



# THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB

JUNE 2018 - MEMBERS EDITION

Volume 25 – Number 6

Published for the Education and Information of Its Membership

## 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**

fleetsayilor1981@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 3<sup>rd</sup> 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.

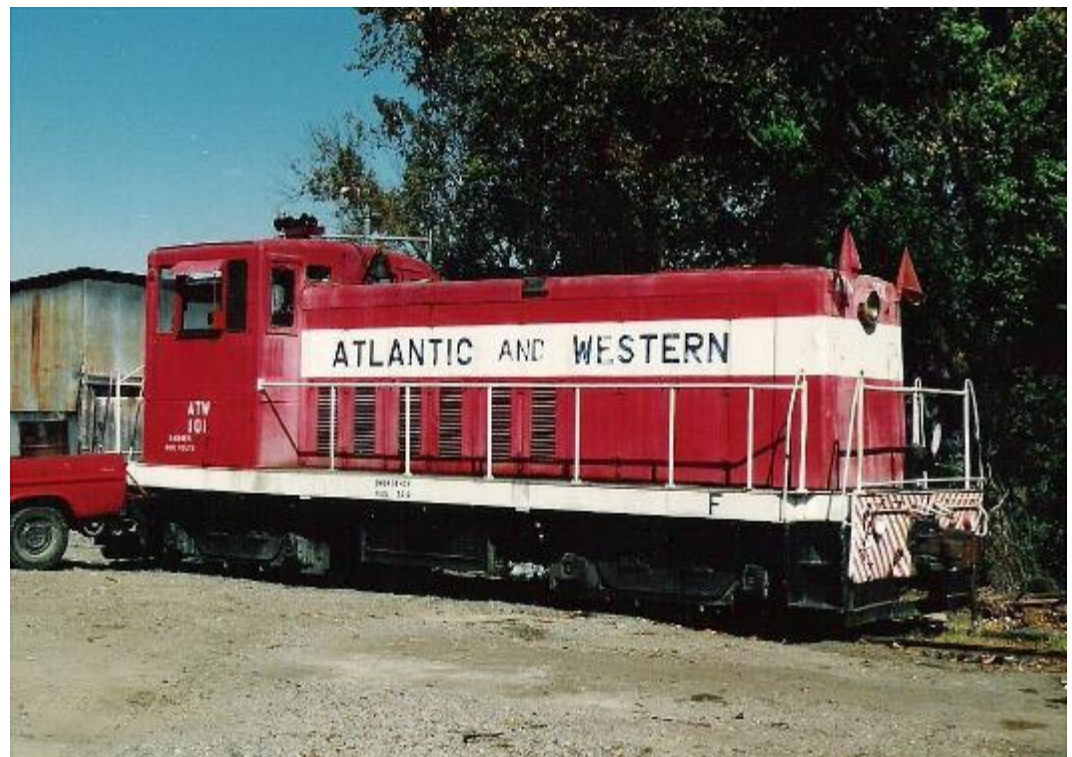
Work Nights are held each Thursday from 4:00 pm until ??

## SPECIAL FOCUS THIS ISSUE

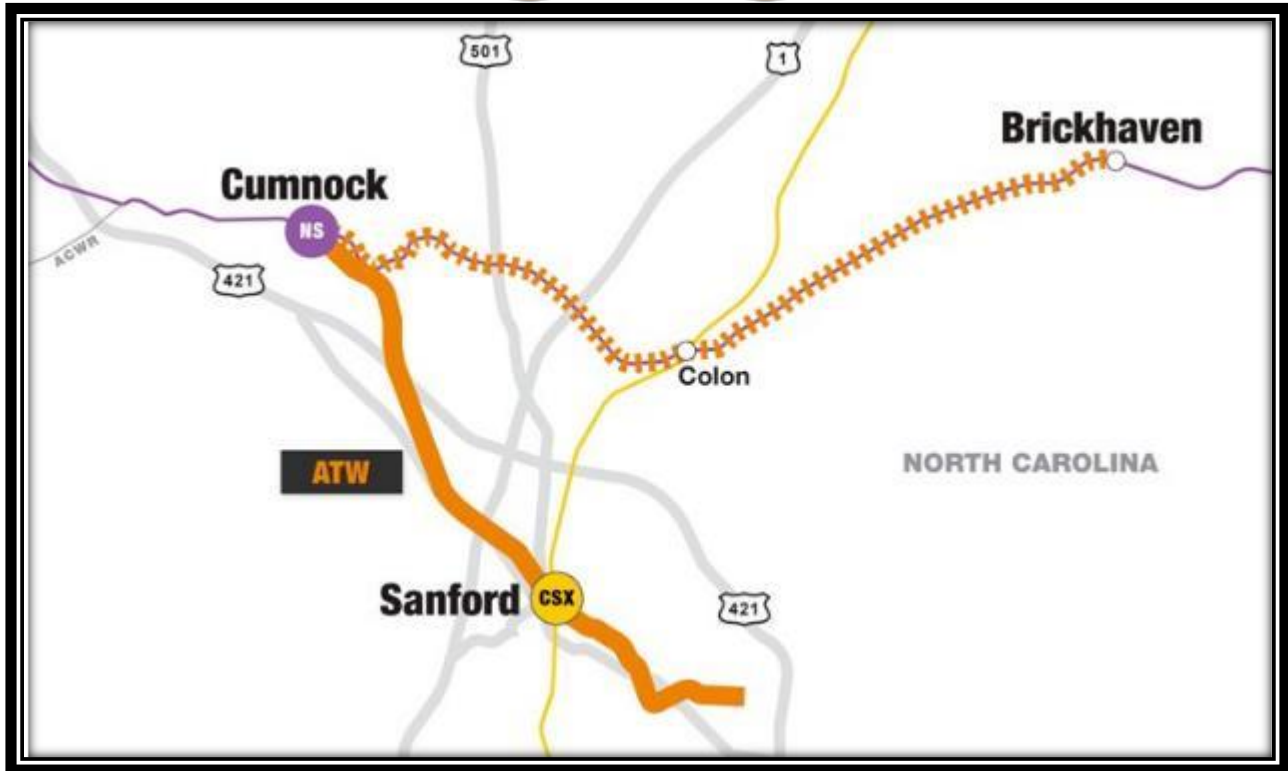
### SOUTHERN SHORTLINES: THE GENESSEE & WYOMING IN THE DEEP SOUTH

#### Part 3 - ATLANTIC AND WESTERN and WILMINGTON TERMINAL

Information from [WWW.ncrailways.org/railroads/](http://WWW.ncrailways.org/railroads/)



GENESSEE & WYOMING'S ATLANTIC AND WESTERN No. 101 PATIENTLY AWAITS THE NEXT JOB IN CENTRAL NORTH CAROLINA WEARING AN EARLIER PAINT SCHEME



The Atlantic & Western Railway Co. operates in Sanford, in the center of Lee County in the center of North Carolina. The company was incorporated in 1896. The railroad is the property of Genesee and Wyoming.

Commodities carried by the railroad are sand, scrap metal, paper, lumber, concrete, oil, and food products.

Principal shippers are: Lee Iron & Metal Co. – processor of scrap metal; Noble Oil Company – processor of waste oil; Sanford Recycling – processor of scrap paper; and H.J. Baker Co. – producer of livestock feed. There are three industrial sites located along the A&W: one with 22 acres, one with 78 acres, and a third with approximately 400 acres.

The Atlantic & Western has connections with CSX and Norfolk Southern.

Miles of track: 10

Employees: 4000 Carloads: 1,000 per year

Industries served: 9

Equipment: 2 locomotives and 3,000 gondolas, box cars, and covered hoppers



A&W RR No 1219 SW1200rs



A&WRR No.109 GP 10 ex-DRG&W



The **WTRY** operates within the Port City of Wilmington, serving shippers on the Southeast Bank of the Cape Fear River in New Hanover County. The WTRY was incorporated in 1986 to lease and operate the rail lines owned by the North Carolina Ports Railway Commission in Wilmington, NC.

The Wilmington Terminal Railroad is owned by Rail Link , Inc. a subsidiary of Genesee & Wyoming Inc. Commodities carried by the WTRY are paper, steel, chemicals, lumber, liquid asphalt, urea, and miscellaneous equipment. Principal shippers are North Carolina State Ports , Vopak, Colonial Oil, Flint Hills Resources, Cape Fear Bonded Warehouse, Rescar, and Carolina Marine Terminals.

Miles of Track: Main Line 4, Port Track 14  
 Employees: 11,000 Carloads yearly  
 Equipment: 3 Locomotives



Unknown



WTRY No. 1205 - photo by Michael Ridenhour



WTRY No. 1203 - photo by Michael J Bobb



WTRY No. 1205 - photo by Sid Vaught

## TRACKSIDE SAFETY

### STAYING SMART AROUND RAILROADS

#### TIPS, TRAPS AND CAUTIONS OBSERVED AROUND THE INTERNET



What do you do when you're riding your bike down the road and you come across a train blocking the highway crossing.

It seems like you have several choices:

- You can try to go around it, but usually that mean riding a ways out of you planned route... oh what a bother
- You can try to go over it... there have been bike riders caught passing their rides overn the couplers and following the bike by climbing over the knuckles themselves.

- You can try to go under the train... as the cyclist is seen doing in the above photos.
- Or... here's a wild idea... you can wait for the rain to move out of the way.

Hum... which would you choose?

This Cyclist as caught on caamera in Bristol TN/VA

## TOURING NEW ENGLAND WITH PAUL AND KAY

### A SUMMERROAD TRIP WITH THE HAYNES

#### PHOTOS BY PAUL HAYNES



HOBO Railroad's No. 1590, a EMD SW1001 operates at backup power



A HOBO Railroad volunteer secures a grate over the fan housing



The HOBO Railroad's No. 958, an ALCo S1 ready for the tourists



Observation Car "Mountain View" is ready for the season to open



Observation Car from the Flying Yankee Streamliner sans windows and trucks is undergoing restoration



Trucks for the Flying Yankee awaiting reconditioning



Boston & Maine Geep No. 1921 now a part of the HOBO RR's fleet



Photo courtesy of Flying Yankee Restoration website



A view of the front of the Depot in Lincoln New Hampshire



A look from the Hobo Railroad Museum's depot toward the museum's Vermont Central Railway caboose



Boston & Maine Caboose



A Central Vermont Railway caboose undergoing restoration at the Hobo Railroad Museum



Another view of the restored Boston and Maine Caboose on display at Bath Falls



Abandoned Maine Central right-of-way now land banked as a Rails-to-Trails greenway



A Postcard view to say farewell to New England... the Portland Maine Head Lighthouse at sunset



# HOBO RAILROAD

From Wikipedia, The Free Encyclopedia



Hobo Junction with Hobo Railroad scenic trains in Lincoln, New Hampshire

The **Hobo Railroad** consists of two heritage railroads in central New Hampshire, in the United States.

One, in Lincoln, offers passenger excursion trains through the White Mountains. The other, based in Meredith, offers passenger excursion trains in the Lakes Region.

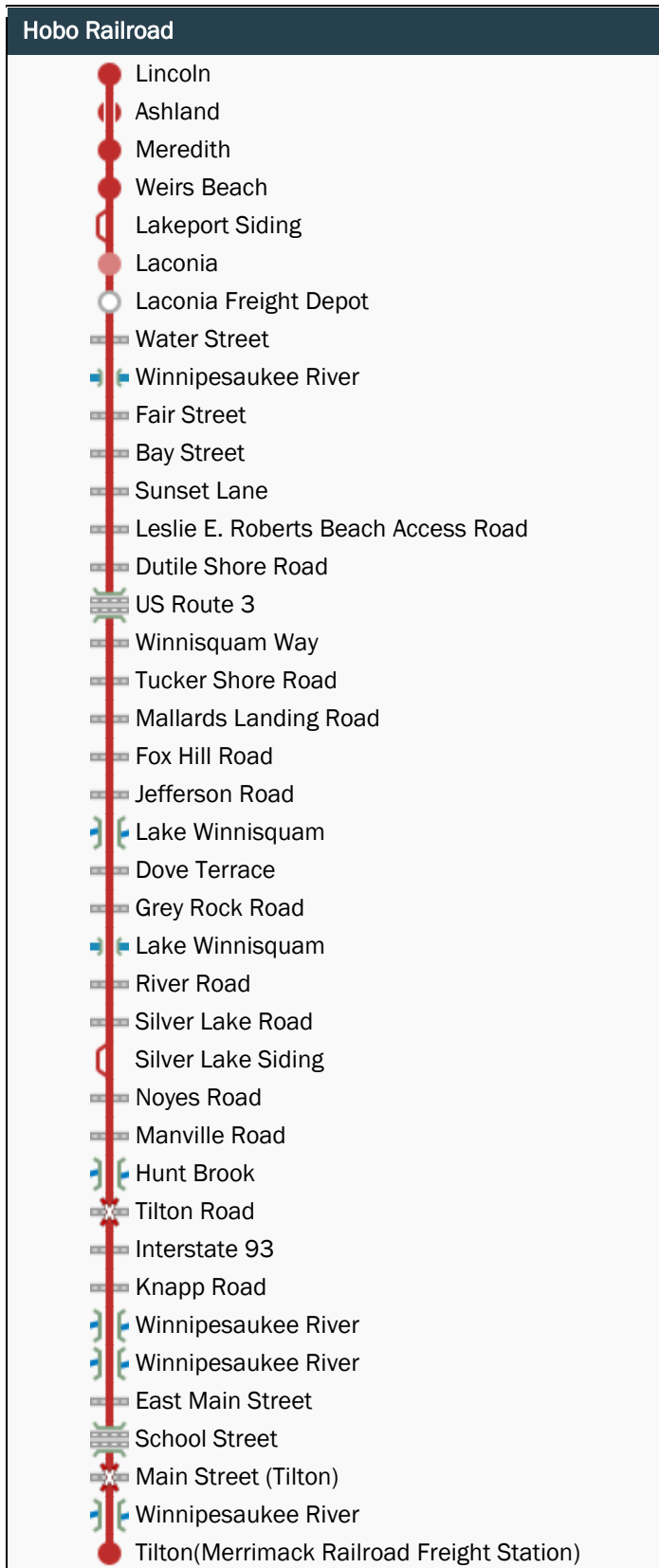
## HISTORY

In 1986 the Plymouth and Lincoln Railroad was formed with the purpose of operating a theme park and railroad out of Lincoln, New Hampshire. Edward Clark and his wife Brenda Reynolds Clark were the owners. Trains have been operating since then between Lincoln and Woodstock, a distance of 7 miles (11 km). The Clarks are related to the Clark family that operates Clark's Trading Post, an icon in the White Mountains for over 80 years.

After a few years of operating the railroad in Lincoln under the Hobo Railroad name, the railroad was invited to bid on the lease for the state-owned trackage from Tilton to Plymouth. They won the bid, and the Winnepesaukee Scenic Railroad was formed. The new line operated between Meredith Station and Lakeport siding at the end of Paugus Bay (Lake Winnepesaukee), with an intermediate stop at Weirs Beach.

The railroad now holds the passenger rights on the entire State of NH-owned track running from Tilton to Lincoln, a total of 54 miles (87 km). This additional mileage allows the operation of many special excursion trains. The state owns another 19 miles (31 km) of track from Tilton to Concord, which is used by the New England Southern Railroad for freight customers.

In the summer of 1998, Edward Clark, founder of the railroad, died. Benjamin, his only son, assumed the post of President and promoted the business heavily.



## THE LINCOLN SHOPS

From the mid-1990s, the Lincoln Shops have grown to be a major source of off-season revenue through its quality refurbishing and repair of numerous pieces of customer railroad equipment. Two Russell Snowplows and some subway tampers were rebuilt for the MBTA. The privately owned ex-New Haven Railroad *Roger Williams* was in for major restoration to like-new condition, along with four or five caboose repaintings. The company's reputation for perfection increased the demand for the facility enough to make the business a 12-month operation. 2005 brought the three-car set of the *Flying Yankee*, under restoration, to the Lincoln Shops for completion.

## CURRENT ACTIVITIES

The railroad has some of the most diverse and scenic fall foliage trains in New England, whether lakeside or on a journey along the Pemigewasset River to the mountains. Since 2003 the railroad has promoted heavily this important season for tourism. It also benefits from its 1½ hour travel time from Boston. Bus groups, sometimes eight per day, converge in Meredith in the fall due to the town's location and to the offering of a full roast turkey dinner on the train catered by Hart's Turkey Farm Restaurant, also located in Meredith.

In winter 2005, the "Believe in Books Literacy Foundation" contracted with the railroad to provide a "Polar Express" out

of Lincoln, to supplement the growing demand from the North Conway operation run by the Conway Scenic Railroad. The Tom Hanks movie of the same name was released in the 2004/2005 season, sparking even further interest.

Three ALCO S1 switchers (one from the Portland Terminal Company and two from the Maine Central Railroad), an ALCO S3 switcher from the Boston and Maine Railroad, and a former Rock Island Railroad EMD GP7 provide the motive power for the two railroads. Four former Erie Lackawanna Railroad cars and 6 former Budd RDCs from MBTA in Boston comprise the railroad cars that they use for operations.

## LOCOMOTIVE ROSTER

All of this information is as of October 2017.

- S1 958: Currently main power for the Lincoln trains.
- S1 959: Currently backup power.
- S1 1008: This used to be main power for the Winnepesaukee branch before its wheels wore out.
- S3 1186: Currently backup power.
- SW1000 1012: Currently main power for the Winnepesaukee trains.
- SW1001 1590: Currently preferred backup power. As of October 2017, this is the only locomotive not in maroon. It is in the CEFX blue paint scheme.
- GP9 1921: Currently backup power.
- GP7 302: Currently backup power.

## MOUNTAIN EMPIRE MODEL RAILROADERS MINUTES FROM THE BUSINESS MEETING MAY 16<sup>TH</sup> 2018

### Call to Order and Recognition of Visitors and New Members:

The meeting was called to order by Vice President John Carter acting in the absence of the President. There were 10 members present; 0 visitors and 0 new members.



New track work installed near the "Wye" module, and swingbridge

Officer Reports:  
Secretary's Report:

The minutes of the April meeting were presented. Motion to approve the minutes as printed in the *SIGNAL BRIDGE* was made, seconded and approved.

### Treasurers Report:

An oral report on the status of accounts was provided by Gary Emmert indicating the all bills have been paid and the club has maintained a positive balance. A printed copy of the report is on file with the President.



New track installed at the south end of the Ramey tunnel



**Newsletter Editors Report:**

The **SIGNAL BRIDGE** for May has been distributed to the Membership and consists of 19 pages. The issue contains the continuation of a series of articles on Genesee & Wyoming's shortlines in the south - this month's focus is on the Carolina Piedmont Railroad. Also in the issue is a listing of the Library's second and culls available for purchase by club members; Flat Car Steel Loads; Making Steel pipes from leftover plastic kit sprues; the President's Column, and prior month's business meeting minutes.

**Web-Masters Report:**

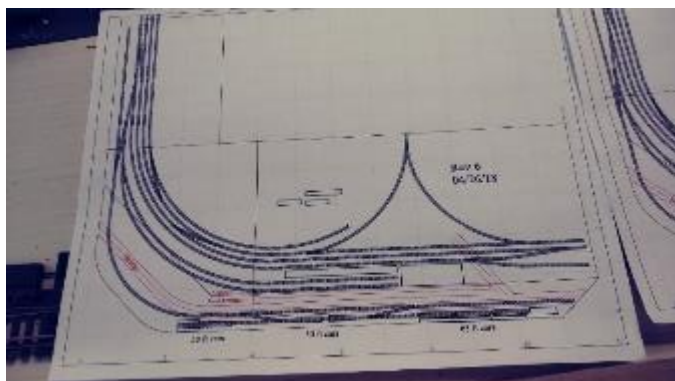
No report given as webmasters were absent.

**Vice-President's Report:**

John Carter reported that Paul Haynes had agreed to present a clinic for the evening's program. "Trackwork Tips" was suggested for the June meeting's program.

**President's Report:**

John Carter reported for the President reminding the membership that the 3<sup>rd</sup> Annual Big Train Show dates were fast approaching and encourage to sign up for volunteer slots Wednesday May 30<sup>th</sup> through Monday June 4<sup>th</sup>.



Revision 6 Plan for passenger and freight switching on the "Wye" extension

**Old Business:****Operating Sessions:**

Ted Bleck-Doran reported that six members attended the May Operators' Session. The focus of the operating session was prototypical switching with participants working in teams to create a realistic train consist, switch cars in/out of industries while following prototype practices. Operations have become smoother with the additional crossovers installed (thanks Frank). There will be not Operating Session in June due to the train show. The next session will be July 2<sup>nd</sup>.

**Rail Excursion to Knoxville May 17<sup>th</sup>:**

Two busses have been filled, the third bus has been cancelled due to insufficient reservations. Several people have opted to drive themselves and meet the busses in Knoxville.

**Train Show Report:**

Roger Teinert reported that the 3<sup>rd</sup> Annual Big Train Show is in the final stages of planning which include:

- Finalizing vendor registrations
- Securing sufficient tables
- Advertising: electronic billboards, coasters for area businesses, flyer distribution, placement of roadside banners, radio and TV spots
- Securing sufficient volunteers

The need for every member to help with the show was emphasized.

**Birthday Party May 19:**

Amy Merritt requested help with set-up/tear down for a birthday party on May 19<sup>th</sup>.



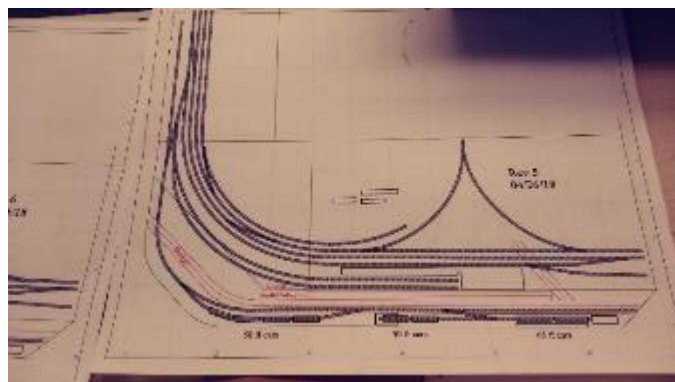
Progress on Jonathan Gilliam's module is obvious with the addition of new track work

**New Business:****Railroad Heritage Day May 26<sup>th</sup>.**

Heritage Day for May will be "50 Years of Vintage Diesels 1925-1975"... members are encouraged to bring in examples of 1<sup>st</sup> and 2<sup>nd</sup> Generation diesels to run.

**May Coordinators' Meeting:**

The may Coordinators' Meeting was cancelled due to conflicts with train Show Planning.



Revision 5 for track plan for the "Wye" extension

**Track Plan Proposals:**

Track plans for switching and passenger yard at the new extension in front of the Wye were review. Motion to table

until June meeting to allow for more member input was made, seconded and passed.

**Door Prize for Train Show:**

Motion to have MEMRR provide a \$25 Gift Certificate as a Train Show Door Prize was made, seconded and passed.

**Library DVD Holdings:**

Bill Smith reported on the new shelving/cataloguing system that has been set up for facilitate retrieving specific titles from the collection.

Volunteers for the next 5 Saturday Open House Sessions were solicited from the members present.



Mockup of the proposed highway overpass and road for the station extension

**Announcements:**

- The next Coordinators' Meeting will be held June 14<sup>th</sup> 6:00 PM Campus Center Building Room 356
- Next MEMRR Business Meeting will be held June 19<sup>th</sup> at 6:30 PM Brown Hall Room 223

**Program:**

Paul Haynes presented a clinic on "Flat Car and Gondola Loads" featuring a PowerPoint presentation and model demonstration.



Frank Fezee installs a three way turnout on Logan Heaton's module

Meeting was adjourned at 7:59 PM.

## ON THE ROAD ROBERT MEMPHIS CONTAINER TERMINAL

Photos and Text by Robert Sullivan

BNSF Railway Co. unveiled its new Memphis, Tenn., intermodal facility during a grand opening ceremony.

The Class I completed a \$200 million expansion and rebuilding project at the facility to double lift capacity in the Memphis market, boost efficiency and improve air quality. The 185-acre facility is designed to handle 1 million lifts annually.

The terminal features eight wide-span, electric, rail-mounted gantry cranes that will significantly reduce the number of

hostler trucks needed to move containers within the yard, according to BNSF. The facility also features a streamlined automated gate system for trucks entering and exiting the terminal. The system uses digital cameras to record images of containers, chassis and tractors. Drivers also will be identified using a biometric system.

The technological enhancements will boost security and improve throughput, as well as reduce truck idling time and emissions by 50 percent, BNSF officials said in a prepared statement





## THE VIEW FROM THE ENGINEER'S SIDE OF THE CAB THE MEMRR PRESIDENTS' COLUMN

Thank you, **thank you, THANK YOU!** The 3<sup>rd</sup> Annual Big Train Show has come and gone and from all accounts it was a big success. We still have not had time to do all the calculations, but we had more folks attending this year and we had more vendors, 63, than ever before and many have already pledged to be back next year. This was our biggest effort to get vendors to come and to market the event to the Tri-Cities Region and beyond. **Roger Teinert** and the Train Show Committee had monthly meeting beginning shortly after the 2017 train show was over and he, and many of you, attended a lot of train shows talking to vendors, promoters and attendees to get them interested in our June event. Our marketing campaign was the largest and most expensive ever with electronic billboards, thousands of coasters, flyers, radio PSAs, Facebook videos, television appearances, banners and yard signs, newspaper press releases and paid advertisements and much, much more. We had lots of help from folks who loaned us tables and from members who traveled the region collecting them on Wednesday and Thursday and took them back on Saturday and Monday. It was a very big effort and saying "thank you" is not enough to express my gratitude to each of you who did the work, manned the ticket booths, made the announcements, helped the vendors, and all the many things, big and small,

that made this big event work so smoothly and efficiently. As we review the numbers, get our feedback from the vendor's completed questionnaires, and analyze what worked and what may have worked better we will provide that information in a future newsletter.



A lineup of "NC and Saint L" switchers

This is a big event and it is becoming one of the largest train shows in the Southeast. Everyone connected with it should be proud of the work you put into it that has made it so attractive for so many people. **JOB WELL DONE!!!**

**Operating Session:** Because we would still be taking down the last vestiges of the Big Train Show on the first Monday of June a decision was made by our Chief Session Operator, **Ted Bleck-Doran**, to forego a session this month. But, do not despair, we will be back on track beginning the first Monday in July, July 2<sup>nd</sup>, for our next Operating Session at the G. L. Carter RR Museum on the MEMRR HO-Scale layout. All locomotives and rolling stock are furnished by the MEMRR and the Carter RR Museum, so no need to bring your own. Members begin to arrive around 5 p.m. and the trains begin to roll around 5:30. Come and join in the fun. You don't have to have participated in a previous session to become an active player (engineer), just come and our more experienced members who have attended some of our sessions will help you get the hang of it. Session last around 3 hours and everyone has a great time. See you on July 2<sup>nd</sup> ??



The NC&StL switchers were painted and decaled by Ted Bleck-Doran

**Carter RR Museum "Open House":** During the Big Train Show our MEMRR members kept the Carter RR Museum open on Friday from noon to after 5 p.m. as well as Saturday with extended hours to at least 4:30 that day to accommodate the additional visitors we expected to receive from those attending the Train Show in the nearby ETSU Mini-Dome as well as the 65+ visiting members of the ET&WNC RR Historical Society who were having their 30<sup>th</sup> Annual Convention across the way at the Carnegie Hotel the same weekend. I don't have a final count but I heard we had 180+ on Friday and more than 250 visitors to the museum on Saturday; more than 430 people toured our small facility and many for the first time. Thank you for putting in the extra hours to make this possible for them and to represent your hobby and the museum you support. **Well done MEMRR !!**

**ET&WNC RR Historical Society:** The ET&WNC RR Historical Society held their 30<sup>th</sup> Annual Convention from Friday June 1<sup>st</sup> to Sunday June 3<sup>rd</sup> based at the Johnson City Carnegie Hotel; the site for this annual event for the past 5 consecutive years. A number of our MEMRR and the Carter Chapter NRHS members are also members of this historical

society and attended many of their scheduled events. Most of their members toured the G.L. Carter RR Museum on Saturday morning before departing for some of their field trips in North Carolina. They enjoyed talking with our members operating the museum's model train layouts and, as to be expected, had particular interest in the "Tweetsie" layout that depicts the railroad they have built their Historical Society around. Some of them travel from outside of Tennessee to attend their convention and only get to check the progress on this layout on an annual basis. We are getting kudos and 'thumbs-up' on the work on this layout and their appreciation for bringing back in miniature form memories of the little narrow-gauge railroad that is so important to them.

The Society is already beginning to talk about their 2019 convention and I fully expect it will be back in Johnson City at the same time to tie into our Train Show and to once more tour our railroad museum.



Bill Smith's handiwork on the upper level cut on the club's corner module

**White River Productions:** **George Riley** is an Associate Editor and a Marketing Director for White River Productions, the company that produces many Railroad Historical Society magazines, the *HOn3 Annual*, *HOn30 Annual*, *Railroad Model Craftsman* and many others. George also models the ET&WNC RR and is a member of the ET&WNC RR Historical Society. He first saw our HOn3 "Tweetsie" layout in 2014 and working with **Geoff Stunkard** and me has now published 9-10 pages each year in 4 consecutive issues of the *HOn3 Annual* (2014, 2015, 2016, 2017). This is a singular event for any model railroad club or railroad museum and we have been honored to have our layout grace the pages of such an outstanding publication. Mr. Riley was back in Johnson City on Thursday and Friday for the ET&WNC RR HS Convention, to attend the Train Show and to see what progress we had made on our museum's "Tweetsie" layout. He liked what he saw and **Dave Doughty** and **Gregg Mundkowsky** spent several hours with him on Thursday afternoon positioning and running trains for his still and video shots on many sections of the layout. I am most happy to report that we will be featured for a 5<sup>th</sup> consecutive year in the 2018 edition of

that narrow-gauge annual! We will be working on the town of Roan Mountain as that, and the newly-sceniced section of the gorge between tunnels 4 and 5, will be the focal points for the piece that Geoff will write and that we will illustrate for the magazine. The proposed deadline for the work will be early September and that means we will have to construct 6 more buildings for the town, including the iconic Roan Mountain Inn, and the landscaping that will surround them in short order. A big task; but a big reward with national and international publicity for our little railroad, our museum and our members.

**Labor Day Weekend Rail Excursion:** The G. L. Carter Chapter NRHS is planning a great rail excursion package for the Labor Day Weekend, September 1-3, 2018. Two years ago the Carter Chapter arranged a 2-night, 3-day rail excursion trip into the heart of the West Virginia mountains that was outstanding. They are planning to repeat this one in early September. The details are not quite complete, but will be forthcoming shortly. The plans are to ride behind the shays of the Cass Scenic Railroad, the Cheat Mountain Salamander, and the Durbin Rocket (GOOGLE their websites to see what these railroads have to offer), to attend a dinner theatre, and to explore the areas around Elkins, WV. This trip will depart from ETSU on a modern Premier Transportation, Inc. coach that will be our motor transport for the trip. This fun-filled outing will be limited to 56 people and is one I know all of our members will enjoy. So, mark your calendar and plan on being one of the first to get your ticket when the trip is announced in a few days.

**MEMRR's HO Layout:** A lot of remodeling work has been going on lately on the MEMRR layout with personal module owners and the club members putting a lot of creative effort into changing the looks of some of the modules. New owners on some of the modules are busy creating new landscapes and becoming more skilled at adding scenery, new structures and lots of detail. The club "gandy dancers" are installing new turnouts and crossovers to make operations on the entire layout more efficient and more prototypical to enhance the movements of our trains and to facilitate new and better movements of freight and passenger rosters. All of these changes are adding to the appearance of the entire layout and are planned to continue for some time to come. The new "property" is providing club members who have not previously owned a module to engage in the creative prospects of applying their ideas and skills to enhance the layout and the newly acquired club modules are providing the same kinds of opportunities to many of our other club members. If you want to lend a hand and do some modeling you are most welcome to come to the museum and try your ideas and your modeling skills to help push this effort forward.

**Library:** Newly acquired hardback books are being added to the library from our donors bringing the holdings of railroad-themed volumes up to approximately 2,000 when they are all catalogued. Our librarian, **Gary Emmert**, with the assistance of **Dean Small**, **Geoff Stunkard** and others have been busy rearranging the books and creating new shelf space for the new additions and **Bob Jones** has been kept busy indexing the volumes so they can be catalogued. If you have not visited the library in a while take the opportunity to see just how many books of vintage and modern railroads we have and, as a member, you can read them there or check them out for more leisurely reading at home. Our DVD collection continues to grow as well. Extra (duplicate) copies of donated hardback books are made available for sale to members at greatly reduced prices and many are often listed for sale in the pages of this newsletter.

Summer will soon be upon us and it will be a time for vacations and trips to other train shows and perhaps, to ride a train or two somewhere. The MEMRR is very active and the museum is a busy place. Come down and work with the club, run some trains; your own or ours, and join with your fellow members in the hobby we all share of model railroading. Listen to 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*

## THE BIG STRAIN SHOW MEMORIES



Ready ... Set... go





The vendors arrive on Thursday night and Friday morning



Five of the 7 club layouts can be seen in this photo



An overview of the vendors' area



The Hon3 ET&WNC layout was a popular stopping off point



And ready for business



Shell Creek, the Doe River Gorge  
And....

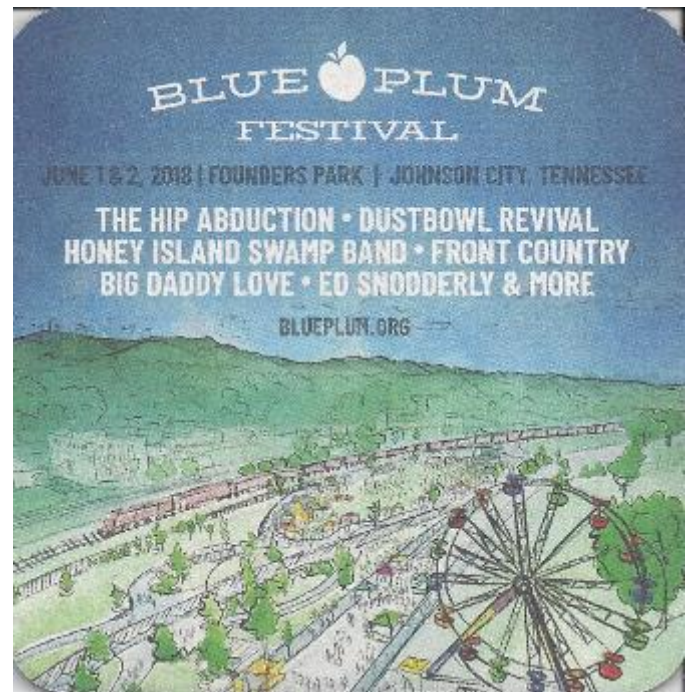


The layout modelers begin to set up as well



The Cranberry mine complex all drew positive comments

**REMEMBERING**  
**THE 3<sup>RD</sup> ANNUAL “BIG TRAIN SHOW”**  
**JUNE 1-2 2018**



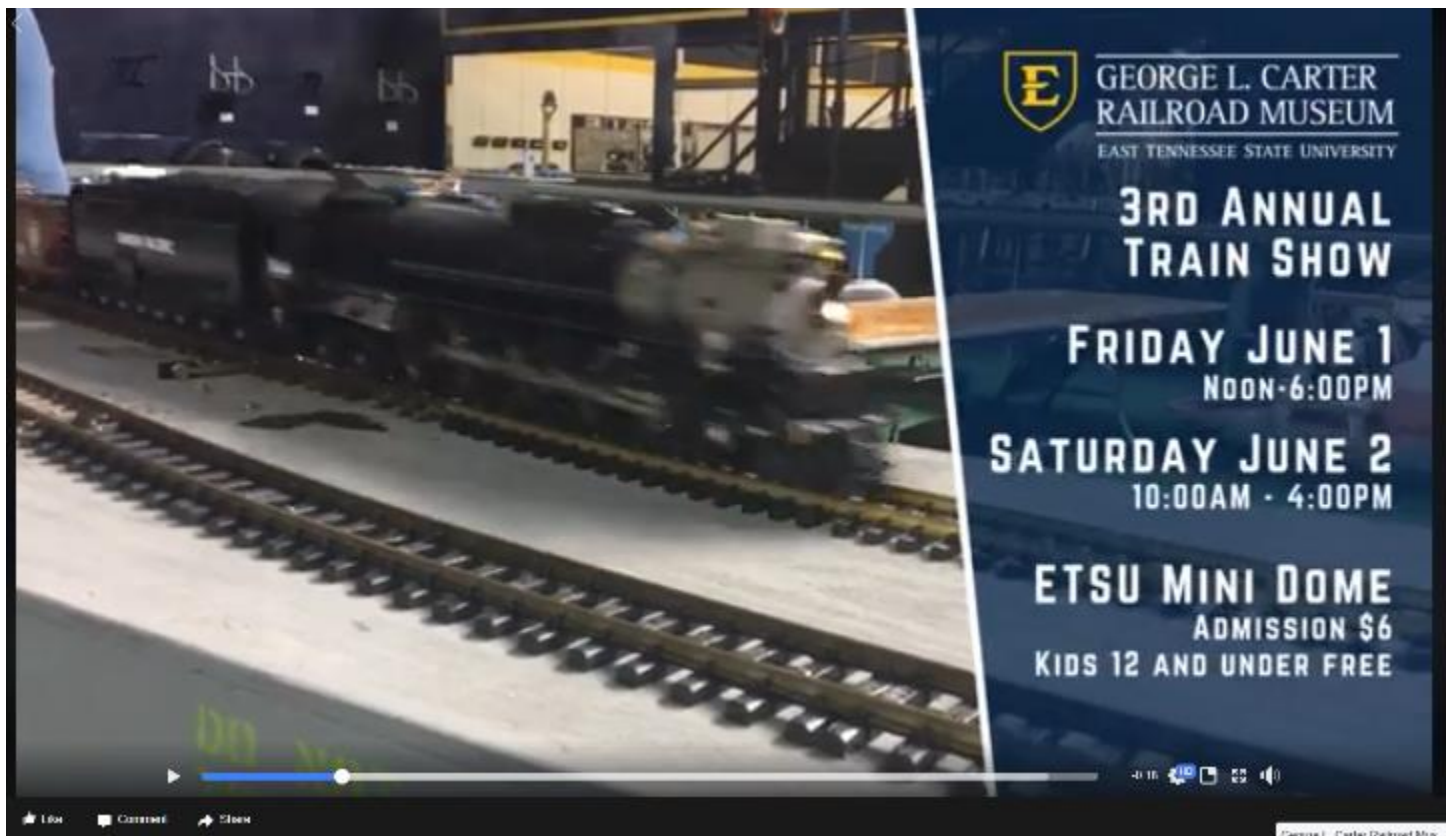
Coasters promoting both the “Big Train Show” and the Blue Plum Festival

Streetside Banners





Promotional spots on Facebook Edited and produced by Logan Heaton







# 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

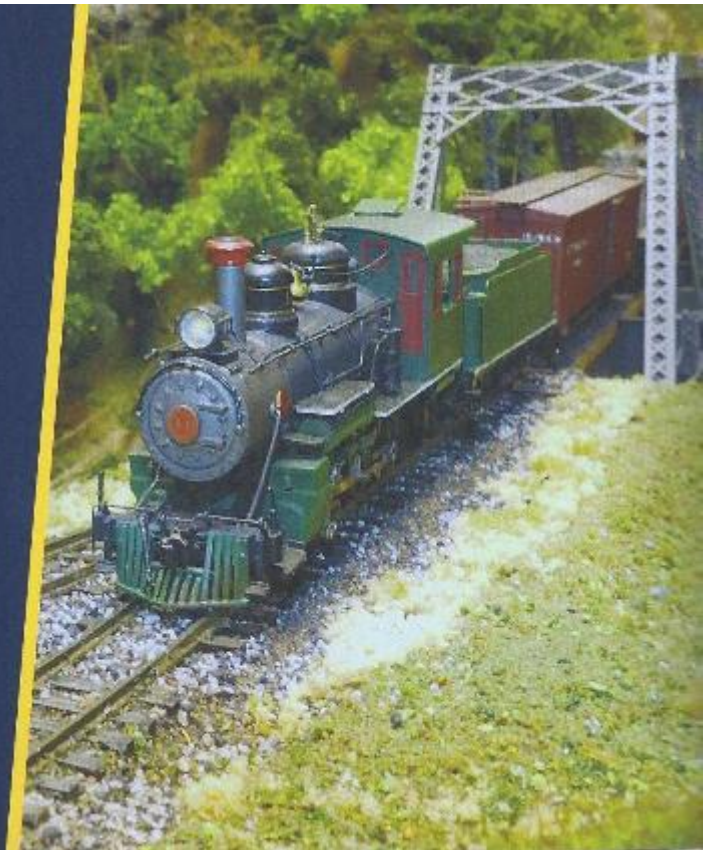
Children under 12 free

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

For Information Call Roger Teinert 423-791-4937



**Directions:**

**Coming from the north, south and west, use I-81.**

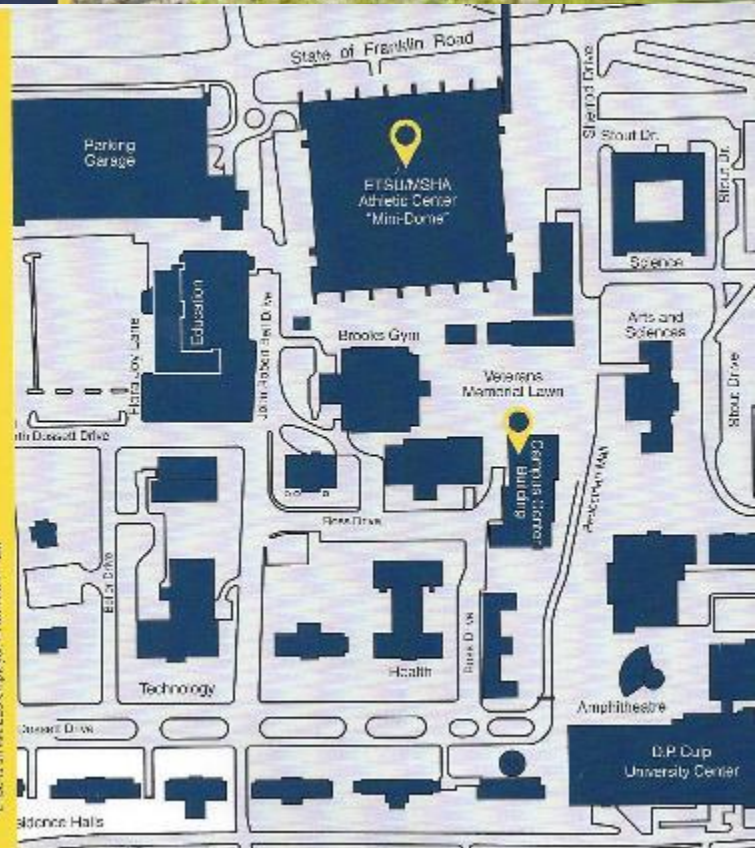
- Take exit 177-A onto I-25 east to Johnson City.
- Take exit 24 onto University Parkway and follow the signs to campus.

**Coming from the east, take I-26 from Asheville, N.C.**

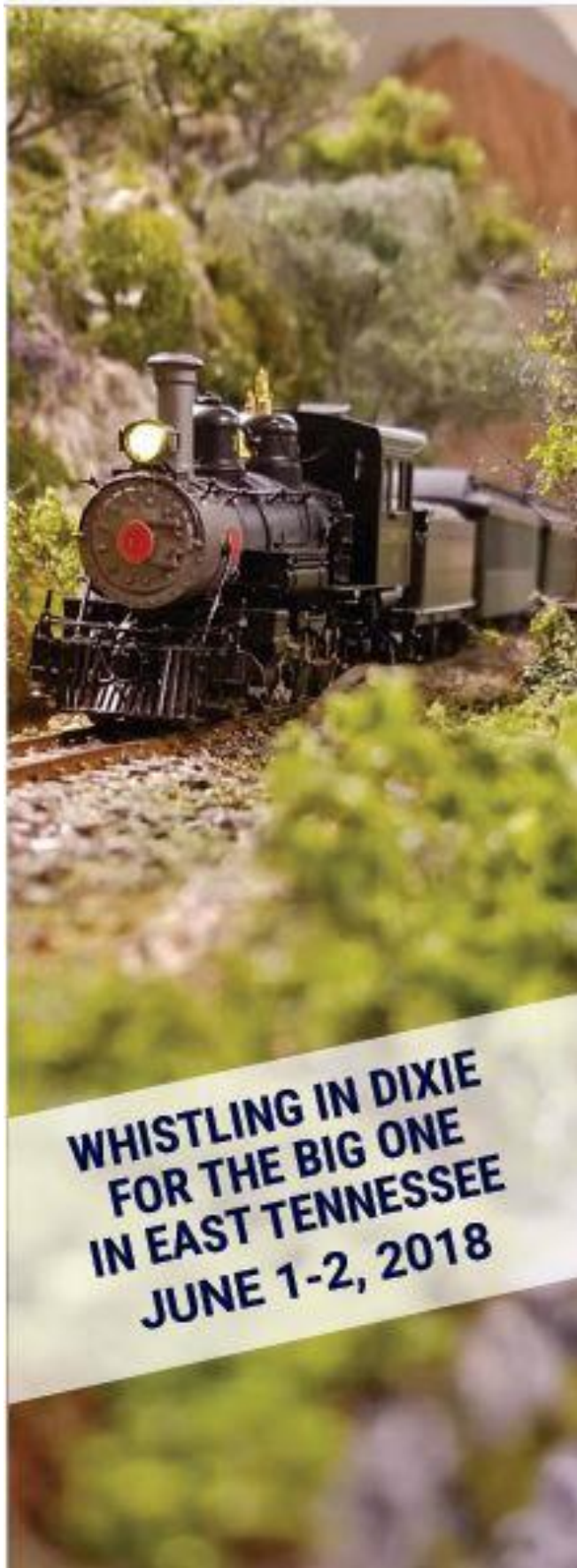
- Take exit 24 onto University Parkway and follow the signs to campus.
- When you approach State of Franklin Road (McDonald's should be on your right)
- Turn left onto State of Franklin
- Past the Mini-Dome and Parking Garage turn left onto Jack Vest Drive.
- The Parking Garage will be on your left.

The George L. Carter Railroad Museum is located in the Campus Center Building at:

**176 Ross Drive  
Johnson City, TN 37614**



Promotional Flyers produced by ETSU Public Relations

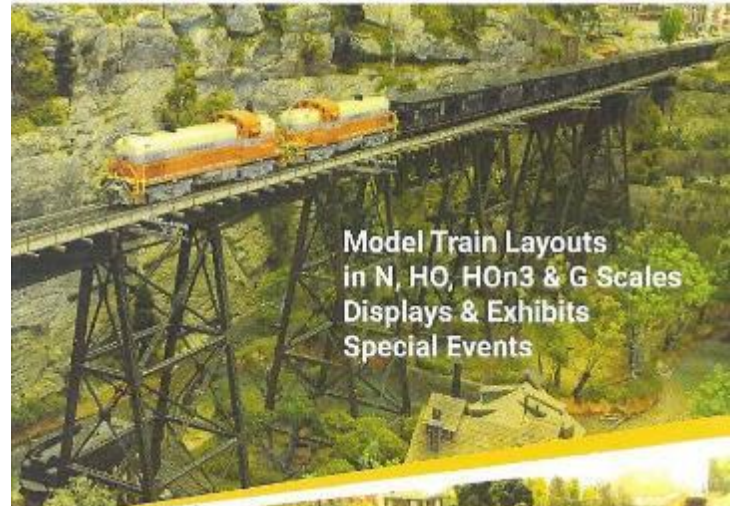


**WHISTLING IN DIXIE  
FOR THE BIG ONE  
IN EAST TENNESSEE  
JUNE 1-2, 2018**

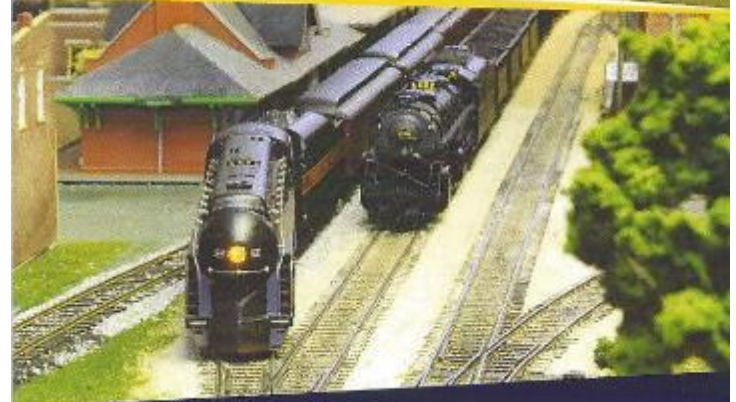


## GEORGE L. CARTER RAILROAD MUSEUM

EAST TENNESSEE STATE UNIVERSITY



Model Train Layouts  
in N, HO, HO<sub>n</sub>3 & 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

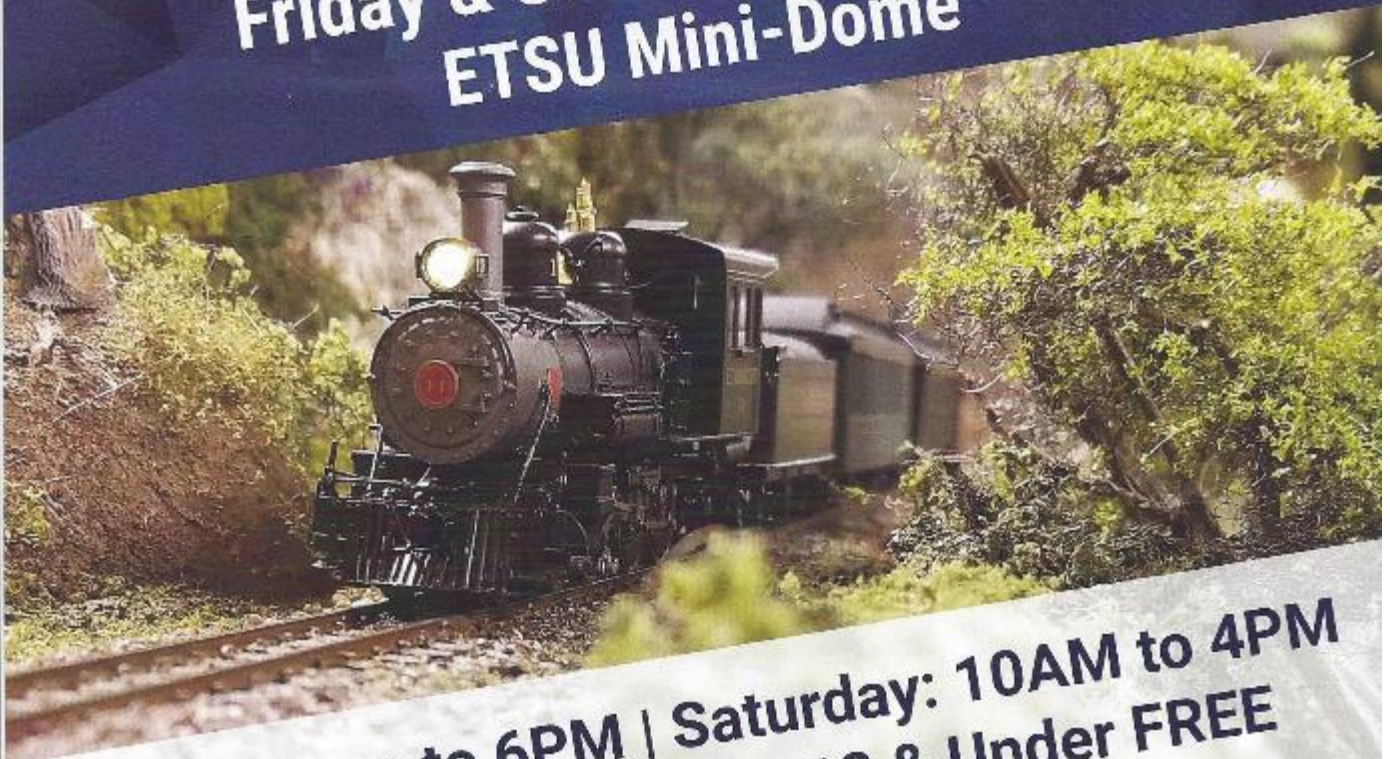
*\*except holidays and weather-related closures*



GEORGE L. CARTER  
RAILROAD MUSEUM  
EAST TENNESSEE STATE UNIVERSITY

# BIG TRAIN SHOW

Friday & Saturday | June 1-2  
ETSU Mini-Dome



Friday: Noon to 6PM | Saturday: 10AM to 4PM  
Admission \$6 | Children 12 & Under FREE

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

**FOR MORE  
INFORMATION**  
Call Roger Teinert  
at 423-791-4937

ETSU is an AA/EEO employer. ETSU 482-17-25W

# MOUNTAIN EMPIRE MODEL RAILROADERS

## JULY OPERATING SESSION

### MONDAY, JULY 2<sup>nd</sup>, 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 2<sup>ND</sup>** - 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