

**Mountain Empire Model Railroaders Club &
George L Carter Chapter of NRHS Newsletter**

THE SIGNAL BRIDGE

AND

THE COAL ROAD

Volume 27—Issue 3 March 2020

****CLUB NEWS****

I have just received word that in order to maintain the highest level of health safety the President of ETSU has ordered all employees to stay off campus and work from home. All students are to work from home on their class assignments that will be given to them on line.

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The buildings will be closing by mid-week next week and campus security will bar anyone who is not carrying written authorization from a university administrator from entering any building.

Therefore, if you have any personal items now located in the Carter RR Museum that you need to remove you must do it by approximately 5 p.m. on Tuesday, March 24th. I have no knowledge, nor does any ETSU administrator, as to how long the campus will be locked down, so please, if you have tools, trains, or other personal items that you feel you need to have at home for the next few months go and get them now! Any items left in the museum will be secure as no one other than those with the above stated permission slips, and university security and/or maintenance will be in the buildings until the ban is lifted.

IF YOU WANT IT AND NEED IT TO BE WITH YOU AT HOME PLEASE RETRIEVE IT BEFORE 5 P.M. ON TUESDAY, 24 MARCH, 2020.

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CLUB NEWS

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Our Spring Fling scheduled for this Thursday night, March 19, at the Longhorn Steakhouse has been cancelled.

The 5th Annual Big Train Show Committee will continue to meet via phone or internet, but will have no face-to-face meetings until further notice.

We have cancelled/postponed scheduled birthday parties at the museum.

We have cancelled monthly Coordinators meetings on Thursday nights and we have cancelled the MEMRR and the G.L. Carter Chapter NRHS monthly meetings until further notice.

The Operations Night scheduled for Monday, April 6, is cancelled.

The RR Museum/Carter Chapter NRHS May 23 Rail Excursion/luncheon cruise in Knoxville has been cancelled. The Labor Day weekend and October planned excursions are still scheduled at this time.

The Big Train Show planned for June 5-6, 2020 is still scheduled at this time.

If you have any questions about any of the above or any regarding other club or museum activities please don't hesitate to contact me by phone 615/604-8759 or email fredjalsop3@earthlink.net.

Good luck and good health to us all. We will get through this unprecedented series of pandemic-related events together.

Best regards,

Fred Alsop

MEMRR Train Show Meeting Minutes – Feb 17, 2020

Members Present: Fred Alsop, Roger Teinert, John Carter, Carl Hacker, Gary Emmert, John Dodge, John Edwards, Carolyn Gregg, Charlotte and Jim Pahriss, and Ben Merritt. Roger called the meeting to order and asked for reports.

Carl hasn't added any new layouts since last month. Roger added that he hoped the Easley group will bring a layout. He gave Carl the information about the Kanawha Valley Association (?) group who said they had not been contacted last year and wanted a 15' x 20' area this year. They had come year before last. Carl was asked to contact them. He was also asked to send Carolyn/James the list of the layouts he currently has with the dimensions that they need for their layouts.

Ben has gotten the emails, phone numbers, and physical addresses of 68 manufacturers. They have received calendars with the hope that they will attend this year's show. He asked people to give him the names of other possible vendors they know about. Gary mentioned a lady from Atlanta who had a layout and needed to be contacted. She wanted gas money.

John Edwards asked when the vendors had first been contacted. It was announced that they received the first letters in the fall with calendars, etc. after the first of the year to remind them.

Carolyn Gregg announced that all vendors and layouts need to be placed on the dome layout before May 30th because James will be leaving town on that date.

Jim Pahriss will get the 14-16 tables from the church reserved after the meeting.

Gary Emmert has reserved 52 tables from ETSU. He heard there were 40 more, but they may be counted in the 52. He asked everyone who is getting tables to let him know how many have been reserved. Mike Sagers will be getting the round tables for food. Gary gave a list of all the vendors that have been confirmed so far. He also gave a list to Bill Smith. He requested that he have a salesman helper for the show so that he can go for food or other necessities. Lisa will get 3 tables for the food, and Gary will get 10 tables for the Museum. Since the money for the tables goes to the Museum Foundation, he won't request a payment from that fund to pay for the tables.

John Carter spoke about the Dallas show he had attended and the promotions he had seen at the event.

Fred Alsop got another banner for the show. He has made arrangements to get the petty cash before he leaves. It was decided that we will need about \$5,000 in ones, and around \$500 of the other denominations. Fred will also arrange for the Enterprise truck. He and Roger will try to set up a meeting with Blue Plum to see if we can exchange tables to hand out materials about the Show. He will set up the \$5,000 package with ETSU for publicity. It was noted that a Lego layout would be interesting. Robert and Ben have Lego things. If one of the three clubs, including one from Knoxville cannot be encouraged to attend, maybe Robert and Ben could set up a Lego Layout.

Roger Teinert said that we will need 300 chairs, and he will request them from Kim. Fred had contacted the Med School, and they need a written request to send the tables. After the first one came back, he sent a request to them for a corrected address.

Ben Merritt asked about a YouTube advertising site. They would only charge for those viewing for 30 seconds – which could rack up a lot of charges to us without guaranteeing attendance. It was decided that we would work with the websites and social media instead.

With no further discussion, the meeting was adjourned.
Carolyn Gregg, Secretary

The View from the Engineer's Side of the Cab & The Drawbar



This column was written prior to the schedule changes required due to concerns regarding the coronavirus. Please see current notices for updated club agenda.

Our weather's slow march towards spring seems to be on a rollercoaster ride with warming trends pushing us into short sleeved shirts only to be followed by bone-chilling cold that makes us reach for the winter coats. However, flowers are blooming, trees are putting out tender leaves, the grass is greening and birds are singing longer. Spring must

just be around the corner.

The MEMRR and the Carter Chapter NRHS welcome new members and express our gratitude to all of you who renewed your memberships for the new year. Lots of folks have been visiting our railroad museum with several Saturdays boasting more than 100 visitors already this year. Important business meetings are being held by both of our clubs with potential amendments to the Bylaws being discussed by the MEMRR and the setting of our planned 2020 rail excursions and the hosting of the Annual Fall Meeting of the NRHS in Johnson City being pursued by the Carter Chapter NRHS. Our Big Train Show Committee continues their monthly meetings working out the details for the 5th Annual Big Train Show here in early June.

MEMRR Works on Bylaws: The two business meetings held by the MEMRR in 2020 have focused on some proposed amendments to the club's Bylaws that have so far been centered around the guidelines needed for our monthly Operations Night that is gaining in popularity. We had 18 operators at the March session and still could have used more folks to run the trains scheduled to operate that evening. **The next Operations Night is scheduled for Monday, April 6th.** We have also had a surge of Youth Members attending the Saturday public sessions at the Carter Railroad Museum. Their participation is encouraging as they bring the excitement and interest of a much younger generation into the MEMRR and this is also requiring us to rethink our existing Bylaws section governing Youth Members to bring it up-to-date and to provide them and their parents clear guidelines for their inclusion in the club, their operation on the MEMRR club layout and the family responsibilities that are require for them to actively participate (See the draft amendment later in this column).

Carter Chapter NRHS Schedules Rail Excursions: The G.L. Carter NRHS Chapter has been working on their planned rail excursions for 2020 and have some exciting trips planned. The first of the year will be on Saturday, May 23rd, and will take our rail fans to Knoxville to board the 3-Rivers Ramble for a trip from west Knoxville to the mouths of the Holston and French Broad rivers where they join to form the Tennessee River. Returning to Knoxville our passengers will depart the train and board *The Star of Knoxville*, a paddle-wheeled riverboat, for a luncheon cruise on the river before returning to our buses and making the trip back to Johnson City. This trip is ready for registrations and you can find information about it and ticket order forms on the MEMRR website, or pick up hardcopies at the Carter RR Museum. This is a great trip and I encourage you to book your seats early. If you have been with us before on this trip, I hope you

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The View from the Engineer's Side of the Cab & The Drawbar

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will join us again for this truly enjoyable outing. Additional trips now available include a Labor Day Weekend, multiday trip with several train rides in the Chattanooga area September 5-7, and a fall color-filled train ride out of Bryson City, NC on Saturday, October 31st. These are all great trips that will fill fast so don't delay in getting your reservations to ride with us and share the memories and the adventure.

Jordan Cathelyn will be attending the NRHS East RailCamp in Delaware sponsored by the G.L. Carter Chapter NRHS this summer. Jordan will be the 4th high school student so sponsored in as many years by the chapter as one of the special service/education projects they do. Our participant's trip transportation and camp tuition are fully covered by the Chapter and we look forward to hearing about Jordan's experiences at the camp that is affiliated with Amtrak who furnished all the rail components of the week's activities. Have fun Jordan!

Annual Spring Fling: This annual social event hosted by the G.L. Carter Railroad Museum is fast approaching and you don't want to miss it. We will be dining at the Longhorn Restaurant and Steakhouse on North Roan Street, Johnson City, beginning around 6 p.m. on Thursday, March 19th. There is no fee for you and your wife or significant other, but you need to go on line and register so we can give the restaurant an accurate headcount for our attendees. There is no program scheduled, just come and pick out your meal items from the special group menu that will be provided and enjoy the meal and the company of those other members at your table. The cost of the meal is on your dime, not ours, and don't forget to tip your server. I look forward to seeing you there and sharing a great evening together.

5th Annual Big Train Show Committee: The committee will hold its monthly meeting on Monday night, March 16th at 5:00 p.m. at Portobello's Restaurant in Johnson City. Anyone interested in joining us for dinner and participating in the meeting is welcome to do so. The train show is scheduled for the ETSU Mini-Dome on Friday and Saturday, June 4-5. As always we will need lots of help with the logistics of setting up and taking down the show and manning the Carter RR Museum that will be open both of those days. We expect to have more vendors and train layouts that ever before as the show just keeps getting bigger. Mark your calendar to help us with it and to attend the show to see what the vendors have brought to tempt you to purchase and take home with you.

March Heritage Day Event: Our Heritage Day event for **March 28th** has been our most popular one through the years and is the original event that got this public attraction started; it's our annual ***Steam-Up Heritage Day***. So, plan to bring your favorite "iron horse" and pull your favorite railroad's consist, freight or passenger, on the HO layout. If you don't have a steam locomotive of your own, we have some club

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The View from the Engineer's Side of the Cab & The Drawbar

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engines in the roundhouse you can use and plenty of rolling stock in the yard to make up several trains. Double-headed articulated locomotives representing 'big steam' are always a popular sight as they make their way around the layout. The G-Gauge and the Tweetsie will all be steam powered as well so we will have engines with side rods and big drive wheels on every layout for the day.

Youth Member Draft Amendment: I am attaching for your information and comments the draft changes for the Youth Membership Bylaws Amendment that will be discussed and voted on in the coming months. A committee chaired by *Ben Merritt*, with members *Susan Klugewicz* and *Fred Alsop*, are presenting it to you below. Let us know what you think with your comments and any suggestions for change.

The MEMRR Bylaws, Article IV. Membership. Youth Member. As it currently reads:

"May 16, 2017 MEMRR Bylaws, Article IV. Membership. Youth Member.

YOUTH MEMBER is a non-voting member 17 years of age or younger and will be accepted if sponsored by a FULL MEMBER. The FULL MEMBER shall be present and will accept full responsibility, financial and otherwise, for the sponsored youth."

During the MEMRR Business Meeting Feb. 18, 2020. Discussion regarding Youth Member and proposed possible changes to Article IV. Membership. Youth Member, in our existing bylaws (see above). The Draft of the proposed changes to Article IV. Membership. Youth Member are as follows:

"YOUTH MEMBER is a non-voting member of a Household Membership 14 to 17 years of age and will be accepted to operate personal or club-owned trains on the MEMRR HO-Scale layout only after having met the following requirements:

All youth members will have to complete satisfactory training documented by certification involving operations on the MEMRR HO-Scale layout prior to being allowed to operate any locomotives, or locomotives and their consists, from a member of the MEMRR Vetting Committee (See article XVII).

Youth members may operate independently after satisfactory training at age 16 if holders of a valid driver's license, but must do so only when one or more full-time members are present."

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The View from the Engineer's Side of the Cab & The Drawbar

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NRHS National Fall Meeting to be in Johnson City: The Carter Chapter has invited the National Railway Historical Society to once again hold their annual Fall Conference in Johnson City. They will use the Carnegie Hotel as their meeting headquarters on October 15-17, 2020. The group will go on field trips to Knoxville on Friday, have their business meetings and evening banquet on Saturday and depart for home on Sunday. We expect some of them to visit our Carter RR Museum. More details will be forthcoming, but this will be a great opportunity for members of the Carter Chapter NRHS to attend the meetings and to meet the national officers.

Around the G.L. Carter Railroad Museum: If you have not visited the Carter RR Museum recently you need to drop by soon and see the changes that are constantly taking place. Lots of work continues to go into the MEMRR HO-Scale layout with big changes on the Gilliam module and lots of new facets to our improved wiring on that layout making it easier and more dependable for train operations. Mike Buster and his crew continue to add more scenery to bare hillsides on the Tweetsie HOn3 layout and the ET&WNC RR Johnson City depot is about finished according to Fred. Two very nice wall plaques of the ET&WNC RR and Tweetsie locomotive #12's builder plate were donated to the museum by Jim Stoddard and his wife who designed and made them. More books and DVD's have been added to the museum's library through the work of Gary Emmert and several other members. This is just a little bit of the many activities that are taking place in our museum by our members. Come and join us and become a more active member. We could use your help, your experience and your company.

Another winter season is almost past and there are lots of plans for our clubs and for the G.L. Carter Railroad Museum that we call our railroad home. 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

Director, George L. Carter Railroad Museum, ETSU

President, Mountain Empire Model Railroaders

President, George L. Carter Chapter NRHS

George L Carter Chapter of NRHS Meeting Minutes

Date: 17 February 2020

Time: 1830 Hours

2nd Floor Room 223Brown Hall, ETSU

Attending: Alsop, C Pahriss, J, Pahriss, Teinert, Dodge, Gregg, Emmert, Beagin, Merritt, Hacker

Call to Order at 1835 hours

President's report: Deferred until later in the meeting

Vice President's Report: No report

Report from NRHS Representative: No report

Secretary's Report: Moved and seconded to be accepted as published. Approved

Treasurer's Report: Membership dues to NRHS paid

Editor's Report: Cathy Smith is on the mend and is catching up. (Report from Alsop)

Librarian's Report: A contribution to the Museums collection of Dining ware from John Dodge. Organization of library collection continues.

Historian's Report: No report.

Director's Reports: No reports

Report from the Big Train Show Planning Committee: Met earlier. Progressing apace. 14 vendor. 5 Layouts with Larry Weed's Z scale needs confirmation. Voice mailbox not set up.

Old Business:

Governor has approved proposal to renovate Ashe Street Building. Leggies must approve the budget.

Knoxville Excursion set up for 23 May with John Dodge arranging the details.

Planning for the Labor Day Excursion to Blue Ridge, GA and Chattanooga underway.

New Business:

Discussion with the NRHS liaison are being conducted for the GLC Museum to host their national meeting 15-17 October 2020 meeting.

Program: 1920's railroading.

Adjournment at 1951 hours Date of next meeting 16 March 2020

Submitted by Carl Hacker

MEMRR Monthly Meeting Minutes - 18 February 2020

Meeting called to order at 6:35 PM by President Fred Alsop.

Members Present: Fred Alsop, Gary Emmert, John Carter, Roger Teinert, Gary Gilliam, Mike Buster, Bill Smith, Bob Dunn, Paul Haynes, Geoff Stunkard, Robert Sullivan, Wallace Shealy, Mike Tarter

After welcoming remarks, Fred called for Officer Reports.

Secretary's report: Mike Tarter reported that the January meeting minutes were published in the February Signal Bridge newsletter. Fred asks the attendees for any comments or corrections; John Carter requests a correction - that there is currently no group excursions currently being planned. Secretary Mike Tarter notes the correction and makes a motion to accept the minutes as published, seconded by Geoff Stunkard, passed unanimously.

Newsletter editor: Cathy Smith is not in attendance, Bill Smith notes that the January Signal Bridge has been published. And that the Carter Museum newsletter, the Coal Road, is now merged into the Signal Bridge. Articles and photos from members are always welcomed.

Treasurers' report; Gary Emmert reports we have money. Recent expenditures are about \$104 with recent intake of \$804, mostly dues. Speaking of dues, there are still some member dues outstanding / overdue. (pun intended)

Webmaster report; Bill Smith reports for Ben Merritt that the website is up to date.

V.P. report: John Carter says that monthly programs are on hold until we complete the update/revision of the Bylaws.

Presidents report: Fred Alsop introduces a new member, Wallace Shealy, who has moved here from Texas. Wallis is a photographer, he has no home layout at present but has many pieces for one still in boxes. His wife is also active in the club; she has been enjoying making trees with Ken.

Fred shared with us some excursion plans:

May 23, Memorial Day weekend- an excursion to Knoxville. Info will be on the website shortly.

Sept 5, Labor Day weekend, an excursion to Chattanooga; this will include a river dinner cruise, a RR museum tour, and side trip on Monday to Blue Ridge GA. All transportation and most meals are included, expected cost is about \$500 per person.

October - an excursion from Bryson City (Smokey Mountain Rail Road) is being planned

Fred gave us a recap of effort to secure the Ashe Street Courthouse building. He is making personal contacts, including Johnson City Mayor, Jenny Brock. The possible timeframe for relocation would be approx. 2023. *(continued on page 10)*

MEMRR Monthly Meeting Minutes - 18 February 2020

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2020 calendars are still in stock/ available. Fred suggests selling 3 for \$10 to clear inventory. Geoff says he is aiming for completion of the 2021 calendar by Sept. 1st.

Old Business: Fred reminded us the next operating session at 5 PM on March 2nd. He says Geoff Stunkard has tweaked the operating plan. Geoff adds that the op plans and details will be put up on the website under Meetings and Events for pre-reading. (This was also sent out to members by email) There was discussion of the start time; the group concluded to stay with 5:30. John Carter brought up that he will begin pre-setting some for this on the Saturday before.

Train show committee; Roger Teinert reports plans are progressing well, with 15 vendors paid so far. He says we will need at least 70 display tables, and asks members if they can track down some more. Fred and Roger continue sending out calendars and flyers with the display invite, to prospective vendors and media. Discussion about getting this event on Facebook and the Carter museum website; Bill will discuss this with Ben. Also discussion about having Lego train displays.

Fred reminded us this Saturday, the 29th, is Heritage day, and that public attendance is usually heavy. Geoff mentions that the emphasis is on industrial and short lines, such as the Tweetsie and logging. He says publicity for this is scheduled to come out. Also, there is a birthday party event set for this Saturday - can members please assist with preparation. Fred reminded us to get signed up for the Spring Fling dinner social on March 19th. A signup email has been sent out.

Coordinators meetings: minutes of the February meeting have been sent to Cathy for the newsletter.

New Business:

Youth membership; there was lengthy constructive discussion of who trains young members (14-17 years) of our Club procedures, rules and standards. Some specific points discussed; having parents be members, be trained to train their offspring, and be present. Discussion of 16 year olds with drivers license to be approved to operate equipment. Robert S suggests a scheduled training session, with a checklist and proficiency demonstration for youth. (This would be beneficial for any new member.) Gary G reads our existing By-laws paragraph regarding youth members - it includes a probationary period and a standing committee of 7 members (including some module owners) to administer. Fred asks for volunteers to constitute this overlooked committee. Volunteers are; John C, Mike T, Roger T, Paul, Geoff, Bill S, Robert S, and Fred to Chair.

The group turned their attention to the Bylaws amendments proposed last month; rereading and considering the 2nd draft. A minor correction was to delete Section 9, the draft was otherwise favorably discussed, understood and accepted. Fred said he would have this posted on the website for further review and comment.

The meeting was adjourned at 8:42.

Respectfully submitted;

Mike Tarter, Secretary

MEMRR Monthly Coordinators Meeting Minutes – Feb 13 2020

Meeting called to order at 6:06 PM by President Fred Alsop.

Fred briefly updated us that the renovation of the old courthouse is included in the 2020 Budget Request by Governor Bill Lee. There was some discussion of alternates and space needed (approx. 10-12,000 ft²)

Fred called for Coordinator Reports.

John Carter reported on the HO modules being worked on, including the corner Club module. Additional plans are being developed. He notes 3 more wireless throttles are on order.

Gary Gilliam reports he has a bunch of engines under repair; 4-5 N scale engines, 2 MTH, and several Tweetsie. He also mentioned that he needs to be training his eventual replacement. We will invite interested members to come forward.

Mike Tarter reports the N scale museum layout is working. We acquired several new Clinchfield engines at the Easley train show. 1 new Southern engine is balky and with Gary Gilliam for diagnosis. Mike searched at the train show for scenic materials but located none. Members suggested going on the scenic express website.

Fred reminded us the next operating session at 5 PM on March 2nd. He mentioned that a person with a student sticker had placed a volunteer parking placard on their dash and received a parking citation. Don't do this.

Mike Buster & Dave- Tweetsie ; the Johnson City station roadbed is now in. Lots of progress lately because Mike has been coming in on Tuesdays and assisted by Dave and Dwayne.

Gary Emmert -is awaiting the cataloging / file conversion of the DVDs in the library. He notes we received donations of some AHM and big Lionel equipment. These are in the Valley Brook storage.

Roger Teinert r - Train show committee reports plans are progressing well, with 6 layouts and 8 vendors paid so far, 52 tables are reserved so far. He reports that a possible Lego vendor has declined. Several members mentioned that two club members (Ben and Robert) have Lego train layouts, and might be able to bring them to the show to ascertain future Lego interest. We will need to source more folding 8 foot tables. Fred and Roger continue sending out calendars and flyers with the display invite, to prospective vendors and media.

Geoff - press releases for short line and industrial Heritage Day this Saturday are being published this week. A book on collected Tweetsie articles is under consideration. Geoff has written a new operating scenario to be tried at the next session on March 3.

Rick suggests organizing/ tidying/ cleaning up our layouts and work areas for a more respectable public appearance. And discarding if not needed. Mike Buster suggests adding and or replacing drapery skirts. Gary adds that the break/ work room has a lot of untidy stuff. Discussion ensues about placing materials under tables, with general agreement.

At 8:03 the meeting was adjourned by acclamation.

Respectfully submitted; Mike Tarter, Secretary

MEMRR OPERATING SESSION NOTES

The March MEMRR Operations Session was the most successful one we have had with 18 participants running trains over the layout doing different tasks all the while on the clock and having a great time. Put Monday, April 6th on you calendar and come join us. Even with 18 members operating over the layout we still could have used more help to try to fulfill all of Geoff Stunkard's train orders. You don't need prior experience to come and have a good time as those members who have been joining us will be happy to help you get started.

Fred J. Alsop III

Professor of Biological Sciences
ETSU Board of Trustees (former member)
Director Carter Railroad Museum ETSU
Director, ETSU/BIOL EagleCam Project
President Emeritus ETSU Faculty Senate

CLUB NEWS

New Members to the MEMRR:

- 1.) Jayson Stephens
- 2.) Durham Mabby
- 3.) George Courtney
- 4.) Bruce Bjorkman
- 5.) James Janelle

Submitted by Robert Sullivan

OS TOWER CALL - MARCH 2, 2020 SESSION

contributed by Geoff Stunkard

Members gathered at the museum on Monday evening, March 2nd to operate the club's layout. This well-attended session found 18 people on hand, many working in various capacities with addition of new positions by several. There were enough crews for two yard-based switch crews, two freight crews, one passenger crew, and the new position of station switcher. Stunkard (Zookeeper) continued on as the dispatcher, training in the tower seat and dictating mainline train positioning. Hostler role fell to Fred Alsop, with Frank Fezzie as station switcher operator. Again, the formal schedule, which is up on the website under the term 2003 Dispatcher, remained fluid and a number of later trains were again annulled for lack of engineers.

YARD WORK -The creation of the freight trains in the yard included building trains FT1,2,3,4 (Hyder coal-annulled before exit), 5, 6,and 7; with 4 cancelled, 9 was not needed, and #8 with personal returns was solely Pacemakers for Heaton. All in all, a great night for the yard guys, as the rotation of Redball 55 through the icedock was completed for the first time ever, and within the allotted time. Cars left in the Gillam Industrial plant area and outside sidings, Heaton rear siding and depot 326 interchange were moved back into the yard on Wednesday by Stunkard to reset the layout.

FREIGHT WORK - The freight schedules were reworked for this event, and seemed to flow better. Train FT1 and FT2 were out on time, but the latter experienced extending road time when it failed to do its setouts after pick-up and got "stuck in traffic" as things got busy. We'll get it right next time; you know how you are... LOL. FT3 also ran over and was out on the layout over an hour, finally cleaned up by volunteer "pick-up man" Gary Rabetoy late in the session; this again was in part due to not following the written instructions properly. FT4 was run by Frank Fezzie as part of station switcher operations and worked well. One complication arose with Heaton station switcher track warrants due to cars coming across crossover 398 from Gillam industrial; adjustments may be made to fix this. Otherwise, delays were minimal this time and we ran 75% of the schedule. Good job and please read the consist schedules under 2003 Freight. You can test on the layout when running outside of Saturday's open hours to get a feel for how the movement should execute. Let Stunkard know if you come up with either problems or better solutions.

PASSENGER WORK - Passenger trains 1 (Swallowtail) and 2 (Watuagean) ran with minimal issues, with PT1 coming back within 12 minutes completing its work. Fred staged #611 for Pass 3 engine move (Pocohantas) from Johnson depot. Biggest problem of the night was again TR4 (Fast Mail) was again annulled; this was due to issues with tied-up trackwork from the freights and a lack of crews with two groups of people already on passenger. The solution may be a dedicated hotshot operator who will run both 99 and the double-turn of Redball 55 before and after the reefer icing process. Volunteers?

OVERALL - This was a solid session; and busy. Some people find that running one train on schedule is enough, and that is fine. Its for fun. That stated, we might want to consider an actual crew rotation to be posted and signed ahead of time. Freight, Passenger, Yard crew, Station switcher and dispatcher duties are all posted. Eventually, it would be worthwhile to add tower operators, and any train that is switching is best if crewed by two people to help ensure accuracy. Thanks again to everybody who participated.

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OS TOWER CALL

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MISC - MODULES UPDATE

TIENERT "Rogers" - Frank Fezzie's switch replacement in Tienert moved things along nicely, leaving a short secondary track for possible auto shipment loading and unloading as well as chemical service and cold storage / ice house work.

GALLAGHER - Rich is finishing some road/highway work.

HOIT - Jim Hoit's written plan published last issue has been reconsidered to allow for a run-around that would stretch from it to Alsop Industrial along the rear of Haynes and via the Alsop Gorge tunnel. Work will be considered regarding approval and timing. The 18" radius S-curve is almost unavoidable and will make this potential through siding solely a branch line operation.

ALSOP GORGE - As last month, but with the new possibility of a rear trestle and fresh rear tunnel work as noted under Hoit.

HAYNES - As last month with Hoit/Alsop connection a possibility. Paul noted he might consider a higher rear backdrop as a result.

ALSOP INDUSTRIAL - Now being discussed is a rear rerouting across the back of Haynes and Alsop Gorge that would connect to the track possibilities being proposed at Hoit. Due to Fred responsibilities with Tweetsie, this will not be pushed to the forefront of changes as work for the club is focused on the Ramey logging and depot detailing work.

GILLAM INDUSTRIAL - As last month. The sidings all functioned well during operations.

HYDER - "Elkhorn Mine" requires careful preplanning to operate, and we will continue to try and make sure we run this part of the monthly session if a crew is available.

HEATON - The Heaton area had a local switch engine on call for car movements that Frank Fezzie ran and worked without major incidents. Facilitated by the 398/401 crossover combination and 393/399 depot siding, this offers excellent potential but some movements require the use of both mainlines.

GILLAM TUNNEL - No issues, through service to lower section and rear trackage are under development. Gary suggested the possibility of a secondary switch here, and those plans are being looked at, with the potential to create a passage way to the rear of the Roberts redevelopment and tie-in to the rear siding as an extension. Space here will likely dictate a radius of 18"-22" max as well as tunnel through the side connections of the modules.

RAMEY/ROBERTS - Drawings using SCRAM freeware are attached. Stage 1 will be the front extension and Duane Swank has agreed to create this. John Carter continues to spearhead the work on the upper loop while plans for the use of the lower logging area are being considered.

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OS TOWER CALL

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JOHNSON DEPOT - Work on scenic ideas continues. The highway overpass crossing the station industrial lead was been roughed-out and will be bench-built for easy removal as needed. Businesses at the rear are not finalized yet but will be freight-oriented. Positioning of a permanent station switcher are also being considered, with adjacent facilities to be developed to that location. Again, this is a showcase portion of the railroad and will be worked on toward completion.

YARD / ENGINE SERVICE -Mapping by track the usage of yard storage areas is published elsewhere in this issue. As noted, almost a year was spent in the development of the track plan for the yard, and specific areas are designated for specific car storage. This is not "set in stone" but members are asked to keep cars arranged into their specific regions, especially as the month ends and plans of the next operating session will require set-up. NEWER CARS - due to the number of members using newer engines and cars, the former area for the stockyard behind the switch tower is the preferred storage location. This is not selected to keep them out of sight but to create a specific area not tied to any industrial facet of the yard's design to be used.

STAGING YARD - As per Fred and the museum's requirements, the plan for a balloon track on staging has been declined for the time being due to crucial space issue. A potential escape crossover between track 5 and an adjacent train at the stub end of staging to remove motive power is possible but the length of this has not been determined.

CONCLUSION - We are looking for operators to assume working positions at the operations sessions. To work well, each train should have an engineer and a conductor/switchman. It has been suggested that by stationing switch engines strategically on the layout, there can be ongoing outbound development work done prior to the movement of mainline trains. We do not have enough crews to run the 14 trains already scheduled, so this would be on hold until we can crew them. Obviously, if things develop, we can add tower operators to specific areas as well, and presently we are not having any scheduled train built out by car #, just car type. Jim Hoit has a list of every car the club owns by number, but we will work with car designs for the present. It is hoped to use the current schedule for the next five sessions.

(continued on page 16)

OS TOWER CALL

(continued from page 15)

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Operating nights see heavy traffic around the layout, including mine runs. We need more engineers...

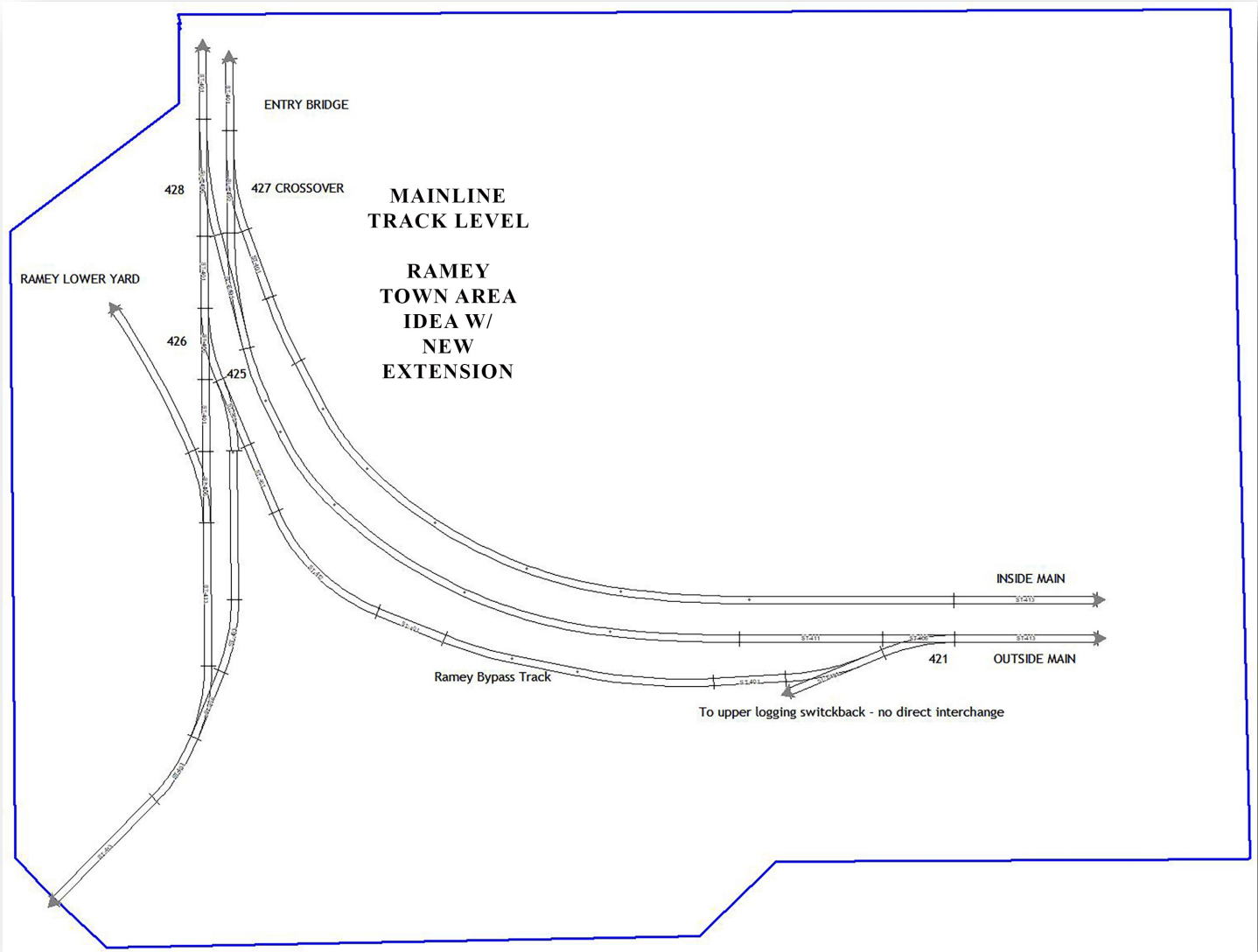
The area near the Ramey logging region is being reworked and will likely get an extension and redesigned track layout.



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OS TOWER CALL

(continued from page 16)

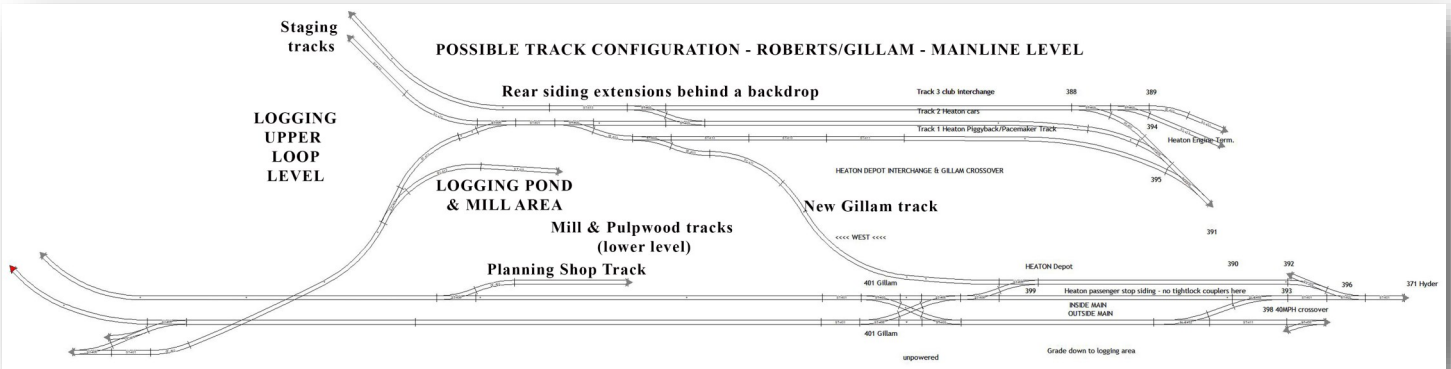


Here is a possible plan for Ramey at mainline level, allowing for more switching possibilities. Your thoughts are requested...

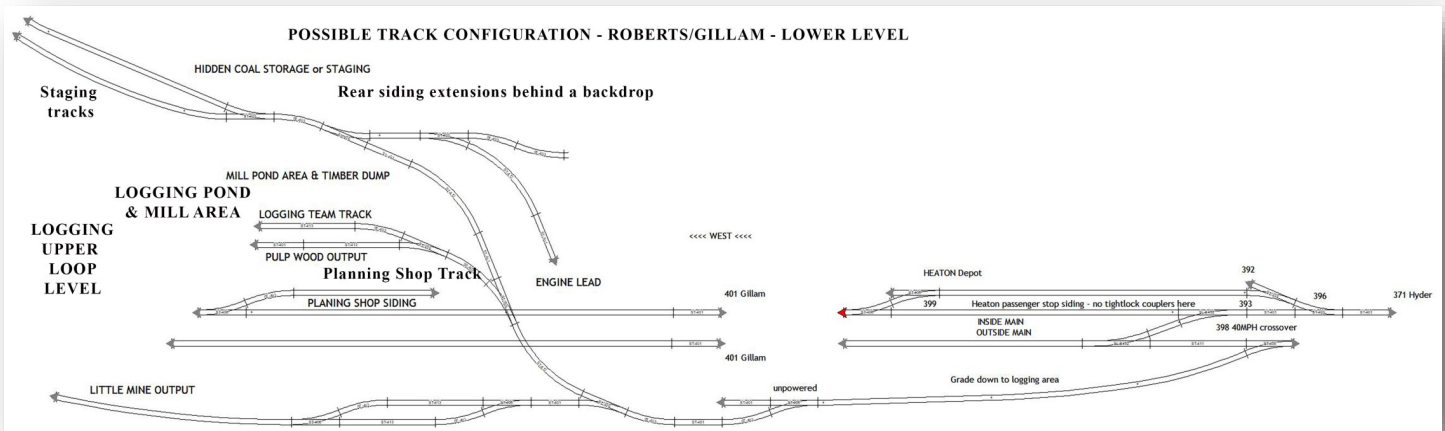
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OS TOWER CALL

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Ramey upper loop will feature more operating potential for logging runs, while the switchback on trusswork, now less constricted if the extension is added, will be a highlight of visitors entering the exhibit hall.

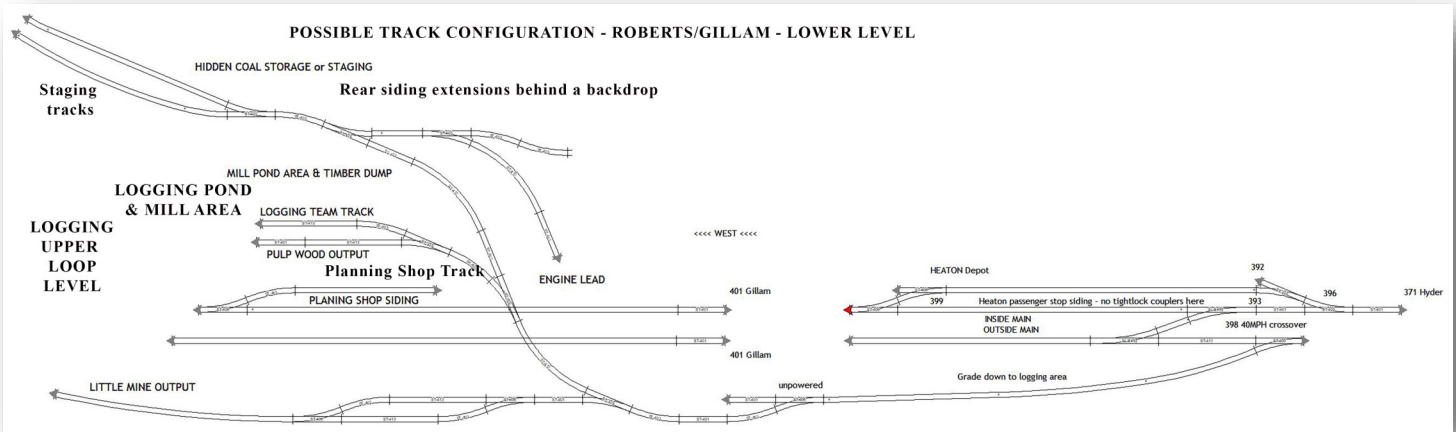


Possible ways that the Roberts lower area with its logging display might be done could include a very tight but functional run from the loop all the way to Heaton depot. This is the view at mainline level.

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OS TOWER CALL

(continued from page 18)



Here is the possible track arrangement for the lower area. This would entail two staging track levels located beneath the upper logging loop for additional car storage and mine operations.

**Mountain Empire Model
Railroaders Club**

Location:



George L. Carter Railroad Museum
East Tennessee State University

Business Meetings

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

Weekly Work Nights

Thursdays from 4pm until ?

MEMRR 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:** Mike Tarter
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- **Webmasters:**
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Ben Merritt
Bill Smith
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- **Newsletter Editor:**
Cathy Smith

George L. Carter

Chapter NRHS Officers:

- **President:** Dr. Fred J. Alsop
- **Vice Pres:** Jim Pahriss
- **Secretary:** Carl Hacker
- **Treasurer:** John W. Dodge
- **Historian:** Carolyn Gregg
- **National Representative to the NRHS:** Charlotte Pahriss

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://johnsonsdetpot.com/>' or '<http://www.stateoffranklin.net/johnsons/glcarter/cartermuseum.html>'

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*