



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB

May 2018 - MEMBERS EDITION

Volume 25 - Number 5

Published for the Education and Information of Its Membership

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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

SOUTHERN SHORTLINES: THE GENESSEE & WYOMING IN THE DEEP SOUTH



GENESSEE& WYOMING'S CAROLINA PIEDMONT No. 20 BASKS IN THE SOUTH CAROLINA SUN WEARING AN EARLIER PAINT SCHEME

CAROLINA PIEDMONT RAILROAD

FROM WIKIPEDIA, THE FREE ENCYCLOPEDIA



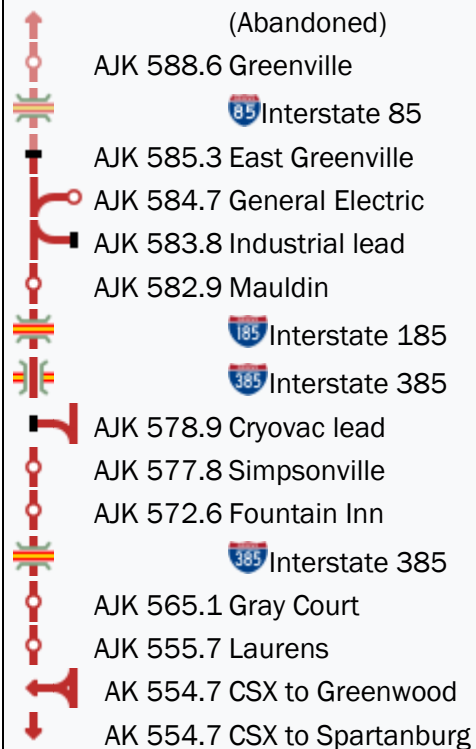
Two Carolina Piedmont locos (one in G&W paint and the other in RailAmerica colors haul a GE generator

Carolina Piedmont Railroad



Reporting mark	CPDR
Locale	Upstate South Carolina
Dates of operation	1990-
Predecessor	CSX Transportation
Track gauge	4 ft 8 1/2 in (1,435 mm) (standard gauge)
Length	34 miles (55 km)
Headquarters	Laurens, South Carolina

ROUTE MAP OF THE CPDR



The Carolina Piedmont Railroad (reporting mark CPDR) is a class III railroad and subsidiary of Genesee & Wyoming Inc., operating in the Upstate region of South Carolina. From an interchange with CSX Transportation at Laurens the railroad runs 34 miles (55 km) to the northwest, terminating at East Greenville.

Primary commodities include plastic resins, gas turbines, wind turbines, food products, forest products, and chemicals with the railroad accumulating about 5,500 annual carloads in 2008. The railroad serves a General Electric facility that provides a source of high value cargo for the line, shipping several gas and wind turbines via rail on a weekly basis.

HISTORY

What is now the Carolina Piedmont railroad began as the Greenville and Laurens Railroad, which was chartered in 1878 and arrived in Greenville in 1882. The railroad was later merged with three others in the region to form the Port Royal and Western Carolina Railway in October 1886. In 1896, the railroad was merged, this time with the Port Royal and Augusta Railway to create the Charleston and Western Carolina Railway, and was promptly acquired by the Atlantic Coast Line in 1897.

Additional mergers came in 1959, as the Charleston & Western Carolina was formally merged into the Atlantic Coast Line. The ACL was merged into the Seaboard Coast Line in 1967, and the SCL was merged into the Seaboard System in 1983. The final merger came in 1986, when the Seaboard System was merged into CSX Transportation.

SHORTLINE SERVICE BEGINS

Annual carloads amounted to about 8,000 in 1988, which prompted CSX to sell the portion from Laurens to a point short of downtown Greenville to the Carolina Piedmont Railroad on November 5, 1990. A key factor in the sale was the fact that the line could not support intermodal or automotive shipments on account of low clearances. The railroad was operated as a division of the South Carolina Central Railroad, a subsidiary of RailTex. For the year 1995, about 6,000 annual carloads originated or terminated on the line.

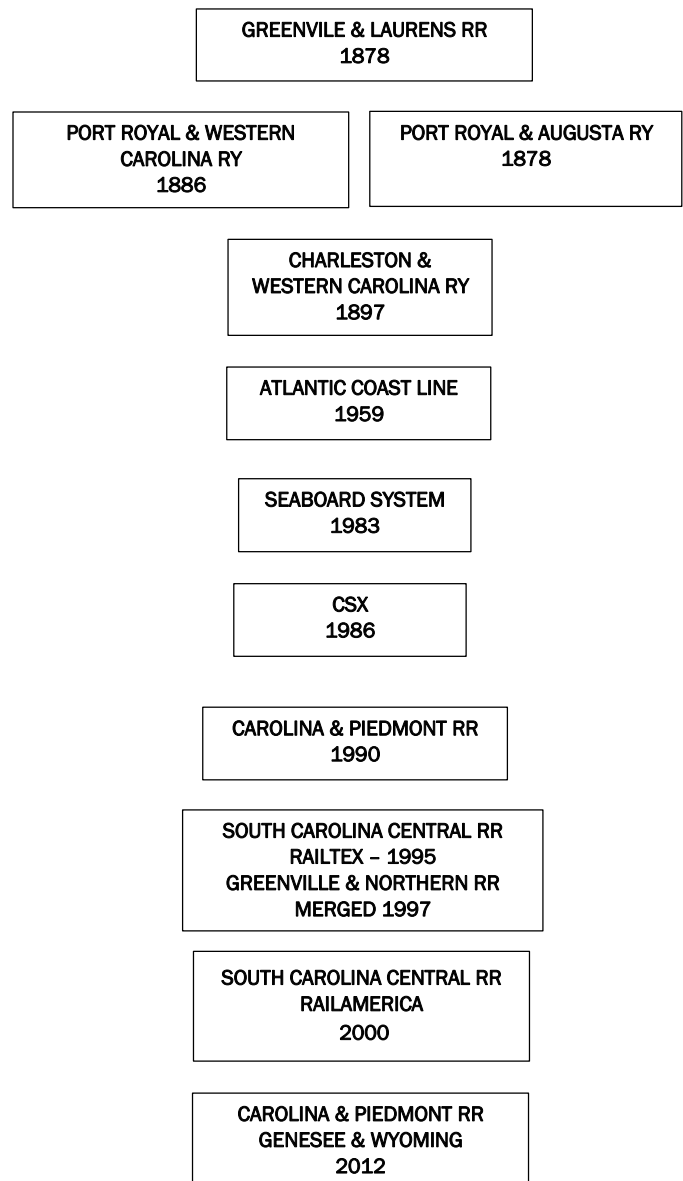
EXPANSION AND ACQUISITION

In April 1997, the railroad acquired the Greenville and Northern Railway, running from Greenville to Travelers Rest for a distance of 11.8 miles (19.0 km). The G&N was slated for abandonment, along with 3.2 miles (5.1 km) of track located at the end of the Carolina Piedmont near the Greenville Downtown Airport. However, on May 28, 1999 the railroad reached an agreement with the Greenville County Economic Development Corporation (GCEDC) to purchase both sections in their entirety. The Greenville & Northern was


converted into the Swamp Rabbit Trail walking trail after the GCEDC failed to find a new operator, while the southern portion was operated by the Carolina Piedmont under contract by the GCEDC and is primarily used for railcar storage.

An additional change came in 2000 as the South Carolina Central's parent company, RailTex, was purchased by RailAmerica. Around the same time the railroad teamed with General Electric to upgrade rail infrastructure in order to accommodate heavy turbine loads originating from the Greenville facility. Heavier rail was installed, and significant upgrades to the ballast and roadbed were made.

The railroad continued to operate under RailAmerica, hauling 5,529 annual carloads in 2008. until December, 2012 when RailAmerica was absorbed into the competitor Genesee & Wyoming company.



Carolina Piedmont Railroad Roster				
Unit #	Notes		Model	Serial
CPDR 1	Ex-EMC		SW1	905
CPDR 20	"The Pride of Mauldin"		GP9	22120
CPDR 25	"The Spirt of Laurens"		GP9	24084
CPDR 70	Ex-IC,GRN		GP8	22302
CPDR 2020	Ex-NECR 3847		GP38	35171

<p>CPDR 2053</p>	<p>“Operation Lifesaver”</p>		<p>GP7</p>	<p>18899</p>
<p>CPDR 3881</p>			<p>GP38-2</p>	
<p>CPDR 3890</p>	<p>Ex-SOU,NS</p>		<p>GP38-2</p>	<p>36059</p>
<p>CPDR 3891</p>	<p>Ex-SOU,NS</p>		<p>GP38-2</p>	<p>36041</p>
<p>CPDR 3899</p>			<p>GP38-2</p>	
<p>CPDR 8379</p>			<p>GP10</p>	<p>25031</p>

CPDR 8383	Ex-IC		GP10	17974
CPDR 8387	Ex-IC		GP10	25039

MOUNTAIN EMPIRE MODEL RAILROADERS
MINUTES OF THE BUSINESS MEETING
APRIL 17, 2018

CALL TO ORDER

Club president Fred Alsop called the meeting to order at 6:33 PM with 12 members present. Two former members were recognized having rejoined after several years' absence.

OFFICER REPORTS
SECRETARY

The club president present the minutes for the March meeting as printed in the April copy of *SIGNAL BRIDGE*. Motion was made seconded and carried to accept the minutes as printed.

NEWSLETTER EDITOR

Ted Bleck-Doran reported that the *SIGNAL BRIDGE* FOR April has been released to the membership and posted to the website. The issue consists of 19 pages with special focus on the Genesee & Wyoming's short line First Coast located in northeastern Florida. The theme of reviewing G&W holdings in the deep South will continue over the next several issues. Paul Haynes, Robert Sullivan, Gary Emmert, Fred Alsop and David Doughty were acknowledged for their contributions to the issue's content.

TREASURER

Gary Emmert reported that there had been significant expenditures over the past month for the club layout. These included track components for the installation of crossover on the mainline tracks, and the purchase of 5 formerly privately owned modules by the club.

NOTE: the President reminded module owners that should they decide to sell their modules the club should be offered the first option to purchase.

WEBMASTER

Ted Bleck-Doran reported for Bob Jones, Ben Merritt and former webmaster John Edwards that the web service provided we had been using had been bought out by another internet hosting provider based on India. There have been problems reported with member email accounts (those with web addresses ending with **@memrr.org**). It seems the the4 passwords for these email accounts failed to transmit when the old servers migrated their data to the new company. Account holders of **@memrr.org** email will have to reset their passwords. John Edwards has offered to help with the reset.

NOTE: a limited number of @MEMRR.ORG email accounts are available as a member benefit. Adding a MEMRR account is at no additional cost and gives members a train and model related email to a dedicated rail account.

VICE-PRESIDENT

John Carter report that programs for the May and June meeting were needed. Paul Haynes was tapped to report on his flat load projects for the May meeting.

PRESIDENT

- **PLANNED ABSCENSES**

Fred announced that he will not be at the next two Thursday work night due conflict with his teaching and trustee responsibilities.

- **ANNAVERSARY PINS**

The club's 25th Anniversary/G. L. Carter RR Museum's 10th Anniversary pins are available. Active members during this year are eligible to receive a pin.

- **ETSU SPECIAL DATES**

The first week of May are finals with graduation ceremonies scheduled for the 5th. Parking problems should ease up following graduation. Members were reminded to display their parking passes even when the university is not in session.

OLD BUSINESS

• OPERATION SESSION

Ted Bleck-Doran reported that the Operating sessions have been well attended averaging 10 members joining in the sessions of the first Monday of each month. The sessions have varied between operating off a timetable to switching challenges. All members are encouraged to attend. There are plenty of things to do even for the inexperienced. Next session is May 7th starting at 5:30 PM – the first trains leave the station at 6 PM,

• RAIL EXCURSION:

The George L Carter Chapter – NRHS is hosting a rail excursion on May 19th a Saturday. Bus ride, steamboat and train rides will be part of the experience to Knoxville's THREE RIVERS RAMBLER. Tickets are available.

• TRAIN SHOW REPORT

Roger Teinert the following progress in the planning for the Train Show in June:

- Vender registration is picking up with additional reservations from vendors;
- The Museum and Johnson City are coordinating the rental of 9 electronic billboards to promote the show;
- There has been discussion regarding the naming of the show for future years (see Fred and/or Roger with suggestions);
- The City is wanting a significant linkage with the Train Show and the Blue Plum Festival and has scheduled bus transfers between downtown and the mini-dome.
- Promotional items were shared including coasters, vendor update letters, little engineer paper hats; and
- There will be a need to provide coverage for a booth promoting the show in the downtown area.

NEW BUSINESS

• RAILROAD HERITAGE DAY

Geoff Stunkard reported that the April; Heritage Day will be hosted on Saturday April 28th. The theme will be “Streamliners-Steam and Diesel Passenger Trains”.

• APRIL COORDINATORS' MEETING

Fred reported that a Coordinator's meeting was held in April with the minutes to be reported in the May issue of the **SIGNAL BRIDGE**.

• CLUB MODULES (CLUB AND PRIVATELY OWNED)

Progress is being made at sprucing up the HO layout modules with: new cross-overs added; work progressing at Logan Heaton's and Jonathan Gilliam's module redesigns; scenicing on the cuts for the upper loop of the front module

• CLUB MODULE(S) CONCEPTUAL REPORT

○ PASSENGER AND INDUSTRIAL OPERATIONS

There has been some discussion of the track plans for the Depot module at the newly added extension to the “Wye” module to include: passenger train switching; industrial switching, and the use of low relief or transparencies of industries along the front plexiglass. Plans will be submitted for club approval.

○ FREE-MO ACCESS

Initial track plans include a curved track to allow for a switching tail track. This might be used as a connector for Free-Mo modules discussed last year. Again plans will be submitted for approval by club members before committing to construction.

VOLUNTEER SIGN-UPS

Volunteers for April and May Saturday open house sessions were recruited.

ANNOUNCEMENTS

- The next Coordinator's Meeting will be held on May 10th at 6 PM in room 2235 of the Campus Center Building.
- The next Train show Meeting will be held on May 14th 5 PM at Portabella's

PROGRAM CLINIC

Ted Bleck-Doran provided a clinic on modeling “Graffiti”. This was a participation clinic with those in attendance creating their own graffiti on model boxcars.

MAY MEETING REMINDER

The next MEMRR Business Meeting is scheduled for May 15th and will be held in Brown Hall, Room 235 at 6:30 PM. Those wishing to gather for a meal before the meeting should gather at Portabella Restaurant in the Kroger Plaza at 5:15 PM.

AJOURNMENT

Meeting was adjourned at 8:15 PM

Respectfully Submitted
Ted Bleck-Doran,
MEMRR Newsletter Editor

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	# COPY
The History Of The Santa Fe	Pamela Berkman	\$15.00	
Modern Locomotives	Brian Hollingsworth	\$15.00	2
Official Guide of Railways 1968	** NEW LISTING **	\$5.00	
St. Louis Union Station & Its Railroads	Norbury L. Wayman	\$5.00	
Illustrated Book Of Steam & Rail	Collin Garratt & Max Wade-Matthews	\$15.00	2
Southern Steam Specials	** NEW LISTING **	\$10.00	
When The Railroad Leaves Town	Joseph P Schwieterman	\$10.00	
More Classic American Railroads	Mike Schafer	\$15.00	2
Giants of the Rails: an Articulates Steam Pictorial	** NEW LISTING **	\$10.00	
The Locomotives That Baldwin Built	Fred Westing	\$15.00	2
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	
The Love of Trains	** NEW LISTING **	\$10.00	
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	2
Complete Book Of Model Railroading	David Sutton	\$10.00	2
History of the Louisville and Nashville	** NEW LISTING **	\$10.00	
The Pictorial Encyclopedia of Railways	** NEW LISTING **	\$10.00	
Under Pennsy Wires	Paul Carleton	\$10.00	
Civil War Railroads	** NEW LISTING **	\$10.00	
American Narrow Gauge Railroads	** NEW LISTING **	\$15.00	
Portrait Of The Rails From Steam To Diesel	Don Ball, Jr.	\$15.00	2
America's Colorful Railroads	Don Ball, Jr.	\$15.00	2
East Broad Top	** NEW LISTING **	\$10.00	

This Was Railroading	George B. Abdill	\$10.00	2
A Locomotive Engineer's Album	George B. Abdill	\$10.00	2
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	\$30.00	
Trains Trestles & Tunnels	Lou Harshaw	\$5.00	2
Makin' Tracks	Lynne Rhodes & Kenneth E. Voss	\$10.00	
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	2
Classic Trains	Hans Halberstandt	\$10.00	
A Century Of LIONEL Timeless Toy Trains	Dan Ponzol	\$10.00	
ALL ABOARD The Golden Age Of Rail Travel	Bill Yenne	\$10.00	2
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	
The history making and Modeling of Steel	** NEW LISTING **	\$15.00	
Down at the Depot	** NEW LISTING **	\$10.00	
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	

PAUL'S PICS PAGES
THROUGH THE LENS BY PAUL HAYNES
PHOTOS COURTESY OF DWARF SIGNAL PRODUCTIONS





FOCUS ON SAFETY

BEING SAFE – STAYING SAFE TRACKSIDE

OHITIS FRIM EAST TENNESSEE RAILFAN GROUP IN FACEBOOK.COM



The trio of photos shown above were taken by a railfan this past month in Bristol VA/TN. They show two very dangerous practices for getting to the other side of a stopped train. On the left someone is unwisely using the grab irons and knuckle couplers to cross between cars. Should the train start while in the process of crossing being trapped on a moving train would be the least of his problems. On the right, two individuals appear to be crossing beneath the cars of the stationary train. This dangerous act could easily result in death.

REMEMBER – RAILROAD PROPERTY IN PRIVATE PROPERTY – DON'T TRESSPASS!

HOW-TO NO. 10

FLAT CAR LOADS - PART 2

Photos and text by Ted Bleck-Doran
Modeling Project by Paul Haynes

TRICKS AND IDEAS: RUST EFFECTS WITH ACTUAL RUST



WHAT'S NEEDED

- One (1) rust plate of steel, well-aged in the weather.
 - One (1) sheet of emery paper
 - One (1) sturdy work-surface you won't mind scratching up
 - One (1) container to collect the rust in
- Place the rusty steel plate on the work-surface. Apply firm hand pressure on the plate's surface while rubbing the surface with the emery paper. Collect the resulting rusty dust in the container. A little rust goes a long way when weathering steel car loads.

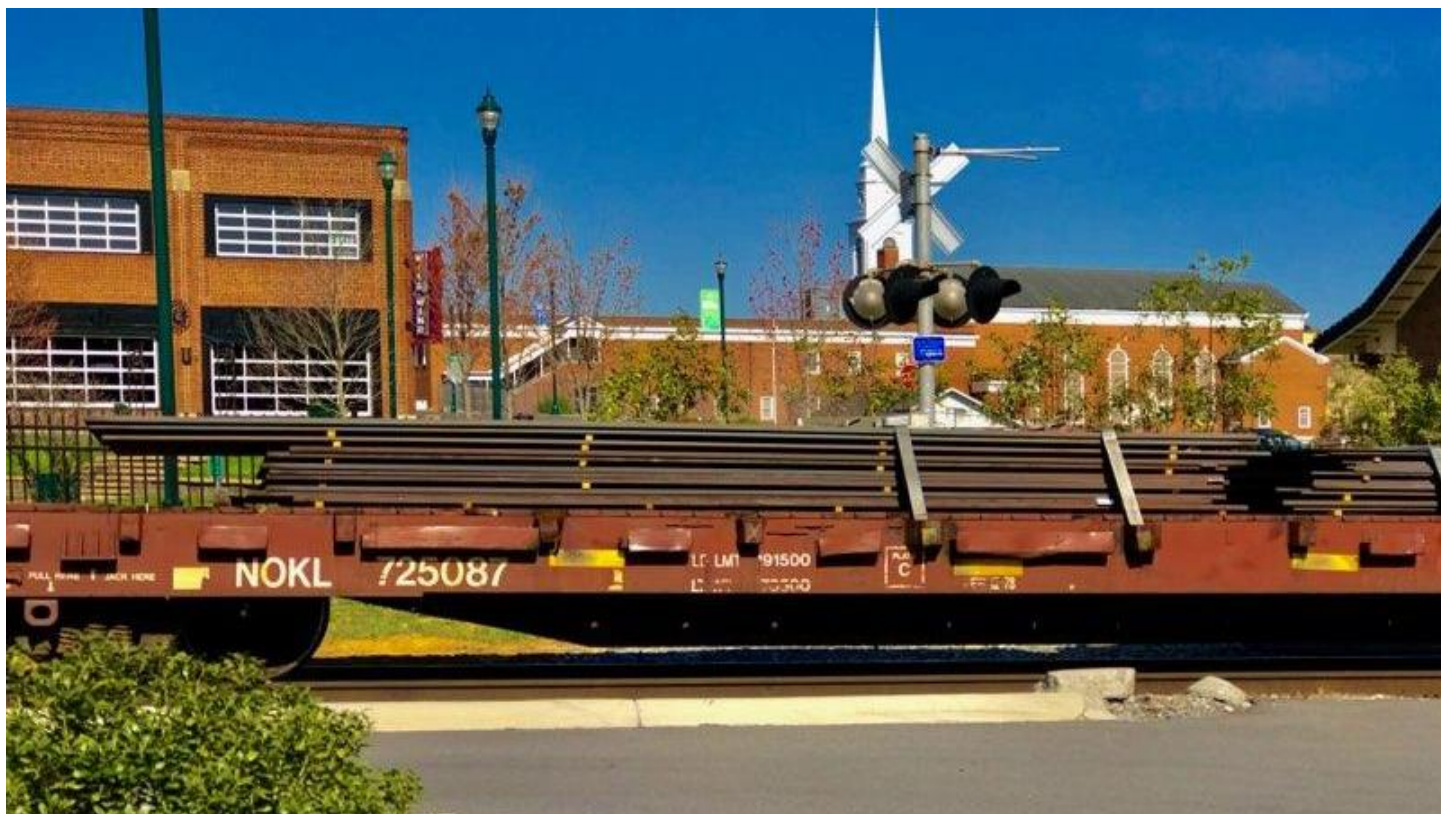
USEFUL TOOLS

When using pan pastels or weathering chalk powders a soft sponge applicator is needed. SOFFT applicators can be purchased from hobby shops or on line from places such as Mico-Mark, Blue Ridge Hobbies, etc. these applicators can prove to be expensive.

Paul came across EQUATE BEAUTY APPLICATORS which come in a 36 count package all for under a buck. The only drawback is the short stubby handle, but the sponges work just fine. Oh, and you may have to explain why you're raiding your wife's beauty products.

The second "under-a-buck" item Paul came across were EQUATE LATEX ELASTICS (rubber bands by any other name). They come in 100 count packages and in several sizes. They make great banding straps to hold loads secure.





HOW-TO No. 11

Pipes and Rods from Molding Sprues (or “An Excuse for being a Model Railroading Pack Rat”)

Idea by Ted Bleck-Doran

Model Railroaders are known to be species within the genus “*Paca Ratus*”. Who else would comb the forest floor for the right color fall leaves only to run the through a blender, bake them in an oven and ultimately apply the resulting material to our layouts as forest ground cover? We collect parts, and pieces, leavings and debris all requiring more and more storage space. What about those molding sprues? You know, the framework of plastic that is left over after the model parts have been cut away. There’s got to be some use for them, right? Well, here’s a great excuse, er... project for holding on to those pesky pieces of plastic: pipes and steel rods.

STEPS 1 & 2:

I used sprue nippers/cutters to separate the long straight pieces of the molding sprue frame. I didn’t worry about the nubs on these pieces. What I wanted were the longest pieces of straight pipe possible.

Once the straight pieces had been separated, I pared the nubs off using the nippers/cutters again. I dressed the cuts with a sharp No.11 Xacto blade and finished rounding the edges with an emery board (a modeler’s file or sanding stick can also be use).



STEPS 3, 4: & 5

Pipe loads are usually shipped in 5-10 foot increments (e.g.- 10, 15, 20, 20, 40 ft. lengths). I found that 15 ft. lengths would give me two pipes/rods out my longest pieces and one from my shortest lengths. Using a NWS Chopper II I was able to insure that the lengths were even and squared once cut.

Once I had my lengths in hand I sorted the pieces by diameter. The smallest diameter pieces came from several *Jordan Miniature* kits, the medium diameter pipes came from a Walthers *Roof Top Water Tank* kit, while the thickest came from a Walters *Overhead Crane* kit.

Paint it black: I wanted the largest diameter pipes to look like cast iron sewer pipe. The rest would be well weathered pipes that had sat out in the elements or quite some time. Each piece received two coats of *FolkArt* black acrylic paint

**STEPS 6 & 7:**

Once the coat of black paint dried I pulled some scraps of stripwood and cut them to scale 5 ft. lengths. These would be used as spacers used to stabilize the stacks of pipe. For the longest sections of pipe I used 4 spacers for each level. The shorter lengths received 3 spacers each level. While I usually use **AMBROID** cement in assembling wood kits, I used it in this project since it is solvent based and soaks into the wood spacers while reacting to the styrene plastic to form a good bond.

NOTE: *Ambroid's solvent I believe is a methethylketone base and should be used in a well ventilated area.*

Depending on the pipe diameter each layer had 3, 4, or 5 pipes each layer.

**STEPS 8:**

Step 8 involved applying several washes using *FolkArt* acrylic barn red and burnt sienna. Each color was applied separately and allowed to dry before applying the second color. The photo above shows the barn red wash while still wet. A small dab of paint in the bottom of a mixing cup is all that was need. The paint was diluted 5 to 10:1 with water. A soft bristle brush was used to apply the wash to each pile. I was careful to work the solution into the center of each layer.

**STEPS 9 & 10: Finishing Up**

To obtain a heavily weathered look I use Micro-Mark's "*Rust and Dust*" weathering kit **STEP 4** weathering powder. I used a medium sized brush with soft bristles to dust the powder on the pipes. I applied a rather heavy coat knowing the final step of sealing everything with a layer of Dul-Cote would blow off some of the chalk powder in the spraying process. The end results were a pleasing aged look to the pipes. They will make a nice addition to my parts yard in the near future.



Roger Teinert appears to be having fun creating graffiti during last month's clinic



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

May is here at last and it finally begins to feel like spring has arrived with all the flowers blooming, the trees and grass greening up and the welcomed warmer temperatures making the longer days even more enjoyable. May is a busy month for the George L. Carter Railroad Museum and the organizations that make it work; the Mountain Empire Model Railroaders and the George L. Carter Chapter NRHS. The month will bring another Heritage Day Saturday for the MEMRR, a rail excursion for the Carter Chapter NRHS, and the publicity build-up for the RR Museum's 3rd Annual Big Train Show. In addition the end of May will bring the members of the ET&WNC RR Historical Society to Johnson City and the Carnegie Hotel for their 30th Annual Convention. We will need everyone's help and some extra time commitments to bring this all to a successful conclusion. Our newer members are doing a great job of becoming important contributors to the MEMRR and to the RR Museum and we are very happy to have them with their skills, talents and ideas. Thanks everyone for what you do for our clubs and our railroad museum home.

May Heritage Day Event. Our Heritage Day Event Coordinator, Geoff Stunkard, has put together a most interesting Saturday for us featuring the first half-century of diesel power on the nation's railroads. The event, titled "**50 Years of Vintage: All Diesels 1925-1975**" will bring member's, club and museum diesel motive power in miniature scale to the tracks of the Carter RR Museum and will showcase some of the most colorful paint schemes applied to many of the locomotives of the period. Local rail lines as well as more distant roads will be showcased for the public. Plan to bring you vintage motive power and consists to operate on our HO-Scale club layout. Remember, if you don't have personal locomotives of the period in your fleet, the club and the museum have several in the roundhouse and yard just waiting for an engineer. So, come and join in the fun on May 26th.

May Operations Session: 6 members attended the May (first Monday of the month) Operations Session on May 7th. Dispatcher **Ted Bleck-Doran** passed out train orders that kept everyone busy and entertained as they worked their trains and consists over the MEMRR layout for more than two hours making up trains, delivering cars to customers and picking up others all the while trying to maintain movements on schedule. These sessions are a lot of fun and as our gandy dancers improve the track design with more turnouts and crossovers they will become more efficient for the

engineers and their crews. If you have never attended a First Monday Operations Session you really need to come to the next one on July 2nd beginning around 5 p.m. and join the other crew members for an evening of model railroad fun and we try to mimic the operations of prototype railroads. If you have been to some of the sessions, but missed the last one, put July 2nd on your appointment calendar and we will see you next time. At this stage of the operations we are using only club/museum locomotives and rolling stock so you don't even have to bring your personal trains, just yourself, to participate.



PAUL HAYNES AND BOB SULLIVAN DISCUSS THEIR PLANS FOR TAGGING A BOX CAR AT THE APRIL CLINIC

Spring Rail Excursion: By the time you are reading this the Carter Chapter NRHS Spring Rail Excursion will be ready to make its trip to Knoxville with more than 100 guests for an exciting day on the rails and on the Tennessee River. Deadline for ticket sales was May 7th for this event, but you don't have to miss the next one planned for Labor Day Weekend that will be a multi-day adventure riding several trains in the mountains in the vicinity of Elkins, WV. Watch for details. Our May trip will take us on Premier Transportation's modern buses to Knoxville for a ride on the 3 Rivers Rambler from their depot west of the University of Tennessee east to the confluence of the French Broad and Holston rivers where the Tennessee River begins. Following the train ride we will board the paddleboat, *The Star of Knoxville*, for a 2-hour luncheon cruise on the river. This is a great day trip and one that has become so popular that we continue to run it every spring. If you missed this one please consider one of the two planned rail excursions for 2018 (details will be distributed as the events are scheduled), and plan to join us for some fun on the rails of area excursion railroads.

Carter Railroad Museum Website: Yours's truly has finally found the time, and an ETSU Institutional Technology Services staff person, who has gotten our Carter Railroad Museum website up-to-date. All the old announcements of events have been taken down and the current ones on the May rail excursion and the June Big Train Show are now

posted. With any luck at all this site will be kept current in the future and will support its cross-linkage with memrr.org and glcarterchapternrhs.org giving anyone interested in our clubs and the museum ready access to information about them.



GARYT EMMERT PUZZLES OVER HIS GRAFFITI DESIGN

June Big Train Show: The Carter Railroad Museum's **3rd Annual Big Train Show** will be coming Friday and Saturday June 1-2nd to the ETSU Memorial Center Mini-Dome. The Train Show Committee under the leadership of **Roger Teinert** has been planning this show almost since the 2nd show ended in June of 2017. There have been monthly meetings of the committee. Many MEMR members have traveled to regional train shows to distribute our show materials and to recruit vendors for this show. The museum printed 10,000 show flyers last fall for distribution to announce the event and information about the show has been sent to former vendors and posted on all of our websites. This spring we have had a number of meetings with Johnson City administrators, including **Vice-Mayor Jenny Brock**, and with the planning committee of the Blue Plum Festival (the festival runs the same weekend as our train show). The City's marketing folks have been working with ETSU's marketing team in University Relations and we will have the largest marketing effort ever for this year's show. The Carter RR Museum has invested more than \$5,000 in a marketing plan that, in addition to the flyers printed last spring, will include 10 days advertising on 10 area electronic billboards, hundreds of posters, thousands of coasters (distributed to area restaurants and bars) and WETS radio PSAs. In addition we will be on area talk shows publicizing the train show. Former ETSU radio announcer, and now private businessman in the TV and radio publicity business, Chip Kessler, has also volunteered his time to provide promotional information to media outlets in Asheville and Charlotte, NC, Knoxville and Nashville, TN plus other more distant localities. We are pulling out all the stops to get the word out about this big event that is becoming one of the largest train shows in the Southeastern U.S. Our goal is to get more than 3,000 visitors to the two-day event and to make our vendors happy with the public turnout. Both are

essential to the success of this show and for future shows. All profits come to the Carter RR Museum and are used solely for the expenditures of the museum on exhibits and museum events and promotions. The show will feature vendors with model train locomotives, rolling stock, model train accessories, railroad books, rr shirts and other memorabilia all related to railroading and model railroading. We will have operating layouts including live steam and there will be food vendors on site. Club members who want to rent a table to sell some of the model railroad items that you may no longer want to keep will get a 17%+ discount on tables for the show at \$25. Members who help us with the set-up, operations during the show, and take-down after the show will receive free admission to the event for both days. Contact **Roger Teinert**, Train Show Committee Chairman, for information.



AN EXAMPLE OF A TAGGED CAR FROM THE APRIL CLINIC

This is a big show and a lot of work to make it happen. The following is a schedule of events and we need volunteer help for all of it. Please let **Roger Teinert** know if you can help and when you will be available.

Tentative Schedule and Need for Volunteers for the Train Show and Carter RR Museum:

- **Wednesday, 30 May.** Noon until? We need help picking up tables at various locations and loading them into a 16 foot Enterprise rental truck. The tables will be brought to the ETSU Mini-Dome and arranged on the floor according to a fixed floor plan created for each vendor.
- **Thursday, 31 May.** 8:00 a.m. meet at ETSU Mini-Dome to go out and pick up additional tables that will be brought back to the venue for set-up for vendors. Noon into the evening vendors will be arriving to set us and we will need to sign them in and escort them into the venue from the staging area in a nearby parking lot.
- **Friday, 1 June.** Additional vendors may be arriving before noon and we will need assistance to get them in the venue and set-up. Noon the show

opens and runs until 6:00 p.m. We will need assistance with ticket sales, with our sales tables, and to assist visitors and vendors on the floor.

- **Saturday, 2 June.** The show opens at 10:00 a.m. and closes at 4:00 p.m. Help is needed with ticket sales and with visitors and vendors on the floor. After show closes at 4:00 p.m. we need help stacking tables as the vendors clear them and loading some on the truck for return to some of the places who loaned them to us, especially churches who may need them for their Sunday services. The show will be completely torn down on Saturday afternoon/evening.
- **Sunday, 3 June.** Any additional tables on the floor will be sorted by owner and loaded on the truck. Some will be returned on Sunday as possible; but the remained will be returned as businesses who loaned them reopen on Monday morning June 4th.
- **Carter Railroad Museum** will be open both **Friday June 1 and Saturday June 2** as in the past two years. Times will be approximately noon to 5 p.m. on Friday and 10 a.m. to 5 p.m. on Saturday. We will need enough volunteer members to staff the museum these two days.

registration on Friday afternoon followed by their business meeting at 5:30, a banquet at 7:00 p.m. followed by a keynote speaker at 8:00. Saturday the will have early morning speakers at 8:30 a.m. followed by visits to the Carter RR Museum, the Big Train Show and then on to a field trip on the old logging railroad beds on Grandfather Mountain and then Blowing Rock, NC and the Tweetsie Railroad to ride the train and to have an evening meal at the Tweetsie Palace and an evening speaker. Sunday they will ride the rails in the Doe River Gorge beginning at 9:30 a.m. then off to the restored Linville depot in Newland, NC and some railroad storytelling by ETSU's Dr. Delanna Reed.

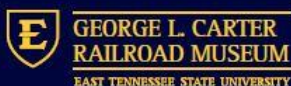
It promises to be an exciting and busy convention. I urge you to consider joining the ET&WNC RR Historical Society. Membership information is available in the Carter RR Museum.

Wow! May and early June will be a busy time for us. We really need your help to make all of this happen so please plan to volunteer some of your time at the Carter RR Museum and for the Big Train Show to make this successful for the museum, but also to showcase all the things that the MEMRR and the Carter Chapter NRHS do so well for all our visitors.

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

ET&WNC RR Historical Society: The Society, co-hosted by the G.L. Carter RR Museum, will be holding its 30th Annual Convention at the Carnegie Hotel, Johnson City, Friday-Sunday, June 1-3. They society has a full schedule with

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



TRAIN SHOW

Friday - Saturday
June 1 - 2, 2018

To be held in the ETSU Memorial Center "Mini-Dome" with more than 64,000 square feet of display space.

Hours

Friday: Noon - 6:00 p.m.

Saturday: 10:00 a.m. - 4:00 p.m.

Admission

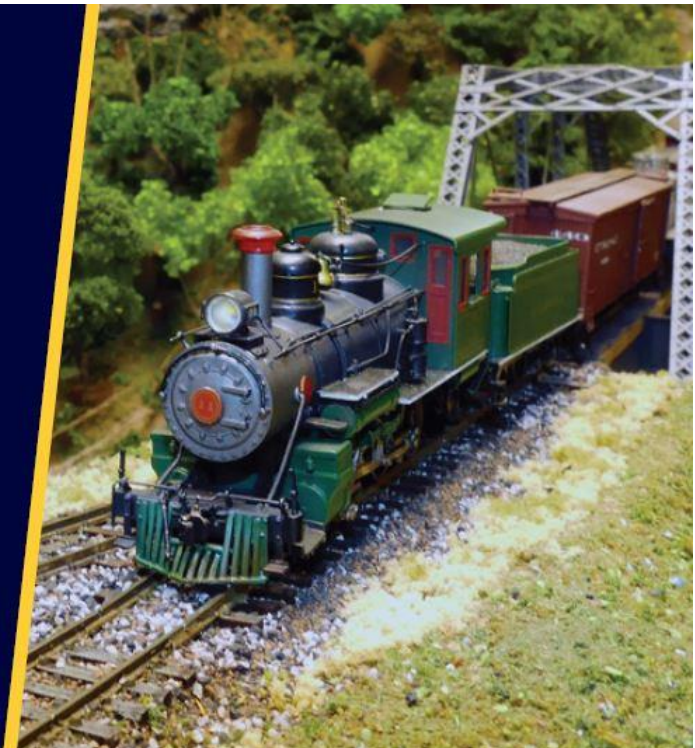
\$6.00 per day

Children under 12 free

FREE Adjacent covered parking garage

Food booths will be open in the Mini Dome

Lodging available at the Carnegie Hotel right across the street from the ETSU campus



MOUNTAIN EMPIRE MODEL RAILROADERS
JUNE SESSION CANCELLED DUE TO TRAIN SHOW
JULY OPERATING SESSION
MONDAY, JULY 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 – **JULY 2ND** - Mountain Empire Model Railroaders will sponsor an Operating Session at the George L Carter Railroad Club i HO layout n 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

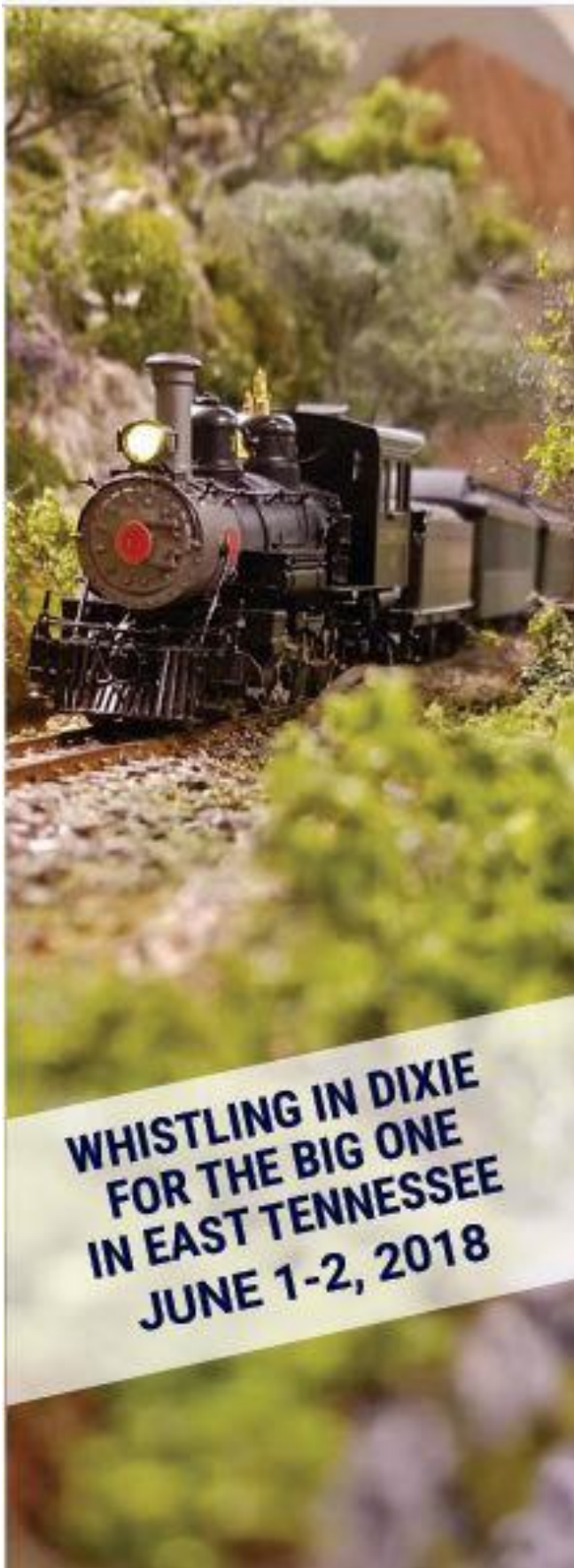
PREREGISTGERING IS NOT REQUIRED

BUT LET US KNOW IF YOU PLAN TO ATTEND

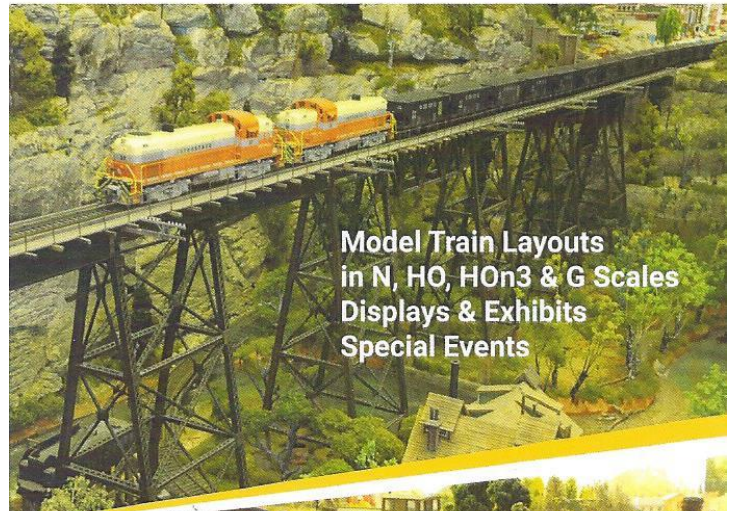


GEORGE L. CARTER RAILROAD MUSEUM

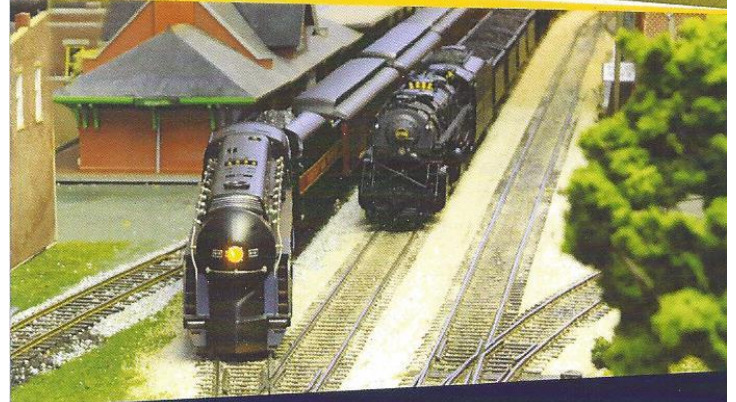
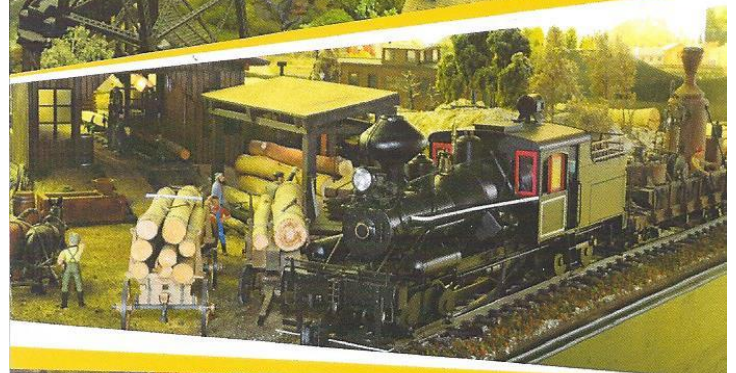
EAST TENNESSEE STATE UNIVERSITY



**WHISTLING IN DIXIE
FOR THE BIG ONE
IN EAST TENNESSEE
JUNE 1-2, 2018**



**Model Train Layouts
in N, HO, HO_n3 & G Scales
Displays & Exhibits
Special Events**



Open 10 a.m. - 3 p.m. every Saturday*

East Tennessee State University
176 Ross Dr. (Campus Center Building)
Johnson City, TN 37601

**except holidays and weather-related closures*