



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
JUNE-JULY 2013 - MEMBERS EDITION

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LOCATION

**ETSU Campus
George L. Carter
Railroad Museum**

HOURS

Business Meetings are held the 3rd Tuesday of each month. Meetings start at 6:30 PM in:

**Brown Hall
Room 312
ETSU Campus,
Johnson City, TN.**

Open House for viewing every Saturday from 10:00 am until 3:00 pm.

Work Nights are held each Thursday from 5:00 pm until ??

NRHS HERITAGE GRANTS PROGRAM 2013 Grant Recipients Announced

Gentlemen:

We have been awarded an NRHS Heritage Grant to support our oral history program, Tales of the Rails, for the next fiscal year. Jim Pahriss just brought me the good news. We will resume our program of collecting and preserving local oral railroading histories in the fall. Editors, please place this wonderful news in our club/chapter newsletters and Webmasters, please circulate it to our respective memberships.

Please see the article attached.

Best regards,

Fred Alsop

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

May 30, 2013

The National Railway Historical Society (NRHS), the nation's largest rail enthusiast organization, has been the leading advocate for rail preservation in the United States for three quarters of a decade. Since 1991, the NRHS has been giving away annual matching grants for projects which preserve, research, educate, or publish railway history. To date, the NRHS has provided over a half million dollars to rail preservation efforts through hundreds of grants to NRHS Chapters and other organizations.

The NRHS National Railway Heritage Grants Program provides financial support to projects that contribute to preservation of, and education about, railway history. The sixteen award recipients come from thirteen states. Six of the recipients are NRHS Chapters, and other recipients include historical societies, museums, and operating railroads. Projects range from the restoration of rare locomotives, rolling stock, and trolleys, to the digitization of rare artifacts and the collection of oral histories. Through these many, varied projects, NRHS funding will leverage hundreds of thousands of volunteer hours and in-kind matching donations—all in support of railroad preservation.

Johnson City, TN, George L. Carter Railroad Museum/George L. Carter Chapter NRHS.....\$2,500. To collect oral histories of Southern Appalachian railroading in partnership with East Tennessee State University.

COMPUTER CRASH DELAYS THE JUNE SIGNAL BRIDGE

Our newsletter editor, Ted Bleck-Doran, does an outstanding job of editing and producing our monthly newsletter. Not only is it packed with the news of the club's business meeting, the observations of the club president, and a sales page, but it also carries information about the club, the Carter Railroad Museum, modeling tips, articles about model railroads and the prototype railroads, and much, much more. Ted always gets the newsletter to us prior to the monthly meeting, but not this month. Ted recently told me his computer, on which he creates *The Signal Bridge*, has had a massive failure of components from which he does not expect it to recover. Because of this mechanical failure he will be unable to produce the June edition of the MEMRR newsletter and this edition will have to wait until he can replace his computer. Ted and Mary are also planning a long-awaited summer vacation that will take them out of the state and this will further delay current production of the monthly newsletter. Therefore, the plan is to publish a joint two-month edition combining the June and July newsletters into one.

The failure to get the June newsletter out in June cannot be avoided and I am sure everyone will understand and look forward to the resumption of our excellent newsletter in July.



LaDue M-K-T #92 January 24, 1976 Morgan

Because of this I am asking Hobie Hyder, our Secretary, to forward the May Business Meeting Minutes to Bob Jones, our webmaster, for posting on the MEMRR website. Further, I need to make you aware of two upcoming events:



Lindale M-K-T #214 June 1972 JD Yoder

- 1) This Saturday, June 29th, we will be having our monthly Heritage Event that will focus on the Southern Railway. Please bring any materials, papers, photos, displays, etc., to the museum on Thursday night so that Geoff Stunkard can use them in our displays and plan to come to the Carter RR Museum on Saturday with some Southern RR equipment to run for the visitors who will

have read the press releases and will be visiting the museum to see them run. The Southern Railway is always a popular attraction and we can expect a lot of visitors.

- 2) Jonesborough Days are coming up on July 5-7. We are participating as a club and as the Carter RR Museum. Jim Pahr is coordinating our participation in the event and has provided a schedule of hours we need to man our displays, a schedule of the events for the weekend, a list of the displays we will be taking from the club and the museum, and a request for more materials, AND FOR VOLUNTEERS. Check our MEMRR web site for this information.



Lindale M-K-T #227 June 1972 JD Yoder

This is a big annual event with thousands of participants & visitors and we need everyone who can help us to volunteer to do so. Please contact Jim or Fred and let us know that we can count on you and when you can be there to help us move exhibits and man them.

Thank you in advance and I look forward to hearing from you and seeing you for the Heritage Event and for Jonesborough Days.

Regards,

Fred Alsop
President, Mountain Empire Model Railroaders
Director, George L. Carter Railroad Museum
Fred Alsop [mailto:fredjalsop3@earthlink.net]

**GOING WEST,
ETSU'S CARTER RAILROAD MUSEUM FOCUS IS IN
'BIG SKY COUNTRY' ON JULY 27**

**Heritage Day program continues at this popular free
ETSU attraction showcasing railroads west of the
Mississippi**

"Big Sky, Prairie Life: Western Railroading in Action" is the title of the newest event on the 2013 schedule of the George L. Carter Railroad Museum Heritage Day celebrations. On July 27, the free museum located in the Campus Center Building of East Tennessee State University will feature vintage and current railroad action and displays from west of the Mississippi, bringing attention to one of the most vast rail expanses in the hemisphere. The George L. Carter Chapter of the National Railway Historical Society and members of

the Mountain Empire Model Railroaders club are planning for a unique compilation of American railroading on this special day.

Credited with opening the west up to expansion by the new nation, the first transcontinental line was completed in 1869, when the Union Pacific/Central Pacific operations joined Nebraska to San Francisco. Over the follow three decades of the 19th century, several other railroads worked across the vast expanse of the American west, linking cities from San Diego to Seattle with steel rails, and bringing tens of thousands of immigrants hungry for citizenship and freedom into new homesteads. Today, those multiple lines are consolidated into the Union Pacific and Burlington Northern Santa Fe empires, with a handful of independents functioning regionally.

“The American West was a true frontier, and the railroads played an immense role in opening them up,” says Geoff Stunkard, the coordinator of the monthly Heritage Days program at the museum. “Today, we get a huge amount of our produce and food moved by this manner, and the railroads continue to take an enormous amount of traffic from the public highway system in an environmentally-conscious way. The terrain required vast engineering to build, and high-horsepower machinery to move.”

Model trains from many of these operations during the heyday of steam and early diesels will be running or on display on the MEMRR club’s large 24x44 1:87 HO scale layout, one of four model lines that are housed in the museum. A special selection of advertising items and timetables from the various railroads will be shown in the display cabinets as well, including some rare Colorado narrow-gauge materials.

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 including hosting children’s birthday parties. There is no admission fee but donations are welcome for its upkeep. The museum is also seeking artifacts for the newest addition dedicated to the long-defunct, but well-remembered narrow gauge 'Tweetsie' line, the East Tennessee & Western North Carolina Railroad; this room, still under construction, again will be open for guided tours during this event day.

In addition to the displays, there is also a growing research library, the National Railway Historical Society chapter, membership opportunities, and an oral history archive being established as part of the museum's programs. Information can be found online at <http://etsu> or

<http://johnsonsdspot.com/glcarter/cartermuseum.htm>

The MEMRR club works in conjunction with the museum to demonstrate and maintain the model layouts, museum exhibits and other projects. More information can be found at <http://www.memrr.org>. Membership opportunities are available to adults, and include special benefits and model railroading enjoyment.

The George L. Carter Railroad Museum is located on the campus of East Tennessee State University, Campus Center Building, 100 Ross Drive. The entrance door is adjacent to the flashing RR crossbuck. For more information contact the Museum Director, Dr. Fred Alsop, at telephone 423/439-6838 or by email at alsopf@mail.etsu.edu.

GEORGE L. CARTER RAILROAD HERITAGE DAYS SERIES
EVENTS FOR 2013

July 27 - Big Sky, Prairie Life: Western Railroading in Action

Aug 31 - Midwestern Movers: North, South, East and West across the Heartland

September 7: SPECIAL CHILDREN'S 'BACK TO SCHOOL' DAY with Thomas, Trains, and Railroad Safety

Sept 28 - Atlanta's Loop: The Unbroken Circle of Classic Railroading

Oct 26 - Our 100 Year Heritage – Mr. Carter's Fabulous Clinchfield Lines (museum's 6th anniversary)

Nov 30 - (Not Just) Steam's Last Stand – N&W railroading today and yesterday with modern Heritage Units in action

Dec 21 - A 'Tender' Tennessee Christmas – Steam and early diesel railroading in the Volunteer State

IN THE HOBBY
NEWS FROM AROUND THE HOBBY

TESTORS TO DISCONTINUE FLOQUIL AND POLLY-S RAILROAD COLOR LINE

Testors bought Floquil in the late 1980's or early 1990's, I don't have all the info I saved from my 31 years in the hobby industry nearby so I can't tell you for sure the year it happened. Testors changed the Floquil paint formula so they

could produce it in the US a couple years after purchasing them (Floquil was having their paint made in Canada since a couple of the chemicals used in it weren't allowed to be used in manufacturing in the US although you could sell the paint here) much to the chagrin of modelers because the colors of the new formula were just a bit different than the old. One of the advantages of the new formula was that you could now paint directly on plastic without the paint crazing it. If you were to compare the old Dio-Sol with the new you will find that the new Dio-Sol is mostly mineral spirits and does not contain xylene or toluol (both of which are rather nasty chemicals that can cause nervous system disorders/

damage) which were the main causes of any damage done to plastics when applying the paint. The new formula is basically the same as the current Model Master formula and can be used directly on plastic with no need to apply Barrier first.

As for the colors being migrated over to the Model Master line, it isn't going to happen. I have copied the following quote from the Model Railroader website: "Testor Corp. will continue to produce products under the Testors, Model Master, and Aztek brands. Testors told Model Railroader magazine in an email that it has no plans to move colors from the Floquil and Polly Scale lines to another line. Testors noted that colors used for weathering and scenery can be found in Testors' CreateFX line of paints."

One of the main reasons I see for Testors doing this is the increasing lack of kits being available to model railroaders to build and decorate. As more and more manufacturers are moving production to China and only bringing their models into the country as fully assembled, detailed and decorated (one or two are even starting to make weathered models available from what I've heard) that can be taken out of the box and put directly on the layout with little or no additional work needed from the railroad "modeler" the trend is only going to get worse. This trend of being able to get completely finished models that are ready to use has also expanded to include structures and other details used on layouts. The few actual railroad modelers still left (many, but not all of us here) will have to use other makes of paint on their models from now on (Scalecoat, for one, comes to mind).

Another reason could be that, increasingly, I have seen craft acrylics (as sold by Michael's and Hobby Lobby) being mentioned in articles appearing in the major model railroading magazines (both printed and online) as being an inexpensive substitute for the more expensive Floquil and Polly S railroad colors.

I have had automotive paints mixed for me to Duco and PPG numbers that I have gotten from company records or historical societies. This will give you an exact color match to the prototype but the minimum amount you have to purchase, usually a quart, would be more than a lifetime supply for most.

I see no reason for Testors to discontinue the military and automotive colors in their line because those are and will

continue to be used by the modelers who build plastic models for display. I don't see the current range of plastic models being made available as RTD (Ready-To-Display) because of the hundreds, or even thousands, of different paint schemes that a particular item could be decorated as (just think of all the aces from World War 2 who's markings could be done on a P-51, F4U, A6M 'Zero', Yak-3, Spitfire or Me-109).

<Start rant>

My case in point for putting quotes around the word modeler in the paragraph above. A few years ago I saw an Athearn Genesis diesel win a "modeling"; contest that had only a light application of weathering applied, by a custom painter, no less, who had also added the few details Athearn left for the purchaser to apply. The diesel also had the stock couplers replaced with a closer to scale version (I can't remember the name of the manufacturer but I think it starts with a C or S and needed a magnet placed above them to uncouple) which, to my amazement, was the ONLY thing the "modeler" had done to the unit himself. The sad part about it was that the "contest" was sponsored by a hobby shop along with the local division of the NMRA (No Modeling Required Association?), who supplied the "judges" for the event.

Personally I would have given more points to the kid, a 15 or 16 year old, who had kitbashed a weed sprayer train out of some older Athearn tank cars and an MDC boxcar and caboose he had combined to make the control/sprayer car. The only problem was that he had used gloss paint on the models and had left a partial fingerprint in the paint on one corner of the converted boxcar, but at least he had done ALL the work himself. I piled all sorts of praise on the kid, and made sure the "judges" were within earshot when I did it. I also gave him a few hints and tips for his future models, assuming the experience the "judges" gave him hasn't killed his passion for model railroading, one of which was to help him avoid leaving fingerprints in the future by using a bent coathanger (cheap and easy to come by) to hold the car body while painting.

<End rant>

Greg Melby
Seattle, WA.

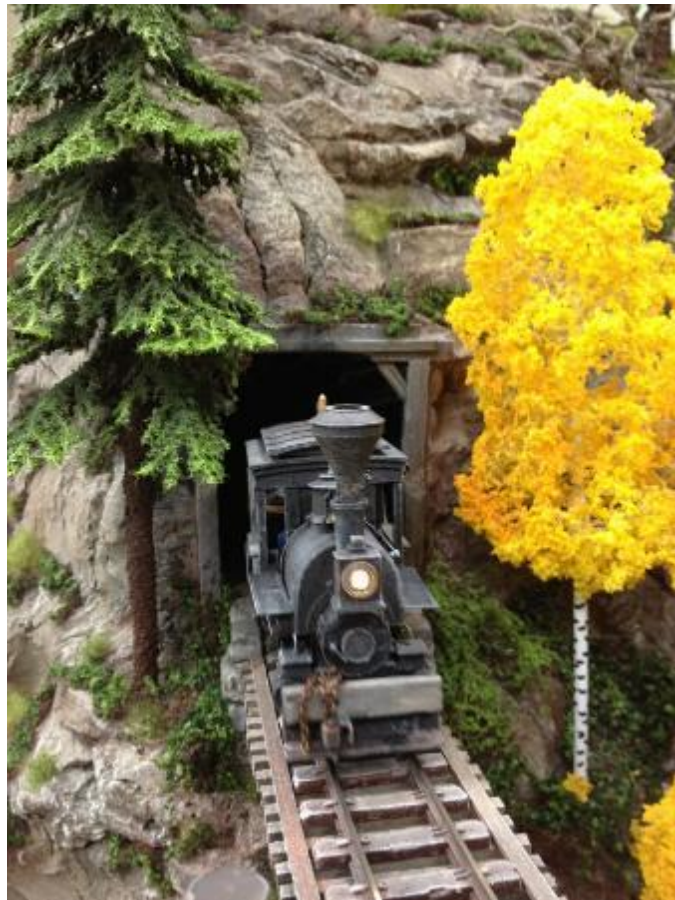
MOUNTAIN EMPIRE MODEL RAILROADERS MEETING MINUTES May 21, 2013

President Fred Alsop called the meeting to order at 6:35 P.M. in room 312 Brown Hall, ETSU, with 21 members present. New members Dr. Sam McKinstry and Michael Dalka were recognized by President Alsop. Dr. McKinstry is a retired ETSU professor and has made donations of railroad glassware,

HO locomotives, rolling stock and accessories to the museum. Michael Dalka is a professional student. Michael is originally from Michigan and moved to Johnson City because of the VA. He joined our group because in his words '*we are a friendly group*' and he has been a museum donor.

President Alsop called for the reading of the Secretary's report from the April meeting as circulated to the membership via *The Signal Bridge*. Hobie Hyder, Secretary, made the motion to

accept the minutes as published with John Edwards seconding the motion. The minutes were accepted as published.



Bill Langford's Demonstration On30 Layout

Ted Bleck-Doran, Newsletter Editor, informed the membership that this month's *Signal Bridge* was 14 pages long.

Duane Swank, Treasurer, reported the balance of the club's checking account as of April and concluded by reporting that the club's finances were in good standing.

Bob Jones, Web Master, reported that all e-mail addresses and phone numbers have been updated. Anyone wishing to see when updates were done can do so by viewing the far left hand column of the MEMRR web page. Bob continued his report by saying that no new links have been added at this time.

Vice President John Carter said the June program will be announced at a later date. John is working with Allan Morton to secure a speaker.

Fred Alsop was very complimentary of Amanda Kelly Blackburn and her sister, Michelle, for their work in the Little Engineer's Room. Michelle has created a Facebook page promoting kids' birthday parties at the museum. Allan Morton is also helping by promoting the kids, parties at HobbyTown. For the duration of the summer, President Alsop said that the Theatre folks have agreed to lend us the use of room 102 which

is next to our museum for birthday parties. This will be a tremendous help as we will be able to leave the decorations up once decorated. Birthday parties are scheduled for the next couple of Saturdays with another one pending June 8th.



Tree Making Demonstration by Bill Langford

President Alsop reported that the recent train and zoo trip to Knoxville hosted by the George L. Carter Chapter of the NRHS was a success. Karen Clauson, with the Three Rivers Rambler gave President Alsop a Christmas Book for The Little Engineer's Room. She also has expressed interest in donating some railroad antiques to the Museum and has stated that if it could be worked out during the holiday season that she might send one of her employees up to read to the children. President Alsop told the membership that all access to the museum from State of Franklin

Road, except off of Greenwood Drive, has been closed until the end of August due to construction of the new parking garage. Jack Vest Drive will be open in August but the north end of Robert Bell Drive will be closed permanently at its junction with State of Franklin. Until then, visitors coming from the west will be encouraged to take Greenwood Drive to Seehorn Drive, then north on Robert Bell Drive to Ross Drive and the RR Museum.

Dinner at ETSU's Market Place for the June meeting should be back on track according to President Alsop. President Alsop

concluded the Officer's Reports by announcing that two more sections of the ET&WNC layout have been sponsored by Joseph & Luella Matson and the Frederick Loven family, leaving only the Blevins Section without a sponsor (Editor's note: Jim and Charlotte Pahrns have now sponsored that section).

Jackson and John Edwards are working on the Wye to fix a short that continues to plague the HO Scale layout. John Carter said the Yard work is now completed up to the corner where the Roundhouse is located and he has requested an advanced modeler to begin work on the 140 ton Coaling Tipple.



Bill Langford



Bill Demonstrating His Tree Building Technique

'Old Business' Hobie Hyder and Ted Bleck-Doran, Co- Coordinators for the Modeling Contest, reported that all details for the modeling contest were on the MEMRR website. Maximum size for the diorama is 8 ½ X 14 and there will be three categories; Kit, Scratch-built and Kit-bashed. Geoff Stunkard, Photo Contest Coordinator, was not present to report on the Photo Contest, however, President Alsop informed the membership that it was his intention to display all entries at Jonesborough Days. President Alsop reminded the members of the Railroad Auction June 28 and 29 at the Fairgrounds in Grey and anyone wishing to take an advance viewing of the items up for auction could do so by calling Mountain Empire Auction (423) 282-3631.

President Alsop announced that there were six Heritage Locomotive Posters left. Bidding for those will start at \$20. Gary Emmert suggested donating one to the winner of the photo contest and reminded the membership that Norfolk Southern has no plans to produce any more of these prints. His idea was tabled until the next meeting when Jeff Stunkard, Coordinator for the contest could be present to discuss the idea.

'New Business': The next Railroad Heritage Days for the museum will be May 25th. The theme will be "Modern Railroads-Here to Stay".

Jim Pahrns was called on by President Alsop to discuss ideas for possible train trips in late summer for the membership. Jim said one idea is to return to the Three Rivers Rambler and tour the Back Shops as well as take a longer ride than what is offered to the public.

Vice-President John Carter reported to the membership on behalf of the Coordinators that everything is 'status quo'. Larry

Ted Bleck-Doran suggested we visit the Tennessee Central Museum outside Nashville. John Carter also agreed with this idea by reporting that you could take a train ride from Nashville to Cookeville and after arrival you could purchase an additional ticket ride to a mine. Hobie Hyder and Paul Haynes offered the Craggy Mountain Line as other option for a club outing. All were requested by President Alsop to be prepared to present

their reports at the June meeting on specific details of each proposed trip.



Bill Langford's On30 Demonstration Layout

President Alsop continued New Business by reminding the membership that we are scheduled to take part in both the Blue Plum Festival, June 7-9 and Jonesborough Days, July 5-7 and that the Cope Layout needs work before it can be displayed. Gary Emmert has been helping with the Cope Layout but due to moving will not be able to continue helping with the layout. President Alsop said the inserts needed to be detailed out with more people, vehicles, etc...

Don Ramey informed the membership that Ron Whitson had approached him about donating a 4X6 foot HO Scale Layout to the Museum. With the layout he also has several boxes of buildings and rolling stock to donate. President Alsop thanked Don but reminded the group to please make sure that there was room to store or display a layout before accepting a donation.

Volunteers are needed for the Blue Plum Festival and Jonesborough Days. For the Blue Plum Festival the club will be at the Hands-On Museum again. Jim Pahrts told everyone that we would have to set up on Thursday and everything must be completed by 5 P.M.

For Jonesborough Days, we will be in two locations within the Storytelling Center. The Cope Layout will be located in the

Fourier while a Z Scale layout a 3 Rail layout, the six foot module and the photo contest entries will be on display on the second floor. Metal signs have been purchased to help direct festival goers to the layouts and a skirt for the Cope Layout is being made by Harriet Swank.



Another View of the Layout

President Alsop also said that there would be cards made and attached to the six foot module explaining each step of the modeling process to the public.

Duane Swank, Treasurer, brought to the floor the idea of purchasing a PO Box from ETSU for all mailings to the Carter Museum, MEMRR and the NHRS Chapter. Gary Emmert made the motion that we purchase a \$30 per year PO Box as the bigger box would take care of everything. Michael Dalka, seconded with the motion passing. President Alsop will work the details out and let the membership know at the June meeting.

Gary Emmert told the membership that Lyle Montieth had heart surgery during the winter and that is why he has not been at the museum. Secretary Hobie Hyder will take care of sending Lyle a Get Well card.

Concluding New Business, John Carter informed the membership that the Kingsport Chapter of the NRHS would like to hold their August 13 meeting at the museum. Their meetings generally begin around 7:30 P.M. John asked the

membership if they would be welcomed with President Alsop saying that they would be. Volunteers will be needed to staff the museum and run trains? John also suggested that the Mountain Empire group sponsor the last section of the ET&WNC layout. This idea was tabled until a later date. John Edwards suggested the section be raffled off with sponsorship bids beginning at \$1,000.

Volunteers for Saturdays' Operating Sessions were then asked for by President Alsop.

An excellent presentation was presented to the membership by Bill Langford on making trees and other modeling techniques. Bill brought goody bags to everyone attending and invited the membership to come out and take a tour of his manufacturing facility located above HobbyTownUSA.

The meeting was adjourned at approximately 8:30 P.M. Next meeting will be Tuesday, June 18th at 6:30 P.M. in room 312 at Brown Hall, ETSU. Those who want to dine together will meet at 5:00 in ETSU's Market Place cafeteria, 3rd floor, Culp University Center.

*Respectively submitted,
Hobie Hyder, Secretary, MEMRR*

MOUNTAIN EMPIRE MODEL RAILROADERS MEETING MINUTES June 18, 2013

President Fred Alsop called the meeting to order at 6:38 P.M. in room 312 Brown Hall, ETSU, with 12 members present and one guest.

Bear Anderson was recognized and welcomed by President Alsop. Bear was the guest of Jim Pahriss and is a retired Marine and Civil Servant. He has build several modules and done scenery for the movie studios including prototypes for Disneyland. His experience will be welcomed on the ET&WNC project.

President Alsop continued his opening remarks by letting the club know that Amanda and Michelle had created a Face book page informing the public about birthday parties at the museum as well as offering merchandise for sale. Since mid-May, President Alsop said that there had been six birthday parties at the museum and that the club had gained four new members. In conclusion, President Alsop was excited to tell the membership that the ET&WNC Historical Society will hold their annual convention in Johnson City next year.

Due to Newsletter Editor Ted Bleck-Doran's computer crashing the June issue of *The Signal Bridge* could not be published, therefore there was no Secretary's Report. A motion by Jim Parish was made to table the reading of the May minutes until *The Signal Bridge* could be published. The motion was seconded by Gary Emmert. Motion carried.

President Alsop suggested posting the minutes on the club's web site so the membership could vote on them at the July meeting. Web Master Bob Jones agreed and said he would post the minutes on the club's web site as soon as he received them from Hobie Hyder, Secretary.

In the absence of Ted Bleck-Doran, Newsletter Editor, President Alsop reminded the membership of Ted's continued need for new information for the newsletter and said Ted was in the process of getting a new computer and everything would be back on track soon.

There was no Treasurer's report because the treasurer was out of town on vacation.

Bob Jones, Web Master, reported to the membership that he had updated the website with the club's new mailing address. He has also updated the address on our membership applications. Bob reminded the membership that they could go to the website to see updated information about upcoming train shows and said that there was one in Charlotte, NC Saturday. In closing, he said that he had added all new members and their contact information to the **Members Only** section of the club's website.

There was no Vice-President's report as the VP was absent. Wrapping up the Officer's reports, President Fred Alsop said that he would be traveling in July and John Carter, Vice-President, would be presiding at the July meeting.

President Alsop thanked Harriett Swank for her work on making and attaching skirts to the Cope Layout. He said that Gary Emmert was continuing to work on the electrical problems and that the layout would be ready to travel. President Alsop concluded the President's report by announcing that all nine sections of the ET&WNC layout have been sponsored.

'Old Business'

No information was given on the Modeling Contest. Co-Coordinator Hobie Hyder said all the information had been published in *The Signal Bridge* and that Ted Bleck-Doran had all the remaining details. Hobie Hyder, Co-Coordinator, asked the membership for help toward getting prizes for the contest stating that HobbytownUSA did not want to participate and that DCC Installs and Sales was not in a financial position to help this year. To date, West Virginia Hobbies and Crafts have agreed to donate a \$50 gift certificate to the Grand Prize winner. Gary Emmert said he would donate a Heritage Days poster and President Alsop suggested the prizes could be something other than railroad related.

Geoff Stunkard reviewed details of the Photo Contest with the membership and reminded everyone that no entry larger than 16X20 including matt would be accepted. It is Geoff's intentions to display all entries at Jonesborough Days.

Jim Pahrns told the membership that displaying of the Cope Layout at The Hands on Museum was a huge success. He stated that The Hands on Museum was doing a 2 for 1 deal and that it had generated at least 100 lookers. Allan Morton arranged for the Museum to be open at 10 A.M. on Sunday instead of the normal 1 to 5 P.M. time which also lead to increased viewership of the Cope Layout.

President Alsop informed the membership that the club, museum and Carter Chapter NHRS now had a PO Box. Anyone wishing to send correspondence to any of the afore mentioned entities could do so by simply addressing their correspondence with the name of organization they wished to mail on the top line followed by the PO Box, ETSU and the zip code. The new PO box number is 70697.

Jim Pahrns told the membership about an article he read entitled 'Seek and Destroy' which talks about museums and gives information on how to be successful. Bob Jones, Web-Master, told Jim that if he would send the article to him that he would post it on the club's web page. President Alsop encouraged the membership to read the article and to be prepared to discuss it at the July meeting.

Concluding Old Business, President Alsop reminded the membership that the Archives of Appalachia on the campus was a great resource for information the CC&O and ET&WNC railroads as well as a whole host of other topics.

'New Business':

The next Railroad Heritage Days for the museum will be June 29th. The theme will be 'Song of the South - The Southern Railroad.'

In the absence of Duane Swank, President Alsop reminded the membership that there were still several posters of the Heritage Day Locomotives on the turntable at Spencer available. The minimum bid is \$20.

Jim Pahrns distributed a schedule for Jonesborough Days and asked for volunteers to sign up for specific times to help man the exhibits. President Alsop said that Gary Cameron had asked him to display The Cope Layout at the Erwin Train Show in the fall. After some discussion, it was decided to not display The Cope Layout at the Erwin Show but rather take the John Allan S-Scale Switching Puzzle as well as other promotional material to the show to help promote all the activities at the RR Museum. Jim Pahrns made the motion with Gary Emmert seconding. The membership passed the motion unanimously.

It was felt by Geoff Stunkard that the membership needed to make it official to not take The Cope Layout to the Erwin Train show therefore he made a motion to the affirmative with Gary Emmert seconding and the membership passing unanimously. President Alsop said he would relay the clubs decisions to Gary Cameron.

President Alsop reported to the membership that the George L. Carter Museum will co-host the ET&WNC convention in 2014. He said that this would be a great opportunity to the two organizations to benefit from each other.

A Bachman Big Hauler with Tweetsie Railroad on the tender was exchanged for the club's Southern engine that could not be fixed by Bachman.

At last month's meeting a motion by John Edwards to purchase headsets for operating sessions was once again discussed by the membership. Mark Woomer agreed to research this project and get prices.

Gary Emmert said that there was a lot of space in the lab that was filled with empty boxes. He asked if there was any need to keep them and asked if they could be thrown away in order to free up space. It was the consensus that there was no problem with getting rid of the empty boxes and tidying up a bit. Gary also stated that an HO Scale Layout stored in the club's storage room was also taking up a lot of space. Mark Woomer suggested a rummage sale to dispense with all unwanted items while President Alsop suggested a raffle to part with the layout. This discussion was tabled until the July meeting.

Volunteers for Saturdays' Operating Sessions were then asked for by President Alsop.

A video was shown by President Alsop on an Illinois club's garden railway.

The meeting was adjourned at approximately 9:00 P.M. Next meeting will be Tuesday, July 16th at 6:30 P.M. in room 312 at Brown Hall, ETSU. Those who want to dine together will meet at 5:00 in ETSU's Market Place cafeteria, 3rd floor, Culp University Center.

Respectively submitted,

*Hobie Hyder,
Secretary, MEMRR*

The View from the Engineer's Side of the Cab PRESIDENT'S COLUMN FOR JUNE

The Summer Term Classes are now in full swing at ETSU and the cafeteria, **The Market Place**, is open for business. Let's plan to resume our dinner get-togethers prior to our business meetings there with the dining and conversations beginning around 5:00 p.m. **Streets into the university off of State of Franklin Road remain closed** for the time being with access from the west from State of Franklin south on Greenwood and then east on Seehorn Drive. The construction of the

parking garage is scheduled for completion in late August—but expect delays.

It's time to think seriously about a possible club trip in late summer with fellow members of the Carter Chapter NRHS to the 3 Rivers Rambler in Knoxville and to begin to make plans if enough members want us to pursue it. A brief report was provided at the May club business meeting by **Jim Pahrís**, and the consensus from those present was that we should look into this as a possible trip for club members and their spouses/significant others. Those who went on the May Carter Chapter NRHS excursion were very impressed with the crew operating the 3 Rivers Rambler and we hope to continue to cultivate a relationship with them. Some discussion has already included possible plans to return to Knoxville if we can work out a trip that would include a longer ride on the train and visits to the railroad's maintenance facilities. This would be a trip for the NRHS Chapter and the MEMRR members, and one that would not include the public. As a side note, the **L&N Historical Society** is meeting in Oak Ridge in September and one of the featured events of their convention is riding the 3 Rivers Rambler.

Mountain Empire Model Railroaders, with members from the George L. Carter Chapter, manned the MEMRR's Cope Traveling Layout at the recent Blue Plum Festival in Johnson City. **Jim Pahrís** made arrangements again this year for the layout to be displayed inside the Hands-On Children's Museum and we had lots of visitors, especially on Saturday. **Jim** and **Fred** spent a lot of time the week before giving the little layout a needed face-lift and adding a lot of detail to it. **Harriet Swank** crafted a skirt to circle the layout that really made it look good and professional. I want to thank everyone who went "the-extra-mile" to represent the club and the railroad museum by meeting on Thursday afternoon to transport the Cope Traveling Layout (it does not travel by its own power) to its display location for the festival, and those of you who took time on Friday, Saturday, and Sunday to represent the club, the NRHS chapter, and the Carter RR Museum. This included (forgive me if I omitted you here): **Jim Pahrís**, **Gary Emmert**, **Paul Haynes**, **Tommy Knisley**, **Allan Morton**, **Mark Woomer**, and yours truly.

We will be taking the layout to Jonesborough Days for the July 5-7 event and will again need volunteers to man the layout and talk about trains to the visiting public as well as help to get it there and back. **Jim Pahrís** has made arrangements for us to be in the Jonesborough Storytelling Center, a great venue for us, and we will need to gather a lot of things to display that highlight the MEMRR, the Carter NRHS Chapter and the Carter Museum. **Dick Conger** is going to use his 1919 Ford railroad hack to attract attention to us and our exhibits. This is another opportunity to publically promote our organizations and has the potential for recruiting new members. We need to make sure we are ready with promotional materials for the Mountain Empire Model Railroaders, the Carter Chapter NRHS and the Carter RR Museum. We also need MEMRR Photo Contest entries to display, so get busy with you pictures (rules in the April issue of the newsletter). If you can help in any way, please let an officer know and we will make sure your offer is put to

good usage. **Geoff Stunkard** has been putting together a new tri-fold brochure to replace our outdated one and I hope to have sufficient copies printed for distribution at the event and for use in the museum in a quantity to serve us for a while. **Geoff** is also putting the finishing touches on a two-sided color card advertising the MEMRR, the Carter Chapter NRHS and the Carter RR Museum. After July 1st, when the university is into its 2013-14 fiscal year, I will get a bid from a printer and get several thousand of these printed for distribution at important visitor locations around the Tri-Cities area.

At our May business meeting we passed a motion placed on the floor by **Duane Swank** to rent a mailbox at the U.S. Post Office on the ETSU campus to create a permanent address for the Carter RR Museum and both the MEMRR and Carter Chapter NRHS that call the museum their home base. That request has been filled with a large box rented for \$30/year. Below is our new address. The box will be checked at least once weekly and any mail, including dues payments, for any of the three organizations can be posted to this address and will get to the officers of the organization they are intended to reach.

(this line can have any of the following headers: **George L. Carter Railroad Museum**; **George L. Carter Chapter NRHS**; or **Mountain Empire Model Railroaders**)

P.O. Box 70697
East Tennessee State University
Johnson City, TN 37614

The **E.T. & W. N. C. RR Historical Society** will have had their annual convention in Banner Elk, NC on June 14-16 by the time you read this. I have been asked to provide the evening program on Friday night and my presentation will characterize the Carter Railroad Museum and the two outstanding organizations that call it home, the Mountain Empire Model Railroaders and the George L. Carter Chapter NRHS. The focus of the talk will be the museum's Tweetsie Model Railroad Project and the Historical Society will visit the RR Museum on Saturday as one of their featured events so their members can see the museum and the HOn3 narrow gauge layout we are building of the ET & WNC. I plan to invite their society to hold their 2014 Convention in Johnson City, the home of the E.T. & W.N.C RR, with the Carter Railroad Museum acting as co-host and the Carnegie Hotel as the site for the group to meet. If this invitation is accepted by the society I will ask your continued help in assisting me and the ET & WNC RR Historical Society in making preparations for the event. I feel this convention would be a boon to the society in this location and we can help them attract new members and have a successful meeting. Our involvement will also provide a bridge between our two railroad organizations and provide both more public exposure of our railroading efforts in the Tri-Cities area. There are many ET & WNC RR modelers in the historical society's membership and I would like to promote a strong connection between the MEMRR, the Carter RR Museum and our Tweetsie Project and this group whose expertise we could gain much from as we continue to build our HOn3 Tweetsie layout.

One of our local prototype railroad clubs, the **East Tennessee Railfan NRHS Chapter** in Kingsport, is planning a Tuesday night meeting in the Carter Railroad Museum sometime in the coming months. When their plans are made I'll make them known and we will have the opportunity to host them there.

Museum Happenings: **Jim & Charlotte Pahr** have generously sponsored the last of the 9 sections that were open for sponsorship on the Tweetsie Railroad Layout. All 9 sections found sponsorship in 6 months. Thank all you donors for providing the needed funds to rebuild the Tweetsie in miniature. **Charter former MEMRR member Dean Odiorne** donated a small, portable On30 layout complete with locomotive, rolling stock and sound-equipped transformer that will be used for display purposes in the museum and at outside events. It will get its first public showing for us at Jonesborough Days. **Dean** also donated a complete **John Allen Tymesaver** sequential switching puzzle in S-Scale. This is a classic educational railroading puzzle that requires concentration, planning, railroading techniques and provides skills that are important for efficient, time-saving, switching operations encountered in the real prototype world of railroading. The unit is portable and can also be used in the museum or on the road. The members who were at the museum on Thursday night, June 6th, and again on Saturday the 8th, have already spent hours at the throttle working the puzzle. Two approaches to solving the tasks and competing with other "engineers" are doing the job in the fewest number of locomotive moves or in the least amount of time. Come on down to the Carter Museum and try your hand at this (if you can get the other guys or gals--**Michelle Kelly** had a turn on Saturday--to give you a chance to play. Thanks, Dean. Your donation of the Tymesaver is a huge hit.

Remaining **Birthdays Parties** scheduled for June will be on **Saturday 15th and 22nd**. If you can help with these please let me know. The room is decorated for the summer, but some set-up and take-down is still necessary and working with the partygoers is an important public service for the Railroad Museum.

Sales: Along with other items the museum still has a few of the limited edition Heritage Locomotive Posters for sale (minimum donation \$20), and Carter RR Museum "license" plates for the front bumper of your ride (\$25), Carter Legacy DVD's (\$10) and copies of Ned Irwin's book about the life and dealings of George L. Carter (\$15). All of the profits from these sales go into the Railroad Museum's Foundation Account for support of the museum's activities. They will also make great gifts if you already have one of your own. Summer is almost here and time for prototype railroaders to take train rides, railfan your favorite railroad, trace some of the trackage of ghost railroads, and all of those out-of-doors activities that you have been waiting to do. But, don't forget to hangout some at the Carter Railroad Museum as we need you skills and talents for the on-going projects and

volunteers to operate the layouts on Saturdays. Parking is much easier on the ETSU campus now as most of the students and many of the faculty are away for the summer. Bring a visitor to the next club business meeting and help us build our membership. Have a great summer!

Hear the whistle of the train in the night and dream of all the destinations yet to come.

Fred J. Alsop III
President, George L. Carter Chapter NRHS
Director, George L. Carter Railroad Museum, ETSU

The View from the Engineer's Side of the Cab

PRESIDENT'S COLUMN FOR JULY

Welcome new member **Michael Paschall**. Michael is a resident of Taylors, SC and a long-time member of the ET&WNC RR Historical Society. He joined when the society visited the Carter RR Museum during their convention and came back the next week to spend 3 days in Johnson City, much of it at the RR Museum and on the ETSU campus at the Archives of Appalachia. Michael donated a Train & Trooper HO_{n3} ET&WNC RR locomotive to the museum for our project and has volunteered to build the 4 "metal" bridges that will be needed on the layout. Thank you Michael! The nation's celebration of our Independence Day is behind us and we are fully into the heat and rains of summer. The MEMRR and the Carter Railroad Museum, with members of the Carter Chapter NRHS, assisted in the celebration by having a sustained and prominent presence at this year's Jonesborough Days July 5-7. **Jim Pahr** made terrific arrangements for our organizations to be housed in the Jonesborough Story Telling Center and the venue was outstanding. **Jim** also organized our transport of display items to-and-from the museum and solicited other members to bring important railroad items to show the public. **Dick Conger** stationed his 1919 Ford Depot Hack outside the center which attracted lots of visitors to view it and who then came inside to see our train displays. A special tip of the engineer's hat in gratitude to **Jim, Dick, Paul Haynes, Dan & Charlene McLeod, Charlotte Pahr, James & Carolyn Gregg, Dave & Laura Doughty, Lannie Norris, Gary Emmert, Bill Beagen, Mark & Bonny Woomeer, Rey Dennis, John Carter and Gary Woods** (and anyone else who helped with this event and whom I have mistakenly overlooked as I hastily write this column) who not only manned the exhibits, but who also brought many of their own railroading treasures to fill out the room. We had lots of visitors and generated a lot of interest in the clubs and the Carter Railroad Museum. Thank you all for a job well done.

By the time you are reading this column you president and his wife, **Jo Ann**, will be in northwestern Argentina where I will be leading a birding trip with 9 fellow birders looking at new country and for birds I have not seen yet. We will be back in

Nashville on the 26th and I will be back in Johnson City the next day. **Vice-President John Carter** will be conducting the July meeting at our regular time and place in Brown Hall on the ETSU campus. If you want to meet and dine at 5:00 p.m. prior to the meeting the ETSU cafeteria, The Market Place, should be available for the evening meal. Our July Heritage Day event will feature railroads of the west, so get out the Santa Fe, BNSF, Southern Pacific, UP and other assorted roads with a western flavor and help our Heritage Day Coordinator, **Geoff Stunkard**, with display items and the running of those western railroad models on our layouts on July 27th. We have distributed press releases for the event to area media and we should have good crowds as we have been having for these events. Please bring your favorites and enjoy the day with our visitors.



Researching the History of Cranberry NC Depot

Our Little Engineer's room has seen both **Amanda** and **Michelle** rehired by the university for the coming year and they have a special event planned for Saturday the 27th as well. They have been promoting a toy/book drive with the children who visit our playroom and their parents, as well as placing information on the Facebook site they have created. Children who bring toys or books to donate on that day will get a free face painting so help the ladies promote the event and watch out for colorfully decorated children in the RR Museum on that Saturday. The exceptional work and great ideas that these sisters have provided to create more awareness and excitement for the museum's children visitors are really evident in the increase in the number of little visitors and their parents we are experiencing. Just like some of our club members they are beginning to echo the cry, "We need more room". That is a pleasant situation to be in and I'll work on it, but let's get further along with the Tweetsie Project before we begin to seriously push for more space.

As many of you are aware, we are only one of 16 recipients nationwide to be granted a Railroad Heritage Grant from the National Railway Historical Society. The grant is in the amount of \$2,500 and we have a year to spend the funds

which are dedicated to our "Tales of the Rails" oral history program. We will get the next round initiated in August and I am asking for any contact information you may have of people you know who may have stories to tell us about the early railroads, especially during the steam era, in the Southern Appalachian Region. I will be working again with **Dr. Delanna Reed**, in the ETSU College of Education's Graduate Storytelling Program, and **Carolyn Gregg**, an author and experienced interviewer, has indicated interest in being part of this interview program as well. I am seeking matching funding to make our pool of monies for this project larger and to allow us to interview more people and record/preserve their stories. The majority of the costs for the program are in stipends for the interviewers and the transcribers who take the recorded interviews and type them into hard copies.



MEMRR's version of the Big Rock Candy Mountain

We have had two club-sponsored, club-initiated contests underway since April, but I have seen little in the way of participants. The MEMRR at that meeting approved a proposal by **Geoff Stunkard** for a photo contest featuring steam with photos taken after 1970, and **Ted Doran-Bleck** and **Hobie Hyder's** proposal for a second modeling contest was also approved. We only had photos from 3 members to take to Jonesborough Days and I am yet to see the first entry in the modeling contest. Come on members!!!! Let's get involved and make this a contest that brings out the best

photos and dioramas and get these events up and running. After all this is a model railroad club with a big group of talented modelers—let's get those entries in and on display. Contest rules are on the MEMRR website.

Gary Cameron will be conducting a train show in Erwin again this September. The MEMRR at its June meeting voted to participate by setting up a sales table and taking some model railroad displays from the club/museum, but not to take the Cope Traveling Layout as had been requested by Gary. I have spoken to him about this decision. More details will be provided as the train show is developed. **Bob Barrett** at HobbytownUSA is planning a swap meet for some time in early fall and wants the MEMRR and the Carter RR Museum to participate. The venue will be in the building Hobbytown occupies, but in an adjoining room.

Many of you are aware that the **ET&WNC RR Historical Society** has accepted my invitation for our clubs and the Carter Railroad Museum to host their 26th Annual Convention in June of next year. I will be working closely with their officers as they set agendas for the convention and we will attempt to facilitate their wishes where possible to make this first convention of theirs to be set outside of Banner Elk, NC a most successful one. The Carnegie Hotel across State of Franklin from ETSU will be the convention site. The members of the society are excited about coming to Johnson City in 2014 and we need to do whatever we can to help them. Our members, and the Carter Chapter NRHS, will be invited to attend and I would encourage you to strongly consider membership in this historical society. Annual dues are only \$20 and you get a good newsletter and a bi-annual society publication with it. With our big Tweetsie Project well underway we can expect a much stronger affiliation with this historical society and they could benefit from your membership and your participation. Should you decide to join, make your check out to: ET&WNCRR HS and mail it to the society treasurer, Larry Brown, 300 Whispering Pines Rd., Boone, NC 28607-6937. Annual membership runs from June to June. There are application forms available in the Carter RR Museum.

I have new **ETSU Volunteer Parking Passes** valid from 1 July to 31 Dec, 2013, available in the RR Museum. They are located near the computer at the command center for the HO layout. Please take only one per family (not one per vehicle) as the supply is limited. As always, complete the form with your contact information and parking pass number. There is no charge from ETSU for this service, but remember to park only in legally marked spaces (not in fire lanes, service vehicle spots, handicapped parking spaces [unless you have a handicapped sticker/hangtag/license plate], etc.), or you will likely be ticketed and I make no promises about being able to get your fee waived. Display your parking pass on your dashboard. Currently, parking passes are not required after 3:30 p.m. on weekdays or on weekends.

The RR Museum's Southern RR Bachman Big Hauler, G-Scale, that was returned to Bachman, Inc. for repairs could

not be repaired, instead Bachman replaced it with a new #12 Tweetsie Railroad 10-wheeler. It looks nice and runs very well. Check it out the next time you are in the museum.

We are half way through another year with the 20th anniversary of the MEMRR coming up this fall. Twenty years of life is a remarkable milestone for any organization and we need to make plans for a celebration to mark it. Some of our members are charter members and some are only newly joined. All of us should be proud of what this model railroad club has achieved and make a promise to do all you can to make it better, to promote it to the public, and to do your fair share of the work and dedication it takes to keep it going. Your talents, skills, energy and enthusiasm have made the club and the Carter Railroad Museum what they are today, but we have not yet reached our zenith. We can do more and have fun doing it. Hear the sound of the whistle of the train in the night and dream of all the destinations yet to come! See you at the Carter Railroad Museum and at the next club meeting.

Fred J. Alsop III
President, Mountain Empire Model Railroaders
Director, George L. Carter Railroad Museum, ETSU



PROGRESS ON THE E3T&WNC LAYOUT



NEWS FROM THE PROTOTYPE ROCKSLIDE FORCES TRAINS TO BE REROOTED ON CSX

A note from a CSX fireman with a picture of life on a mountain railroad when the snow chill/thaw cycle starts; this was Friday, which might explain why that empty coal was sitting on the next to the university on Saturday morning for several hours. This is still Clinchfield country, boys, and just as you tell us, Gary, this can get serious.

"One of our crews came up on this, managed to get stopped, at Rex siding Virginia, near the Kentucky border"



TRAIN ENGINEER'S VISION PROBLEMS LED TO DEADLY OKLAHOMA WRECK, NTSB RULES

Investigators say a train engineer couldn't read key signals before an Oklahoma wreck that killed three last year. BY CHRIS CASTEEL ccasteel@opubco.com

WASHINGTON — Two years before his failing vision likely contributed to a fatal crash in the Oklahoma Panhandle, freight train engineer Dan Hall told one of his eye doctors that he was having trouble distinguishing the color of train signals.

Hall had multiple eye conditions — going back to his childhood — that had escalated in the months before the June 2012 crash of two Union Pacific trains near Goodwell. In a 33-month period between 2009 and the crash, Hall went to his personal physician and eye specialists 50 times.

And in 2009, he failed the eye tests required to keep his job.

Hall cleared a subsequent test and was the engineer of a train heading east through Oklahoma last June 24 as a westbound Union Pacific train approached. Hall's train raced past signals meant to slow and then stop his train, and the trains collided at a combined speed of 79 miles per hour.



Aerial view of the site of a head-on crash of two freight trains near Goodwell Sunday that killed three people. The Guymon Daily Herald courtesy of Marit Edwards

Hall and his conductor, Brian Stone, were killed, as was John Hall, the engineer on the other train; the two engineers were not related. Juan Zurita, the conductor on the westbound train, leapt off just before impact.

The National Transportation Safety Board investigated the crash for nearly a year and determined Tuesday that the probable causes were Dan Hall's vision problems and Stone's failure to provide the backup assistance required of a conductor.



Union Pacific crews work to repair damaged track at the site of a head-on train collision on Monday, June 25, 2012, near Goodwell, Okla. Two Union Pacific locomotives collided on June 24, 2012, killing two crew members and a conductor. (AP Photo/The Guymon Daily Herald, Shawn Yorks)



FILE - In this June 24, 2012, file photo smoke rises from two cargo trains that collided near Goodwell, Okla. The National Transportation Safety Board said Monday, July 9, 2012, the trains weren't speeding at the time of the wreck. Three Union Pacific employees died in the accident. Another worker jumped to safety. (AP Photo/The Guymon Daily Herald, Trudy Hart, File)

Also contributing, according to the five-person board, was the absence of a safety system in the area called Positive Train Control. Having the system in place would have prevented the collision, which caused a massive, diesel-fueled fire and nearly \$15 million in property damage, the board's staff said.

At a hearing Tuesday, board members also pointed to the railroad industry's lax medical standards compared with the airline and trucking industries.

"They've put their head in the sand for far too long," board Chairman Deborah Hersman said.

Three crew members were obese

NTSB's chief medical officer, Mary Pat McKay, said train operators only have to undergo hearing and vision tests. Operators can have all types of medical conditions and be taking a host of medications — including ones that make them drowsy — and their employing train company wouldn't necessarily know it.

3 DEAD IN OIL TRAIN DERAILMENT IN

Quebec

THE ASSOCIATED PRESS

LAC-MEGANTIC, Quebec (AP) — Two more bodies were discovered overnight after a runaway train carrying crude oil derailed in eastern Quebec, igniting explosions and fires that destroyed a town's downtown center. The confirmed death toll is now three, and is expected to rise further.

Fires were preventing rescuers from reaching part of the 73-car train, and billowing black smoke could still be seen long after it derailed. The eruptions early Saturday morning sent residents of Lac-Megantic scrambling through the streets under the intense heat of towering fireballs and a red glow

that illuminated the night sky. A fire chief likened the charred scene to a war zone.

Quebec provincial police lieutenant Michel Brunet said Sunday there are more dead among the missing. Police have refused to give any estimate of people unaccounted for because police were having difficulty getting a fixed number. "We know there will be more deaths," Brunet said.



Smoke rises from railway cars that were carrying crude oil after derailing in downtown Lac Megantic, Quebec, Canada, Saturday, July 6, 2013. The derailment sparked several explosions and forced the evacuation of up to 1,000 people. (AP Photo/The Canadian Press, Paul Chiasson)



A fire keeps burning after railway cars that were carrying crude oil derailed in downtown Lac Megantic, Quebec, Saturday, July 6, 2013. (AP Photo/The Canadian Press, Paul Chiasson)



A police officer watches as smoke rises from railway cars that were carrying crude oil after derailing in downtown Lac Megantic, Que., Saturday, July 6, 2013. A large swath of Lac Megantic was destroyed Saturday after a train carrying crude oil derailed, sparking several explosions and forcing the evacuation of up to 1,000 people. (AP Photo/The Canadian Press, Paul Chiasson)



Smoke rises from railway cars that were carrying crude oil after derailling in downtown Lac Megantic, Quebec, Canada, Saturday, July 6, 2013. A large swath of Lac Megantic was destroyed Saturday after a train carrying crude oil derailed, sparking several explosions and forcing the evacuation of up to 1,000 people. (AP Photo/The Canadian Press, Paul Chiasson)



Smoke rises from railway cars that were carrying crude oil after derailling in downtown Lac Megantic, Quebec, Canada, Saturday, July 6, 2013. The derailment sparked several explosions and forced the evacuation of up to 1,000 people. (AP Photo/The Canadian Press, Paul Chiasson)



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Smoke rises from railway cars that were carrying crude oil after derailling in downtown Lac Megantic, Quebec, Canada, Saturday, July 6, 2013. A large swath of Lac Megantic was destroyed Saturday after a train carrying crude oil derailed, sparking several explosions and forcing the evacuation of up to 1,000 people. (AP Photo/The Canadian Press, Paul Chiasson)

The multiple blasts came over a span of several hours in the town of 6,000, which is about 155 miles (250 kilometers) east of Montreal and about 10 miles (16 kilometers) west of the Maine border. About 30 buildings were destroyed after tanker cars laden with oil caught fire.

The derailment caused several tanker rail cars to explode in the downtown, a popular area packed with bars that often bustles on summer weekend nights. Police said the first explosion tore through the town shortly after 1 a.m. local time. The fire then spread to several homes.

Brunet said he couldn't say where the bodies were found exactly because the families have not been notified.

The head of the train's operator, Rail World Inc., said the train was parked uphill of the community, but it's believed the brakes were properly applied.

Myrian Marotte, a spokeswoman for the Canadian Red Cross in Lac-Megantic, said Sunday there are about 2,000 evacuees and said 163 stayed at their operations center overnight.



Smoke rises from railway cars that were carrying crude oil after derailling in downtown Lac Megantic, Quebec, Canada, Saturday, July 6, 2013. The derailment sparked several explosions and forced the evacuation of up to 1,000 people. (AP Photo/The Canadian Press, Paul Chiasson)

"There are those are still looking for loved ones," Marotte said.

Marotte said many of the evacuees are staying with family and friends. "Some people have lost everything," she said. Lines of tall trees in the area looked like giant standing matchsticks, blackened from bottom to tip. Witnesses said the eruptions sent many shook residents out of their slumber and sent them darting through the streets.



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Patrons gathered by a nearby bar were sent running for their lives after the thunderous crash and wall of fire blazed through the early morning sky.



Smoke rises from railway cars that were carrying crude oil after derailling in downtown Lac Megantic, Quebec, Canada, Saturday, July 6, 2013. The derailment sparked several explosions and forced the evacuation of up to 1,000 people. (AP Photo/The Canadian Press, Paul Chiasson)

Firefighters and rescue workers from several neighboring municipalities, including Sherbrooke and Saint-Georges-de-Beaucé, were called in to help deal with the disaster.

Firefighters from northern Maine were also deployed to the Quebec town, according to a spokesman at the sheriff's office in Franklin County.

Prime Minister Stephen Harper announced he is heading to the town Sunday.



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This aerial photo shows a fire in the town of Lac-Megantic as seen from a Sûreté du Québec helicopter Saturday, July 6, 2013 following a train derailment that sparked several explosions in Lac Megantic, Quebec. (AP Photo/Sûreté du Québec via The Canadian Press)



Residents wait outside an emergency center for news of family and friends following a train derailment in downtown Lac Megantic, Quebec, that caused explosions of railway cars carrying crude oil on Saturday, July 6, 2013. (AP Photo/The Canadian Press, Paul Chiasson)

The train, reportedly heading toward Maine, belongs to Montreal Maine & Atlantic. According to the railroad's

website, the company owns more than 500 miles (800 kilometers) of track serving Maine, Vermont, Quebec and New Brunswick.

Last week a train carrying petroleum products derailed in Calgary, Alberta, when a flood-damaged bridge sagged toward the still-swollen Bow River. The derailed rail cars were removed without spilling their cargo.

The Quebec accident was likely to have an impact across the border. In Maine, environmentalists and state officials had previously raised concerns about the threat of an accident

and a spill from railroad tank cars carrying crude oil across the state.

The Montreal, Maine and Atlantic Railway carried nearly 3 million barrels of oil across Maine last year. Each tank car holds some 30,000 gallons (113,600 liters) of oil.

The Maine Department of Environmental Protection has begun developing protection plans for the areas where the trains travel, spokeswoman Samantha Warren said recently.

Associated Press writer Rob Gillies and Charmaine Noronha contributed from Toronto.

TRACTION ACTION FROM ERIC BRONSKY – CONTRIBUTING EDITOR “THE FIRST AND THE FASTEST”



Tom Metoba's Traction Layout – East Troy Substation

When longtime friend Carl Gustafson visited the Chicago area over the Memorial Day weekend, he planned to take in the nearby trolley operations. I accompanied Carl to East Troy and Kenosha on Saturday. My photos are attached.

We arrived at East Troy around 11:30. Since the next departure was to be 12 noon, we had time to stroll over to the carbarn. Museum volunteers there were wearing name badges but their names were not familiar to me. One asked, "Can I help you?" When I replied that we just wanted to look around, he was like, "Well, we're closing the carbarn in two minutes!" Fortunately, Carl got to see the beautiful Sheboygan car.



Septa 2185 IN Kenosha Wisconsin



SEPTA 2122 near Wayne and Carpenter

Oddly enough, I did not see any familiar faces or recognize any other name badges on this particular day, but then I don't get up to East Troy very often. Certainly enough tourists/families were present to half-fill the two trains that were operating - the Twin Cities streetcar and the CTA 4000s. But besides me and Carl, only one other (obvious) railfan was present. We enjoyed a pleasant ride to Phantom Woods on the TCRT car, grabbed a leisurely bite at The Elegant Farmer, and then waited to ride back on the 4000s. The 90-year-old old 'L' cars (sorry, no photo) always delight with their cacophony of clunks, groans and hisses, but I couldn't help noticing that their paint is now very faded.

The operating crews were dressed casually. No uniforms; maybe one person was wearing a conductor's cap. The motorman of the TCRT car - a young man who appeared fairly new to this game - was a capable operator but didn't seem

very personable or knowledgeable. The 4000s motorman, who admitted to having served as a volunteer for "only a couple of months," was friendlier but also not very adept at answering one visitor's questions. At first I kept my lips sealed, but when he said the 4000s were capable of 80 mph, Carl and I almost peed trying not to laugh out loud!



SEPTA 2185

As always, it was a treat to view the late Tom Matola's models displayed in the old East Troy Substation building. We started to head over the carbarn once again, but from a distance observed what looked like ropes strung across the open barn doors (I presume to discourage casual visitors from wandering inside and tripping or hitting their heads, or whatever). True, compared to IRM, East Troy leans more towards tourist railroad than railroad museum, and yes, railroad museums cannot survive without tourist revenue. But having enjoyed railfan- or history-oriented events at East Troy in the past, this experience was different.



TCRT in East Troy Wisconsin

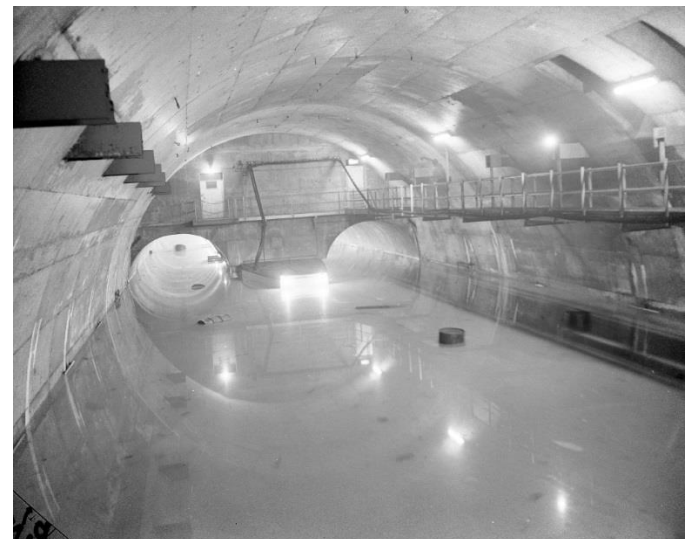
Next we headed to Kenosha. We were hoping to ride the newest addition to their fleet, SEPTA PCC 2185. YAY! This is one of two PCC cars which the late Tom Matola acquired and bequeathed to East Troy that would later go to

Kenosha. Click here for the full story and additional photos: <http://www.kenowi.com/2011/10/16/kenosha-receives-donation-of-two-streetcars/1812> I've also attached a photo of SEPTA PCC 2122, which I rode on a 1981 fantrip in Philadelphia.



TCRT in East Troy

THE GREAT CHICAGO FLOOD? July 13, 1957



Flooding at the Congress & LaSalle Street Station

During the night of April 17-18, 2013, a wide swath of the Midwest was drenched by a storm of historic proportions. New rainfall records were set in many areas. Rivers overflowed their banks, storm sewers spouted geysers of water, basements flooded, and vehicles stalled in high water.

As I write this, I'm glancing anxiously at a live radar image because we're not quite out of the woods yet (our basement was spared but the sump pump is running almost continuously). For now, though, I whipped up this

brief video showing our street in Skokie in the aftermath of the storm:

<http://youtu.be/n1RAEQh0408> Running time: 1 minute

We've slogged through other massive storms in recent years, notably in 2008 and 2010. These behemoth storms recall the soaker that clobbered Chicago back in July of 1957, flooding (among other places) Midway Airport and the Dearborn Street subway; see the attached Sun-Times photos.

Stay dry!



Passengers alight at Midway Station

A NOT SO GOLDEN ANNIVERSARY

It was shortly after 4 am on a bitterly cold January 21, 1963 when the North Shore Line passed into history.

Since then, we've put men on the moon, revolutionized information technology, found cures for diseases once

deemed incurable, and achieved countless other wonderful things.

Also since then, our daily lives have become ever more complex. The political structure, economies, and ecology of many parts of the world are eroding, and our battles against evil only seem to escalate.



We cannot go backwards in time to what some of us may perceive as a simpler, quieter, or more trouble-free era. But we can certainly put things in perspective by studying our heritage, and by learning from our past successes and mistakes.

Others who once rode on or worked for the North Shore Line have documented what made this railroad so special, why it went out of business, and why it paradoxically continues to be missed and revered some 50 years later. I can add little else other than to affirm that there was more to this charismatic company than its trains and tracks. It once intertwined with and helped to define our lifestyle, and we are the poorer for its loss.

Eric Bronsky

Founder, Shore Line Interurban Historical Society

New Address fir MEMRR, GLC Chapter_NRHS and the Museum

At the MEMRR meeting on Tuesday night the membership voted to have a US Postal address unique to the Carter RR Museum, the MEMRR and the Carter Chapter NRHS. We have been using Duane Swank's address for a lot of our correspondence and the P O Box # of the Dept of Biological Sciences for other mailings, particularly those of the RR Museum. As of yesterday all three organizations will now have the following as their permanent mailing address. Please adjust all your posted addresses in the newsletters, web sites and other references for correspondence to any of the three at this address:

(this line can have any of the following headers: *George L. Carter Railroad Museum; George L. Carter Chapter NRHS; or Mountain Empire Model Railroaders*)

**P.O. Box 70697
East Tennessee State University
Johnson City, TN 37614**

This is effective immediately. The mailbox is located in the US Post Office on the bottom floor, south east corner, of the ETSU Culp Student Center on the campus. I will provide the combination for the box to the officers of both clubs and we will have to check it for our mail on a regular basis.

MOUNTAIN EMPIRE MODEL RAILROAD HAPPENINGS JONESBOROUGH DAYS – JULY 5-7, 2013



Sign Announcing MEMRR and the George L Carter Chapter – NRHS show at the International Storytelling Center



Ray and Dave Doughty working the Lobby Display with the Cope Layout



Nate Ordiom's On30 layout on display – Nate, a MEMRR Charter member, donated the layout to the museum.



Just part of the crowd at the Storytelling Center enjoying the Cope Layout stationed in the 1st Floor lobby



James Gregg with the Union Pacific themed Scale Comparison display featuring a collection of 4-8-4 Big Boys



Charlene McCloud at the Sales Display – Anyone what to buy ...



A Display of European (German) Pre-War toy trains



Jim Pahr with his display of Wooden Toy Trains



There was a Special O Gauge Train Sets



Jim also had his Coffee Table layout on display...



The MEMRR Layout Construction Module was present



Lannie had his Lionel 3-Rail equipment up and running



Visitors were encouraged to vote for the best Railfan photo...



As well as Dan McCloud with his Large Scale table top display



With plenty of photos to choose from...



Don Beagan from the GLC Chapter had his Christmas Tree N-scale layout as well



Winners will be announced this fall.

MEMBERS ONLY BULLETIN BOARD
TRAIN RELATED ITEMS ONLY

MEMBER	PHONE	ITEM FOR SALE	PRICE
Duane Swank	423-542-8989	Corner layout without buildings or landscaping	\$ 300.00
Duane Swank	423-542-8989	Complete oil refinery with extra piping and tanks	\$ 50.00
Duane Swank	423-542-8989	NEW-Walthers Cornerstone Superior Paper Company 933-3060—last produced in 1998	\$ 90.00
Hobie Hyder	423-213-4067	storage container full of misc 0-27 track including 4 older antique switches, misc. G gauge track, transformers and other misc railroad related items	\$100.00 or best offer
Tod Eaton	423-913-2157	2 each Paragon 2 SD40-2 Norfolk Southern locomotives Each \$175.00 or Both for \$325.00	\$ 175.00
Ed Champion	423-467-9934	NEW-MEMRR sweatshirt, size M	\$ 10.00
Ed Champion	423-467-9934	Broadway Limited HO EMD SD9, N&W #2353; BLI #5290 Bought new—ran 1 day on the club layout	\$ 100.00
Tom Knisley	423-794-8701	Bachman Norfolk Southern GP-50—runs good—used—DC	\$ 20.00
Tom Knisley	423-794-8701	Athearn Blue Box PRR FP45—used—needs cleaned & lubed—DC	\$ 15.00
Tom Knisley	423-794-8701	Life Like Proto 2000 L&N E8A—used—runs good—parts missing—DC	\$ 25.00
GLC Museum		5 pictures of the heritage engines on the turntable. 36" X 18". Top 5 bidders will get a picture. Send all bids to Duane Swank at duaneharriet@charter.net. Winners will be picked the first Saturday in March.	minimum bid \$20.00

1-3 ITEMS FOR SALE—FREE
 4-7 ITEMS FOR SALE—\$1.00
 8-11 ITEMS FOR SALE—\$2.00
 EACH ITEM OVER 11—\$0.25 EXTRA
 PROCEDURE FOR RUNNING ADS

EACH MEMBER TO SUBMIT THEIR AD ALONG WITH THE APPROPRIATE AMOUNT OF MONEY TO:

DUANE SWANK
1763 SYLVAN HILL RD
ELIZABETHTON, TN 37643

IF AD IS NO MORE THAN THREE ITEMS, THEN E-MAIL THAT LIST TO duaneharriet@charter.net
 I WILL COMPRISE THE LIST BY THE 25TH OF EACH MONTH
 THEN THE LIST WILL BE SUBMITTED TO THE EDITOR FOR PUBLICATION IN THE SIGNAL BRIDGE BY THE
 FIRST OF THE MONTH

IF YOU HAVE MULTIPLE LIKE ITEMS, THEY CAN BE LISTED AS ONE ITEM