



# THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB  
OCTOBER 2018 - MEMBERS EDITION  
Volume 25 – Number 10

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## CLUB OFFICERS

### President:

**Fred Alsop**

ALSOPF@mail.etsu.edu

### Vice-President

**John Carter**

carterjohn92@gmail.com

### Treasurer:

**Gary Emmert**

jbox1015@comcast.net

### Secretary:

**Greg Mundkowsky**

fleetsaylor1981@yahoo.com

### Newsletter Editor:

**Ted Bleck-Doran**

Ted\_mary@memrr.org

### Webmasters:

**Logan Heaton**

**Ben Merritt**

MEMRRWebmaster@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 IN THE DEEP SOUTH

#### Part 7 – WINSTON SALEM SOUTHBOUND

Information from North Carolina Railroad Association and Wikipedia.com



In this issue we continue our break from describing Genesee and Wyoming rail holdings in the Deep South for a look at an independent in Central North Carolina that has received a lot of attention from the publishers of Model Railroader and Model Railroader Video Plus

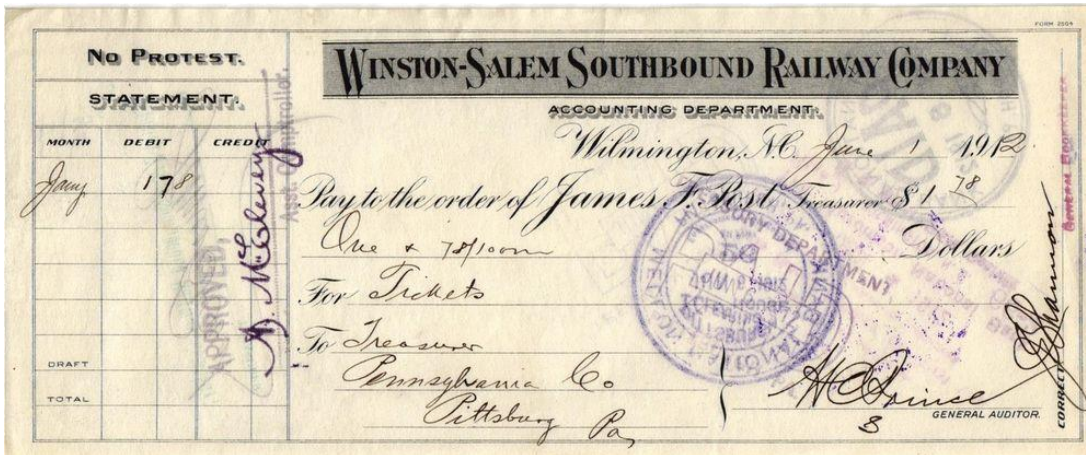
# Winston-Salem Southbound Railway

## DETAILS

The Winston-Salem Southbound Railway Co. operates from Winston-Salem through Lexington and Albemarle to Wadesboro, serving industries in the central Piedmont counties of Forsyth, Davidson, Stanly, and Anson. Incorporated in 1905, the company began service in 1910. While the company is independently operated, all of its stock is owned jointly by CSX and Norfolk Southern. Commodities carried by the railroad are grain, sand, gravel, stone, forest products, paper products, coal, coke, cement, clay fertilizer, aluminum, chemicals, iron, and steel.

Principal shippers are: Corn Products Co. of Winston-Salem - manufacturer of corn syrup and related products; and Owens Brockway Glass Co. of Eller - manufacturer of glass products.

The Winston-Salem Southbound connects with four railroads: Norfolk Southern; CSX; High Point, Thomasville & Denton; and Aberdeen, Carolina & Western.



Miles of track: 87  
 Employees: 29  
 Carloads: 21,000 per year-2,100,000 tons  
 Industries served: 35  
 Equipment: CSX & NS leased locomotives

Winston-Salem Southbound Railway	
Reporting mark	WSS
Locale	central North Carolina
Dates of operation	1910-
Track gauge	4 ft 8 ½ in (1,435 mm) standard gauge
Headquarters	Winston-Salem, North Carolina



The Winston-Salem Southbound leased locomotives from several sources including the Norfolk & Western

## HISTORY

The **Winston-Salem Southbound Railway** (reporting mark **WSS**) is a 90-mile (140 km) short-line railroad jointly owned by CSX Transportation and the Norfolk Southern Railway (NS), which provide it with equipment. It connects with NS at the north end in Winston-Salem, CSX at the south end in Wadesboro,<sup>[1]</sup> and in between with NS at Lexington and Whitney, the subsidiary High Point, Thomasville and Denton Railroad at High Rock, and the Aberdeen, Carolina and Western Railway at Norwood. Originally owned jointly by the Atlantic Coast Line Railroad and Norfolk and Western Railway, predecessors to CSX and NS, it was completed in November 1910.

In 1957, the railroad retired its last steam locomotive in favor for diesel locomotion.

In June 1960 the WSS acquired full control of the connecting High Point, Thomasville and Denton Railroad, which is similarly operated with equipment from both owners.

Between 1913 and 1985 the railroad was headquartered in the Winston-Salem Southbound Railway Freight Warehouse and Office. It was listed on the National Register of Historic Places in 1991.

Commodities carried by the railroad are grain, sand, gravel, stone, forest products, paper products, coal, coke, cement, clay fertilizer, aluminum, chemicals, iron, and steel. Principal shippers are Corn Products Company of Winston-Salem, a manufacturer of corn syrup and related products, and Owens Brockway Glass Company of Eller, a manufacturer of glass products.

On April 16, 2010, notice was published of the intent to merge the High Point, Thomasville, and Denton Railroad into the Winston-Salem Southbound Railway, effective May 1, 2010.

## MOTIVE POWER

The WSS used a variety of steam locomotives from 1910 until 1957, since the Norfolk and Western Railway continued to operate with steam power, so there was no hurry to dieselize the Winston-Salem Southbound Railway.



A leased "Mikado"



"Consolidation" #711

On April 22, 1957, the railroad caved-in, and four new EMD GP9 diesels arrived, priced at about \$190,000 each. With the arrival of diesels, the water tanks and coaling stations of the steam era would soon fall. The four GP9s were purchased from the N&W, and the swiftly-dieselizing ACL; the two companies then in ownership of the WSS. They were repainted into two different paint schemes and served from the 1950s to the late 1960s, when the WSS, realizing it wasn't cost-effective to maintain servicing facilities, sent the GP9s back to their respective owners and started to lease equipment from the ACL and N&W. To this day, the WSS continues to lease road power from the successors of the ACL (CSX) and N&W (NS). GP9 units: 1501 (N&W), 1502 (N&W), 1503 (ACL), 1504 (ACL)



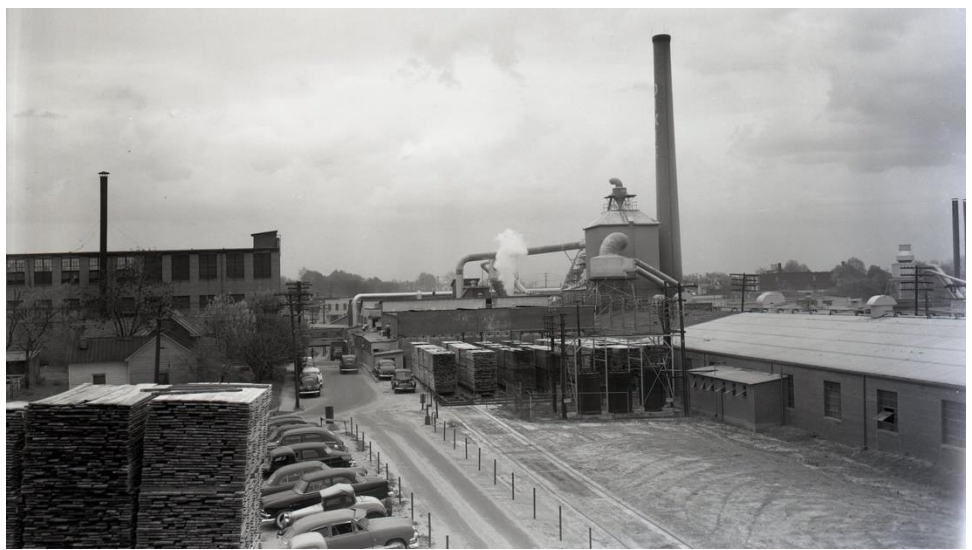
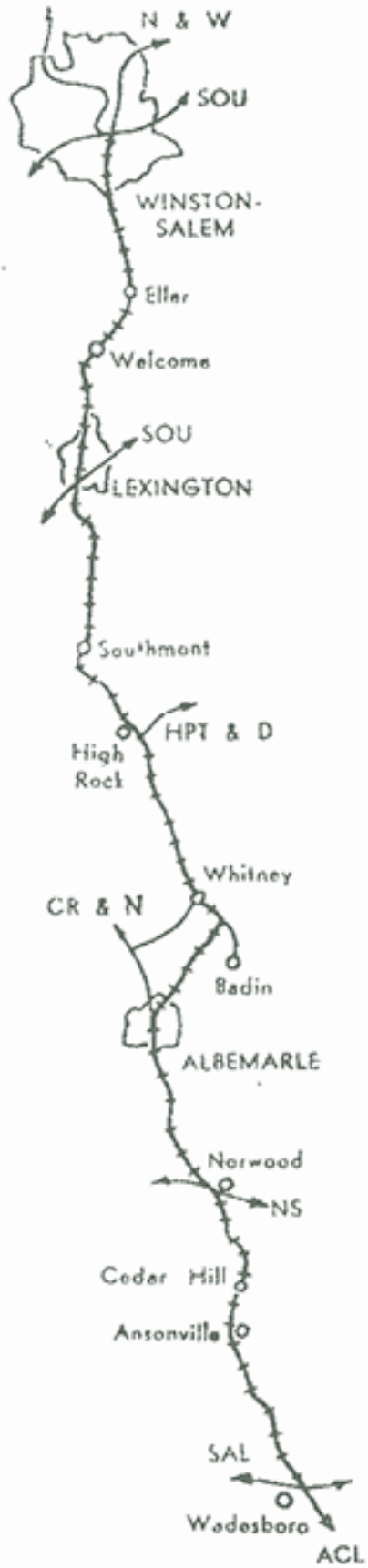
Winston-Salem Southbound "GEEP" 1503 (ex-ACL)



WSS 1504 (ex-ACL) passes through Laurens NC



X



## AN IDEA FOR A SMALL INDUSTRY FOR YOUR LAYOUT

### THE QUINT-C PALLET & MFG CO

LIMESTONE, TN

Information and photos from [www.quint-c.com](http://www.quint-c.com)

# QUINT-C PALLET & MFG. CO.

#### Our beginnings

Carroll Hensley established Quint-C Pallet in 1981 when he purchased a small saw system and began to cut lumber and build pallets the old-fashioned way- by hand. He named the company after the five members of his family, all with the first names starting with the letter "C". This reflects Carroll's belief that Quint-C is more than just a business- it is a family.

In 1984, Quint-C moved to a larger facility to meet the growing demands of their customers. By 1988, the increased demand for pallets allowed the company to purchase their first automated nailing machine.

In the early 90's, Quint-C eventually outgrew its nailing capacity and proceeded to invest in additional state-of-the-art manufacturing equipment to keep up with the increasing demand.

By the start of the millennium, Quint-C had upgraded its physical plant yet again and purchased additional high-capacity equipment. The company continued advancing its services by being one of the first manufacturers to become a Certified Heat Treatment center.

In 2011, Quint-C purchased the dust auger system. This system increases the tonnage per load for sawdust and allows for a much cleaner operation.

Today Quint-C Pallet remains even more committed to the "old-fashioned" principles that have made the company so successful: quality products, outstanding service, and an atmosphere of "family" among its employees





## HOW-TO: #13 MAKING PALLETS

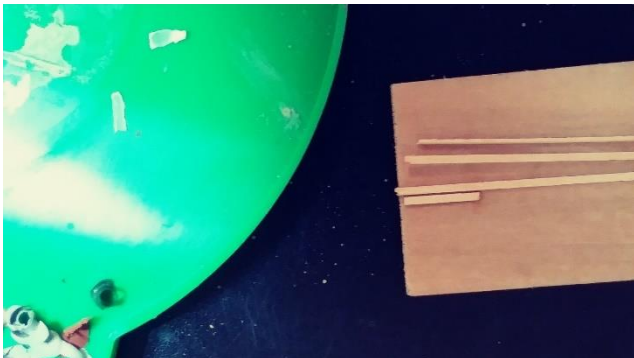
### ASSEMBLING LASER CUT PALLETS FROM RUSTY STUMPS

There are several manufacturers who make HO scale pallets and skids. The pallets are primarily modeled after present-day standards in both US and European designs. In the next issue we will show a variety of pallets from several manufacturers including, Laser Kits, 3D Printed skids, injection molded, and scratch built.

"Rusty Stumps" produced a laser-cut kit with enough material to make 21 pallets per sheet. The manufacturer has since discontinued the laser kits in favor of 3D Printed pieces. Both types of pallets are nicely formed replicas, but the 3D printed ones have lost the "I-Built-That" feeling.



**STEP 1:** seal the sheets and pieces of strip wood with a lacquer such a Dul-cote (if a natural wood appearance is desired) – or – an overspray of primer grey or light yellow from an aerosol spray can (Rust-o-lum, Krylon, or Teastors). This will minimize warping of parts.



**STEP 2:** Determine the lengths of the cross-members and cut the strip wood to size. A Chopper or cutting template is very helpful when cutting the 63 pieces for each sheet of pallets.



**STEP 3:** Working with a row or two at a time start gluing the pieces of stripwood to the bottom sides of the pallet tops. Use a white glue like Elmer's or a solvent glue like Ambroid. These dry clear and provide a solid bond between parts. Use the glue sparingly. A toothpick or used mini-brush will carry just enough glue to insure a good bond is made.



**STEP 4:** Tweezers are a must since the pieces are small and delicate. Separate the skid bottom pieces working one piece at a time. There are 4 joints where the top and bottom pieces remained attached to the carrier sheet. Carefully cut these joints with a No. 11 Exacto Blade or sharp single edged razor-blade. Work cautiously as the pieces are fragile.



**STEP 5:** Once the bottom piece is freed from the carrier, flip it over and after applying small amounts of glue to the spacers press the bottom piece into place. Trim any overhang from the spacers and separate the assembled pallet from the carrier by cutting the 4 joints.

**FINAL STEPS:** you can choose to weather the natural wood... ink or leather dye and alcohol stains are great. IF you primed the pieces, washes of Paynes Grey also work well.

There you have it... pallets with an "I-Built-That" feeling.

## GEORGE L CARTER RAILROAD MUSEUM COORDINATORS MEETING SEPTEMBER 13, 2018

**Fred:** Meeting with president – Continues to be supportive of the Museum. Train ride in October to Stern is on schedule. Parking for home football game is taken care of. Deadline for Roan Mt photo shoot for HO N3 annual is underway.

**Mike Baker:** G scale is up and running. Deon is doing a great a great job with the Kids Room activities

**Roger Tinner:** Meeting for Train show is September 15.

**Jesse Kettle:** Waiting on trucks for N scale cars. Adding weight to the N scale cars.

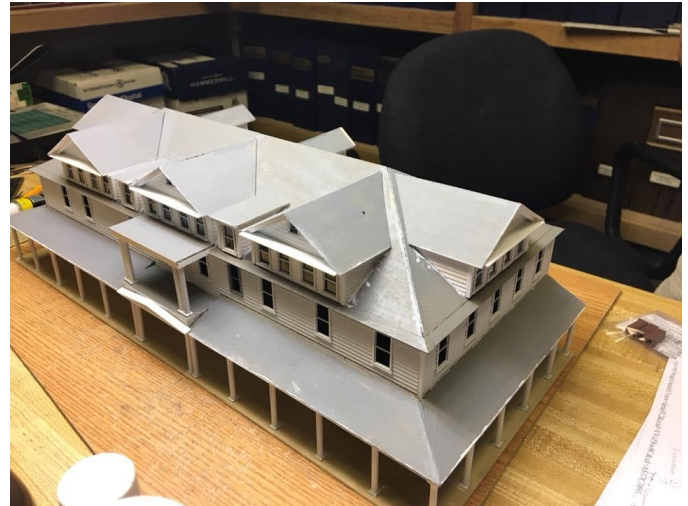
**Gary Gillham:** Nothing new to report. Working on engines continues.

**Frank Fizzy:** Got the cross over next to Fred's module completed. Coaling tower spur turn out installed. Will be out of town Sept23. Starts installing passenger station leads on the 27<sup>th</sup>. (Roger and John module) New computers installed and Wi-Fi is operating as planned.

**John Carter:** Started Ballasting and painting in the tracks that have been testing and is in working order. Checking on correcting the ballast color and size. The list for current

track order is out for bidding. Should be received in next week.

**Geoff Stunkard:** Story for HO N3 is 8-10 pages in length. There is 4 more heritage days left. Planning for next year is based on attendance.



## MOUNTAIN EMPIRE MODEL RAILROADERS BUSINESS MEETING SEPTEMBER 18, 2018

Call to order: 6:34pm



### Officers Reports:

**Secretary Report:** Passed

**Newsletter:** 31 pages doing great

**Treasurer:** Nothing to Report currently

**Web Masters:** Bob is retiring for position

**Vice President Report:** October program nothing scheduled to date. Working on scheduling Scales Trains for November Program.

**President Report:** Move is moving forward. More information expected in January. ETSU football games entrance and parking for Museum has been taken care of by President Nolan. Senior Citizen group came for a tour of the museum. Volunteer's was Roger, Greg, Carl, and Mike. Gary Emmert is improving but not able to walk yet. Fred will be out of town on 9/20/18.

### Old Business:

**OP session** – not many participated last month

**New Webmaster?**



**Train show:** Layout awards (visitor Choice) is as follows: 1st place \$500-\$300 2<sup>nd</sup> place \$150.00 3<sup>rd</sup> place \$50.00, Consider Diner Car for Jonesborough for JC Event. Rollup banners to be used for outside events (Fred getting quotes)



**Yearly Picnic** at Toms had attendance of 23-24 people. His trains were up and running, they supplied meats and family provided remaining of meal.

**David Finger:** Equipment bought for club and box went to the highest bidder.

**Photo op** went well. Photos were sent to magazine right at deadline date. 3500 words written by Geoff with editing by Fred. Waiting on next issue.

#### New Business:

**Heritage Days** September 29, 2018 Appalachian Rails

Need to email coordinators meeting to Ted for September

**Excursion details**, 3 buses – day trip

Member voted to except Bobs Bid for track purchase.

Printers not being used, needs to be reorganized and clutter free.

Consider adding a drawer.

Poster board may be helpful to post messages.

Name tags are in the boxes not on the board.

Fred looking onto lanyards.

**PLEASE DO NOT EAT OR DRINK AROUND DISPATCH STATIONS.** Eating on workroom only.

Do not block outside walkways with toolboxes this is a hazard. Always!

Need to keep room tidy please. Consider making an informational board for events and local articles. Left over calendars free to public.

## **THE VIEW FROM THE ENGINEER'S SIDE OF THE CAB: THE MEMRR CLUB PRESIDENT'S COLUMN**

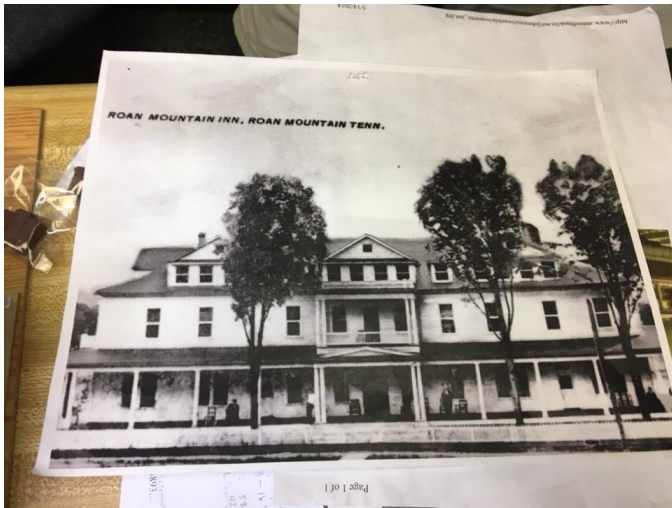
Fall has finally arrived but the trees have held their summer greens and the temperature still hangs in the 80's as I write my column for the October newsletter. Football is back on the ETSU campus and the team has been winning. The problems we temporarily experienced on Labor Day Saturday for the first home game of the year with access to the G.L. Carter Railroad Museum were quickly solved that morning and we have had no problems since for our volunteer members or our visitors visiting the Railroad Museum and finding adjacent parking on football Saturdays.

October always brings a lot of festivals to the area in addition to university football games providing lots of things for folks to do and places to go in addition to visiting our railroad museum, but attendance by both our Saturday guests and our members has been good and steady. The 20+ MEMRR and Carter Chapter NRHS members who come to operate the museum every Saturday is noted with pleasure and very much appreciated. Your continued support of the model railroad club, the railroad historical society and the Carter Railroad Museum continues to not

only attract weekly visitors, but also new members who enjoy the quality of model railroading work the numerous layouts depict, but also the friendly atmosphere each of you display to our guests and to each other. The reputation of the museum continues to spread and you are the reason for its notoriety.



The Fall, and especially October, also puts more demands on my time to take care of some of the other things I am involved in, including my job as a biology professor. I have had to miss some Thursday nights and some Saturdays for professional university meetings, for the local Fall Bird Census, and this week I will be taking my Coastal Biology class to the Outer Banks of North Carolina for an extended field trip that is part of their class work on 11 to 16 October. This will necessitate my missing Thursday work night, Saturday's museum schedule and both the Carter Chapter NRHS and the Mountain Empire Model Railroaders monthly meetings. I have asked both of the organizations' Vice-Presidents to preside in my absence.



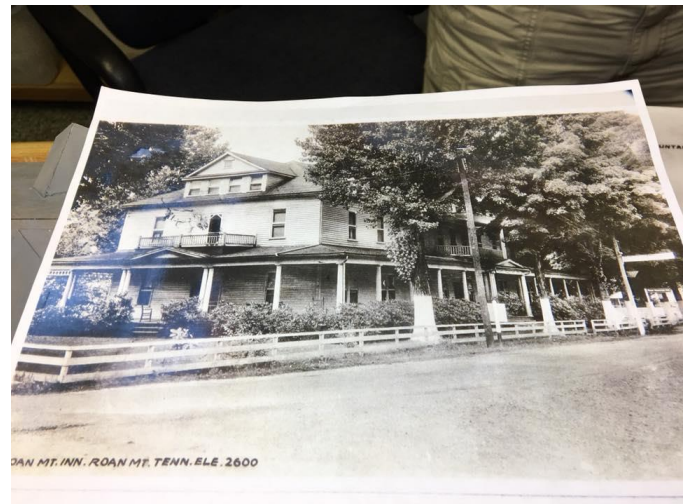
#### **October Rail Excursion:**

This is the last week you will have the opportunity to get you tickets for the G.L. Carter Chapter's Fall Rail Excursion in Stearns, KY to ride the rails of the former Kentucky & Tennessee Railroad. For only \$85 dollars you get a fun day out with a charter bus ride from ETSU to Stearns and back, a 14-mile round trip on the railroad along the Big South Fork National Scenic River in the Daniel Boone National Forest, a self-guided tour of the Blue Heron Coal Mine which is a National Park Service Historical Interpretative Site, and lunch! If you have never been on this day trip on October 27<sup>th</sup> it is a very good one. And, if you have been there before, consider going back with us and riding the train, taking photos and enjoying the fall colors, and having a good time while supporting the Carter RR Museum and the Carter Chapter NRHS. This is the last rail ride we are sponsoring for 2018 and you should really consider spending the day with us and bringing some family members and/or friends along with you to share in the adventure.

#### **HOn3 Annual 2018:**

**Geoff Stunkard** and I have reviewed the galley proofs this week of the article White River Productions will be publishing on sections of our ET&WNC RR HOn3 layout and I am happy to report that we have 10 pages with lots of

photos taken by several of our members illustrating the piece and wonderful writing by Geoff describing the layout and the historical railroad. Additionally, the magazine's cover has one of our little locomotives pulling a string of flatcars westward as it comes out of tunnel #5 along the Doe River. We have been fortunate to have this layout published in a model railroad magazine, and especially an annual publication that is much more selective in the materials it publishes because it is a yearly, not a monthly, publication. To have been published for 5 consecutive years is not only amazing, but a testament to the quality of the work that is to be found not only on this large narrow-gauge layout, but throughout our entire museum. I am so proud to be a part of the MEMRR and the Carter Chapter NRHS and to be able to promote the outstanding work you do as you follow your passion for railroads, big and small, and display your talents and your knowledge to your fellow members, to our visitors, our region and through the *Hon3 Annual*, to the narrow-gauge model railroaders around the world. I have ordered 50 copies of the 2018 *Annual* and we should receive our copies in the next few weeks.



#### **Nominating Committees:**

October is the month that we create committees to nominate the officers who will serve our organizations for the coming year. Each committee should have a minimum of 3 members and should be ready to present a slate of officers to the president at the November meeting. Once the nominations have ceased ballots will be distributed to all club/chapter members via email for voting and the newly elected officers will be announced to the membership. All officers in elected positions are elected for one year and all are eligible for reelection through our nomination process. If any full-time member wishes to run for any office; president, vice-president, secretary, treasurer, etc., please let a member of the nominating committee know your wishes.

#### **Heritage Day for October:**

The focus of our Heritage Day on October 27: *Vintage Southern Lines (Including Florida-SOU, SBD, ACL, C&NW or*

**C&N-W, ETV&G, CNO&TP or CNTP, etc).** This wide array of possible railroads to run on the MEMRR HO layout should provide an interesting mix of lines from the southeastern region of the county. Please bring in your locomotives and consists to support this Saturday's Heritage Day focus and have fun!



#### **Exhibit News around the Carter RR Museum:**

- **MEMRR HO Layout:** A lot of planning continues on what the corner section the club purchased from **Don Ramey** should look like. There is some concern that as this is the first module visitors and members see as they enter the Alsop Gallery that it should be made as interesting as possible. With its long tunnel and the helix terraced tracks above the main lines considerable discussion and interest seems to be focusing on a timber/logging/logging camp/sawmill theme with the possibility of using the height of the modules to create a wooded mountain side with logging operations in full swing on the slopes and some type of lumber processing plant at mainline level. If you have ideas and/or want to join in the planning and building processes see **John Carter** and the others who are currently working on this module and lend a hand.
- **Frank Fezzle** continues to work on the wiring necessary to bring life to the newly laid track sections with their crossovers and turnouts and the HO layout is becoming more reliable and more fun to operate over with each passing week.
- The remaining turnouts and other recently ordered HO track accessories have been purchased from the Johnson City HobbyTownUSA and are being installed by MEMRR members. They will need some work following their placement on the layout. In addition to wiring them in they will need to have rails painted, ties ballasted, and some landscaping, so there are plenty of opportunities for you to pitch in and help your fellow members with this work.
- **Jonathan Gilliam** and **Logan Heaton** continue to make progress on their respective modules with major make-overs taking place that are transforming them from

what they formerly were when they became the new property owners.

**ET&WNC Layout:** The big push from June to mid-September was to complete the section of the Doe River Gorge between tunnels #4 and #5 and as much of the town of Roan Mountain as was possible to make the deadline **George Riley** of White River Productions had set for us when he visited the Carter Railroad Museum on June 1<sup>st</sup>. With the deadline successfully met with **Geoff Stunkard's** submission of the manuscript and photos on September 17<sup>th</sup> the stress levels of everyone involved in that project went down by several degrees of magnitude.

- **Michael Sagers, Ken Harmon** and I wo\*\*rked on the scenery between the two tunnels listed above and completed that wooded landscape bordered by the tracks and the river below. Mike did a very creative job of molding rock castings that had the columnar geology of the rock faces in that part of the gorge as well as remodeling the west end of tunnel #5, the Sand Tunnel, to show the unstable mountain side and the erosive forces that made the prototype such a difficult spot for the railroad.
- **John Edwards, Bill Smith** and **Ben Merritt** worked had to convert my pencil drawings of 12 of the main structures that we planned to feature as our 1925 version of the town of Roan Mountain into computer programs that the Laser Knife would convert into the wooden pieces that I would assemble to make the little village come to life on the layout. We had 8 of them completed by the deadline and work continues to finish putting the others together. **Rich Gallaher** took the pieces of the Roan Mountain Depot as his personal project and did an outstanding job of putting the little station together with people and freight accessories to give it added character. His little detailed telegraph poles have to be seen as they depict the fastest means of communication to the town along the rail line.
- **Michael Sagers** completed the landscaping of fields, creek, roads, culverts and other details right up to the moment that **Geoff Stunkard** was ready to take his final photographs for the magazine and did a great job under some scenic pressure.



**First Monday Operations Night:**

Monday night, November 5<sup>th</sup> will be the next scheduled Operations Night. We are using club trains and rolling stock and some nights we have not had enough members present to operate the layout. Please put the first Monday in November on your calendar and plan to come to the museum and have some fun operating the layout like a “real” railroad. The work can get intense and it is always fun. We have experienced members who are happy to help you get started and to give you assistance as needed along the way. Plan to arrive around 5 p.m. and join in this different dimension of local model railroading.

#### **Operate DCC on our Layout using your Smartphone:**

We now have the ability using a new computer to operate our DCC locomotives and turnouts using your smartphone. All you need is the APP downloaded on your mobile device and you are in business connected to locomotives on the layout. No throttle is needed, your phone substitute's for one. But, we still have club throttles for your use if you are still using a flip-phone like Alsop's.

It is October and Fall is officially here. Come join us at a monthly meeting, at a Thursday night work session, at a 1<sup>st</sup> Monday night operating session, on a prototype train ride,

and on any Saturday of the month. The MEMRR is a busy model railroad club and the G.L. Carter Railroad Museum is a very busy place. Thank you for all you do for the hobby, the MEMRR and the Carter RR Museum. Hear 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*

## **ADDING THE “FIFTH DIMENSION” LOGAN HEATON HAS ADDED SOUND TO HIS MODULE**



**Logan Heaton has been adding some additional touches to his module which adds to the realism. Earlier this past year he added a Broadway Limited Water Tower with sound. Now whenever a steam locomotive stops for a drink of water the spout drops down and a gurgling splashing sound emanate3s from the tower.**

**Lately he has added a speaker hidden in one of the commercial buildings on his module. The building is an old storefront that he is turning into a Blues Bar. The key to this project is a speaker with recording and remote playback capability.**

**I'm looking forward to listening to some Jimmy Rogers train whistling blues... it's certain to beat Larry Fraser's cow's from years back...**

## RAIL SAFETY REMINDERS FOR OCTOBER

### PEOPLE CAUGHT DOING STUPID STUFF AOUND RAILROAD TRACKS AND EQUIPMENT

**CROSSING BETWEEN CARS OVER THE COUPLERS ON A STOPPED TRAIN... WHAT HAPPENS IF THE TRAIN STARTS ROLLING**



**DRIVERS BLOWING AROUND CROSSING GATES THAT ARE DOWN AND FLASHING**



**SNOW IS A'COMMIN'**  
**A SNOWY DAY ON THE "NC AND SAINT L"**  
 Courtesy of the NCSL Preservation Society



I have seen very few color pictures of NC&StL equipment and I have never seen a caboose covered with ice. This picture was made in 1960 at Acworth, GA. # 128 was my uncle C. L. "Hoss" Bozeman's caboose. He was held up in Acworth because of a derailment on the line. We took him lunch that day. This is very interesting to me: three years after the L&N took over, this cab is still 100% NC&StL.

--Joe Bozeman

**O\PAUL'S PICS PAGES**  
**PHOTOS BY PAUL HAAYNES AND DWARF SIGNAL PRODUCTIONS**



**“Bracketing Bristol”**



**“Slumbering in Dutch Country – Strassburg RR 465 and 90 await their turns”**

