



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB

April 2018 - MEMBERS EDITION

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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 MEMBERSHIP









GENESSEE & WYOMING'S FIRST COAST RAILROAD No. 1610 AWAITS SWITCHING DUTIES AT FERNANDINA HARBOR ON AMELIA ISLAND FLORIDA

FIRST COAST RAILROAD

FROM WIKIPEDIA, THE FREE ENCYCLOPEDIA

ROSTER OF THE FIRST COAST RR LOCOMOTIVES FROM WWW.THERAILSHOP.US

First Coast Railroad	
	
Reporting mark	FCRD
Locale	Florida and Georgia, United States
Dates of operation	2005–present
Track gauge	4 ft 8 ½ in (1,435 mm) standard gauge
Route map	
Legend	
	S 593.4 Seals
	S 598.9 Kingsland St. Mary's Railroad
	Georgia Florida former Gross-Callahan Cutoff (SAL) to Callahan
	SMA 47.2 Fernandina Beach former Florida Central and Peninsular Railroad (SAL) to Callahan
	S 613.5 Yulee SMA 35.1 CSX Kingsland Subdivision

and Wyoming Inc. The name is derived from its area of operations around the First Coast of Florida.



The FCRD was founded in April 2005 to lease 32 miles of a former Seaboard Air Line Railroad from CSX. It stretches east from Yulee to Fernandina Beach, Florida and north from Yulee to Seals, with a connection at Yulee to CSX.

The north-south line, formerly the Seaboard Air Line main line before it was abandoned by the combined Seaboard Coast Line Railroad in favor of the ex-Atlantic Coast Line Railroad main line to the west, connects to the St. Marys Railroad at Kingsland. The line is abandoned north of Seals.

HISTORY



See also: [Florida Central and Peninsular Railroad](#)

The line from Yulee north into southern Georgia was built in 1894 by the Florida Northern Railroad. It was an extension of the Fernandina and Jacksonville Railroad north to Savannah, Georgia to connect with the South Bound Railroad. The line from Yulee to Fernandina Beach was completed in 1861 by the Florida Railroad which connected



The **First Coast Railroad** (reporting mark **FCRD**) is a class III railroad operating in Florida and Georgia, owned by Genesee

Fernandina Beach with Cedar Key. The Florida Railroad, Florida Northern Railroad, Fernandina and Jacksonville Railroad, and the South Bound Railroad were all eventually absorbed by the Florida Central and Peninsular Railroad by 1893.



In 1900, the Florida Central and Peninsular Railroad became part of the Seaboard Air Line Railroad, and the line into Georgia became Seaboard's main line.

Seaboard Air Line became the Seaboard Coast Line Railroad after merging with the Atlantic Coast Line in 1967. The merged company became the CSX Corporation in the 1980s. CSX designated the former Seaboard Air Line mainline as the

S Line and initially designated this segment of the S Line as the **Everett Subdivision**. The route to Fernandina Beach was designated the **Fernandina Subdivision**. CSX abandoned the S Line between Riceboro, Georgia (just southwest of Savannah) and Seals, Georgia gradually from 1985 to 1986 and redesignated the remaining track as part of the Kingsland Subdivision (a designation which remains on the CSX line south of Yulee). CSX leased the lines north of Yulee to the First Coast Railroad in 2005.



First Coast Railroad

Motive Power

Revised: 29 Nov. 2017		Allan Williams Jr. photo at Yulee, FL on 12 Jan. 2012		
RR Affiliation: G&W		Roster by: John Bovinette		
Road No.	Model	Bldr & Date	Bldr No.	Notes
501	SW1200	EMD - 1/1964	28767	Ex-RSSX 501; nee Missouri Pacific 1176
1602	GP16	EMD - 4/1950	11501	Ex-Seaboard Coast Line GP7 1710
1605	GP16	EMD - 9/1950	11917	Ex-Commonwealth 444 < CSX 1844 < SBD GP16 4798 < SCL 714 < nee ACL GP& 126
1810	GP10	EMD 1/1958	23852	Ex-Illinois Central GP9 9352
General Note: ALL units on the First Coast Railroad wear traditional G&W orange & black				

MEMBERSHIP CHANGES OLD AND NEW



Joining MEMRR this past month include Mark (left) and Rick (with Robert Sullivan on right)

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	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	

HOW-TO No. 10**MILL LOADS FOR FLAT CARS – Part 1**

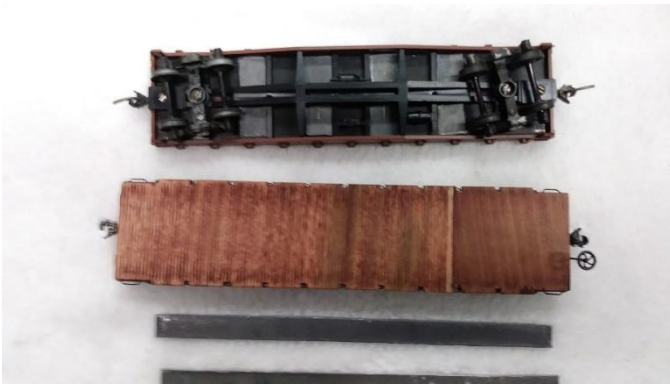
PROJECT BY PAUL HAYNES

PHOTOS AND TEXT BY TED BLECK-DORAN

(except as noted)



THE TTPX 804358, A BULKHEAD FLAT CAR CAUGHT THE ATTENTION OF PAUL HAYNES AS IT PASSED THROUGH THE TRI-CITIES. ITS BATTERED FLOORING AND BULKHEAD ENDS ALONE WOULD HAVE MADE IT A CANDIDATE FOR MODELING. HOWEVER, ITS LOAD OF STRUCTURAL STEEL "I" BEAMS MADE IT ESPECIALLY WORTHY OF MODELING IT IN HO SCALE.



An example of Paul's preparation of his flat cars prior to the addition of the special loads,, He adds new decking using stock strip wood and scribed wood sheets. He also added weights since flat cars tend to be too light to run properly in long trains



After adding weights to the undercarriage of the car, Paul uses "grimy black" to hide the metal weights.



For the load of structural steel "I" beams, Paul purchased several packages of styrene "I" beam stock in several different sizes. The load on the prototype appears to have both tall webbed and short webbed beams. The tall web-beams surround the shorter versions. Several beams of the same size make up bundles which are separately banded and form several layers,

NOTE: Part 2 of this How-to article will focus on assembling the bundles and affixing them to the car itself.

Paul used an aerosol can of "ships grey" though virtually any acrylic based paint can be applied using and air brush or hand brushing. The coat does not have to be especially even since several applications of weathering chalks and dry brushing will be made.



After allowing the paint to dry, Paul cut the "I" Beam stock to length. The prototype load showed several different lengths with the majority of beams cut to an estimated 40-45'.

He then dipped the beam ends first into white glue and then into a supply of iron oxide (rust) scraped from some pieces of steel that had been sitting out in the weather awhile. This created some texture on the ends where the beams had been cut.



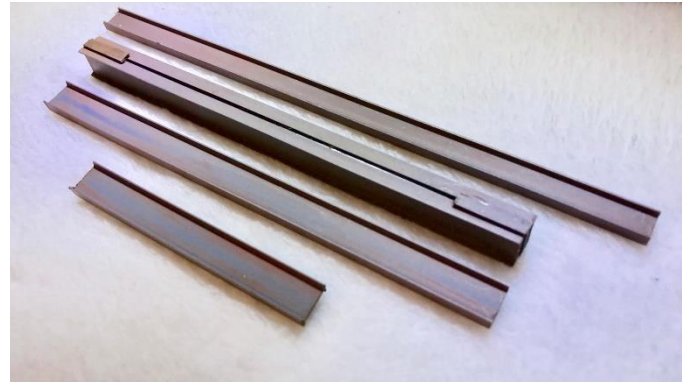
In the photo above Paul is applying the iron oxide to ends of the beams



For the webbing Paul used Pan Pastels weathering chalks available through Micro-Mark. He applied the chalks ("Burnt Siena" and "Raw Siena") using a sponge tipped applicator working the chalks into the inside corners of the "I" beams and along the length of the beams.

Once applied the chalks required a sealing coat of Dul-cote or a overspray of Future floor wax.

Some of the pan pastel chalk will be blown off during the over-spraying and sealing step. A second application of chalks may be required to obtain the desired degree of weathering.



The two photos above show the weathering effects and several of the beams ready for bundling

LEGO TRAINS MAERSK INTERMODAL
MORE THAN A TOY TRAIN
 By Robert Sullivan



Coming from a fan of model trains, to my delight, LEGO came out with their version of intermodal (MAERSK). Now, I know what you are probably thinking, what does LEGO have to do with our train layouts, or for that matter model trains! Well, for starters, many young children have their creative side, and LEGO fills it. As a young person develops, their interest may spark a science interest or the opportunity of more complicated model trains.

LEGO has come a long way from their first train set, and they are still improving sets (even as we read the article). Some "O" scale model train enthusiasts are closet LEGO fans (to protect their privacy, names are not mentioned). As with our hobby, model trains have plenty of detail, and LEGO trains have added detail, too. Sound is always missing from LEGO, but the enjoyment is still prevalent! At most model train shows, a LEGO set can usually be found, either for sale or operating on a table layout. Pricing for a LEGO train set starts at \$189.00 and some are just a little more. We can all enjoy playing with our trains!

MOUNTAIN EMPRIER MODEL RAILROADER CLUB
BUSINESS MEETING
MARCH 20, 2018
DISPATCHERS NOTES

Business Operations crew of MEMR called at 18:30...17 present.
 Meeting proceeded per printed agenda:

OFFICERS REPORTS

Secretary, Treasurer, Newsletter, reports, which were approved, were discussed

Vice Presidents report: John is in need of programs to be presented after each monthly meeting.

Presidents report:

Pins had arrived and were distributed to the membership on hand. If you did not get one, notify Gary Emmert.

Points of view as printed in Fred's column in Feb Signal Bridge.

Parking passes for this year are now available.

Youth members were discussed.

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

Building tour was discussed with pro and con views

Jim Pahr reported on the Spring Fling at the Longhorn Steakhouse that was set for Thursday, March 22 at 7:00 pm.

NEW BUSINESS

Module appearance, upkeep, club direction, and ownership was discussed.

Roger gave an update on the upcoming Train Show.

Previous motion to allow MEMR members to purchase at half price was annulled by show committee. MEMR tables are \$25 should you so desire to rent one.

Two sets of personal modules were made available to and purchased by the club

Motion made and carried to the effect of before printing a club member's name, or describing them in a NEGATIVE manner, they had to be contacted beforehand.

March Saturday Volunteer list was compiled.

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

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

*Respectfully submitted
D.Q. Ramey*

PAUL'S PICS PAGES

LOCAL RAILROADING AS SEEN THROUGH THE LENSE OF PAUL HAYNES PHOTOS COURTESY OF DWARF SIGNAL PRODUCTIONS



Norfolk Southern #3210 wearing the NS's "Pony" Herald completes switching chores and readies for the run home



Here is the 4501 easing under the bridge at the Haun “wye” at Bulls Gap this afternoon before picking up the passengers to head back to Bristol in 2015.

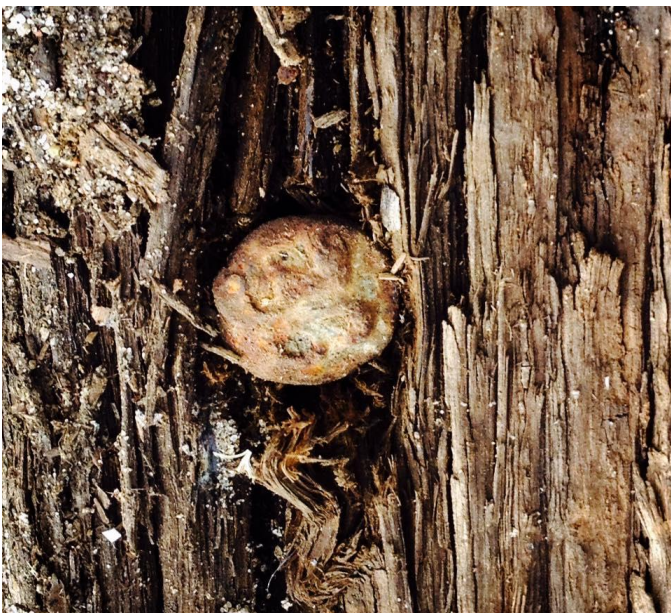


Norfolk Southern's Historic Paint unit #8100 - "Nickel Plate Road" passes through Johnson City on a late evening



A blast from the past – vintage Clinchfield Railroad Damage Free-2 box car

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



Paul Haynes literally stumbled over this Clinchfield Railroad tie date nail – it reads 1936

After a temperature rollercoaster ride as April arrived the temperature is dropping on the Saturday evening that I am writing this column with a prediction of snow tonight but a warming week with 79 degrees forecast by next weekend. It

was a dreary, rainy day today that brought more than 160 visitors to the Carter RR Museum in the 5 hours we were open with folks still coming in at 3:30 after most of our volunteers had gone home.

New Member: Welcome to our newest member, **Mark Teague**, to the Mountain Empire Model Railroaders. Mark has been coming to the museum several times in his first week as a member and is interested in many facets of model railroading. Please introduce yourselves to Mark and get him involved in some of the many activities going on in the club and at the Carter Railroad Museum.

Members on the Mend: After long bouts with physical and medical problems it is great to once more have the company of **Mike Buster**, who is recovering from a nasty fall he sustained in December, and **John Edwards**, who is recovering from a second surgery on an ankle, back in the Carter RR Museum. Member **Bill Hensley** is not back with us yet, but word is he is home from the hospital and making good progress towards recovery from some serious medical problems. Get well fellows. We miss you and need you with us as often as you can make it to our meetings and to the railroad museum.

Great Publicity: The MEMRR and the Carter RR Museum got some unexpected publicity from the *Johnson City Press* on

Friday, April 6, 2018. The newspaper put a glossy 24 page insert in that edition titled *GO Tri; Living in the Tri-Cities* that highlighted some of the region's most interesting places for folks to visit. The George L. Carter Railroad Museum got a page and a quarter of color photographs and text describing many of our featured highlights including recognition of our members by stating, "All of the museum's trains are operated by volunteers from the Mountain Empire Model Railroader Club who gladly share the history of the local railroads the model trains replicate." This makes at least the third time this newspaper has featured information about our museum in one of its special publications. Congratulations fellow members and thank you for the outstanding work you do as you promote the hobby of model railroading!



Norfolk Southern's heritage paint unit #8098 - "CONRAIL" visited Johnson City in March of this year

Physical Appearance of our Layout: Our March business meeting was a most interesting one and at times many of our members spoke their minds with some passion, but all in a positive direction that created some changes that had been discussed more often in the past few months as members begin monthly operation sessions on the club layout. With all the recommended and agreed upon changes to trackage on the layout to make it operate more efficiently, and more like a prototypical railroad, there has been a growing feeling among many of the module owners that perhaps if more of the personal modules were transferred to club ownership that changes could be made not only to the track configurations, but to scenery as well. Some emails published in the March edition of *The Signal Bridge* on the current appearance of some of our modules also came to bear on this conversation. Inadvertently, some module owners were identified and this should not have happened as an effort had been made to redact all members' names from the text. But, in one section of the printed column this was, unfortunately, not done. I have personally apologized

to both of our members whose names appeared and I hope they have accepted my sincere regrets that this happened. With regard to the appearance of all of the MEMRR modules, personal or club owned, the officers will begin to look them over as per our bylaws required review of the state of each module, and make recommendations for any improvements that they collectively feel should be made to each one. To facilitate this, a form has been attached to the back of each module with spaces for these suggestions to be written down and dated.

Any and all recommendations for visual improvements to the modules will be discussed with each individual module owner, and similar recommendations for work on club-owned modules will be given to the HO Layout Coordinator, **John Carter**. John, in turn, will work to coordinate those improvements through recruitment of members who may be interested in working to meet the suggestions for bringing these modules up to club/museum standards.

Club-Owned Modules: Several module owners have indicated that they might wish to transfer their modules to club ownership if the MEMRR wished to purchase them and a fair price could be agreed upon.

Please note that no member is under any pressure to give up their personal modules, but if you decide you wish to sell you part of the layout please contact one or more of the MEMRR officers and let the club have first-rights on purchasing it from you.



Norfolk Southern 6115 plays hide-and-seek on an early spring day in Appalachia

I have indicated to the MEMRR that I would be willing to do this with my two modules. **Joe Roberts** and **Don Ramey** got this initiative started at the March business meeting by

offering their modules (3 for Don and 2 for Joe) to the club. The club members approved each of their seconded motions to sell and after some discussion and the 5 modules were purchased by the MEMRR at the meeting. In the weeks that have followed some members have been working on the scenery on these modules. An added perk to club module ownership is the opportunity for members who were not module owners to now have a chance to do some modeling on these additional club modules on the HO Layout.

Operating Sessions: The MEMRR has successfully held its 2nd evening operating session on the club HO layout on Monday, April 2nd. These sessions have been moved to Monday nights to make it possible for more members to join us to operate the layout in a more prototypical manner. The sessions are a lot of fun and it is good work to keep trains operating on time and to place and pick up cars carrying important cargos at their scheduled destinations. The operating sessions bring a new dimension to our hobby of model railroading and you should plan to be a part of the next one on Monday May 7th. The group is using club/museum locomotives and rolling stock and the evening begins with members' arriving around 5:00 p.m. for a 5:30 operations start. See you next session?



Union Pacific power heads up a westbound freight past Bristol's historic depot

Post Note: As ordered turnouts and crossovers arrive they are being installed on the layout to improve our operations over the entire layout, and of course, for the operating sessions.

June 1-2 Train Show: Plans continue for the 3rd Annual Big Train Show to be held in the ETSU Memorial Center (Mini-Dome) on June 1-2, 2018. In addition to the work the Train Show Committee, chaired by **Roger Teinert**, have been engaged in since June 2017 the City of Johnson City and the Blue Plum Festival Committee have been working with us to promote and better market our event. We are planning the largest and most aggressive advertising campaign ever for this show with the goal of having even more vendors and operating model train layouts, but having 3,000 paid visitors to the show this year. Big shows require a lot of work and in the days leading up to the show, during its two-day run and the take down afterward, we are counting once more on a lot of critical volunteer help from our MEMRR and Carter Chapter NRHS members to make all of this happen. The Train Show Committee discussed the proposal of the MEMRR from its March meeting for a reduced rate for tables from \$30 and agreed to reduce the rate for this year's show to \$25 per table. Members who work the event also get free admission on both days and all profits from the event go to the Carter RR Museum as a fund-raiser for the museum. Some of the funds raised go back into the marketing of the following year's show. This train show is rapidly becoming one of the largest train shows in the Southeast and we need your help to sustain it and to keep it growing.

May Rail Excursion Planned: The George L. Carter Chapter NRHS is once more planning rail excursion events for the public with the first one of the season being a repeat of one of our most popular outings. On May 19th we will be taking Premier Transportation modern bathroom-equipped buses from an ETSU parking lot to Knoxville to ride the 3 Rivers Rambler Railroad from its depot west of the University of Tennessee campus to the river junction where the Holston River and the French Broad River join to form the Tennessee River. The return trip to the city by rail will take our passengers to the river boat docks of *The Star of Knoxville*, a paddlewheel excursion boat that will carry us on a 1.5 hour luncheon cruise on the Tennessee River. We have contracted the entire train and the riverboat; so our guests will be the only folks on both of them as passengers. This is a fun-filled trip that is a great bargain for the price of \$90/person (children under 12 only \$80). We have trip flyers and application forms at the Carter RR Museum and you can download them from the MEMRR and the G.L. Carter NRHS websites. Please consider joining us and bringing some friends, family members, or just let folks at your work, your church, your social group, etc., know about this trip. This is a nice day out and I know you will have a good time, so put the date on your calendar and come along with us!

There is a lot of activity in the MEMRR and at the G.L. Carter Railroad Museum. If you have not attended a club meeting in a while, or joined in an Operations Session, or been at the Carter RR Museum on a Thursday evening work session or a Saturday open-to-the-public session you are missing out on a lot of fun and enjoyable commiserations with fellow members and our public visitors. Plan to be a part of the Train Show in June and come join the Carter Chapter NRHS on their rail excursion and boat ride in Knoxville in mid-May. We have a lot of work to do on club modules and we can

always use some help. We all hope to see you as a member of the MEMRR again soon.

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

Fred J. Alsop III
President, Mountain Empire Model Railroaders
Director, George L. Carter Railroad Museum, ETSU

NEW HIGH-SPEED FLORIDA TRAIN KILLS 4TH PERSON SINCE LAUNCHING SERVICE

© Provided by Fox News

A man in Florida was hit and killed by a high speed Brightline train on Sunday, police said.

A man in Florida was hit and killed by a high-speed train on Sunday – the fourth person to die since the train's service began earlier this year, investigators said.

"At 12:47 p.m. A northbound Brightline train struck a pedestrian approximately 100 feet south of the Southeast 4th Street crossing. The male was pronounced deceased at the scene," the Delray Police Department [tweeted](#), adding they're seeking witnesses.

The private train line "offers express service connecting you to Miami, Fort Lauderdale and West Palm Beach," according to the company's website.

Sunday's victim was the fourth person to be struck and killed by a high-speed train since service began in January. Three others were hit and survived.

Florida woman hit and killed by new high-speed train during preview run

Patrick Goddard, Brightline's COO and president, said in a statement in January that the company is working with transportation officials to raise awareness about the train, which travels upwards of 70 mph.

"We implore the public to be patient and not circumvent the safety devices in place to keep you safe," Goddard said. "Your life is worth more than waiting a few extra seconds for a train to pass."



OPERATION LIFESAVER PROMOTING RAIL SAFETY

BY Davie Doughty

It is that time of the school year again when I venture out to several area high schools to teach another group of new drivers. It is a privilege for me to teach these new drivers about how to exercise caution at highway/rail grade crossings.

Imagine as a new driver you just received the keys to a new car. Now you can think about "the road ahead which is full of possibilities". Maybe this car was the one that you worked hard at two jobs to pay for and maintain or maybe your parents bought it for you. The open road is waiting for you to discover what is around the bend.

Foremost you must realize that getting a driver's license is a privilege that comes with many responsibilities. Those responsibilities include having car insurance, periodic maintenance and obeying the laws of the open road.

Now you are ready to see what lies ahead, not just on down the paved road, but the opportunity to achieve the goals and dreams of your future.

"Imagine" is a 6 minute video that can be downloaded from the "Operation Lifesaver" (www.oli.org) that compares your car to a soda ca. What many new and even experienced drivers don't count on is a train slamming into their vehicle

cutting short the goals and aspirations of their future. We take railroad crossings and trains for granted and don't bother to take a few extra seconds to slow down, look and listen for that average 12 million pound freight train that can come from either direction at any time day or night.

Most surely each of us has crushed a soda can for recycling. Next time you do this, think about that can being you, someone else or a vehicle and your foot being the train. In a split second the can is crushed and lives are forever changed. Like those the simple spda can can't be brought back to what it originally was.

What can we do to avoid an incident involving a train and a vehicle r person? Let's all slow down and be less distracted and respect the warning signs posted at the railroad crossings. Perhaps we should all drive like our lives and the lives of others depend on our driving safely. Remember the Burma Shave roadside jingle:

*HE SAW
THE TRAIN
AND TRIED TO DUCK IT
KICKED FIRST THE GAS
AND THEN THE BUCKET*



UNION PACIFIC #6712 OPERATION LIFESAVER



AMTRAK #457 OPERATION LIFESAVER "BE TRACK SMART"



CANADIAN NATIONAL OPERATION LIFESAVER CABOOSE #77014 IN FRENCH (THE OPOSITE SIDE IS PPAINED IN ENGLISH)



AMTRAK F45PH OPERATION LIFESAVER



NORFOLK SOUTHERN #5337 OPERATION LIFESAVER



AMTRAK CALIFORNIA #2007 OPERATION LIFESAVER "STAY OFF THE TRACKS, I PACK S PUNCH"



CALIFORNIA AMTRAK#455 OPERATIONS LIFESAVER "STAY OFF! STAY AWAY! STAY ALIVE!"

A 1926 Local Newspaper Asked:

“Why shouldn’t the Southern Railway general offices be moved to Johnson City?”

By Bob Cox

The Thursday, Dec. 16, 1926 Johnson City Staff-News posed this question to its reading public:

“Why shouldn’t the Southern Railway general offices in Washington, D.C. be located in Johnson City?” brought about through an announcement that they are crowded out of Washington, D.C. Some individuals, on first impulse, might abruptly reply, “Well, I’ll bite ... why?”

It was more difficult to find a reason why they should not receive the nod than why they should. Probably one of the biggest arguments for this position comes from an analysis of the same argument as to why they should be established in some larger city. Contenders were Richmond, Atlanta, Chattanooga, Charlotte,

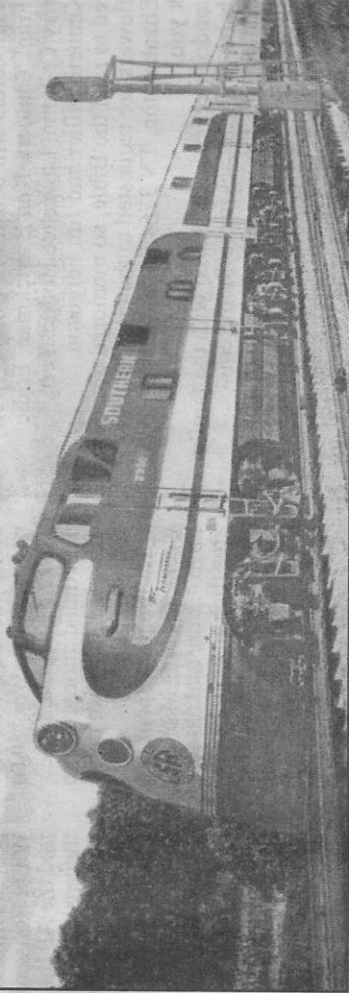
Birmingham, or just across the river from their present location in Alexandria, VA.

Since the Southern Railway is being crowded out of one city, why jump into the same prospect again. Why not get in on the ground floor of a thriving building city, like Johnson City, with unlimited space for expansion in the region of greatest possibilities in the country. Does that make more sense?

It should be situated in a rapidly developing region, be able to conduct a more practical and economical administration than be in an already established metropolitan center.

So far as the railroad is concerned, there is plenty of space right here in the middle of ample transportation and communication facilities for building a city of their own, minus rents, taxes, or obliga-

THE TENNESSEAN.



The Tennessee Southern Railway

tions of any kind and right in the middle of every desired facility or condition for living or business purposes. Does that make more sense?

Geographically, Johnson City is nearer the bulk of the Southern system than in Washington. It is about equal distance from Washington in Memphis — two termini; about the same from Lexington and Atlanta — two other termini; about the same from St. Louis and Chattanooga and Savannah.

In fact, so far as concerns for distances to key points on the Southern system and immediate means of transportation and communication, Johnson City is in far better position than Washington.

President Fairfax Harrison announced that the Southern

general offices were being crowded out of Washington by the growing army of government employees, who wanted the space occupied by the Southern located on Pennsylvania Avenue at 13th Street, but that no decision had been reached as to where the offices would go.

Mr. Harrison said: “No decision has been reached as to where our operating headquarters are to be in the future. Such a decision cannot be made until we know that we must move from the location where we have been established for 40 years.

“If and why Congress should authorize the appropriation of our Washington office building, our decision as to the future would be made promptly and that decision would be solely

based on the merits of the company’s own problem of efficient administration.”

At that time, more than 100 persons were employed by the railroad in Washington and local payroll exceeded \$4 million annually.

In 1926, the railroad was forced to abandon its D.C. station. After a threat by Mr. Harrison to move the business to Atlanta, GA, he instead located a place in McPherson Square in the Capital City. Johnson City thereby missed a significant opportunity to but it was not to be.

I miss that old train station area.

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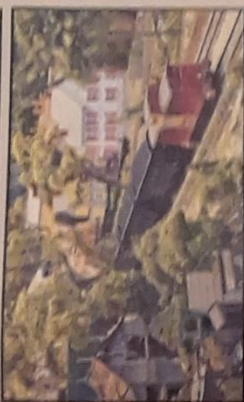
GEORGE L. CARTER RAILROAD MUSEUM



Swinging tracks, the George L. Carter Railroad Museum at East Tennessee State University is a memory in historic rail and model. It's a place where you can see the past and the future of railroading. The museum is a place where you can see the past and the future of railroading. The museum is a place where you can see the past and the future of railroading.

The museum is devoted to the region's historical ties to railroads and to the memory of George L. Carter, the man who built the locally renowned Clinchfield Railroad. The museum is a place where you can see the past and the future of railroading.

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MOUNTAIN EMPIRE MODEL RAILROADERS

MAY OPERATING SESSION

MONDAY, MAY 7TH, 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 – **MAY 7TH** - Mountain Empire Model Railroaders will sponsor an Operating Session at the George L Carter Railroad Museum. Club members will use the MEMRR Club HO layout in the Fred Alsop Gallery along with club locomotives and rolling stock.

Those attending will be randomly assigned job duties including:

Dispatcher/Trainmaster Engineer/Conductor Brakeman Hostler

Assignments will include:

Classification Yard Steam Facilities and Roundhouse Passenger Trains
Mixed Trains Diesel Facilities and Transfer Table Local Switcher
Priority Trains

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

PLAN ON JOINING THE FUN
PREREGISTGERING IS NOT REQUIRED
BUT LET US KNOW IF YOU PLAN TO ATTEND