



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB

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LOCATION

ETSU Campus
George L. Carter
Railroad Museum

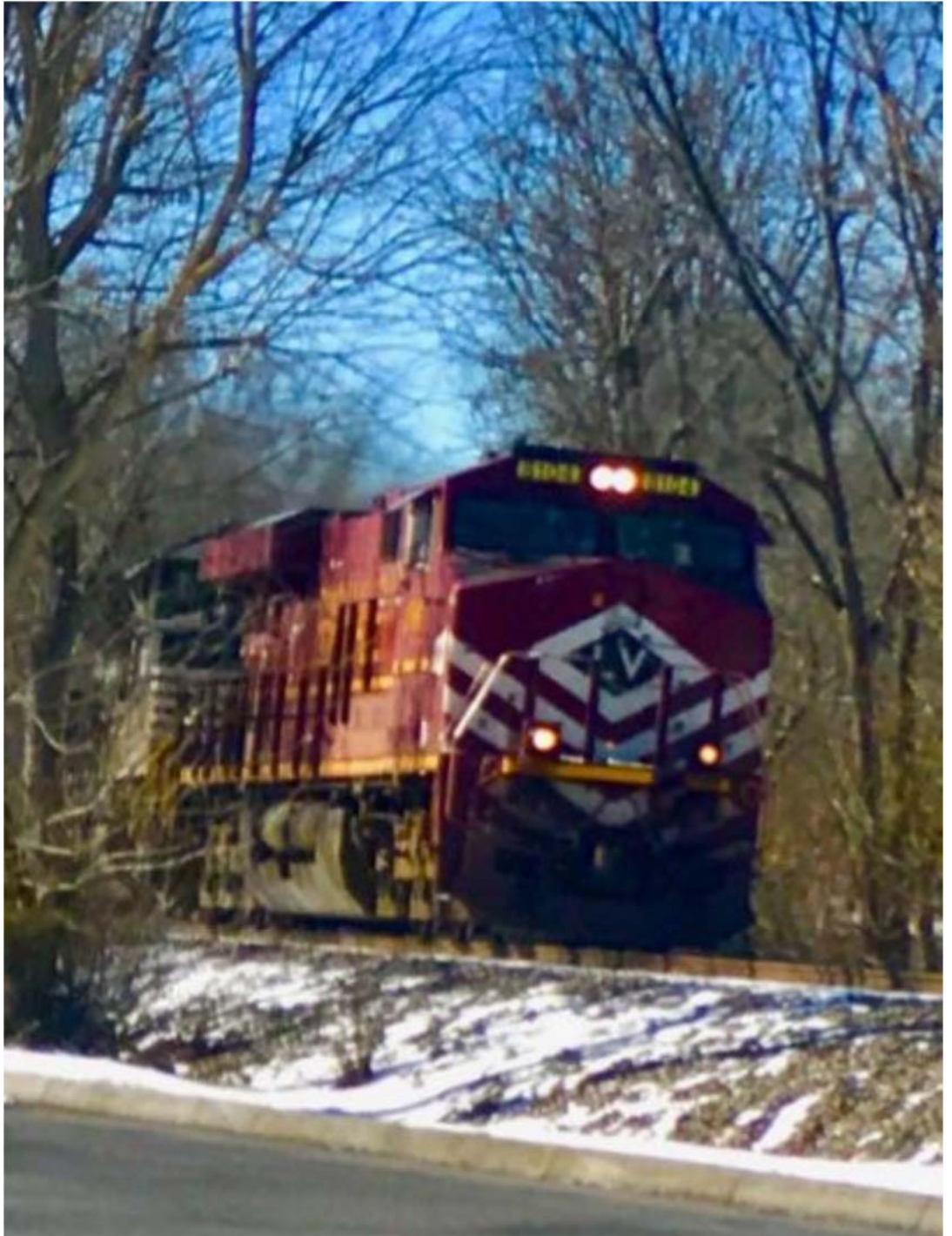
HOURS

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

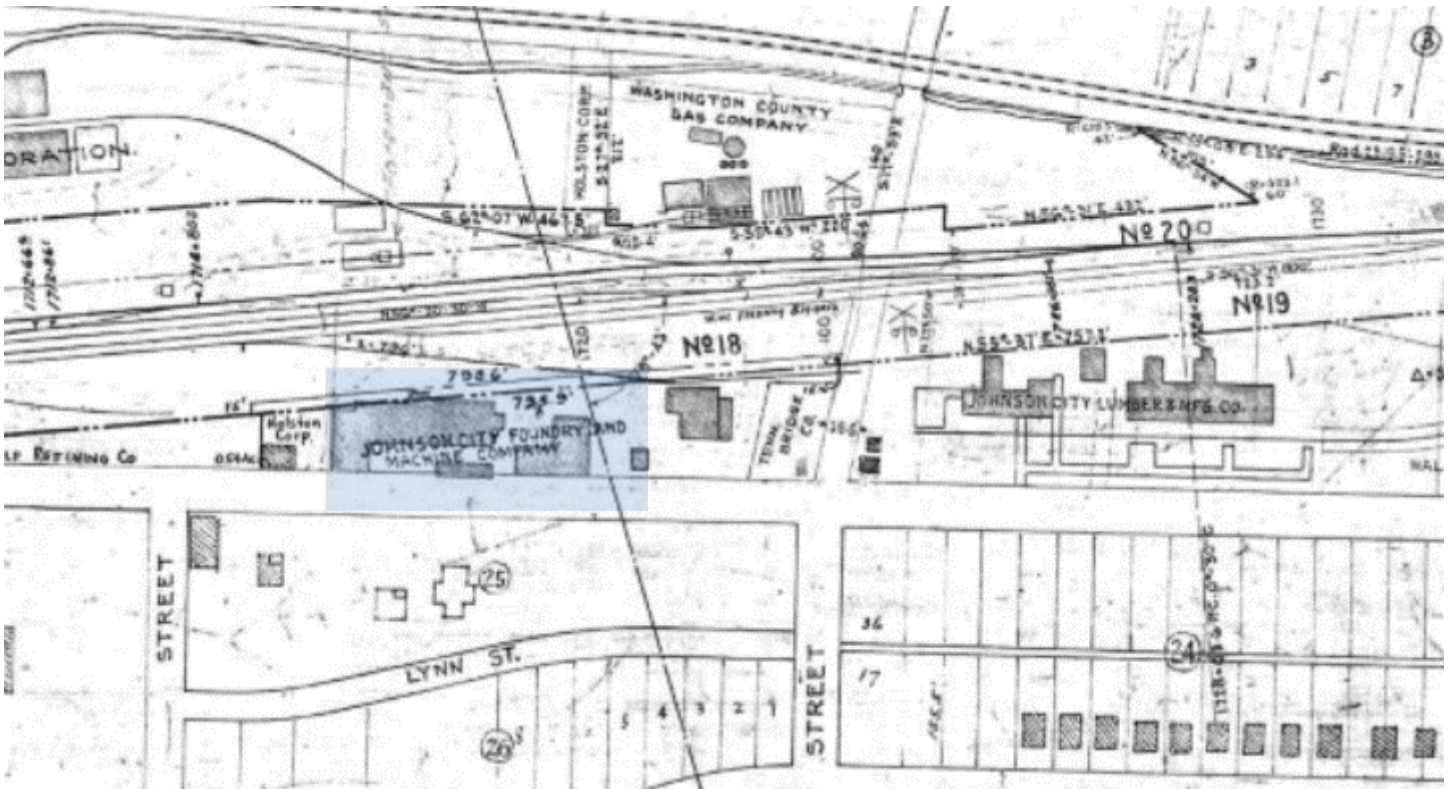
Brown Hall, Room 223,
ETSU Campus,
Johnson City, TN.,
Open House for viewing every Saturday from 10:00 am until 3:00 pm.

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

SPECIAL FOCUS THIS ISSUE JOHNSON CITY FOUNDRY & MACHINE WORKS



NORFOLK SOUTHERN'S HERITAGE UNIT 8104 "LEHIGH VALLEY" VISITS JOHNSON CITY IN JANUARY 2018



The JOHNSON CITY FOUNDRY AND MACHINE WORKS was located on the north side of Walnut west of the Model Mill and Johnson City Lumber & Manufacturing Company (see light blue highlighted area above).

JOHNSON CITY FOUNDRY AND MACHINE WORKS
CITY ONCE BOASTED OF TWO COMPETING FOUNDRIES
WITH SAME TWO FOUNDERS
FROM BOB COX'S YESTERYEAR
BCYESTREYEAR.COM

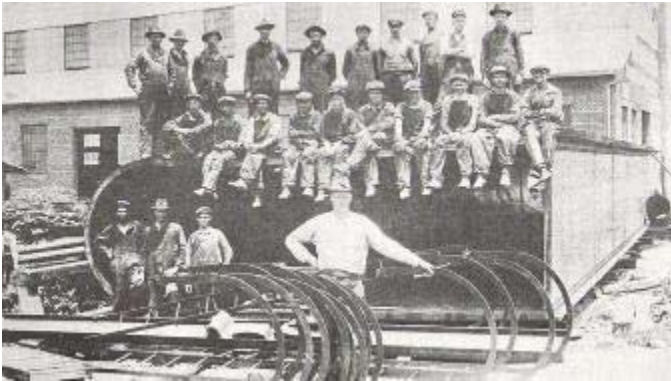


An early newspaper ad for the Johnson City Foundry and Machine Works circa 1900

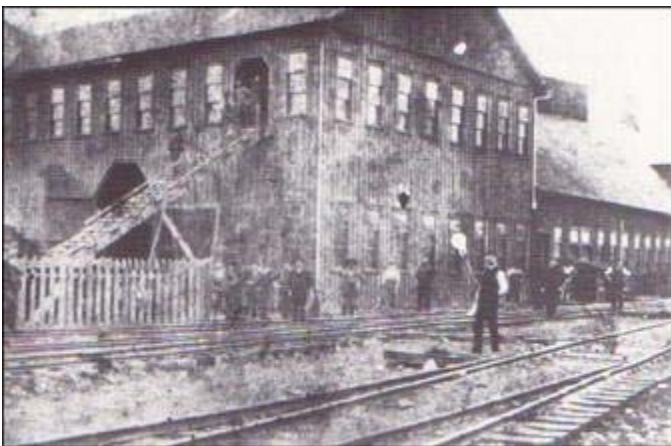
Johnson City once boasted of having two prominent and competing foundries. The Johnson City Foundry and Machine Works, Inc. (1883-1987) operated at 920 W. Walnut Street, the Inter-State Foundry and Machine Company (1924-early 1980s) at 343 Love Street. Ironically, the same two founders started both businesses

In 1963, JCF&MWI had the distinction of being the oldest industrial plant still operating in Johnson City. That year the company celebrated its 80th anniversary of the original company and the 17th anniversary of the new one. Its principal officers (and positions) were George H. McDowell (President-Treasurer), May A. Ross (later McDowell, Vice-President and Secretary), J. Frank Lamons (Sales Manager), R.O. Wood, Jr. (Chief Draftsman), Sabe W. Hawkins (Office Manager), Robert F. McNeil (Plant Superintendent), Willard McInturff (Foreman of Structural Steel Department), M. Guy Lane (Foreman of Ornamental and Light Steel Department), Vernon Eads (Foreman of the Foundry and Pattern Shop) and Gilbert Ingle (Foreman of the Machine Shop).

A foundry is defined as a business where metal is melted and poured into molds. The new venture formed in 1883 was initially known as the Miller and Crumley Foundry. It was situated on the tracks of the East Tennessee, Virginia and Georgia Railroad (later the Southern Railway). The Ash Street Courthouse would later occupy the site. Over years, the business would carry three names: Johnson City Foundry and Machine Works, Johnson City Foundry and Machine Company and Johnson City Foundry and Machine Works, Inc.



The next year, Colonel Thomas E. Matson purchased the Miller and Crumley Foundry and converted it into a large store and hollowware (hollow metal utensils) plant. Colonel Columbus Powell of Knoxville became a partner with Matson and the plant was incorporated with a capital of \$20,000. Matson served as president.



The company erected two buildings at the junction of the ET&V&G and ET&WNC railroads. One was a 5000 square foot two-story structure, the other a 12,500 one-story one. Matson acquired machinery for them from a firm in Philadelphia. Beginning in 1885, the Foundry repaired and rebuilt locomotives for the "Tweetsie" Railroad and specialized in custom ironwork.



In 1907, the plant was rebuilt on the western half of its Walnut Street property in order to make room for the expansion of the Clinchfield Railroad. The plant consisted of a machine shop, a foundry and a blacksmith shop. They provided service and repairs for the "Tweetsie" Railroad, which had just completed construction of a railroad line from Cranberry, North Carolina to Johnson City, Tennessee.



In 1914, the company faced a foreclosure crisis. Glen Setzer, a former machinist who received his apprenticeship at the plant and completed his training on the Southern Railway in Bristol, became manager of the organization. He successfully ran the Foundry until his death in 1935, when the job befell his widow.



The Foundry was a jobbing plant, meaning its products were mostly made to specific customer orders. The one exception was the standard veneer slicing machine used in the lumber and furniture manufacturing industries. George Sitton, an early plant manager, developed the device that initially bore the name, the Sitton Slicer. It later became known as the Johnson City Slicer after several improvements were made to it.

JOHNSON CITY FOUNDRY & MACHINE CO.

INCORPORATED

Manufacturers of Fire Hydrants, Iron Body Gate Valves and Fittings
Johnson City, Tenn.

JOHNSON CITY FIRE HYDRANT

A new and improved hydrant, designed to overcome the difficulties that have been troublesome to water works superintendents and fire chiefs.

Some of its important features are:

When subjected to sudden, heavy external impact, the resulting damage is limited to the replacement of inexpensive parts, that are quickly replaceable without flooding or inevitable confusion, and yet will withstand (without breaking) any shock that hydrants heretofore in use will endure without breaking.

Repairs can be made very quickly, and without the necessity of shutting off the main.

No digging is necessary to replace broken parts.

There is positively no danger of flooding with consequent loss of water.

The design is rugged and substantial with extra factor of safety for severe service.

Rapid and positive drain is accomplished by double-bushed outlets, drip valves are positive and automatic, non-corrodible and easily removed without digging up hydrant.

Simple in construction with dependable operating mechanism, operating stem in one piece, bronzed lined where it goes through the stuffing box and packing,



bronzed bushed stuffing box, bronze glands and bolts. Threads on the stem are above the stuffing box and packing and are never in contact with water, consequently lubricant is at all time retained on the operating threads.

Valve proper is kept tightly closed by water pressure alone, even should the barrel become broken off.

Hydrant barrel is extra large in size with nozzle curves of generous radius, thus limiting friction to a minimum.

Hydrant barrel is made in two sections, the upper section being designed breakable, easily removed and interchangeable.

Nozzles can be quickly rotated to any required position by unbolting top section of barrel and rotating as desired.

All internal parts that are subjected to wear may be easily removed through the hydrant top without digging.

All like parts are absolutely interchangeable, being made to jigs and gauges.

Hydrant bottoms are fitted with two lugs so that the leaded joint underground can be strapped to the main.

The Johnson City Hydrant is so designed as to be outstanding in the field and of most modern design in every detail.

GATE VALVES

We manufacture gate valves particularly designed for use in the water works and sewage treatment plants. The Johnson City A.W.W.A. valve follows the standard specifications of the American Water Works Association.

The business was always geared up to accepting new challenges to sustain or acquire new customers. That was never more important than when customers began asking for products fabricated from aluminum, a lighter metal. The company's responsiveness to change helped keep the foundry in operation throughout its long history. As early as 1943, the Aluminum Company of America became the Foundry's largest customer and continued to be so until the 1970s.

During World War II, the Johnson City Foundry became one of the nation's leading producers of military equipment and hardware. The company received the "Distinguished Army-Navy E Award" in 1943 as recognition for impressive production achievements. In March 1946, Mr. George McDowell became the company's president and treasurer. Mrs. McDowell was vice-president and general counsel. She was a sister of Mrs. Setzer and had worked at the company before becoming an attorney. George offered a concise explanation of the nature of their work by saying, "If it's made of iron or steel, draw a picture of it and we'll build it. As a matter of fact, you can now add brass or aluminum to that list."

According to McDowell, the reason the plant was able to operate for such a long time without specific products was because of the diversification of its manufacturing facilities and its highly skilled workforce, which enabled the plant to continue even during hard times.

Fierce competition and a profit squeeze made it essential that each department become sufficient in its operations. The constant improvement of facilities was another important factor in its success. The Company increased its plate storage and added cranes to improve the handling of metal products. It enlarged the Ornamental Shop, added several new machines and rearranged all departments for better flow of raw materials and final products.

JCF&MWI continued to expand under the leadership of the McDowells, filling a wide range of regional business and construction needs. It fabricated steel for small building projects and large construction jobs, such as 750 tons of steel supplied to East Tennessee State College for the building of Memorial Gymnasium. With the advent of aluminum manufacturing, the Foundry began moving away from cast iron and steel production.

During the early 1980s, the company soon fell prey to declining demands for aluminum castings, inflation and a gradual shrinking of the coal industry to which the company was a major supplier. In 1984, a Knoxville firm, Tenetek, bought the business, but it faced foreclosure in 1987. When the end finally came, approximately 133 employees from Tennessee, Virginia, and North Carolina were left without employment.

The Johnson City Foundry and Machine Works, Inc. had a 104-YEAR SUCCESSFUL REIGN IN JOHNSON CITY.

2018 CARTER RAILROAD MUSEUM'S HERITAGE DAY SEASON ON JANUARY 27 WITH NORTHEASTERN TRAINS

ETSU MUSEUM TO FEATURE EAST COAST RAILROADS FOR ITS 2018 INAUGURAL EVENT



PHOTO – Seen on the George L. Carter Railroad Museum's HO-scale layout, the New York Central's colorful "lightning stripes"

paint scheme was among the popular designs from the northeast in the past.

The first of this year's popular Heritage Days program at the George L Carter Railroad Museum will highlight the rail lines of the Northeast on January 27th. Located in the Campus Center Building of East Tennessee State University, this one-day event will showcase the history of the many lines that ran from Maine south to Maryland and west toward the Ohio River Valley and the Great Lakes.

This group is among the most popular even today, though nearly all have been conglomerated into today modern operations. Exclusive Pullman trains such as the Pennsylvania's Broadway Limited, B&O Capital, and the New York Central 20th Century Limited raced between New York and Chicago. Meanwhile, rapid handling of perishables and goods from points west and south into the populous northeast made long freight trains a frequent occurrence as well. Today, the hugely diverse mix of traffic that continues on today's Norfolk Southern, CSX and Amtrak operations.

'Corridors' were the multi-track infrastructure each line built and maintained.

"Even here in Tennessee, railfans and enthusiasts enjoy these particular operations from the past; they are that popular," says Geoff Stunkard, the coordinator of the museum's Heritage Days program. "They were filled with innovative equipment, beautiful colors, and excellent models exist of many examples from the past. This includes streamliners, locomotives, and special equipment, so there should be a lot for our visitors to see this month."

As always, volunteers from the Mountain Empire Model Railroaders club are heading up the effort for this day; joining them will be members from the George L. Carter Chapter of the National Railway Historical Society. Models of

these trains will run on the museum's 24x44 foot HO scale operation, while display cases will showcase the remainder of the exhibit.

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

RITTERLUMBER COMPANY CABOOSE
A SCRATCHBUILD BOBBER FORE THE "TWEETSIE" LAYOUT
CRAFTMANSHIP BY FRED ALSOP



The Ritter Lumber Company used several styles of cabin cars



Fred Alsop has spent the better part of January building one.



The company used a four-wheeled caboose in its NC operation



The caboose has been scratch built from basic line drawings...





Saturday February 3d the bobber made its maiden run



It looks pretty dang good at the end of a train!

SAFETY CONSCIOUS RAILFANNING LIFE SAVER NOTES

WHAT'S WRONG WITH THIS PICTURE



+So what's wrong with this picture? Every Bride and Groom want that unique wedding photograph following the wedding ceremony that says "this is who we are...." Or "we're dreaming that we are on the right track."

Most photographers will go along with the happy couple in selecting photo stops.... A garden here... a beach scene there... a famous fountain... historic steps... a stretch of railroad track... (oops! Hold that last shot location a moment).

A stretch of railroad track? Not safe at all. Trains are loud when standing near them, but with the right wind direction can be all but silent in their approach.

Given the 39 foot sections of rail, the photo to the right might have been taken on a stretch of abandoned track. This may have given the couple a false sense of security. The condition of the ballast, that absence of weeds, and the presence of an additional siding may well indicate a working section of track.

Finally it is illegal to trespass on railroad property. The March Issues of *TRAINS* magazine runs a major article on preventing "Death by Train" incidents, the majority of which involve trespass on railroad property.

FRITZ'S FILM – A CAB RIDE ON THE D&H STORY: GEOFF STUNKARD PHOTOS: FRITZ STUNKARD

My father's work in the chemical shipping business had benefits. One was some first-class treatment as a customer of the railroad on occasion, such as when the D&H was in its cab-unit revival of the 1970s. The road had become known for both its Baldwin Shark and Alco PA engines, which saw duty on both freights and occasional excursions when they had been retired everywhere else.

This particular trip was more than a simple cruise on a business car. Somehow, he was able to talk his way into a multi-mile cab-ride on one of the ex-ATSF Alco PAs that had repainted to D&H colors. As many know, when the fortunes

of the line turned sour, the four Alco passenger engines ended up being sold to a nationalized line in Mexico.

Two that survived that ordeal came back, one that has been restored to NKP Bluebird by Doyle McCormack while the second example, now in Frisco, Texas, will be restored to Santa Fe War-bonnets color for the Smithsonian Institution.

That is now, but back then #16, freshly-remotored by Morrison-Knudsen, was in service on The Adirondack; #16 is the engine McCormack saved. Let's ride...



Alco #16 coming toward the depot from the engine house. The engine was re-motored from its original powerplant to a later Alco 251V12 in 1974-75, just before this trip.



The rear of the train had a drumhead on it for The Adirondack.



Seen here with an RS3, the line relied on a number of non-GM engine combinations at this time, something that did not help it when trains needed repairs and parts were lacking.



The D&H went through rugged terrain on its way through New York State to the Canadian border and beyond, and steel bridges, hardrock tunnels, and curves abound.



Lake Champlain was a scenic highlight of the line, seen through the cab window...



... and part of that was the sheer rockface shelf on the other side that the railroad ran along to skirt the waterway.



From the cab, we can see the long hood as the train enters a short tunnel.



Back in the train itself, we are enjoying the scenery, but let's face it, the cab ride IS the way to travel!

MOUNTAIN EMPIRE MODEL RAILROADERS BUSINESS MEETING MINUTES JANUARY 23, 2018

DISPATCHERS NOTES:

Maintenance of Way crew of MEMR called at 18:30...seven present.

- Mtg proceeded with updates on crew sickness report, officers reports, which were approved, and the need for a Correspondence person as well as a Secretary were discussed.
- Reminders announced that prior to this year's meetings, group dinner will be at 5:00 p.m. at Portabellos in Kroger shopping center off State of Franklin should you desire to attend.
- Operating schedules will be changed to first Monday starting in March (so noted on calendar of events).
- **2018 Dues** are to be paid by **Jan 31** to keep your membership current.
- Jim Pahrns gave his report on the Christmas Party.
- Adding Cross-Overs was discussed to help with the operating issues.
- There was no coordinators meeting in January.

- *NOTICE: if you volunteer at the museum, you NEED to fill out the Official ETSU volunteer form for 2018...see Fred.*
- Roger Tinert gave report on upcoming train show and methods to improve were discussed including:
 - Timely notifications to model magazines
 - Local electronic billboards usage
 - Meet with city mayor to include in Blue Plum festival ads.

Th4e 2018 calendar was reviewed and updated.

M.o.W. meeting was closed at 19:30.

*** Next Meeting is February 20th. Hope to see you there.

Respectfully submitted
D.Q. Ramey

PAUL'S PICS PAGE THROUGH THE LENSE OF PAUL HAYNES PHOTOS COURTESY OF DWARF SIGNAL PRODUCTIONS



A Canadian National unit joins forces with a Thorough-bred NS stallion while passing through Johnson City.



Norfolk Southern Heritage Unit 8101 "Central of Georgia" pays its visit to thee Tri-City8 area in January 2018 as well



The heritage paint looks great in this roster shot by Paul



A Railfan special unit, Norfolk Western's "Binary Locomotive" 1100 (the sister unit is 1010... and there is olde "Bar Code" 1111)

MOUNTAIN EMPIRE MODEL RAILROADERS 2018 EVENTS CALENDAR

For the planning of the 2018 Calendar of Events for the MEMRR and the George L. Carter Railroad Museum. We realize that the listing is not inclusive as some unexpected opportunities for activities may occur and that some things may have been overlooked, and therefore, omitted. But, this should be a good start for planning our activities for the coming year. We look forward to having you with us for as many as of them as possible. For those planning to dine together prior to our business meetings we will be eating at **5:00 p.m.** at **Portobello's Restaurant** off State of Franklin in the Kroger Shopping Center near ETSU unless the group decides otherwise

January	2	Monthly operating session 5:30
	11	Coordinators Meeting, 6:00 room 235 Campus Center Bldg.
	16	MEMRR Business Meeting 6:30 ETSU Brown Hall, room 233
	27	Heritage Day: Vintage Northeast (NYC, PRR, B&O, etc.)
	31	Deadline for renewal of 2018 Dues
February	6	Monthly operating session 5:30
	8	Newsletter deadline for all materials to editor
	15	Coordinators Meeting, 6:00 room 235 Campus Center Building
	20	MEMRR Business Meeting 6:30 ETSU Brown Hall, room 233
March	24	Heritage Day: Industrial lines (logging, mixed trains, all eras)
	5	Monthly operation session 5:30 (note change to Monday)
	8	Newsletter deadline for all materials to editor
	15	Coordinators Meeting, 6:00 room 235 Campus Center Building
	20	MEMRR Business Meeting 6:30 ETSU Brown Hall, room 233
April	22	Spring Fling Social, Longhorn Steakhouse, Johnson City
	31	Heritage Day: Steam Up! All Steam
	2	Monthly operating session 5:30
	8	Newsletter deadline for all materials to editor
May	12	Coordinators Meeting, 6:00 room 235 Campus Center Building
	17	MEMRR Business Meeting 6:30 ETSU Brown Hall, room 233
	28	Heritage Day: Streamliners-Steam and Diesel passenger trains
	7	Monthly operating session 5:30
May	8	Newsletter deadline for all materials to editor
	10	Coordinators Meeting, 6:00 room 235 Campus Center Building
	15	MEMRR Business Meeting 6:30 ETSU Brown Hall, room 233

	26	Heritage Day: 50 years of Vintage all diesels 1925-1975
	30/31	Final request to members to help with the train show.
June	1-2	3 rd Annual Carter RR Museum Big Train Show
	1-3	30 th ET&WNC RR Historical Society Convention Co-Hosted by Carter RR Museum at the Carnegie Hotel, Johnson City, TN
	4	Monthly operating session 5:30 Cancelled
	8	Newsletter deadline for all materials to editor
	14	Coordinators Meeting, 6:00 room 235 Campus Center Building
	19	MEMRR Business Meeting 6:30 ETSU Brown Hall, room 233
	30	Heritage Day: Tri-Cities (vintage CRR, SOU, ET and modern NS, CSX)
July	2	Monthly operating session 5:30
	8	Newsletter deadline for all materials to editor
	12	Coordinators Meeting, 6:00 room 235 Campus Center Building
	17	MEMRR Business Meeting 6:30 ETSU Brown Hall, room 233 (picnic Planning for August or September)
	28	Heritage Day: Vintage Western (ATSF, UP, SP etc.)
August	6	Monthly operating session 5:30
	8	Newsletter deadline for all materials to editor
	16	Coordinators Meeting, 6:00 room 235 Campus Center Building
	21	MEMRR Business Meeting 6:30 ETSU Brown Hall, room 233
	25	Heritage Day: Vintage Midwestern (IC, WAB, NKP, etc.)
September	1-3	Carter Chapter Rail Labor Day Weekend to Elkins, WV
	8	Newsletter deadline for all materials to editor
	11	Monthly operating session 5:30
	13	Coordinators Meeting, 6:00 room 235 Campus Center Building
	18	MEMRR Business Meeting 6:30 ETSU Brown Hall, room 233
	29	Heritage Day: Appalachian Rails (L&N, N&W, C&O, IRR, etc.)
October	1	Monthly operating session 5:30
	8	Newsletter deadline for all materials to editor
	11	Coordinators Meeting, 6:00 room 235 Campus Center Building
	16	MEMRR Business Meeting 6:30 ETSU Brown Hall, room 233 (officer nominating committee formed); planning for the G.L. Carter RR Museum's 11 th Anniversary celebration.
	27	Heritage Day: Vintage Southern Lines (including Florida-SOU, SBD, ACL)
November		National Model Railroad Month
	5	Monthly operating session 5:30
	8	Newsletter deadline for all materials to editor
	15	Coordinators Meeting, 6:00 room 235 Campus Center Building
	17	National Take a Toy Train to Work Day
	17	11 th Anniversary George L. Carter Railroad Museum, ETSU
	20	MEMRR Business Meeting 6:30 ETSU Brown Hall, room 233; (2019 Officers elected; dues renewal for 2019 begins)
	24	Heritage Day: Clinchfield RR
December	3	Monthly operating session 5:30
	8	Newsletter deadline for all materials to editor
	14	Annual RR Museum Christmas Party (First Presbyterian Church, Jonesborough)
	29	Heritage Day: Vintage Fallen Flags (any line pre-1970 only)

TRAVELS WITH ROBERT
THE GENERAL MILLS CHEERIOS PLANT IN BUFFALO NY
 PHTOTS AND TEXT BY ROBERT SULLIVAN



Cheerios, first thing in the morning!

And yes, I am talking about the cereal! Imagine to my delight, the opportunity to not only haul freight, but also get to see live train switching right in front of my windshield... In Buffalo New York one morning, at the General Mills warehouse, a local CSX train came into view and took several rail cars to other locations nearby. AT the same time that this was happening, robots (a new technology) were loading boxes of cereal into the trailer that I was connected to!

Normally when I arrive at a shipper or receiver it's just semi tucks moving around. But, this time the action of CSX kept me glued to the windshield, waiting for more! Until next trip, hope you enjoy the photos.



THE EAST TENNESSEE & WESTERN NORTH CAROLINA R. R. CO.
 Voucher No. 57. February, 1903.
 TO W.M. Ritter Lumber Company, DR.
 Saginaw, N. C.
 Feb. 14, For 700' Pine Lumber, at \$10.00 \$ 7.00
 Certified by Geo. W. Hardin, Supt.
 Charge Maint of equip't, \$7.00
 Received _____ 190 , of the Treasurer of the East Tennessee & Western North Carolina Railroad Company, the above sum of Seven ⁰⁰/₁₀₀ Dollars.

1903 ET&WNC receipt of payment from W M Ritter Lumber Co.



**OPERATION
LIFESAVER®**

Look. Listen & Live

Photographers

Please stop putting clients and yourself in danger!



Railroad property, tracks, and equipment are private property.



Trains can't stop quickly to avoid collisions.



Never assume tracks are abandoned or inactive.



People in your community mimic your actions.

Responsible Photography Starts With You

Trespassing cost the lives of 442 people in 2012. Operation Lifesaver's mission is to end collisions, deaths and injuries at high-rail grade crossings and on rail property through a nationwide network of volunteers who work to educate people about rail safety. Join us.

www.oli.org



facebook.com/operation.lifesaver



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NOT A GOOD MONTH FOR AMTRAK
AMTRAK, CSX TRAIN COLLISION IN SOUTH CAROLINA
LEAVES 2 DEAD, OVER 100 INJURED, OFFICIALS SAY

Two Amtrak personnel were killed and over 100 others were injured when an Amtrak passenger train collided with a parked CSX freight train early Sunday just outside the capital of South Carolina, officials said.

The South Carolina Emergency Management Division said Amtrak 91 was traveling from New York to Miami when it collided with the CSX train in Cayce around 2:35 a.m.



"We have anywhere from scratches and bumps to more severe broken bones," Lexington County spokesman Harrison Cahill told reporters.

Amtrak said in a statement the train's lead engine derailed, as did some passenger cars that was carrying eight crew members and approximately 139 passengers on board. TV footage from the crash scene showed the aftermath of the collision, with the Amtrak engine on its side and its front crumpled.

South Carolina Gov. said the two people killed in the crash were Amtrak personnel and 116 people were taken to area hospitals.



"We've been to the scene and I would ask this is a Sunday, everyone go to church and say a prayer for these people involved," he told reporters.

A derailed Amtrak car can be seen up the tracks near a crossing after an early morning collision with a CSX freight train on Feb. 4, 2018 in Cayce, South Carolina.

A derailed Amtrak car can be seen up the tracks near a crossing after an early morning collision with a CSX freight train on Feb. 4, 2018 in Cayce, South Carolina.

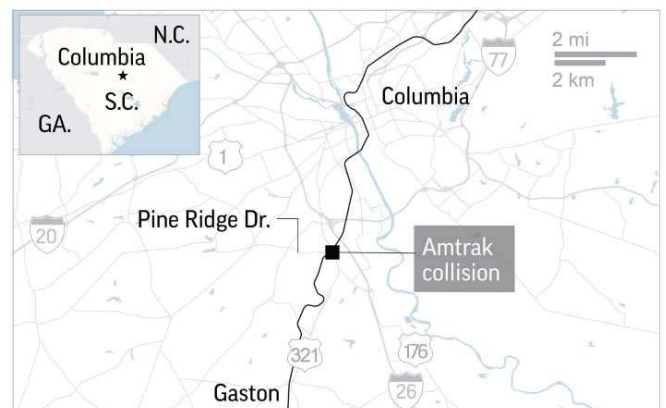


A State Trooper directs people away from the site of an early morning train crash, on, Feb. 4, in Cayce, SC. At least two Authorities investigate the scene of a fatal Amtrak train crash in Cayce, South Carolina, Sunday, Feb. 4, 2018. At least two were killed and dozens injured.

Authorities investigate the scene of a fatal Amtrak train crash in Cayce, South Carolina, Sunday, Feb. 4, 2018. At least two were killed and dozens injured. (Tim Dominick/The State via AP)

McMaster said the first engine of the freight train was "torn up," while the engine on the Amtrak train is "barely recognizable." The governor added that no one was on the CSX train at the time of the crash, and the Amtrak train was estimated to be going 59 mph.

"Two trains, that's as forceful as can get," he told reporters. Hospital officials told Fox News they have received nearly 90 patients from the crash, but most of which have been discharged already. Lexington Medical Center spokeswoman Jennifer Wilson said the facility received 27 patients from the crash, all of which had "minor injuries" and since been discharged.



SOURCES: Amtrak; Maps4News/HERE

AP

© Associated Press The crash happened around 2:45 a.m. near Cayce, South Carolina A spokesperson from Palmetto Health said they received 62 patients as a result of the crash at three of their facilities. The health care network said there are two patients that are expected to be admitted, but most are expected to be released after they are evaluated and treated.

"The thoughts of all our team members are with the family and friends of those injured in this accident," Palmetto Health spokesperson Tammie Epps said. "Palmetto Health is coordinating with local authorities, Amtrak and the American Red Cross to assist these families in any way possible."

No immediate information was available about the CSX train, but SCMED Public Information Officer Derrec Becker told reporters that officials are working to secure a fuel leak that resulted from the spill.

As of now, 5,000 gallons of diesel fuel has spilled and crews are trying to secure the leak, according to Becker.

"There is no danger to anyone in the nearby area of Lexington County," Becker told "FOX & friends Weekend."

The crash happened near a stretch of tracks by a rail yard about 10 miles south of Columbia, where several track spurs split off for freight cars to be unloaded.

Authorities said they haven't determined if both trains were moving or if the Amtrak train was diverted on to a side track. "It appears to me that the CSX was on the track it was supposed to be on, a switch track," the governor said. "They weren't supposed to be meeting like that, that's what it appears to me."

Amtrak said that anyone with questions regarding passengers on the train can contact them at 1-800-523-9101.

South Carolina's Red Cross chapter tweeted that emergency responders were at the scene. The people who weren't hurt were taken in patrol cars to a shelter, Lexington County Sheriff's spokesman Adam Myrick said.

"We know they are shaken up quite a bit. We know this is like nothing else they have ever been through. So we wanted to get them out of the cold, get them out of the weather - get them to a warm place," Myrick said.

The National Transportation Safety Board said it was launching a "Go Team" to investigate the deadly crash.

President Trump was briefed on the train accident and is receiving regular updates, according to Deputy White House Press Secretary Lindsay Walters.

"Our thoughts and prayers are with everyone that has been affected by this incident," Walters added.

This is the third Amtrak crash since December. On Dec. 18, an Amtrak train derailed in Washington state, killing three people and injuring dozens more. Just last week, one person in a truck died when an Amtrak crash carrying Republican members of Congress struck the vehicle at a crossing. Two other people in the vehicle were severely injured.

Fox News' Bryan Llenas, Lucas Tomlinson, Terace Garnier, and The Associated Press contributed to this report.

SEVERAL GOP MEMBERS WERE ON BOARD THE TRAIN THAT WAS ON ITS WAY TO WEST VIRGINIA FOR A GOP RETREAT.

BY [FEROZE DHANOA](#), PATCH NATIONAL STAFF | JAN 31



ALBEMARLE COUNTY, VA — An Amtrak train carrying Republican members of Congress to a party retreat crashed

into a truck Wednesday in Virginia, causing minor injuries onboard, killing one passenger on the truck and injuring the driver and a second passenger, according to authorities.

The White House said there were no serious injuries among members of Congress or their staff. Amtrak said two crew members and three passengers suffered minor injuries and were transported to a local hospital. Among the injured was a congressman from Minnesota who was checked out and discharged from a local hospital per standard concussion protocol.

Albemarle County Police identified the truck passenger who was killed as 28-year-old Christopher Foley. A second passenger was airlifted to the hospital in critical condition while the driver of the truck was transported via road in serious condition, police said.

The train crash happened west of Crozet, Virginia, about 15 miles from Charlottesville. The GOP retreat was scheduled to

take place at The Greenbrier in White Sulphur Springs, West Virginia. The annual event is scheduled to last three days and will feature speeches from Trump and Vice President Mike Pence.

Charter buses transported Republicans to the retreat. White Sulphur Springs is roughly a two-hour drive from Crozet.

At a press conference Wednesday night, the National Transportation Safety Board said a multi disciplinary team of experts would investigate the crash to understand what happened and why. The NTSB said it would be making recommendations based on the results of the investigation but would not speculate on the cause of the crash before the investigation was complete.

The NTSB said it did know whether the part of the track where the crash happened was equipped with positive train control or PTC but they suspected that it was not. The NTSB also said that if they were to find any information to suggest the crash was intentional, they would turn over the information to the FBI.



Lawmakers on board rendered aid to the injured on the truck and one representative administered CPR on the truck driver.

Sen. Jeff Flake, of Arizona, along with Sen. Bill Cassidy, of Louisiana and Rep. Brad Wenstrup, of Ohio, helped carry one truck passenger to an ambulance, The Washington Post reported. Rep. Barry Loudermilk, of Georgia, told the Post the lawmakers "literally pried open the doors and jumped off the train to assist those injured."

Rep. Roger Marshall, a Republican from Kansas who is also a doctor, performed CPR on the truck driver and helped two people in the truck who were transported to an ambulance, he wrote on Twitter.



Other lawmakers took to Twitter to offer their condolences and say that they were ok following the crash. Rep. Jason Lewis, a Republican from Minnesota, was checked out at the hospital for signs of a concussion.

In a statement, Amtrak said the train came in contact with another vehicle around 11:20 a.m.

"It is premature to offer specific comment about this incident, however, it is clear that accidents at rail crossings nationwide are far too common," Amtrak said in an updated statement Wednesday night. "This is an opportunity to remind everyone about the importance of exercising caution

around railroad rights-of-way. Amtrak continues to work closely with Operation Lifesaver to communicate the dangers of grade crossings. Each year, about 2,000 people are killed or injured in grade crossing and trespassing incidents nationwide."



Sen. Mike Lee, a Republican from Utah, told The Washington Post that the truck looked like it had been cut in half.

"We can see garbage strewn around and we can see the back half of the truck," Lee told the paper. "There was a feeling of an impact and you could feel we had hit something. It took us maybe a quarter mile to stop."

Rep. Carlos Curbelo, a Republican from Florida, said in an interview with MSNBC that there was a sudden impact, a loud noise and everyone was jolted.

"It was just uncomfortable for a few minutes and as we started realizing that everyone was OK I think that people started feeling better," Curbelo said.

NBC News reported that House Speaker Paul Ryan, who was on board the train, was not injured.

"Today's incident was a terrible tragedy," Ryan said in a statement on Twitter. "We are grateful for the first responders who rushed to the scene and we pray for the victims and their families. May they all be in our thoughts right now."

Sen. Majority Leader Mitch McConnell issued a statement on the crash, offering condolences to the victim's family, friends and coworkers

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

The recent cold and sometimes snowy weather is a brisk reminder that winter still has us in its grip. We have been lucky with the pattern of the snow falls that have not prevented us from keeping the Carter RR Museum open every Saturday since January of 2017. We continue to have lots of visitors with more than 130, plus more than 20 of our MEMRR members present for the January Heritage Day event.

Dues Renewal Time: As we move the days into February we passed the deadline for the renewal of our Mountain Empire Model Railroad membership dues and this means that this may be the last copy of *The Signal Bridge* you will be getting unless you get that renewal check to our treasurer, **Gary Emmert**. Traditionally, we also change the code on the outside door lock providing it only to those members who are paid up and in good standing for 2018 so that only they have 24/7 access to the model railroad galleries in the Carter Railroad Museum. Don't let this month go by without renewing your membership in this outstanding model railroad club with all its access to our railroad museum that is visited by so many each year.

Sick Bay: Several of our members are on their way to recovery from surgery or misfortunate timing that took them out of our company for a while. We look forward to having **John Edwards, Mike Buster, Bill Beagen** and others who may

be ill back with us as soon as they can make it. You are always in our thoughts and we miss your comradery.

Library Donation: The museum library is the recipient of a most generous gift of more than 1,400 railroad-themed books, the majority of them hard-backed books in mint condition, donated by **Charles Ken Marsh** of Kingsport. **Gary Emmert** and **Bob Jones** will be inventorying them over the next number of weeks and getting them ready to join the more than 1,100 volumes already housed in the Carter RR Museum Library. It took two trips on two different days to bring them to our storage area at ETSU's Valleybrook facility and a lot of work by **Gary Emmert, Roger Teinert, Mike Baker, Ken Harmon, Paul Haynes, Sean Dunn, and Fred** to get them from Ken's upstairs library to our storage area. Thank you fellows for all your help with the packing and heavy lifting, some of it on a rainy Sunday, to get the job done, (and forgive me if I did not recognize anyone who helped us by omitting your name from the list acknowledged above). Some of these volumes will be duplicates of holdings we already have catalogued in our library and they will be made available for sale to MEMRR and Carter Chapter NRHS members before any others. When we have been able to inventory and crosschecked with our current holdings we will make everyone aware of what titles may be available; but it will take a while to get to this point.

2018 Calendar: As is our recent custom, we used the January meeting to create our calendar of events for the coming year and you can find it on the MEMRR website (memrr.org) on in the pages of this newsletter. The calendar lists most of the events that will happen during 2018 with the understanding that some things may occur that we have not considered, but will incorporate into the list of activities we can look forward to participating in. Check it out for meeting dates, social events, Heritage Day events, special reasons for celebrations, and much more. If you find omissions, have suggestions for additional activities, or just have questions please contact me.

Operations Night: For several months now a small group of MEMRR members have been using the first Tuesday of the month to get together at the Carter RR Museum to have a train operations night on the MEMRR HO scale layout. This involves operations on the layout modeled after the day-to-day operations of prototype railroads with different members being assigned different jobs from engineers to control tower dispatchers. Trains are dispatched on schedules and have to complete their assignments on time and in the correct locations under train orders and operated by a fast clock. Some work to make up trains in the big yard. The tasks can be “tasking” with real pressures on train crews to do their jobs and deliver their cargos to the right customers while keeping on schedule and operating their miniature consists safely. The group has begun planning for better, more efficient and more realistic operations with a proposal to some module owners, and to the MEMRR club on some club-owned modules, for changes in some track configurations, especially for the addition and replacement of some crossovers and turnouts. These requests for change will have to be approved by the “property owners” and the club will have to entertain some motions for these proposals and for financing in the weeks to come. Some plans for additional trackage on portable modules to be placed outside the HO layout on operations nights only are also in the works that will provide an opportunity for others to build a module to expand the layout for these sessions. In an effort to include more members in these operation nights the group is planning to move the monthly evening session to the first Monday night of the month beginning in March.

February Heritage Day: Saturday, February 24 is our next Heritage Day Event and our Heritage Day Event Coordinator, **Geoff Stunkard**, brings back a popular theme that features “*Industrial Lines: logging railroads, mixed trains, all eras*”. Get your special little work trains together and bring them to

the Carter Railroad Museum for this special event. With the possibility of a gaggle of shays, heislars, and climaxes on the rails some to the movements will be so slow the laps around the layout may be timed using a calendar. With the potential for a variety of steam and diesel locomotives spanning lots of time periods this should be a fun day for members and visitors alike.

Secretary Needed: We completed our full slate of officers for 2018 in November with the election of those willing members provided by our Nominating Committee. Our secretary from 2017, **Gregg Mundkowsky**, was reelected to this important post for a second term. Since November Gregg has taken employment with a firm that requires him to work at night and, thus, prevents him from regular attendance at our business meetings on 3rd Tuesdays and from recording our minutes of these meetings and for the monthly Coordinators Meetings. We have had volunteers filling in as needed in Gregg’s absence but we desperately need for some one of our members to step forward and complete Gregg’s term as secretary for the remainder of the year through our 2018 November officer elections. Taking the minutes of these two meetings is the principal job of the secretary who then transcribes them into a word document to be sent to our newsletter editor. Please consider helping your club in this way by contacting me and volunteering for this critical post in the MEMRR. Like the old Uncle Sam poster from the last century, “**WE NEED YOU!**”

The club and the Railroad Museum are off to a good 2018 start. We have a lot of activity at the museum and much of it centers around the MEMRR and our HO Scale layout. It is the showcase for the Heritage Day Events and is very popular with our visitors. We continue to have 75 to 100+ visitors on most Saturdays and more than 20 of our MEMRR members operating the layouts, working on some of the layouts, and helping our visitors enjoy the museum and answering their many questions about railroads and model railroading.

It’s going to be another good year for the Mountain Empire Model Railroaders and the G. L. Carter Railroad Museum that we call home. Here 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

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	SOLD FOR
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	
Chesapeake & Ohio H7 Series	Thomas W. Dixon, Jr.	\$5.00	Sold
When The Railroad Leaves Town	Joseph P Schwieterman	\$10.00	
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	\$10.00	
Railroad Artistry Of Howard Fogg	Ronald C. Hill & Al Chione	\$30.00	
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	
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	
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	\$10.00	
Portrait Of The Rails From Steam To Diesel	Don Ball, Jr.	\$15.00	
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 Narrow Gauge Railroads In Colorado Since 1870	Bill Yenne	\$10.00	
High Iron A Book Of Trains	Frederic Shaw	\$15.00	
North American Steam Locomotive Builders	Lucius Beebe	\$10.00	
Trains Tresties & Tunnels	Harold Davies	\$40.00	
Makin' Tracks	Lou Harshaw	\$5.00	
Cincinnati Union Terminal	Lynne Rhodes & Kenneth E. Voss	\$15.00	
Pa4 Locomotive	Linda C. Rose Production Manager	\$10.00	
The Age Of Steam	Norman E. Anderson & C. G. Macdermot	\$15.00	
The Southern Railway Handbook	Lucius Beebe & Charles Clegg	\$10.00	
Career Of A Champion First GG1	Aubrey Willey And Conley Wallace	\$10.00	
Classic Trains	Frederic H. Abendschein & Dan Cupper	\$10.00	
A Century Of LIONEL Timeless Toy Trains	Hans Halberstandt	\$10.00	
ALL ABOARD The Golden Age Of Rail Travel	Dan Ponzol	\$20.00	
The Steam Locomotive	Bill Yenne	\$12.00	
Colorado Memories Of Narrow Gauge Circle	Jim Boyd	\$15.00	
Tweetsie {The Blue Ridge Stemwinder}	John Krause And Ross Grenard	\$10.00	
Playing With Trains	Julian Scheer And Elizabeth Mcd. Black	\$15.00	
A History Of Railroading In Western North Carolina	Sam Posey	\$15.00	
Extra South	Cary Franklin Poole	\$10.00	
The Remarkable Gg1	H. Reid	\$5.00	
Rails Through Dixie	Karl R. Zimmermann	\$5.00	
The Great Trains	John Krause With H. Reid	\$10.00	
Steam Steel And Stars	Edita Lausanne	\$15.00	
Ghost Railroads Of Tennessee	O. Winston Link	\$15.00	
Ghost Railroads Of Kentucky	Elmer G. Sulzer	\$15.00	
The Pennsylvania Railroad	Elmer G. Sulzer	\$15.00	
Hear The Train Blow	Edwin P. Alexander	\$20.00	
Railroads Of The Black Hills	Beebe & Clegg	\$10.00	
Logging Railroads Of The West	Mildred Fielder	\$10.00	
Nashville, Chattanooga & St. Louis	Kramer Adams	\$10.00	
Louisville & Nashville Steam Locomotives	Richard E. Prince	\$15.00	
	Richard E. Prince	\$15.00	

MODEL RAILROADERS

MARCH OPERATING SESSION

MONDAY, March 5th, 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 – **MARCH 5th** - Mountain Empire Model Railroaders will sponsor an Operating Session at the George L Carter Railroad Museum. Club members will use the MEMRR Club HO layout in the Fred Alsop Gallery along with club locomotives and rolling stock.

Those attending will be randomly assigned job duties including:

Dispatcher/Trainmaster

Engineer/Conductor Brakeman

Hostler

Assignments will include:

Classification Yard

Steam Facilities and Roundhouse

Passenger Trains

Mixed Trains

Diesel Facilities and Transfer Table

Local Switcher

Priority Trains

Radios and headsets will be used for communications using everyday language. Simplified train orders will govern train operations.

PLAN ON JOINING THE FUN

PREREGISTGERING IS NOT REQUIRED

BUT LET US KNOW IF YOU PLAN TO ATTEND

A REMINDER
IT'S THE END OF THE DUES YEAR
YOUR 24/7 ACCESS CHANGES FEBRUARY 1ST



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

CELEBRATING 25 YEARS OF MODEL RAILROADING