



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

DETAILS FOR THE LAYOUT
MODELING TIIPS AND IDEAS



What's a Bus doing on the cover of my SIGNAL BRIDGE...?



Come on look inside and find out...!

THE GREAT RAILBUS EXPERIMENT

ONE EXAMPLE STILL EXISTS IN THE CONNETICUT TROLLEY MUSEUM COLLECTION



diesels engines resulted in the “Galloping Geese” of Denver narrow gauge fame, McKen motor cars, doodlebugs (both standard and home built). These efforts evolved further into the RDC (Rail Diesel Car built by Budd). These provided some relief to the passenger problem. However, they were linked to a single mode – rail only operations.

The history of street car lines and interurbans also nudged the railroads to try something different. Urban streetcar lines from the 1930's onward saw increasing competition from gas and diesel driven buses. The Bus provided more versatility to changing passenger travel patterns since the bus was not limited to operating

Back in August Mary and I visited family in Connecticut. We paid a visit to the Connecticut Trolley Museum which also houses the Fire Museum. One item in the Fire Museum's was a sliver and blue GM bus. First thought was “what's so special about this vehicle?” Lots of museums are adding vintage buses – IRM and Seashore each have a growing collection.

Throughout the history of railroads, the railroad industry has tried to come up with affordable and cost saving methods of handing human cargo – passengers, especially in low traffic areas. With the development of the internal combustion engine (gas and diesel engines) there seemed to be opportunities.... The marriage of gas and



on rails. Ideas for modifying the bus to operate on both highways and rails started to emerge in the 1930's. By the 1950's and 60's there were other attempts at creating a true Railbus.

One such attempt was made by the Long Island RR. In 1967 an experimental Road and Rail bus enters Long Island Rail Road tracks in Maspeth, Queens. These buses had an extra set of wheels that fit on rail tracks at the correct gauge and would enable the vehicles to travel on both roads and rail.



These tracks comprise the so-called "Montauk" LIRR branch that runs from Jamaica west to Long Island City. They still see freight use; most passenger service has exited the line



Was a good idea but such a combo rail-highway bus has never been mass produced, at least in North America. In December 1967 the Port Authority announced that a fleet of such buses would be used to connect mid-Manhattan and JFK Airport, but it never happened.

All railroads, including the LIRR, have service trucks that can operate on both roads and railroad tracks using retractable flanged railroad wheels. Such vehicles are standard in the rail industry and are called "hi-rail vehicles."

Another attempt was made by the Red Arrow Lines in Philadelphia,

WHAT'S WRONG WITH THIS PICTURE FOCUS ON RAIL SAFETY



Walking the tracks may seem safe... the tracks may offer a shortcut home... you may think "I can hear a train coming." But do you want to bet your life on it.

This is a photo on Facebook. The young man is walking along what appears to be a high traffic track (perhaps a secondary given the state and condition of the ties). The multiple tracks suggest that this might be a working yard.

There is also a video on YouTube making the rounds of the man nearly being hit by a ruckaway tank car that he failed to hear of see. To make matters worse 4 or 5 boxcars roll past as well.

MODELING HOW-TO #5

LUMBER STACKS WITH INEXPENSIVE FLAT SANDWICH PICS TED BLECK-DORAN



This short How-To blurb is really a continuation of last month's How-To's. After I wrapped up the last issue I found myself walking around Michael's when I came across packages of 150 flat sandwich/o'dourve skewers. They were selling for a couple of bucks a package... so... I thought I would give them a try.

The skewers (see top piece in the above photo) are cut with a pointed end and a rounded end. The thickness is fairly parallel moving from the rounded end to the point. The skewer has a slight bulge at the pointed end.

Using a NWSL's Chopper I trimmed the skewers from the round end shortening the skewer by about a 1/4". I then set the chopper to take about 1/2" off the pointed end. With slight variations in the length of the original pieces I wound up with planks 18' to 24' in length.



I decided to protect these stacks with discarded corrugated sheet metal. Here the Campell sheets have been cut and temporarily placed to assess the visual effect.

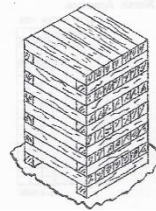
Unlike the other stacks I had made, this time I wanted lower profile spacers. I took several full length trimmed pieces and chopped them in half. I then used a single-edge razor blade to split the halves length wise. I found that I could make 6 2"x2" scale spacers. All that I had left to do was to make the final stacks using one of the methods described in last month's **SIGNAL BRIDGE**.



The roofing sheets have been weatered, distressed and tacked in place with CA. Small pebbles have been added to represent rocks weighting down the roofing material.

MODELING HOW-TO #6

TIE STACKS TED BLECK-DORAN



Ties and trains are synonymous... without ties (wood, metal, concrete, or stone) there would be no railroads as we know them today. With an active timber business on line, the ET&WNC would have dealt with both treated and untreated load of ties. Using a package of square toothpicks I was easily able to create multiple stacks of ties.

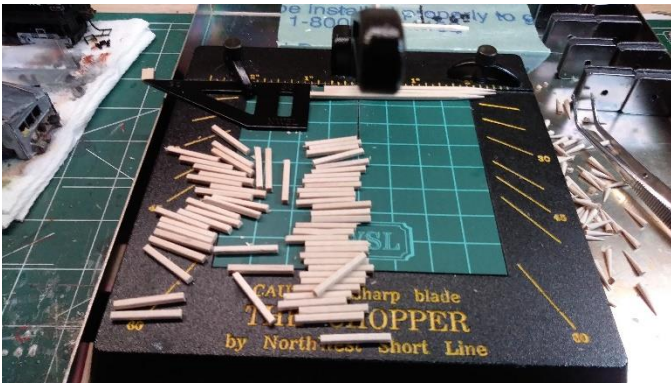


The photo above shows everything you'll need for this project

Dimensions for standard ties ranged from 6"x6" size 1 ties to 7"x9" size 5 ties. Standard gauge ties were normally between 8' and 9'. Narrow gauge ties were usually shorter (6' to 6'6") in length. The toothpicks were a scale 6"x6" and two 6' ties could be cut from one toothpick.

SIZE	DIMENSION
1	6 x 6
2	6 x 7
3A	6 x 8
3B	7 x 7
4	7 x 8
5	7 x 9
LENGTHS	
8', 8'6", 9"	

A.R.E.A.



I started the project by cutting to length the ties I would need for the stacks. Each ties would be 6', the smallest size tie as noted in the AREA table of tie sizes. While a tad light for the ET&WNC mainline, this size could be used in sidings, mines and timber operations. I trimmed off the pointed end of the tootpicks on the second cut making the first cut from the square end. I cut an entire package of toothpicks to have as large a supply as possible on hand.



It was an easy task to repeat the process of created courses of ties: lay two beads of glue along the long edges of the bottom course, count out 9 ptr-cut ties, and place them across the previous courses. Repeat until boredom sets in. I discovered that working with mutiple stacks at a time sped the process along, allowing the glue to set some before the next course would be glued in place.

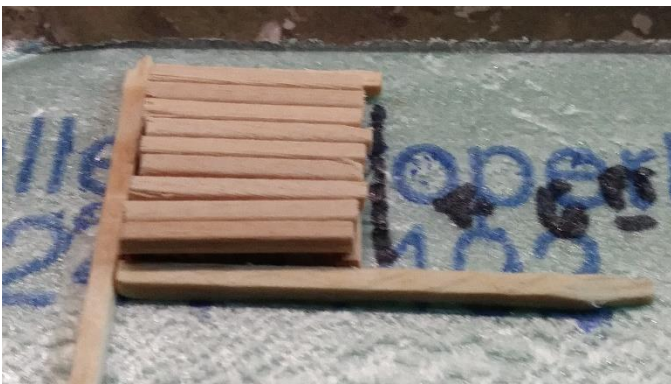
TREATED TIES



I made a glueing jig with scraps of strip wood to symplify the aassembly process. I use the jog for the first two courses of ties. I had decided on a tight square stack for the ties. A 6'X6' stack would require 9 ties in each direction.



Untreated ties don't last very long in the weather and everyday use. Railroad sought out methods for preserving ties and extending their usefulness. Sevreal methods involved infusingthe untreated tie with kreosote or bromide solutions while under high pressure. Kreosote is banned today but was use extensively during the era of the ET&WNC.



Once the first course was placed in the jig I ran two beads of glue across the long ends of the course. This would catch the ends of the second course and create asturdy tie stack that could stack to be handled andd moved about the layout.



To create ties treated with kreosote I did a little "pressure treating" myself. I used a solution of isopropal alcohol and

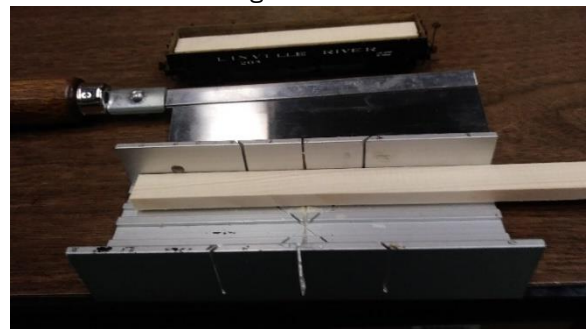
india ink (1 cup of alcohol to 2 medicine droppers of ink). This solution can be diluted or strengthened for a specific effect. To test the intensity of the ink stain, brush some on a scrap piece of strip wood. Make sure that the ink is in solution by shaking or stirring the container. Add alcohol to lighten the effect; add ink to darken the effect. Of course different types of wood will take the stain differently.



Since I had a limited number of ties I cut a filler bar to go under the top one or two courses of ties. Only the top two courses would be visible when the load was in place in the gondola.

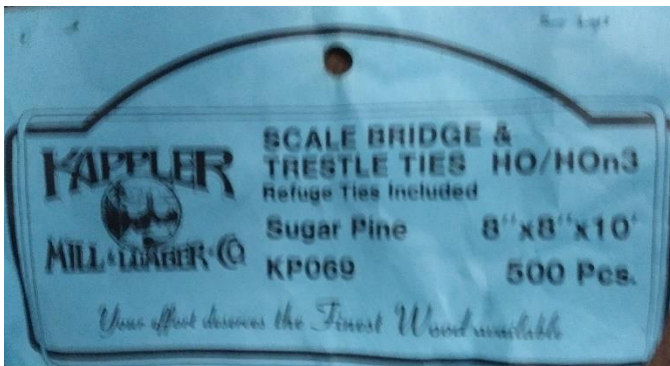


Flat tie stacks were formed using the method described in last month's "How-to" column. According to my sources stacks were 8-12 courses in height. Once the glue had dried I went back with stain to seal off the raw cut ends of ties created when the ties were cut to length. The stack to the left in the photo above has been touched up while the one on the right awaits a final touch up.



I used a mitre box to cut the spacer and test fit the spacer to the gondola

MODELING HOW-TO #7
TIE LOADS FOR THE ET&WNC RY GONS
TED BLECK-DORAN



Fred had some scale bridge and trestle ties left over from the several bridge that had been scratchbuilt for the ET&WNC layout. Rich Gallager and others suggested that several removable tie loads be made for the ET&WNC gondolas and flat cars since they were rather light weight and the additional weight of the loads would help the cars track better.

Again the first step was to stain the ties using the india ink and alcohol solution. I had an empty tall medicine bottle large enough to hold the ties. I poured the wash solution into the bottle covering the ends of the ties. I allowed the ties to soak overnight



The final steps were to lay a bead of glue the length of the spacer and apply the ties across the spacer. A touch up bit of sanding was needed to insure a nice fit inside the gondola. All-in-all a simple project.





CRAFTSMAN KITS AND CASTINGS IN HO AND O SCALE

Rusty Rail
Rick Hamlet
9749 N. Boyd
Fresno, CA 93720
Email: rickanmary@rustyrail.com

Looking for detail parts and castings? Check out the casting made by our latest corporate sponsor... RUSTY RAILS. Owners Rick and Mary Hamlet of Fresno California have been in business since 2001 and have continuously expanded their line of O and HO scale products.



Work benches



Junk Piles



Car loads



Shelves



Truck loads

RUSTY RAILS is a mom'n'pop business with Rick providing the artistic and creative direction to their product line. As Rick describes it:

I would like to donate to your George L Carter RR Museum. I added several castings. Unfortunately I'm not a big company I fact It's me and me and me in other words designer, caster, packer and mail boy (also dump the trash) I always add an extra casing to each order and have been doing that since I started Rusty Rail in 2001. Was a side job for my artistic side and now that I retired this year will be some extra income plus my playground.

RUSTY RAILS is available by ordering direct from their website. Rick says that if an item is on the website it is available. He is usually able to make a one-day turn around on filling any order.

The website is well worth a visit. There are numerous photos of most of the products as evidenced by the above photos. Rick has included links to videos and other sites with helpful tips on painting and weathering. One of the more interesting videos is on the use of chalks for weathering.

MOUNTAIN EMPIRE MODEL RAILROADERS

BUSINESS MEETING MINUTES

DATE: AUGUST 15, 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 accepted as printed in the newsletter. Voted and passed.

Newsletter Editor's Report:

Theodore Bleck-Doran was absent, but it was brought up that he is producing a great newsletter. Last month's was so large it had to be sent in two parts. Way to go Ted.

Treasurer's report:

Gary Emmert reported that the club had a total income for July with no expenses. August income was and expenses were reported as having come from the sale of shirts, hats and one membership.

Webmaster's Report:

John Edwards was absent recovering from his ankle surgery. He has been coming into the museum again and has started on the Roan Mountain Depot. John we are all glad to see you back.



A lazy summer's day at the Cranberry Company Store

Vice-President's Report:

John Carter reported that he did not have a program yet for the September meeting. He also reported that Roger Teinert had forwarded a note from Scale Trains a company based in Knoxville supplying HO Scale Rolling Stock about making a presentation to the club. John will be making contact and setting something up in the future. Once it is firmed up an email will be sent out let members know when and where this will be held

President's Report:

Fred is back from his trip down to Brazil to study birds and he

thanked John Carter for holding down the fort while he was gone. He stated that while working on the Tweetise layout he often thinks about birds and when on these trips he thinks about the layout. (OK Fred you are getting sleepy and you are on a trip so you will only think about the layout, just kidding).



Fred said that he had a good trip and was able to ride one train out to the Iguazu Falls. The falls, which are over 7,000 feet across with Brazil on one side and Argentina on the other, and little way up stream where two rivers come together is the border of Paraguay. On an average day about 2 million liters of water goes over the falls per second. There is one species of swift (Great Dusky Swift) that nests under the waterfalls. People will watch the swifts fly out in a cluster in the mornings and then they will forage all day before returning in the evening. This bird has learned that it is pretty safe place to nest because few predators will come under the falls. One of the most common birds around the falls is the TocoToucan, (Fred did get a Tee Shirt with one on it). He spent 26 days in Brazil of which 3 were at the falls. He birded at the Atlantic Forest preserve which is near Rio. Most of the group stayed for 9 days before heading to the falls. After most of the others left, Fred and several others went to a wetlands area, the famous Pantanal. One of the main reasons he went to this area was to see the world's largest parrot, the Hyacinth Macaw. This bird is about the size of a Bald Eagle.



The other thing he wanted to see was a jaguar. (not the kind with gear shifts) his group was able to follow a few while there, one for over three hours which also spent some time

swimming in the river. There is a road called the Transantanal highway (It is anything but a highway) which was a state sponsored road until they ran out of money and then the federal government stepped in and took over; and you guessed it, nothing has been done. It is a 124 km dirt road which has 122 bridges. There are several rivers in the area with great fishing so lodges were built for the sport fishermen, but now they are making more money from people watching the jaguars. All we can say is it is great to have you back Fred.



Roof repairs at the mine...

Old Business:

In place of the August coordinators meeting we installed the permanent legs beneath the Waite module of the Johnson City Cranberry Furnace. It looks great mounted to the wall in the layout room.

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

As I am writing this there has been a cool touch of Fall in the air with some trees beginning to show some of the yellows, reds and oranges of the season; but to our south all eyes are on a monster hurricane named Irma that is just making landfall in Florida. Many of our members have retired to us from Florida and some of the contiguous southern states and some still have family, friends and/or property there. We can only wait and hope that all will be spared the might of this huge storm.

I have now been back from Brazil birding for a month and the Fall Semester at ETSU has begun with a healthy increase in our student population and no parking spaces in sight for much of the work week. We have new parking passes for the coming year for our members and soon I will be providing you with new annual official ETSU volunteer forms to complete that will provide you with some liability protection as you work in the museum and as we interact with our many visitors.

Wellness Watch: It is good to see **John Edwards** back with us after his recent ankle surgery and he has taken up where he

The club picnic is coming up soon at the McKees on Sunday, September the 17th. Please contact John Edwards with a total of who you are bringing and what covered dish (Check your emails as to what others are bringing.) Tom has been working on his garden railway and is looking forward to showing it off this year.

New Business:

We have received through Chris Ford a PDF Essay about the Cranberry Mine. This is a 120+ page report written by a person interested in mining in North Carolina. A hardcopy will be kept in the museum library. This publication has brought many new things to light about the running of the mine including a photograph Fred wished he had about 6 months ago. The photo shows the back side of the separator building. The report also has a copy of the report of the mines only fatality. This will be great reading for those who like to know how things were done in the past. Look at the copy and if you are interested a copy can be emailed to you.

Program:

Jim Pahrns provided a DVD that previewed some of the narrow gauge public venue railroads of the northeast and mid-west.

Respectfully submitted,
Gregg Mundkowsky
MEMRR CLUB SECRETARY

left off as the guru of the museum's laser knife by cutting out the pieces for the structure that will become the Roan Mountain depot on the ET&WNC RR HOn3 layout. **Gary Gilliam** has recently undergone foot surgery and **Paul Haynes** just underwent hip replacement surgery. We wish them a most speedy recovery and look forward to having their valued company in the museum and at our meeting as soon as possible.



Picnic Time! The Annual Carter RR Museum Picnic will once again be hosted by Tom and Kim McKee at their wonderful home on the shores of Boone Lake. The festivities begin at 4 p.m. this Sunday, September 17th. Please contact John

Edwards to let us know that we can plan on you and your guest/spouse/significant other, etc., and what dish you will be bringing to the picnic. I hope to see you all there on Sunday afternoon for the great social event this always turns out to be. Please let us know you are coming so that the McKees will have an accurate headcount as they are also graciously furnishing the meat and the drinks. Please, also, indicate what you are bringing and check the website to see what others are providing so we don't end up with multiple baked bean dishes as we did last year! See you there and Tom has done a lot of work on his garden G-gauge railroad and that is always a great attraction for our members to enjoy as well.



Heritage Day Event: We have a new Heritage Day Event planned at the request of our members for 30 September that should be a lot of fun and attract a lot of interest from our visiting public. We are going to do Heritage Paint Schemes highlighting the new paint schemes of “fallen flags” that the Norfolk-Southern created on 20 of their modern locomotives to celebrate their 30th anniversary as the NS Railway. A number of our members have HO scale models of these units and the 30th is the day to bring them to the Carter RR Museum to show them off. We will try to display some of the printed materials the railroad produced for their event as well. Perhaps if you don't have a heritage unit you will bring a NS locomotive or two, or even an N&W or Southern to show off the ancestor railroads that merged to form the NS? Our Heritage Day Events are very popular with the citizens of the region and we always get good media publicity and lots of visitors for these.

Little Engineers Room Staffing: We are excited that we have some new staff helping our Station Master, **Kelsey**, in our children's playroom this fall. Please stop by to meet and welcome **Megan, Kennedy** and **Dion** to the Carter RR Museum. All 3 are student workers who will be working with our little engineers and creating new activities for them as well as expanding our Facebook pages. They bring a lot of energy and some new ideas for our little visitors and may also be helping in other ways in the railroad museum. We are happy to have them and appreciate their interest in choosing the G.L. Carter Railroad Museum as the place on campus that they wanted to work. Welcome aboard!!



Rail Excursions: The planned multi-day rail excursion for the Labor Day Holiday weekend did not succeed and it is the first and only trip planned to be co-hosted by the G.L. Carter RR Museum and the G.L. Carter Chapter NRHS that has had to be cancelled. We just got into a perfect storm that resulted in too little information getting out to the public in time for the trip to be successful. We have reviewed the planning and the execution for that trip by our volunteers from the Carter Chapter and have learned from the mistakes that happened, some of which were not under our control. But that said and with the cancelled trip being history, the Museum and the Chapter have a new fall trip in the works. Publicity is out in the media; hardcopies of the excursion with ticket applications and waiver of liability forms are printed and available at the Carter RR Museum, and downloadable forms and information is on our several chapter and club websites.



On October 7, 2017 we will be taking up to 3 bus-loads of guests to Stearns, KY to enjoy the scenic fall colors and grandeur of a ride along a river gorge on the former Tennessee & Kentucky Railroad that served the timber harvesting and coal transportation needs of the region for many years. We will be riding the **Big South Fork Scenic Railway** (check it out on their website) and visiting a National Park Service Interpretative area, the Blue Heron Mine. Premier Transportation's modern coaches will be carrying us from the ETSU parking lot along Go Bucs Tail on the northwest side of the campus to Stearns and back. The cost for the excursion, including the bus transportation, is very reasonable, at \$85 adults/seniors and \$65 for children 3-12 years (no meals are included in this price; but you can

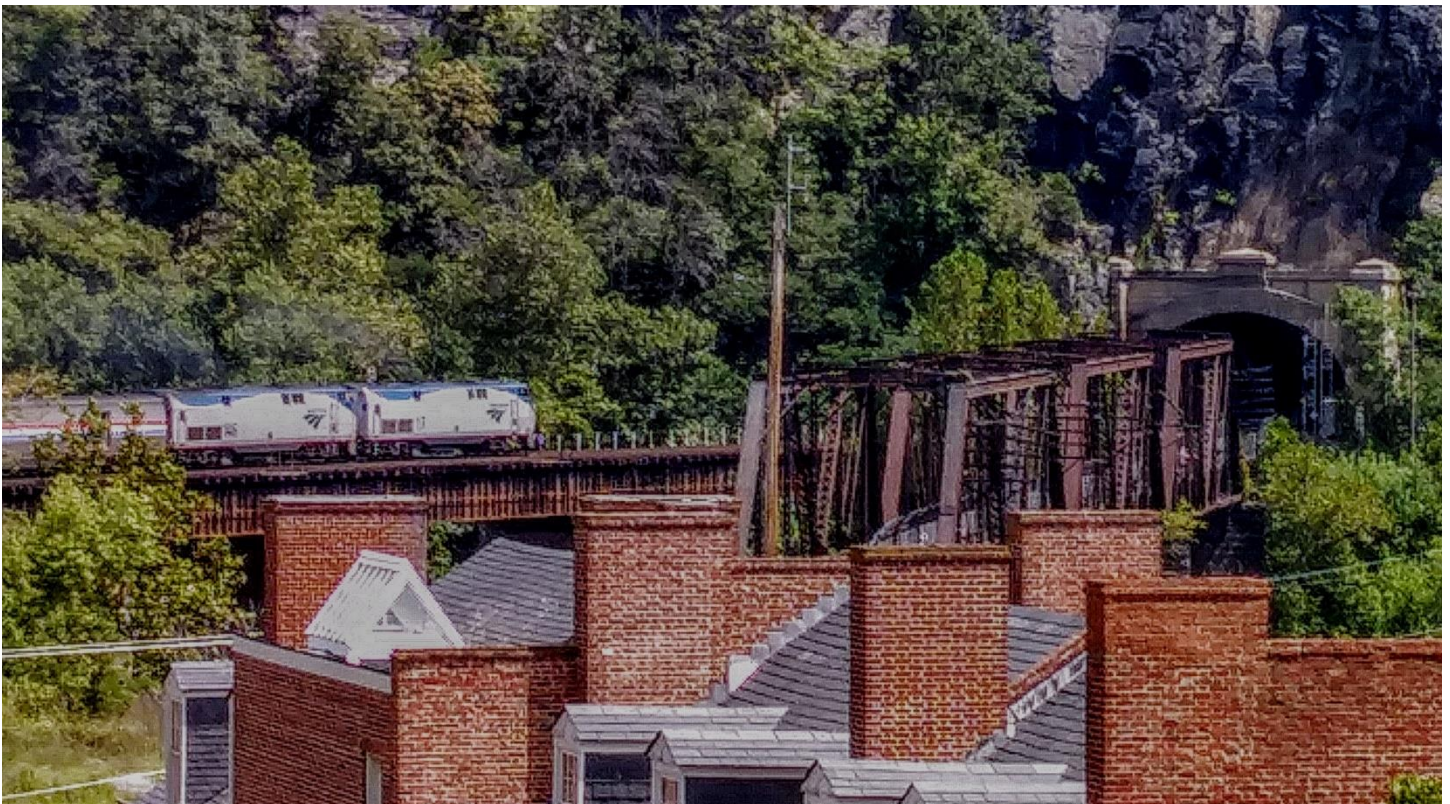
bring a cooler and there are plenty of snack vendor opportunities. We will be stopping for a meal on the way back to Johnson City). A local museum admission ticket is included in the price. Remember, this is not only an opportunity for you, your family and your friends to enjoy a fun-filled day on a scenic railroad, but it is also a fund-raiser for the Carter Chapter NRHS and for the Carter RR Museum. Plan to be a participant and experience it for yourself.



10th Anniversary: November 2017 will mark the 10th anniversary of the opening of the George L. Carter Railroad Museum. We have become a destination location for lots of people of the region on Saturdays. Our museum display space has grown from 2,400 sq. ft. to more than twice that size and we have been twice heralded as “One of the 5

Coollest Places to Visit in the Tri-Cities Region”. The membership of the MEMRR has more than quadrupled since the museum opened and the G.L. Carter Chapter NRHS was organized to be an affiliate of the museum. We have co-hosted with the Carter Chapter NRHS over a dozen rail excursions taking hundreds of people on train rides in the region and we have successfully conducted 2 big annual train shows in ETSU’s Memorial Center. The ET&WNC RR Historical Society is now also affiliated with our museum. The special events such as Heritage Day have attracted a lot of visitors and we have gained some new members as a result of them. The “Tweetsie” layout has created a lot of local interest and pride and in the fall of this year we will see the 4 consecutive article on the layout and our railroad museum in the pages of a national/international narrow-gauge railroad magazine published by one of the premier railroad magazine and model railroad publishers in the USA. We have a lot to be proud of and a lot to celebrate. We will plan a party to commemorate our success and invite the public to attend on our 10th anniversary in November. If you have ideas for this celebration please let them be known. 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



Amtrak at Harpers Ferry August24, 2017
 Photo by Ted Bleck_doran

PAUL'S PICS PAGES

FROM THE LENS OF PAUL HAYNES

PHOTOS COURTESY OF DWARF SIGNAL PRODUCTION AND PAUL HAYNES
‘REMEMBERING 911’



Norfolk Southern No 5642 "Training First Responders" loco visited Bristol in August.... Paul captured this view at Frisco Yard in Bristol.



Norfolk Southern 9-1-1 "Honoring First Responders" was the first unit to wear this particular paint scheme

GEORGE L CARTER LIBRARY

BOOK SALE OF CULLS AND SECONDS

The George L Carter Museum Library will be offering a selection of railroad related titles for sale to MEMRR and GL Carter Chapter-NRHS members. These are second copies and culls from the core library holdings. The library has over a thousand volumes presently available to members. This thanks in large part to the donations from Pete Morriset, John Waite, Rev. Walker and others who have made donations to the museum. The Library's policy is to retain 1st editions and/or best copies of duplicate titles. The seconds and culls are available for purchase by contacting Gary Emmert. The asking price is solid and for volumes "as-is". The price listed is the minimum price expected.

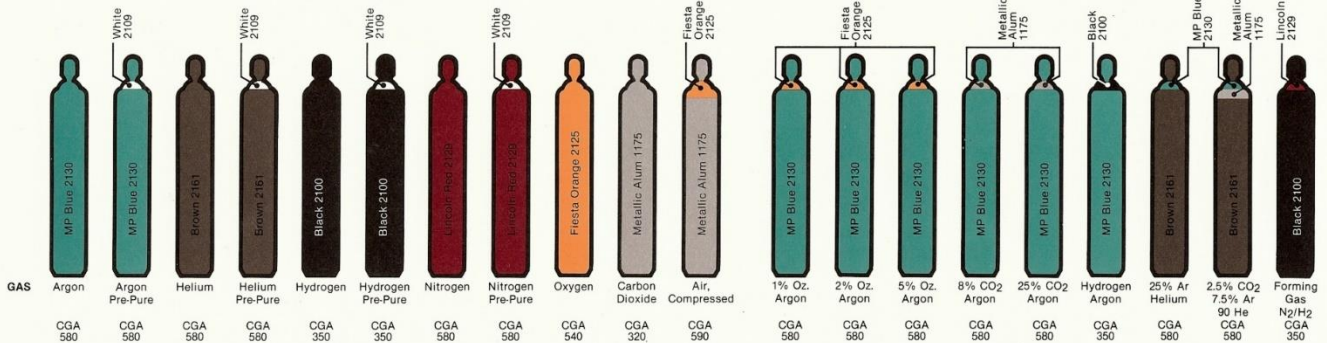
TITLE	AUTHOR	PRICE	COPIES
The History of the Santa Fe	Pamela Berkman	\$15.00	
Modern Locomotives	Brian Hollingsworth	\$15.00	
Fairbanks-Morse	Jim Boyd	\$20.00	
ST. Louis Union Station & its Railroads	Norbury L. Wayman	\$5.00	
Illustrated Book Of Steam & Rail	Collin Garratt & Max Wade-Matthews	\$15.00	2
Chesapeake & Ohio H7 Series	Thomas W. Dixon, Jr.	\$5.00	
When the Railroad Leaves Town	Joseph P Schwieterman	\$20.00	
More Classic American Railroads	Mike Schafer	\$15.00	
The Last Steam Railroad in America	Thomas H. Garver	\$15.00	
The Locomotives that Baldwin built	Fred Westing	\$15.00	
Classic American Railroad Terminals	Kevin. Holland	\$20.00	
Railroad Artistry of Howard Fogg	Ronald C. Hill & Al Chione	\$35.00	2
The Old Patagonian Express	Paul Theroux	\$2.00	
The Electric Interurban Railways in Ame.	George W. Hilton & John F. Due	\$2.00	
Building The Clinchfield	James A Goforth	\$15.00	
Steel Rails to the Sunrise	Ron Ziel & George Foster	\$10.00	
The Road to Paradise	William M. Moedinger	\$5.00	
Train Wrecks	Robert C. Reed	\$15.00	2
History of the Pennsylvania Railroad	Timothy Jacobs	\$20.00	
American Locomotives 1900-1950	Edwin P. Alexander	\$10.00	
Tall Tales of the Rails	J. L. Lonon	\$10.00	
Complete Book of Model Railroading	David Sutton	\$10.00	2
Clinchfield in Color	C. K. Marsh, Jr.	\$15.00	
When STEAM ran the Clinchfield	James A. Goforth	\$15.00	
Under PENNSY Wires	Paul Carleton	\$10.00	
The Louisville and Nashville in the Appalachians	Ron Flanary	\$25.00	
CSX Clinchfield Route in the 21st Century	Jerry Taylor & Ray Poteat	\$20.00	
Portrait of the Rails from Steam to Diesel	Don Ball, Jr.	\$15.00	2
America's Colorful Railroads	Don Ball, Jr.	\$15.00	
Tweetsie Country	Mallory Hope Ferrell	\$15.00	
This Was Railroading	George B. Abdill	\$10.00	
A Locomotive Engineer's Album	George B. Abdill	\$10.00	
The History of Union Pacific	Marie Cahill & Lynne Piade	\$10.00	

The History of the Southern Pacific	Bill Yenne	\$10.00	
Narrow Gauge Railroads in Colorado since 1870	Frederic Shaw	\$15.00	
High Iron a book of trains	Lucius Beebe	\$10.00	
North American Steam Locomotive Builders	Harold Davies	\$40.00	
Trains Trestles & Ties	Lou Harshaw	\$5.00	
MAKIN' TRACKS	Lynne Rhodes & Kenneth E. Voss	\$15.00	
CINCINNATI UNION TERMINAL	Linda C. Rose production manager	\$20.00	
PA4 LOCOMOTIVE	Norman E. Anderson & C. G. MacDermot	\$15.00	
THE AGE OF STEAM	Lucius Beebe & Charles Clegg	\$10.00	

CYLINDER COLOR CHART

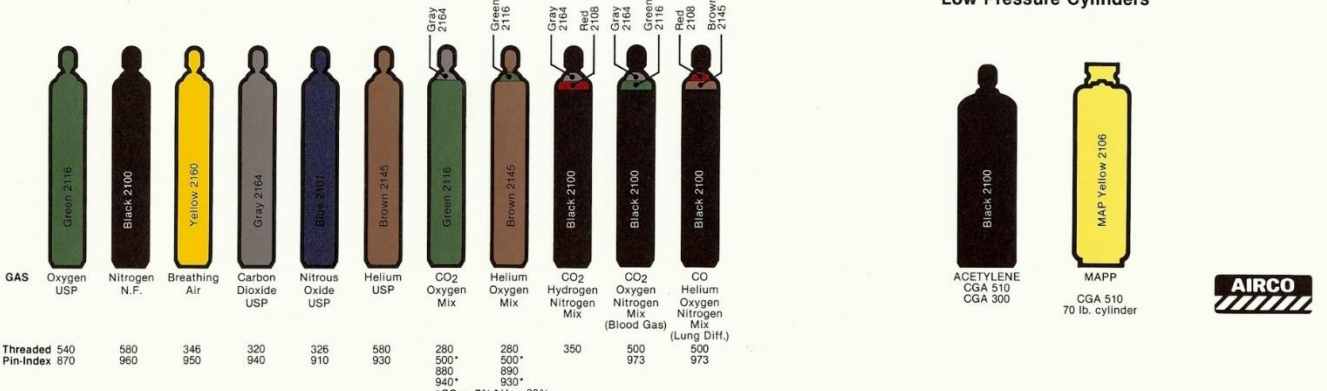
Welding & Industrial Pure Gases High Pressure Cylinders

Welding Gas Mixtures High Pressure Cylinders



Medical Gases & Mixtures High Pressure Cylinders

Fuel Gases Low Pressure Cylinders



CAUTION

DO NOT USE CYLINDER COLOR ALONE TO IDENTIFY GAS CONTENTS ALWAYS IDENTIFY CONTENTS BY CYLINDER LABELING

The color of paint on the cylinders is used by manufacturers to aid easy recognition of the service in which these cylinders are usually used.

Color coding should never be used as the means of identifying the gas content in a cylinder. A particular gas may have as many as four (4) different colors on the cylinder depending upon the gas manufacturer or private owner of the cylinder. In addition, dirt, grime, foreign matter and the infinite number of paint shades makes positive identification by color alone impossible.

The contents of a cylinder should always be identified by a legible label attached by the supplier. (Typical labels are illustrated.)

The fill pressure should be determined by the DOT rating stamped on the cylinder with due allowance for 10% overfilling where applicable.



MOUNTAIN EMPIRE MODEL RAILROADERS

SEPTEMBER OPERATING SESSION

TUESDAY, OCTOBER 3RD, 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 – **OCTOBER 3rd** - 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



ROCKY MOUNTAINEER

DISCOVER THE CANADIAN ROCKIES BY RAIL.



Join Oldham Travel and the George L. Carter

NRHS Chapter on August 24-31, 2018

8 Days / 7 Nights

Coastal Passage Highlights

Seattle | Vancouver | Kamloops | Lake Louise | Banff | Calgary

FROM **\$3969.70** USD per guest, Older Adult Service

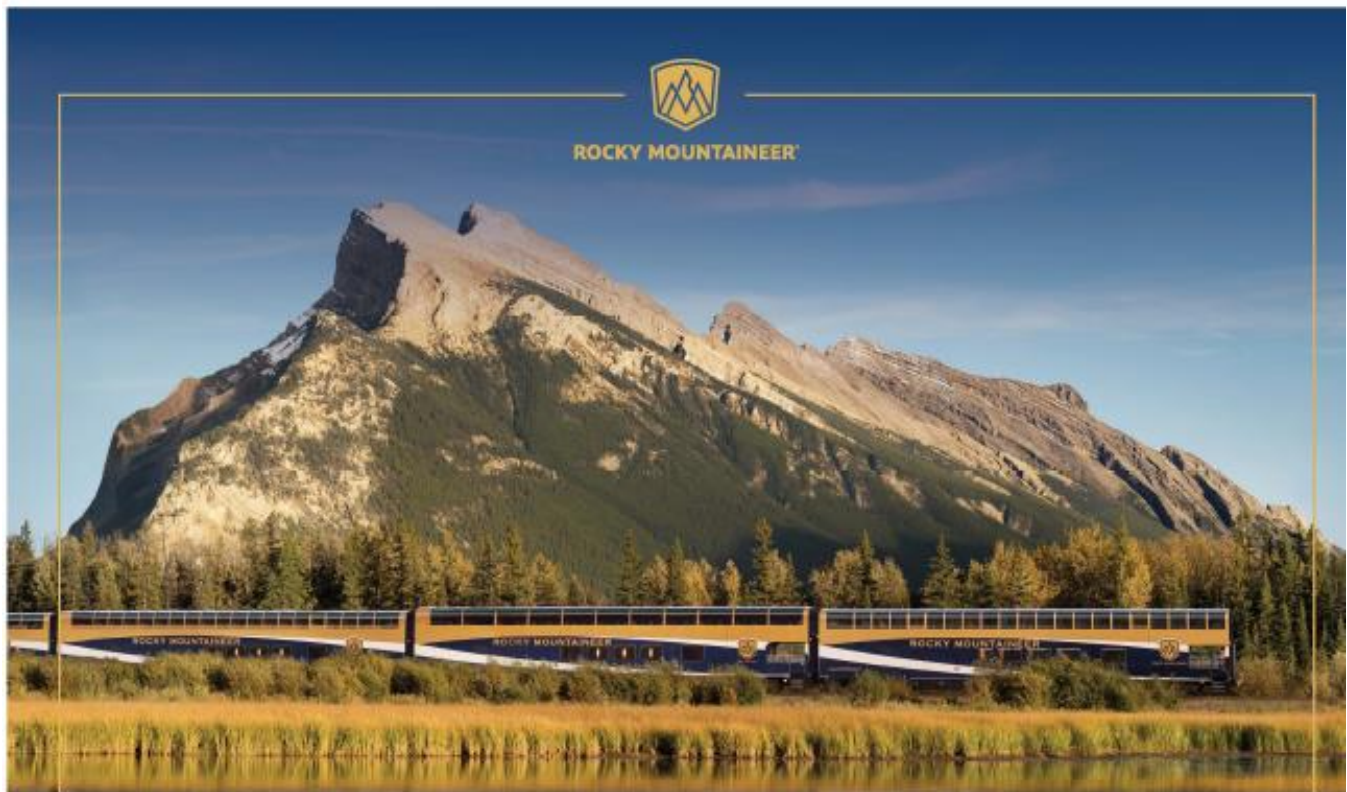
- Seattle Arrival
- Seattle to Vancouver onboard the Rocky Mountaineer
- Vancouver Sightseeing
- Vancouver to Kamloops onboard the Rocky Mountaineer
- Kamloops to Banff onboard the Rocky Mountaineer
- Banff and Yoho National Park Sightseeing
- Banff to Calgary Sightseeing
- Calgary Departure



Terms & Conditions
 Non refundable deposit of 10% due by 15Dec17
 Final Payment due 60 days prior to Travel



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D1 Seattle Arrival

Arrive in Seattle and explore Seattle's waterfront, Chinatown, Pioneer Square, Pike Place Market, and/or the Space Needle at your own leisure.

D4 Van - Kamloops

Travel onboard the Rocky Mountaineer from the coastal city of Vancouver to Kamloops, in the heart of BC's interior. Today's journey will include lush green fields and forests, as well as impressive mountain ranges.

D7 Banff - Calgary

Today you will enjoy a full-day tour beginning with a spectacular sightseeing tour of Banff and concluding in Calgary.

D2 Seattle-Vancouver

Board the Rocky Mountaineer after breakfast and toast the rail voyage ahead and enjoy dinner aboard as you travel past the Chittenden Locks as you wave goodbye to Seattle.

D5 Kamloops - Banff

Your journey continues Eastward through the mighty Canadian Rockies and the Province of Alberta. Once again enjoy the array of scenery across lakes, ranchlands and mountain passes.

D8 Calgary Departure

Your vacation ends upon Check-out from your Calgary hotel.

D3 Vancouver Tours

Enjoy a 6-hour sightseeing tour of Vancouver's spectacular North Shore. Discover the coastal temperate rainforest and BC's First Nations heritage.

D6 Yoho Nat'l Park

A half-day tour takes you into Yoho National Park to view some of its natural wonders including the Spiral Tunnels, Emerald Lake and a natural rock bridge across the Kicking Horse River.

