

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

**THE SIGNAL BRIDGE**

**AND**

**THE COAL ROAD**

Volume 28 – Issue 3 March 2021

Cover photograph of Norfolk & Western 611 – by Paul Haynes

**Lose Track of Time!**

Me: Buys \$3000 worth of  
Model Trains  
Also me: \$25.....that's too  
expensive



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



Fellow railroaders and/or model railroaders. By the time you are reading this Spring 2021 will have arrived, and hopefully, what was a very bad year of COVID-19, 2020 will be in the rear-view mirror. Many of us now have a least one shot of the covid vaccine in our arms, or the prospect of getting one soon, and things are looking a little brighter and more positive. It is most fortunate that so many of our members and their families have been able to avoid the covid virus, and that those of our number who have had the virus have all recovered from it without any major medical problems. This should prove to be a happier spring for most of us than the last one was. We are not close to being able to have in-person meetings in a closed room, so our zoom meetings will have to continue for awhile to conduct most of the business of the MEMRR and the Carter Chapter NRHS. Hopefully, by the fall we will be meeting inside again and having our planned social events and rail excursions. Some train shows are beginning to happen in our region, but because of planned major renovations to the ETSU Mini-Dome by the university we will not be able to have our Big Train Show in June 2021. Flyers have already been made and are being distributed for our Annual Big Train Show for June 3-4, 2022 and I have ordered banners promoting that show today.

**Membership:** We continue to add new members to our roles for both the Mountain Empire Model Railroaders and the G.L. Carter Chapter NRHS, but we have also had some members who did not renew their memberships with us for 2021. We always hate to lose members and hope that they will find their way back to us as the year progresses and we get more of this pandemic behind us. If you know a former member who has failed to renew his membership with us, please reach out and see if you can find a reason that they did not rejoin and encourage them to reconsider renewing their memberships. They have unique talents and experiences and we do not want to lose them.

**Covid Safety:** We will continue to practice all the measures we can to keep ourselves and our visitors safe in the Carter Railroad Museum. This includes social distancing as much as possible, wearing our masks inside and insisting that our guests do the same. We shall also continue to take everyone's temperature before admitting them inside the museum. Please be aware that these measures are for the safety of us all and we depend on everyone helping by doing their part and being sure that others are in compliance as well. Don't hesitate to remind our members and our visitors of these safety measures and why we are doing them.

**Zoom Business Meetings:** As stated above, we will continue to have our combined monthly business meetings via zoom on your computers, smart phones or iPads on the 3<sup>rd</sup> Tuesday night of each month. The business meetings begin at 7:00 p.m. and usually last about an hour. They give us the opportunity to discuss club policies, initiatives, concerns and to make motions and vote on them.

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

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They are an important means of keeping the MEMRR and the Carter Chapter NRHS functioning as active organizations and to provide feedback to your officers of your ideas, suggestions and concerns to improve our club/chapter. Our Webmasters, Ben Merritt and Bill Smith, send out the email invitation to join each meeting and the access to them is relatively simple and straight forward. Just click on the link that is supplied to your device and follow the prompts and you are in the meeting. We have been combining the meetings of the two clubs into a single meeting each month because many of our members are members of both organizations and because it allows us to just have one meeting instead of two. Once we can get back inside for face-to-face meetings, we will put both clubs back on a regular monthly schedule with Monday night (Carter Chapter NRHS) and Tuesday night (MEMRR) meetings. Please plan to join us each month and participant in the governance of our clubs. Your thoughts, suggestions and votes are important.

**Carter Railroad Museum and a Future Move:** The university's immediate plans to replace the Campus Center Building, the current site of our railroad museum on campus, are still in limbo. When the Tennessee Governor, Bill Lee, announces his budget sometime this month, ETSU will know if there are funds in it to replace the building we are in. When that happens, we will have approximately 18 months to find another, larger home for the Carter Railroad Museum before the current building begins to be demolished to make way for a new one. I continue to have discussions regarding this projected series of events with ETSU's higher administration and with Johnson City leaders. All these discussions have been positive in that the university and the city both want the railroad museum to continue to exist and to grow in size and importance for the community and the region. I have recently talked to a former U.S. Congressman who is willing to help us attempt to secure grants that would also be important in the establishment of our museum in a new location. We have been focused on the Ashe Street 'courthouse' building as the possible site for our new home, and while that is still a real possibility, I also plan to explore other possible locations in Johnson City that might be suitable, and possibly easier to remodel to our needs, than this historic structure. For now, the how, when and where are not known, but the outlook is positive. I shall continue to let you know what I learn as the future is revealed to me. Stay tuned!

**Newsletter News:** Newsletter Editor, Cathy Smith, continues to edit and publish a great club combined monthly newsletter with features of members' home layouts, photos and text about happenings at the Carter RR Museum focused on changes that are occurring on the different model railroad layouts, news of prototype railroads, minutes of business meetings, and much, much more. We are blessed with receiving an interesting, colorful and informative newsletter every month. Every editor welcomes articles and photos with captions from their readers. Several members have been working hard to help supply grist for the editor's mill. **Logan Heaton** has been a roving photographer taking and contributing photos of changes being made on several

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

(continued from page 3)

of the layouts (a good picture may be worth a thousand words) allowing those members who have not been at the railroad museum is some time now to see what good things are happening there. In addition, Logan keeps great Facebook/YouTube sites going for us. *Paul Haynes* is a regular contributor to the newsletter as well with his outstanding photos of the prototype railroads in the region. Please do your part and help out your editor with some contributions of your own to our newsletter. It's really pleasing to see some of your own writing and photos in print. Give it a shot and let us all see and read about what you are doing in prototype or model railroad-ing.

**It's Happening at the Carter Railroad Museum:** The following bullets provide some of the activities that are currently happening in the galleries, workrooms and children's playroom at the railroad museum.

***Little Engineers Room:*** Our student worker, *Grace Chintalekha*, working with our Station Master, *Amy Merritt*, and recent member, *Susan Miller*, continue to do a great job with our children in this little playroom. They are finding lots of things for the kids to do and provided St. Patrick's Day treats for them complete with green bows the Saturday before March 17<sup>th</sup>. This room with its brightly painted walls and furnishings continues to be a favorite destination for lots of little engineers, many of whom come back Saturday after Saturday.

***Library:*** *Gary Emmert* and *Wallace Shealy*, with some welcome help from other members, continue to process, catalogue and integrate new railroad books into our library. If you have not visited the library in a while, come in and browse the shelves (or do it from home via your computer) and check out a book or two to read. We have something of interest on most railroads.

***N-Scale Bankus Layout:*** Under the leadership of *Mike Tarter* and *Roger Miller*, with help from others, the old lichen vegetation is being stripped from the aging layout and being replaced with bright new ground foliage, shrubs, and trees. *Ken Harmon* is making some great looking trees for the layout from realistic foreground trees to a few puffball trees for more distant hillsides. Some new rock formations are planned to make the scenery even more spectacular. If you have an interest in helping on this layout come join us on a Thursday afternoon/evening worknight, or make plans with Mike, the coordinator for this layout, to come in at other times and try your skills and making this layout look even better.

***HO-Scale MEMRR Layout:*** Coordinator *John Carter*, with plenty of help from *Rick Mulholland*, *Ben Messimer*, and others are leading the charge to make the front section of this club

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

(continued from page 4)

look very different and much more attractive as the first layout visitors entering the museum's largest gallery see as they step through our double doors. A new mountain is taking place that will be the site of a logging operation when it is completed. There will be felled timber, a logging camp, and a processing mill. All will be installed from the top of the mountain's double peak down to the flatlands below. Meanwhile on the west side of the layout work is being done on an in-track roadway, foreground industries, and a large overpass vehicle bridge. When completed, these two sections on either side of the wye, will bring a lot of viewing and railroad operation interest to the front of the MEMRR layout. As with other projects, we welcome any members with an interest in helping to come by and lend a hand as well as your suggestions for improving the work that is already underway. **Jonathan** and **Gary Gilliam** are also casting rocks and beginning to work on some of the scenery areas on their corner modules. Jonathan has recently laid the track for a yard with a run-around siding that will be used to store cars and to transfer them to other sites on the layout. This little yard will be particularly useful when we get to a safe point that will allow us to have the popular monthly "Operations Night" activities once more.

**The "Big" Workroom:** This is always a good place to find **Ken Harmon** creating trees and **Jim Hoit** repairing and upgrading our donated rollingstock. Ken is more than willing to help you with learning how to make some very good-looking trees for your home layout, or just to gain this skill so you can create some trees that can be used on layouts throughout the museum. Ken has become very skilled at this artistic task and has made most of the trees you see on all of the layouts, but particularly on the "Tweetsie" narrow gauge layout. Jim can teach you how to install knuckle-couplers, gauge and install metal wheelsets, and to properly weight your freight and passenger cars to NMRA standards that will greatly improve their performance on any layout.

**ET&WNC Narrow-Gauge Layout:** The 'Scenery Guy', **Mike Buster**, and his sidekick, **Gregg Mundkowsky**, have been busy adding ground cover, rocks, retaining walls, static grass, and some of Ken's trees to the "Tweetsie" layout in the area around the big yard and the spot that will eventually hold the Coal Chute. Those areas are really coming to life under their application of their scenery talents. We needed to replace a dual-gauge right-hand turnout near the Coal Chute site to have the narrow-gauge track on the prototypical side of the structure. Searches on the web, calls to dealers, and the manufacturer all failed to produce the turnout we so desperately wanted. **Mike Sager** is coming to our rescue by scratch-building the turnout in the proper configuration for us. We will soon have it in place and I will be able to complete the model of the Coal Chute that served the little

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

(continued from page 5)

steam locomotives for so many years on the east side of Elizabethton. I have just completed the sand and oil building that will be the 4<sup>th</sup> structure for the Johnson City engine yard and facilities and placed it on the layout. It differs from all the other surrounding buildings in that complex by being constructed of brick, rather than the board-and-batten materials the office, carpenter shop, 3-stall car barn and the engine house were made of. The only building remaining to create and install on this part of the layout is the 3-stall engine house and that structure is being cut out now on the laser knife machine by **Ben Merritt**.

These are just some examples of what is happening at G.L. Carter Railroad Museum. Like the prototype railroads, model railroads are always sites of lots of activity and ours are no exception. Come join the fun and the comradery of friends enjoying their hobby in a place with layouts in multiple scales. We seek your skills, your talents and your experience, but most of all, we look forward to your companionship. Listen to the sound of the whistle of the train in the night and dream of all the destinations yet to come. Hope to see you soon!

*Fred J. Absop III*

Director, George L. Carter Railroad Museum, ETSU

President, Mountain Empire Model Railroaders

President, George L. Carter Chapter NRHS

# Club News

## Tweetsie Layout Update: Article and Photographs by Logan Heaton

With the coal chute for Elizabethton finished while waiting for track work to be put in place, focus is shifted to the car barn for the yard in Johnson City. In a previous post you saw where the measurements were being entered and cut for assembly. Now all the needed pieces have been cut and the assembly process has begun being done by museum director Dr. Fred Alsop. Stay tuned for more updates coming soon!!



## Club News

### Tweetsie Layout Update: Article and Photographs by Logan Heaton

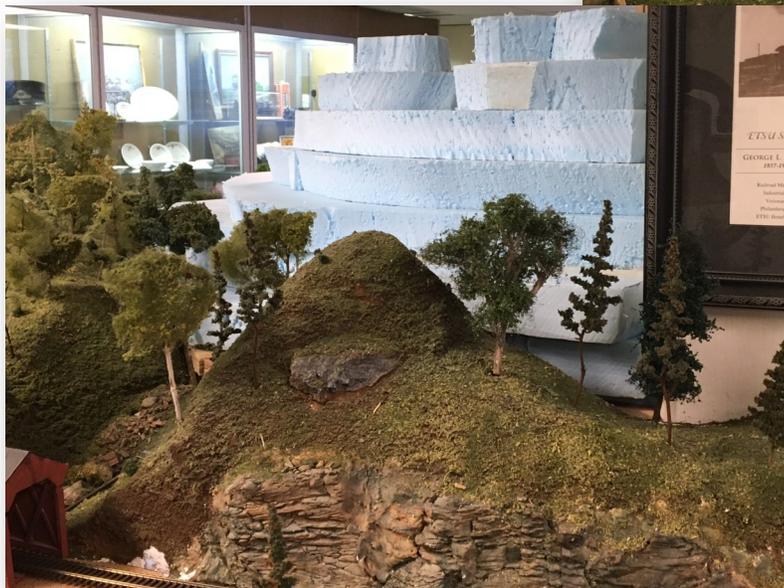
The Johnson City car barn has now been completed and now set in place in the Johnson City section of the layout where it received its first pieces of rolling stock being placed under cover in the card. With this complete focus is now placed on another Johnson City structure which will be seen later in the week. This was a great effort put in by everyone who worked on the structure. Stay tuned for more updates coming soon!!



## Club News

### MEMRR Layout Update: Article and Photographs by Logan Heaton

We are pleased to announce that some great headway has been made on the logging loop extension with scenery foam now being cut and stacked to extend the mountain all the way around for the loop. Some track work is also now in the works for set up including fixing track for the switch-back that will lead up to the loop. Stay tuned for more updates coming soon!!



## Club News

### New Members for 2021!

During 2020 we were fortunate to have people from all over our area join the club. In 2021 we will provide monthly updates and stories on new members as they occur.

Please Welcome our New Member  
for this month!

**William Sams**—A student at Greeneville High School

We would love to know more about you!

If you would like to share your story with fellow club members in a future newsletter, please send via email to our editor at [cathysmithmemrr@yahoo.com](mailto:cathysmithmemrr@yahoo.com).



## Club News

### MEMRR Layout Update: Article and photographs by Logan Heaton

Some more great headway has been made on the work with Johnson City with the start of the bridge starting to take shape to form the overpass going over the track while on the road some more work has been done with utility poles, traffic lights and other signage appearing along the route. Stay tuned for more updates coming soon!!



## Club News

### MEMRR Layout Update: Article and photographs by Logan Heaton

The Johnson City area of the MEMRR has seen a big push with the next stage of the road takes place as MEMRR members Logan Heaton and Jonathan Gilliam tackle the street running section and grade crossing between the station and the railway hotel. A mixture of fine cylinders and glue makes a nice paste or plaster with the area taped off to fix where the road will go and also to prevent from speeding into the switches and other parts to keep the plaster out. It will then be left overnight to dry before and videos coming e coming back to pull the tape and continue the job. Stay tuned for more updates coming soon!!



## Club News

### MEMRR Layout Update: Article and photographs by Logan Heaton

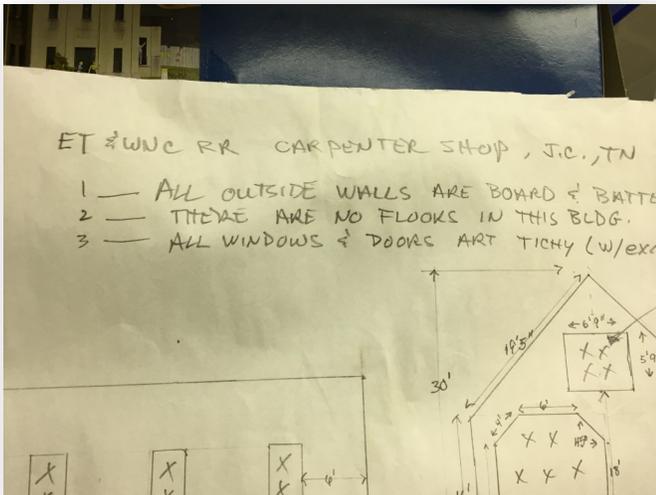
Things are changing over in Little Cheyenne where module owner Jonathan Gilliam is currently working on the back end of the module with a mix of fine ballast and glue that is then spread across to give the look of concrete and gravel work area where the various industries will be placed along with a road for inbound and outbound vehicles once it has dried. Stay tuned for more updates coming soon!!



## Club News

### Tweetsie Layout Update: Article and photographs by Logan Heaton

With the car barn done and placed in Johnson City focus is now shifted on the next yard structure which is for the ET&WNC Carpenter Shop which has now been cut, assembled and primed for paint. Here we see museum director Dr. Fred Alsop working on the doors for the shop before preparing it for paint and detailing. Stay tuned for more updates coming soon!!



## Club News

### Tweetsie Layout Update: Article and photographs by Logan Heaton

Quick progress has been made on the ET&WNC Carpenter Shop which will make the second yard shop completed. To some rivet counters you may notice the shop seems a bit smaller even for HO/HOn3 scale. Well you would be right. Due to what limited space we have we had to condense the size of the shop to fit the layout so at this moment it is actually half the size of what it would be to scale. This however doesn't mean the building will stay as is. Even now plans are in place and the building is already prepared for once we get a bigger space and able to expand the layout ((hopefully to the full route of the ET&WNC)) the building will be able to be taken apart with ease and add on the remaining half. Thankfully only this shop and one other future building will be the only ones at a temporarily smaller size. Even with all this considered it is still shaping up for an amazing job by the crew as museum director Dr. Fred Alsop is finishing up the roof. Stay tuned for more updates!



## Club News

### Tweetsie Layout Update: Article and photographs by Logan Heaton

Work continues on the sand and oil building for the Johnson City yard with Dr. Fred Alsop currently weathering the brick on the sides of the main structure while also building the chutes for the sand. The small metal storage building that will be mounted to the side has also been completed with the exception of the roof. Some other additions to the interior will also be made. Stay tuned for more updates coming soon!!





## Club News

### Tweetsie Layout Update: Article and photographs by Logan Heaton

The sand and oil building for the Johnson City yard is now completed. With the slanted roof and gravel added which was fo to where water could drain off the back of the building along with the chimney now attached and even piles of sand inside the brick structure the building is then put into place next to the carpenter shop and up from the engine sheds which is currently being prepped for assembly. Additional barrels of oil have also been placed outside the metal structure which houses the oil. With this building now completed Johnson City is one more step closer to completion with the engine house now the final yard structure to add. Stay tuned for more updates coming soon!!



## Club News

### Lil' Ones Short Lines and Industrial Rails Heritage Day:

Article and photographs by Logan Heaton

We had a great turnout during our Heritage Day event showing all the different locomotives and railroads for Lil' Ones Short Lines and Industrial Rails. We would like to thank everyone who was able to come out and see us as we bring you a few photos during the event showing the railroads in action. Enjoy!!



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# Club News

## Lil' Ones Short Lines and Industrial Rails Heritage Day:

Article and photographs by Logan Heaton

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## Club News

### Lil' Ones Short Lines and Industrial Rails Heritage Day:

Article and photographs by Logan Heaton

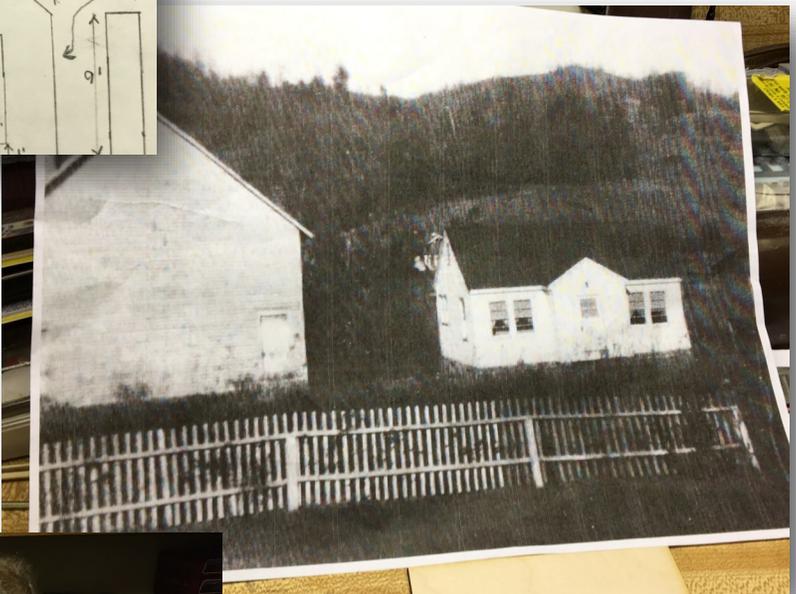
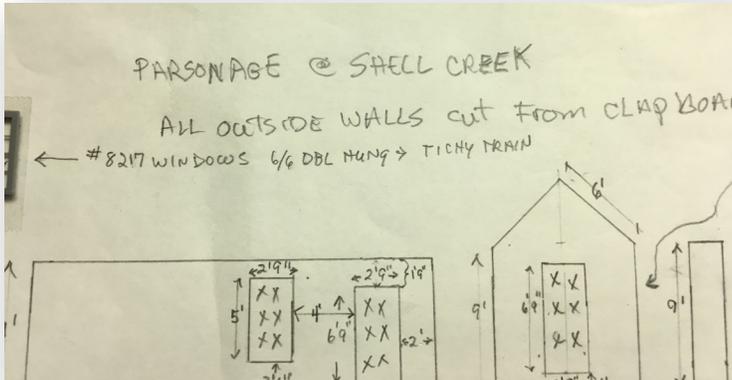
*(continued from page 20)*



# Club News!

## Tweetsie Layout Update: Article and photographs by Logan Heaton

While the engine shed is still being cut out we take a small break from Johnson City and head up to Shell Creek to do a quick build on the Parsonage House that will be located near the church near the State Line Hill side of town. The pieces have already been cut out with Dr. Alsoop currently getting started on checking the pieces before starting assembly of the building. Stay tuned for more updates coming soon!!



## Club News!

### Tweetsie Layout Update: Article and photographs by Logan Heaton

The Parsonage House for Shell Creek is now completed. Over the past couple days museum director Dr. Fred Alsop has been working on the structure and has now completed the small house and placed it beside the church in Shell Creek where it now sits on display for all to see after finishing the new foundation. With this now finished focus is now being directed back to finishing Johnson City. Stay tuned for more updates coming soon!!



## Club News!

### N Scale Layout Update: Article and photographs by Logan Heaton

A layout not often mentioned, but still an important part of our museum is the N scale layout which is modeled for the Knoxville area and the outer suburbs outside of the city. Like our MEMRR and ET&WNC layouts this layout is also seeing some major updates with a current push by a group of volunteers to revitalize and update the layout. For those worried if the layout is going to be majorly changed I can reassure you all the layout's trackage and scenery will remain as it was it will just be freshened up and other areas fixed up after how long the layout has been operating. The group has already fixed up one of the trolley lines as the trolley car can now be seen normally operated without issue. The group is also focusing first on an area called Cherokee Ridge where a logging operation was along with a small town to fix up the scenery freshening it up starting with the cliff side currently being primed. Stay tuned for more updates coming soon!!



## Club News!

### MEMRR Layout Update: Article and photographs by Logan Heaton

A follow up back at Little Cheyenne after the glue and ballast mix dries giving a great look of concrete topped with a bit of gravel. Now with everything dried buildings are put in place for various industries and maintenance shops for the work vehicles. A yard office made from a caboose is also placed at the end of the siding. A diesel fuel tank has also been installed near the engine facility for the switchers and locomotives there being worked on. All in all it does add to amazing scene along the MEMRR main line as work continues on the layout. Stay tuned for more updates coming soon!!



## Club News!

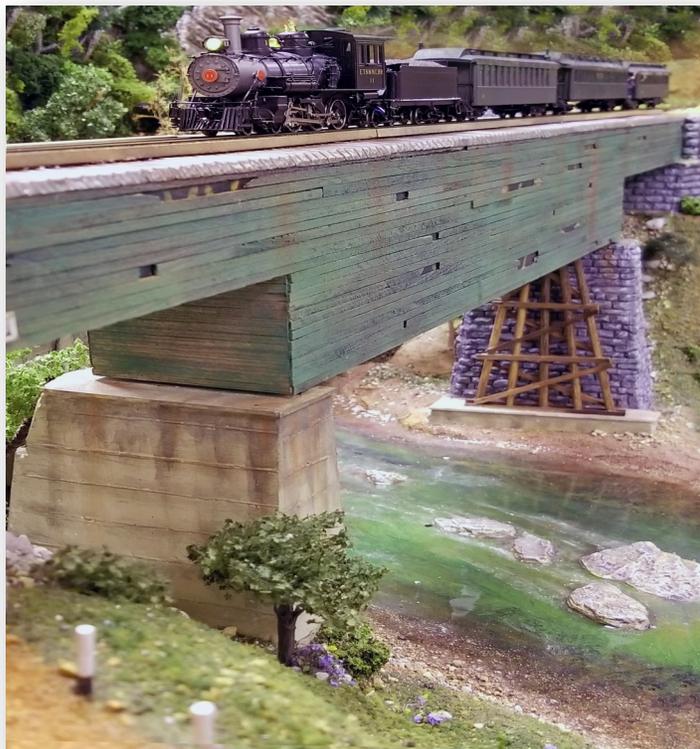
### MEMRR Layout Update: Article and photographs by Logan Heaton

Big progress in Johnson City working on the new roads and street running sections near the station. With the tape pulled up on both the sides and off the switches the next step was clearing the gap for the wheel flanges taking modeling knives to clear it away from the rails. Some areas were a bit rough but are able to be smoothed out but all in all a great look to the expansion. After the road was finished the gravel patch at the diner and Railway Express Agency building along with the access road near the station sidings receives a similar treatment to the road giving a roughed up gravel and concrete access roads as progress continues. Stay tuned for more updates coming soon!!



# **The 2020 Hon3 Annual** **and** **2021 All Aboard Calendars** **are Complete!**

Our new beautiful *All Aboard 2021* calendars remain available. Get yours soon so that your discounted price gets its full benefit of all 12 months of events and reminders. Remember too, that we have a limited supply of the recent *2020 Hon3 Annual* published by White River Productions. This issue bears a color-illustrated 8-page feature of our ET&WNC RR layout. This marks the 7<sup>th</sup> consecutive year our Tweetsie layout has been featured in this collector's magazine; an outstanding accomplishment and a tribute to the quality of work to be found throughout our railroad museum. Be sure to get your souvenir copy while we still have some in stock. A few editions for the previous year's *Hon3 Annual* remain available at our sales table.

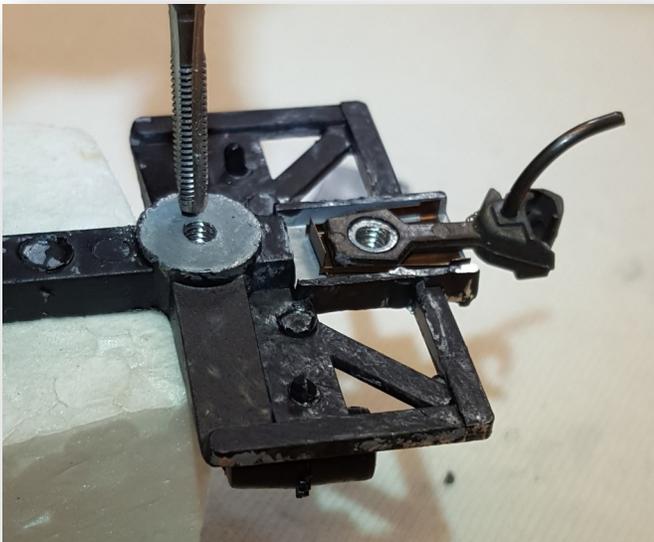


## Lose Track of Time!

### **“RIP” Track Corner “Repair in Place” - Article and photos by Jim Hoit**

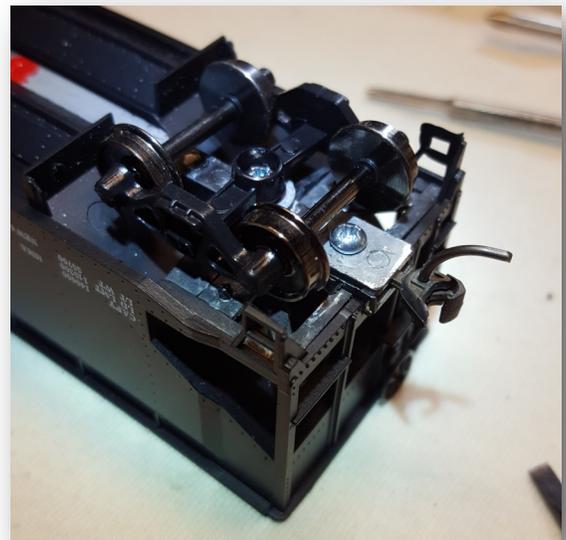
Recently the Museum received a donation of rolling stock which included 8 open bay hopper kits that needed to be put together.

The first thing to start on was painting the metal under frame with flat black paint and then installing the break cylinder, check valve and the air tank, there are holes provided, pic.1.



Turning the under frame over to the bottom side, the knuckle, the spring and also the truck can be installed using #2-56 screws, to help with the screw installation use a #2-56 tap and thread the 4 holes provided, pic. 2.

Slide the under frame into the bottom of the hopper car taking care not to break off the steps on each corner and snap it down into the knuckle pockets provided on the car body, pic. 3.



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## Lose Track of Time!

*(continued from page 23)* "RIP" Track Corner "Repair in Place" - Article and photos by Jim Hoit

To create the coal load, I use ½" Styrofoam, which can be cut with a long razer knife, in this case the opening is 1 ¼" by 5 ½" and you will need to bevel the 4 sides about half way down each side and to near center of the top to create the look of a humped center load, pic. 4.



Coat the top slopes with white or yellow glue and springle on a very fine crushed stone, pic. 5,

and then spray paint with a high gloss lacquer paint, be sure you are in a well ventilated area, this gives the sparkle look of just crushed coal, pic. 6.



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## Lose Track of Time!

(continued from page 25) "RIP" Track Corner "Repair in Place" - Article and photos by Jim Hoit



After the paint dries your ready to slip it into the open hopper and the cavity under the coal load becomes a good place to hide the extra weight that will be needed to bring the car up to a standard weight which is calculated by taking  $\frac{1}{2}$  the length of the car in inches/ounces plus 1 ounce, in this case the car is  $5\frac{1}{2}$ " divided by 2 =  $2\frac{3}{4}$ " or  $2\frac{3}{4}$  ounces plus 1 ounce =  $3\frac{3}{4}$  ounces, pic. 7.

Hopefully this gives you an idea how simple kits can be to assemble.

Stay safe, have fun and keep on modeling.

RIP track coordinator, Jim Hoit

## Meeting Minutes

### MEMRR & George L. Carter Chapter of NRHS Monthly Business Meeting Minutes- 2/16/21

Note: Meeting was conducted via Zoom

Meeting called to order at 6:30 PM by President Fred Alsop.

Members Present (on call): Fred Alsop, Bill Smith, Cathy Smith, Logan Heaton, Jim Hoit, Ben Merritt, John Dodge, Robert Sullivan "I Phone".

President Fred Alsop reminded the group that this is a joint meeting of the Mountain Empire Model Railroaders and the George L. Carter Chapter of the National Railway Historical Society. After initial remarks, Fred called for Officer Reports.

Newsletter editor: Cathy Smith thanked members for the pictures and club articles provided for the signal bridge and reports that the February edition will be published shortly. Fred reminds us that articles and photos from members are always welcomed and that the newsletter is also for the Carter Chapter of NRHS members.

Webmaster reports: Ben Merritt; he informs us he continues to check contact info for members, and updating email addresses. He will use the 2021 Membership list for the sending of the newsletters. The ETSU.edu website has been updated. Bill Smith reports the club website is up to date.

Webmaster reports: Logan Heaton on Facebook site update and on the upcoming Heritage Day "Short Lines Industrial Railroads" Come out and run logging trains and short trains.

Secretary's report: Mike Tarter was not able to attend the Zoom meeting, no secretary's report was presented. Bill Smith recorded and submitted the February minutes.

Treasurers' reports: Gary Emmert was not able to attend the Zoom meeting, no treasurer's report was presented.

John Dodge reports for the Carter Chapter of NRHS Treasury; there is no change since last month - this group also has a sound financial position. The Carter Chapter has 10 members.

Membership report: Robert Sullivan was not logged into the Zoom meeting. New members are being noted in the monthly newsletter.

V.P. report: John Carter was not on the Zoom meeting.

Fred noted the other Carter Chapter officers and historian are also not logged into the Zoom meeting.

Presidents report:

Fred was pleased to report the museum reopened February 6, to the public with 12 children and over 40 visitors attended the museum each Saturday. The museum will continue to follow all State Covid guidance. Ben Merritt has the reservation form setup for scheduling museum visits.

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# Meeting Minutes

## MEMRR & George L. Carter Chapter of NRHS Monthly Business Meeting Minutes- 2/16/21

(continued from page 32)

Fred has noticed progress on some areas of the HO layout , Rick Mulholland and John Carter are creating mountainous landscape on the club's module near the gallery entrance doors and told us of progress on the Tweetsie layout. The car barn structure is coming along nicely, and faithfully to photographs.

Books that were in temporary storage at Valley Brook are being cataloged and integrated into the Library. Duplicates are being separated for later possible sale, and any signed books are noted and retained. Gary Emmert says the Library will be temporarily closed- because it is FULL of books. He needs more bookends and will look for sources.

Fred informed us that students Grace Chintalekha is in the APS program will be joining us (60hours per semester) to assist Amy.

### Old Business:

Fred informed us that ETSU Football games have resumed, with four home games scheduled beginning this Saturday. Games will start at 1PM so parking will be tight. The next home game will be in March. However, the \$10 Million renovation of Lamb Hall will start likely this May, making parking a challenge and thus likely to affect our public attendance. There is some discussion of possible university bus shuttles.

Fred reported that Ben Merritt had master the laser knife so the bottle neck for creating new buildings has been broken.

Coordinators meeting: no meeting was held in February Fred reminded again that we should let him know of any Club or museum needs .

### New Business:

First Heritage Day will be February 27, with the theme "short lines and industrial railroads" Come on out and run some logging trains or short trains with small locomotives. Check the club roundhouse if you don't have a small locomotive.

On restarting Operating Sessions: the club will think about start date, sometime in the next several months.

Big Train Show 2022 venue is booked for June 3-4, vendor are requesting rooms. New Big Train Show fliers are at printers.

The 41<sup>st</sup> National Narrow Gauge Convention is being held in nearby Hickory, NC September 1-4. Fred is expecting a bus of visitors from the convention on Saturday.

Gary Emmert, Wallace Shealy and Catherine Shealy have been working on integrating new books into the library.

Logan shared with us, on screen, a video of a short documentaries on Short Line Industrial RR "Henry Ford's RR Detroit Toledo and Ironton" and Strasbourg Railroad's Camel-back 0-4-0 locomotive #4.

Upon suggestion, Bill Smith makes a motion to adjourn the meeting; it is seconded by John Dodge and carried by acclamation.

The meeting was adjourned at 7:41.

Respectfully submitted;

Bill Smith, Under Secretary

**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  
miketarter06@gmail.com
- **Webmasters:**  
Logan Heaton  
Ben Merritt  
Bill Smith  
memrrwebmaster@gmail.com
- **Newsletter Editor:**  
Cathy Smith

**George L. Carter**

**Chapter NRHS Officers:**

- **President:** Dr. Fred J. Alsop
- **Vice Pres:** Roger Teinert
- **Secretary:** Carl Hacker
- **Treasurer:** John W. Dodge,  
econguy2000@hotmail.com
- **Historian:** Carolyn Greg
- **National Representative to the NRHS:** Charlotte Pahrns

# George L Carter Railroad Museum and MEMMR

The many colorful multiple railroads of the Midwest are featured at the George L. Carter Railroad Museum, located in the Campus Center Building of East Tennessee State University. The region encompassing Chicago, Detroit, Louisville, Milwaukee and St. Louis was the true epicenter of American commerce between east and west during the 20<sup>th</sup> century. Literally dozens of railroads large and small provided service throughout Ohio, Indiana, Illinois, Kentucky and the upper midwestern states, all service as links to the chain.

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

In addition to the displays, there is also a growing research library, and an oral history archive being established as part of the museum's programs. Info can be found online at '<http://etsu.edu/railroad/>' or '<http://johnsonspot.com/>' or '<http://www.stateoffranklin.net/johnsons/glcarter/cartermuseum.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](http://www.memrr.org)' to learn more about MEMRR, or visit '<http://glcarternrhs.com/>' to learn more about Carter Chapter, which helps demonstrate and maintain the model layouts, museum exhibits and other projects.

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

The museum can be identified by a flashing railroad crossing signal at the back entrance to the Campus Center Building. Visitors should enter ETSU's campus from State of Franklin Road (at green light) onto Jack Vest Drive and continue east to North Dossett Drive (then left) to John Roberts Bell Drive at end, then right then left on Ross Drive(176) to end, adjacent to the flashing RR crossing sign.

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