

# Mountain Empire Model Railroaders Club Newsletter

## THE SIGNAL BRIDGE



Volume 26 – Issue 7 July 2019

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### Lose Track of Time *contributed by Paul Haynes*

In June, this Norfolk Southern Heritage locomotive, dressed in green finery came through Jonesborough east bound to Bristol on a gorgeous day.



# The View from the Engineer's Side of the Cab



You are reading this column in the first newsletter published by our new editor, **Cathy Smith**. It is with great pleasure that I accepted her offer to become our new editor and I look forward, along with our MEMRR members, to not only reading this edition, but to each of her future publications of *The Signal Bridge*. Everyone should expect some changes in content, style, and the look of our newsletter as each editor has the freedom to produce it in a manner that not only carries the news of the Mountain Empire Model Railroaders and the George L. Carter Railroad Museum, but the individual signature of the editor as well. All editors need material to produce their works, and publishing a monthly newsletter is not an easy task as it requires a lot of work, time and energy; but it also needs grist for the editorial mill. Cathy will need ideas, text, photos, columns, club minutes and all the other things that depend on others to supply on a regular basis. Many of you already contribute to the newsletter; **Paul Haynes** with his excellent photos of trains, both large and small; **Logan Heaton** with layout photos; our secretary **Gregg Mundkowsky** with the monthly business meeting minutes; and me with my president's column. **Robert Sullivan** contributes notes on new members and selected 'members of the month'. All of this is important to our members and to the editor who puts it all together in an attractive informative newsletter that is distributed to more than 125 members every month. Cathy has invited all members to contribute and have your information published. Any article on model railroading, railroad hobby experiences, how-to-do-it modeling tips and projects, happenings on the model railroad layouts, museum and club events, etc., etc. are all welcome topics. If you have questions about how to present your materials or about its possible interest to others, just contact Cathy and she will be happy to assist you in getting your information published in our club newsletter. Cathy can be contacted at [cathysmithmemrr@yahoo.com](mailto:cathysmithmemrr@yahoo.com). Remember, deadlines for submitting materials is the 8<sup>th</sup> of each month.

Let me also express my thanks, and those of the MEMRR and the Carter RR Museum, to our former newsletter editor, **Ted Bleck-Doran**, for the outstanding job he did in this capacity for 14 years producing approximately 170 issues of *The Signal Bridge*. We wish him and Mary a restful and enjoyable retirement in their new home in Florida. We will think of you fondly and often and hope you make return visits to us on a regular basis. We know you will continue to do model railroading in that new railroad room in your house and hope to see some of it in a future issue of our newsletter.

As we get into the heat of summer in early July we are still recovering from all the activities of early June. We had the biggest, best and most successful Big Train Show ever. The Carter RR Museum had the most visitors in a two-day period ever with more than 675 folks during our extended hours on 31 May-1 June as our members kept the museum open and running in conjunction with the train show. We co-hosted the 31<sup>st</sup> Annual Convention of the ET&WNC RR Historical Society in their meeting headquarters at the Carnegie Hotel, many of their members attended the train show but the focus of their attention was the Carter RR Museum and the "Tweetsie" layout in particular. We had great feedback about the quality of the layouts in the museum and the hospitality of its members from lots and lots of people. We all worked hard to make a lot of things happen in a very concentrated weekend and you all did a terrific job of promoting our hobby and being ambassadors for it, the club, the museum and the university. Bravo!! We are still attracting a lot of visitors with 160 counted in the museum on 29 June during our Heritage Day event highlighting mid-western railroads. *(continued on age 3)*

# The View from the Engineer's Side of the Cab

*Continued from page 2*

**Heritage Day July 27:** July's Heritage Day Event will highlight "*Metropolitan Big Shots! Northeastern Railroads Pre-1970*". The press releases will go out soon and the visitors attracted to the Carter RR Museum will expect to see and learn about the premier railroads of the northeastern U.S. Our members are encouraged to bring in suitable locomotives and consists (especially passenger consists) that illustrate the railroads that we are announcing to the public to be run on that day. While it is important that we have trains operating on all of the layouts, it is particularly important that heritage day-themed trains are running on the last Saturday of the month. Do your best to bring in period locomotives and rolling stock that supports the advertised theme of the month. Thank you for your service and your attention to this request.

**MEMRR Operating Sessions:** The MEMRR has been putting a lot of time, effort and money into upgrading the club layout to bring it into a more efficient, interesting and prototypical operating configuration. This has been stimulated by the desire expressed by many of our members to have monthly operating sessions that would be both challenging and fun and that would put both trains and engineers through the tasks that prototype railroads carry out on a daily basis. Members have been laying new track, adding turnouts and crossovers, passing sidings, better wiring and electrical connections, etc. as well as new scenery to facilitate not only the Saturday operations of the museum when it is open to the public, but more so for the operating sessions on the first Monday of every month. We decided not to hold a session on the first Monday of June realizing that everyone had just spent the preceding week with extra duties in the two-day, extended hours, opening of the museum and the Big Train Show that only ran for two days, but required many of us to work from Wednesday through Monday of that week doing all the setting up, running and dismantling of the show. The first Monday of July was on the 1<sup>st</sup> and only two members showed up to hold the operating session (I had a bad case of poison ivy, but also forgot to put the session on my calendar). All of us, me included, need to remember to make an effort to come to the museum on Monday, August 5<sup>th</sup>, around 5:00-5:30 p.m. to run trains against a fast clock and with duties assigned for every train and to become engaged in a really fun event. It takes a minimum of 6 people to make this happen and we can accommodate twice that number. So, put **August 5<sup>th</sup>** on your calendar and come to the museum that afternoon after work and participate. No prior experience is necessary. Those folks with some experience with these sessions are happy to help you get started and to guide you along the way. A lot of work is still going into the layout to boost these sessions. We need you to help us make them successful. See you at the next one?

**Little Engineers Room:** Our children's playroom is a very active and popular place. Some of our "kids" are regulars coming many Saturdays each month. More attended than the previous year as we recorded 1,342 present between July 1, 2018 and June 30, 2019. Our student workers are a big help during the university's academic year from mid-August to early May, but especially in the summer months when they are absent the job of interacting with children and parents falls entirely to our Station Master, *Amy Merritt*. She has had great help from *Ruth Berry* and *Susan Klugewicz* often lends a hand as needed. Amy has signed a new annual contract with ETSU to continue in her important role for another year. Thanks to all of you ladies for all you do for the Little Engineers and their parents/guardians in that most active playroom and for all you do for everyone in the G.L. Carter Railroad Museum.

*(continued on page 4)*

# The View from the Engineer's Side of the Cab

Continued from page 3

**Museum News:** Our coordinators are keeping the large-scale and the N-scale railroad layouts in good operating condition. Many of our MEMRR members continue to upgrade their personal modules on the HO-Scale layout where a crew of dedicate workers continue to improve the layout's operation with track and wiring upgrades. The HOn3 "Tweetsie" layout has had the Crabtree section completed and the rock cuts in "Big Nance and Little Nance" cuts completed with some of my work. **Mike Buster** and **Dave Doughty** have been coming in on some weekdays to add scenery above the rock cuts and at other places on the layout. **Rich Gallaher** has been adding some details and has been working on ET&WNC rolling stock as props for the upcoming photographing that will take place for the illustrated article that **Geoff Stunkard** will be submitting to White River Productions that will be featuring this narrow gauge layout in their 2019 edition of the *HOn3 Annual* that should be published in October. This will be the 6 consecutive year our little narrow gauge layout will be featured in this annual magazine that is distributed nationally and internationally!

We need to be making plans for our Annual Summer Picnic and I will ask one of our members to contact Tom and Kim McKee to see if they are willing to host us once more. Hopefully, we shall be able to provide you some information and details very soon. This is a wonderful annual event for members and spouses/significant others at their home on the lake and Tom's G-Gauge garden layout.

Have a good summer. Come to the Carter RR Museum and to the MEMRR activities as often as you can. 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

# All aboard! From Clinchfield to Carter, railways shaped Johnson City's history

Article by [JESSICA FULLER](#) writer for Johnson City Press, Published January 26, 2019

Chartered in 1849, the East Tennessee and Virginia Railroad was the first to lay tracks across East Tennessee. It was followed by the East Tennessee & Western North Carolina (also known as the Tweetsie Railroad) in 1886.

But the Clinchfield Railroad was the one to blow engineering standards out of the water.

Dubbed "[The Costliest Railway in America](#)" in its time, the estimated cost of the project was projected at about \$21 million, which equals about \$586 million today. Fred Alsop, director of East Tennessee State University's George L. Carter Railroad Museum, said the dream was for the railroad's headquarters, Johnson City, to become a boomtown.

That's what Gen. George Wilder thought, anyway, a former Union soldier who said that "Everyone thought if you could get the coal from Kentucky to Johnson City, and if you could get iron ore out of North Carolina to Johnson City, that Johnson City would boom," Alsop said.

Plans for the railway got moving in 1886 with the birth of the Charleston, Cincinnati, and Chicago Railroad Co., and the tracks began to stretch out from Johnson City as portions were completed from Marion, Virginia, to Kingville, North Carolina and from Johnson City to Chestoa, North Carolina.

Then, Alsop said, Europe's economy crashed in the late 1800s. That, coupled with a recession in the U.S., resulted in funding for the "Triple C" railroad drying up and progress on the railroad halting in the 1880s.

The assets of the failed "Triple C" railway were sold at a foreclosure of about for \$550,000, which is equal to \$15 million today. The new owners renamed the railroad the Ohio River and Charleston Railroad, and while construction continued, owners were selling off the railroad in segments. As the dream of an Appalachian Railway begins to fade, enter George L. Carter

Carter's name is one appears over and over in Johnson City history. He was born in Hillsville, Virginia, and would become a major player in the development of Northeast Tennessee and Southwest Virginia. His accomplishments include:

- ◆ Establishing a teacher's college that would become East Tennessee State University.
- ◆ Establishing the Clinchfield Coal Co., which spanned 300,000 acres in southwest Virginia.
- ◆ Created northeast Tennessee's "model city," which would become known as Kingsport.
- ◆ Planning the Tree Streets neighborhood in Johnson City
- ◆ And, perhaps most notably, his purchase and completion of the Carolina, Clinchfield and Ohio Railway, which he named the Clinchfield Railroad.

*(Continued on page 7)*

## All aboard! From Clinchfield to Carter, railways shaped Johnson City's history

Article by [JESSICA FULLER](#) writer for Johnson City Press, Published January 26, 2019

*(continued from page 6)*

He purchased the railroad in 1902, naming it after the region in Virginia that held Carter's coal company. Construction completed in 1909, and the stretch of railway across the Blue Ridge Mountains was celebrated at length at the Carnegie Hotel, author and historian Alf Peoples said.

"Johnson City wouldn't be anything if it wasn't for George Carter," Peoples said. "His decisions affected the whole area."

For its time, the railroad was an engineering marvel, planned by Chief Engineer Martin J. Caples to construction standards that were unheard of at the time, according to [johnsonsdepot.com](#).

"He had really built a railroad for the future," Alsop said.

While headquarters and a train yard were originally planned for Johnson City, Peoples said Carter ran into conflict with landowners at the time and couldn't secure land for the train yard. That's why the plans moved up the road to Erwin, where the train yard is still in used today by CSX.

The Clinchfield pioneered the "Santa Claus Special" in 1943 in Kingsport, a tradition that has endured the years and is known today as The Santa Train, a yearly tradition of 15 tons of goods donated to thousands of people. The Clinchfield name dissolved in the 1970s when it came under "The Family Lines" banner, and is today owned and operated by CSX Transportation.

Johnson City's history was molded by Carter and his decision to complete the railroad. Carter's legacy and the history of the railroad lives on in many ways, including the George L. Carter Museum, where parts of history are celebrated monthly during the museum's heritage day. The museum is open from 10 a.m. to 3 p.m. every Saturday, and admission is free. Heritage Day is always the last Saturday of the month.

**MUSKRAT MOUNTAIN MUSINGS**  
**THOUGHTS ON MODEL AND PROTOTYPE RAILROADING**  
*Ramblings from the desk of Ted Bleck-Doran*

**The Passing of a Great Railroad Artist from Tom Fawell's Facebook page**  
**A Fitting Tribute**

EMD artist Tom Fawell died in late June of this year. He was the artist that painted those bold EMD diesel ads in the 1960s and 70s. He was a great artist and had a unique style that showed 'Trains' with all their elegance, speed and power. We are so blessed by the outpouring of all your love and kind thoughts. We are humbled and grateful for the following tribute that we received from Rick Malo:

There was no mistaking your dashing prowess upon the canvas; the rakish angles slashing through splashes of light and color in an inimitable signature of steel and speed that left no doubt in our minds that we were viewing a legend in the making.

For a generation and then some, your work was the face of the Horsepower Race, and it left little to imagine that EMD was at the forefront.

Yours was the style that could reach into hearts and make a bold statement; the older ones, weary from the loss of the beloved steam locomotive were suddenly revitalized at terms such as "Second Generation." And the young were just Wowed.

So were those sitting in the boardrooms counting beans and playing with their slide-rule 'Horsepower-to-tonnage' equations, tasked with moving the commerce of the Nation.

No greater or more recognizable marketing masterpiece could be found than that which displayed the Tom Fawell signature, and it was renowned in the circles of professional railroaders and hobbyists alike. They were simply and unmistakably unique and captivating pieces that were visual representations of the word "ACTION!"

But today, there's a No. 10 Filbert sable standing upright in its holder, a slight thumb print on its ferrule in dried paint from some long ago work perhaps, and a palette just waiting for a variety of colors to spring forth from it as a Maestro with his baton would conduct Dvorak; and a canvas filled with possibilities, just waiting for you to lay-in the latest high-horsepower offering from Electro-Motive Division.

## Lose Track of Time

*contributed by Paul Haynes*

A NS freight rounding the curve by the Salt House with the Watauga Chapter coach " Powhatan Arrow " at the tail end of the consist. The coach was dropped off in Greenville, and was later picked up by the Greenville switcher and brought back to the Spring Street yard.





**THE GEORGE L. CARTER CHAPTER of the  
NATIONAL RAILWAY HISTORICAL SOCIETY  
and  
THE GEORGE L. CARTER RAILROAD MUSEUM,  
ETSU TRAIN EXCURSION**



## **BUILDING MEMORIES ON A SOUTHERN APPLACHIAN RAIL ADVENTURE**

The George L. Carter Chapter, of the National Railway Historical Society in conjunction with the George L. Carter Railroad Museum at East Tennessee State University, will conduct an overnight Labor Day weekend train excursions on three Tennessee and

Georgia railroads, Saturday - Monday, August 31 - September 2, 2019. The trip also includes two nights lodging, most meals and all ground transportation from Johnson City, TN. Seating is limited.

We depart by modern motor coach from ETSU, Johnson City, TN on Saturday, August 31, for Chattanooga, TN where we will check into the Downtown Holiday Inn & Suites Hotel before going to a fine evening Dinner on the Diner aboard a restored 1924 dining car as we leisurely travel the rails from the Tennessee Valley Railroad Museum through portions of urban East Chattanooga before reversing direction and returning to Grand Junction.

On Sunday morning we will travel to Etowah, TN to ride the Tennessee Valley Railroad Museum's Hiwassee Loop, a 50 mile round trip. The railroad tracks cross over themselves as they corkscrew up the mountain near Farner, TN after departing the Hiwassee River gorge. We will dine at Aubrey's Restaurant famous for delicious and creative meals. We will spend our second night at our hotel in Chattanooga.

On Monday morning, September 2, we will bus to Blue Ridge, GA to ride aboard the Blue Ridge Scenic Railroad. The 4 hour, 26 mile round trip winds along the beautiful Toccoa River with a 2 hour layover and the sister towns of McCaysville, GA and Copperhill, TN. The layover allows plenty of time for meals, shopping, sightseeing and exploring. Following our train ride back to Blue Ridge we will board our bus and begin our journey back to Johnson City dining for dinner at a restaurant in route.

Passengers should arrive at ETSU's parking lot No. 22a on Go Bucs Trail (accessible from Jack Vest Drive off State of Franklin Road or South Greenwood Drive off State of Franklin Road) at 9:00 a.m. to be checked in and loaded onto the bus by 9:30 a.m. with departure promptly at 9:45 a.m. The bus will not wait for late arrivals and no ticket refunds will be made if you miss the bus. There are no parking restrictions in this lot on the ETSU campus on weekends.

The price for adults and/or seniors for this excursion package is \$650 single occupancy, \$490.00/ person double occupancy (2 people sharing the same hotel room), \$450 triple, and \$425 quad. These prices include the round trip bus ride from Johnson City, TN, your round trip train fare on all 3 railways including the Dinner on the Diner, and the meal at Aubrey's. Some meals are on your own.

The price does not include lunches on the road on Saturday or Monday, or Monday night, or any tipping. Ticket order forms and liability waiver forms can be picked up at the George L. Carter RR Museum (open Saturday's only from 10:00 a.m. until 3:00 p.m.) in Johnson City or printed from the



*memrr.org* website, choose *NRHS News*, then *EXCURSIONS* or go to the *glcarternrhs.com* and printing off your ticket order and waiver of liability forms. The signed liability waiver form **must** accompany the ticket request form. Please have your ticket requests in by August 17th.

Space is limited to 56 travelers so don't delay in making your ticket request.

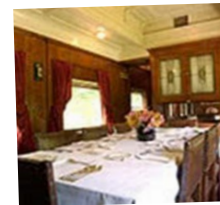
Sunday morning. **We shall reserve the right to cancel the trip if we have fewer than 35 participants.**

Make check or money order (no cash please) payable to: **George L. Carter Chapter, NRHS.**

Please mail the ticket request form along with the signed liability waiver form to: George L. Carter Chapter, NRHS; attn.: **Carl Hacker, 2 Straw Flower Place, Johnson City, TN 37604. Phone 713/306-0809** or *wc5wm@arrl.net*. **We have a limited number of seats available so please get your ticket requests in early.** If you have further questions regarding this excursion, please contact Carl Hacker, 713/306-0809 or by email at *wc5wm@arrl.net*.

## Day One:

Depart ETSU Johnson City for Chattanooga, TN  
Check into Holiday Inn & Suites Downtown (2 nights)  
Dinner on the Diner, TN Valley RR Museum rail excursion and meal



## Day Two:

Warm Continental Breakfast at hotel • Depart on the bus for Etowahs, TN  
Lunch at Aubrey's Restaurant  
Board the Hiwassee River Rail Adventure (3.5 hrs.)  
Following the train ride board our bus for return to our hotel. Dinner and exploring on your own



## Day Three:

Warm Continental Breakfast at hotel  
Depart for Blue Ridge, GA to ride the Blue Ridge Scenic Railway (4 hrs. including the layover)  
Following the train ride depart for Johnson City stopping for dinner in route.





THE GEORGE L. CARTER CHAPTER of the  
NATIONAL RAILWAY HISTORICAL SOCIETY  
and  
THE GEORGE L. CARTER RAILROAD MUSEUM,  
ETSU TRAIN EXCURSION



## LIABILITY RELEASE/HOLD HARMLESS AGREEMENT

Release executed by \_\_\_\_\_ (full name of responsible individual), of \_\_\_\_\_ (full address) to George L. Carter Chapter, NRHS and George L. Carter Railroad Museum through East Tennessee State University, Johnson City, Tennessee (“Institution”).

I (we) voluntarily participate in the following activity sponsored/organized through these Institutions.

Below identify the specific activity and date(s) the activity will take place. **On Saturday, August 31st we will leave by Charter bus from ETSU Parking Lot #22 off Go Bucs Trail, Johnson City, TN, to Chattanooga, TN. We will ride the Tennessee Valley Railroad and Blue Ridge Scenic Railroad. We will eat several meals at restaurants and/or hotels in Chattanooga and in route. We will return by charter bus on Monday, September 2, returning to the ETSU campus in Johnson City, TN.**

I (We) have full knowledge of the risks which are not limited to travel and related activities. I (We) further understand that serious accidents occasionally occur during this type of Activity and that participants in this Activity occasionally sustain mortal or serious personal injuries and/or property damage as a result of participating in this Activity.

I (we) assure officials of the Institution that there are no health-related or other reasons or problems which preclude or restrict my participation in this Activity.

I (we) understand and agree that the Institution does not have medical personnel available at the location of this Activity. I (we) understand and agree that the Institutions’ volunteers are granted permission to authorize emergency medical treatment, if necessary, and that this action shall be subject to the terms of this agreement. I (we) understand and agree that the Institution and its volunteers

assume no responsibility for any injury or damage which might arise out of, or in connection with, any authorized emergency medical treatment.

I (we) assure officials of the Institution that I (we) have adequate health insurance necessary to provide for and pay any medical costs that may directly or indirectly result from my (our) participation in this Activity and that I (we) will indemnify and hold the Institution harmless.

To the extent permitted by law and knowing the risks of this Activity, I (we) hereby release, waive, forever discharge, covenant not to sue and agree to hold harmless the Institution, including its governing board, officers, agents, volunteers, and employees from any liability whatsoever arising out of my (our) participation in this Activity, or in transit to or from this Activity, including but not limited to medical bill, court costs and attorneys' fees, any damage to my (our) property or the property of others, or to others through my (our) participation in this Activity.

It is my (our) express intent that this release and hold harmless agreement shall bind the members of my (our) family and spouse, if applicable, if I (we) am alive, and my estate, heirs, administrators, personal representatives, or assigns, if I (we) am deceased, and shall be deemed as release, waiver, discharge and covenant not to sue the Institution. I (We) further agree to save and hold harmless, indemnify and defend the Institution from any claim by me (us), or by my (our) family, arising out of my (our) participation in this Activity.

I (we) further agree that this agreement shall be construed in accordance with the laws of the State of Tennessee. If any term or provision of this agreement shall be held illegal, unenforceable or in conflict with any law governing this agreement, the remaining provision shall remain in full force and effect.

In consideration of my (our) participation in this Activity, I (we) execute this document with full knowledge of the contents and consequences stated in this Release.

**IN WITNESS WHEREOF**, I (we) have executed this Release on this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

## THIS IS A RELEASE READ BEFORE SIGNING

By signing this release, it is understood that all members in your party will be bound by this agreement.

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Print Name)



**THE GEORGE L. CARTER CHAPTER of the  
NATIONAL RAILWAY HISTORICAL SOCIETY  
and  
THE GEORGE L. CARTER RAILROAD MUSEUM,  
ETSU TRAIN EXCURSION**



**Excursion August 31-September 2, 2019:** Charter bus from ETSU, Johnson City, TN to Chattanooga, TN and Blue Ridge, GA. Three train rides, including a dinner train, most meals, lodging and all ground transportation prior to return to Johnson City, TN.

Number of Tickets \_\_\_\_\_ (see pricing below) Total \_\_\_\_\_,  
\$650 single, \$490 double occupancy, \$450 triple, \$425 quad. (Seniors and  
Children are same price) Note: price per person on double, triple and quad occupancies.

Total Tickets Ordered \_\_\_\_\_ Grand Total \_\_\_\_\_

You are welcome to take a small cooler on the bus that will fit under the seat. Only beverages with screw caps will be permitted on the bus. No smoking or alcoholic beverage permitted on bus or train. The above price does not include Lunch on Saturday on the road or on Monday before going back to Johnson City.

Please Print Name

\_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Phone Number (\_\_\_\_) \_\_\_\_\_ (\_\_\_\_) \_\_\_\_\_ (\_\_\_\_) \_\_\_\_\_  
(home) (work) (cell)

Email address \_\_\_\_\_ If you have email, please furnish us with the address in the event we need to contact you or send you further information. Your email address will remain confidential.

Choose your dinner choices from the menu options supplied for your dining pleasure and list below:

Dinner Train: First person \_\_\_\_\_ Entree'; \_\_\_\_\_

Side \_\_\_\_\_ Dessert \_\_\_\_\_

Aubrey's: Entree' \_\_\_\_\_ Side \_\_\_\_\_

Dessert \_\_\_\_\_

Dinner Train: second person \_\_\_\_\_

Entrée'; \_\_\_\_\_

Side \_\_\_\_\_

Dessert \_\_\_\_\_

Aubrey's: Entree' \_\_\_\_\_

Side \_\_\_\_\_

Dessert \_\_\_\_\_

### **Entrée Choices**

Carved English Roast of Beef topped with a Madeira Sauce  
Crusted Filet of Salmon with a Roasted Sweet Red Bell Pepper Sauce  
Herb Roasted Stuffed Breast of Chicken with a Cumberland Sauce  
Vegetarian Option- Vegetarian Lasagna

Other savory items include tomato bisque with creme fraiche and chives, homemade mashed potatoes, seasoned green beans, and assorted bread and butter. Beverages include Water, Coffee, Lemonade and Iced Tea (Sweet or Un-sweet).

### **Dessert Choices**

Triple Chocolate Cake with Ice Cream and Fudge Sauce  
Apple Pie with Ice Cream  
Cheesecake with Strawberries

### **Sunday (Aubrey's) Options**

Lemon-Lime Chicken  
Citrus Glazed Salmon  
Cranberry Chicken Salad  
Thunder Road Burger (*including Southern Natural prime burger, homemade pimento cheese, tobacco onions, and sliced jalapeno*)  
Hawaiian Marinated Sirloin (skewered on a stick)  
Vegetarian Option- Tomato Basil Bowtie Pasta

### **Side Choices (please select one):**

- Smashed New Potatoes
- Turtle Cake with ice cream
- French Fries
- Sweet Potato Fries
- Thick Cut Potato Chips
- Baked Potato
- Steamed Broccoli
- Parmesan Spinach
- Cinnamon Apples
- Baked Yellow Squash
- Sautéed Mushrooms
- Macaroni & Cheese
- Tomato Bisque
- Baked Potato Soup
- Coleslaw

### **Dessert Choices (please select one):**

- Cheesecake
- Turtle Cake with ice cream
- Apple cobbler with ice cream



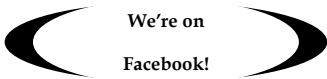
**Mountain Empire Model  
Railroaders Club**

Location:



George L. Carter Railroad Museum  
East Tennessee State University  
Brown Hall, Rm 223  
Johnson City, TN

<http://www.etsu.edu/railroad>



**Business Meetings**

Held monthly on the  
3rd Tuesday at 6:30pm.  
\*

**Weekly Work Nights**

Thursdays from 4pm until ?

**Club Officers**

- **Club President & Director of George L Carter Railroad Museum, ETSU:** Fred Alsop  
alsopf@mail.etsu.edu
- **Vice President:** John Carter  
carterjohn92@gmail.com
- **Treasurer:** Gary Emmert  
jbox1015@comcast.net
- **Secretary:** Greg Mundkowsky  
fleetsaylor1981@yahoo.com
- **Webmasters:**  
Logan Heaton  
Ben Merritt  
Bill Smith  
memrrwebmaster@gmail.com
- **Newsletter Editor:**  
Cathy Smith  
cathysmithmemrr@yahoo.com

# Heritage Days 2019

July's Heritage Day Event will highlight *"Metropolitan Big Shots! Northeastern Railroads Pre-1970"*.

The many colorful multiple railroads of the Midwest will be featured at the George L. Carter Railroad Museum, located in the Campus Center Building of East Tennessee State University, on June 28. Kicking off the 2019 summer Heritage Days program at the facility, visitors to the special event will be able to see replicas of some of these machines in action thanks to participating members of the Mountain Empire Model Railroaders club.

The region encompassing Chicago, Detroit, Louisville, Milwaukee and St. Louis was the true epicenter of American commerce between east and west during the 20<sup>th</sup> century. Literally dozens of railroads large and small provided service throughout Ohio, Indiana, Illinois, Kentucky and the upper midwestern states, all service as links to the chain.

"So much was done by the railroads in the late 19<sup>th</sup> and 20<sup>th</sup> centuries that, in the end, the region was overbuilt in terms of traffic corridors," says Geoff Stunkard, the Heritage Day coordinator for the museum. "From steel and automobile manufacturing to vast agricultural resources and raw materials, the railroads of the 1900-1960 era were colorful and plentiful. Many have now merged and substantial trackage has actually been removed, but we appreciate what once was."

Between passenger and freight operations, the railroad were crucially important in the era before widespread air travel and interstate highways. This was especially true during the 1<sup>st</sup> & 2<sup>nd</sup> World Wars. Whether it was perishables like produce and livestock or raw commodities such as coal and ore, everything from store goods to Studebakers came from this region. Since so many models of these trains remain popular, icons of streamlining and strength, it is planned to have excellent Midwestern representations in operation by volunteers on the museum's 24x44 foot HO scale layout. The Carter Railroad Museum is open on Saturdays from 10:00 AM to 3:00 PM, and includes model railroad layouts, a special child's activity room, and ongoing programs. There is no admission fee but donations are welcome for its upkeep. The museum is also seeking artifacts for display, including the newest addition dedicated to the long-defunct, but well-remembered 'Tweetsie' line, the East Tennessee & Western North Carolina Railroad; this room, still under construction, again will be open for guided tours during event days.

In addition to the displays, there is also a growing research library, and an oral history archive being established as part of the museum's programs. Info can be found online at '<http://etsu.edu/railroad/>' or '<http://johnsonsdspot.com/>' or '<http://www.stateoffranklin.net/johnsons/glcarter/cartermuseum.htm>'

Members of the George L. Carter Chapter of the National Railway Historical Society and the Mountain Empire Model Railroaders (MEMRR) club will coordinate the exhibits. Visit '[www.memrr.org](http://www.memrr.org)' to learn more about MEMRR, or visit '<http://glcarternrhs.com/>' to learn more about Carter Chapter, which helps demonstrate and maintain the model layouts, museum exhibits and other projects.

Membership opportunities are available to adults, and include special benefits and model railroading enjoyment.

The museum can be identified by a flashing railroad crossing signal at the back entrance to the Campus

Center Building. Visitors should enter ETSU's campus from State of Franklin Road (at green light) onto Jack Vest Drive and continue east to North Dossett Drive(then left) to John Roberts Bell Drive at end, then right then left on Ross Drive(176) to end, adjacent to the flashing RR crossing sign.

- *For more information about Heritage Day, contact Fred Alsop at 423-439-6858 or [asopf@mail.etsu.edu](mailto:asopf@mail.etsu.edu).*
- *For disability accommodations, call the ETSU Office of Disability Services at 423-439-8346*