



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 CHRISTMAS - NEW YEAR'S AMD TRAINS



A GRAND TRUNK F-UNIT APPROACHES THE ERIE CROSSING AT GRIFFIN, INDIANNA IN 1968

FRITZ'S FILM

GRIFFITH INDIANA 1968

By Geoff Stunkard

My dad was sort of a railfan; he had an Argus rangefinder camera and occasionally, when I was young, we would get out once in a while to watch trains. One of my favorite memories was going to Griffith, Indiana on a Saturday morning. We probably only did it two-three times. Picture this - the Erie-Lackawanna main line, the C&O, the Grand Trunk and EJ&E all crisscrossing each other IN THE MIDDLE OF A CITY STREET! This was northern Indiana, with everybody squeezed in little places like Griffith to reach Chicago; this location was likely the easiest way to get them through town and why man four towers when you can man just one. The J, of course, was the belt around the city so it headed both west and northeast from here. The GT and E-L both used this as their hot way into Chitown, and I believe the C&O had trackage rights on one of them from here into the city. In scanning film, here are a couple of the images from that time that you might appreciate.

Cover photo

Now comes a Grand Trunk engine with new CN paint on it; based on the lighting, this would have been eastbound around lunchtime.



An Erie Lackawanna A/B E-unit set creeps in from the West, likely with a handful of passengers and whatever remains of the mail/baggage business. Still, this was their mainline so it was busiest



A Baldwin transfer unit was always cool to see, and was the one I always hoped would be there because it was so loud. This engine was used primarily in transfer service of coal to the mills in Gary, and this is the only image my dad ever took of one..



Here is a look at the maze of trackwork and the city street with a westbound passenger train with E-units bearing done on the scene.



That watchman was constantly busy standing in the street as the parade blew by. This is an EL freight inbound to Chicago with “modern” power on the head end.



Stop! There's one coming...again...

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	
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
When STEAM ran the Clinchfield	James A. Goforth	\$15.00	
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	
Colorado Memories of the Narrow Gauge Circle	John Krause and Ross Grenard	\$10.00	
The Steam Locomotive a Century of North American Classics	Jim Boyd	\$15.00	

**SCENES FROM THE GEORGE L CARTER RAILROAD MUSEUM
2017 CHRISTMAS HOLIDAY PARTY
A PHOTO GALLERY**



EME3RITUS MEMBERS MIKE BUSTER AND GARY WOODS



ROGER TEINERT IS RECOGNIZED AS MEMBER OF THE YEAR FOR HIS WORK ON THE ANNUAL TRAIN SHOW



FRED, MYRA AND BILL SHARE A CASUAL MOMENT BEFORE THE FESTIVITIES BEGIN



GARY GILLIAM RECOGNIZED AS THE SECOND MEMBER OF THE YEAR FOR 2017 FOR HIS EFFORTS AT MAINTAINING THE FLEET OF MEMRR AND MUSEUM LOCOMOTIVES



FRED ALSOP PROVIDES AN OVERVIEW OF 2017



BEN AND AMY MERRITT

**“DIRTY SANTA”
WHO’S GOING TO BE NAUGHTY... OR NICE**



**BILL AND MYRA HEMSLEY – GEOFF STUNKARD – DON RAMEY –
JOHN DODGE – PAUL HAYNES**



**GEOFF AND ROGER DISCUSS HOW LONG GEOFF WILL HOLD ON
TO THE GIFT CERTIFICATE**



TED AND MARY BLECK-DORAN



JOHN DOGDE WITH HO SCALE CAT CONSTRUCTION EQUIPMENT



KEN AND LIZ HARMON



FRED DRAWS A COPY OF AS L&N COLOR GUIDE



THE HOIT'S



ROGER LOOKS ON AS TED DRAWS A NS CABOOSE



DON RAMEY PLAYS "DIRTY SANTA" AND CAPTURES TED'S CABOOSE



LONG TIME MEMRR MEMBER ED LOCKETT TAKE4S A TRIP TO THE TREE



CHARLENE McLEOD LOOKJS ON A TED UNWRAPS A DVD THREE PACK



JOHN CARTERR UNWRAPS HIS SURPRISE GIFT



DAN McLEOD UNWRAPS AND CHRISTMAS TRAIN SET



CHARLOTTE PAHRIS DIGS DEEP INTO A GIFT BACK...



FRANK FEZZIE DRAWS A LAUGH AS HE OPENS HIS GIFT



... AND WHAT TO HER WONDERING EYES SHOULDK APPEAR

THE VIEW FROM THE ENGINEER'S SIDE OF THE CAB

THE MEMRR PRESIDENT'S MONTHLY COLUMN

As you are reading this first column of the New Year in the first 2018 edition of *The Signal Bridge* in another East Tennessee winter, I am birding in the tropical forests of Guyana, and most probably thinking some about model railroading, all of you and the Carter Railroad Museum. So, from the humid forests of northern South America let me wish you a most happy, healthy and safe New Year. 2018 will be a year filled with promise and opportunity for our model railroad club, the Mountain Empire Model Railroaders, and for the George L. Carter Railroad Museum. I look forward to seeing all of you when I get back in the museum on January 13th and hearing your holiday stories and seeing what model railroad treasures Ole Santa put in your stocking or under the Christmas tree.

We had a great Christmas party at the First Presbyterian Church in Jonesborough with approximately 35 attendees including Dirty Santa. Our thanks to **Jim and Charlotte Pahr** for arriving early and getting the decorations started. They were soon joined by other MEMRR club and Carter Chapter NRHS members, and with only a few interruptions in the arranging of lights on the tree and getting more batteries for the table ornaments, the meeting room was converted into a Holiday Banquet Hall in short order. Our thanks also, to **Charlene and Dan McLeod** for donating the decorations to the RR Museum for use at our next Christmas parties. The food was outstanding plentiful. We had a great time visiting and talking with each other and it is always special to have the ladies present to brighten up the occasion. Dirty Santa, aka **Roger Teinert**, with some assistance from game master and helpful elf, **Barbara Beagen**, was the hit of the evening with his jovial distribution of the gifts to all the good boys and girls from under the tree. As always, some gifts were so special that they were coveted by more than one recipient and were "stolen" more than once as successive numbers were drawn and others got their turn to choose from the packages under the tree or one that a former friend had previously taken as their own.

Our special congratulations to **Gary Gilliam** and **Roger Teinert** who were voted by our members as co-recipients of our 3rd Annual **Member of the Year Award**. Both received a tying number of votes and both are most deserving of the award. **Gary** is at the Carter Railroad Museum almost every time the doors are open, and sometimes when they are not. He has taken on the tasks of repairing locomotives, not only

for the museum, but also for many of our members as well, and also installing many with decoders. His helpful services are truly appreciated along with his skills. **Roger** has taken on the big job for more than 2 years now of chairing the Train Show Committee that has brought 2 successful train shows to ETSU. His enthusiasm for this big job has boosted the committee's efforts and he has been most effective in getting vendors to come to our show by his attending many area shows and talking to them personally. Much of the success of we have had in making our June show bigger and better each year has been through his leadership.

January is the month when we make New Year's resolutions and it is also the month when we use our scheduled business meeting to create our calendar of events for the coming year. Please be thinking of those special events you would like to see happen at the Carter Railroad Museum and in the MEMRR and the Carter Chapter NRHS. Now is the time to think about social events such as those we have done in the past like the Spring Fling, Summer Picnic, Christmas Party, and more. What railroads would you like to feature in our monthly Heritage Day Events (**Geoff Stunkard** is always looking for ideas on what trains, railroads, areas of the country, etc., we should be featuring). Our newsletter editors are always looking for features for their monthly publications and are grateful for photos, stories, modeling ideas, personal railroading experiences, etc. for their pages. Please help them by submitting articles and photos for our newsletters. **Vice-President John Carter** does a great job getting monthly programs for our meetings, but he can always use some help in the form of volunteers to provide hands-on programs, folks to suggest programs they would like to see, or people whom they would like to have as a speaker for a program, or just a DVD that would be of interest to the group. Please help him out by providing ideas for the programs for the coming year.

We will plan to have our business meeting in ETSU's Brown Hall as we have done in the past and continue to use room 223 as it is a better meeting place for our group with more comfortable seating and better tables for our use. Meeting times will remain at 6:30 for the monthly business meetings with a 5:00 p.m. dinner group prior to the meetings for anyone who wants to join us at a local restaurant. The restaurant of choice has been **Portobellos** for many months now, so until or unless someone has a better suggestion, we shall continue to dine there.

Remember that we are in the time of the year when our dues for membership renewals are due. Please make it easy on the treasurer and get your dues in before the upcoming deadlines. Please save everyone the hassle, including me, of asking you to pay your dues and remaining a member in good standing with the MEMRR or the Carter Chapter NRHS,

or both. There are so very many privileges of membership for both organizations for so little money that it really makes no sense if you are a model railroader, a prototype railroad aficionado, or just like keeping company with folks who are, not to go ahead and renew your membership for another year. And, why not see if you can recruit a friend into becoming a member as well!



A automated THOMAS set was donated to the G L Carter RR Museum The set switches directions, lower body chassis, and load and unloads the engine tenders.

I would like to encourage you to make a New Year's resolution to do all you can to support the MEMRR club, NRHS chapter, and the Carter RR Museum in the coming year by being as active as you can in each organization. Coming to the museum on a regular basis if you have not been doing so, attend the social functions as they really are a lot of fun, go on some of the rail fan excursions that the Carter Chapter NRHS promotes annually, help out at the Big Train Show in June, and become more active in all aspects of the railroading activities, big and small, that are available to you. Come join us and lend your talents and your experience to those of this great group of men and women. We need you and want to get to know you better in 2018.

We have marked several anniversaries in 2017. The Carter Chapter NRHS is now 5 years old and very active. The MEMRR is 25 years old (pens are on the way from the manufacturer and will be available to all members in January) and are the primary volunteers that keep the Carter RR Museum growing and operational. The G.L. Carter Railroad Museum is now 10 years old and becoming more important to the university and to the communities of the region. Together we have come a very long way and I think the best is still to come. Thank you for all you do for us. Your talents, experience, skills, and friendship are the core of our organizations. Listen to the sound of the whistle of the train in the night and dream of all the destinations yet to come. Have a great year in 2018!!!!

Fred J. Alsop III

*President, Mountain Empire Model Railroaders
Director, George L. Carter Railroad Museum*

RECENT FINDS ON THE WEB POSTINGS ON FACEBOOK.COM

Found while surfing the internet, I came across several vintage video clips depicting railroading in the 40's, 50's and 60's. If you have a FACEBOOK.COM account you can search the .URL address noted below the following screen images



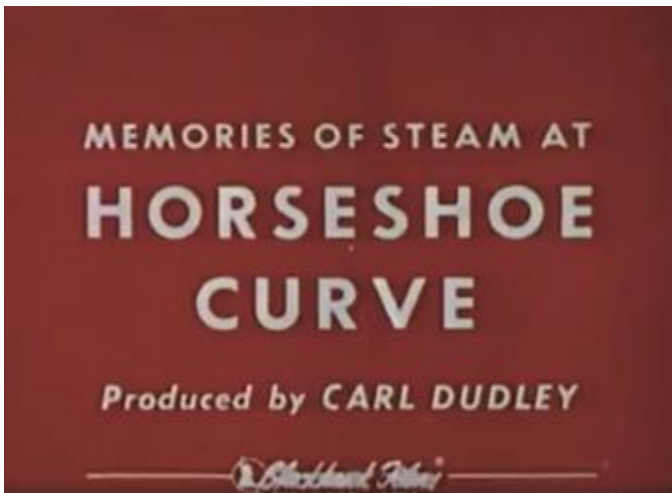
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<https://www.facebook.com/randy.james.77985/videos/1558277354389021/>



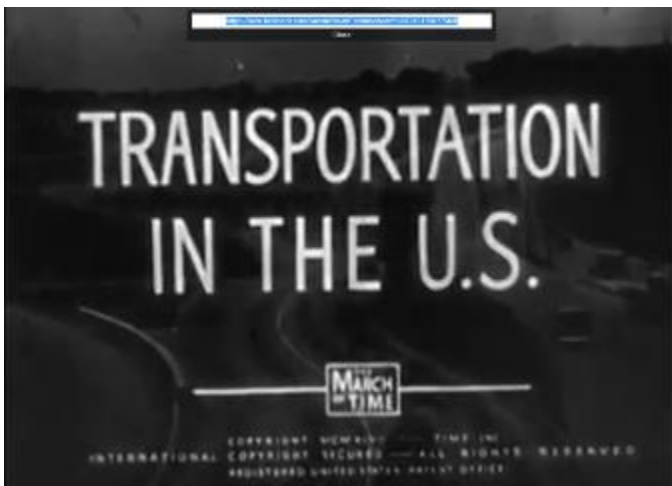
<https://www.facebook.com/AussieSteamTrains/videos/1406255936152993/>



<https://www.facebook.com/jackson township.historicalpreservation/videos/730714696961079/>



<https://www.facebook.com/RailStream/videos/454217824746591/>



<https://www.facebook.com/AussieSteamTrains/videos/1407010176077569/>



<https://www.facebook.com/robert.slavy/videos/10209943791378727/>

HOW-TO No. 8 ADDING GRAFFITI TO CARS By Ted Bleck-Doran



When watching a train pass by it's rare to find a box car that hasn't been tagged with Graffiti. Graffiti "Art" has grown incrementally over the past 30 years. Some graffiti "Artists" have gained cult star status with perhaps thousands of other would be artists trying to emulate them.



Over the years there has been a lively debate in the model railroad hobby whether the maintain pristine, right out of the paint shop cars and locomotives, or to replicate real life railroading by attempting to duplicate the handy work of today's Graffiti taggers.



Many of us are willing to weather (dent, scratch, rust, dust and stress) our rolling stock and motive power, but stop short of adding Graffiti. Part of the resistance is the fear of “getting it wrong” - “I’m not an artist.” However, even a casual look at the fleet of passing tagged cars in real life down by the tracks one will find ample evidence that the taggers don’t always get it right.



One method of tagging cars and avoiding the “I’m not an artist” feeling is to purchase preprinted decal sets. Blair Line Laser Cut Graffiti decals take the fear and worry out of tagging our rolling stock. Blair Line produces a dozen or more sets each containing five or more images. The problem with decals is that you are limited with the number of images available. One car can take four or more images, leaving one the choice of tagging a handful of cars or applying duplicate images to additional cars and losing the individuality and uniqueness of the Graffiti.



The decals are precut on the decal sheet which simplifies the separating of the individual decals. No more tedious cutting around the nooks and corners of the image. You still have to separate the individual image unless you want the entire decal sheet’s images floating in the separating water. The advantage of using decal sets is that when set, the decal shrinks down and wraps around small details such as rivets, seams, and indentations.

EDITOR’S NOTE: A method of making your own decal sets using photographs, a photo editing computer based, printable decal sheets and a printer was described in a previous issue of *THE SIGNAL BRIDGE*.



A second method is to “DIY” “Do-it-yourself,” Over the Christmas Holiday shopping season I happened across a new SHARPIE product at Michael’s – Paint Pens. They came in 6 different colors and at 50% off, the price was right. The paint covers well. However, the nib (point) is a tad too large for producing finely detailed Graffiti images.



Craft Artist paint pens have small, medium and broad nibs, but come individually packaged and are more expensive. Of course there are also the traditional SHARPIE markers. They will work just fine but create a more transparent image than the paint pens. Their advantage is that they are economical and can be easily found.

LET’S TAG A CAR...



For this demonstration I pulled a car from the club scrap drawer. It had already been used for an “Air Brush Paint

Remover” demonstration that Greg Mundkowski presented earlier in 2017,

I decided to apply graffiti to the four flat side panels. While Graffiti artist will cover any surface with their tags, they tend to avoid doors and latches.



For my first two attempts I chose the “BLOCK” style lettering with outlines in contrasting color. For the SMURF tag I created the white outline for the lettering (above) and applied “Smurf” blue to fill the inside of the block letters. I noticed that the U and R ran together so I separated the two letters with a coat of white. I had to apply a second coat of white to prevent the blue from bleeding through the white.



My second take “ELZAPER” was a play on the Santa Fe’s “El Capitan” slogan. If you observe tagged cars track side you will note that most tags do not make much sense, and are based in street language, rap or Spanglish.



My second step was to create a black field around the letters to highlight its block style of lettering. I had to work the paint onto the recessed areas of the door track by pressing the nib into the depressions.



On the other side I attempted a more rounded and colorful style creating “ROGERDOGER” (in honor of Roger Teinert). I first drew the lettering in yellow, Next, I added a field of white around the lettering. Having learned my lesson from the SMURF design, I allowed the white to dry a bit more. I then created a shadow effect using blue and black.

I believe that the ROGERDOGER tag captures the feel of contemporary Graffiti the best of any of the tags I’ve attempted. It’s more flowing and colorful.

The fourth tag, CAPTAIN BRO, is a simple line art scrawl. If a Graffiti artist has the time to create a tag, it is usually elaborate. If the artist has only a brief window of opportunity, the tag may be only a series of numbers and letters or a single word.



The paint pens and Sharpie markers leave a glossy image, In order to cut the bright sheen I used an application of white pastel chalk. I applied it to the entire car side and roof. This gave a desired feel of a coating of road dust and fading.



In order to provide some color variation I added random streaks of mud, old and new rust. When I got the weathering effect I was looking for, I gave the car an overspray of dulcote to seal the chalk and further dull the glossy sheen.

EDITOR'S NOTE: A hands-on clinic, "Tagging Cars with Graffiti," is being planned for later in 2018.

OPERATORS NIGHT AT MEMRR WORKING WITH A TIMETABLE

Tuesday, January 9th, the monthly Operating Session was held on the MEMRR HO layout. Present at the session were Gary and Jonathan Gilliam, Jessie Kittle, Donald Beck and Ted Bleck-Doran. The feature of the operating session was a try at developing a timetable using the layout as a single track mainline running between the Staging Yard to Carter Yard, then running an inner loop followed by outer loop into the passenger siding to the Johnson City Depot. Interchanges at Roger Teinert's module, Paul Haynes corner modules, and Logan Heaton's module would provide off line traffic. Crossovers on the Johnson City module, the Gilliam module and Hoit module would provide trains to pass in opposing directions. Sidings at Roger's, Paul's, Logan's, and Johnson City would provide places to tuck trains and consists to allow for additional meets.

EDITORS NOTE: Don Ramey's, Joe Roberts', and Logan's branch line turnouts need to be made operational. Additional double crossovers need to be added along Roger's, Jim Hoit's, and/or Rich Gallaher's modules. The club has voted to pay for the modifications with owner's permission.

Direction	STATIONS
Down is East/North V	Staging Yard
	Carter Yard
	Roberts Sub
	Logan Depot/Interchange
	Hyder Mine (fs)
	Gary Shops
	King Coal/Meor Ripe
	Rogersville Depot
	Crossovers
	Ramey Yard
A UP is West/South	Gilliam Gravel
	Heaton Bottom
	Alspa/Haynes Flagstop
	Haynes Mill/Interchange
	Tomert Siding/Interchange
Carter Flagstop	
Johnson City Depot	

FIRST THINGS FIRST:

To build a timetable we first created a list of stops including stations, flagstops, interchanges, industries and yards. Locations adjacent to another stop would be passed by on an initial transit of the mainline.

Locations were identified by the module owner's name with some tongue in cheek

Following the description of the stations, depots, flagstops and industries, we then created a list of trains and consists we wanted to include in the operating session. These included a quick transit container

express #s 1 and 2. These train would be classified First Class and have superiority over other trains running on the main. The train would originate in the staging yard and once arriving at the Carter Yard, the train would be directed to a ready track and receive new Head End Power for the transit of the MEMRR Mainline. Its destination would be the interchange on the outside track on Roger's module. There is would swap out its consist of TOFC Piggy-Back trailers for a string of double stack containers. As train #2 it would reverse its direction and return to Carter Yard to swap out Head End Power once more finally heading to the Staging Yard.

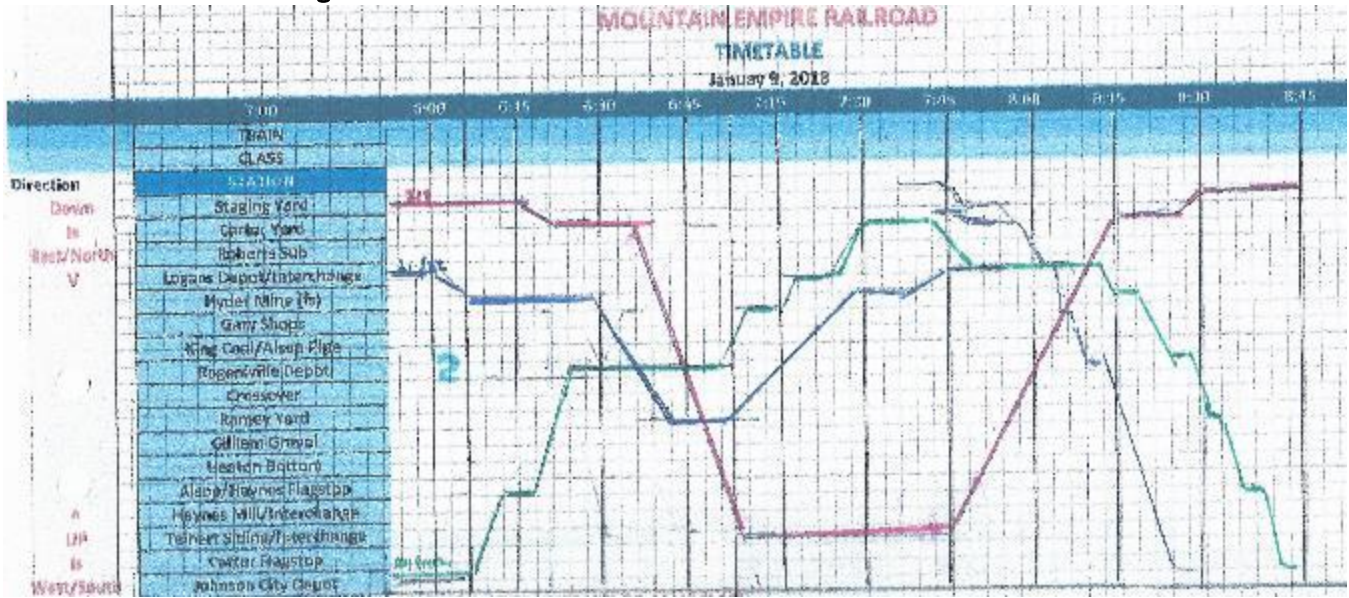
Train #	Consist
1/2	Container Express - 1st Class Consist: TOFC/Container 3-7 cars Change HEP at Carter Yard
3/4	Express Passenger - 3rd Class - Run through to JC Depot at about 10:15 AM - Consist: Motor x2, baggage, coaches, dining, sleeper, plus Change HEP at Carter Yard
5/6	Limited Passenger - 1st Class - stops at all depots Consist: Express baggage/mail + RDC - Coaches + Dining + 2 Coaches Change HEP at Carter Yard
21/22	Local Passenger - 2nd Class - Stops at all stations including flagstops Consist: RDC + Coaches + Coaches
23/24	Commuter - 2nd Class Consist: RDC (any type) Shuttle Run between JC Depot and High Street
301/302	Local Switcher - 3rd Class Consist: 30 cars maximum with walkable
303/304	Local Switcher - 2nd Class Consist: 13 cars maximum with walkable

Two other pairs of 1st Class train were considered: train 3/4 – an express passenger originating in staging and running South to Johnson City making no stops between Carter Yard and JC Depot. Once at JC Depot the train would be reversed swapping head end baggage with the rear end observation car (as daunting as the task sounded, the moves were made in the time allotted with 7 minutes to spare. The second passenger train 5/6 would run as a limited stopping at all stations and depots but passing the flagstops.

Two Second Class trains were considered 21/22 and 23/24; the first a local passenger run stopping at all stations, depots and flagstops; the second a commuter run covered by a RDC or Gas Motor car.

Finally two 3rd Class turns were considered 301/302 and 303/304. The 301/302 was a mine run between Logan's Depot/Interchange and Hyder Mine with a run out to Ramey Yard and back. Its job was to swap out empties for coal loads. Train 303/304 would be a mixed freight local switcher service the industries between Carter Yard and Johnson City Depot and return.

AS you probably see already, this was a busy plan. We adjusted the number of train scheduled to suit the five operators we had on hand. At 6PM we started the grand test.



In preparation for the session a Trainmasters run chart was created showing the time across the top of the chart in 15 minute increments. The station listing was added and train runs plotted. Color code for 1st, 2nd, and 3rd Class trains was used to help identify superiority. Trains running north/east (top to bottom slanted lines) were superior to trains running south/west (bottom to top slanted lines). Angled lines indicated run time between stops. Horizontal line indicated dwell time at a stop. No train had to run faster than 3 mph. Dwell time could be used for switching chore, holding in a passing track, or hiding in a stub end spur. The idea was to stay out of the way of superior trains while getting the designated work done. Meets were designated by an angled line crossing a horizontal line. We discovered that the train schedule was do-able with some editing.

Translating the Trainmasters run chart into a timetable will be discussed next month... but the foundation has been laid for moving to a realistic pattern of operations.



Norfolk Southern's Greeneville Switcher No. 8916 works a turn passing eastbound through Jonesborough on January 4, 2018
Photo by Ted Bleck-Doran

MOUNTAIN EMPIRE MODEL RAILROADERS

DECEMBER OPERATING SESSION

TUESDAY, February 6TH, 2018



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

Set the date – **February 6TH** - 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

A REMINDER

DECEMBER – JANUARY - FEBRUARY
ARE MEMBERSHIP RENEWAL MONTHS



**DON'T LET RED MARKERS HALT YOUR MEMBERSHIP
RENEW YOUR MEMBERSHIP TODAY**

SEND YOUR DUES IN TODAY!

Make Checks payable to:

"MEMRR"

Gary Emmert, Treasurer

PO Box 70697

East Tennessee State University

Johnson City, TN 37614.

Dues are payable during the months of December, January and February. Don't miss out on a single issue of *THE SIGNAL BRIDGE* or the opportunity to run you favorite lash-up on the club layouts