



THE SIGNAL BRIDGE

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LOCATION

ETSU Campus
George L. Carter
Railroad Museum

HOURS

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

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

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

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

SPECIAL FOCUS THIS ISSUE

THE CONNETICUT TROLLEY MUSEUM

10 YEARS AFTER



Montreal Tramways Car #4, an open touring car used in Montreal Canada for city tours and special occasions. This was one for four similar cars.. all have been preserved making their class of traction cars the only street railway class to be preserved in their entirety. No. 4 is operated at The Connecticut Trolley Museum.

THE CONNETICUT COMPANY

A BRIEF HISTORY OF INTERURBAN AND STREET CAR OPERATIONS

From Wikipedia.com the free online encyclopedia

The **Connecticut Company** was the primary electric street railway company in the U.S. state of Connecticut, operating both city and rural trolleys and freight service. It was controlled by the New York, New Haven and Hartford Railroad (New Haven), which also controlled most steam railroads in the state. After 1936, when one of its major leases was dissolved, it continued operating streetcars and, increasingly, buses in certain Connecticut cities until 1976, when its assets were purchased by the state government.

HISTORY FORMATION AND EXPANSION



Connecticut Co No. 1865 preserved at the Shoreline Trolley Museum, East Haven, CT .

In 1895, after it acquired control of the New York and New England Railroad, the New Haven controlled almost 90% of the steam railroad mileage in Connecticut. That same year, it gained control of its first street railway, the Stamford Street Railroad, on about April 1. That company, which operated local lines in the city of Stamford, was in bad shape financially, and the owners of a majority of its stocks and bonds, wishing to get rid of their investments, found a willing buyer in the New Haven. The second acquisition was also a local system, the Meriden Electric Railroad in Meriden, which the New Haven bought on October 18, 1895, from its president.

However, the next electric railway the New Haven gained control of was a long rural trolley line in eastern Connecticut. Sanderson & Porter, construction contractors, were building the People's Tramway between Danielson and Putnam, parallel to the New Haven-controlled Norwich and Worcester Railroad, and on September 18, 1899 the New Haven signed a contract with Sanderson & Porter to control the line. This agreement was modified on July 18, 1901, by which time Sanderson & Porter had gained control of the Worcester

and Webster Street Railway and Webster and Dudley Street Railway in Massachusetts, and subscribed to the stock of the Thompson Tramway, which planned to connect the two segments, thus forming a continuous line between Danielson and Worcester, Massachusetts. Under the terms of this new agreement, the Thompson Tramway was renamed Worcester and Connecticut Eastern Railway on January 24, 1902, and later that year received the stocks of the three other companies, as well as the newly incorporated Danielson and Norwich Street Railway, which was to continue the line south to Norwich. The arrangement was completed on September 29, 1902, when the Worcester and Connecticut Eastern leased the two Massachusetts companies and acquired the property of the two Connecticut companies. Almost simultaneously the New Haven gained control of the line, which, after the completion of several segments in 1903, extended from Worcester south to Central Village, with branches in Connecticut from Elmville to East Killingly (where it connected with the Providence and Danielson Railway to Providence, Rhode Island) and Central Village to Moosup.



Connecticut Co No. 1160 Preserved at the Connecticut Trolley Museum

The New Haven used this new acquisition as an initial corporate shell for its electric subsidiaries, renaming it **Consolidated Railway** on May 18, 1904, and transferring the property of the Meriden Electric to it later that month and the stock of the Stamford Street Railroad to it in October. In the meantime, the New Haven bought control of the Fair Haven and Westville Railroad and conveyed its property to the Consolidated in late May. This company served the city of New Haven and surrounding areas, including intercity lines, in conjunction with the **Connecticut Railway and Lighting Company**, to Bridgeport (connecting at Woodmont) and Derby, the latter completed in late 1903. The Stamford Street Railroad also, in late 1903, opened a connection with the Greenwich Tramway, thus completing the trolley link between New Haven and the New York state line. The Wallingford Tramway was incorporated in 1903, and its

unfinished property was conveyed to the Worcester and Connecticut Eastern on May 14, 1904, four days before the renaming. This company's line, from Wallingford south to the end of a Fair Haven and Westville line at Montowese, was completed by the Consolidated in late 1904, forming the final piece of a continuous electric railway route between New York City and Boston via Hartford, Springfield, and Worcester.



Connecticut Co No. 808 Open Car preserved at the Connecticut Trolley Museum

During the next few years, the New Haven, through the Consolidated Railway, acquired control of and later the property of many electric railways throughout the state. In order, these acquisitions were:

- Worcester and Southbridge Street Railway (Worcester to Sturbridge, Massachusetts): control May 25, 1904
- New London Street Railway (New London local lines), Norwich Street Railway (Norwich local lines), and Montville Street Railway (connection between the two): control July 30, 1904; property September 29, 1904
- Worcester and Blackstone Valley Street Railway (Worcester to Northbridge, Massachusetts): control September 22, 1904
- Middletown Street Railway (Middletown local lines and the charter of the Middletown and Meriden Traction Company to Meriden): control October 25, 1904; property November 28, 1904
- Greenwich Tramway and New York and Stamford Railway (extending the Stamford Street Railroad through Greenwich into New Rochelle, New York): control December 29, 1904; property (of the former only) September 19, 1905
- Berkshire Street Railway (long rural line in western Massachusetts): control January 18, 1905
- Springfield Street Railway (Springfield, Massachusetts local and suburban lines): control April 11, 1905^[11]
- Hartford Street Railway (Hartford local lines, including lines to Rainbow Park in Windsor, Newington, Wethersfield, East Windsor Hill, the East Hartford and Glastonbury Street Railway to South Glastonbury, and the Farmington Street Railway to Unionville): control April 3, 1905; property (except the Farmington Street Railway) September 19, 1905
- Suffield Street Railway (Suffield to Massachusetts state line, connecting with the Springfield Street Railway): control April 1905; property September 19, 1905
- Branford Lighting and Water Company (East Haven to Branford): control June 29, 1905; property September 19, 1905
- Willimantic Traction Company (Baltic, near Norwich, to Willimantic): control October 7, 1905; property December 6, 1905
- Worcester Consolidated Street Railway (Worcester, Massachusetts local and suburban lines): control in or after December 1905
- Hartford, Manchester and Rockville Tramway and Stafford Springs Street Railway (East Hartford to Stafford Springs via Rockville): control January 25, 1906; property (of the former only) March 26, 1906
- Hartford and Worcester Street Railway (franchise only): January 25, 1906
- Hartford and Middletown Street Railway (franchise only): March 13, 1906
- Torrington and Winsted Street Railway (Torrington to Winsted): control June 22, 1906

The property of the Stamford Street Railroad, control of which had been acquired in 1895, was conveyed to the Consolidated on September 26, 1905.



Connecticut Co No. 402 Open Car preserved at the Shoreline Museum, East Haven CT

The effect of these transactions was to give the New Haven control of a large system of electric railways in Connecticut and Massachusetts, many of them connecting with each other. In the meantime, the United Gas Improvement Company of Philadelphia had put together its own system, including most of the mileage in Rhode Island and over one-quarter of the mileage in Connecticut, through subsidiaries Rhode Island Company and Connecticut Railway and Lighting Company.^[13] The latter owned the lines in the coastal towns between Stamford and West Haven, connecting with New Haven properties at both ends, as well as a rural line extending through the Naugatuck Valley from Stratford north to Seymour with local lines in Derby and vicinity. To the north, it controlled local and suburban lines in New Britain and Waterbury, connecting with the New

Haven's lines at Newington and Mount Carmel. The Meriden, Southington and Compounce Tramway, also controlled by the United Gas Improvement Company, extended from the New Haven's local lines in Meriden to Lake Compounce, intersecting the ends of Waterbury and New Britain lines at Milldale and Southington. A continuous route between Stratford and Waterbury via Derby and Seymour was completed in 1907 by lessor Naugatuck Valley Electric Railway.^[15] The New Haven came to an agreement with the United Gas Improvement Company on December 19, 1906, whereby the Consolidated Railway leased the property of the Connecticut Railway and Lighting Company, and acquired the stock of the Meriden, Southington and Compounce Tramway, Rhode Island Company, and various power companies operating in Connecticut.

FORMATION OF THE CONNECTICUT COMPANY IN 1907



Connecticut Co 3001 Preserved at the Connecticut Trolley Museum

Expansion continued with the acquisition by the Consolidated Railway of control of the Waterbury and Pomperaug Valley Street Railway (Waterbury-Woodbury) on April 20, 1907 and the Thomaston Tramway (Waterbury-Thomaston) on May 29, 1907. Two days later, on May 31, the Consolidated was merged into the New Haven, and the Thomaston Tramway was renamed **Connecticut Company**, becoming the operator of all of the New Haven's electric railway properties formerly operated by the Consolidated. The **Columbia Traction Company**, which owned no railway but valuable charter privileges relating to power generation, was acquired by the New Haven on June 24 and merged with the Connecticut Company on June 30, 1909. The property of subsidiaries formerly controlled by the Consolidated was also conveyed to the New Haven for operation by the Connecticut Company, including the Meriden, Southington and Compounce Tramway (June 29, 1907), the Torrington and Winchester Street Railway (June 29, 1907) the Farmington Street Railway (December 31, 1907), and the Stafford Springs Street Railway (June 30, 1908). This left the New Haven as owner of all the property operated by the Connecticut Company except for that owned by the Connecticut Railway and Lighting Company, as well as the portion of the coastal line in West Haven owned by the West Shore Railway, which had been leased to the Fair Haven and

Westville Railroad prior to its acquisition in 1904, and the short South Manchester Light, Power and Tramway Company, similarly leased to the Hartford, Manchester and Rockville Tramway.^[24] The largest expansions of the system were made by electrifying various existing steam lines of the New Haven and running trolleys over them, providing connections in 1906 from Middletown west to Meriden and north to Cromwell, connecting at the latter point with a new rural trolley line to Hartford, and a link between Norwich and Central Village. In 1907 an alternate line between East Hartford and Rockville was added to these operations. The segment from Middletown via Westfield to Berlin was also electrified for use by the Connecticut Company, but was later operated exclusively by the New Haven using larger passenger cars.



A Connecticut Company open streetcar, preserved at the Shore Line Trolley Museum

On February 28, 1910, the New Haven conveyed to the Connecticut Company almost all of the latter's operated trackage, with the exception of three short segments near the state lines: the former Suffield Street Railway from Suffield to Massachusetts (not connected to any other Connecticut lines), the portion of the former Worcester and Connecticut Eastern Railway from West Thompson to Massachusetts, and the portion of the former Greenwich Tramway from the Mianus River to New York. Except for the latter line, which was leased to New Haven subsidiary New York and Stamford Railway, the New Haven took over operation of these pieces, renting equipment, power, and labor from their Massachusetts connections, the Springfield Street Railway and Worcester Consolidated Street Railway. The purpose of retaining these lines was to keep the Connecticut Company an intrastate carrier, hopefully not subject to Interstate Commerce Commission jurisdiction.^[27] On June 13, 1913, the stock of the Connecticut Company was transferred from direct control by the New Haven to indirect control through subsidiary New England Navigation Company. Less than one month later, on July 7, the Shore Line Electric Railway, a rural trolley system operating between New Haven and Westerly, Rhode Island, leased the eastern Connecticut lines of the Connecticut Company, mainly comprising the New London-West Thompson line, including the right to operate over the New Haven's steam line between Norwich and Central Village.

TRUSTEESHIP AND BUS REPLACEMENT



Connecticut Company trolleys in New Haven. Photo taken in April, 1918 at the intersection of Winchester Avenue and Munson Street.

In July 1914, the Attorney General of the United States filed suit against the New Haven, citing violations of the Sherman Antitrust Act in relation to its effective monopoly of steam and electric railways and water transportation in New England.^[29] Control of the electric railways in Massachusetts had already been transferred to the New England Investment and Security Company, a voluntary association created by the New Haven on June 25, 1906; the New Haven divested itself of this company in accordance with a May 1909 ruling of the Supreme Court of Massachusetts. The Connecticut Company and Rhode Island Company, each operating trolleys in their respective states, as well as the New Haven-controlled Boston and Maine Railroad, were, by decree of the District Court for the Southern District of New York, placed in the hands of voting trustees to separate them from the New Haven. The New Haven almost immediately sold its stock of the Boston and Maine, and its reorganization was completed in 1919. The Rhode Island Company was similarly reorganized into the United Electric Railways in 1921, losing its line into Connecticut in the process. But the New Haven was unable to find a purchaser for the Connecticut Company. Lucius Seymour Storrs, who had become vice president of the New Haven in 1912, took the presidency of the Connecticut Company in 1914 and remained there until his resignation in February 1925. The trusteeship was dissolved in December of that year, as judge Francis A. Winslow was convinced that there was little competition between the two companies, in part because of the lack of interest by others in purchasing the trolley lines, and the Connecticut Company was placed back under New Haven control.

During the trusteeship, the lease of the eastern Connecticut lines to the Shore Line Electric Railway was terminated on April 1, 1920. Just prior to the return to New Haven control, in early November 1925, the state authorized the system's first major abandonment and replacement with intercity buses, on the portion of this division north of Norwich.

Abandonments progressed steadily through the 1920s and 1930s, with only city and suburban lines remaining after 1937. The Hartford Division was completely converted to buses on July 26, 1941, but trolleys continued to run on the streets of New Haven until September 25, 1948. The delay in conversion caused by World War II allowed the Branford Electric Railway Association to acquire, in 1947, a portion of the New Haven-Branford line that had been built on private right-of-way and create the Shore Line Trolley Museum.

Effective November 16, 1936, while the New Haven was in reorganization, the Connecticut Company terminated its lease of the Connecticut Railway and Lighting Company. That company's final trolley lines, mainly in the Bridgeport, Derby, and Waterbury areas, but also including joint intercity operations with the Connecticut Company, were replaced with buses in 1937.^{[46][47][48][49]} The Connecticut Company itself left New Haven control in June 1964, after defaulting on federal flood loans, and was reorganized under the same name and sold by the United States for \$3,225,000. The old corporation, which still owned a portion of the old Glastonbury line, was renamed East Hartford Freight Company,^[50] and continued to operate non-electric freight service on Main Street in East Hartford to Pratt & Whitney until 1967.

In October 1972, the Connecticut Railway and Lighting Company, then operating buses in and near Bridgeport, Waterbury, and New Britain, ceased all service because of lack of money. The next month, Connecticut Company drivers and mechanics went on strike, and service, then concentrated on Stamford, New Haven, and Hartford, did not resume until the state began subsidizing it in March 1973 with federal assistance. Finally, in May 1976, the state purchased the Connecticut Company's property and began operating buses as Connecticut Transit. The Greater Bridgeport Transit Authority now serves Bridgeport, but Waterbury and New Britain operations have been taken over by Connecticut Transit.

OPERATIONS



Connecticut Co No. 2350, a single truck Birney type trolley

Despite having a connected network between cities, the Connecticut Company was not an interurban, and many

intercity trips required changes of cars along the way. Most trackage was in or alongside public roads. By 1920, the system comprised 601.742 miles (968.410 km) of first main track in eleven divisions.

The **New Haven Division** included about fifteen local lines radiating in all directions from downtown New Haven. Intercity lines led east to East Haven and Stony Creek, north to Wallingford and Mount Carmel (towards Hartford and Waterbury), west to Derby, and southwest along the shore to Woodmont. Local lines connected Derby to Ansonia and Shelton, with intercity lines north to Beacon Falls (in the direction of Waterbury) and south towards Bridgeport. Bus service in the New Haven area is now operated by Connecticut Transit New Haven.



Connecticut Co No. 775 preserved at the Shoreline Trolley Museum, East Haven CT.

The **Hartford Division** was the largest, with about twenty local radial lines from downtown Hartford and half as many intercity lines. On the west side of the Connecticut River, trolleys went north and northwest to Rainbow Park, connecting at Windsor with the Hartford and Springfield Railway to Springfield, Massachusetts. Other lines went northwest to Bloomfield, west to Unionville, southwest to Newington (connecting there with the New Britain Division), and south to Wethersfield and Rocky Hill, connecting at the latter point with the Middletown Division. A single line crossed the Bulkeley Bridge into East Hartford, where lines radiated north to East Windsor Hill and another Hartford and Springfield Railway connection, east to Manchester and then northeast through Rockville to Stafford Springs, and south to South Glastonbury. Between East Hartford and Rockville, trolleys could follow public roads or use the New Haven's steam trackage. Connecticut Transit Hartford now operates buses on most of these routes.

About halfway between New Haven and Hartford was the **Meriden Division**, with seven radial lines in the city of Meriden. Extensions of these stretched south to Wallingford and a transfer to the New Haven Division, and west to Milldale and then north to Lake Compounce and the New Britain Division or south to Cheshire and the Waterbury Division. A third line east to Middletown over New Haven trackage was part of the **Middletown Division**, which comprised eight radial lines in and around that city, including service southwest to Middlefield, northeast over the

Connecticut River to Portland, and north, partially over New Haven trackage, to Rocky Hill and the Hartford Division. Connecticut Transit Meriden has replaced the former division, but local bus service in Middletown is operated by Middletown Area Transit.

In the **Waterbury Division** were about ten routes radiating from downtown Waterbury. These included intercity lines south to Beacon Falls and the New Haven Division, west to Woodbury, northwest to Watertown, north to Thomaston, and east to Cheshire and then south to the New Haven Division at Mount Carmel. Connecticut Transit Waterbury has taken over these local routes.

The **New Britain Division** was between Meriden and Hartford, connecting with those divisions at Lazy Lane in Southington and at Newington. Six other radial lines were operated, one extending southeast to Berlin. Connecticut Transit New Britain now runs buses over most of these routes.

The isolated **Torrington Division** was a single line between Torrington and Winsted, with a branch to Highland Lake. It was abandoned in 1929.

Along the coast, near the New York state line, was the **Stamford Division**, with eight lines from downtown Stamford, two extending west and southwest into Greenwich and one east to the Noroton River. There the **Norwalk Division** began, extending through Darien to Norwalk, which had five radial lines coming off a loop between Norwalk and South Norwalk. The **Bridgeport Division** also entered Norwalk, extending east through Westport (with several local lines there) and Fairfield into Bridgeport. That city had about twelve radial lines, two running east into Stratford, where intercity lines continued north to the Derby Division in Shelton and east to the New Haven Division at Woodmont. Buses in these three divisions are currently operated by Connecticut Transit Stamford, the Norwalk Transit District, and the Greater Bridgeport Transit Authority.

Finally, the **New London Division**, which was leased to the Shore Line Electric Railway from 1913 to 1920, was not connected to the rest of the system except via that company's New Haven-New London line. Local lines in New London included several loops and radial lines south to Ocean Beach and northwest along Broad Street. A third line went north to Norwich, which had five more radial routes, one northwest to Yantic and another northeast to Taftville, where it split. One branch headed northwest through Willimantic to South Coventry, while the other entered New Haven trackage from Taftville to Central Village. A short branch headed east from Central Village to Moosup, while the main line continued north on its own tracks to West Thompson, with a branch from Elmville to East Killingly and a connection there with the Rhode Island Company's leased Providence and Danielson Railway. Where it exists, bus service here is now provided by Southeast Area Transit.

CONNECTICUT TROLLEY MUSEUM

10 YEARS LATER

From Wikipedia.com the free encyclopedia



A New Orleans streetcar stops at the Isle of Safety (originally at State St, Hartford)

The **Connecticut Trolley Museum** is the oldest incorporated museum dedicated to electric railroading in the United States, as it was founded in 1940.

The museum is located in East Windsor, Connecticut, and is open to the public April through December, featuring static and moving displays, and self-guided tours of the state's trolley history.

Also located on the same property is the Connecticut Fire Museum which exhibits antique fire apparatus and motor coaches.

HERITAGE RAILROAD



No. 0206 Express service car

The museum operates a 1.5 mile (2.4 km) heritage railroad over the original right-of-way of the Hartford and Springfield Street Railway Company's Rockville Branch. The Rockville Branch started at the Main Fish Market, and ran 17.5 miles (28.2 km) to Rockville, Connecticut. The branch line saw

factory workers, tourists, and high school students. The interurban cars were more direct, and could hold more people than the few buses of the time. The line also serviced Piney Ridge, an amusement park located just between Broad Brook and East Windsor. Most trolley companies built parks — like Piney Ridge — to create revenue on the one day no one went to work, Sunday. Piney Ridge featured a large pipe organ, a dance floor on trolley springs, and a baseball field. The dance floor with trolley springs allowed people to ease their knees as they danced the night away. The baseball field hosted games to two major players, Babe Ruth, and Lou Gehrig. Unfortunately when the Hartford and Springfield faced financial debts, the company went out of business. Their streetcars were brought to Piney Ridge and scrapped. By 1926, the track was gone, and the Rockville Branch with it.

It would be 14 years until the Connecticut Electric Railway Association was formed and began restoring service on the line. Unlimited rides on cars are included in the admission for the day. A minimum of two different cars are run each day. Many times up to three or four cars will be rotated through during the day, giving visitors an opportunity to experience many different types of streetcars and interurbans.

COLLECTION



A trolley's interior

The museum has a diverse collection of equipment to help tell the story of the trolley era and its impact on society. Most of the equipment is stored in one of four car barns, the Visitor Center, or the car shop.

The Connecticut Trolley Museum has one or more of the following cars operating for the public when the museum is open:

- Montreal Tramways cars 4 and 2600
- Springfield Terminal combine car 16
- Illinois Terminal Railroad PCC car 451
- New Orleans Public Service car 836
- Fair Haven and Westville Railroad car 355
- Boston Elevated Railway Type 5 car 645
- Connecticut Company car 1326

In addition, the museum is currently working on the following car(s) in the restoration shop:

- Connecticut Company car 3001
- Nassau (New York) Electric Railway car 169

The Main Hall of the Visitor Center is set up with an exhibit detailing the progression of the era and its impact on society. The following cars are on display in the Visitor Center:

- Northern Ohio Traction and Light parlor car 1500
- Springfield Electric Railway combine car 10
- Five Mile Beach Electric Railway car 36
- Ponemah Mills Locomotive 1386
- Shaker Heights Rapid Transit car 1201
- Connecticut Company car 65
- Montreal Tramways car 2056
- Fair Haven and Westville car 154

CROQUET

THE SOCIAL GAME OF CHOICE IN RGW TEENS AND TWENTIES FROM WIKIPEDIA, THE FREE ENCYCLOPEDIA



Modern croquet equipment

Croquet is a sport that involves hitting plastic or wooden balls with a mallet through hoops (often called "wickets" in the United States) embedded in a grass playing court.

HISTORY

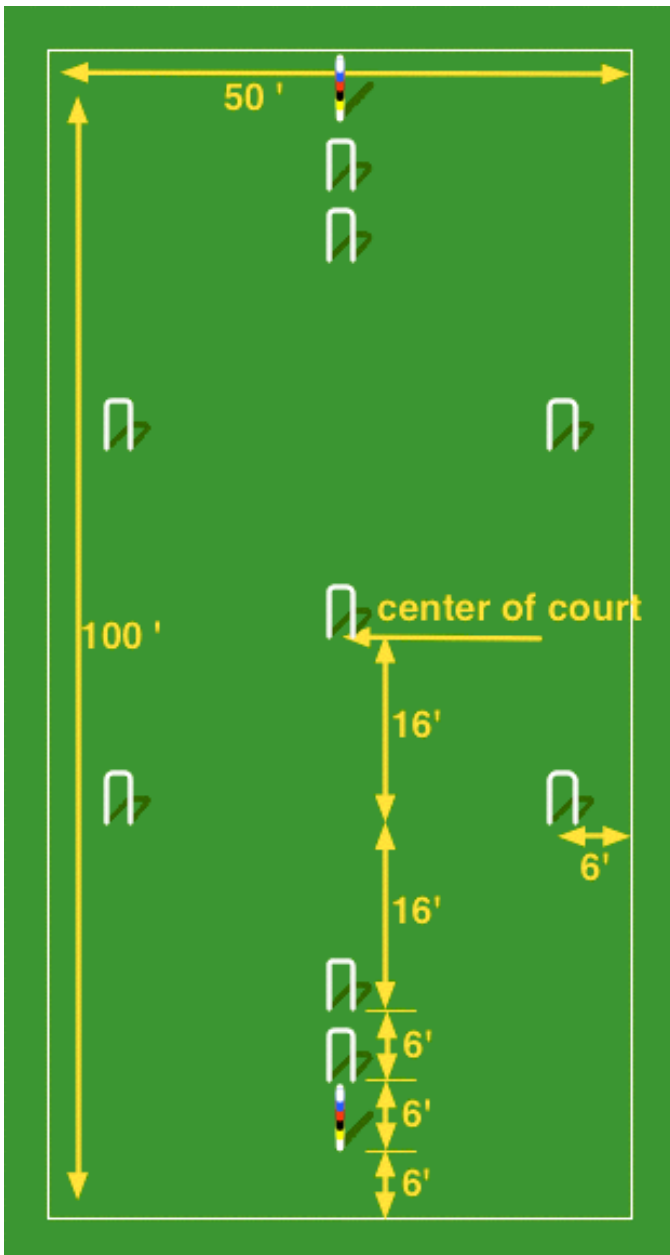
The oldest document to bear the word *croquet* with a description of the modern game is the set of rules registered by Isaac Spratt in November 1856 with the Stationers' Company in London. This record is now in the Public Record Office. In 1868, the first croquet all-comers' meet was held at Moreton-in-Marsh, Gloucestershire and in the same year the All England Croquet Club was formed at Wimbledon, London.

Regardless when and by what route it reached England and the British colonies in its recognizable form, croquet is, like golf, pall-mall, trucco, and kolven, among the later forms of ground billiards, which as a class have been popular in

Western Europe back to at least the Late Middle Ages, with roots in classical antiquity, including sometimes the use of arches and pegs along with balls and mallets or other striking sticks (some more akin to modern field hockey sticks). By the 12th century, a team ball game called *la soule* or *choule*, akin to a chaotic version of hockey or football (depending on whether sticks were used), was regularly played in France and southern Britain between villages or parishes; it was attested in Cornwall as early as 1283.^{[6][page needed]}



Paille-maille (pall-mall) illustrated in *Old English Sports, Pastimes and Customs*, published 1891. Original image by Lauthier, 1717



In the book *Queen of Games: The History of Croquet*, Nicky Smith presents two theories of the origin of the modern game of croquet, which took England by storm in the 1860s and then spread overseas.

The first explanation is that the ancestral game was introduced to Britain from France during the 1630–1685 reign of Charles II of England, and was played under the name of *paille-maille* (among other spellings, today usually *pall-mall*), derived ultimately from Latin words for 'ball and mallet' (the latter also found in the name of the earlier French game, *jeu de mail*). This was the explanation given in the ninth edition of *Encyclopædia Britannica*, dated 1877.

In his 1810 book *The Sports and Pastimes of the People of England*, Joseph Strutt described the way pall-mall was played in England at the time: "Pale-maille is a game wherein

a round box[wood] ball is struck with a mallet through a high arch of iron, which he that can do at the fewest blows, or at the number agreed upon, wins. It is to be observed, that there are two of these arches, that is one at either end of the alley. The game of mall was a fashionable amusement in the reign of Charles the Second, and the walk in Saint James's Park, now called the Mall, received its name from having been appropriated to the purpose of playing at mall, where Charles himself and his courtiers frequently exercised themselves in the practice of this pastime."



Leon Wyczółkowski, *A Game of Croquet* (1892-1895), National Museum, Warsaw

While the name *pall-mall* and various games bearing this name also appeared elsewhere (France and Italy), the description above suggests that the croquet-like games in particular were popular in England by the early 17th century. Some other early modern sources refer to pall-mall being played over a large distance (as in golf), however an image in Strutt's 1801 book shows a croquet-like ground billiards game (balls on ground, hoop, bats and peg) being played over a *short*, garden-sized distance. The image's caption describes the game as "a curious ancient pastime", confirming that croquet games were not new in early nineteenth century England.

In Samuel Johnson's 1755 dictionary, his definition of "pall-mall" clearly describes a game with similarities to modern

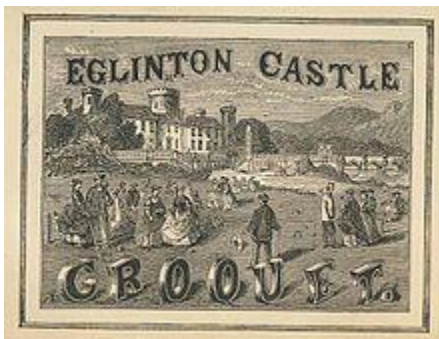
croquet: "A play in which the ball is struck with a mallet through an iron ring". However, there is no evidence that pall-mall involved the croquet stroke which is the distinguishing characteristic of the modern game.



Early croquet-like game from *The Sports and Pastimes of the People of England*, first published 1801. Hoop, peg and two players with balls clearly shown. Such implements in ground billiards games date to classical antiquity.

The second theory is that the rules of the modern game of croquet arrived from Ireland during the 1850s, perhaps after being brought there from Brittany where a similar game was played on the beaches. Regular contact between Ireland and France had continued since the Norman invasion of Ireland in 1169. By no later than the early 15th century, the game *jeu de mail* (itself ancestral to pall-mall and perhaps to indoor billiards) was popular in France, including in the courts of Henry II in the 16th century and Louis XIV of the 17th.

At least one version of it, *rouët* ('wheel') was a multi-ball lawn game. Records show a game called "crookey", similar to croquet, being played at Castlebellingham in County Louth, Ireland, in 1834, which was introduced to Galway in 1835 and played on the bishop's palace garden, and in the same year to the genteel Dublin suburb of Kingstown (today Dún Laoghaire) where it was first spelt as "croquet". There is, however, no pre-1858 Irish document that describes the way game was played, in particular there is no reference to the distinctive croquet stroke.^{[11][clarification needed]} The noted croquet historian Dr Prior, in his book of 1872, makes the categorical statement "One thing only is certain: it is from Ireland that croquet came to England and it was on the lawn of the late Lord Lonsdale that it was first played in this country." This was about 1851.



A game of Croquet being played at Eglinton Castle, North Ayrshire, in the early 1860s

John Jaques, apparently claimed in a letter to Arthur Lillie in 1873 that he had himself seen the game played in Ireland and, "I made the implements and published directions (such as they were) before Mr. Spratt [mentioned above] introduced the subject to me."^[13] Whatever the truth of the matter, Jaques certainly played an important role in popularising the game, producing editions of the rules in 1857, 1860, and 1864.

Croquet became highly popular as a social pastime in England during the 1860s. It was enthusiastically adopted and promoted by the Earl of Essex who held lavish croquet parties at Cassiobury House, his stately home in Watford, Hertfordshire, and the Earl even launched his own *Cassiobury* brand croquet set. By 1867, Jaques had printed 65,000 copies of his *Laws and Regulations* of the game. It quickly spread to other Anglophone countries, including Australia, Canada, New Zealand, South Africa, and the United States. No doubt one of the attractions was that the game could be played by both sexes; this also ensured a certain amount of adverse comment.

CROQUET PLAYERS IN SWEDEN, EARLY 20TH CENTURY.

By the late 1870s, however, croquet had been eclipsed by another fashionable game, tennis, and many of the newly created croquet clubs, including the All England club at Wimbledon, converted some or all of their lawns into tennis courts. There was a revival in the 1890s, but from then onwards, croquet was always a minority sport, with national individual participation amounting to a few thousand players. The All England Lawn Tennis and Croquet Club still has a croquet lawn, but has not hosted any significant tournaments. The English headquarters for the game is now in Cheltenham.

CAPTAIN MORETON'S EGLINTON CASTLE

The earliest known reference to croquet in Scotland is the booklet *The Game of Croquet, its Laws and Regulations* which was published in the mid-1860s for the proprietor of Eglinton Castle, the Earl of Eglinton. On the page facing the title page is a picture of Eglinton Castle with a game of "croquet" in full swing.

The croquet lawn existed on the northern terrace, between Eglinton Castle and the Lugton Water. The 13th Earl developed a variation on croquet named Captain Moreton's Eglinton Castle croquet, which had small bells on the eight hoops "to ring the changes", two pegs, a double hoop with a bell and two tunnels for the ball to pass through. In 1865 the 'Rules of the Eglinton Castle and Cassiobury Croquet' was published by Edmund Routledge. Several incomplete sets of this form of croquet are known to exist, and one complete set is still used for demonstration games in the West of Scotland.

COMPETITIVE VARIATIONS

There are several variations of croquet currently played, differing in the scoring systems, order of shots, and layout

(particularly in social games where play must be adapted to smaller-than-standard playing courts). Two forms of the game, association croquet and golf croquet, have rules that are agreed internationally and are played in many countries around the world. The United States has its own set of rules for domestic games. Gateball, a sport originated in Japan under the influence of croquet, is played mainly in East and Southeast Asia and the Americas and can also be regarded as a croquet variant.

As well as club-level games, there are regular world championships and international matches between croquet-playing countries. The sport has particularly strong followings in the UK, US, New Zealand and Australia; every four years, these countries play the MacRobertson Shield tournament. Many other countries also play. The current world rankings show England in top place for association croquet, followed by Australia and New Zealand sharing second place, with the United States in fourth position; the same four countries appear in the top six of the golf croquet league table, below Egypt in top position, and with South Africa at number five.

Croquet is popularly believed to be viciously competitive.^[18] This may derive from the fact that (unlike in golf) players will often attempt to move their opponents' balls to unfavourable positions. However, purely negative play is rarely a winning strategy: successful players (in all versions other than golf croquet) will use all four balls to set up a break for themselves, rather than simply making the game as difficult as possible for their opponents. At championship-standard association croquet, players can often make all 26 points (13 for each ball) in two turns.

Croquet was an event at the 1900 Summer Olympics. Roque, an American variation on croquet, was an event at the 1904 Summer Olympics.

PRONUNCIATION



As with similar words with a French derivation, the final 't' is silent. British pronunciation puts the accent on the first syllable, American on the second: 'krəʊkɛɪ versus krou'keɪ.

VARIATIONS AMERICAN NINE ASSOCIATION

Croquet being played at a club in the UK. (Four balls are visible on the lawn, showing that two games are in progress ("double-banking"): red and black belong to one game, green and brown to the other)

Association croquet is the name of an advanced game of croquet, played at international level. It involves four balls teamed in pairs, with both balls going through every hoop for one pair to win. The game's distinguishing feature is the "croquet" shot: when certain balls hit other balls, extra shots are allowed. The six hoops are arranged three at each end of the court, with a centre peg.

In association croquet one side takes the black and blue balls, the other takes red and yellow. At each turn, players can choose to play with either of their balls for that turn. At the start of a turn, the player plays a stroke. If the player either hits the ball through the correct hoop ("runs" the hoop), or hits another ball (a "roquet"), the turn continues.

Following a roquet, the player picks up his or her own ball and puts it down next to the ball that it hit. The next shot is played with the two balls touching: this is the "croquet stroke" from which the game takes its name. By varying the speed and angle at which the mallet hits the striker's ball, a good player can control the final position of both balls: the horizontal angle determines how much the balls diverge in direction, while the vertical angle and the amount of follow-through determine the relative distance that the two balls travel.

After the croquet stroke, the player plays a "continuation" stroke, during which the player may again attempt to make a roquet or run a hoop. Each of the other three balls may be roqueted once in a turn before a hoop is run, after which they become available to be roqueted again.

The winner of the game is the team who completes the set circuit of six hoops (and then back again the other way), with both balls, and then strikes the centre peg (making a total of 13 points per ball = 26).

Good players may make "breaks" of several hoops in a single turn. The best players may take a ball round a full circuit in one turn. "Advanced play" (a variant of association play for expert players) gives penalties to a player who runs certain hoops in a turn, to allow the opponent a chance of getting back into the game; feats of skill such as triple peels or better, in which the partner ball (or occasionally an opponent ball) is caused to run a number of hoops in a turn by the striker's ball help avoid these penalties.

A handicap system ('bisques') provides less experienced players a chance of winning against more formidable

opponents. Players of all ages and both sexes compete on level terms.

The World Championships are organised by the World Croquet Federation (WCF) and usually take place every 2 or 3 years. The 2016 championships took place in Florida, the winner being Stephen Mulliner of England – at 62, the oldest ever champion. The current Women's Association Croquet World Champion (2015) is Miranda Chapman of England.

The New Zealand team won the last MacRobertson International Croquet Shield tournament, which is the major international test tour trophy in association croquet. It is contested every three to four years between Australia, Great Britain, the United States and New Zealand. Historically the British have been the dominant force, winning 14 times out of the twenty times that the event has been held. In individual competition, the UK is often divided by subnational country (England, Scotland and Wales), while Northern Ireland joins with the republic in an All Ireland association (as it does in other sports).

The world's top 10 association croquet players as of December 2015 were Robert Fulford (England), Robert Fletcher (Australia), Reg Bamford (South Africa), Greg Bryant (New Zealand), Paddy Chapman (New Zealand), David Maugham (England), Jamie Burch (England), Jonathan Kirby (Scotland), Jeff Dawson (England), Samir Patel (England).

Unlike most sports, men and women compete and are ranked together. Three women have won the British Open Championship: Lily Gower in 1905, Dorothy Steel in 1925, 1933, 1935 and 1936, and Hope Rotherham in 1960. While male players are in the majority at club level in the UK, the opposite is the case in Australia and New Zealand

The governing body in England is The Croquet Association, which has been the driving force of the development of the game. The rules and tournament regulations are now maintained by the International Laws Committee, established by the croquet associations of England and Wales (CA), Australia (ACA), New Zealand (CNZ) and the United States (USCA).

GOLF

In golf croquet, a hoop is won by the first ball to go through each hoop. Unlike association croquet, there are no additional turns for hitting other balls.

Each player takes a stroke in turn, each trying to hit a ball through the same hoop. The sequence of play is blue, red, black, yellow. Blue and black balls play against red and yellow. When a hoop is won, the sequence of play continues as before. The winner of the game is the player/team who wins the most hoops.

Golf croquet is the fastest-growing version of the game, owing largely to its simplicity and competitiveness.

There is an especially large interest with competitive success by players in Egypt. Golf croquet is easier to learn and play, but requires strategic skills and accurate play. In comparison with association croquet, play is faster and balls are more likely to be lifted off the ground.

In April 2013, Reg Bamford of South Africa beat Ahmed Nasr of Egypt in the final of the Golf Croquet World Championship in Cairo, becoming the first person to simultaneously hold the title in both association croquet and golf croquet. As of 2017, the Golf Croquet World Champion was Reg Bamford (South Africa) and the Women's Golf Croquet World Champion was Judith Hanekom (South Africa).

GARDEN

Garden croquet is widely played in the UK. The rules are easy to learn and the game can be played on lawns of almost any size but usually around 32 feet wide (9.8 m) by 40 ft long (12 m). The rules are similar to those described above for Association Croquet with three major differences:

1. The starting point for all balls is a spot three feet (0.91 m) in from the boundary directly in front of hoop 1.
2. If a striker's ball goes off, there is no penalty, it comes back on three feet (0.91 m) and the turn continues.
3. In a croquet stroke the croqueted ball does not have to move when the striker's ball is struck.

This version of the game is easy for beginners to learn. The main Garden Croquet Club in the UK is the Bygrave Croquet Club which is a private club with five lawns. Other clubs also use garden croquet as an introduction to the game, notably the Hampstead Heath Croquet Club and the Watford Croquet Club.

AMERICAN SIX-WICKET

The American rules version of croquet, another six-hoop game, is the dominant version of the game in the United States and is also widely played in Canada. It is governed by the United States Croquet Association. Its genesis is mostly in association croquet, but it differs in a number of important ways that reflect the home-grown traditions of American "backyard" croquet.

Two of the most notable differences are that the balls are always played in the same sequence (blue, red, black, yellow) throughout the game, and that a ball's "deadness" on other balls is carried over from turn to turn until the ball has been "cleared" by scoring its next hoop. A Deadness Board is used to keep track of deadness on all four balls. Tactics are simplified on the one hand by the strict sequence of play, and complicated on the other hand by the continuation of deadness. A further difference is the more restrictive boundary-line rules of American croquet.

In the American game, roqueting a ball out of bounds or running a hoop out of bounds causes the turn to end, and

balls that go out of bounds are replaced only nine inches (23 cm) from the boundary rather than one yard (91 cm) as in association croquet. "Attacking" balls on the boundary line to bring them into play is thus far more challenging.

Nine-wicket

Nine-wicket croquet, sometimes called "backyard croquet", is played mainly in Canada and the United States, and is the game most recreational players in those countries call simply "croquet". In this version of croquet there are nine wickets, two stakes, and up to six balls. The course is arranged in a double-diamond pattern, with one stake at each end of the course. Players start at one stake, navigate one side of the double diamond, hit the turning stake, then navigate the opposite side of the double diamond and hit the starting stake to end. If playing individually (*Cutthroat*), the first player to stake out is the winner. In partnership play, all members of a team must stake out, and a player might choose to avoid staking out (becoming a *Rover*) in order to help a lagging teammate.



An American game OF CROQUET AT TWILIGHT

Each time a ball is roqueted, the striker gets two bonus shots. For the first bonus shot, the player has four options:

- From a mallet-head distance or less away from the ball that was hit ("taking a mallet-head")
- From a position in contact with the ball that was hit, with the striker ball held steady by the striker's foot or hand (a "foot shot" or "hand shot")
- From a position in contact with the ball that was hit, with the striker ball not held by foot or hand (a "croquet shot")
- From where the striker ball stopped after the roquet.

The second bonus shot ("continuation shot") is an ordinary shot played from where the striker ball came to rest.

An alternate endgame is "poison": in this variant, a player who has scored the last wicket but not hit the starting stake becomes a "poison ball", which may eliminate other balls from the game by roqueting them. A non-poison ball that roquets a poison ball has the normal options. A poison ball that hits a stake or passes through any wicket (possibly by the action of a non-poison player) is eliminated. The last person remaining is the winner.

RICOCHET

This version of the game was invented by John Riches of Adelaide, Australia with help from Tom Armstrong in the 1980s. The game can be played by up to six people and is very easy to learn. For this reason it is often used as a stepping stone to association croquet.

Ricochet has similar rules to association and garden croquet, except that when a ball is roqueted, the striker's ball remains live and two free shots are earned. This enables strikers to play their ball near to another opponent ball and ricochet that too thus earning two more free shots. Running a hoop earns one free shot.

GLOSSARY OF TERMS



Backyard croquet being played in rough grass with inexpensive equipment, United States, 2009

- **Backward ball:** The ball of a side that has scored fewer hoops (compare with 'forward ball').
- **Ball-in-hand:** A ball that the striker can pick up to change its position, for example:
 1. any ball when it leaves the court has to be replaced on the yard-line
 2. the striker's ball after making a roquet must be placed in contact with the roqueted ball

3. the striker's ball when the striker is entitled to a lift.
Ball in play: A ball after it has been played into the game, which is not a ball in hand or pegged out.†
- **Baulk:** An imaginary line on which a ball is placed for its first shot in the game, or when taking a lift. The A-baulk coincides with the western half of the yard line along the south boundary; the B-baulk occupies the eastern half of the north boundary yard line.
 - **Bisque, half-bisque** A bisque is a free turn in a handicap match. A half-bisque is a restricted handicap turn in which no point may be scored
 - **Break down:** To end a turn by making a mistake.
 - **Continuation stroke:** Either the bonus stroke played after running a hoop in order or the second bonus stroke played after making a roquet.
 - **Croquet stroke:** A stroke taken after making a roquet, in which the striker's ball and the roqueted ball are placed together in contact,
 - **Double tap:** A fault in which the mallet makes more than one audible sound when it strikes the ball,
 - **Forward ball:** The ball of a side that has scored more hoops (compare with 'backward ball').
 - **Hoop:** Metal U-shaped gate pushed into ground. (Also called a **wicket** in the US
 - **Leave:** The position of the balls after a successful break, in which the striker is able to leave the balls placed so as to make life as difficult as possible for the opponent.
 - **Lift:** A turn in which the player is entitled to remove the ball from its current position and play instead from either baulk line. A lift is permitted when a ball has been placed by the opponent in a position where it is wired from all other balls, and also in advanced play when the opponent has completed a break that includes hoops 1-back or 4-back.
 - **Object ball:** A ball which is going to be rushed.
 - **Peg out:** To cause a rover ball to strike the peg and conclude its active involvement in the game.
 - **Peel:** To send a ball other than the striker's ball through its target hoop.
 - **Pioneer:** A ball placed in a strategic position near the striker's next-but-one or next-but-two hoop, to assist in running that hoop later in the break.
 - **Primary colours** or **first colours:** The main croquet ball colours used which are blue, red, black and yellow (in order of play). One player or team plays blue and black, the other red and yellow.
 - **Push:** A fault when the mallet pushes the striker's ball, rather than making a clean strike.
 - **Roquet:** (Second syllable rhymes with "play".) When the striker's ball hits a ball that he is entitled to then take a croquet shot with. At the start of a turn, the striker is entitled to roquet all the other three balls once. Once the striker's ball goes through its target hoop, it is again entitled to roquet the other balls once.
 - **Rover ball:** A ball that has run all 12 hoops and can be pegged out.
 - **Rover hoop:** The last hoop, indicated by a red top bar. The first hoop has a blue top.
 - **Run a hoop:** To send the striker's ball through a hoop. If the hoop is the hoop in order for the striker's ball, the striker earns a bonus stroke.
 - **Rush:** A roquet when the roqueted ball is sent to a specific position on the court, such as the next hoop for the striker's ball or close to a ball that the striker wishes to roquet next.
 - **Scatter shot:** A continuation stroke used to hit a ball which may not be roqueted in order to send it to a less dangerous position.
 - **Secondary colours** or **second colours;** also known as **alternate colours:** The colours of the balls used in the second game played on the same court in double-banking: green, pink, brown and white (in order of play). Green and brown versus pink and white, are played by the same player or pair.
 - **Sextuple peel (SXP):** To peel the partner ball through its last six hoops in the course of a single turn. Very few players have achieved this feat, but it is being seen increasingly at championship level.
 - **Tice:** A ball sent to a location that will entice an opponent to shoot at it but miss.
 - **Triple peel (TP):** To send a ball other than the striker's ball through its last three hoops, and then peg it out. See also Triple Peel, A variant is the **Triple Peel on Opponent (TPO)**, where the peelee is the opponent's ball rather than the partner ball. The significance of this manoeuvre is that in advanced play, making a break that includes the tenth hoop (called 4-back) is penalized by granting the opponent a lift (entitling him to take the next shot from either baulk line). Therefore, many breaks stop voluntarily with three hoops and the peg still to run.
 - **Wired:** When a hoop or the peg impedes the path of a striker's ball, or the swing of the mallet. A player will often endeavour to finish a turn with the opponent's balls wired from each other.
 - **Yard line:** An imaginary line one yard (0.91 m) from the boundary. Balls that go off the boundary are generally replaced on the yard line (but if this happens on a croquet stroke, the turn ends).

THE VIEW FROM THE ENGINEER'S SIDE OF THE CAB

THE MEMRR PRESIDENT'S MOINTHL COLUMN

Fall is here and soon we will be celebrating the Mountain Empire Model Railroaders 25 anniversary and the George L. Carter Railroad Museum's 10th anniversary. Plans are being made to recognize both of those milestones in the month of November. Both the MEMRR and the Carter RR Museum continue to grow and be recognized for their outstanding service to the railroad history of the region. Being a part of

the community and East Tennessee State University for such a long time has provided many opportunities for us to become a destination for new members and for public exhibits for our hobby and to showcase the talents and expertise that is so well represented by our members.

Perhaps no month of the year is so symbolic of the fall season as October. The G.L. Carter Chapter of the NRHS offered a fall rail excursion in Stearns, KY on the Big South Fork Scenic Railway on October 7th, the same date that ETSU celebrated its first homecoming football game on its campus in 14 years. The university had a lot of visitors, returning alumni and their families on campus and a number of them visited the Carter RR Museum. The leaves are beginning to change from greens to the bright reds, yellows and orange of t



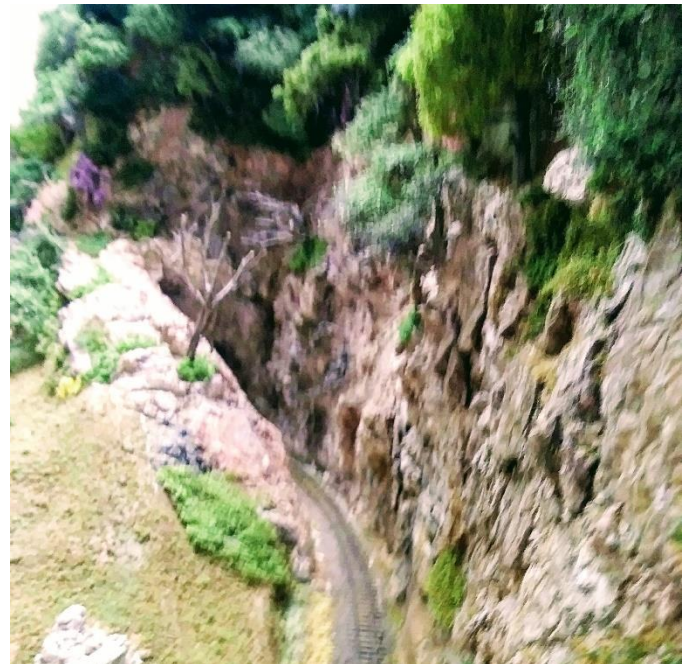
Missing from last month's How-To Make Tie Loads was a photo of the finish4d product. The loads of ties and rails are removable

Our Heritage Day event for October is a salute to the N&W/NS Railroad with **"Roanoke Rails"**. Members bring your NS/N&W memorabilia and your scale locomotives and rolling stock

to commemorate the railroad that still operates daily through Johnson City. The MEMRR and the RR Museum have locomotives, both steam and diesel, and rolling stock for these railroads including their famous streamlined J's that were built in the Roanoke shops; so there will be plenty of trains for you to operate on October 28th. Mark the date on your calendar and come to the museum to help us with our visitors and to join in the fun.

Our Station Master, **Kelsey Shubert**, who has been with us for several years now is leaving the Little Engineers room for more steady employment that will include Saturdays. Kelsey has done an outstanding job for us and the children she has interacted with, and their parents and guardians, will miss her smiling face and friendly ways as much as we will. Kelsey, we wish you well and we thank you for your service to the Carter Railroad Museum. The University is advertising her position and we hope to soon have a new Station Master working with our little engineers and our 3 student workers. My other hat as a birder and a member of the Tennessee Ornithological Society has caused me to miss two consecutive Saturdays at the RR Museum. The first on September 30th to participate in the local TOS chapter's Fall

Bird Census, and on October 7th, to lead a bird tour on Roan Mountain for the State Fall Meeting of the TOS, and to be their banquet speaker at the Meadowview Convention Center in Kingsport that night. I truly appreciate the smooth operation of the Carter RR Museum and all the layouts when my other duties take me away from the museum on any day that we are open. I have no hesitation when I have to be away that every member at the museum will do their part to keep us open, greet our visitors and do all that is needed to be done in the professional manner that has become our trademark. Thank you all for all that you do for our model railroad club, our railroad historical societies and for the G. L. Carter RR Museum. You are an outstanding group of ladies and gentlemen who take great pride in your hobby, in our organizations and the museum.



"Long John" stretch between Tunnel 2 and 3 on the ET&WNC

The Carter RR Museum is planning a new event for December 2nd that hallmarks the Holiday Season. **Jim Pahr** has contracted the services of a professional storyteller, **Linda Poland**, to present the story of the Polar Express to the public. She will have one morning and one afternoon performance on the ETSU campus in the Culp Student Center in the Forum Room on the 3rd floor. A small admission fee of \$10/person will be charged for show. At 3:30 p.m. we will have a chartered Premier Transportation bus at the RR Museum that will carry passengers to Blowing Rock, NC to the first ever Christmas Train event at Tweetsie Railroad. The fare for this trip that includes admission the theme park that will be featuring Christmas Decorations and a ride on the railroad will be \$90/person. This event is being sponsored as a fund-raiser for the Carter RR Museum. Hopefully, this sounds like a happening you will want to be a part of and it will provide a great time for family members of all ages. Press Releases are already out with more details

and the event is posted on the MEMRR and Carter Chapter NRHS webpages. Plan to come join us and look forward to a great holiday time that has trains as an important part of the festivities. Seating for the storytelling and the Christmas Train excursion is limited, so get your tickets early.

Perhaps it is a little unusual to be writing about events that will be taking place in November in our October newsletter, but it will be a busy month and I want to give everyone a heads-up so you can be making your plans to participate as much as you can. November museum and club/chapter events include:

- November is National Model Railroad Month
- November 18 will be the 10th Anniversary of the George L. Carter Railroad Museum
- November 18 will be National Take a Toy Train to Work Day
- November is the 25th Anniversary of the Mountain Empire Model Railroaders club
- November 25 Heritage Day features the Clinchfield Railroad
- November marks the elections of our officers for the coming year
- November marks the renewal of our dues for 2018.



The long and short of it... a trackmobile moves an articulated auto rack on the Club's HO layout

I have contacted George Riley of White River Productions to place an order for 50 copies of the 2017 *HOn3 Annual* that should be published this month. This edition will feature 10 pages on the Cranberry Mine section of our ET&WNC RR layout with text by **Geoff Stunkard** and photos by Geoff and yours truly. A lot of our members have worked on this large 1,300 sq. ft. layout over the past 4+ years and many of you operate it with our little narrow gauge trains and some standard HO locomotives and rolling stock. I hear you give tours and answer visitor's questions and feel the pride you have in what we are creating in the models of the unique little 3-foot railroad that originated in Johnson City. To have any model railroad layout featured in a model railroad magazine or book is a very special accomplishment, even if it is limited to a single photo and caption; to have 4 consecutive years with 9-10 pages in each edition on our layout is an outstanding testament to the modeling skills, talents and dedication that are involved in the creation of

this layout that reflects some of the railroading history unique to our city and our region. As always, our members will be able to purchase this year's magazine at the museum at a discounted price. We will let you know when we have them in stock.



"Long John" stretch between Tunnel 2 and 3 on the ET&WNC

The club and the museum are busy and healthily involved in model railroading, prototype railroading, and service to the public of the region. Visitation to the museum is strong, even with all the other fall events that the area has to offer on most weekends. There are truly a lot of options for our members, their families and the people of the region of things to do during this season and we are blessed with the number of members who come to the museum on Saturdays to practice their hobby and to operate the railroad museum. Additionally, our club/chapter officers do a great job guiding their respective organizations and providing information via the internet and our newsletters. It is both fun and a privilege to belong to our organizations and to support them with our time, energy, talents, and great comradery. 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



"Long John" stretch between Tunnel 2 and 3 on the ET&WNC

PAUL'S PICS PAGE

PHOTOS THROUGH THE LENS OF PAUL HAYNES
PHOTOGRAPHS COURTESY OF DWARF SIGNAL PRODUCTS





CIRCUS TRAIN

RINGLING BROTHERS / BARNUM & BAILEY CIRCUS TRAIN IN THE 50'S

PHOTOS BY FRITZ STUNKARD COURTESY OF GEOFF STUNKARD

Text by Geoff Stunkard

I scanned my father's slides. For several years on July 4th, we went to Milwaukee to watch the circus train coming down from Baraboo. Here are some images from the 1972-75 era. The train came in and did a parade downtown using the original floats and flat cars. There is not a whole lot I can tell you about it. My dad was a serious HO scale scratch builder but had begun working on O scale circus equipment. There is substantial amount of photography showing details on those circus wagons and the circus trains. He finally gave up on the project after several years when he began working on the 3 rail Lionel prewar restorations. Most of the unfinished circus equipment whose soul to a hobby shop in Delaware. The equipment ran once a year from Baraboo Wisconsin where the circus world museum was located down to Milwaukee on the for the July 4 sponsored by Schlitz beer, It was all very ancient but nicely restored and was quite well attended. You'll see from the various circuses represented that it wasn't just Ringling brothers, Though I think Ringling was based in Baraboo in the summers









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	

MOUNTAIN EMPIRE MODEL RAILROADERS

NOVEMBER OPERATING SESSION

TUESDAY, NOVEMBER 7th, 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 – **NOVEMBER 7th** - 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