

Mountain Empire Model Railroaders  
Club Newsletter

THE SIGNAL BRIDGE



Volume 26 – Issue 8 August 2019

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

We are winding down our trip out west. We haven't had much opportunity to do any rail-fanning until yesterday. We were between Troutdale and Peleton, Oregon headed east on I-84 when I spotted this west bound double stack train waiting for clearance to go back in the main. There were five UP locos, the middle one having the Rio Grande paint scheme.



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Hi Everyone!

This is our second issue in my new adventure as your newsletter editor.

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:

[cathysmithmemr@yahoo.com](mailto:cathysmithmemr@yahoo.com)

Thanks and I look forward to hearing from you!

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



We are in mid-summer and while many of us have been on family vacations the Mountain Empire Model Railroad members have kept the chapter active and the Carter Railroad Museum open on Saturdays for the public. My wife, Catherine, and I just got home from a 2-week honeymoon in Hawaii and I want to thank **Roger Teinert, Gary Gilliam, John Carter, Gary Emmert, John Edwards** and all the others who are at the railroad museum on a regular basis for making it “business as usual” at the museum in my absence. The

time away was a much needed break for me and Catherine and we return relaxed and anxious to get back into the swing of things. Thank you all for all you do for the club, the museum and our visitors.

**New Member: Mike Tarter** has recently joined the MEMRR. He has a keen interest in N-Scale modeling and has been spending a lot of time and energy on the museum’s Bankus N-Scale layout. I have asked Mike to be the Coordinator for that layout and he has agreed to do so. If you have an interest in modeling in this scale and in this great layout representing Knoxville, TN meet Mike and join in to make it an even better working layout.

Late July and the month of August have been busy and some of the highlights include the following: 1) the preparation of the article for the 2019 *HOn3 Annual*, 2) the 1<sup>st</sup> Monday Operations Session, 3) the Carter Chapter NRHS’s planned Labor Day Weekend rail excursion, 4) the August Heritage Day Event, 5) plans for the Annual Museum Picnic, and more.

**HOn3 Annual:** We have once again been invited by the publishers of the narrow gauge annual model railroading magazine, *The HOn3 Annual*, to submit an illustrated article on our ET&WNC layout for publication in this national/international for their 2019 edition. We are indeed thrilled to be selected for inclusion in this outstanding magazine for the 6<sup>th</sup> consecutive year and to be one of the few layouts in the nation to be so honored speaks to the quality of the work this layout represents for our hobby. **Geoff Stunkard** has once again written an excellent article based on using modeling techniques to create scenery blocks to isolate and highlight sections of a model railroad layout to add additional interest to it in small spaces. The sections of the layout the article focuses on are the newly completed Crabtree community, Big Nance and Little Nance cuts, and some of the town of Roan Mt. Scenery work by **Mike Buster, David Doughty** and yours truly, along with completed passenger and freight rolling stock through the work of **Rich Gallaher**, are illustrated with photos by **Logan Heaton, Geoff** and me. The magazine should be printed and available to the public in late October and the museum will have copies available at a reduced price for members as soon as we can obtain them.

*(continued on age 3)*

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

*Continued from page 2*

**(1<sup>st</sup> Monday Operations Session:** For more than a year our club members have been using some of our membership funds to create a more interesting layout for running our model trains over by installing additional crossovers, turnouts, sidings and trackage. Some sections of the layout have received extensive scenery makeovers adding to the overall appearance of the layout and adding more destinations for trains to employ. Much of the focus of this attention has been geared to make Operation Sessions for club members more interesting, more fun and more like the daily operations of the prototype railroads we model. To facilitate all of the endeavor to member enjoyment these activities for the most part have to take place at a time other than when we are operating this layout for the public on Saturdays. Therefore, the MEMRR has designated the 1<sup>st</sup> Monday of each month as "Operation Sessions night". This is a time for members to meet for a 2-3 hour-long session to run every train, both passenger and freight, with each on a schedule to specific destinations with particular tasks to perform on a set time frame. It's a lot of fun along with a little bit of concentration and effort to make your train operate in concert with all the others running on the layout at the same time. We began the sessions more than a year ago with enough members participating to make it lively and enjoyable with lots of trains running. As of late participation has languished to the point that some sessions had to be cancelled because there were simply not enough members present to operate the layout. Fellow members, please make an effort to put the 1<sup>st</sup> Monday on your calendars (it is printed on the museum published calendar for 2019) as a reminder that you should plan to come to the railroad museum on that date to have a great time enjoying the hobby of model railroading with fellow members in a very different way driving trains as an engineer on a schedule with a day's work to do. **Sessions start between 5:00-5:30 p.m. and the next one is scheduled for Monday, September 2<sup>nd</sup>. Ladies, you are welcome to participate as well—All Members!**

**Labor Day Weekend Rail Excursion: CANCELLED!!** The Carter Chapter NRHS had a great itinerary put together through the efforts of *John Dodge* with a 3-day, 2-night schedule that included rides on 3 trains in Chattanooga, TN and Blue Ridge, GA that included a dinner train at the Tennessee Valley Museum. Alas, we had to cancel this great adventure package due to being unable to make a deadline set by the vendor to hold our group's block of rooms because we did not have sufficient paid participation by that deadline. It is most disappointing as a number of our members had sent in their payment and made their plans to join us for a great weekend. I must personally bear an ample measure of responsibility for this failure as I did not get the publicity for this particular event out to the public as soon as it should have been announced, a situation that I am sure led to the poor response prior to the set deadline for the trip to go, or not to go. My sincere regrets to everyone involved and my promise to do better in the future. I, too, had sent my check in for my wife and I to go on this weekend trip. The Chapter will very soon release plans for a day rail trip in October and we will reschedule the above trip for Labor Day Weekend in 2020. Thanks again for all your work on this year's weekend event to *John Dodge* and *Carl Hacker*.

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

**August Heritage Day Event:** On Saturday, August 31, we will honor **Western Railroads**, a fitting tribute to the 150<sup>th</sup> anniversary of the driving of the golden spike at Promontory Point, Utah that tied the nation together by rail from coast to coast. This is the time to bring out the freight and passenger trains that road the western rails, Santa Fe, Union Pacific, Southern Pacific, BNSF and all the rest. Let's make the effort to show our visitors some of the roads in our model fleet that made commerce in the west possible.

**Annual Summer Picnic:** Our Annual Summer Picnic will once again be hosted by **Kim** and **Tom McKee** at their lakefront home. Tom will have his G-gauge garden railroad on display and running. **The tentative date is Sunday 22 September.** Details will be circulated as we have them but put the date on your calendar and prepare for a good time.

**Museum Relocation Update:** I had a very positive meeting with ETSU President Brian Noland on Thursday, August 8 where we discussed the relocation of the Carter Railroad Museum in the coming years. I have no new information to give you at this time, but the president remains very supportive and remains proactive in his quest to do all he can to work with the city and county officials to get this move accomplished. We are investigating timelines and possible revenue sources with regard to securing and remodeling a building for the museum. The old federal post office building on Ashe Street remains the focal location at this time.

The club and the museum continue to be active places promoting our hobby of model railroading and we continue to attract a lot of visitors. Thank you for all you do for each of these organizations and for being a member. 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



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

**Nature's Way—Part 1:**  
**Using All Natural Materials—Tree Leaves from the Forest Floor**

One of the reasons Mary and I chose to move to our new home in Florida was that the neighborhood we live in has live oaks lining the streets. Live oaks are beautiful trees and bear leaves year round. The only drawback is that they continuously shed their leaves. This necessitates sweeping them and bagging them up for disposal... what a waste.

The thought crossed my mind that there would be a use for them somewhere on the layout I'm building. The hobby press has proclaimed over the years that ground and pulverized leaves make great ground cover for layout scenery. So here's a short report on preparing and using dried leaf material on the layout.

First, collect a grocery bag's worth of dried leaves. Live oaks leaves range from light to medium dark brown in color with faint red tints in some of the leaves. I talked with Ken Harmon ("the tree man" himself) and he suggested collecting a wider variety of leaves from maple, beech, aspen, sycamore, etc. trees found in Tennessee for a broader range of colors, hues and tints. It's best to collect your samples during a dry spell. This will speed the preparation process up considerably.

Second, take an old cookie sheet (definitely not your spouse's best sheet). Spread the gathered leaves on the sheet in small batches, Set your oven to 150-225 degrees and bake the leaves for an hour or so. Occasionally stir the batch of leaves baking in the oven. This step will thoroughly dry out the material and kill off any molds, fungus or critters clinging to the harvested leaves.

Third, once dried and sorted, it's time to pulverize the leaves. Again don't use the kitchen's best Cuisinart or Waring blender. Instead, go to the nearest thrift, goodwill, second hand shop or local yard sale and pick up a used blender. I found mine at a thrift shop for \$3.

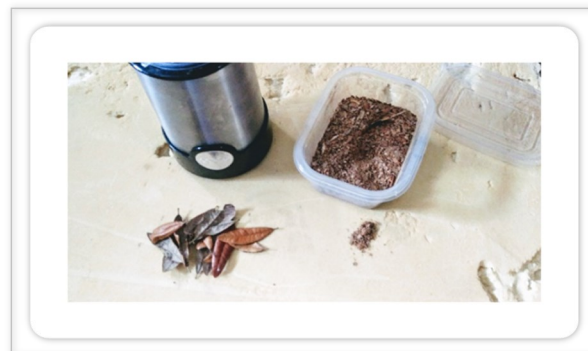
Load the blender with the leaf material, being careful to sort out small branches and twigs (these will find other uses later). Put the cover on the blender container (that's to avoid a "DOH!" moment when finding your work space covered in leaf dust). Press the puree button ... and ... amazingly you'll wind up with finely ground and pulverized leaf leavings.

Finally, use a flour sifter, tea strainer or metal window screen (again, don't use the strainers from the kitchen!). I found several different strainers and sifters at yard sales and dollar stores, each with a different wire gauge mesh. Sift and sort the leaf material by size. Zip-lock baggies and airtight plastic containers help with the sorting end of things.

Following the steps suggested above will provide you with scenery material that will help add a dimension of realism to any forest scene you add to your layout.

**MATERIALS NEEDED:**

- Tree Leaves
- Cookie Sheet
- Blender
- Zip-Lock Baggies or plastic containers
- Flour Sifter, sieve, and/or strainer



Mumbling to myself... *"now where did I leave my hat..."*

*chef's*

## Lose Track of Time *contributed by Bill Smith*

### **Big Boy No. 4014:** <https://www.up.com/heritage/steam/4014/index.htm>

Twenty-five Big Boys were built exclusively for Union Pacific Railroad, the first of which was delivered in 1941. The locomotives were 132 feet long and weighed 1.2 million pounds. Because of their great length, the frames of the Big Boys were "hinged," or articulated, to allow them to negotiate curves. They had a 4-8-8-4 wheel arrangement, which meant they had four wheels on the leading set of "pilot" wheels which guided the engine, eight drivers, another set of eight drivers, and four wheels following which supported the rear of the locomotive. The massive engines normally operated between Ogden, Utah, and Cheyenne, Wyo.

There are seven Big Boys on public display in various cities around the country. They can be found in St. Louis, Missouri; Dallas, Texas; Omaha, Nebraska; Denver, Colorado; Scranton, Pennsylvania; Green Bay, Wisconsin; and Cheyenne, Wyoming.

Big Boy No. 4014 was delivered to Union Pacific in December 1941. The locomotive was retired in December 1961, having traveled 1,031,205 miles in its 20 years in service. Union Pacific reacquired No. 4014 from the Rail Giants Museum in Pomona, California, in 2013, and relocated it back to Cheyenne to begin a multi-year restoration process.

<u>Tender Type:</u>	14 Wheeled	Tubes:	2 1/4 in diameter
<u>Water Capacity:</u>	24,000 gallons		75 x 22 ft
<u>Fuel: Coal</u>	56,000 lbs		4 in diameter: 184
<u>Gauge of Track:</u>	4 ft 8 1/2 in'	Wheel Base:	Driving 47ft 3 in
<u>Cylinder: Diameter:</u>	23 3/4:		Engine 75 ft 5 1/2 in
<u>Driving Wheel Diameter:</u>	68 in		Engine & Tender:
<u>Oiler:</u>	Outside Diameter:		132 ft 9 7/8 in
	106 9/16 in	Weight in Working	Leading 97,000 lbs.
	Pressure: 300 lbs	Order: Pounds:	Driving 540,000 lbs.
<u>Fire Box:</u>	Length 235 1/32 in		Trailing 125,999 lbs.
	Width 96 3/16 in		

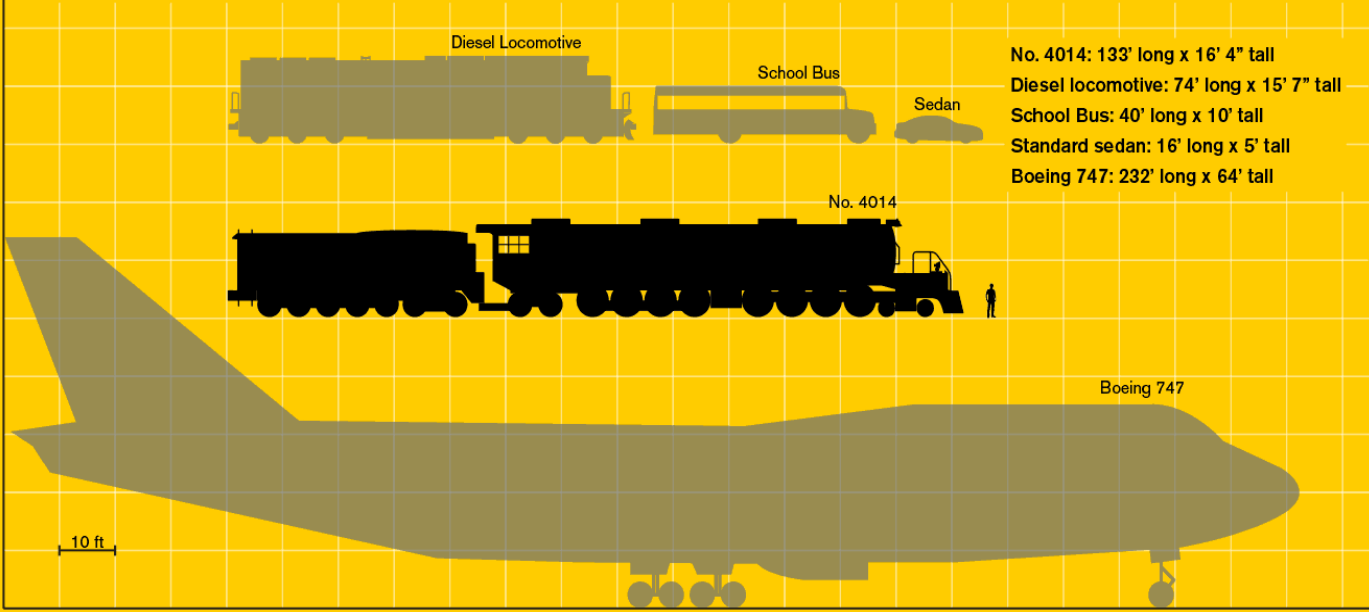


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# SIZING UP UNION PACIFIC'S NO. 4014 STEAM LOCOMOTIVE



BUILDING AMERICA®



# MEMRR Meeting Minutes June 2019 – recorded by Cathy Smith

## **Call to Order and Recognition of Visitors and new Members**

The meeting was called to order by President Fred Alsop.

There were 9 members present: 0 visitors and 0 new members.

## **Officers Reports:**

### **Secretary's Report:**

The new secretary Gregg Mundkowsky was not present.

### **Treasures Report:**

Gary Emmert was not present due to family trip.

### **Web-Master Report:**

Bill Smith reported that Web Site is up to date with all current MEMRR information. Member noted that the meeting location was incorrect.

### **Vice President's Report:**

John Carter reported no new programs this month and is requesting ideas for hands on demos.

### **President's Report:**

Fred Alsop reported that the April meeting on the Ash Street Building produced no new developments. Next Fred reported the Rail/Boat excursion was an outstanding success, 3 buses were sold out 2 weeks ahead of time. We made money 30% - \$1299.01 the remaining 70% went to rail camp for kids, plus reimbursed for buses. The new Fall trip over Labor Day weekend Chattanooga, 2 nights and 4 different trains. Fred stated that last Saturday he noticed that after working late and leaving the museum that everyone left the museum without closing up. Train layouts were left powered on and the doors unlocked. Fred stated the museum must be locked down when the last person leaves.

### **Old Business:**

Operating sessions 1<sup>st</sup> Monday 7/1 – need a minimum of 7 people to run all trains.

### **Train Show Report:**

Roger Teinert is recovering at home from Kidney Stone surgery. Fred stated Great Job and thanked everyone for the hard work during the Train Show. This years Train Show had 1347 paid admissions and 400 to 500 children under 12. There were +/- 50 vendors and gate receipts covered all costs tables, advertising, Facebook. The date for next years Train Show is 1<sup>st</sup> Friday and Saturday in June 6/5-6/6 2020. Members evaluated {test run} 3 trains during the train show 2 were 1950's Lionel Set. The museum had 275 visitors on Friday and 400 on Saturday.

Members presented improvements for future Train Shows:

Power Point presentation on J.L. Carter Museum ET&WNC {Tweetsie} scenery

Schedule train tours at museum

### **New Business:**

Rail Road Heritage Day will be June 29<sup>th</sup> "Midwest Heritage Rail Road Day Chicago St Louis, New Orleans and historical has priority then Midwest Railroads regardless of age.

The ET&WNC historical society presented a \$590 donation for Tweetsie.

A suggestion for Kid scavenger hunt, Mike to give list of items to Fred and he will purchase.

### **Announcements:**

The next Coordinator's Meeting will be held July 11<sup>th</sup> 6:00 PM Campus Center Building Room 356. Next MEMRR Business Meeting will be held July 15<sup>th</sup> at 6:30 PM Brown Hall Room 223.

Meeting was adjourned at 7:33 PM.





The City of Johnson City was founded on Dec. 1, 1869 in Northeast Tennessee, where three railroads — the East Tennessee and Western North Carolina, the Clinchfield, and the Southern Railway — converged. This year, the City of Johnson City will celebrate the 150th anniversary of its establishment with a yearlong celebration, and community members are invited to take part in activities to celebrate the City's past, present and future. [www.johnsoncity.org](http://www.johnsoncity.org)

Johnson City is celebrating 150 years! The Archives of Appalachia proudly joins this celebration displaying material from the numerous collections regarding the history and progress of Johnson City housed in the Archives.

It all began with Johnson's Tank, otherwise known as Johnson's Depot. Henry Johnson signed a deed (shown below) purchasing property where the stagecoach road would soon meet the railroad. The rest is history.

From bottom to top, the development and progress of Johnson City is announced in headlines from *The Enterprise* (1883) and *The Comet* (1884), to the *Johnson City Press*; from the first railroads to modern day interstates. The center map shows Johnson City as it appeared in 1886.

Various ephemera (brochures, advertisements, press passes, etc.), help the viewer reminisce and appreciate how far the city has come!

Collections used in this display are named in the cards below.



ARCHIVES of APPALACHIA

EAST TENNESSEE STATE UNIVERSITY



Photos contributed by  
**Sandy Laws**  
 Archives of Appalachia



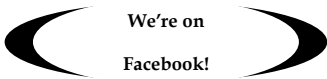
## Mountain Empire Model Railroaders

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  
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- **Webmasters:**  
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Bill Smith  
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- **Newsletter Editor:**  
Cathy Smith  
cathysmithmemrr@yahoo.com

# George L Carter Railroad Museum and MEMMR

The many colorful multiple railroads of the Midwest are featured at the George L. Carter Railroad Museum, located in the Campus Center Building of East Tennessee State University. 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.

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

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://johnsonspot.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 coordinate the exhibits. Visit '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 alsopf@mail.etsu.edu.*
- *For disability accommodations, call the ETSU Office of Disability Services at 423-439-8346*

