



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB

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CLUB OFFICERS

President:

Fred Alsop

ALSOPF@mail.etsu.edu

Vice-President

John Carter

carterjohn92@gmail.com

Treasurer:

Gary Emmert

jbox1015@comcast.net

Secretary:

Greg Mundkowsky

fleetsaylor1981@yahoo.com

Newsletter Editor:

Ted Bleck-Doran

Ted_mary@memrr.org

Webmasters:

Logan Heaton

Ben Merritt

Bob Jones

bobjonesmemrr@gmail.com



LOCATION

ETSU Campus
George L. Carter
Railroad Museum

HOURS

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

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

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

SPECIAL FOCUS THIS ISSUE

MEMBERSHIP



UNION PACIFIC #4300 CROSSES THE ENTRANCE TO THE JAMES H QUILLN VA MEDICAL CENTER IN JOHNSON CITY IN JANUARY 2018 - PHOTO COURTESY OF PAUL HAYNES

MEMBERSHIP CHANGES

OLD AND NEW

IN MEMORIAM LARRY FRASER



It is with heavy heart that we report the passing of a long time member, Larry Fraser. Larry passed from this earth on Friday, February 9, 2018, after an extended illness. He will surely be missed by his wife, Jane, his sons, Mark and Michael, his grandchildren, his great grandchildren, his extended family, close friends, and Mountain Empire Modular R.R. family.

No formal viewing was held per Larry's wishes.

Graveside services was held at 1:00 P.M. on March 2nd at the V.A. Cemetery in Johnson City where anyone wishing to attend may meet

Editors' Note:

Larry will be long remembered for his modules (now owned by Roger Tienert. They included a slaughter house and cold storage unit, a working oil well head, and set of stock pens. The cattle awaiting their fate of course had to be given voice. With the installation of a sound card the cattle would be heard during Saturday open houses whenever Larry was there. They lowing sounds werer anything but soothing. Soon someone would chant Wagner's "Song of the Valkyries" to the words: "Kill the Cattle... Kill the Cattle..."

Another memorable moment with Larry was a clinic he presented on creating mortar lines on molded plastic structures. He demonstrated the use of a gallon of plain ceiling white paint which he applied quite liberally to a building side piece. He waited a few minutes for the paint to start setting. Then he used a damp scrap of cloth to wipe ... and wiped ... and wiped the excess paint of the surface. But hey, it worked.

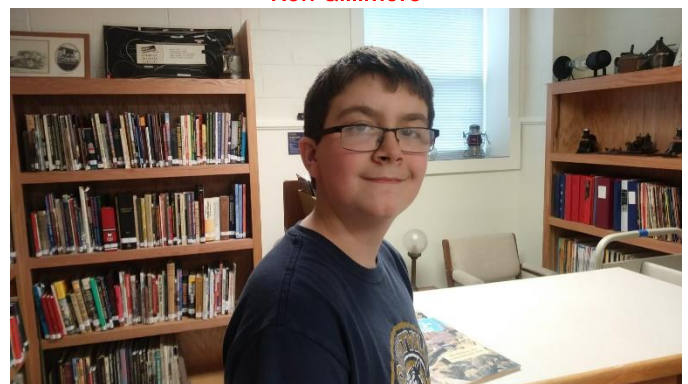
NEW MEMBERS FOR FEBRUARY



Bill Smith



Ron Gillimore



Chance Whitlock



Carol Sykes

(no photo at time of publication)

Conely Peters

February was an active month for membership growth with 7 people joining the MEMRR family.

Joining the crew are:

- Bill Smith (Bill is an avid HOn3 modeler with lots of Western USA logging and mining knowledge;
- Ron Gillimore (Ron is an HO modeler with a fondness for the N&W; he comes with considerable railroad experience have worked for CSX and presently works for Appalachian Rail Service in the Holston-Bristol area; the service repairs relines and cleans tank cars; he has also been a vendor at regional train shows;
- Chance Whitlock and his mother Carol joined as a family unit; Chance is a thorough in and out railfan with interest in Amtrak; he model in O-gauge and has a Lionel based layout; he is 12 and has been sponsored as a youth member;
- The Underwoods: Carol, Mark and Luke have also joined as a family unit; model railroading is truly a family interest. Carol is the artist of the family and is interested in the fine arts aspects of scenery and backdrops; Mark and Luke have interests that span the multitude of skills inherent in the hobby.
- Ed Wilson joined MEMRR in March so he is our newest member. He has joined as a ETSU student. His interests in railroading include the heritage lines which served the Tri-Cities region.



Kathy, Luke, and Mark Underwood



Ed Wilson

(no photo at time of publication)

Paul Marcum

ANNUAL MEMRR "SPRING FLING"

The George L. Carter Railroad Museum will hold its "SPRING FLING" on Thursday, March 22, 2018 at 7PM at the LONGHORN STEAKHOUSE in JC. Please sign up any Saturday between 10 AM & 3 PM or you may call Jim Pahris, 753-8045 or email him at pahrisj@comcast.net until March 17th.

PAUL'S PICS PAGES

PHOTOS THROUGH THE LENSE OF PAUL HAYNES

COURTESY OF DWARF SIGNAL PRODUCTIONS



ET RY SWITCHING IN JOHNSON CITY TN



The late afternoon shadows made for some interesting lighting. 22-A was westbound through J C this afternoon after a meet in Piney Flats with eastbound 23-G, both of which were stack trains. I took these at mp27, just past the State of Franklin overpass.



23-G, an eastbound stack train passed over the grade crossing just south of the State of Franklin overpass with a very faded UP locos on point with an NS loco trailing, and a UP loco as a mid-train DPU. Photos 6-ff



Temps warmed up into the 50's today, with high thin clouds, and sunny. Great weather for getting a few photos of NS westbound # 165 rolling by Yee Haw (former ET&WNC/Southern RY depot). There were about two dozen or so fallen flags in the consist. The last photo was a loaded flat with rolled steel bar stock.f

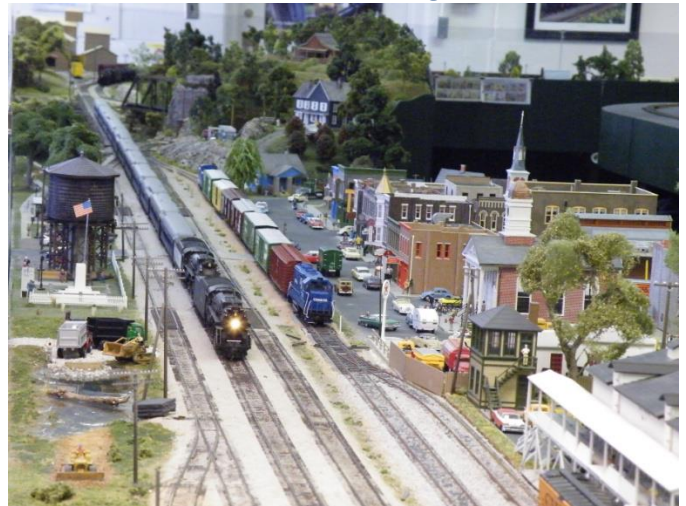


West bound 22-A rolled by the Chuckey depot shortly after 4:00 PM this afternoon. UP # 8946 led two NS thoroughbreds, #'s 8449, and 3643 with a short stack train in tow. Today turned out pretty decent weather wise, and the temps were rather comfortable considering what we have had the past week or so.



MIRRORING THE PROTOTYPE MODELING THE REAL WRK IN 1:87 SCALE

I was surfing the web a while back and tripped across the photo to the left. It's of the BNSF mainline out west. It has a de javeu feeling so I went back to the December 2012 issue of *THE SIGNAL BRIDGE* and came across the photo below. A quick comparison of the two would suggest we captured the feel of a heavily trafficked mainline. With the addition of the proposed installation of several cross-overs the scene should be even more convincing.



DISPATCHERS NOTES:

February 20, 2018

BUSINESS OPERATIONS CREW OF MEMR CALLED AT 18:30...15 PRESENT

Mtg proceeded with updates on crew:

- New members introduced were Mr Bill Smith (Hon3 logging) and Larry Jackson (HO scale). Three new members also joined last weekend.
- Sick List, Includes John Edwards and Mike Buster. We certainly hope these members can once again rejoin us at the club soon. Get well quick guys.

OFFICERS REPORTS

- **Secretary, Treasurer, Newsletter Editor reports**, which were approved, were discussed
- **Vice Presidents report:** John stated next month's program will be "Graffiti" by Ted. If you have a program you would like to submit, please see John.
- **Presidents report:**
 - Due to a previous incident, Accident report forms are now kept in the file cabinets at the museum. Should an accident occur, please make sure that a report is completed as soon as possible.
 - **NOTICE: if you volunteer at the museum, you NEED to fill out the Official ETSU volunteer form for 2018...see Fred.**
 - **Parking passes for this year are now available.**

- ETSU Humanity Bldg did not make budget inclusion.
- MEMR & GLCRRM pins are being distributed.

OLD BUSINESS

- 2018 Dues are now past due, lock box code has been changed. Time to renew if you haven't already.
- Operating schedules have been changed to first Monday of the month
- A building tour with Dianna Carter was held on Monday Feb, 26. Report forthcoming.
- Jim Pahrís reported on the Spring Fling at the Longhorn Steakhouse on Thursday, March 22 at 7:00 p.m. See Jim and make plans to attend. Also Jim reported club had not officially voted on Christmas Party location. Vote taken. Party will be in Jonesborough as last year.
- Roger gave an update on the upcoming Train Show.
 - Motion was made that MEMR members sale tables cost will be \$15.00, discussion on this resulted in motion passing. If you want a table at the Train Show in June your cost will be \$15.00

NEW BUSINESS

- February 24th Heritage Day Industrial, Logging and mixed trains
- Results of Feb Coordinators meeting will be in March Signal Bridge. March coordinators meeting will be March 15, @ 6:00 pm in the Campus Center Bldg, Room 235.
- Youth Members (17 years of age & younger) and Vetting. Youth members are to operate on the MEMR layout only with their sponsor present. A discussion on these topics was held and further clarifications are forthcoming.

- March Saturday Volunteer list was compiled.

With nothing further, Business meeting was closed at 20:30.

*** Next Meeting is March 20th, 6:30 pm, Brown Hall, room 223. Hope to see you there.

Respectfully submitted
D.Q. Ramey

SECOND STEP TO RAIL SERVICE FOR BRISTOL

DAVID MCGEE | BRISTOL HERALD COURIER

Feb 28, 2018 Updated Mar 1, 2018



The Bristol Virginia and Washington County joint Industrial Development Authority held a joint meeting on Wednesday to discuss updates on rail service to southwest Virginia. Pictured, Amtrak conductor N. Morrison waits for passengers to board the train at the Lynchburg stop on Tuesday morning, Oct. 31, 2017.
ERICA YOON | The Roanoke Times

BRISTOL, Va. — An international design and consulting firm is beginning to assess the potential economic impact of extending passenger rail service to Bristol.

AECOM, which is headquartered in Los Angeles but has offices in Arlington, Virginia, and around the world, was selected to conduct the study — the second of three required if the Twin City is to ultimately secure passenger rail service. A local rail coalition has been working for years to convince Amtrak to extend service from Roanoke to Bristol and

previously teamed with the Community Transportation Association of America, a Washington, D.C.-based organization that promotes mass transportation. CTAA created the request for proposals issued for the study and is a contracted partner in the study process.

Attempts to speak with CTAA Wednesday were unsuccessful. Last year, Amtrak's ridership study forecast an 11 percent increase in passengers coming to Bristol from Roanoke and

beyond, along with an accompanying 17 percent increase in revenue.

The current study is to ascertain how passenger service could impact the Twin City and the greater region.

“There were two really strong frontrunners,” Bart Poe, the city’s interim economic development director, said Wednesday. “AECOM said, ‘If it’s bad, we’ll say it’s bad,’ and there was a consensus we needed that. ... They’ve done similar things in the past, and they have a really good relationship with Amtrak.”

AECOM’s study will cost about \$160,000 and is expected to be completed by Aug. 31. The company was one of six firms to submit a proposal and was the coalition’s unanimous selection.

The study is funded by the Virginia Tobacco Commission, Appalachian Regional Commission and CTA, which received support from the U.S. Department of Agriculture.

AECOM recently met with members of the local rail coalition and other interested parties.

“Right now, it’s all information-gathering,” said Ellen Tolton, the city’s Community Development Block Grant coordinator and enterprise zone administrator. “They’ll make at least two or three more trips here.”

The comprehensive study is expected to review prior research; communicate with stakeholders; assess economic impact of Amtrak service in Roanoke and Lynchburg; survey Amtrak passengers; project economic benefits to Twin City residents, businesses and institutions; project impact on tourism; estimate financial impact and job creation supported by rail service; and estimate impact of reducing traffic on Interstate 81.

The third study, funded by the state, would weigh cost-benefit ratios. The Virginia Department of Rail and Public Transportation previously earmarked funds in next year’s budget to conduct the cost analysis of the Bristol extension, state officials previously said.

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 Steel Rails To The Sunrise	James A Goforth Ron Ziel & George Foster	\$15.00 \$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	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 & Tunnels	Lou Harshaw	\$5.00	
Makin' Tracks	Lynne Rhodes & Kenneth E. Voss	\$15.00	
Cincinnati Union Terminal	Linda C. Rose Production Manager	\$10.00	
Pa4 Locomotive	Norman E. Anderson & C. G. Macdermot	\$15.00	
The Age Of Steam	Lucius Beebe & Charles Clegg	\$10.00	
The Southern Railway Handbook	Aubrey Willey And Conley Wallace	\$10.00	
Career Of A Champion First GG1	Frederic H. Abendschein & Dan Cupper	\$10.00	
Classic Trains	Hans Halberstandt	\$10.00	
A Century Of LIONEL Timeless Toy Trains	Dan Ponzol	\$20.00	
ALL ABOARD The Golden Age Of Rail Travel	Bill Yenne	\$12.00	
The Steam Locomotive	Jim Boyd	\$15.00	

Colorado Memories Of Narrow Gauge Circle	John Krause And Ross Grenard	\$10.00	
Tweetsie (The Blue Ridge Stemwinder)	Julian Scheer And Elizabeth Mcd. Black	\$15.00	
Playing With Trains	Sam Posey	\$15.00	
A History Of Railroading In Western North Carolina	Cary Franklin Poole	\$10.00	
Extra South	H. Reid	\$5.00	
The Remarkable Gg1	Karl R. Zimmermann	\$5.00	
Rails Through Dixie	John Krause With H. Reid	\$10.00	
The Great Trains	Edita Lausanne	\$15.00	
Steam Steel And Stars	O. Winston Link	\$15.00	
Ghost Railroads Of Tennessee	Elmer G. Sulzer	\$15.00	
Ghost Railroads Of Kentucky	Elmer G. Sulzer	\$15.00	
The Pennsylvania Railroad	Edwin P. Alexander	\$20.00	
Hear The Train Blow	Beebe & Clegg	\$10.00	
Railroads Of The Black Hills	Mildred Fielder	\$10.00	
Logging Railroads Of The West	Kramer Adams	\$10.00	
Nashville, Chattanooga & St. Louis	Richard E. Prince	\$15.00	
Louisville & Nashville Steam Locomotives	Richard E. Prince	\$15.00	

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

We were reminded it is still winter by a cold blast and snow in the mountains the first full week of March, but there are still signs of spring just around the corner with the blooming flowers in my yard, the full blossoming of the Bradford pear trees, and the new leaves on the weeping willows. As the days continue to get longer I know that the season is transitioning as it is almost daylight when I head to work in the mornings and the sky is staying lighter longer in the evenings. The coming of Daylight Savings Time this weekend will set our clocks ahead and I will be going to work at the university in the darkness a while longer.

Welcome New Members:

Ron Gillimore, Bill Smith, Chance Whitlock, Carol Sykes, Kathy, Luke, and Mark Underwood, William Pollard, Alan Bowers, and Ed Wilson are among our newest members and I know our current members will welcome them into the MEMRR and the Carter Railroad Museum and we will soon become friends in the hobby of model railroading. The vast majority of our former members have rejoined including some who we had not seen for a while and are happy to have back including **Larry Jackson** and **Cody Cagle**. We value all our members for their interest in the hobby and for their expertise, talents, knowledge and warm friendship. Once

more the membership role for the MEMRR stands at more than 100 paid members for the current year. Thank you for continuing your membership and for all you do for the MEMRR and for the Carter RR Museum.

Passing of Larry Fraser:

We were saddened to learn of the passing of long-time MEMRR member and our friend, Larry Fraser. Larry died after a long illness on February 9, 2018 and several of us attended his military funeral with honors on March 2nd. Larry was a former module owner (3 modules) and a welcomed fixture at the museum for many years and all who knew him will miss his ready smile and cantankerous wit.

Secretary Needed:

When we had our officer elections in November our current secretary at the time, **Gregg Mundkowsky** agreed to continue in that important role for the club, but only until we could find someone to replace him (something the Nominating Committee was not able to do) because of new employment he had taken that would prevent him from attending many of the meetings. Several months have now passed and no one has stepped forward to take on this position and Gregg has not been able to continue it. **Members, we find**

ourselves without a secretary and we need for someone to step up and at least complete Gregg's term to November 2018.

PLEASE VOLUNTEER AS THE MEMRR NEEDS A SECRETARY!!



Frank Fezzie inspects the space that might become available to house the museum in the event of a move

25th & 10th Anniversary Pins:

Some of you are members of the MEMRR members **your free anniversary pins are available** to you the next time you visit the Carter RR Museum. You are also a Chapter affiliated with the George L. Carter Railroad Museum and we have a pin for you commemorating the museum's 10th anniversary. Just ask **Jim Pahr** or **Gary Emmert** for one and they will be happy to provide it to you. You will have to pick it up, or arrange for a member to bring it to you, because we don't have the funds/time/volunteers to mail them to you. It is a very attractive pin and you will be proud to wear it.

Spring Fling:

Our Annual Spring Fling is set for **Thursday, March 22, at 7:00 p.m.** at the Longhorn Steak House in Johnson City. This is our first social event for 2018 and we welcome all members and their spouse/significant others (no children please) to come and enjoy the evening of good food and interesting conversation with us. We will be ordering from the menu and it is "Dutch Treat", so spend all you want on yourself. The restaurant would like to have an estimate of how many may be attending so please sign up any Saturday at the RR Museum between 10 & 3, or you may call **Jim Pahr**, (423)753-8045, or email him at pahrjsj@comcast.net until March 17th. I am looking forward to seeing you all there for a really good evening.

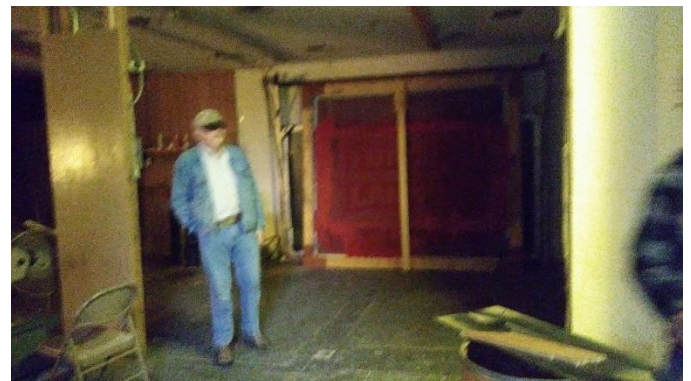
Train Show:

The Train Show Committee, chaired by **Roger Teinert**, has continued to meet and plan monthly for the June 1-2 event in the ETSU Memorial Center (Mini-Dome). All committee meetings are open to all members so feel free to drop by on the 3rd Monday at 5 p.m. at Portobellos Restaurant in the Kroger Shopping Plaza. We have had two recent meeting with Johnson City Administrators including **Vice-Mayor Jenny Brock** that have been most productive and exciting. We are beginning to work together to promote the Train Show in

ways to let as many people in the region know about it with the hopes the attendance will continue to grow. These city leaders are working on marketing plans with our committee and the university to make this show a well-publicized event. Don't forget the dates and plan to help us as much as you can with all the efforts such a big event requires. We will continue to need your help going for handling tables for the show and after it is over, working the gate for the show, attending the show to help us with vendors and many other labors of love that are needed to make this show successful. At our February Business Meeting the MEMRR voted a proposal to have a \$15 fee (half price) for club members who wanted to have tables at this year's show. The Train Show Committee will discuss this proposal at their March 19th meeting and inform the MEMRR and the Carter Chapter NRHS of their decision.

Moving the Carter RR Museum:

With the proposals to the Governor by ETSU for funding for a new Humanities Building on the university campus comes the realization that, if funding is approved, the Carter RR Museum will have to find a new home. Even if plans by the university were to keep the museum on campus we would have to move from the Campus Center Building because that building would be demolished to make space for the new building. This may not happen for 3-5 years, and perhaps not at all depending on funding being granted for a new building, but I feel the need to be proactive and begin to investigate possible larger, new space for our growing museum.



Don Ramey explores the side alcove in the former Flag Company shop

We were invited to meet with some of the city administration and **Grant Summers** to tour a building that Grant owns on East Main Street across from the Hands-On Museum currently used by The Flag Company on Monday, 26 March. A number of MEMRR members joined us for the tour of the space that covers several floors and contains approximately 26,000 sq. ft., most of it open space as the original structure served as a furniture store. We took notes, asked a lot of questions, formed opinions and briefly discussed it as a possible workable space for our museum. Remarks ranged from very positive, to "I would like to see other possible sites", to negative. The building would take a lot of capital to remodel for use as a museum and the university, the city

and Mr. Summers would have to agree to any proposal for this to become the future home of the G.L. Carter Railroad Museum before anything more can happen. The current Johnson City administrators have expressed a strong desire to have the museum in a downtown setting and the ETSU President continues to support the museum as an asset for the university. I think this building could work for us, but a lot of details and forward thinking will have to take place if this does become a future site for the museum. So, thank you for coming if you attended the meeting and sharing your thoughts with each other. We have a lot of time to consider the *what, where, when* and *how* and none of it is going to happen in the near future; so no need to get our knickers in a knot. Just know that sometime down the road (track) we will be having more serious discussions and some decisions to make; just not now.



The front entrance to the shop floor

Recent Discussions on Youth Members:

Concerns pro and con expressed for several weeks prior to our February 20th meeting surfaced into lively discussion at that meeting. Many members in attendance expressed their feelings and some good suggestions were made in attempts to find a common pathway to both serve the interests of families with youth members while reducing tensions among those members who regularly operate layouts in the Carter RR Museum. I agreed to talk to the young man at the center of this current attention and to discuss MEMRR members' concerns, desires and support with his legal guardian. I did so the following Saturday and they were received positively by these kind folks.

Every MEMRR member has access to the club's bylaws as they are posted on our memrr.org website and they are kept up-to-date. I have inserted that section from Article IV (Membership) below for your review and further discussion. The Article is followed by two comments emailed to me by current members whom I have not identified here for your further review and thoughts (see Email #1 and Email #2 below). I fully expect we shall continue to work together to resolve this and any other issues as we have done in the past.

ARTICLE IV (IN PART) AMENDED TO ITS PRESENT FORM BY GENERAL MEMBERSHIP 09/18/2012

"HOUSEHOLD MEMBER is defined as a FULL MEMBER if 18 years of age or older or as a YOUTH MEMBER if 14 to 17 years of age. HOUSEHOLD MEMBERS shall reside at the same address as the FULL MEMBER. HOUSEHOLD MEMBERS should be interested in model railroading and be willing to support club activities. HOUSEHOLD MEMBERS will have one vote per adult 18 years of age or older. YOUTH MEMBER is a non-voting member 17 years of age or younger and will be accepted if sponsored by a FULL MEMBER. The FULL MEMBER shall be present and will accept full responsibility, financial and otherwise, for the sponsored youth."

EMAIL #1:

WELCOMING GROWTH (ESPECIALLY YOUTH)

A final pair of thoughts:

First, a willingness to embrace the new, form a common vision, and welcoming growth is required to sustain an organization. The social and friendship needs of a 20 member modular based club are quite different from that of an organization with 120 members. Churches, Fraternal groups, social clubs have all failed in time when they have not embraced change, vision and growth. The club/museum has to be welcoming to new comers. The last business meeting was hardly that with the vitriolic and emotionally laden discussion of "Willie's Rules", youth membership and probationary status. I wonder what our new member thought of the discussion?

Secondly... it takes a village... Either we welcome youth as a club or the club doesn't survive another 25 much less 10 years. I am reminded that the majority of members are in their 60s 70s and 80s. Unless we grow the pool younger we might as well turn off the lights and lock the door. The role of sponsor should be that of mentor not jailer. There is no need for the sponsor to be tethered to the probationer. I agree that the sponsor should be present in the building (or contactable while at lunch), able to respond and intervene. I agree that all probationers (adult and youth) should be sponsored/mentored. But all members should take on the role of mentor to instruct, correct or report. The youth sponsor should be the mediator should there be a problem with the probationer (youth or adult).

Am I crazy and off base – or – are my observations of merit?

I'd be interested in your comments and thoughts.

EMAIL #2:

Fred - I understand that you had a bit of frustration on our youth program on Tuesday night. I think we would do well to carefully examine this program going forward. We had a young man come in last night, no guardian, who began running trains on the Tweetsie. His name is xxxx and, from what I hear, he is 12 years old. He then came into the Alsop Hall and continued to disrupt our trackwork / design

discussion, requiring a continued amount of direction. The more I considered it, the more I became aware of our own potential liability in these circumstances.

Fred, I think we need to very cognitive of not being in a position to monitor ANYBODY under the age of 18, PERIOD. With so much insanity in the culture, and so many potential hazards to us as an organization if we were accused of wrongdoing in this area, this is not worth the risk, regardless of how much we might want to influence younger people. Any unaccompanied person under 18 poses the potential of costing us the decade of goodwill we have accomplished. What I would propose for the MUSEUM facility (overriding any MEMRR directives) is a directive as follows.

1. Due to the valuable nature of the museum's displays, nobody under the age 18 is to be on the premises without the accompaniment of a parent or legal guardian. No exceptions.

2. The adult or legal guardian is to sign a waiver denoted their understanding of 1) as well as personal responsibility/liability for that person under the age of 18 to any damage they might incur to the museum's displays.

3. Handling of any electronics or non-personal equipment within the facility is to be done under strict supervision of that adult AND the sponsor of that youth. If the sponsor is not present, regardless of the adult's attendance, that youth will not be permitted to operate equipment, personal or otherwise.

4. Operation of any layout by a youth in the facility requires that both the adult/legal guardian and that person's sponsor to be in the same room. The guardian, the youth, and the sponsor will sign a note acknowledging this requirement, which is affixed to the waiver.

5. If no sponsor comes forward to support a young person, we acknowledge that it is unfortunately not possible to allow that person to operate equipment on the museum premises.

An exception would be waived for (one of our youth members was - edited) based on having shown his commitment to the museum and his mother's involvement in the same.

For (several other youth members - edited), this is not an issue, as the parent is normally on hand when those young men are here. Otherwise, we need to clarify the policy ASAP. For any other youngster going forward, I think we must be certain that any parent / legal guardian is fully aware of their own commitment to having a young person on the premises in any capacity beyond a normal Saturday visitor.

Thursday nights need to be reserved for full adult members only, the exception again being (the first youth member mentioned - edited) for the above reasons.

Sorry to be terse on this, but I think we need to really consider the ramifications if a problem were ever to arise, just as we dealt with the kids room.

Thanks

APPEARANCE AND STATUS OF MEMRR PERSONAL & CLUB MODULES:



Fred demonstrates how to create a rock hillside using Hydrocal and precast rocks

There has been some recent discussion about the lack of progress being made on some member's modules the appearance of these and other modules on the MEMRR layout. This is not intended to do anything other than to remind our members that the club layout is located in a museum on a state university campus and that the university is meeting its obligation to furnish us the space, utilities and other amenities as agreed; but in turn, we not only must meet our obligations to operate the museum but also to create exhibits that include our operating layouts in a condition that meet the expectations of being "of museum quality". To this end the club added to its bylaws Article XII in an effort to enforce the make sure that all of our modules, both those that had been "completed" and those that were "under construction" should meet the standards of the MEMRR and of the RR Museum. I have inserted that Article below for your review and to inform you that I have asked the MEMRR officers to join with me in enforcing this Article. I have not made any changes nor have I removed any names from the original email. This decision on my part was not intended to be mean-spirited, but to serve notice that probably all of our modules need some sprucing-up, including mine, but that some may need more immediate work than others. If my reacting names has offended anyone that was not my intention, and I am most willing to work with a module owner to repair the personal damage, or to assist you with your module. We only want your modules to look the best they can for the public and because they represent the best of the MEMRR.

Article XII. Amended to its present form by general membership 09/18/2012

“Unfinished modules shall show substantial improvements in a timely manner. If recommended improvements are not implemented on schedule after advisement from the Executive Committee (officers of the MEMRR), the disposition of the module or modules will be brought to a vote by the membership.”



“Moultrie” and St. Augustine” return to Jonesborough

EMAIL FROM A MEMRR MEMBER:

Thoughts on February's MEMRR Business Meeting.

1. It's time to accurately represent what our name implies: we are no longer a **MODULAR** based railroad club but a **MODELER** based club.
2. Tonight's discussion re: youth members, sponsorship, and "Willie's Rules"... along with the discussion about modifications to modules revealed major weaknesses to the club's viability, continued growth, and success as a highly rated attraction.
3. The arguments on instituting tighter control and restrictions on youth members is primarily based in a desire to protect personal investment in the modules with unfounded generalizations regarding the behavior of youth as well as their parents.

Observations:

THE MODULES ARE AT THE LEAST ATTRACTIVE AND FUNCTIONAL STATE IN A DECADE

The club has not followed its own bylaws regarding an annual module inspection, requiring module owners to develop a plan for improvements, and follow-up inspections to review progress on those plans. The results have led to the layout looking shabby, unkempt, a virtual visual disaster. The present state of the modules by in large are no longer up to the quality that enticed me to join.

Cases in point:

- 4 modules could use some serious tidying up, some help with scenery, and some help making the buildings look

more realistic. The module owners contribute greatly to club with dedication to maintaining, repairing, programing, and upgrading the club's and museum's property),

- 2 modules - when was the last time the owner worked on them.... When was the last time anything was run on the switching portion (if ever)... do we even have permission to run on that portion of his modules.
- 4 modules - 15 years to build a couple of buildings!
- 2 modules have had temporary camouflaged cloth as ground cover for over a year. There has been some placement of additional buildings in the city scene... but the crossing flashers have only one of 4 lights still working.
- 1 module - has had pieces of snap track sitting in the middle of paved road for months.
- 1 module with nice effort to include others in redeveloping the module recently purchased from the former owner- help is needed with ideas on how to mate his module with its neighbors. The new owner has been drawing on others for ideas (asked for help with the track plan, other's members for ideas with building selection and placement... he's even asked for help with weathering the buildings he plans to place on the module.
- 3 modules - an upper loop was added without permission, nothing other than the mainlines have been operational for years...the module's scenery need some freshening as well as some updating (note the two cutouts for the upper level; of track is masked by ragged pieces of blue foam... hardly the quality on module that should represent the club upon entering the room/gallery)



Some progress on the Cityscape on the4 club's module

PRIVATE OWNERSHIP OF MODULES IS PREVENTING CLUB GROWTH AND LAYOUT DEVELOPMENT

It's time to buy out private ownership...are we too afraid that we will have modules pulled? That may not be a bad thing.

- We are about to install major improvements to privately owned module the value of which becomes the module owners. We have a proposal to add 13 tortoise switch machines, 3 DCC friendly turnouts and 2 Switch-8'sv to one member's modules. An investment of over \$ 300. What prevents an owner from pulling their module(s) once the work has been completed. Nothing.
- Owners can place unreasonable stipulations such as Don specified in the meeting. I firmly believe nothing significant is going to be accomplished with Don's (or for that matter Joe's) modules.

The bright spots have been with the club owned portion of the layout:

- staging yard,
- Carter Yard,
- front and corner modules with the proposed changes.
- the Tweetsie... There has been great cooperation, creative ingenuity, progress, vision and involvement. There has been a unifying idea which the club layout lacks



The sandstone cliffs in the upper Doe River gorge as rendered on the museum's ET&WNC RY layout

THE IMPORTANCE OF A UNIFIED VISION

When the club made the move from Tipton-Haynes that was a common vision to unify the club with a larger membership base. The creation of a multi-layout museum which required a multitude of skills and the contributions of an expanded membership. We are now nearing the completion of that growth phase and moving toward a maintenance phase which requires a small base of members and fades a common vision.

Today the club layout has a divided vision with each module owner going their own way. The same can be said of the museum and its component divisions - e.g.: MEMRR, GLC Chapter NRHS, GLC Museum. It has always been clear that there was a division between the club and museum. It was never more clear than last night. Visions collided and it was

manifest that the club and the museum do not want to be welcoming to youth members or probationary members.

As to the club having lost a common vision: when I joined in 2005 I was told that the layout represented central Appalachia in the transition era and a bit beyond. Today we have Union Pacific in one corner and a southwestern themed module stuck somewhere in the middle.

Modular politics and personal preferences make having a unified vision harder if not impossible.



The Southern reaches of the Doe River gorge take shape

Two courses appear open...

- Buy out the module owners lock stock and barrel: - e.g. giving the club first option on purchasing a module is placed up for sale... Or
- Start the layout over (possibly using the club's modules as a foundation alongside modules owners who would be willing to cede over to the club or sell at a fair price.)



The riverbed of the Doe River looks ready for a water pour

PREVENTING COMMON VISION: ELITEISM AND THE DIVISION OF MEMBERSHIP

I'm speaking as a former module owner. One of the reasons I sold out was that I discovered that ownership created

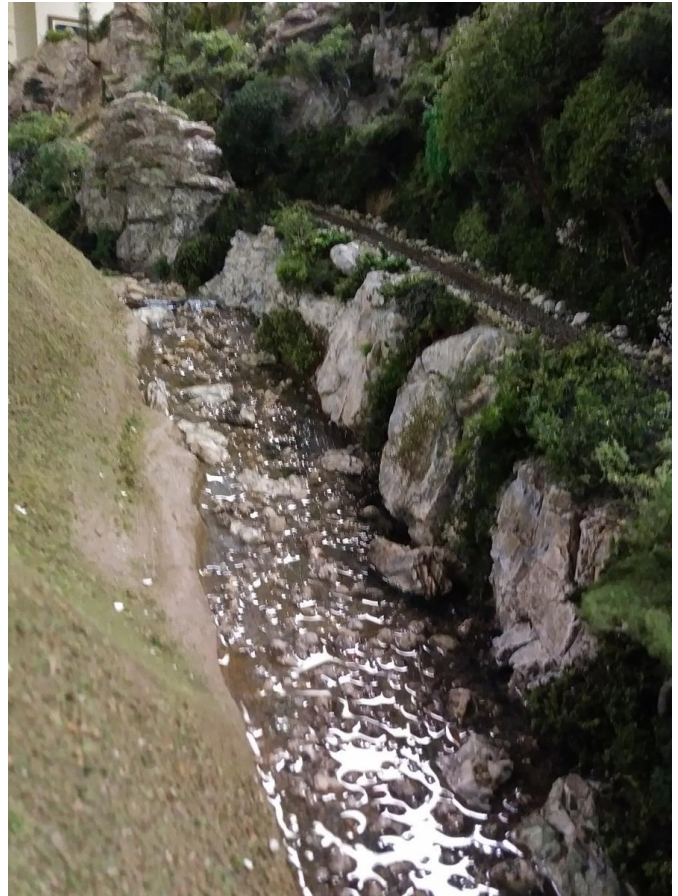
something of a class system of those who owned and all the rest. We have 120 plus members and only 10 module owners any one of whom can derail an improvement the other 110 desire. It's no wonder why no working volunteers are helping out on the club side. The owners don't engage non-owner members in projects because they don't trust the other member shares their personal vision for their personal module.

members, and what you wish to do with the opportunities you have as a club member. Much is going on and a lot still needs to be done. We need your help, your talents and your energy to make it happen.



A view down river from the sandstone cliffs on the museum layout

By contrast several members have enjoyed working on the city-scape just as other members enjoyed creating the hilltop village in the same location. It's a club focused albeit slow process with input from many members. There are few opportunities like that in the museum aside from the Tweetsie and Rabetoy layouts.



A view up the Doe River after the "water" has been poured

Hear the sound of the whistle of the train in the night and dream of all the destinations yet to come!



Fred Alsop adds some trees and details along the rails in the Doe River gorge before tackling the river banks and bed



Looking at the retaining wall in the upper reaches of the Doe River gorge... prior to pouring the "water" he painted the river bottom, added pebbles and casting to represent rocks, and debris representing dead fall from the forest above the river.

Spring Cleaning:

This has been a much longer than intended monthly column, but it contains a lot for us to discuss and think about. These include personal decisions about our modules and the entire layout, how do we want to approach youth members, the possible future directions of the museum and all the potential and headaches that may entail, and getting ready for a nice social event and perhaps the largest train show we have had to date. All of this depends on each of you, our

HOW TO No. 9

WEATHERING A NYC PACEMAKER BOX CAR

Model and Weathering by Logan Heaton

History from newyorkcentrallayout.blogspot.com, and
Text by Ted Bleck-Doran



HISTORY OF PACEMAKER FREIGHT SERVICE

Pacemaker Freight and Early Bird Service
From newyorkcentrallayout.blogspot.com



The New York Central System introduced its "Pacemaker" freight trains in 1946. Named after the Central's high-speed New York to Chicago "Pacemaker" passenger train the service was skillfully marketed and aimed at recapturing L.C.L. (Less than Carl Load) traffic. The "Pacemaker" trains featured distinctive specially designed boxcars painted in a flashy vermillion and gray livery with "Pacemaker" written on the sides in script. The cars were equipped with high speed trucks that used stabilizers and bolsters to reduce incidents of in-transit damage. As "Pacemaker" service expanded the box car fleet grew to 1,000 cars.

The "Pacemaker" fast freights originally operated on an 11 hour schedule from Manhattan to Buffalo / Niagra Falls. Carrying the symbol NB-1 the "Pacemaker" left Manhattan at 7:45 PM and arrived at Buffalo 6:50 AM the following morning. By 1950 "Pacemaker Service" reached most Mid-Western cities within the Central's service region.



In 1954 the New York Central introduced the "Early Bird" trains aimed at recapturing carload traffic through improved scheduling. New York to Chicago service was promised in just 29 hours, "on time a day earlier" than previous trains. A cartoon bird dressed in an engineer's cap and carrying a pocket watch was featured on the sides of some of the "Early Bird" freight cars.

The Weathering Project

Logan has been gathering a collection of New York Central box cars to run with his Hudsons and Mohawks. He has amassed a string of locomotives, cars and even a proper NYC "Pacemaker" caboose to do the Central proud. However, one problem he has confronted is that the cars have come from several different manufacturers and had differing paint schemes.... High gloss and matte finishes... Bright white and subdued gray... Light gray and medium gray... Short of repainting and re-lettering the cars into a matching scheme, was there a way to make a more uniform look to the cars. Would weathering help?



A brilliant Red and glossy white car was chosen. In the photo above Logan has started to apply pastel chalks to the roof

STEP 1

For the weathering project you will need 70% rubbing alcohol, cotton wipes or swabs, PanPastels Chalks (available through MicroMark, Walthers and other online suppliers), sponge applicators (or makeup applicators). Micro Brushes are also helpful in applying the chalks.

First we started by inspecting the car for surface condition and cleanliness of the car surfaces. This would be a great time to make sure hand oils were cleaned from the sides roof and ends. Oils can be cleaned using 70% rubbing alcohol or "wet water" (cup of water and a few drops of detergent). When thoroughly dry the weathering process can begin.

Given the slickness of the Gloss finish on the car. Logan applied an overspray of Testor's Dul-Cote to kill the high sheen and provide some "tooth" for the pastel chalks to adhere to.



STEP 2

Once the Dul-Cote had dried we began working on the roof panels. Using a broad tipped sponge applicator and oval tool mounted pad, grimy black was applied to the roof working from the running boards to the outside edges. The tool mounted pad was used to work the pastels into hard-to-reach spots.

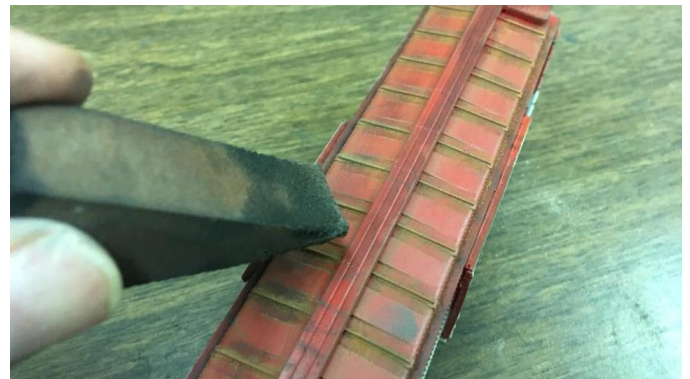
Moving to the sides and ends, an application of off-white was applied to further dull the glossiness of the paint. Here we worked from the eaves down to the sills using the broad tipped sponge. The result was a fairly even chalky sheen representing some paint fading.



The photo above shows the car with the grimy black applied to the roof and off-white applied to the sides... some earth tone streaks have also been applied

STEP 3

In Step 3, with the sides and ends faded, Logan returned to the roof. Here a blend of Siena and Burnt Siena was added to represent an accumulation of old and new rust. The broad tipped applicator was used but this time the application was made parallel to the running board rather than from the centerline of the roof out towards the eaves. This process allowed the chalk to cluster along the ridges on the roof where water, dust and grime would collect and cause the metal roof to rust.



Here the applicator was scrubbed along the length of the roof to create an accumulation of rust along the ridges on the roof

STEP 4

The rust application was added to the sides by using the narrow portion of the sponge and drawing it down the sides to create streaks of rust. This technique was specifically used to create streaks from the ends of the door rails and along the rows of rivets.

The broad edge of the sponge was used on the ends to catch the top edges of the ridges of the 4-5 end panels. Care was taken to work the rust mix into the ladder rungs, brake-wheel and tack-boards. The same process was used on the side doors.



Logan is preparing to apply the old rust tone (Siena) to the car ends... he will apply new rust (Burnt Siena) in a separate application

STEP 5

With the weathering nearly finished a coat of mud-toned pastel (medium brown) was added to the roof, sides and ends. Again the broad edge of the sponge was used to create a triangular pattern of spray working diagonally from the sill near the door centers to mid-way up the sides nearest the ends. If the application looks too clean and straight, the edges can be feathered by taking the sponge and drawing it down from above the edge to the car sill. With the sides done, a slightly different method was used on the ends. Using the narrow edge of the sponge, two parallel streaks of mud were applied. Working from the end sill up towards the roof the streaks were applied approximately a wheelset's width apart. This represent the collection of mud, dirt, oil and dust that is thrown up by the wheels while in motion.



The car weathering is almost finished... some detailing is left to do

Step 6

The final step is to apply special effects. The truck side frames should receive applications of dust, grime, rust and mud. Effect such as paint washing down the sides or fading can be added. Finally, an overspray of Testor's Dul-Cote is applied fixing the chalks in place. Don't be too concerned should the weathering effects appear too heavily applied prior to the Dul-Cote application. The spray pressure will blow away some of the chalk reducing the weathering effects. If too much of the chalk is blown away, a second round of weathering can be added with a final overspray of Dul-Cote.



Here's the finished car, Logan's first attempt... it took about 30-45 minutes to complete with 25-30 minutes wrapped up in drying time for the Dul-Cote applications

PLANNING AHEAD: STEEL LOADS FOR BULKHEAD FLATS IDEAS BY PAUL HAYNES



I went to Hobby Town and bought some more Evergreen structural "steel" to make a load for one of my 60' bulkhead flat cars (the one I weathered). Also got a spray can of "Gunship Grey". It's not an exact match color-wise with the photo, but I think it will suffice. I'm going to paint all the steel, weather it so that it looks like it just came from the mill. Then, I will cut them to various lengths.

I plan to hide lead strips on the interior of the load to add some extra weight. I will add wood spacers and keepers to prevent load shift. I think that the small black elastic bands I have will approximate steel banding.

MOUNTAIN EMPIRE MODEL RAILROADERS

MARCH OPERATING SESSION

MONDAY, APRIL 2ND, 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 – **APRIL 2ND** - 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
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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