



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 3rd Tuesday of each month. Meetings start at 6:30 PM in:

Brown Hall, Room 223,
ETSU Campus,
Johnson City, TN.,
Open House for viewing every Saturday from 10:00 am until 3:00 pm.

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

SPECIAL FOCUS THIS ISSUE

RAILROADING HISTOR IN TENNESSEE

A PHOTO GALLERY - PAUL HAYNES EARLY PICS ON FILM



C&O 2716 A 2-8-4 LOCOMOTIVE ON THE TRANSFER TABLE IN ERWIN TN. PHOTOS BY PAUL HAYNES



A2





THE PRECEDING PHOTOS BY PAUL HAYNES

RECOMMENDATIONS AND OBSERVATIONS CONCERNING MARKETING FOR THE GEORGE L. CARTER CHAPTER OF NRHS

BY

DR. JOHN C. KEYT

MARCH 2019

RECOMMENDATIONS FOR MARKETING IMPROVEMENT

1. TRAIN SHOW

2. TRAIN EXCURSIONS

3. MEMBERSHIP

1) TRAIN SHOW

a) Goals

- i) Increase the number of vendors
- ii) Increase the number of attendees from approximately 1000 to 3000

b) Recommendations

- i) Vendors

- (1) Continue with current marketing actions to inform and maintain current vendor level. Short-term goal would be to MAINTAIN current levels.

ii) Attendees

- (1) Focus marketing efforts here to increase attendance and thus increase vendor sales and make the event more desirable for additional vendors.
- (2) For the short-term, continue with past marketing efforts that focus on potential attendees. Discontinue obviously ineffective methods.

- (3) For the next show, develop method for determining how attendees learned about the Show and gathering basic information on who attendees are. This data can then be analyzed to help better focus future promotional effort on the appropriate market targets.
- (4) Who are the appropriate target markets for Show promotional efforts?
- Children - ages?
 - Parents?
 - Seniors?
 - ???????
 - Income levels?

2) TRAIN EXCURSIONS

- Goals
 - Increase the number of attendees for day trips to consistently fill at least two busses
 - Increase the number of attendees for overnight excursions to consistently fill one bus.
- Recommendations
 - Continue to use current marketing actions to inform current and potential attendees.
 - Rebuild data base on current attendees - basic demographics, information sources, satisfaction levels.
 - Use new data base information to focus promotional efforts, evaluate current target markets' appropriateness, and improve future excursion offerings using satisfaction survey results.
 - Who are the most promising targets for excursions? Are they different for day vs overnight?
 - Seniors?
 - Young adults?
 - Families?
 - Children?

3) MEMBERSHIP

- Goals
 - Increase the number of members of both groups (modelers [currently approximately 135] and full size enthusiasts [currently approximately 15]).
- Recommendations
 - Increased attendance at both Train Shows and participation in the Day and Overnight

Excursions would seem to be excellent sources for potential new members. This might be a "chicken vs egg" proposition. Does increased attendance/participation lead to increased membership or does increased membership lead to more attendance at the Train Show and more participation in the Excursions?

- A more focused effort to provide membership information to Train Show attendees and Excursion participants should be made. These people have already shown an interest in railroading and should be more likely to desire membership.

OBSERVATIONS

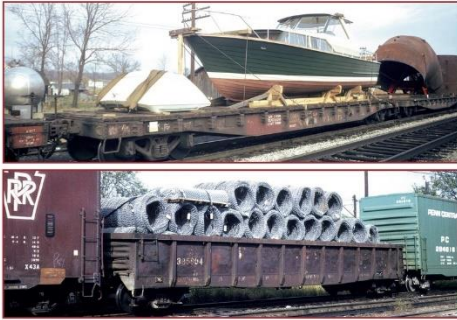
- The typical methods of determining the success of marketing efforts are obtaining some unit, dollar or market share goal. These methods require some knowledge of market metrics (size [\$\$, units], growth trends, number and strength of competitors, etc.) to judge the appropriateness of the goals and their achieved levels. The difficulty in measuring the "railroading interest" level in northeast Tennessee is significant and due to this high difficulty level, goals will need to be more fluid than might otherwise be the case.
- The marketing of "railroading" is in essence the marketing of memories. The parent/grandparent takes their children/grandchildren to the Train Show or on the Day Excursion to build memories for themselves and the child of a positive time spent together. For potential members the connection with trains and model trains to their positive childhood or teen memories can be a powerful draw.
- Much of the past marketing efforts of the Chapter have assumed that increasing AWARENESS is the key to increasing membership and event attendance. The assumption is that "many" people have an interest (self-evident or not) in railroading and just making them aware of the opportunities provided will lead to a "purchase".
- If this assumption is true, then AWARENESS focused promotion is the appropriate marketing needed for goal achievement. If however, this segment is small in size and growth goals are still desired, then the marketing task (grow the market) becomes more difficult, complex, expensive and time consuming. Marketing would then need to be focused on EDUCATING potential targets on the "value" of placing their time and resources into railroading activities.

OPEN TOP LOADS FOR FLAT CARS AND GONS

IDEAS FOR GREAT LOOKING ROLLINGSTOCK

Open Top Loads

Flatcar and Gondola Color Portfolio
Volume 1



by Robert J. Yanosey

Open Top Loads

Flatcar and Gondola Color Portfolio
Volume 2



by Robert J. Yanosey

Open Top Loads

Flatcar and Gondola Color Portfolio
Volume 3



by Robert J. Yanosey

Open Top Loads

Flatcar and Gondola Color Portfolio
Volume 4



by Robert J. Yanosey

Ever wonder about how to fill those empty spaces on flat cars and in those gons with realistic loads? How about questions on how loads are secured? What sort of tie-downs would be used to keep merchandise from shifting? How are loads blocked to keep them from moving? What sorts of loads do railroads carry anyway.

I can still remember my first encounter with modeled flat car loads. How many of you recall those blue box Athearn flat car kits with a boat or airplane tacked down in the middle of the car's deck with no or only minimal blocking.

I became more knowledgeable about loading flat cars after working three summers on the shipping crew with FARRELL Corp. in Rochester NY. Farrell manufactured a wide variety

of machine tools and injection molding machines. These included the likes of 250-ton vertical boring mills (upwards to a dozen flats carrying the structural members of the mill), complete railroad wheel and axle shop (lathes, boring mills, wheel presses, etc). Loads would be held in place with 6x6 and 8x8 oak timbers, each bolted through the car flooring and welded whenever possible to the car frame. These loads were not going to move off the car until it reached the customer, and then not until he was ready to move it.

I recall one day being called into the supervisor's office with the rest of the crew for a briefing. The super pulled out several photos of a 150-ton injection molding machine we had loaded a week earlier. In spite of placards warning "DO NOT HUMP" the railroad humped the car anyway. The result

could only result in the obvious... a 6 figure piece of machinery on the ground in ruins. As the photos passed from hand to hand, smiles began to appear on the faces of the crew. Despite being humped, the machine had shifted only 6 inches and had suffered only minimal damage. The blocking and tie-downs were all still in place, though a bit worse for wear. Instead of a dunning, the crew received a congratulations on a job done right.

Returning to our opening questions: do you ever thing about adding visible load to your open top fleet of flats and gons? Here are several sources for ideas:

MORNING SUN BOOKS

What whetted my interest in the concept of modeling open loads hit me from three directions. First, were Paul Haynes efforts at creating realistic sheet steel and structural steel loads on several bulk head flats (he was nice enough to provide an article for THE SIGNAL BRIDGE and clinic for the club). Second were several articles in the hobby press; one modeling empty gondolas with water, vegetation and debris, and a Model Railroad Hobbyest RUNNING EXTRA article on realistic pipe loads (more later). Third, a video segment from Ken Patterson's WHAT'S NEAT IN MODEL RAILROADING (a podcast produced for MRH and available on Youtube.

In my search for ideas I happened across a 4-volume set of photo portfolios from Morning Sun Books on OPEN TOP LOADS: FLAT CAR AND GONDOLA COLOR PORTFOLIO. These were released in 2018 at \$39.95 each. I found my copies for much less on AMAZON PRIME. Each volume is 100 pages with 100+ photos of differed flat car and gondola loads. The photos are in color and presented in full page images (approximately 8x19). This resolution provides a goof idea of blocking and the load.

Note: I also found useable photos from other volumes published by MORNING SUN, especially in their "Freight and Passenger Car in Color" series. The Carter Museum has an extensive collection of MORNING SUN volumes so check these out for ideas.

PHOTOS IN THE INTERNET



A Vintage photo of a flat car loaded with sacks of wheat circa 1915... note the absence of blocking and tie-downs



Two well-cars with pipe loads.... Note the offsetting of the tie-down bands and the wood spacers used to secure the loads



The internet is also a great resource for photos and ideas. One member of a group I joined on FACEBOOK uploads the photo below of what appears to be a string of export locomotives loaded on heavy duty 4-truck flat cars.



Not every load is visible from the side view as these mill rollers carried by a gon show

ARTICLES IN THE HOBBY PRESS

MORE ACCURATE PIPE LOADS

Running Extra | February 2019

LEW PHELPS on how to model better-looking flatcar pipe loads ...

IT'S EASY TO MODEL LOADS OF PIPE. IT'S HARDER TO MODEL THEM ACCURATELY.

Many pre-made "pipe loads" offered to model railroaders are nothing more than bundles of tubing that bear little resemblance to real-world pipe. A scale railroad modeler who cares about proper detail will want to conduct their own research and identify pipe loads appropriate for a setting. Such research needs to consider geographic, local industries, and pipe manufacturing technology used in different eras.

Common problems with pipe load models include unrealistic pipe segment lengths, unrealistic wall thicknesses, inappropriate or inaccurate colors or end fittings, anachronistic pipe structure, and inappropriate pipe type for industries in each region. Examples of pipe loads that are anachronistic (wrong period) or otherwise inappropriate abound, such as:

- 80-foot pipe loads in almost any situation, especially before 1970, when pipe of that length was first manufactured. Most pipe is shipped in sections of 40 feet or less. Loads with pipe of 60-foot sections are uncommon before the 1970s. Pipe loads of 80-foot sections are uncommon even today.
- Cast iron pipe for water transmission with black interior walls, after about 1920 when iron pipe manufacturers began using white cement lining.
- Iron pipe longer than 20 feet.
- Flanged pipe shipped to regions that don't have petrochemical industries, or between regions that have metal pipe manufacturing (e.g., Pittsburgh PA and Birmingham AL areas), and regions that have chemical facilities.
- Aluminum pipe larger than 24 inches scale diameter, or segments longer than 20 feet.
- Metal pipe loads made from Schedule 40 PVC plumbing pipe, whose wall are 10 inches thick at HO scale. (20 times too thick).
- Metal pipe made from cardboard tubes used as cores for rolls of small plastic bags (wall 20 times too thick).

Articles in the hobby press are also useful. An example is one that ran in the digital magazine *RUNNING EXTRA*, available from Model Railroad Hobbyist. (NOTE: If you subscribe, subscriptions can be as low as \$1.95 per month. *RUNNING EXTRA* contains add free content and eta article, in addition to the articles running currently in the regular "free" issue of *MODEL RAILROAD HOBBYIST*). The article features a detailed description of pipe loads, with examples of loads tied down and blocked

MODELING OPEN TOP LOADS

A number of new model railroad parts companies have appeared on the scene with accurate loads for flat cars and gondolas. One such company is **OWL MOUNTAIN MODELS**.

They have started marketing a series of modular timber loads that can be assembled into 1 to the 7th degree of load configurations. One should not have to worry about repetitive appearing loads showing up on the layout.



ETSU'S CARTER RAILROAD MUSEUM

TO SPONSOR A SPRING TRAIN EXCURSION ON MAY 25, 2019

The George L. Carter Chapter of the National Railway

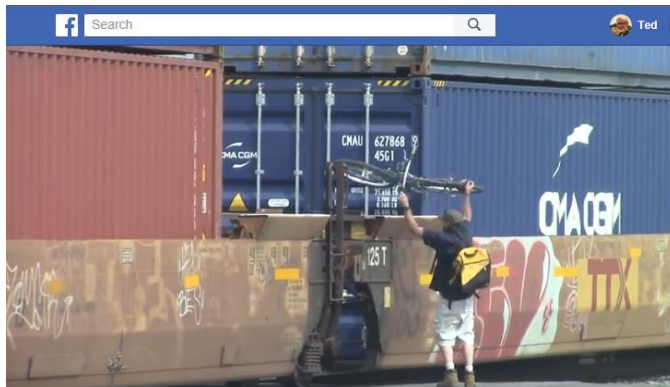


Historical Society (NRHS) and East Tennessee State University's George L. Carter Railroad Museum will sponsor a scenic steam train excursion and Riverboat Cruise to Knoxville on Saturday, May 25, 2019. Tickets must be

purchased no later than May 11th. The price for the excursion is \$90 for adults and \$80 for children ages 3-12, children ages 2 and under may ride free. The fee includes modern restroom-equipped bus transportation to and from Knoxville, a 90-minute steam train ride and a luncheon cruise on the Tennessee Riverboat *Star of Knoxville*. Passengers should arrive at ETSU's parking lot 22A on Go Bucs Trail no later than 7:30 a.m. to travel by motor coach to Knoxville. The Three Rivers Rambler steam train will depart from the depot at 10:00 a.m. and follow a scenic route along the Tennessee River. Upon returning to the boat dock at 12:00 p.m., passengers will be delivered to the Tennessee Riverboat Company for the luncheon cruise. When we return from the riverboat cruise, the buses will begin loading at 2:30 p.m. for departure at 3:00 p.m. for the return to Johnson City, arriving around 5:30.



THIS MONTH'S SAFETY REMINDER
THINK SAFETY FIRST LAST AND ALWAYS



No, this cyclist is not loading his bike as an LCL shipment by rail. He's actually trying to cross a stopped train in Bristol. This is a good example of stupidity and the lack of safety awareness around modern day railroading.

THE APRIL MEMBER OF THE MONTH
FRANK FEZZIE



Frank is MEMRR's electronics and track laying wizzard. His magic touch is evident on the club's and museum's several layouts. His latest project is repowering the turntable controls on the HO system

Ticket order forms and liability waivers are available at the G.L.Carter Railroad Museum on the ETSU campus on Saturdays from 10 a.m.-3 p.m. or online at the G.L. Carter Chapter NRHS website at Mountain Empire Model Railroaders website at www.memrr.org by choosing "NRHS News" and then "Ticket Order Form." A signed liability waiver form must accompany the ticket request.

Payment may be made by check or money order payable to the G. L. Carter Chapter, NRHS, and mailed to **G. L. Carter Chapter, NRHS; attn.: Carolyn Gregg, 460 Plainview Hgts. Cir., Greeneville, TN 37745.** For more information, contact Carolyn Gregg at (423) 639-3966 or (423) 329-4369.

MODELING TIP
SOFT GLUING AND POSITIONING
WEIGHTS



Need to hold model parts that are not square, flat or regular surface... all you need are a couple of sealable sandwich bag, some tape of glue and a couple of pounds of clean sandbox sand...

MEMBER RECOGNITION
NEW MEMBER

BE SURE TO WELCOME THE FOLLOWING NEW MEMBERS OF THE GEORGE L CARTER – MOUNTAIN EMPIRE MODEL RAILROADERS FAMILY:

- PATRICIA MOFFATT
- COLIN DAILY
- SANDHI KOZUCH
- DAVIDL PEAKS
- LUTRICE PEAKS

MUSKRAT MOUNTAIN MUSINGS

THOUGHTS AND PONDERINGS WHILE WINTERING IN FLORIDA

TENNESSEE HISTORY



Above: NC&StL RY 756 on the move to full restoration



According to Richard Prince's history of the NC&StL, the 4-4-0 locomotive shown in the attached pictures was originally built for the Nashville & Chattanooga RR in 1870 as # 44, one of the "16-car engines". Renumbered in 1915 to # 31, it was eventually scrapped in Aug 1928.

The engineer pictured in the cab is my wife's Great-Grandfather, Edward Morgan Lyell. My father-in-law (Mr. Lyell's grandson), thought the fireman's name was "Blundy" McCall. Unfortunately I don't have info on the names of the other 3 individuals. According to my father-in-law, Mr. Lyell worked on the Centerville branch when it went all the way to Allen's Creek. I believe the engine left Dickson each day and went east to Colesburg before turning south toward Centerville, Hohenwald and Allen's Creek. It would return in the afternoon to Dickson. My guess is this photo was made in the late teens or early 20's. Mr. Lyell died in 1936 at the age of 69 years old. He lived in Dickson, TN one block from the engine house across from the depot.

David Brock
Tennessee Riklroad History Facebook Group



USRA Light, as delivered with Baker valve gear. For some unknown reason, The NC&StL did not like the complications of Baker and all got Walschearts gear from the get-go. I like the eagle. Dain Schult thinks the 550 was painted maroon at one point....I think he's right, but this appears to be the "Photo of Record" at the NC shops out on Charlotte when delivered.



NC&StL No.551 Mountain Type J1 4-8-2 at Cravens roundhouse in Chattanooga in 1938
C. B. Medin photo

STEAM UP! SHOULD BE A BLAST CARTER RAILROAD MUSEUM'S HERITAGE DAY ON MARCH 30

ETSU'S UNIQUE MUSEUM WILL THUNDER TO THE SOUNDS OF STEAM

While the small of coal smoke and hot oil may not be part of this one-day event, STEAM UP! remains one of the most popular days on the George L Carter Railroad Museum's yearly schedule. As it has for the past eight years, the final day of March means Steam UP!, the facility's long-running tribute to the steam locomotive. From the legendary Union Pacific Big Boys down through Thomas the Tank Engine, March 31 will highlight these wonderful machines in miniature action. An event unmatched for variety during the Heritage Days yearly calendar, the multi-room facility located in the Campus Center Building of East Tennessee State University will be full speed ahead for this event.

Steam engines lasted from the 1830s through the 1960s in regular service, having a sound, smell and appearance all their own. Brought to life by boiling water into steam that could move tons of weight, they were called iron horses for good reason. With gleaming side rods churning, big drive wheels turning, and vapor blasting from the stack, this form of locomotion still fascinates adults and children alike, many who have seen only models and photographs of the real thing.

These were the machines that built the nation, fueled the Industrial Revolution, and created dreams of travel and courage," notes Geoff Stunkard, who the coordinator of the museum's Heritage Days program. He is a big fan of this now-defunct technology. "You cannot believe it until you have stood near one that is in action. They are huge, noisy, dirty and beautiful all at once. STEAM UP! honors that technology, and our museum focuses a lot on the era when they operated."

Some locomotive designs were built for specific purposes. Logging required small-diameter wheels and vertical rod operation. Passenger engines required larger-diameter wheels for speed, while freight engines were sometimes equipped with two pairs of cylinders and multiple driving wheels for moving heavier loads. Lightweight engines were used on narrow-gauge lines, also modeled in the museum's ET&WNC display, due to the more primitive trackwork.



HIGH WINDS TOPPEL TRAIN OFF HIGH BRIDGE IN RIZONA



THE VIEW FROM THE ENGINEER'S SIDE OF THE CAB THE MOUNTAIN EMPIRE MODEL RAILROAD CLUB PRESIDENT'S COLUMN

We are now into daylight savings time and the days are getting longer. Finally, it looks like it is going to be spring with the last of the freezing weather behind us. As we get ready to store our winter clothing and break out the shorts and short sleeves, we are also beginning to look forward the attending train shows and riding on the prototypes. The Carter RR Museum is planning some of these events and we hope you are placing them on your calendar and telling your friends about them. Our success with these special, out-reach events depend on good attendance and our members should be having fun as regular participants on these outings. Please join us for some of the many special events listed in this column and other places in the newsletter and bring some special folks along with you. We are going to have great times!

The winter weather and out getting older always seems to be especially hard to bounce back from at this time of the year. We are happy to once again have our friend **Mike Buster** back with us at the museum and helping our visitors in the Ken Marsh Gallery as they explore the "Tweetsie" layout. We are mindful that **Gregg Mundkowsky**, **Roger**

Telnert and **Jim Pahrts** have been having some medical concerns and we all look forward to having them in our company again as soon as possible.



We have a new member, **Sandhi Kozsuch**, who currently lives north of Atlanta, GA, but who may be making plans to come back to the Tri-cities area where he grew up. He is an N-Scale model railroader and has plans to model some of the Clinchfield. We look forward to having him as a frequent face around the Carter RR Museum sometime in the future. Welcome to the MEMRR Sandhi!



Operating Sessions: Don't forget that the first Monday of each month the MEMRR is holding operating sessions on the club HO-Scale layout. The sessions begin around 5:30 p.m. and last for a couple of hours once everything is ready for the operations to begin and we have enough "engineers and operators" in place to get the multiple trains and their consists underway. The success of every "Operating Session" night depends on having enough members to work the mainlines, the yards, and the control tower; that requires at least 6-8, and we have enough trains available and train orders to host several more. You don't have to have experience at previous sessions in order to participate and enjoy the evening. There are plenty of members present who are more than anxious to help you out if you have questions or if difficulties arise (just like on the prototype where it takes a group of folks working together to keep the trains on time and running smoothly). So, when the May session arrives on May 6th, plan to put on your engineer's hat and come on down to the museum. The members there will provide you with a locomotive and a consist (all club-owned) and get you on your way. If you have a DCC throttle, please bring it, but if you don't we have some club throttles to get you under way. Operating the layout like a real railroad is very different from the train operations we do for the public on Saturdays and it does not take long for you to feel the thrill of operating a train on schedule with stops, starts, destinations, cars to drop off and to pick up, etc., like the "big boys" do on the 1:1 scale every day. The MEMRR has purchased a lot of new track turnouts, crossovers and additional rail to make operations more efficient and more realistic. Please put the next operations session in May on your calendar and plan to come join us in the Alsop Gallery on the MEMRR HO layout.

Spring Fling: If you were there you know what a great time we all had dining and chatting with each other. If you missed it, you missed a good social event and you will have to wait for the Annual Summer Picnic to have the opportunity to socialize with your fellow members over a good relaxing meal. We had 35+ members and their spouses/significant others at the Longhorn Steakhouse and Restaurant on March 28 for an excellent choice of meals and lots of good-natured fun and relaxation. Thanks to **John Dodge** and **Jim Pahr**s for securing the reservations and handling the paperwork that made for a wonderful time for all who were able to attend.



Student Workers: Say good-bye to our student workers, **Kennedy, Megan, and Nichola** who will be leaving for their summer break at the end of April. They continue to do a good job for us in the Little Engineers Room and on the sales table under the supervision of our Station Master, **Amy Merritt**. Their departure will leave us short-handed in the Little Engineers Room and we will have to find back-up for Amy from our membership until the students return in late August. Thank them for their service and wish them good luck with their final exams and we look forward to having them back with us in August.



Birthday Parties: We have birthday parties scheduled in the museum in April and May. As always, we will need some

extra help setting up the decorations and taking them back down in the room we use for the parties in Brown Hall. I will be sending out reminders when these events occur asking for 3-4 volunteers to come in around 9:00 a.m. on those Saturday mornings to help me get things ready for the child, their family and friends, to make this a special event for each of them. Thank you in advance for taking the extra time to do this for our little engineers on their birthday and for helping me with the extra chores.



April Heritage Day: Our Heritage Day Event set for April 27 by our Heritage Day Coordinator, **Geoff Stunkard**, is a celebration of early diesel motive power, "Growlers: Pre-1970s Diesel Locomotives". So, bring your favorite Alcos, F-units, Geeps, and others and help us celebrate the transition in locomotives that retired the steam locomotives. The HO-Scale layout will be the focal point for this event as we don't have proper era diesels to run on the G and HOn3 layouts. Bring us what you have or pick from the locomotives in the club rosters and help us celebrate the early diesels with our visitors.



Layout Updates: The MEMRR club layout continues with the installation of additional track including turnouts. Our electrical guru, **Frank Fezzie**, continues to wire the new installations and to upgrade the wiring on a lot of the existing rail. Under the leadership of **John Carter** a lot of planning continues on the modules acquired from members by the club to make them more functional and to create scenes that will catch the imagination of our club members who will be creating the landscapes and the

structures on these modules, while making them more interesting for our visitors. Both corners of the layout that are closest to the gallery entrance are undergoing a lot of work to make them eye-catching to visitors as they enter the exhibit area.



The ET&WNC layout has had most of the recent effort focused on the little community in Carter County that was first known as Crab Orchard, but became Crabtree. There are 4 main buildings that will be the center of this part of the layout, 3 houses and a small church. Fred is working on constructing the buildings from scale drawings that he made from existing photographs. **John Edwards** first converts Fred's drawings to a software program that he then feeds into the computer that operates the laser knife to cut out the necessary pieces to make the buildings from. The church is completed and in place and Fred has one of the two-story houses almost ready for its final coat of paint and some detailing. This part of the layout should be completed by late May or early June.

May 25 Rail/Boat Excursion: The Carter RR Museum is again co-hosting with the Carter Chapter NRHS to bring another fun-filled public educational outreach program together. The next rail trip is now being publicized and you can find flyer information, ticket application forms and waiver of liability forms on the MEMRR, Carter Chapter NRHS, and Carter RR Museum websites that you can download on your computer at home. If you prefer, you can pick up hard copies of all of this material at the sales table at the Carter RR Museum. For \$90/person (\$80 for children under 12 years of age) you get a great modern bus ride (restroom equipped) from the ETSU campus to Knoxville, a ride on the 3-Rivers Rambler from west Knoxville to the origin of the Tennessee River, and then a luncheon cruise on a paddlewheel boat on the river before boarding or buses once again for the return to Johnson City. It is a fun-packed day trip that you will remember for a long time. Come enjoy the ride and the memories that it will create. Space is limited. We will have the entire train and boat reserved for only our party. Plan to join us and bring the family and/or some friends for this special day. Tickets are on sale now!



Big Train Show: *Roger Teinert* and his Big Train Show Committee of volunteers have been working on this year's 4th Annual Big Train Show almost since the last tables were cleared from the ETSU Mini-Dome's floor last June. Vendor newsletters have been sent out. Volunteers have attended train shows to recruit vendors and to spread the word about our show. Vendors are making reservations, including one manufacturer. We are working with marketing experts to make as many folks aware of the show as we can and we plan for this to be the biggest show in terms of vendors, numbers of vendor tables and people through the door that we have ever had. We are trying hard to make our show one of the largest in the Southeast. We will need your help to make it all happen, especially just before the show when we have to pick up and move several hundred tables onto the floor, helping vendors get set up on Thursday, during the show for ticket sales, help on the floor, etc., keeping the Carter RR Museum open on Friday as well as the usual Saturday opening, and after the show tearing it all down and returning borrowed and rented tables to their owners. We need your help. **Remember, show dates are May 31 and June 1st.**



ET&WNC RR Historical Society: The Historical Society will be holding its 31st Annual Convention, May 31-June 2 headquartered once more at the Carnegie Hotel in Johnson

City. The Society welcomes members to the event and annual membership is only \$30/person. The will have a business session, dinner and keynote speaker (Ken Riddle) on Friday night. Field trips on Saturday ending up at Blowing Rock to ride behind ET&WNC #12, with dinner at the Tweetsie Palace. Sunday morning the members will be riding on former Tweetsie rails from the Christian Ministry Camp at Hampton up the gorge to Pardee Point. We have brochures for membership in the historical society at the Carter RR Museum.



Museum Moving News: There have been several informal meetings with administrators at ETSU, Johnson City and Washington County regarding the possible move of the Carter RR Museum to another location. None of these meetings have been definitive. The proposal for a new ETSU humanities building did not make the governor's budget this year, but it has advanced to a more favorable position for next year's budget. So, we have more time to plan. However, eventually the museum will have to move and President Noland joins me in continuing to be proactive with the eventual move in mind. I will keep you posted as our discussions progress. Currently, the only building that we all seem to be focused on is the old post office building on Ashe Street. Other buildings may be considered, but at present only Ashe Street is on the radar. We know some big money will have to be raised to renovate the structure into a museum and that it will have to be upgraded electrically, roof-wise, plumbing, etc., and made ADA compliant. So, there is much to discuss and to decide by the principal players as indicated above. I remain optimistic that the best solution will be found for all.

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

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

MASTER MODDEL BUILDER CREATES JUNK YARD DIORAMA

THINGS FOUND WHILE LOOKING UP OTHER THINGS

