

**Mountain Empire
Model Railroaders
Club Newsletter**

**THE SIGNAL
BRIDGE**



Volume 26 – Issue 11 November 2019

CLUB NEWS

Our 12th anniversary celebration was a big success and we thank everyone who came out to attend the event. One of the things that took place during the event was the run of a very special train which is our ETSU Presidential Train with each car having the name and years served for each ETSU president. Taking the train was Clinchfield Challenger #670 as it was taken on tour around the layout. Here is a few photos of the various scenes where the train passed including close ups of each passenger car.

contributed by Ben Merritt



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The View from the Engineer's Side of the Cab



It is early November and I am writing this with lots of colored leaves on the trees along with some green ones and an inch of snow on the ground. The late Fall season is still not complete and winter seems to already be at hand. However, it is November and lots of things are in the offering that bring celebrations and changes to the Mountain Empire Model Railroaders and the George L. Carter Railroad Museum. November is the anniversary month of the dedication of the Carter RR Museum, the month marking

national recognition of our hobby of model railroading, and the month we elect our officers who will lead us through the next year. On top of that it marks the beginning of the holiday season with Thanksgiving near the end of the month and Christmas not too many weeks following it.

New Members: We welcome our newest members to the MEMRR and the Carter Railroad Museum bringing the current membership to 131 strong. *Welcome John Cemonuk, Daniel Harcourt and Roberta Harcourt, Michael Harman and Michael Harman (son), Tom Roberts, and Jackson Bascom.* Thank you for joining our organization; we look forward to working with you and enjoying your company.

Fallen Flags: It is with great sadness that we recognize the loss of a former member, Beverly Buster, the daughter of Mike and Pam Buster who passed away unexpectedly, and all too young, last month. Some of us remember her working with her dad on their corner module of the MEMRR layout some years ago and enjoying her cheerful company when she was in the museum.

We, likewise, express our sympathy to Roger Teinert on the recent passing of his sister. The loss of close family members always leaves such a void in the circle that it takes a lot of time to forget some of the sorrow and to replace it with the happy memories that were so special in our lives.

Publications: Our deep appreciation to *Geoff Stunkard* and all of those who contributed photos and text to our most recent publications. Geoff has the great gifts of being both a talented writer and exceptional photographer, and once again he has combined these talents to the benefit of all of us with a new museum calendar for 2020 and, for the 6th consecutive year the text and illustrations for an 8 to 9-page article on our ET&WNC RR HOn3 layout published in the *2019 HOn3 Annual*.

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The View from the Engineer's Side of the Cab

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The **2020 Carter RR Museum Calendar** has been published and delivered to the museum in late October. It is a beautiful calendar that marks the major events, meetings and work dates for the MEMRR, the Carter Chapter NRHS and the Carter RR Museum for the coming year. The illustrations are outstanding and represent the museum and MEMRR layouts as well as prototype railroads. It is now available to the public and to our members at the museum and some copies will be sent to our vendors for the 2020 Big Train Show that takes place in early June. Don't fail to get your copy at the member discounted price and remember they make great inexpensive gifts during the coming holiday season while also being great publicity for our clubs, our railroad museum and our railroading hobby. Get one or more for yourself and family members as well as several for your special friends.

The **2019 HOn3 Annual**. This newest collectors' edition published by White River Productions is now being distributed nationally and internationally and we have 50 copies on order that should be delivered to the Carter RR Museum by the time you are reading this. They will be available to members at a discounted price and we will have copies for visitors to the museum as well at retail price. But, don't hesitate to purchase yours because 50 copies will not last long and we may not be able to order additional copies at a later date. Get your copy and share it with your friends and family with pride. Model railroad clubs and model railroaders dream of having their layouts published in any of the fine monthly model railroad magazines. We have been most fortunate to have 6 consecutive issues of this annual HOn3 scale magazine carry 8 to 10 pages in each issue of our "Tweetsie" layout. What a great tribute to the modeling skills of our members and what wonderful publicity for our little railroad museum and for our clubs. We have brought a lot of attention to our clubs and to our hobby far beyond the level we could ever have imagined and we will continue to hone our modeling skills and enjoy our visitors who come to meet us, see our operating layouts and share our hobby with us.

November and Coming Events:

November is **National Model Railroad Month** celebrating the hobby we so enjoy across the United States as one of most widespread and most participated in hobbies in the country. It is a hobby many of us found ourselves a part of on that Christmas morning in our youth when we found that train running on its circle of track around the wrapped gifts beneath the decorated tree. A hobby that many of us are still immersed in many decades later with all the passion we had running that first Lionel or American Flyer train.

Mark your calendar and spread the word: **National Take a Train to Work Day** is set for Friday, November 18th. Bring a **toy train** to your workplace on Nov. 18th.

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The View from the Engineer's Side of the Cab

(continued from page 3)

Mark your calendar and spread the word: **National Take a Train to Work Day** is set for Friday, November 18th. Bring a **toy train** to your workplace on Nov. 18th.

November is our **Carter Railroad Museum Birthday Month**. It was on November 16, 2007, that then ETSU President Paul Stanton and many special guests from the surrounding communities, some that had model and prototype connections, and some that were related to George L. Carter, the builder of the Clinchfield RR and the patron of ETSU, came to dedicate our railroad museum. We will celebrate that 12th anniversary on Saturday November 16 and wish ourselves a "happy birthday" and many more to come!

November is the month when the **MEMRR and the Carter Chapter NRHS both elect their officers** who will lead our organizations for the coming year. Nominating committees have been formed and a slate of officer nominees has been routed to MEMRR members (the Carter Chapter NRHS has a slate of officers to be elected at their November business meeting) in the form of a ballot that is to be returned by November 19 to **Robert Sullivan** who is a member of that committee for tabulation and report at the November MEMRR business meeting. Please vote for these candidates who are willing to give of their time and talents to lead our organizations for another year. If you want to write in a candidate for any office, please get their permission first and then write them it. If you want to nominate yourself for an office please feel free to do so as well. Election results will be reported for both the MEMRR and the Carter Chapter NRHS following their respective November meetings.

November is also the month when we nominate a member for "**Member of the Year**" and an officer for "**Officer of the Year**". Those announcements have already been electronically distributed to all of our members in both clubs and the winners will be announced with suitable plaques being presented to them at our Annual Christmas Party on Friday, December 13th. Please return your nominations for both of these honors to **Fred Alsop** as soon as possible so the awards can be ordered.

November Heritage Day Event: In November we always pay a tribute to the man our railroad museum is named in honor of, George L. Carter, who gave his land in 1909 and \$100,000 to the state to provide a site and a financial beginning for the state Normal School that would become East Tennessee State University. We celebrate his railroad that became the Clinchfield Railroad, the through-mountain coal hauler that was the most expensive railroad to be built in the early 1900s by running Clinchfield model locomotives and consists on our HO-Scale layout on the last Saturday of the month. The Clinchfield RR, the shortest route north to south through the Southern Appalachians connecting coalfields with coastal plain transportation.

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The View from the Engineer's Side of the Cab

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Annual Christmas Party: Remember to mark your calendars for Friday, December 13, as the date for our Annual RR Museum Christmas party to again be held at the First Presbyterian Church in Jonesborough, TN. *Jim Pahr* has reserved the venue and many of our members will be helping with the arrangements. The clubs will provide the meats and some amenities as in the past and our members will provide the wonderful delicious dishes for everyone's enjoyment. Dinner followed by a visit from Dirty Santa and his helpers. More details will follow in the coming weeks.

Operations Night: At the October Operations Session we were all treated and tested with a brand new set of operations instructions that have been created by *Geoff Stunkard*. They replace the ones we have been using that were initially created more than a year ago by *Ted Bleck-Doran*. Ted had the drive and the vision to get us started working the HO-Scale MEMRR layout much in the manner of a prototypical railroad and the club spend a lot of time, effort and money on improving the track operations through the laying and configuration of new track, new crossovers, new turnouts, etc., that continues to this day. We tested the operations schedules, tweaked them some as needed and had fun one Monday night a month operating the layout as a railroad. But some improvements in scheduling, jobs, routes, movements of consists, etc., were still desired. Geoff has tackled that task and has presented new operations covering the entire layout that have been through their initial inauguration. As a first participant I can tell you operations are improved and you need to be present in December to see for yourself as an active participant. We really need about 10 members to run the entire railroad as it is now configured on Operations Night. We also must operate the layout on

Fred J. Alsop III

President, Mountain Empire Model Railroaders
Director, George L. Carter Railroad Museum, ETSU

Notice:

**If a Member does not want
His/Her name, phone # and e-mail listed,
please contact Fred so it can be removed.**

Lose Track of Time!

contributed by Bill Smith from Wikipedia

The **East Tennessee, Virginia and Georgia Railroad (ETV&G)** was a rail transport system that operated in the southeastern United States during the late 19th century. Created with the consolidation of the East Tennessee and Virginia Railroad and the East Tennessee and Georgia Railroad in 1869, the ETV&G played an important role in connecting East Tennessee and other isolated parts of Southern Appalachia with the rest of the country, and helped make Knoxville one of the region's major wholesaling centers. In 1894, the ETV&G merged with the Richmond and Danville Railroad to form the Southern Railway.^[2]

While efforts to establish a railroad in East Tennessee began in the 1830s, financial difficulties stalled construction until the late 1840s. The East Tennessee and Georgia Railroad was built between 1847 and 1859, connecting Knoxville, Tennessee with Dalton, Georgia.^[3] The East Tennessee and Virginia Railroad was built between 1850 and 1856, connecting Knoxville with Bristol, Tennessee.^[3] Knoxville financier Charles McClung McGhee formed a syndicate which purchased both lines to form the ETV&G in 1869, and largely through McGhee's efforts, the new ETV&G bought out numerous other rail lines across the region.^[2] By 1890, the ETV&G controlled over 2,500 miles (4,000 km) of tracks in five states.^[4]

Throughout the first half of the 19th century, East Tennessee struggled to overcome the economic isolation created by its natural barriers, namely the Blue Ridge Mountains on the south and east and the Cumberland Plateau on the north and west. Shortly after the advent of railroads in the 1820s, the region's business leaders began discussing railroad construction as a way to relieve this isolation. In the mid-1830s, several businessmen, among them Knoxville physician J. G. M. Ramsey, planned and promoted a line connecting Cincinnati and Charleston (which would have passed through East Tennessee), but the Panic of 1837 doomed this initiative.^[2]

In 1836, a group of businessmen chartered the Hiwassee Railroad, based in Athens, Tennessee, which sought to construct a line from Knoxville southward to Dalton, Georgia, where it would join a planned extension of the Charleston and Hamburg line, providing Knoxville with a link to the Atlantic Coast.^[2] Like its competitors with the Cincinnati and Charleston, the Hiwassee ran into financial difficulties, and the Hiwassee Company nearly collapsed. The company was forced to focus on turnpike construction and iron production to survive.^[2]

In 1844, the Charleston and Hamburg extension to Dalton was completed, and Knoxville and Athens businessmen again entertained the idea of building a rail line to Georgia. The Hiwassee Company was rechartered in 1847 as the East Tennessee and Georgia Railroad, and with renewed support from the Tennessee state legislature, work on the line began the following year.^[2] By 1852, the line had reached Blair's Ferry (modern Loudon, Tennessee), just southeast of Knoxville. On June 22, 1855, the first train rolled into Knoxville over the East Tennessee and Georgia's tracks.^[2]

On July 4, 1855, as Knoxvilleians celebrated the arrival of the railroad, track work began on the East Tennessee and Virginia Railroad, which sought to connect Knoxville with Bristol, Tennessee, where it would join existing tracks to create an unbroken rail line from New York to Memphis. Under the direction of Jonesborough physician Samuel B. Cunningham, this line reached New Market in 1856. After overcoming financial and engineering difficulties, the tracks from Knoxville to Bristol were completed on May 14, 1858, with Cunningham personally driving the last spike.^[2]

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Lose Track of Time!

contributed by Bill Smith from Wikipedia

During the 1850s, virtually every major business and political leader in Knoxville was involved in railroad building. In 1852, congressmen Horace Maynard, William Montgomery Churchwell, and John H. Crozier, along with attorney Oliver Perry Temple and minister Thomas William Humes, chartered the Knoxville and Kentucky Railroad, which planned to build a line northward into Kentucky, where it would join existing lines to Cincinnati and Louisville.^[2] By the outbreak of the Civil War, however, this company had laid just nine miles of track.^[2]

The railroads in East Tennessee provided a major supply route between Virginia and the Deep South, and thus both Confederate and Union forces considered the region of vital importance. On November 8, 1861, East Tennessee Union loyalists destroyed five railroad bridges, forcing the Confederate government to invoke martial law in the region.^[2] Throughout the war, both Confederate and Union forces destroyed railroad tracks and facilities to prevent them from falling under the other's control.

After the war, Knoxville businessman Charles McClung McGhee (1828–1907) and several other investors formed a syndicate which purchased both the East Tennessee and Georgia Railroad and the East Tennessee and Virginia Railroad. In 1869, the two lines were consolidated to form the East Tennessee, Virginia and Georgia Railroad, with Thomas Calloway as president, and McGhee and Richard T. Wilson as agents. As a nexus between northern financiers and local interests, McGhee was able to obtain for the ETV&G large amounts of capital, and the new company rapidly expanded.^[2]

In 1869, the ETV&G bought the Knoxville and Kentucky Railroad, which had been revived after the war, and over the subsequent decade extended its tracks to the Kentucky state line at Jellico.^[2] During this same period, the ETV&G acquired the Memphis and Charleston Railroad,^[2] which connected Memphis and Chattanooga, the Georgia Southern Railroad, which connected Dalton with Rome, Georgia, and the Macon and Brunswick Railroad, which connected Macon, Georgia with Brunswick, Georgia on the Atlantic Coast. By 1882, the ETV&G had completed tracks from Rome to Macon, connecting these last two lines.^[5]

In the early 1880s, the ETV&G managed to build a line through the rugged French Broad valley along the Tennessee-North Carolina state line to join with the Western North Carolina Railroad system, and provide a direct link from Knoxville to Asheville.^[2] The company also built a line connecting its tracks at Clinton with the Cincinnati Southern Railway tracks at Harriman.^[4] By 1890, the ETV&G controlled 2,500 miles (4,000 km) of tracks, stretching as far south as Meridian, Mississippi and Mobile, Alabama, westward to Memphis, and eastward to Brunswick.^[6]

In the mid-1880s, over speculation in railroad construction began to take its toll on the ETV&G's finances. In 1886, the company was reorganized as the East Tennessee, Virginia and Georgia Railway (as opposed to "Railroad"), and eventually came under the control of the Richmond Terminal Company conglomerate. After the collapse of Richmond Terminal in the early 1890s, New York financier J. P. Morgan formed the Southern Railway, which purchased the ETV&G and the Richmond and Danville Railroad, and consolidated the two in 1894.^[4] In 1982, the Southern Railway was acquired by the Norfolk Southern Corporation, which currently manages most of the former ETV&G system.

Lose Track of Time!

contributed by Bill Smith from Wikipedia

East Tennessee, Virginia and Georgia Railway



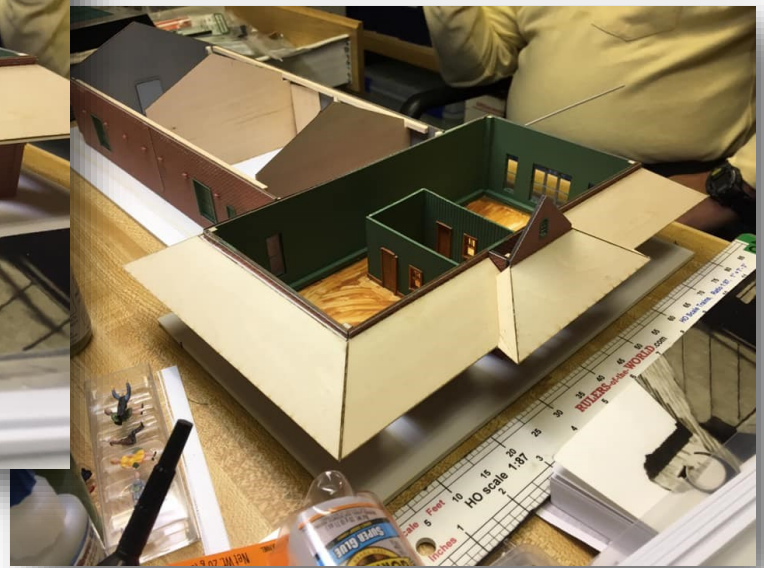
1890 map of the East Tennessee, Virginia and Georgia Railway

Locale	Southeastern United States
Dates of operation	1869–1894
Predecessor	East Tennessee and Virginia Railroad East Tennessee and Georgia Railroad
Successor	Southern Railway
Track gauge	4 ft 8 ½ in (1,435 mm) standard gauge
Previous gauge	5 ft (1,524 mm) American Civil War era and converted to 4 ft 9 in (1,448 mm) in 1886 ^[1]

Club News

contributed by Ben Merritt

Tweetsie Layout Update: a quick follow up on the ET&WNC train station for the Johnson City section of the layout as more progress both inside and out have been done with the start of the roof taking shape along with the ticket office and waiting room also starting to take shape. Stay tuned for more updates coming soon!



Lose Track of Time!

contributed by Paul Haynes

October 20th – We are currently in New Holland, PA and it has been raining fairly steadily all day long. No covered bridge pics today, so I made up for it by snagging some photos of a "local". A pair of GP38-2's slowed to a stop just beyond the property where we are staying. This is about the only rail-fanning I've had since arriving!



CLUB NEWS

Contributed by Gary Emmert

**Your Membership to the
Mountain Empire Model Railroaders
Is About to Expire!!**



Don't be the last car on the train...Renew Today!

Make checks payable to:

MEMRR

P.O. Box 70697

East Tennessee State University

Johnson City, TN 37614

\$30.00 Full Membership and \$6 for each additional family member

\$18 Student

\$12 Youth

\$12 Distant Remote

Annual Dues are Required by January 31st 2020

George L. Carter Railroad Museum's Coordinators' Meeting—10 October 2019

The monthly meeting was called to order by Fred Alsop, Museum Director, at 6:30 p.m. in room 235 of the Campus Center Building on the ETSU campus with 6 coordinators were present.

Gary Gilliam: Locomotive Repairs. Some of the N-Scale locomotives are in need of repair; but need is not pressing. HO locomotives are all running well. Dean Small has been helping with locomotive maintenance. Gary still has the brass HOn3 10-wheeler and the shay in the workshop.

John Carter: MEMRR HO-Scale Layout. Layout is operating okay. Frank Fezzie is working on the steam locomotive area coaling tower. Gary Gilliam is working on the 140 ton coaling tower and is waiting for Frank to complete his project before installing the larger tower on the layout. Frank is compiling a list of things to consider for changes on the HO layout. A special person is needed to operate the roundhouse and its turntable. Robert Sullivan volunteered to be this person and will be trained to perform these functions. John will look for additional volunteers as backup. Tortoise machines are being installed on the club modules that formerly belonged to Don Ramey.

Jim Hoit: RIP Track. Needs long-shank Kadee couplers for installation on some rolling stock.

Mike Buster: "Tweetsie" Layout. Working on the scenery in the Hampton-Valley Forge areas. In need of some shrubbery-ground cover scenery materials. Will be adding a scavenger hunt to the layout similar to the one on the HO layout in the Alsop Gallery. New member John Cemonuk wants to work on learning scenery techniques. Rich Romanski is learning to operate the layout and will be a great help on Saturdays. Rich Gallaher has 4 of the ore cars to complete their detailing before placing them on the layout for service. Suggested we purchase laser pins to point out details to visitors viewing the layout.

Robert Sullivan: Membership Chairman. Reports several new members have joined the MEMRR and he is working with them to find their model railroad interests. Webmaster Bill Smith is creating some new membership information forms.

Mike Tartar: N-Scale. A mechanical oil well pump is on order. Five CRR coal hoppers are now in service. He is organizing the small workroom where a lot of the N-Scale materials are stored. Plans to ballast the layout tracks soon. He is cleaning wheels on locomotives and rolling stock, upgrading trucks and couplers. He is placing more "little people" on the layout, replacing some of the weathered lichen "plants" on the layout and placing protective netting inside the helix.

Fred Alsop: Announcements.

We have a new ASP student worker Lorelei Sexton who will begin work in the museum next week. Fred will be absent on Oct 12 taking 70 guests on the scheduled rail excursion on the Smoky Mt. Railroad, Bryson City, NC

Our "Tweetsie" layout will have 8-9 pages in the 2019 *HOn3 Annual* that should arrive in early November. The museum has 50 copies ordered with discounted prices to members.

We have new banners for the 2020 Big Train Show

Club News

Contributed by Robert Sullivan

Welcome to MEMRR New Members for the month of November!!!

Newest members of the MEMRR: Timothy Rice, Dana Rice, Michael Harmon, John Cemonuk, Jaykob Stephen, Bascom Jackson, Tom Roberts and Daniel Harcourt.

A few pictures sightseeing in the train yard while visiting the Bluefield, West Virginia Train Show:





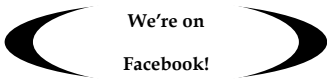
**Mountain Empire Model
Railroaders Club**

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
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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 20th 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 1st & 2nd 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 asopf@mail.etsu.edu.*
- *For disability accommodations, call the ETSU Office of Disability Services at 423-439-8346*

