



# THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB  
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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

### PART 2 - "UNCLE PETE'S" UNITS



## UNION PACIFIC HEITAGE AND SPECIAL PAINT UNITS



### UNION PACIFIC HEITAGE FLEET COLLECTED FOR A COMPAN PHOTO SHOOT



UP #1943 - HONORING VETERANS



UP #1995 - CHICAGO & NORTHWESTERN



UP #1983 - WESTERN PACIFIC



UP #1996 - SOUTHRN PACIFIC



UP #1988 MISSOURI KANSAS & TEXAS "KATY"



UP #2001 OLYMPIC TORCH RELAY



UP #1989 RIO GRANDE HERITAGE



UP "2002" SALT LAKE



UP #2010 BOY SCOUTS OF AMERICA



UP #4141 GEORGE H W BUSH



UP #3393 DESERT STORM

## THE SOMBER HISTORY OF THE PRESIDENTIAL FUNERAL TRAIN

This grand tradition has allowed Americans across the country to pay their respects to the chief executive

By Bethanee Bemis, Sara Murphy [smithsonian.com](http://smithsonian.com)  
December 5, 2018



*The train carrying President George H. W. Bush, following in the tradition of Lincoln, Garfield and Eisenhower, will travel along a published 70-mile route so that mourners can gather along the way to witness the journey.  
(AP/Pat Sullivan)*

On Thursday, December 6, 2018, a locomotive painted in the colors of Air Force One and numbered 4141 will depart from Spring, Texas, carrying the remains of the 41st President George Herbert Walker Bush to his final resting place in College Station, 70 miles away. With this final journey, the Bush family reinstates a tradition that has not been seen since the funeral of Dwight Eisenhower almost 50 years ago. Union Pacific train number 4141 dates to October 18, 2005, when the locomotive was unveiled during a ceremony at the George H. W. Bush Presidential Library and Museum on the Texas A&M University campus. Those that come out to line the route of Bush's funeral train will not just be paying their respects to the nation's 41st president, they will be practicing a time-honored democratic tradition of honoring public service.

In the era before airplanes and interstate highways, the train was a practical part of the burial proceedings, conveying a casket from one place to another. Following the deaths of presidents, like Abraham Lincoln, Ulysses S Grant, James Garfield, William McKinley, Franklin Delano Roosevelt and Eisenhower, the funeral train's journey from town to town also proved to be a visual emblem of sorrow and mourning, and a heartfelt way for the American people to honor the office of the president and its legacy.

American presidents remain in public service long after their tenure in office ends. As public servants and elder statesmen, they continue to receive a salary and benefits, contributing to American life in official and unofficial capacities. And as a country, they belong to us. Long after the dust of their campaigns and the political discord of their administrations has settled, their distinguished service becomes their legacy, perhaps even more so in death than in life. We show up en masse to remember them as they lie in state, and the funeral train extends the condolence

period to any who can make their way to line the tracks. It is one last final way for the president to reach as many people as possible.

In April 1865, the assassination of Abraham Lincoln ignited an outpouring of grief across the country. The level of access the public had to directly mourn at the president's casket was unprecedented. After lying in state in Washington, D.C. for six days, Lincoln's body was placed on a locomotive to make the journey to its final resting place in Springfield, Illinois via an elaborate funeral train. The train, decorated in mourning bunting and with a large portrait of Lincoln on the front, carried the remains of both the president and his son Willie, who had died three years earlier and had been originally interred in Washington, D.C. It traveled more than 1,600 miles over 13 days, stopping in 180 cities, across seven states, roughly following the route Lincoln had taken to Washington as president-elect in 1861.



*This flag was flown over the engine of Lincoln's funeral train on the leg between Albany and Utica, New York. The train's engineer, P. M. Arthur originally offered the memorial to Robert Todd Lincoln, who suggested it reside instead at the Smithsonian.  
(NMAH)*

In major cities, the casket was unloaded from the train and opened for viewing, usually accompanied by elaborate public ceremonies. Lincoln was laid in state in locations that included Independence Hall, the New York City Hall, and in a specially built structure in the Public Square in downtown Cleveland, Ohio. Hundreds of thousands of people viewed the train from alongside the tracks or waited hours to glimpse the fallen leader's face.

The oft-recounted quote supposedly uttered by Edwin M. Stanton after Lincoln's death, "Now he belongs to the ages," certainly rang true as his funeral train traveled the tracks. One of the train's engineers, P. M. Arthur, kept as a souvenir a flag that was flown over the engine of Lincoln's funeral train on the leg between Albany and Utica, New York. Arthur originally offered the memorial to Lincoln's son, Robert Todd Lincoln, who suggested that it instead be sent to the

Smithsonian Institution along with other Lincoln relics, to belong to the American people.

When James Garfield was shot in 1881, the gravely injured president was transported to Franklyn Cottage at the New Jersey seaside by train in a car that was refit for the comfort of the wounded Garfield, complete with a water-filled rubber mattress designed by the Navy Corps of Engineers to minimize painful jostling. Workers were brought in to build a special railway spur from the nearby town of Elberon, where the tracks originally stopped, directly to the door step of Franklyn Cottage. Not only did the townspeople help the railroad workers build the mile-long spur, but they were able to do it in 24 hours. Furthermore, there was an incline just before the cottage, so the railroad workers literally pushed the train to the cottage door.

When the President died two weeks later the same train retraced the path back to Washington, D.C. The spur was torn up and many who stood by the tracks to witness the solemn train pass kept a railroad spike as a souvenir of the event. Several of these spikes are now in the collections of the Smithsonian's National Museum of American History. One donor reported that she was from a place near the town of Elberon, where the spur began. "Every man, woman and child helped," to build the spur, she reported, "eager to be of some assistance."



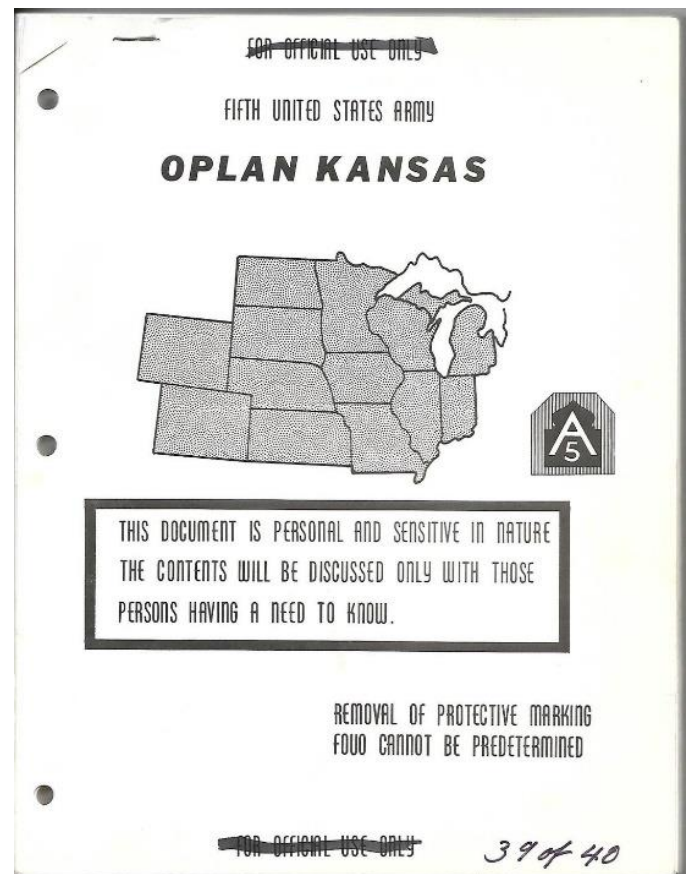
*"The donor of this spike from the railroad spur built for President Garfield said that every man, woman, and child helped, eager to be of some assistance. (NMAH)*

After lying in state in Washington, Garfield's remains were carried by train to his final resting place in Cleveland, Ohio. Though the train did not make official stops for mourning, an 1881 account of the journey noted that the track was "lined with people all the way from Washington—flowers strewed on the tracks."

On March 31, 1969, after the pomp and circumstance of a military funeral, a train carrying the body of Dwight D. Eisenhower, the 34th President of the United States, departed Union Station in Washington, D.C. at 6:40 pm. The Eisenhower funeral train passed through seven states during its journey to Abilene, Kansas, which Eisenhower called home.

Despite the Eisenhower family asking the governors of each state to facilitate the train's movement by requesting the adjustment of other train movements and not publicly announcing when the funeral train would be passing through, citizens managed to determine when the train would be coming to their town and gathered along the tracks to pay their respects to the former president. The funeral train did make a few scheduled stops, including one in Cincinnati where Mrs. Eisenhower ordered the car with Eisenhower's casket draped in black bunting and flags. Contradicting her original request that spectators not gather along the train route, Mrs. Eisenhower acquiesced, seeming to understand the deep need of the country's citizens to pay their respects.

On Thursday, as the train carrying President Bush follows in the tradition of Lincoln, Garfield, Eisenhower along the published 70-mile route, mourners can gather along the way to witness the president's journey to his gravesite at the George Bush Presidential Library. The train will be equipped with a special glass viewing car for the express purpose of allowing the public one more glimpse of the head of state.



*This 94-page document for the Fifth United States Army gives instructions for Dwight D. Eisenhower's state funeral once the funeral train arrived in Abilene, Kansas. (NMAH)*

## MOUNTAIN EMPIRE MODEL RAILROADERS

### OPEN-HOUSE OPERATING PROTOCOLS

#### DRAFT 04/21/2016

The following protocols have been approved by the MEMRR to facilitate the running of trains on the MEMRR HO layout during open-house sessions held on Saturdays and special dates. The purpose of these protocols is to: a) maximize the number of members able to run trains during open-house sessions; b) enhance the experience of members and guests by providing a cooperative and friendly environment; c) avoid potential conflicts regarding running rights, operating procedures; and d) define crew positions, and assign responsibilities.

#### 1.0 - Dispatcher

- 1.1 - A Dispatcher will be designated for each open house operating session.
- 1.2 - The Dispatcher will coordinate all train operations, crew assignments, and enforce operating protocols.
- 1.3 - The Dispatcher's decisions are absolute and final.

#### 2.0 - Radios

- 2.1 - Radios must be used to coordinate the operation of trains while operating on the layout.
  - 2.11 - if a radio is not available, a train operator must wait until a radio becomes available and is assigned to the waiting operator before the operator is allowed to enter the mainline.

#### 2.2 - Radio Communications

- 2.21 - Radio communications will be used during operating sessions and public viewing session to regulate operations on the MEMRR HO layout.
- 2.22 - While members are encouraged to purchase their own handheld radios and headsets, the MEMRR will maintain handheld radios for member use during operating sessions.

#### 2.3 - Sample Radio Transmissions:

- 2.31 - Initiator of the transmission must first identify the initiator's identification followed by the intended recipient of the transmission and await acknowledgement. Example: "Dispatcher to NS 3301 ... Over."
- 2.32 - Recipient of the transmission will acknowledge the transmission by the initiator's identification followed by the recipient's 2.35 - Dispatcher and Engineers will indicate the end of a transmission segment with the use of the phase: "Over".
- 2.33 - Radio communications shall be brief and relate only to railroad operations.

2.34- The use of 10-## code will not be used to avoid confusion.

2.35 - Train Identification will use road name initials and locomotive number,

2.36 - Dispatcher/Yardmaster will indicate the termination of transmissions with the phase: "Out"

**Example:**            *"NS 3301 to Dispatcher... go ahead ... over>"*

#### **Sample transmission:**

**Engineer:**        *NS 3301 to Dispatcher ... over.*

**Dispatcher:**     *Dispatcher to NS 3301 ... go ahead ... over*

**Engineer:**        *NS 3301 requests permission to enter yard ... over.*

**Dispatcher:**     *Dispatcher to NS 3301 ... permission to enter yard on track 6 ... proceed to yard throat ... hold for further instructions ... out.*

#### 3.0 - Crew Call-board:

- 3.1 - The Dispatcher will maintain a "Crew Call-board" to identify engineers/train operators running or desiring to run trains during the open-house session.
- 3.2 - The "Crew Call-Board" will be used to schedule and sequence train and operators.

4.0 - Dispatchers' Train Sheet: A Master Train Sheet will be used to create a record of member train assignments (i.e., train identification, on/off-sheet times, track assignments, direction of travel).

#### 5.0 - Train Operations

5.1 - Length: During regular open-house sessions train lengths will not exceed the length of the shortest ready track (Track 2 in the inbound/outbound yard and train length indicator in the staging yard) in the classification yard (including head end power and caboose). Train lengths may be exceeded during open-house sessions for educational purposes at the discretion of the Dispatcher.

5.2 - Abandonment of trains: no operator may leave a train unattended (abandoned) on the mainline or passing sidings.

5.21 - Operators must return their trains to the yard(s) when leaving the museum (e.g., leaving for lunch).

5.22 - Disposition of the train may be to a ready track or staging Yard track at the discretion of the Dispatcher.

### 5.3 – Speed:

5.31 - Engineers/train operators are responsible for running their trains in a realistic manner including operating at a prototypical scale speed; a speed monitor has been placed on the mainline near the roundhouse to gauge train speeds.

5.32 – Maximum Train speed will be established by the Dispatcher's designation of a superior train in each direction of travel on the mainlines.

5.4 - Safe Operation: Engineers/train operators are responsible for maintaining control of their trains, maintaining a safe headway when following another train, and avoiding possible collisions with other trains operating on the layout (e.g., when operating two train in the same direction of travel "safe headway" should be ½ the distance around the layout; when operating 3 trains "safe headway" would be 1/3 the distance around the layout, etc.).

5.5 – Reversing or Backing of Trains: Backing of train through the wye will not be permitted during operating open house sessions (i.e. – trains may be broken with locomotives and end-of-train indicator reversed using switching and turntable moves).

### 5.6 – Blue Carding Consists

5.61 - Operators may pre-consist trains prior to an operating open house session using the Staging Yard

5.62 - Pre-consisted trains will be "Blue Carded" and will not be handled by other operators.

5.63 - "Blue Cards" will indicated the owner of the consist and the date of operating open house session.

## 6.0 - System Control

### 6.1 - Turnout/switch Control – Mainline

6.11 - Mainline: all mainline turnouts are to be controlled by the Dispatcher; engineers may request specific routings, however, the routing will remain at the discretion of the Dispatcher.

6.12 - Sidings: siding access will be at the discretion of the Dispatcher.

6.2 - Turnout/Switch Control – Yard the Dispatcher directs and controls all access to and from the staging, classification and ready track yards.

6.21 - Yard Main: mainline access through the classification yard shall be at the discretion and direction with control of turnouts/switches by the Dispatcher.

6.22 - Classification Yard/Ready Tracks: Classification and ready track turnout/switch

control may be delegated to the yard switcher crew(s) by the Dispatcher.

6.23 - Staging Yard: engineers/train operators wanting to run trains on the mainline may set trains up using a vacant staging yard track with the permission of the Dispatcher; permission to leave the staging area with a train will be obtained from the Dispatcher.

## 7.0 - Track Warrants/Clearance Card/Train Orders

7.1 - Pre-Registered Running Rights: pre-registered Open-house members (those volunteering at the monthly Business Meeting for Open-house coverage) have priority by membership class (see 7.2) and walk-on operators.

7.2 – By-laws Running Rights: Full members retain the priority right to run trains before other class of members when there is limited crew assignments.

7.3 - Walk-on Running: Members not scheduled to work on a given open house session may run trains as a walk-on.

7.4 - Going Off-sheet: occurs whenever an engineer/train operator stops operating a train or is instructed by the Dispatcher to return a train to the yard(s).

7.41- Engineer Request: An engineer/train operator may request to go "off sheet" simply by notifying the Dispatcher; the Dispatcher will route that engineer's train to a designated track in the staging yard for disposition by the owning engineer/train operator.

7.42 - Timed Out: An engineer/train operator can be designated as "Timed Out" after operating for more than 1 hour and directed by the Dispatcher to return his/her train to the yard; this may be invoked when there are other operators waiting to run their trains.

7.43 - Other Circumstances: general rule is "first out – first in" for trains timing out will apply.

7.5 - Heritage Day: theme trains featured as heritage day subjects will have preference over non-themed trains at any time during the day. Therefore if a non-heritage day themed train is running and someone with a heritage day themed train enters the museum, the non-themed train will be called in to be replaced by the heritage themed train

## 8.0 – Special Effects:

8.1 – Sound and Lighting Effects: Sound and lighting effect on cars and locomotives is encouraged.

8.11 – Audio Volume should be set to be heard when the unit is nearby, not from across the room.

8.12 – proper use of horn/whistle signals (e.g., sounding a crossing warning, stopping, starting a locomotive) is encouraged.

#### 8.2 - Horn/Whistle Signals:

(O) = short sound  
(-) = prolonged sound

O Apply Brakes  
 --- Release Brakes  
 -O O O Flagman protect rear of train  
 ---- Flagman return from West or South  
 ----- Flagman return from East or North  
 --- Train parted  
 OO Answer to any signal not otherwise provided for  
 O O O O Call for signals  
 --O- Approaching public crossing at grade; signal to be repeated or the last sound to be prolonged or continued until crossing is covered  
 - Approaching stations, junctions, railroad grade crossings at grade, drawbridges, and **as may be required**  
 -O Approaching waiting or meeting point  
 O- Inspect train for leaking air or sticking brake

#### Succession of short sounds –

Alarm for persons or livestock on track

#### 8.3 - Use Of Bell

8.31 - The engine bell must be rung when an engine is about to move (exception instances where the stop and start, either forward or backward is momentary and is a continuous switching move) and while approaching and passing public crossings at grade, through yards, tunnels and stations, when passing trains on an adjacent track, and when necessary to prevent accidents

8.32 - The engine bell shall be rung whenever in a work zone, in the presence of blue flag.

#### 8.4 – End-Of-Train Designation

8.41- Era appropriate equipment will be used to indicate end-of-train.

8.42 - Recommended equipment includes:

8.421 - Pre-1970's - Dedicated caboose preferably with the same road name as lead engine.

8.422 - 1970'-80'5 - Interchangeable caboose.

8.423 - 1990's-present - flashing rear-end device (FRED)

8.5 – Smoke Equipped Locomotive and Structures. Use of smoke generators on locomotive and structure is prohibited (NOTE: some visitors are very

sensitive to the smoke emissions generated by locomotive so equipped).

8.6 – Digitally prerecorded radio communications: Use of available digitally prerecorded radio communications available of on some DCC decoders is discouraged.

#### 9.0 – Non-sigaled Movement to and from Yards

9.1 - After a train movement to or from the main lines involving the fouling of the mains by thrown crossovers or nearby mainline switches, the RED WARNING LIGHT must not be turned off until the switches have been re-lined and those positions have been verified by visual indications on the computer or visual inspection of the physical turnouts or crossovers.

9.2 - Whenever an engineer of a train from the main yard has requested to move out of the yard and on to the main layout, switching crews operating within yard limits must be notified of the movement and communication must occur regarding the various turnout positions required for that movement. Before this communication has been completed, the train from the staging yard may proceed to and hold at the location near the control tower at the south end of the yard lead before switch number 215 on track number 6 until clearance has been given by the yardmaster to proceed out of the yard.

9.3 - Because we operate without block signals, if a train is doing any switching movements that require it to tie up a main line for a short period of time, a “yellow light on (inside or outside) Main” condition will be called out and exist until through train operation is again available on that main line and other engineers on that line should be made aware of the conditions.

10.0 – Crew Assignments: the following Crew Assignments will be used by the Dispatcher when directing an operating open house session:

10.1 – Outside Main (Trains 1, 2, 3, ...): Operators for Mainline trains running on the outside mainline; direction of travel is at the discretion of the Dispatcher; lower numbered train is superior to higher number train for establishing speed.

10.2 - Inside Main (Trains 1, 2, ...): Operators for Mainline trains running on the inside mainline; direction of travel is at the discretion of the Dispatcher; lower numbered train is superior to higher number train for establishing speed.

10.3 – Local Freight (Trains 1, 2, ...): Operators for trains to shuttle cars between Classification Yard and inside siding.



10.4 – Passenger/Commuter: Operators for trains shuttling passengers between the depot and the park using the outside siding.

10.5 – Classification Yard Switcher (North, South): Operators working the classification and inbound/outbound year from north and south ends.

10.6 – Steam/Roundhouse Hostler: Operators assigned to steam locomotive facilities including roundhouse with responsibility for servicing steam locomotives and turning locomotives and cars as needed.

10.7 – Diesel/Car Shops Hostler: Operators assigned to diesel locomotive facilities including car shops and transfer table with responsibility for servicing diesel locomotives and cars needing repair.

## **G.L. CARTER RAILROAD MUSEUM COORDINATORS' MEETING 15 NOVEMBER 2018**

Meeting was called to order by Fred Alsop, Museum Director, at 6:13 p.m. in room 235 Campus Center Building, ETSU. Coordinators Present: Gary Gilliam, John Carter, Jim Hoyt, Roger Teinert, and Robert Sullivan.

Reports are as follows:

**N-Scale: Gary Gilliam.** Jesse Kittle has “retired” as the coordinator for the N-Scale layout and Gary has agreed to take his position. We extend our gratitude to Jesse for his work as coordinator. The layout needs 50 pairs of Atlas trucks #22056 and an Aristocraft ART 5473 controller. (Note: Alsop worked every available vendor on the web and found no vendor with the Atlas trucks available and no vendor with the Aristocraft controller.)



**Locomotive Repair: Gary Gilliam.** Gary has the decoder for the ET&WNC 10-wheeler and will install it as soon as he has the time to do so. He recommends that we begin to send locomotives needing repair back to their manufacturers for repair or replacement.

**MEMRR HO Layout: John Carter.** Frank Fezzie is continuing to lay new track and two additional crossovers have been ordered. Need to pay HobbyTownUSA for materials ordered and will do so ASAP. More track has been added in the terminal/station area at the visitor entrance end of the layout. Design planning discussions continue on the former “Ramey” modules on scenery, theme, and track layout. The

priority for immediate future work will be on these two module sections as they are the first layout modules visitors see when they enter this gallery in the museum. Frank Fezzie has a listed priority plan for this work.

**RIP: Jim Hoyt.** The rolling stock the club purchased from David Finger has all been inventoried and those pieces needing repair will be repaired next.



**Big Train Show: Roger Teinert.** Monday committee meeting Nov. 19. Meetings are scheduled once each month on the 3<sup>rd</sup> Mondays and are open to anyone who wishes to attend. Meetings are at 5 p.m. at Portobellos Restaurant. Notification for the 2019 train show continues to potential vendors, magazines and clubs with layouts. John Carter will contact Ken Anderson of Sippin-N-Switchin to see if their club will bring a layout to the 2019 show.

**Robert Sullivan.** HobbyTownUSA Johnson City owner, Bob Barrett, will have a model train display in the Johnson City Mall November 17-27. He has invited the RR Museum to have volunteers present and to distribute literature about the Carter RR Museum, the MEMRR, the Carter Chapter NRHS and the 2019 Big Train Show at his booth in the mall. Robert Sullivan, David Doughty and several other members plan to be there to do so and will invite other members to participate.

**Fred Alsop.** Announcements:

- Scale Trains, an HO scale diesel locomotive manufacturer, will be present at the December 18<sup>th</sup> MEMRR business meeting, 6:30 p.m., Brown Hall 223, ETSU for a special presentation on how they produce their scale model locomotives.
- The Carter RR Museum is producing a museum calendar for the first time and hopes to have them ready for distribution and sale by the end of November to members at a discounted prices and to the general public. Geoff Stunkard is working hard to create the calendar's layout with photos and text.
- The planned tour of the old Johnson City post office on Ash Street with ETSU President Noland, Washington County Mayor Grandy, Fred Alsop and other ETSU and county officials has been cancelled and will be rescheduled. Fred will keep us posted.



There being no further business the meeting was adjourned at 7:15 p.m. Next meeting scheduled for Thursday, December 13, 2018.



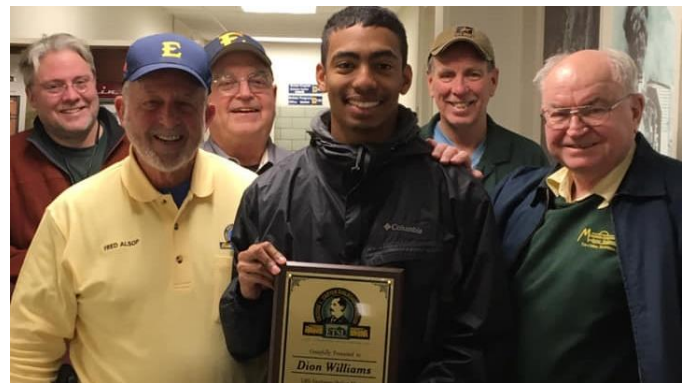
## **Model Railroad Clinic**

**Hosted by the George L. Carter Railroad Museum and the Mountain Empire Model Railroaders.**

The George L. Carter Railroad Museum at East Tennessee State University will co-host, with the Mountain Empire Model Railroaders, a special clinic that will be of interest to all area model railroaders. Shane Wilson, President of Scale Trains, Inc., located in Benton, TN will be presenting a clinic that will take us into the production side of the scale-model locomotives and train cars that our hobby is based on. We will go behind the scenes at [ScaleTrains.com](http://ScaleTrains.com) for an inside look at creating a model train company from scratch as well as how model trains are made. You'll experience the research phase and creation of engineering drawings plus take a behind-the-scenes video tour of the tool shop and production facility in China. During the clinic, feel free to ask anything you've always wanted to know about manufacturing model trains. Scale Trains, Inc. will also bring an assortment of models to display as well as handout literature about their company and the railroad scale models they produce.

The clinic is free and open to the public and will be held at 6:30 p.m., Tuesday, December 18, in room 223, Brown Hall on the campus of ETSU. For more information about the clinic contact Alsop at 423-439-6838 or [alsopf@mail.etsu.edu](mailto:alsopf@mail.etsu.edu). For disability accommodations, call the ETSU Office of Disability Services at 423-439-8346.

## **2018 ETSU GEORGE L CARTER RAILROAD MUSEUM INTERN RECOGNIZED FOR SPECIAL CONTRIBUTIONS**



This past weekend the crew of the George L. Carter Railroad Museum we congratulate Dion Williams for his amazing work over the past year at the museum with both the Little Engineers Room and the gift table becoming a great part of the crew. Mr. Williams will be graduating later on this week and will be missed by the team here. We all wish him the best of luck and to a great and successful future.

**PAUL'S PICS PAGES**

PHOTOS FROM THE CAMERA OF PAUL HAYNES  
COURTESY OF DWARF SIGNAL PRODUCTIONS





## .THE VIEW FROM THE ENGINEER'S SIDE OF THE CAB: THE MEMRR CLUB PREIDENT'S MONTHLY COLUMN

The weather outside has been frightful, but working on the railroad has been so delightful! The end of November gave us a taste of the winter yet to come but it reminded us that our hobby of model railroading continues to take place in the comfort of our homes and the G.L. Carter Railroad Museum. Our Saturday guests continue to arrive at the museum in good numbers and most Saturdays find 20+ members there operating the layouts, greeting museum visitors and having a good time with our hobby.



**Tweetsie Layout Update:** the Julian House is now completed and takes its rightful place in the town at Roan Mountain. This leaves one last structure to be built which will be a small barn along with a bit more scenery work to finish off the area before moving to the next section of the layout. Stay tuned for more updates coming soon.

**Publications:** By the time you are reading this we will have two new publications featuring the RR Museum, the MEMRR, the Carter Chapter NRHS and the work we do for local railroad history and the hobby of model railroading. We should have our long-awaited order of the 2018 *HOn3 Annual* with our ET&WNC RR layout gracing the cover and 10 pages written by **Geoff Sunkard** inside. The article features the section of the layout along the Doe River between tunnels 4 and 5 and the little town of Roan Mountain as it appeared circa 1925. Photos by **Geoff Stunkard, Logan Heaton, George Riley** and others illustrate the pages. All of our members will have the opportunity to purchase the \$24.95 magazine at a substantial member-discount at the Carter RR Museum while supplies last. It is a wonderful tribute to the quality of the exhibits we are creating at the G.L. Carter RR Museum to have this layout published in this international/national publication for the 5<sup>th</sup> consecutive year. Way to go fellows! You should be proud of the work you do and the fact that it is being shared with modelers across the country and around the globe.

**Museum 2019 Calendar:** We now have our first ever G.L. Carter RR Museum calendar for 2019. Again, we need to thank member **Geoff Stunkard** for creating this beautiful calendar that features photos from his collection, and those of other MEMRR members like **Logan Heaton**. The calendar lists all the know 2019 schedules for the MEMRR and Carter Chapter monthly business meetings, the MEMRR monthly Operating Sessions, and other important dates with plenty of room for you to pencil in other personal dates on its pages. Additionally, there are outstanding photographs from the MEMRR and the "Tweetsie" layouts in the museum as well as historical photos of the area railroads and the current ET Railroad that serves as the local shortline railroad. The calendars are discounted at \$6 for our members (2 for \$10) and are available for purchase at the Carter RR Museum. We will have some on hand at the Annual Christmas Party and at the first couple of meetings in the new year. Supplies are limited and they will not only look good on your wall at home but they will make excellent holiday gifts; so don't delay in getting your piece of calendar history ASAP.



**Annual Christmas Party:** Our Annual Christmas Party is approaching faster than Santa in his sleigh and if you have not already done so you need to let **Jim Pahrjs** know you plan to attend and what dish you are bringing. You can reach him at 423/753-8045 or at [pahrjsj@comcast.net](mailto:pahrjsj@comcast.net). We will be feasting at the Jonesborough First Presbyterian Church beginning at 6 p.m. on Friday, December 14. In addition, the social event and the evening of getting to be with one another Dirty Santa has promised to pay a visit with gifts for guys and gals under separate trees. Your railroad-themed gift should be wrapped and have a value of approximately \$25.

**Awards:** Votes are being tallied as they are received by **Roger Teinert** for our annual recognition of the Member of

the Year. For the first time this year the memberships have proposed that we give a second award as voted by our memberships for Officer of the Year. Both awards will be presented at our Annual Christmas Party this month and the winners will get a plaque and have their names placed on our Wall of Honor in the Alsop Gallery of the RR Museum. This is a great way to acknowledge some of our outstanding members each year and this will be the 4<sup>th</sup> year we have been privileged to do so.

**Heritage Day Event:** The theme for our Heritage Day Event on December 29<sup>th</sup> is **Vintage Fallen Flags** and invites all members to bring their locomotives and consists of any pre-1970 railroad to operate on the museum's layouts. The ET&WNC side of the museum already qualifies, so come operate with us in that museum gallery, or bring some of your favorites to run on the MEMRR HO scale layout.

**Annual Membership Renewal:** November is the beginning of the window for members to renew their memberships for the coming year. Annual dues in all categories have not changed in many years and this year is no exception. Think of all the outstanding opportunities and amenities that you get with your small annual dues payment from a 20+ page monthly newsletter to museum access 24/7 to the fellowship of fellow members with a passion for the hobby that they are most willing to share with each other. This is a very active club housed in a great facility that receives 8,000 visitors annually. Stay with us! Renew your membership early by sending your dues to our treasurer, **Gary Emmert**. With Gary's current relative immobility, we are asking you to give your dues money, cash or check, to **Roger Teinert** who will collect it for you and get it to Gary. Deadline for paying your 2019 dues is January 31, 2019. Don't be the last to renew and don't miss the deadline and lose your membership and all of its privileges.



**2019 MEMRR Officers:** Our November elections of officers for 2019 are:

- President, Fred Alsop
- Vice-President, John Carter
- Secretary, Gregg Mundkowsky
- Treasurer, Gary Emmert, who will also continue to serve as the Carter RR Museum Librarian.



**Holiday Season and the New Year:** Weather permitting we will open every Saturday during the holiday break that ETSU will soon be taking. Students and faculty will be on break December 15, 2018 to January 14, 2019, but the administration and staff will have a much shorter break with offices only being closed at the end of the work day on December 21 and reopening on January 2<sup>nd</sup>. Campus security will be on duty every day of the year. Some of us will be taking some time away from the area for part of the holidays and Fred will be out of the state Dec. 26 returning on January 4. In my absence I will ask several members to look after things and I am sure the museum will operate as it always has during those times when I have been absent. You all do a great job of creating seamless operations for our public when I am not present and I am sure this will continue to be the norm.

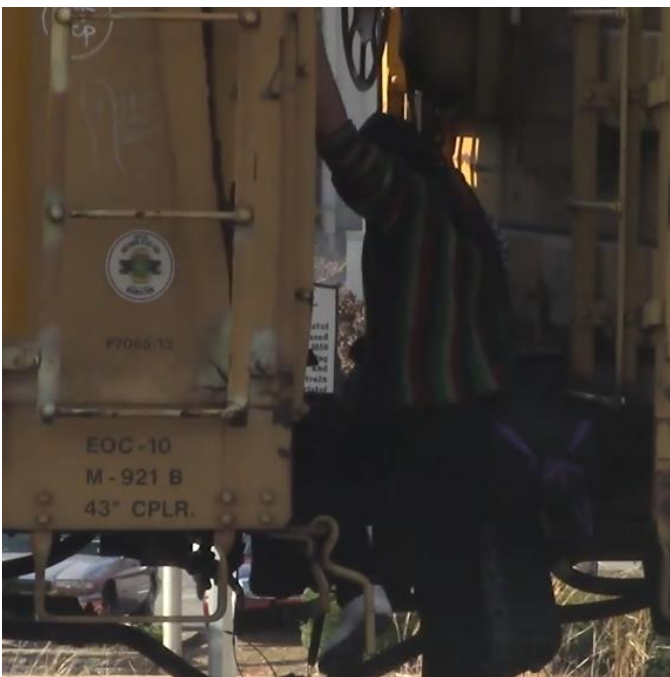
**Here is wishing you and your family the merriest and the best of the holiday season and a most Happy New Year!** Hear the sound of the whistle of the train in the night and dream of all the destinations yet to come!

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

# GotHALEX – A TOURIST RR IN CINA



**SAFETY FIRST ... ALWAYS**  
SOME GUYS NEVER LEARN!





## MUSKRAT MOUNTAIN MUSINGS

### FRESH THOUGHTS ON RAILROADING AND MODEL BUILDING FROM FLORIDA

Greetings from Northeast Florida... I trust that the Holiday Season that is upon us is a good one filled with happy gatherings and family get-togethers. I know that the MEMRR Christmas Party will be a joyous occasion. I'll miss the fellowship and especially the "Dirty Santa" I'll not miss the snow and clod of the mountains though as Mary and I adjust to life as "Snowbirds."

Wintering I Florida has afforded me a chance to rethink ad build anew the Muskrat Mountain RR I have back in Tennessee. The "fake" news... er,,, history is that during the Korean Conflict years ore deposits and timber on the old "mountain goat" branch of the NC&StL became profitable once more. With finances under the tight control of the L&N managers the NC&StL were reluctant to relay track along rights-of-way that had been abandoned in the 1930's. Nor did Tennessee Iron & Coal Co. want to reopen mines they considered marginal. This is when the Muskrat Mountain Mining and Timber Co stepped into the picture with the Muskrat Mountain RR as its rail related assets division.

The MMRR obtained deed to the former NC&StL tracks North and East of Tracy City while the NC&StL provided interchange with the new road at Tracy City acting as a bridge route for the rejuvenated rail traffic. This allows me to run my favorite NC&StL light steam an first generation diesel along with some geared locos use to support MMM&T Co's lumber and mining operations.

With this fictional background in mind I've started some background research and initial track planning for the area I have negotiated for here in Florida.

Several considerations factored in on my choice of what to model. First, the space I have for a layout is 11' x 10.5', respectable but not spacious. Second, as much as I would like to model the NC&StL's high iron from Nashville's Radnor Yard to Cravens Yard in Chattanooga, it's just not going to happen. Third, I wanted a town that would be a hub of activity with numerous short trains coming and going to generate lots of switching.

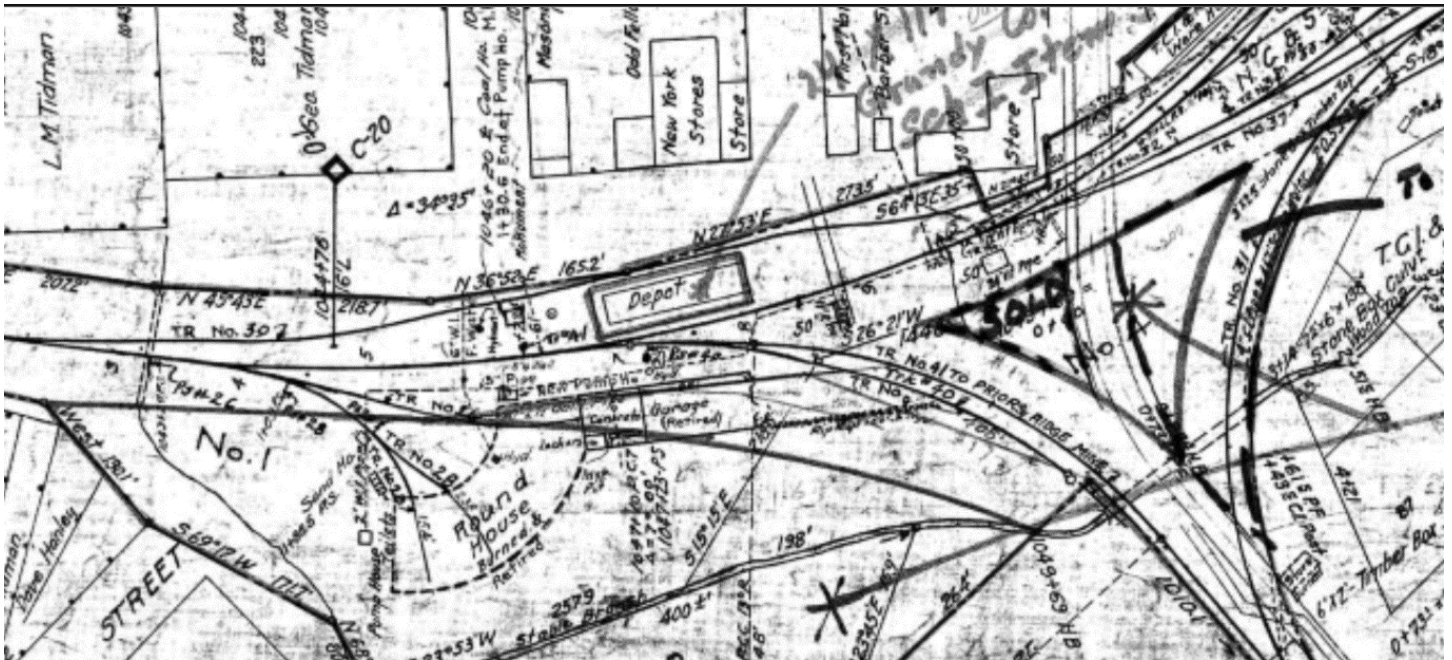




My first stop in researching a location was to reach for **Nashville Chattanooga & St Louis Railway: A History of the Dixie Line** by Dain Schult, **The Dixie Line: Nashville Chattanooga and St Louis Railway** by Charles Castner, the **Nashville Chattanooga & St Louis Railway: History and Steam Locomotives** by Richard Prince, and **Next Stop: Stations of the NC&StL RY** by Terry Coates. I also referenced a collection of timetables (employee and public) I collected of the years. Finally, I went on line and referenced the back issues of E-version on the quarterly publication of NC&StL RY Historical Preservation Society's **The Dixie Flyer**.

There appeared to be several branch-lines that offered some of what I was looking for. The Jasper/Pikeville Branch and the Tracy City Branch. Both were heavy coal routes and generated lots of business. However, the more I dug into the research the more I was attracted to the Tracy City branch. Tracy City was the hub of the branch with 2 active spurs and the mainline of the branch radiating out of the town in four different directions. This appeared to be just the spot I was looking for.

Next I started the Web Search phase.



Having stumbled across the Tennessee State Comptroller's Office web site some time ago, I revisited the site and downloaded the .pdf file of the Tax Assessors map of downtown Tracy City. For those not familiar with Railroad Tax Maps, they are highly detailed maps showing rail lines, railroad property, improvements, and track layouts. Not every state has an online repository of the maps, but if you are researching a line in Tennessee you are in luck. Otherwise you can search the Library of Congress website since they have a complete collection from every state.

I've included examples of the Tracy City map: one a picture of the full map, the other an enlargement of the engine facilities, wye, and depot at Tracy City. The maps can be

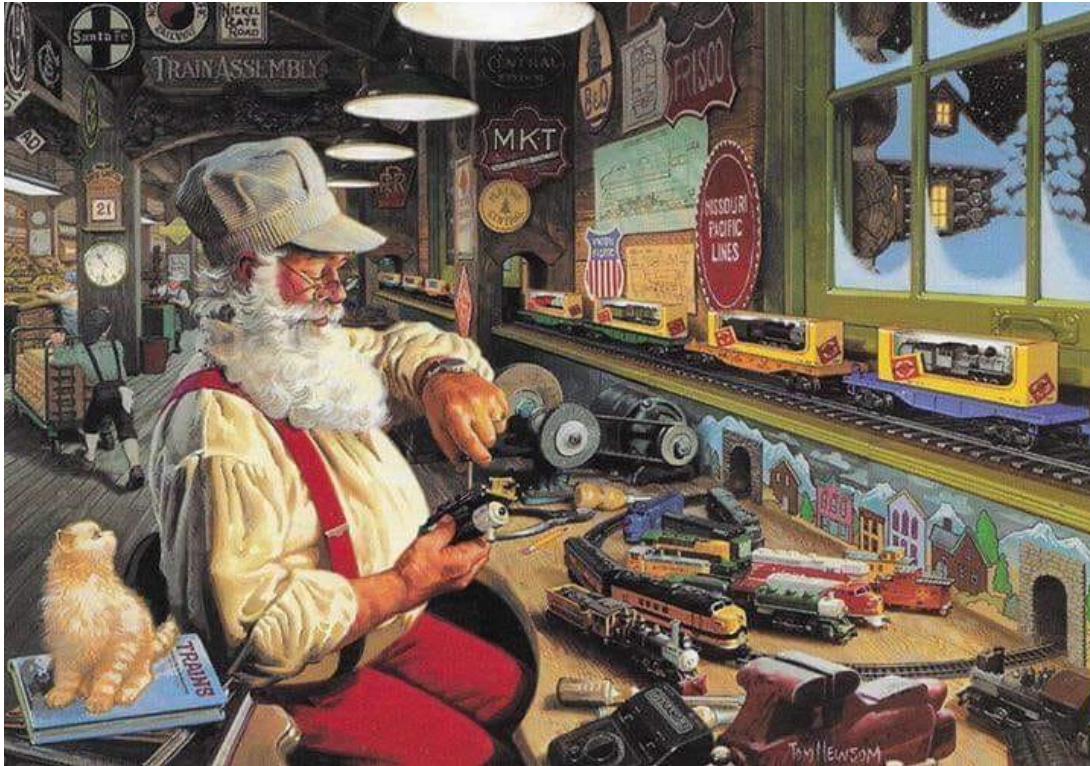
printed out on a single page in landscape format or in full size using a print service or using the panel option on your home printer and cut-and-pasting the panels together. While you can read the map details with a magnifying glass, it is easier to do a cut-and-paste version to work with.

BTW: for "Tweetsie" fans, the Johnson City maps have some nice detail of the trackwork from west of the depots to the yard on Legion street. They should be useful should the museum move into larger space and be able to incorporate more of the standard and dual gauge trackage in the city

**Next Installment:** photo hunting, Sanborn Fire Insurance Maps and track planning software.



# IT'S THAT TIME OF THE YEAR YOUR MEMBERSHIP TO THE MOUNTAIN EMPIRE MODEL RAILROADERS IS ABOUT TO EXPIRE



**DON'T WAIT FOR SANTA TO RENEW  
SEND YOUR PAYMENT IN TODAY  
MAKE YOUR CHECKS PAYABLE TO:**

**MEMRR  
(MOUNTAIN EMPIRE MODEL RAILROADERS)  
P.O. Box 70697  
EAST TENN STATE UNIVERSITY  
Johnson City, TN 37614**

**\$30.00 FULL      \$6.00 PER ADDITIONAL FAMILY MEMBER      \$18.00 STUDENT  
\$12.00 YOUTH      \$12.00 DISTANT REMOTE**

**Annual dues are required by January 31<sup>st</sup> 2019**