



# THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB

NOVEMBER 2018 - MEMBERS EDITION

Volume 25 – Number 11

Published for the Education and Information of Its Membership

## CLUB OFFICERS

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## 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

### CATCHING UP WITH SPECIAL PAINT UNITS



North Carolina Transportation Museum's gathering of the NS Heritage Paint Units... they probably didn't realize what they would start.





THE GE ES44AC'S



NS 8100 heads for the paint shop wearing only its primer coat



#8103 wearing Norfolk and Western Railroad colors



#8100 wearing Nickel Plate Railroad colors



#8104 wearing Lehigh Valley Railroad colors



#8101 wearing Central Of Georgia Railroad colors



#8105 wearing Interstate Railroad colors



#8102 wearing Pennsylvania Railroad colors



#8111 wearing the Original Norfolk Southern Railroad colors





#8025 wearing Monongahela Railroad colors



#8098 wearing Conrail colors



#8099 wearing Southern Railway colors

The EMD SD70Ace's



#1066 in New York Central Paint



#1065 in Savannah & Atlanta Paint



#1068 in Erie Central Paint



#1070 in Wabash Paint





#1067 in Reading Lines Paint



#1072 in Illinois Terminal Paint



#1069 in Virginian Paint



#1074 in Penn Central Paint



#1071 in Jersey Central Lines Paint



#1074 in Lackawanna Paint

### The Norfolk Southern Historic Units Paints



E8B Erie Paint



EMD SD40 #3170 in Southern Paint





EMD F9A #4270 in NS Thoroughbred Paint (also F9A 4271)



EMD F7B #1066 in NS Thoroughbred Paint (Also F7B 4275)



EMD F9A #4270 in NS Thoroughbred Paint

DC-to-AC Rebuilds and Experimental



GP33ECO Tier 3 Locomotives rebuilt from SD50 units (#'s 4700-4727)



NS # 999 Experimental Battery power Unit



RPU6D #890 Yard Slug in NS Thoroughbred Paint for use with EMD SD33ECO



NS 38 Research Locomotive





AC44C6M #4000-4001 rebuilt form GE C40-9  
Grey with Blue mane and yellow trim Paint



C44C6M #4004 rebuilt form GE C40-9  
Grey with Black mane and Blue trim Paint



Marc Lingenfelter 2016

AC44C6M #4002 rebuilt form GE C40-9  
Grey with Black mane and Red trim Paint



AC44C6CF #8520 rebuilt form GE C44-9W  
Grey with Red mane and Black trim



AC44C6M #4003 rebuilt form GE C40-9  
Grey with Black mane and Red trim Paint



EMD SD70ACC units 1800 and 1801 together with Research Car 32



NS-Maersk Sealand partnership



### Special Dedication Units



EMD GP59e #4611 "TransCAER"



EMD G38-3 #5642 "Training First Responders"



EMD GP59e #4610 "Operation Lifesaver"



EMD GP60e #6920 "Honoring Our Veterans"



EMD GP59e #4654 "Operation Lifesaver"



EMD GP60e #9-1-1 "Honoring First Responders"



EMD GP60 #7140 "Operation Lifesaver"



EMD G60e #6963 "Go Rail"





Transfer Caboose #555066 in a simplified Thoroughbred Paint

**“SOUTHERN RAIL HOSPITALITY” ON OCTOBER 27**  
**CARTER RAILROAD MUSEUM EVENT**  
**THE GREAT RAILROADS OF THE SOUTH ROLL INTO**  
**ETSU’S FREE MUSEUM FOR THIS HERITAGE DAY**



PHOTO – A Seaboard Coast Line train with southeastern boxcars on the Carter Museum’s large 24x44 HO scale model display on the campus of East Tennessee State University.

The Carter Railroad Museum on the campus of East Tennessee State University will see the railroads of the south on hand on October 27. The Heritage Days program, scheduled on the final Saturday of each month at the free

museum, is a great opportunity for visitors, and this new event will present not only the legendary Southern Railway, but the many lines of the southeast, from the Carolinas to Florida and out to New Orleans. Located in the Campus Center Building, the museum features both model and real artifacts from the region.

“We have always had Southern Railway-oriented Heritage Days in the past, and we have been expanding the program to allow for more variety for our visitors,” notes the Heritage Days Coordinator for the museum, Geoff Stunkard. “This will be a special day for fans of all southern and southeastern railroads. Between the vacation traffic that rode the passenger trains to great produce both domestic and imported, they played a major role in the national transportation scene.”

The major lines in the Johnson City area were major carriers that linked the south and north, the Southern Railway towards the eastern seaboard and the Clinchfield toward the Midwest. While the Southern truly served the south, the Clinchfield linked to the Seaboard and Atlantic Coast Lines, both railroads that stretched into Georgia and Florida. Other southern operations included the regionals like the Florida East Coast, the Nashville, Chattanooga & St. Louis, and the Central of Georgia, and more national lines such as the Illinois Central and Louisville & Nashville.

The Mountain Empire Model Railroaders club and the George L. Carter Chapter of the National Railway Historical Society serve as hosts during the museum’s operating hours, and Southern-oriented equipment on the museum massive 24x44-foot HO scale model display, which is equipped with the dynamic Rolling Thunder sound system. Railroad films about mountain railroading will be on the video monitoring systems as well.



## A Saturday to remember... MEMRR Members Visit Nashville

### BOB SULLIVAN'S OBSERVATIONS:

It all began with a simple email. I'm talking about the recent trip to Nashville to visit model train layouts. After communication with Thomas Schmidt, (Nashville), soon after the trip was scheduled.



The Big Hook preserved at the Tennessee Central RR Museum

Paul, Ted, Bill, David and I left Tri-cities early Saturday morning and drove to Nashville. Upon arrival, we began the adventure at a train museum.

Next stop was a "long" layout in an older building. After that, we went to a highly detailed layout at a house.



A view of Dan Cole's Bedroom Layout

After a quick lunch, we stopped at Dan Cole's house. His layout, a small bedroom size, was full of detail. Even though



I truly enjoyed each and every location, the one that brought me back to older memories was Dan's layout. Besides his interest in model trains, he is also a race car driver and he has a lot in common with my Dad. I've enclosed some photos of the trip, including Dan's layout.

A special "Thanks" goes out to Thomas Schmidt for arranging this trip, as well as all the others who made it possible.



Dan in his younger racing days... at 74 he still races Karts that are capable of speeds in excess of 130 MPH!

### TED BLECK-DORAN'S OBSERVATIONS:

*"YOU DON'T HOW LUCKY YOU ARE BOYS"  
BACK IN THE USSR  
- The Beatles*

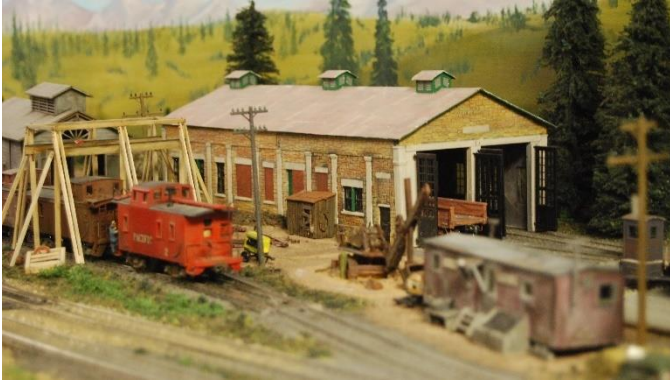
When Bob proposed the trip to Nashville I was eager to tag along. I had toured several area layouts 4-5 years ago while attending a Nashville Chattanooga & St. Louis Reunion convention. One of the most memorable layouts was the LA&SL. The Los Angeles & Salt Lake RR was housed in a specially built 5000 sq. ft. building and designed for point-to-point running on a mushroom track plan. It often took a train 1.5 hours to traverse the line from LA to Salt Lake City. I was hoping that it would once again be on the tour.



The LA&SL did things up big like this oil refinery But alas... it was not to be. The LA&SL is no more. It was disbanded following the death of the building owner. The inheriting family member wished that the property would turn a profit. Shortly following the death the club agreed to



pay for the utilities, then several months later they were asked for rent. Finally 8 months into the new management rent skyrocketed to \$3,000 a month plus utilities. Finances could not support the expenses so the club was dismantled.



The layout didn't lack for detail despite its size

Members bought off pieces of the layout (mostly buildings and rolling stock), took home personal property and the rest went in the dumpster. Members found new clubs to join or maintained friendships by working on their personal layouts. A sad end for a magnificent layout that had been featured in the model railroad press.



With long runs the LA&SL gave to feeling of distance and the movement through space

The Tennessee Central Museum is a small but interesting attraction. It is located in a former TCRR shop building situated along the Nashville & Eastern, a modern day shortline.



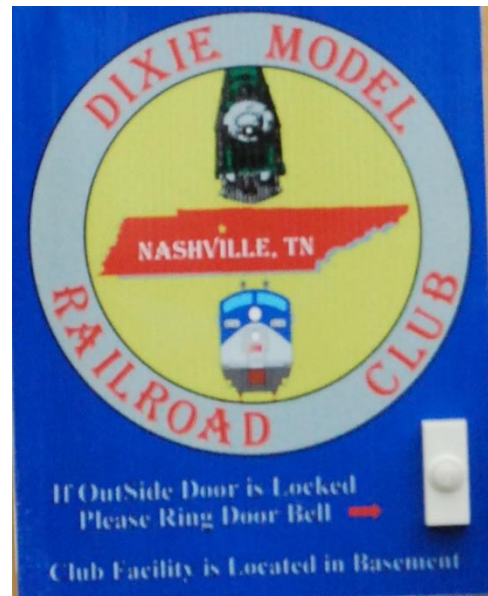
An example of the modeling on the Modular HO layout at TCRM

The collection is small. There is a nice collection of TCRR memorabilia including a Drumhead and a dwarf signal. There attractions is a small hobby shop and a small office and gift shop. The former shop contains a modular HO layout and a larger N gauge layout. Both are loop style layouts that lend themselves to showcase style running with minimal support required.

The museum suffers from several critical factors including poor location with equally poor parking and access. This leads to minimal foot traffic (5 people other than our group were present the hour of so we were there). The layouts are small and had a mother and her son operating the HO layout. The N gauge had no one running the layout. There was more staff in the hobby shop/gift shop portions of the building. Safety concerns need to be addressed in that there is little room for 1:1 display of equipment since the collection is situated next to an operating mainline and yard and the area is cluttered with restoration projects.

DIXIE MODEL RAILROADER CLUB

THE TENNESSEE CENTRAL RAILROAD MUSEUM







You can do it up big when you have the space...

The second stop was at the Dixie Model Railroad Club. Located in the basement of a large apartment complex the layout will eventually feature a 600' run along a serpentine plan. The layout depicts the NC&StL and L&N lines between Nashville and Chattanooga along with the Tracy City Branch there's additional space for a large extension and/or staging track to represent Atlanta and Louisville. The layout plan is mostly single track with strategically placed yards and sidings.



**Long runs on single track mainlines require passing sidings to accommodate bi-directional traffic... Passing siding is on the NC&StL main while the L&N runs parallel along the rock cut.**

The majority of club members came from the LA&SL club so they are used to grand schemes. Their challenges include numerous support pillars and limited budget. While the layout room is spacious it is also a basement in an older building with a low ceiling, steam pipes, and drainage problems. A limited budget also impacts repair and maintenance of essential parts of the layout. On the weekend we visited the computer system was down apparently requiring replacement or significant repairs.

Other draw backs include extremely limited parking (holding an open house fundraiser would present serious logistical obstacles). The clubs plan is ambitious, especially with a membership of only 17 members!



At this phase of construction, scenery is temporary and minimalistic.

3369

### BOB MOODY'S BASEMENT LAYOUT



The layout features a full scale rendition of the Nashville L&N/NC&StL Union Station. The only compromises have been a narrower passenger shed and the elimination of several yard tracks the occupied the left portion of the photo.

The third layout we visited was in the private home of Bob Moody. It filled the space of a two car garage with construction of staging being added in an adjoining single care garage. The obvious advantages of this layout was the single person driving force of its owner. The layout can be run by a single operator or a group of 5-6 operators.



The city scape for Chattanooga was nicely rendered in appropriate street and building lighting.

The initial bench and track work was contracted with a professional layout design and construction company. There



was several design flaws in the construction including electrical and track design. With the help from former members of the LA&SL club these flaws were corrected and additional switching options were added.



Great cityscapes dominate the layout including an accurate model of the long gone NC&StL Chattanooga Union Depot

The layout is modeled to represent the L&N/NC&StL roads between Nashville and Chattanooga with off-layout staging representing Atlanta-Memphis-Louisville. The Cowen TN yard and branchline to Tracy City have been included. The only thing missing are the coke ovens on the Tracy City branch. The layout also makes use of photo false front buildings and dynamic backdrops to expand and define specific scenes along the line.

### DAN COLES'S BEDROOM SIZED LAYOUT IN HO, HOn3, AND HOn30



An example of Don's attention to detail... even though most of the rolling stock is imagineered scratch-built or otherwise cobbled together there is a believability to his modeling.

Don Cole's home layout is situated in a small guest bedroom approximately 9'x9'. It is packed with interesting models, scenery and views. The layout features Don's varied interests with three tiers each dedicated to a different gauge... HO, HOn3 and HOn30 (HO rolling stock running on N gauge track - lowest tier to highest tier).

The layout is not designed for operations. Dan instead enjoys sitting in the midst of his creation and watching things move

from place to place. While cramped for viewing the room features overhead track lighting, majestic scenery and neatly stored supplies, equipment and rolling stock.



One of Dan's scratch-built "critters" - a Plymouth HOn30

Dan is known for his "Littl' Critters"... imagineered, kitbashed and scratch-built locomotives. He has comingled N gauge underframes with HO detail to arrive at a configuration that while not prototype is a believable facsimile of the real thing. His "Critters" have been featured in the hobby press including covers, articles and this past year of 201, recipient of RMC's "Dremel Award".



Another of Don's "Critters"

Don uses Dental Stone for some of his rock castings. He finds that it hardens to a rock hard finish and are more durable in the tight aisles in his layout room.



Don's other love... a high performance racing kart.



## CLOSING THOUGHTS AND OBSERVATIONS

On the way home the four of us talked about the 3 lessons of the day. The following are a couple of observations:

- There is a brotherhood or fellowship among model railroaders that is positive and up building,
- Taking trips like this outing provides new and stimulating ideas, and provides inspiration,
- We each were introduced to high quality craftsmanship which in turn will spur us on to try different techniques and skills,
- We came away with renewed enthusiasm for the hobby, and, MEMRR and the GLC Museum are both extremely fortunate to have a patron such as ETSU, and we are doing things right as measured by membership levels, participation, foot traffic, interest... etc.

## DAVID DOUGHTY'S OBSERVATIONS



BNSF #573 sits in the TCRM's collection still wearing SF's Warbonnet scheme

A few weeks ago on Saturday October 11<sup>th</sup> a group of 5 club members, myself included took a trip to Nashville to visit 4 model railroad layouts: 2 club operated and 2 privately owned.



Tennessee Central's caboose in Operation Lifesaver paint

I want to thank Robert Sullivan for setting this trip up and Tom Schmidt for being such a gracious tour guide. Also a thank you to those others who rode along and contributed gas money to the driver.



A view of the end of the HO layout at TCRM

My thoughts on the day were somewhat mixed as I wish we could have spent more time at the Tennessee Central to both photograph their layouts and outside collection of rolling stock. Like most other outdoor railroad museums the Tennessee Central housed many pieces of, rolling stock that needs lots of TLC. Despite the cool cloudy weather it was a nice introduction visit that warrants more time on another visit.

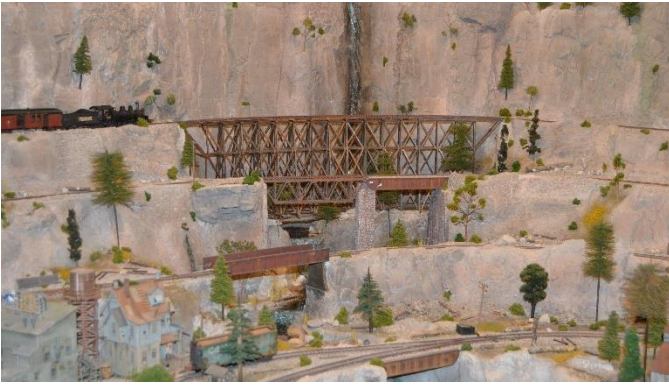


A model of the NC&StL bridge over the Tennessee Rivie at Bridgeport on the DMRC's layout

Dixie Model Railroad Club was amazing in how the club with 17 members can accomplish so much in the basement of a 100+ year old apartment building. The real dedication of these folks shows how they utilize the available space in modeling the NC&StL.

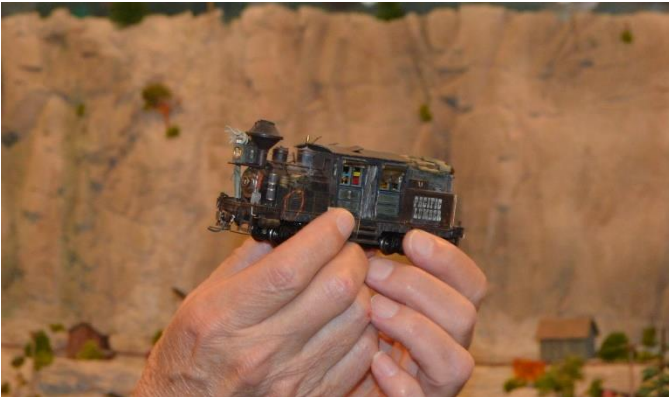
The other two private layouts (Bob Moody's located in that basement of his home, and Dan Cole's located in a small bedroom) show what can be done in a large and a small space. Both were very detailed.





A wide view of Dan Cole's layout

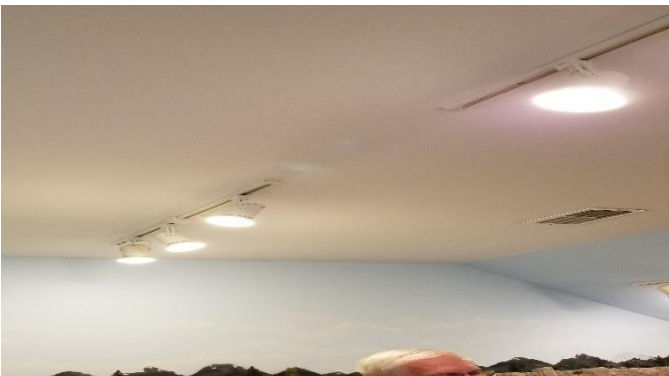
Dan Cole's layout was definitely worth the time to see all that he had built and scened in the small space that he had available. There was still room for a few of us at a time to view all parts without feeling too crowded.



Dan shows off one of his "Critters" – a MDC Climax with added piping and details

Overall, not counting the 725 miles driving, it was a fun day out. Again I want to thank Robert, Bill, Ted, and Paul for being excellent passengers. Gentlemen I look forward to doing it again next year.

### **BILL SMITH'S OBSERVATIONS** THE USE OF OVERHEAD TRACK LIGHTING ON MODEL RAILROAD LAYOUTS

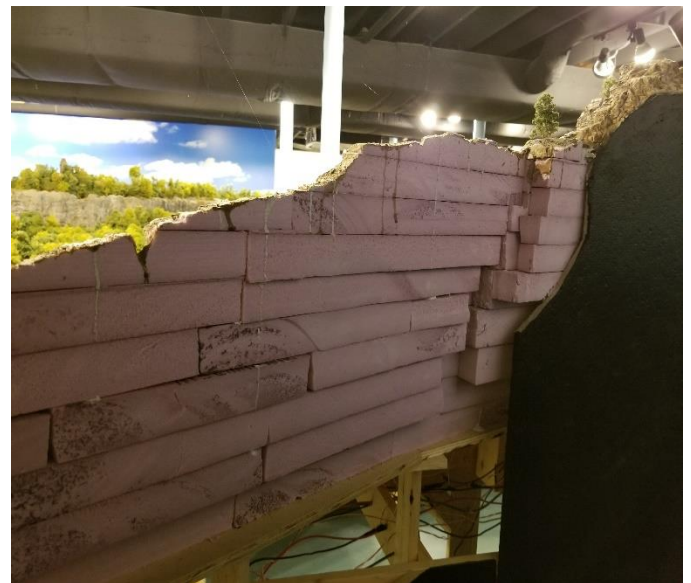


I had the pleasure of traveling with several club members to Nashville, TN to view a railroad museum and several privately owned model railroad layouts. The point of interest that I came away with from the layouts was the use of overhead track lighting for layout illumination.

My experience with overhead lighting for illuminating the layout was to always use overhead fluorescent tube fixtures with the use of valances to hide and deflect the fluorescent lights. The two private home based layouts we visited had utilized overhead track light fixtures to perform this function.



The use of track lighting as seen in the layout photos allowed for great illumination without the need for valances. The track lighting fixtures allows each lighting head to be positioned for the best lighting angle and illumination of the layout.



I found that the added benefit of using the overhead track lighting was the ability to dim lighting head along with the smaller size of the fixtures. Below are several photos taken of the layouts track lighting.



## TRACKSIDE SAFETY CAUGHT I THE ACT...

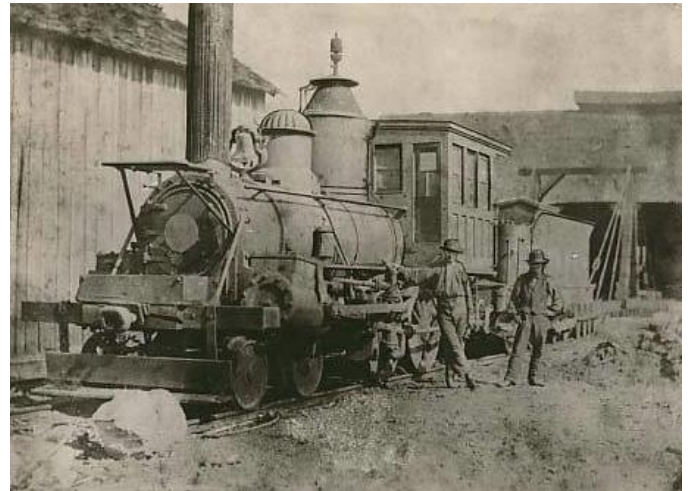


WHAT DO YOU DO WHEN YOU CAN'T GO OVER IT... CAN'T GO  
AROUND IT... WHY, OF COURSE, YOU GO UNDER IT...

Above two guys try just that when they encountered a stopped train in the way, The pic shows the epitome of stupidity. They've got nowhere to go if the train starts moving. Besides they are trespassing on railroad property as well.

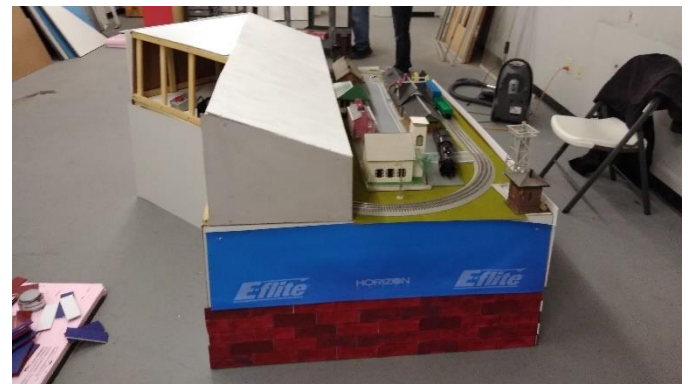
This photo was snapped in Bristol's NS Yard.

## A BIT OF TENNESSEE RAILROAD HISTORY TENNESSEE COAL & IRON RAILROAD



This is purported to be a photo of Tennessee Coal Iron and Railroad locomotive "Sewanee" in Tracy City Tennessee. The TCI&RR was the predecessor of the NC&STL Tracy City Branch. The Sewanee was involved in several wrecks (Arbuckle, The Mountain Goat) and was highly modified over its service career. The photo here is assumed to be later in her career and you can compare it to the photo in Sulzer's Ghost Railroads of Tennessee. Locomotive built by Danforth Cooke in 1855 per Richard Prince.

## HOBBYTOWN TAKES THE LEAD BOB BARRETT AND HIS CREW TO PROMOTE MODEL RAILROADING OVER THE HOLIDAYS



Bob Barrett, owner of the HobbyTown store in Johnson City, is planning to do something this Holiday Season to promote Model Railroading and the other hobbies carried in his shop. Bob Sullivan caught up with him in early November while he was building a Kiosk he will be placing in the Johnson City Mall. The kiosk will be unmanned during mall hours. However, it has a three-rail Lionel O-gauge layout that should create some wonderful visual interest for mall shoppers. Bob has included two L Carter Railroad Museum placards as part of the display. "Thanks Bob, for this innovative promotion and including the Museum in the display."





## MOUNTAIN EMPIRE MODEL RAILROADERS MINUTES FROM THE OCTOBER BUSINESS MEETING 26 October 2018

### CALL TO ORDER

The MEMRR Business meeting for the month of October was called to order by Club President Fred Alsop at 6:35 PM. 9 Members were present. There were no visitors or new members present.



The above and the next five pictures show some of the progress made by Jonathan Gilliam on his module featuring a sorting yard and car/locomotive shops

### Newsletter Editor's Report

The Newsletter editor reported the October Issue of the Signal Bridge has been distributed to the membership. It is 14 pages in length and features articles on the Winston-Salem Southern, assembling laser cut pallets, and the usual columns. Thanks to Paul Haynes, Fred Alsop and John Carter for their timely submissions. A request for articles and photos were made by the editor.



### OFFICERS' REPORTS:



#### Secretary's Report

The minutes from the September Coordinators' and Business Meetings were printed in the October Issue of the Signal Bridge. Motion to accept as published; Passed.

#### Treasurer's Report

The Treasurer provided a two month summary having been absent from the September meeting. Motion to accept the reports made; passed. The treasurer reminded members that, dues for 2019 membership can be paid Nov-Dec-Jan. The pass code for access to the key bank and meeting rooms will be changed January 31<sup>st</sup> and the new code released to paid-up members only.

#### Webmasters' Report

Webmaster Bob Jones has tendered his resignation effective at the end of the current term. He has presented several recommendations. However, there was confusion as to their impact on club operations. Motion to table until the president could obtain further information made; passed.

#### Vice-President's Report



The Vice-President reported that the evening program would be a video. He requested volunteers to present in the coming year. November's program is undetermined. December will be the Holiday Party, January will; be yearly calendar building.

### President's Report

He president thanked John Carter and those that helped maintain the Museum operations going during his absences in September. He indicated that there will be an additional absence to accommodate his teaching responsibilities.



### OLD BUSINESS

#### Operating Session

It was report that the September and October were lightly attended. The next session will be November 5<sup>th</sup> with operations featuring a dispatcher's timetable to guide operations. The layout with the recent additions of crossovers is becoming more operations friendly.

#### Train Show Committee

It was reported that the committee continues to prepare for the 2019 show registering vendors and distributing promotional flyers to regional shows.

#### Turnout Purchase

It was reported that the turnout purchase for the track installation on the club layout has been received and planned for placement over November and December.

#### Vetting New Members

Vetting of members was discussed. It was noted that the vetting procedure has been officially approved and contained in the current by-laws. Don Ramey had agreed to chair a committee to establish "Rights, Responsibilities, and Privileges" for the new member class. An orientation and training program needs to be developed as well.



### NEW BUSINESS

#### Railroad Heritage Days

The theme for October's Heritage Day October 27<sup>th</sup> was announce as "Vintage Southern Lines". Members were asked to run pre-1970's equipment representative of southern railroads.

#### In-Print

The ET&WNC HOn3 layout will be featured in the 1918 HOn3 Annual with a 10—page spread and this year a cover shot. This will be the 5<sup>th</sup> year in a row for the layout to be featured in the HOn3 Annual.

#### Excursion

The GL Carter Chapter will host a fall excursion October 27<sup>th</sup> on the BIG SOUTH FORK SCENIC RAILROAD. There is still room aboard the excursion.

#### Nominating committee and Elections

The president appointed a Nominating Committee to prepare a ballot of officers for the annual elections to be held in November.

### VOLUNTEER SIGNUP

A call for volunteers to staff the open house sessions was made. It is helpful for those not in attendance at the business meeting to let the club know their plans on participating. Members are reminded that it is a membership responsibility to volunteer to participate for whole or two half day session on Saturday each month.



### ANNOUNCEMENTS

The next Coordinators' Meeting will be held 15 November 2018 6:00PM Campus Center Bldg Room 235

### PROGRAM

Program was postponed due to the lateness of the meeting.

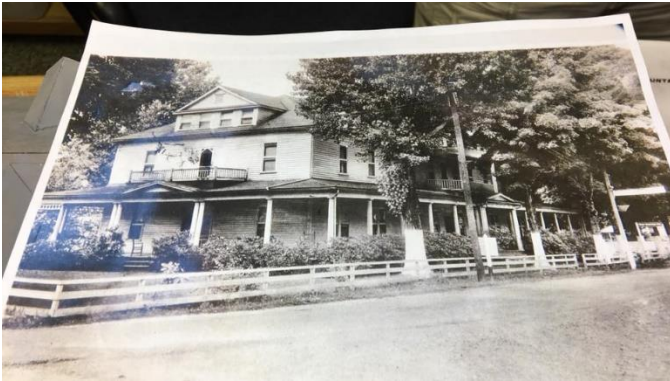
**NOVEMBER BUSINESS MEETING** will be held Tuesday November 20<sup>th</sup> at 6:30 PM in Brown Hall Room 223 ETSU Campus.

*Ted Bleck-Doran  
Acting Recorder for meeting*



## FROM THE ENGINEER'S SIDE OF THE CAB THE MEMRRPRESIDENT'S MONTHLY COLUMN

Fall finally arrived with many trees ablaze with warm colors of reds, oranges and yellows and the temperature has gone below the freezing mark a few nights signaling that the first snows of the season might soon cover our lawns. Time to put away the summer clothes and dig out the heavier garments that will take the bite out of the cooler temperatures.



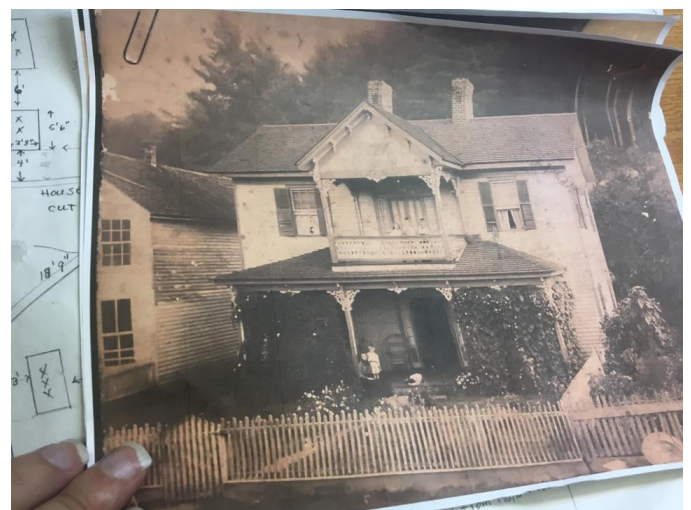
The next group of photographs are of the Roan Mountain portions of the ET&WNC HO<sub>n</sub>3 layout. Fred Alsop developed plans for each of the buildings from historical photos such as the one above of the Roan Mountain Inn.

November is a busy time with lots of milestones for our MEMRR chapter and the G.L. Carter Railroad Museum along with the hobby of model railroading:

- November is the month when we vote to elect our officers for the coming year. Your Nominating Committee has made its rounds talking to our current officers and other members to put together a slate of officers that has been presented by ballot to every MEMRR member. Please mark your ballot and return it to **Roger Teinert** by the November 16<sup>th</sup> deadline so it can be counted. I want to thank the officers and the appointed members who did such a good job for the MEMRR in 2018 and took on the responsibilities of their offices to keep the club on a steady course. Thank you **John Carter** for serving as our Vice-President arranging our monthly programs and conducting meetings for me when my other jobs kept me away; **Gary Emmert** who kept the books straight as our Treasurer; **Gregg Mundkowsky** who kept the minutes along with others who substituted for him when his job commitment prevented his attendance at club meetings; **Ted Bleck-Doran** who continues to produce one of the finest monthly club newsletters to be found anywhere in the country; and **Bob Jones** and **Ben Merritt** who have kept our webpage up-to-date and communicating with our members. It has been a privilege to work with you all this year and your outstanding service to the MEMRR is greatly appreciated.



- November marks the 26<sup>th</sup> Anniversary of the founding of the club now called the **Mountain Empire Model Railroaders**.
- November marks the 11<sup>th</sup> Anniversary of the dedication of the **George L. Carter Railroad Museum**.
- November is **National Model Railroad Month**
- November 18<sup>th</sup> is **National Take a Toy Train to Work Day**.
- November 24<sup>th</sup> is the Heritage Day that commemorates the **Clinchfield Railroad (CC&R and CRR)**.
- Dues for 2019** are payable any time, but the period from early November to January 31 is the window for renewing your membership in the MEMRR.
- November is the month when we nominate and vote on the **Member of the Year** and this year the club has decided to also honor the **Officer of the Year** who will also be selected by popular vote of the MEMRR membership. Please plan to nominate fellow members for these two awards. The recipients will be announced at the annual Christmas party in December.



**2018 HO<sub>n</sub>3 Annual:** On Thursday, November 8<sup>th</sup> **Geoff Stunkard** brought in his advanced copy of the **2018 HO<sub>n</sub>3 Annual, Edition 10** for those working at the Carter RR



Museum that night to see. Geoff wrote the article on the Museum's ET&WNC RR HOn3 layout for this year's edition and got the first copy in the area. The RR Museum has 50 copies on order and they will be made available to the membership at a reduced price as well as to our museum visitors at the suggested retail price. We will let our members know when the magazines arrive via email. This is the 5<sup>th</sup> consecutive year that the "Tweetsie" layout we have been modeling for more than 6 years has appeared in print in this outstanding annual narrow-gauge magazine. In addition to the 10 pages on our layout focused on the Doe River Gorge between tunnels #4 & #5, we also have been printed on the cover of the magazine with a little green 10-wheeler pulling a string of flat cars loaded with boiler plate from the Cranberry Mine out of tunnel #5, the sand tunnel, heading westward towards Johnson City. The publication's circulation is national and international and the fact that we continue to be published in it as a strong testament to the quality of the work our members have put into the layout and the increasing interest nationally in this East Tennessee narrow-gauge railroad. An increasing number of manufacturers are producing more and more ET&WNC RR rolling stock in HOn3 scale and I believe our layout reaching many modelers in this scale has contributed to this new focus on this long vanished narrow-gauge eastern mountain railroad.



**Track Work and Operations Night:** A lot of track work continues on the Club HO layout with the goal of making it more operational and the movements of our locomotives and consists more efficient and prototypical. While we will still be operating trains in the yard and those on the main lines will be mostly making circles on Saturdays when our visitors are in the museum (we had 93 visitors this Saturday, November 10<sup>th</sup> and 17 MEMRR members in attendance) the

**Operations Meet Nights,** the first Monday of each month, are a very different story. These sessions begin around 5:30 p.m. and conclude approximately 3 hours later. Each member present is presented an operator's schedule and a train assignment for the evening and each is tied to getting each train working on a clocked time schedule. The fun and the work begins in earnest and sometimes the sweat pops out on one's forehead as you work to meet your schedule while being the engineer of a train that has a series of jobs

to do. 6-10 other trains are also running to meet their schedules on the two track main line and they are not all heading in the same direction. There are cars to pick up and cars to drop off at predetermined locations on the layout and sometimes trains are not on schedule and, therefore, not where they should be which may cause quick actions, alternate plans, and slipping into unplanned sidings to avoid unfortunate meetings in the wrong place at the wrong time! If you have not participated in one of these sessions, you really should put the next one on your calendar and come on down. The fellows will guide you to give you confidence and soon you will be running your train like a professional (they just did the same for me this past Monday night). It is also a terrific way to become used to operating trains and the turnouts on the layouts while using the radio headsets and communicating with the yard master and other "engineers". The track work continues with many more turnouts and new yards and sidings to continue to improve the operations over the layout and the fun of running our model trains like the big ones.



**New Calendar:** For some time now we have been discussing the desire to produce a calendar focused on the Carter RR Museum, the Mountain Empire Model Railroaders, the George L. Carter Chapter, NRHS and the railroads of this region of Tennessee. **Geoff Stunkard** has used his talents with camera and computer to work with me to create such a calendar for 2019 that will be made available at the RR Museum in the coming weeks. We hope to have ETSU publish it before the Thanksgiving holidays and I think you are really going to like it. It will be featuring photos of our layouts, prototype locomotives and trains that ran through Johnson City, important dates for the MEMRR, the Carter Chapter NRHS and the Carter RR Museum and a lot more. Timing is everything and we will know by mid-November if we can get all of this together to have a calendar in our hands soon. Watch for it!!!

**Heritage Day Event:** November is always a tribute to George L. Carter and the most expensive eastern railroad ever built per mile for its day; the Clinchfield Railroad. Bring you CC&O or CRR steam and diesels and those Clinchfield dotted consists and let's have a good, diverse collection of trains to show each other and our visitors on Heritage Day, November 24<sup>th</sup>.





**Dues are now Due!** Dues are payable at any time, but November marks the month when we begin collecting them for the 2019 year. Membership is still a most reasonable \$30/year for full active membership, with \$6 additional for each family member living under the same roof (other levels apply for students and junior members). Get you check or cash to our Treasurer, **Gary Emmert**, as soon as you can. Don't delay until the last minute when we have to contact you personally to ask you to renew your membership. Think of all the privileges afforded to you as a member of the MEMRR including 20+ page color monthly newsletter, 24/7 access to the layouts in the Carter RR Museum, library privileges to more than 1,200 hardback railroad books and 100+ DVDs, voting privileges at monthly meetings and special events, social events at least 3 times annually, operational meet nights, and many, many more. What are you waiting for??? Renew now and continue to be a member of this important model railroad club.



**Thanksgiving:** November is also the month when we celebrate Thanksgiving as a time to gather with family and friends and reflect on all those things we have to be thankful for. Let me take this space to wish all of you and yours' the best of this holiday and my thanks to you for all you do for the MEMRR and the G.L. Carter Railroad Museum. I celebrate our friendship and the bonds of railroading, hobby and prototype, that have brought us together and that provide the strength of this club and the museum. You continue to share your friendship, your expertise and your talents with each other and with the thousands of visitors who come to see your work at our little museum and you

always look to the future with more plans for railroading and sharing the experience of new destinations. Hear the sound of the whistle of the train in the night and dream of all the destinations yet to come.

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





**PAUL'S PAGE OF PICS**  
RAILROADING THROUGH THE LENS OF PAUL HAYNES  
PHOTOS FROM DWARF SIGNAL PRODUCTIONS





