on this trip! Lots of things are happening at our railroad museum and in our clubs. Stay an active part of it and join in the continued creation of some wonderful model railroad layouts, the shared modeling skills and experiences of our members and their open friendship. Come to the Carter Railroad Museum frequently on Saturdays and for the Thursday evening work sessions. Please attend the monthly business meetings to be an active voice in the MEMRR and/or the Carter Chapter NRHS and support their activities. Our successes depend on each and every member doing their part, not on just a few who almost never miss a meeting, a Saturday at the museum or a work session. The more hands and minds we have on our creative, educational and fun-to-do projects the faster and better they are completed. We need you as a valued member to help us continue to provide the best model railroading experiences in the regions and we are there for you with you modeling questions with open arms. Come join the fun!

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

MOUNTAIN EMPIRE MODEL RAILROADERS

SEPTEMBER OPERATING SESSION

TUESDAY, SEPTEMBER 5TH, 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 – **September 5th** - 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