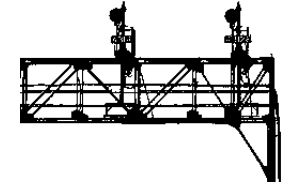


THE SIGNAL BRIDGE

MOUNTAIN EMPIRE MODEL RAILROADERS
PUBLISHED FOR THE INFORMATION AND EDUCATION OF ITS MEMBERS



MAY-JUNE 2019

Volume 26, Number 5-6

14 YEARS OF FOND MEMORIES THE EVOLUTION OF A NEWSLETTER

THE SIGNAL BRIDGE
Volume 14 NEWSLETTER OF THE MOUNTAIN EMPIRE MODULAR RAILROADERS CLUB Number 13
DECEMBER 2007 ISSUE

CLUB OFFICERS
President: Fred Alsop
Vice-President: John Carter
Secretary: Mary Doran-Bleck
Treasurer: Duane Swank
Newsletter Editor: Ted Bleck-Doran
Webmaster: John Edwards

LOCATION
ETSU Campus, George L. Carter Museum

HOURS
Business Meetings are held the 3rd Tuesday of each month. Meetings start at 7:00 PM at ETSU Campus, Brown Hall Science Bldg., Room 312, Johnson City, TN.

A social gathering is held prior to the business meeting at El FORTO on State of Franklin near ETSU in the Kruger Plaza starting at 6:45 PM. Visitors and those interested in joining MEMBERS are invited to attend.

Work nights are held weekly on Thursday evenings starting at 6:30 PM and lasting until ???

Open viewing and operating layout is available every Saturday from 10:00 AM until 3:00 PM.




From the Conductor's desk...
This month our feature is a photo essay on the Southern Railway Depot in Johnson City. The images are found on the Johnson's Depot web site maintained by Alan Shival (www.johnsonsdotcom). Southern Railway suspended passenger service to Johnson City in 1970 and the brick depot originally constructed in 1912 was abandoned in 1972. Our thanks go to Alan Shival for the articles and drawing images from the past. We will also be a treasure trove of information on Johnson City and the railroads that served the area.

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DECEMBER 2007

THE SIGNAL BRIDGE
Volume 18 NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB Number 12
DECEMBER 2009 ISSUE

CLUB OFFICERS
President: Fred Alsop
Vice-President: John Carter
Secretary: Art Daniels
Treasurer: Duane Swank
Newsletter Editor: Ted Bleck-Doran
Webmaster: John Edwards

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DOE RIVER GORGE
Along The ET&WNC Right-of-Way

Top Left: South Face of Tunnel 2. Top Right: Approaching Tunnel 3 from the North.
Bottom: Approaching the Curve South of Paradise Pt.

DECEMBER 2009

THE SIGNAL BRIDGE
Volume 18 NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB Number 1a
JANUARY 2011 - BONUS ISSUE
Published for the Education and Information of its Members

GENERAL INFORMATION

Norfolk and Western RAILWAY

SYSTEM PASSENGER TRAIN SCHEDULES

EFFECTIVE AUGUST 12, 1978

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Open House for viewing every Saturday from 10:00 am until 3:00 pm. Work Nights each Thursday from 6:00 pm until 7:??

January 2011

MOUNTAIN EMPIRE MODEL RAILROADERS

President Fred Alsop	Vice-President John Carter	Treasurer Gary Emmert	Secretary Greg Mundkowsky	Newsletter Editor Catherine Smith	Web-Masters Bill Smith Logan Heaton Ben Merritt	Electrical Coord. Frank Fessie	HO Layout Coord. John Carter	G-Gauge Coord. Mike Baker	N-Scale Coord. Jesse Kittle
Librarian Gary Emmert	Train Show Roger Teinert	Locomotive Repair Gary Gilliam	Communications Robert Sullivan	G.L.Carter RR Museum Director Fred Alsop					

THE SIGNAL BRIDGE
NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
FEBRUARY 2011 BONUS ISSUE

BONUS ISSUE 2011

THE SIGNAL BRIDGE
NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
FEBRUARY 2011 BONUS ISSUE

BONUS ISSUE 2011

THE SIGNAL BRIDGE
NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
AUGUST 2011 BONUS PAGES

BONUS ISSUE 2011

THE SIGNAL BRIDGE
DECEMBER 2009
CHRISTMAS BONUS PAGE

SPECIAL ISSUE 2009

THE SIGNAL BRIDGE
NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
DECEMBER 2013 - MEMBERS EDITION

SPECIAL EDITION: WEATHERING
ADDING AN ELEMENT OF REALISM TO YOU MODELING

DECEMBER 2013

THE SIGNAL BRIDGE
NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
JANUARY 2018 - MEMBERS EDITION

SPECIAL FOCUS THIS ISSUE
THE IRON HORSE BATTLE AGAINST SNOW

JANUARY 2018

When Mary and I joined the Mountain Empire Modular Railroad Club in the fall of 2005, the club basted of 35 members (a half dozen or so as charter members from its founding 11 years earlier), a quasi-permanent home at Tipton-Haynes State Historical Site (boy it was fun trying to work on the modules in the dimly lit gallery) and a two page flyer that served as the club's primary means of communication.

The club was unaware of being on the verge of tremendous growth which was the opportunity presented by its location at Tipton-Haynes. To tip the scales towards growth, the club needed more substantial methods of communicating with its members.

John Edwards stepped up as the first webmaster. Joe Roberts established the first MEMRR group homepage on Facebook. And, I volunteered to act as Newsletter editor never expecting to hold the position for 14 years (God Bless Gary

Woods who warned me that the job was "until one moved away or died or both").

It was quickly decided that the content would be more than just business meeting minutes, announcements and event notices. The newsletter would have color, modeling how-to's, historical and contemporary rail related news, and pics of club sponsored events.

It was also decided to email an electronic copy to members with email addresses, and to mail out hard copies to members who didn't. That lasted for a while until the membership roster passed the 50 souls mark (give or take).

The first issues were usually around 10 pages a month. This limit was imposed by the file size allowed by most servers and the compression ratio for converting a MS Word Doc into a Pdf file. This severely limited the number of pics that could be included in each issue so larger issues

were sent in sections, issued as Bonus Issues or Specials (as can be seen above). Thanks to John Edwards and Bob Jones most of the issues are archived ion the MEMRR website.

I'd like to thank the following for their interest and support over the years:

- Fred Alsop
- Mike Buster
- John Carter
- Frank Fezzie
- Logan Heaton
- Paul Haynes
- Jim Hoit
- Ben Merritt
- Gregg Mundkowski
- Jim Pahrts
- Geoff Stunkard
- Roger Tienart

There's more that could be added to the list. It was member participation that made to SIGNAL BRIDGE such a joy to work on each month

CSX JOINS THE RANKS OF SPECIAL PAINT LOCOS

CSX has recently joined the ranks of railroads that have created Special Paint schemes for locomotives with the release of two newly painted units:

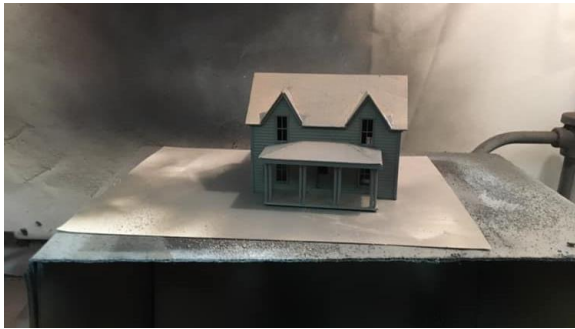
Spirit of First Responders
Spirit of Veterans

They continue the practice of honoring towns, villages and cities served by CSX with the "Spirit of" Decals displayed on the cab nose of locomotives



IT TAKES A VILLAGE TO RAISE A CHILD
CONVERSLY IT TAKES BUILDINGS TO RAISE A VILLGE
PHOTO ESSAY RECORDING THE CREATION OF THE VILLAGE OF CRAB TREE/ORCHARD IN MINIATURE
Photos courtesy of Logan Heaton





Hi Everyone!

I am excited to begin this new adventure as your newsletter editor. Ted has done a wonderful job with the newsletter and I know these are big shoes to fill.

With your help, I will do my best to maintain the high standard the he has set. I look forward to any and all photos or written contributions that you can send me every month. Without you there would be no newsletter, so please send anything you think might be of interest.

You can reach me at:

Cathysmithmemrr@yahoo.com

Cathy Smith
SIGNAL BRIDGE Newsletter Editor

BYGONE SPECIAL PAINT



LN 1499 (GE U30C, b/n 38444, built 8/72) at Decoursey, KY on 7/5/75. E=Photo by David Johnson. Wrecked 1/5/77 at Corbin, KY; retired 6/30/77, scrapped.

This was a special paint scheme GE applied to help promote its Extra Reliability (XR) supposedly built into their units. By comparison, EMD had introduced its Dash 2 product line in January 1972. That prompted GE to somehow add a little sizzle to its promotional efforts. At the time, and for years yet to come, EMD was still on top when it came to building diesel locomotives, easily out-producing GE more than 2 to 1. But come the mid-1980s that would soon change.

For those curious, GE also painted Frisco (SLSF) U30B #846 with XR markings, but nowhere near as elaborate a paint scheme as good GE customer L&N's 1499.

MUSKRAT MOUNTAIN MUSINGS

LN = Louisville & Nashville

BRISTOL, VIRGINIA OFFICIALS TOLD TO 'BE READY' WITH PLAN TO EXTEND PASSENGER RAIL SERVICE

News Report from Channel 5 WCYB



BRISTOL, Virginia — Bristol, Virginia officials have been told to "be ready" with a plan to extend passenger rail service from Roanoke to Bristol following another study that forecasted a positive economic impact from the proposed project.

A representative from Virginians for High Speed Rail delivered the message to Bristol, Virginia city officials at a summit in Richmond last week. While improvements to the Long Bridge line from Virginia to Washington, D.C. remain the priority for the Virginia Dept. of Transportation, efforts to expand passenger rail service to Bristol may no longer be a distant dream.

"We've had the greatest momentum in decades," Bristol Chamber President Beth Rhinehart told WCYB. "(Bristol, Virginia officials were told) to be prepared that if the tides change, if there's an opportunity for Bristol to be included, be prepared and be ready for that to happen."

The new study predicted an economic return of 4.5 percent on the investment and determined improvements to the rail line would cost around \$30 million. The study predicted that 23,600 passengers would originate in Bristol each year.

Rhinehart says those estimates are conservative and don't factor in the proposed Bristol casino project.

"To see that it was a positive return and to know that if the casino happens, and we carry that project through to Tennessee, it will even blow those numbers out of the water.

"I think that's the big take away," Rhinehart said.

The return of Bristol passenger rail service is key to opening up the Tennessee corridor. Rep. Phil Roe (R-TN 1st District) supports the project.

"Nationwide, our infrastructure is probably rated 'D,'" Roe said. "Our country, when I grew up, had 150 million people. Now there are 320 million people and in another hundred years, there's going to be six or seven hundred million people. We're going to have to transport people other than just on crowded roads."

THE CONRAIL "BUG"
A TRUE RAILROAD CRITTER



"The Bug" by Enola Yard's crews, this homebuilt locomotive shuttle was constructed by Conrail to move power around the wheel shop, freeing up full locomotives for more valuable work. Constructed from an old EMD Blomberg B truck and traction motor, this diminutive curiosity is now owned by Norfolk Southern. Note that this even has a beacon on the roof and an "F" on the frame to indicate the front! - Craig Walke.

MORE OPEN TOP LOADS

ADDITIONAL IDEAS FOR MODELING LOADS FOR FLAT CARS AND GONDOLAS

ALONG WITH RAIL RELATED TRUCK LOADS



NUCLEAR CONTAINMENT LOAD



DOD CONTAINER



A TRANSPORT OF MILITARY VEHICLES WAS CAPTURED OF A PASSING NC&STL FREIGHT IN WWII



HOW ABOUT A TANK CAR ON FLAT (TCOFC???)

Starting with the July Issue of the SIGNAL BRIDGE Cathy S... been a fun 14 year run for me and a highly creative outlet... taking over the helm of MEMRR's flagship.



ROAD UNIT TRANSPORTED ON A TRUCK CENTIPEDE FRAME



SWITCHER TRANSPORTED ON FLAT CAR



A NS HOPPER ON THE ROAD TO THE
SCRAP DEALERS

**WISHING A "GET WELL TO
BILL SMITH
MEMRR WEBMASTER TO BE
LAID UP FOR THE TRAIN SHOW**



THE VIEW FROM THE ENGINEER'S SIDE OF THE CAB FRED'S MONTHLY COLUMN

Two good things have happened at ETSU that will make us pleased; President Noland withdrew his name from consideration for the position of Chancellor of the University of Tennessee at Knoxville, and the university's academic year ended with the graduation exercises on Saturday, May 4th. The former means I will be working with a university president who supports the G.L. Carter Railroad Museum and will be assisting the museum's move to new quarters over the next couple of years. The

latter means parking will be easier for us and our visitors, not only on Saturdays, but on work nights and layout Operation Nights as well. There is no additional information to provide to you regarding the fact that our current museum will be moving sometime in the future other than to tell you that the old Post Office building on Ashe Street is still the focal structure we are working towards.

On the Mend: We have had some members in sick bay over the past few months including *Ken Harmon, Jim Pahrís, Mike Buster, Gregg Mundkowsky, Ruth Berry* and *John Edwards*, and it is great to have them back with us at the Carter RR Museum. Ken is back to creating his wonderful tree. Jim is taking it easier than he has in the past and is no longer going to be the fixture he has been at our little sales table in the museum hallway. Mike has been very busy doing scenery work on the ET&WNC RR layout on the section near Blevins. Gregg is still having problems with his feet and legs, but has been taking minutes in his role of secretary for the MEMRR. Ruth is back helping in the Little Engineer's room and any place someone needs a hand with her warm smile. John has been busy at the laser knife cutting out pieces of buildings for the Crabtree section of the same HOn3 layout.

Get me to the Church on Time: I have shared some important personal news with our clubs recently of my engagement to Dr. Catherine Cummins and our fast-approaching wedding to take place in Baton Rouge, LA on May 12. The honeymoon is planned for late summer in Hawaii. Thank all of you for extending your congratulations to us. Catherine is from Colonial Heights, TN, just up the road and she looks forward to making East Tennessee her home once again. That, too, is planned for later this summer.

Birthday Parties: We have had several birthday parties for children who really like trains and are

often found playing with their buddies in our Little Engineer's Room. The museum is a popular venue for children's parties and we have several more coming up. Thank you all for helping **Amy Merritt** or Station Master set up and take down the decorations in our "party room". It does not take us much time with 2-3 extra helping hands and it really creates a memorable occasion for the child having the birthday with a railroad theme.

NRHS RailCamp: Our club member **Joey Klugewicz** will be attending the NRHS East RailCamp in Delaware in June. Joey will be the 3 high school student, all of them MEMRR club members, who the George L. Carter Chapter NRHS has sponsored to this great camp by providing their tuition and transportation costs. The camp lasts a week and is supported by Amtrak. Joey will be picked up in Philadelphia by the NRHS and transported to the University of Delaware campus to join other high school students attending the camp. We look forward to hearing about his adventures when he gets back. Have a great time Joey!!

May 25th Rail Excursion/Luncheon Cruise: The co-hosted trip by the Carter Chapter NRHS and the Carter RR Museum to Knoxville to ride the rails on the 3-Rivers Rambler followed by a luncheon cruise on the paddlewheel boat, *The Star of Knoxville*, that is limited to 160 members and guests sold out two weeks prior to the deadline of May 11. We have 3 big Premier Transportation buses headed to Knoxville from the ETSU campus in a couple of weeks. If you are going to be part of this adventure, thank you for supporting the NRHS Chapter and the museum. It's going to be a great day of buses, trains and boats. The meal is always excellent and enjoying it while cruising on the Tennessee River is both relaxing and enjoyable. Some of the profits come to our museum and the Chapter uses some of its earnings for important things such as sending

high school students to RailCamp. Even if you have made this trip with us before, it is always a great way to spend the day with friends and family and you should plan to join us for another one of these trips before the year is out.

The Big Train Show: Our 4th Annual Big Train Show is rapidly approaching. **Roger Teinert**, the Train Show Committee Chairman, has had the group meeting monthly since last June and we have been busy planning and even bigger and better show for this year. There are more vendors coming this year than ever before, including at least one manufacturer, Tichy Trains. We have expanded our marketing efforts to include TV, billboards, movie advertising, coasters, newspaper ads, notices on the radio, notices in model railroad magazines, and much more. The emphasis is on letting as many people of all ages as possible know about the show and to get them interested in attending. The show is becoming one of the largest in the Southeast. While the show only runs for two days, noon to 6 p.m. on Friday, May 31, and 10 a.m. to 4 p.m. on Saturday, June 1, we need a lot of club member help for more than just "show time". We will have more than 300 tables to pick up from places across the region and will be renting a truck to do so beginning on Wednesday morning until the vendors begin to arrive around noon on Thursday. Tables have to be placed on the floor along with more than 300 chairs. Vendors will need assistance on the floor and just getting checked in at the parking lot and lead via 4-wheeler to inside the Mini-Dome. Tickets have to be sold on Friday and Saturday and vendors' needs addressed. And this is not all. We need your help with the train show and the Carter RR Museum will be open extra hours as in the past when we have so many visitors. The Museum will be open noon to 5 p.m. on Friday, and 10 a.m. to 4 p.m. on Saturday. Please let Roger or me know what you can do to help at each venue and do your best to help us make this

the most successful train show ever!!! Thank you in advance for pitching in for us.

May Heritage Day: On Saturday, May 25, the theme for the Heritage Day Event will be "**Modern Diesels**". Break out your big modern workhorses and bring them down to the MEMRR HO layout for a day of big power on the rails.

Labor Day Weekend Train Rides: The Carter Museum and the Carter Chapter NRHS are already making plans for a special railroad long weekend for the Labor Day weekend. We are working on taking a single bus to Chattanooga for 2 nights to have rides on two of the Tennessee Valley Railroad Museums trains to include a dinner train on Saturday night and a long 50-mile train ride on the old L&N Hiwassee Loop on Sunday. On Monday we will go to Georgia for a third and final day of trains before coming back to Johnson City. The tickets for the trip will include 3 trains (with dinner on board the first one), two night's lodging, and some meals. Details will be finalized after the Big Train Show is history and the seats will be limited, so start to make your plans if you want to be part of this fun-filled adventure.

ET&WNC RR Historical Society: The Society is having its Annual Convention at the Carnegie Hotel beginning Friday, 31 May, with registration for members (memberships are only \$30, with a slight additional charge for family members) and a business meeting that afternoon and a banquet with dinner speaker, **Ken Riddle**, that night. They will be coming to our train show and the Carter RR Museum on Saturday, with afternoon tours on some of the old "Tweetsie" right-of-way before going to Blowing Rock, NC to ride the rails at Tweetsie RR. Sunday morning they will be riding the vintage rails of the ET&WNC from tunnel #2 up to Pardee Point before ending their convention at Newland, NC at

the Avery County Museum site of the Linville depot and caboose 505.

The Museum is a Busy Place: We have had great visitor attendance this year and outstanding member support for our special events and more than 20 members on board every Saturday. We have a lot of work ahead of us over the next month and I know you will be doing all you can to get us through the big events that are planned, especially the Big Train Show. There is a lot of work continuing

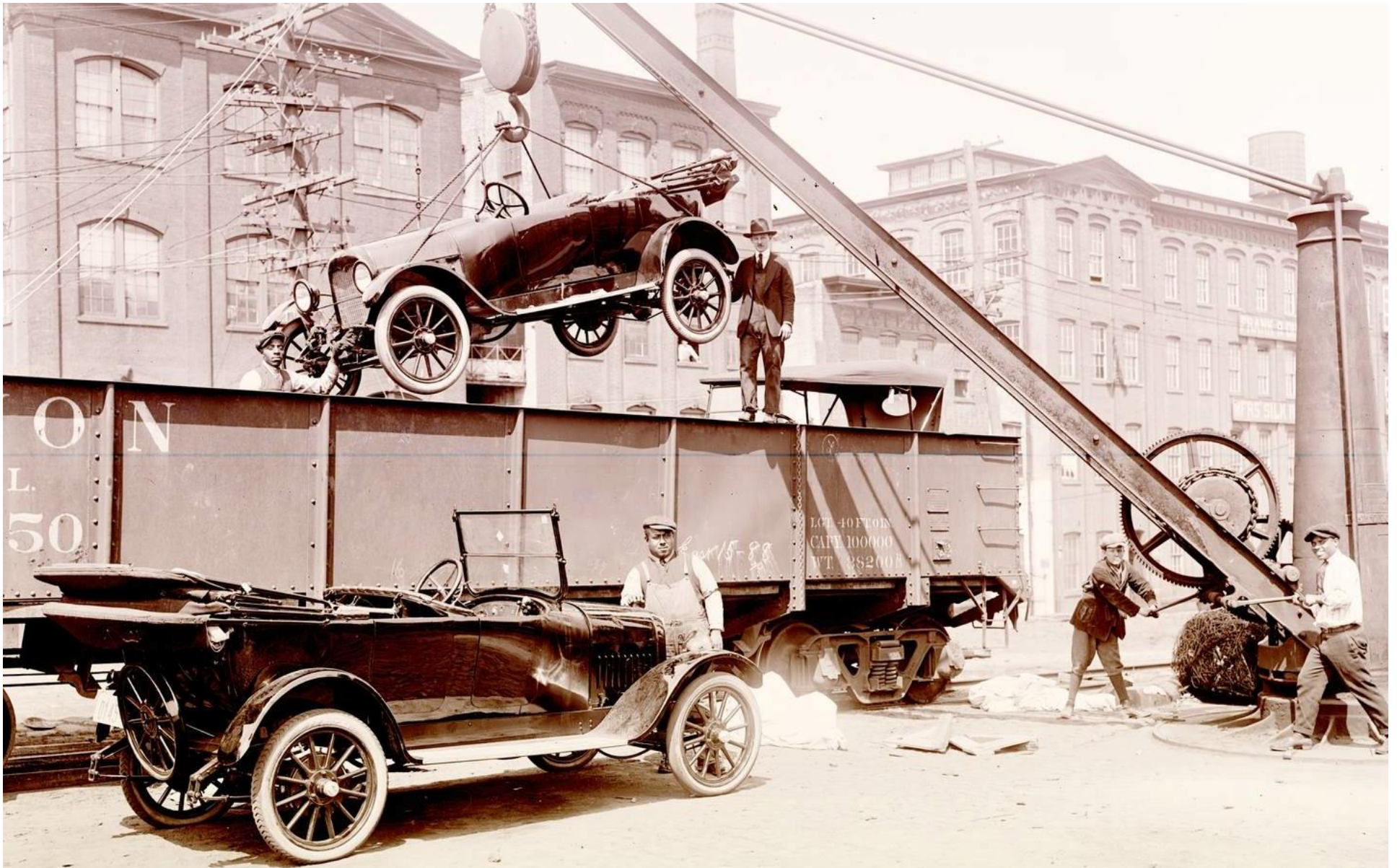
on the modules on the MEMRR layout, both personal and club modules, and track work continues to improve operations along the mainline. The ET&WNC layout also has lots of attention with most of the recent focus being on the little community of Crabtree with structures being created and some scenery being added, as well as the decorations that have been happening to the landscape in the Blevins section of the layout. If you have not been in the museum for a while plan to come and see what progress has been made.

Better still, plan to get involved in running some trains or working with other club members on some of the many projects that are underway and could use an extra hand or two.

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**



AN EARLY AUTORACK