

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

THE SIGNAL BRIDGE

AND

THE COAL ROAD

Volume 29 – Issue 3 March 2022

Cover photograph by Paul Haynes

Club News!

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Attention Club Members!

We have opened up our museum and layouts to a new cadre of enthusiastic members who are not all aware of the responsibilities of operating in a public museum under the watchful gaze of visitors and under the guidelines that they may not be fully aware of. This is sometimes causing some difficulties that a little education on our part may need to be provided. A draft document entitled “ **Amendment 2020. 03-01 - MEMRR LAYOUT & OPERATIONS STATEMENT and Directives. MEMRR CLUB MEMBERSHIP & SATURDAY MUSEUM DAYS - MEMBER RESPONSIBILITIES & EXPECTATIONS**” has been prepared by Fred and our Board of Coordinators and is included in Fred’s column this month. The plan is to have this draft, with any approved amendments you may suggest, voted on at a business meeting in the near future. This document clearly states the guidelines and responsibilities expected of every member operating on the MEMRR layout at any time. It also suggests possible actions to be taken if these guidelines are not being adhered to. Check it out!

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



Spring has finally arrived, yet the weather can't seem to make up its mind between balmy 70 F degrees and below freezing days and nights. The blooming plants seem to be as confused as the rest of us as how to proceed with their transition from winter into spring. However, our model railroading and prototype enjoyment of all things involving trains and their history just keeps on track. We welcome our new members to our clubs and to the G.L. Carter Railroad Museum. We are looking forward to getting to know you better and learning of your railroading experiences in our shared hobby. Welcome aboard!

Deaths in our railroad family: It is with a sad heart that I must report to you of the passing on Wednesday, March 23, of *Mike* and *Pam Buster's* eldest son, Mike, in Florida following a lengthy illness. Mike has been an MEMRR member and a great modeler for the Carter Railroad Museum for many years and I know we will all grieve with him for their loss. Please send any sympathy cards with your condolences to the family at 906 Grady Drive, Johnson City, TN 37604.

Also, It is with deep sadness that I must report the passing of *Rick Mulholland's* father from cancer. They had been planning a trip to Scotland this summer. Please extend your sympathy's to Rick and his family.

N-Scale Layout Moved: The large N-Scale layout that was created for the Tupelo Honey Restaurant on State of Franklin Road, Johnson City, by several members of the Mountain Empire Model Railroaders has been donated back to the G.L. Carter Railroad Museum recently. The large layout, depicting Johnson City, stood in the lobby of this restaurant that occupied the building constructed by George L. Carter to serve as the depot for his Clinchfield Railroad. Tupelo Honey vacated the building several years ago, but the N-Scale layout, more than 20 feet long and weighing more than 1,600 pounds, remained in place. The current owners of the Peerless Restaurant on North Roan Street in Johnson City, *Gary Kalogeros* and his sons, recently purchased the restaurant portion of the building and donated the layout to our railroad museum on the condition that we remove it from the premises within the following 3 days. With several phone calls to ETSU administrators, a city leader, and a city businessman, the task was accomplished in a manner of 2 hours that included jacking up the layout, securely wrapping it, rolling it out the restaurant door, machine lifting it from the restaurant's elevated front landing to a waiting trailer truck, transporting it several blocks and unloading it into a secure building space where it now resides. This all sounds very easy, and the professionals who were involved made it look that way, but it was just short of amazing that all of this was accomplished without any damage to the layout. It will remain stored until our own railroad museum is moved to its still-to-be-determined new home and then, hopefully, it will become one of our exhibits. The move made the front page of the *Johnson City Press* newspaper on Saturday, March 12, if you want to computer search for it.

Spring Fling and Farewell Celebration: COVID-19 caused a lot of changes in our daily lives over the past two years. One of them was the several social events the Railroad Museum and our clubs enjoyed several times each year with our members and their spouses or significant others. Earlier this year in our business meeting we discussed our wishes to reinstate some of these events that we have all been

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

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Restaurant in Elizabethton, TN at 6:00 p.m. We have a reserved room that will seat up to 45 adults and an email has been circulated with the announcement and the invitation to participate. This should be a lot of fun and we have some special additional reasons to get together to celebrate some events in the lives of several of our members. We usually recognize our "Member of the Year" and our "Officer of the year" at our annual Christmas party; but the pandemic prevented that from happening last year. The awards are based on voting by our members. We will be honoring *Logan Heaton* as our "Member of the Year" and two officers, *Cathy Smith* and *Mike Tarter*, as co-honorees for "Officer of the Year". The honorees will be awarded suitable plaques to commemorate their outstanding achievements and recognized service to the MEMRR and to the Carter RR Museum.

Additionally, it is with great sadness that our longtime member and friend, *Gary Emmert*, and his wife, *Sarah*, will be leaving us to move closer to their children in East Texas. Gary has devoted much of his weekly activities to the MEMRR and the Carter RR Museum since he and Sarah moved here many years ago. He not only has served well as the MEMRR treasurer, the museum librarian, and our acquisitions manager, he has been a go-to-guy for so many other countless tasks. Each year that we have held the Annual Big Train Show Gary has worked tirelessly to find the hundreds of tables needed for our vendors, more than 300 per show. He traveled at his own expense to many other train shows talking to vendors and persuading many of them that they needed to come and bring their wares to our show in Johnson City. He picked up all our mail from the ETSU post office for the MEMRR, Carter Chapter NRHS, the ET&WNC RR Historical Society and the Carter RR Museum (we all share the same post office box) and distributed them to the proper officers in each organization on a weekly basis. For those few MEMRR members who could not receive their club newsletters via email, he made hardcopies of each monthly newsletter and mailed them to these members. He will be sorely missed, and we will use some of this coming social event to bid Gary and Sarah goodbye, thank them for a job well done, and express to them our best wishes for their future in their new Texas home.

May 14 Rail & Sail Excursion: The publicity is now being widespread via many different forms of media; WETS radio, newspapers, bulletins, websites, email, electronic billboards, and this newsletter. Please make your plans and your reservations to join us for this fun-filled trip that includes modern buses that are WIFI, and bathroom equipped, a train ride along the Tennessee River, and a luncheon cruise on a paddle-wheel boat on the same river. This is a great day trip limited to 200 participants with any profits going to the Carter Chapter NRHS and the Carter Railroad Museum. We will be transported by Premier Transportation buses, including an 8- passenger double-decker bus, from the ETSU parking lots to Knoxville for both the train ride on the 3-Rivers Rambler RR and the cruise on *The Star of Knoxville*. This is as great day trip with everyone back in Johnson City by 5:30 p.m. If you have made this trip with us, plan to go with us again. I have been on everyone since we began them, more than a dozen times now, and they never fail to be fun and exciting. Come support your club and your museum, or just come to join in the adventure. Bring family and friends along for the experience. Seating is limited and you need to hurry with your reservation for when they are gone, they are gone! You can download the ticket reservation forms from your computer by going to memrr.org, clicking on "excursions" and proceed with your downloading of the forms and information you need from there. If you don't have a computer, you can drop by the Carter Railroad Museum and pick up the hard copies of these materials we already have printed out. It is a lot of transportation along with a fine

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fine meal served on board the ship for only \$95/person. You may not be able to drive your car to Knoxville and back from Johnson City for that price with the current price of gasoline! I hope to see you there. **Deadline for ticket requests is Friday, May 7.**

Annual Society Convention in Johnson City: The East Tennessee & Western North Carolina Railroad Historical Society will be holding their annual convention again this year on Memorial Day Weekend (27-29 May) headquartered at the Carnegie Hotel in Johnson City. This 3-day event is packed with lots of speakers, clinics, two railroad rides (Tweetsie RR and the Doe River Gorge), a banquet and a second dinner meal, plus more for its members. Membership is \$30 annually and we have flyers for the society available at the Carter RR Museum. Convention fees for all the above is less than \$100/person, but you have to be a member to participate. Most of the members will be visiting our railroad museum and we will be providing some limited opportunities for some of them to operate on our ET&WNC model railroad layout. With this historical society meeting across the street from ETSU and in our "backyard" you are encouraged to become a member and participate in the convention. I am a member and serve on their Board of Directors and will be happy to discuss the convention and the society with any of our members who may be interested in getting more information about the society and/or their convention.

Annual Big Train Show: We are on schedule for another successful Annual Big Train Show under the leadership of *Roger Teinert*, our train show event chairman. He and his committee have been holding regular monthly meetings planning this event (everyone is welcome to come and participate in these meetings held at 5:30 p.m. on the 3rd Tuesday of the month just before our monthly MEMRR business meeting at 6:30 at ETSU in room 223, Brown Hall). Thousands of flyers have been distributed for months and we have mailed vendor forms and information to many past participants and potential vendors. Numerous vendors have already responded with their checks to reserve tables for the event with some coming from as far away as Kansas. After two years of absence with our show, this one promises to be the largest one we have ever had and will be filling the 64,000 sq.ft. ETSU Mini-Dome. As always, we will need a lot of volunteer help to collect, transport, and set up the many tables and take them down after the show as well as to man all the tasks required to work with our vendors and attendees during the event. Please plan to set aside some time for us for the show dates of 3-4 June, as well as a couple of days before and after to take care of all that must be done to make this show run seamlessly and in the professional manner our vendors and guests have grown to expect. When we ask for your help, at the show, or at the Carter Museum, for work connected with this huge undertaking, please don't hesitate to volunteer some of your time. This is becoming one of the largest train shows in the southeast. We will need your help to make it happen.

Around the Carter Railroad Museum: Normally I use this space to list some of the many accomplishments that have been occurring in the various galleries and units of the Carter Railroad Museum, and you will see some of these in other sections of this newsletter through the many excellent photos and postings that *Logan Heaton* regularly provides. However, I want to use the following space to provide a draft of guidelines for operations specifically on the MEMRR HO-Scale layout. We have been fortunate to continue to attract new members to our model railroad club, even through the covid pandemic. Many of our new members are youth members, high school students, who are attending the museum and operating on our layout with

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the assistance of their parents and our other, older club members. We have opened up our museum and layouts to a new cadre of enthusiastic members who are not all aware of the responsibilities of operating in a public museum under the watchful gaze of visitors and under the guidelines that they may not be fully aware of. This is sometimes causing some difficulties that a little education on our part may need to be provided. Therefore, I have had two long evening meetings with our Board of Coordinators, who through careful discussion and deliberation have produced the following draft document entitled " **Amendment 2020. 03-01 - MEMRR LAYOUT & OPERATIONS STATEMENT and Directives. MEMRR CLUB MEMBERSHIP & SATURDAY MUSEUM DAYS - MEMBER RESPONSIBILITIES & EXPECTATIONS**".

Please read this document carefully and provide me, or any of our coordinators, with feedback for any suggested changes you may wish to provide us with over the next few weeks. I plan to have this draft, with any approved amendments you may suggest, voted on at a business meeting in the near future. This document clearly states the guidelines and responsibilities expected of every member operating on the MEMRR layout at any time. It also suggests possible actions to be taken if these guidelines are not being adhered to. They are as follows:

Amendment 2020.03-01 - MEMRR LAYOUT & OPERATIONS STATEMENT and Directives

MEMRR CLUB MEMBERSHIP & SATURDAY MUSEUM DAYS -

MEMBER RESPONSIBILITIES & EXPECTATIONS

This amendment is to update and clarify the management and operating of the club's HO scale layout as well as the State-museum layouts in the Carter Railroad Museum. To CLARIFY - The club is given space in the museum for their layout to be operated for the public good. The club members in turn also operate the other layouts presently owned by the museum. Saturday's operating activities are for the purpose of presenting the museum's displays to the public and for the enjoyment of all members. The points below apply to the 6-hour window between 9:00 AM (or the one hour prior to opening) until 3:00 PM (or whatever the current closing time of the museum is in the future) on Saturdays, as well as personal use of the layout in off-hours by members in good standing. In total, this symbiotic relationship requires a level of professionalism, responsibility, and courtesy that most other fraternal organizations do not require. Members, as volunteers, in a state university facility are subject to consequences as stated by state and federal laws that supersede those of the club. Members failing to cooperate fully could be subject to remanding to the executive committee (club officers and museum director). The following points will help quantify these responsibilities.

1. This club operates under a set of bylaws and the management of an elected executive committee. The actions of members are governed by these forces, as well as any state mandates applying to public facilities. Any member found in error regarding those state mandates is subject to disciplinary action up to and including immediate ejection from the organization based on seriousness of the infraction. Moreover, if recommended by the executive committee, a member can be expelled by ballot or directive for actions of any kind that are determined to be harmful, detrimental, or damaging to the club, the museum, or reputation thereof.

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2. All members are expected to come to the facility in proper attire suitable to meet the public (visible club identification and/or a membership-logo shirt of one of the museum's associated organizations) and are expected to be ready to interact professionally with members of the public who will be visiting that day. Members are expected to be well-groomed and well-mannered when inside the museum for any role. The director, or his designee, may ask a member to leave who is not following the proper protocols.

3. All MEMRR members are requested, but not required, to be part of the museum's Saturday activities at least once a month. This is part of each member's responsibilities and is expected unless circumstances make such attendance impossible.

4. Younger members - individuals under the age of 16 who are participating in any activity in the facility MUST have an accompanying adult or legal guardian present at all times. NO exceptions.

5. The importance of our overall presentation to the public cannot be overstated. Operation of trains on the club layout is a privilege, not a right. A failure to abide by the safe operation of trains presents risk to the layout, club equipment, the other members' equipment, and one's own equipment. Therefore, such a failure could lead to disciplinary action by the executive committee.

AMENDMENT 2020.03-02:

CLARIFICATION - OPERATIONS ON MUSEUM PROPERTY DURING SATURDAYS

During the regular days the museum is open to the public, the following objectives are in force on the MEMRR HO layout.

1. OPERATING TRAINS - Members who have signed up for attendance for a given Saturday are given the first choice of train operation as to inner or outer circuit based primarily on their time of arrival. Train direction is normally dictated by the first operator out. However, if a designated trainmaster is present, the trainmaster will determine all mainline access for operators. If not, the protocols below are expected to be followed voluntarily by all members, and those in violation could be subject to disciplinary action.

a TRAIN SPEED - trains are to be kept close to or at the same speed of the slowest train on the same circuit the slow train is being operated at. Trains are to be safely spaced with reasonable stopping room between them. Trains are to be operated at realistic speeds up to a maximum of 40 mph as indicated by the digital speedometer on the HO layout.

b ENGINEER'S COURTESY - shanghaiing, stealing, or otherwise interfering with someone else's locomotives operating on the layout is STRICKLY PROHIBITED.

c TRAIN LENGTH - train length is established by the "maximum length" line denoted in marker on the staging yard, stated as Max Train Length. This is the maximum limit. There are NO EXCEPTIONS to train length during Saturday run time. Members desiring longer trains are certainly allowed to do so when making personal use of the layout during other times of the week or after museum closure on Saturdays.

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d TIME LENGTH OF TRAIN OPERATION - If no other operators are present, members may operate equipment indefinitely on Saturday. As soon as secondary operators are on hand with trains prepared for mainline operation, the time allotted for a train's uninterrupted operation will drop to 1 hour for one operator (this includes any time already acquired on the mainlines. Therefore, maximum total time for any one operator is 1 hour if others are waiting to run trains), and to 30 minutes for 2 or more operators on hand waiting to run on that circuit. Plainly stated, if others are waiting to operate their trains everyone will be operating a maximum of 1-hour increments.

e NUMBER OF TRAINS PER CIRCUIT - a maximum of 3 trains will be allowed to operate on the inside main and 3 trains allowed to operate on the outside main, with all operating at the same basic speed. Additional operators may need to wait for an open space, but please refer to d.) above to determine elapsed time of ongoing movements.

f NUMBER OF TRAINS PER OPERATOR - ALL operators may have maximum of 2 trains available for use on the layout. **HOWEVER** - only 1 consist may be in motion. A second train can only be in storage in the areas as noted in the section below.

g TURNING A TRAIN OVER TO ANOTHER OPERATOR - A train turned over to a second operator will be for short times only (bathroom breaks, telephone calls, or other short-time distractions). For longer periods, such as lunch breaks, park the train in the yard or in the staging yard and turn off its power.

h POSITIVE CONTROL OF YOUR TRAIN - It is the operator's responsibility to be in the room with your running train with eyes and attention on the consist. If at all possible, follow your train. Be attentive! Focus must be on the train you are operating.

AMENDMENT 2020.03-03 - PROPER STORAGE OF TRAINS ON SATURDAY and OTHERWISE

2. STORAGE OF TRAINS - On Saturdays, space on the entire layout is at a premium. Therefore, it is crucial that all members understand what is required of them regarding static train storage if leaving for lunch or an extended time from the exhibit hall.

a STORAGE OF TRAINS IN GENERAL - Trains are not to be left or stored in any location where they block the view of the mainline, including stub sidings. As outlined below, 10 minutes is the maximum time of occupation of all through sidings during the 6-hour period on Saturdays.

b Members must store an active train if leaving for some reason such as lunch. They may not store more than two trains if leaving the building.

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c. STORAGE OF TRAINS NOT ACTIVELY MAKING LAYOUT CIRCUITS -Storage of built consists, freight or passenger, is in the staging yard or the inbound / outbound (I/O) yard tracks #2-5 (through tracks to the left of the switch yard mainline) ONLY.

i. Trains may NOT be stored more than 10 minutes on any mainline through siding on ANY module or club area on Saturday between 9:00 AM and 3:00 PM. NO storage whatsoever is allowed on these areas if the member is leaving the building for any period possibly exceeding 10 minutes. Storage must be on the I/O tracks in the yard or in the staging yard (space permitting). Through sidings, 311 to 336, 311 to 343, 318 to 338, and 421 to 428 and stub sidings 326, 341, 425, and 426 are not to be used to park trains if you are leaving the layout for more than a few minutes. Trains stored improperly will be moved to the yard track or to the staging yard (if space is available). Repeated violations of improper storage may result in the locomotive(s) and consists being removed to the director's office.

ii. Assembled club trains are not to be left intact with personal locomotives, nor left in place if a member is leaving the building for more 10 minutes. Therefore, any member leaving is expected to understand that club equipment operates on a first come/first serve basis and it cannot be withheld from other members' use if they are not on the premises. The member who is leaving is free to build another train upon returning but may not save club equipment for his / her return.

iii. A personal equipment train can be stored with engines intact in staging or the I/O yard areas for a period not exceeding 60 minutes. If absence is expected to be longer, the personal equipment should be physically removed from the layout.

iv. When each operator is finished for the day, any club equipment is to be returned to the yard or left in the I/O yard for the next operator to use unless it was taken from the museum storage room. Personal equipment is to always be physically removed from the layout, including from stub staging tracks. However, personal steam locomotives may be left in the roundhouse if there is space and at the owner's risk. Any museum/club equipment taken from the storage room cabinets must be returned to them before you leave the museum for the day.

v. A member is allowed to build one consist for personal use for storage in the staging area between Thursday AM and Saturday AM for use on that museum day. However, the member is expected to be on hand early enough to not hinder other operators use of that space. A permission given by the director may allow a personal consist to remain on the stub staging yard for longer periods.

vi. Equipment, club or personal, that is located on switch-connected inside stub sidings may be left in place, but ALL TRAINS on the layout including these locations could be subject to movement. Therefore, it is suggested that personal equipment be removed from ALL sidings when the member is not present or if member does not want that equipment used by others. Personal sidings on individually owned modules are exempted from the above.

vii. FINAL SATURDAY BEFORE SCHEDULED OPERATING SESSIONS ONLY - ALL personal equipment is to completely removed from the layout on the final Saturday prior to a scheduled operating session. The only exception is if the owner has been notified that their equipment is scheduled to be used in the following week's operating session.

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AMENDMENT 2020.03-04: FUNCTIONALITY OF THE YARD AREAS & ASSOCIATED TRACKWORK

3. THE YARD AREA - *The functionality of the yard on Saturdays is fairly open. However, the amount of preplanning of its design was for prototypical operation and is not a free-for-all use area. Cars are designated for movement and storage in specific areas. Cars are not to be stored improperly if possible and members will be held responsible for deliberate attempts to create problems to the yard's logical operation. Yard sections will be designated by labels on the benchwork facia and on the computer screen for assisting in proper car storage. The following rules also apply to Saturday general yard use.*

- a Trains may be built as needed in the yard using any available equipment not in use by another member.*
- b Trains returning to the yard can be left in the I/O tracks or be moved into the yard as track space allows. If the trainmaster is present, final terminal consist location may be dictated.*
- c If switching train cars out from returning consists, cars should be routed for or returned to their respective storage areas. Routing of cars to incorrect storage areas is to be avoided. Continual violators will be subject to consultation, reeducation, and possible loss of yard use privileges.*
- d The time required for train-building car movements within the yard will not be considered when accounting for time allotted running on the mainline circuit.*
- e Locomotives and cars should only be moved prototypically, that is under the power of a locomotive. Equipment should only be placed or removed from tracks in the staging yard, unless it requires rerailing, is a defective car/locomotive that must be removed from the consist, or other mishap that requires being handled with one's hands.*
- f A second document shows the expected locations of returning cars for yard switching will be available as amendment... .. (forthcoming).*

AMENDMENT 2020.03-05: FUNCTIONALITY CONTINUED: ENGINES SERVICE AREAS

4. THE ENGINE SERVICE AREAS—*The functionality of engine service areas requires members not to block critical engine lead transfer track areas (including all of track 1 between SW146 and SW256 and track 19 between switches SW111 and the two entrances at crossover SW231). Members may need training to use some areas of the engine service facilities. The following information applies as well.*

- a Personal locomotives may be stored in engine service areas as space permits.*

5. STEAM SERVICE AREA-

- a Spaces for personal steam engines in the club roundhouse are available on a first come / first serve basis. The club will determine if there is a maximum locomotive limit per member once all stalls are full. Two (2) stalls are to be left open for Saturday operations.*
- b All engine numbers and owner names are to be listed on the stall chart located nearby for ease of movement if needed.*

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

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5. Steam Service Area (continued)-

- c Engines are always to be stored correctly in the roundhouse nose-first to properly align with the smoke jacks mounted on the roundhouse rear roofs.
- d Personal locomotives stored in the roundhouse cannot be used without the owner's permission or approval.
- e Personal steam engines are not to be stored following a Saturday museum day or operating event on any trackwork not directly associated with the turntable/roundhouse itself (i.e. on the servicing tracks in this area).

6. DIESEL Service Areas - Presently, the number of club and museum diesels being kept in the area of the diesel shop precludes the possibility of personal equipment to be stored there.

- a The use of club diesels is open to all members on a first come / first serve basis.
- b Speed-matching of diesels should be done in the staging area so the process does not disrupt the yard.
- C When selecting a club/museum locomotive from the diesel service area please take the first locomotive(s) in the string. Don't remove them by hand.

END March 10, 2022

There are many things built around our hobby of model railroading and the prototype railroads we have such a passion for. Many of them we get to enjoy in each other's company at the Carter RR Museum, the home of the Mountain Empire Model Railroaders and the G.L. Carter Chapter NRHS. Listen to the sound of the whistle of the train in the night and dream of all the destinations yet to come.

Fred J. Absop III

Director, George L. Carter Railroad Museum, ETSU

President, Mountain Empire Model Railroaders

President, George L. Carter Chapter NRHS

Lose Track of Time!

Contributed by Logan Heaton



Club News

Tweetsie Layout Update - Elk Park Ford Service Building: Article and photographs by Logan Heaton

The Ford Service building has now been completed! Over the prior week Dr. Alsop finished the final assembly and weathering on the building, even adding the start of an interior with a workbench and tools to service motorists. Once all that was complete the building was placed out on the layout across the main line from the town. Some last bit of work needs to be done in terms of the scenery and road, but this now completes the final building for Elk Park. Now it is just a matter of final details for the town such as additional vehicles, people and other scenery for the town before focus is shifted back down the mountain to a very unique water feature for the ET&WNC.



Club News



The countdown has begun with less than 3 months and counting till our Big Train Show coming June 3rd and 4th! After two long years away due to the pandemic and renovations we are excited to bring back this event for our 5th show. We already have many vendors and layouts lined up hoping to make this our biggest show yet for this return. Be sure to mark your calendars and keep a watch here on updates as we get closer and closer to showtime.

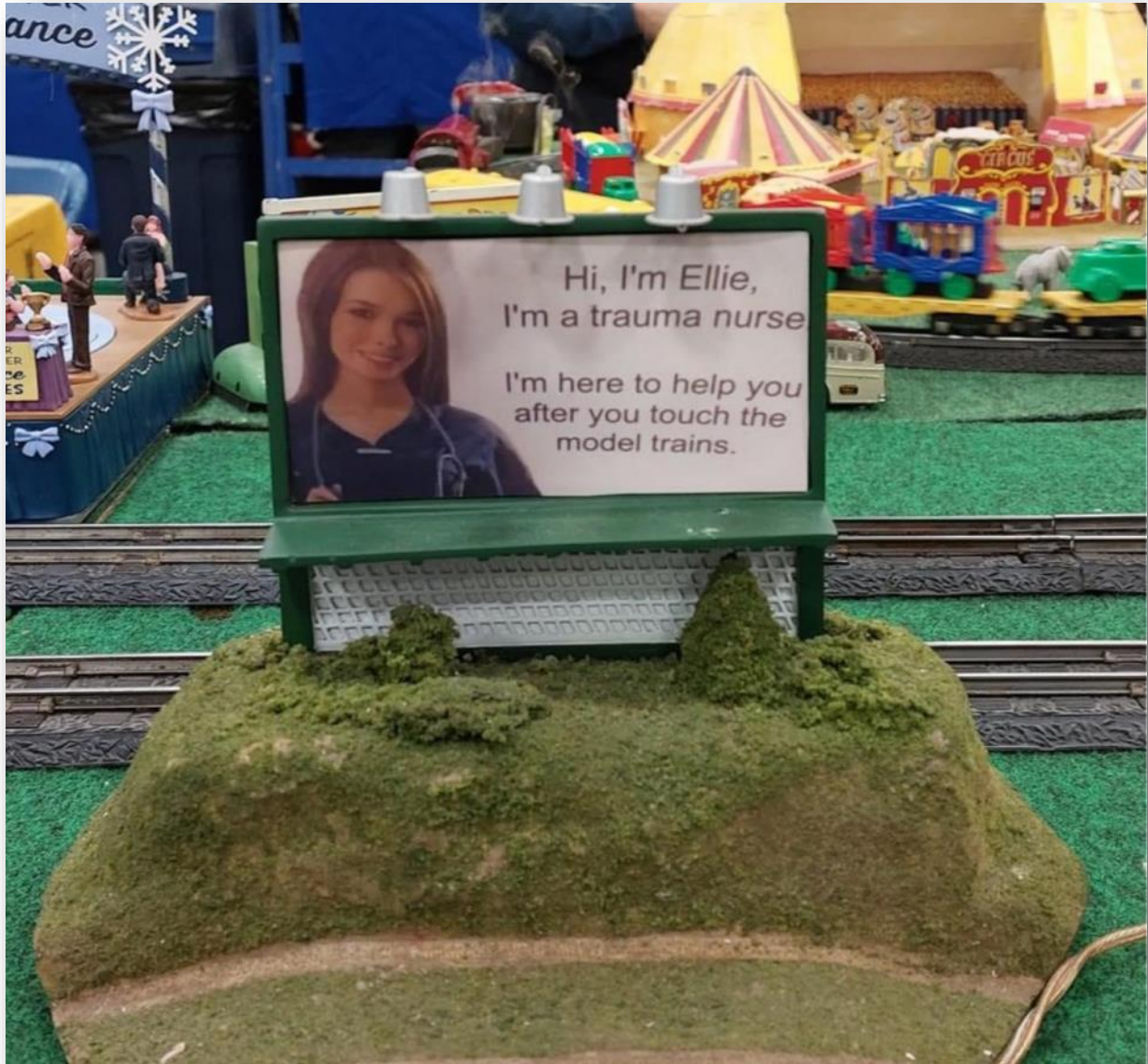
Please welcome new members Roger Miller and Alex Williams!

**We would love to know more about you,
your layout, or your travels!**

**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**

Lose Track of Time!

Contributed by Logan Heaton



Heritage Days!

Steam Up '22 – Article and Photos by Logan Heaton

Steam Up '22 was a huge success with many visitors coming out to see the different steam engines that were out during the event from small narrow-gauge steamers winding through the mountains to massive articulated locomotives thundering down the rails with heavy freight trains and we thank each and every one of you for coming out to join us to see these iron horses in action. During the event we were able to capture a few scenes of these trains in action. We hope everyone enjoys!!



Heritage Days!

Steam Up '22 — Article and Photos by Logan Heaton

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Heritage Days!

Steam Up '22 – Article and Photos by Logan Heaton

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Heritage Days!

Steam Up '22 – Article and Photos by Logan Heaton

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Heritage Days!

Steam Up '22 – Article and Photos by Logan Heaton

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George L. Carter Chapter of NRHS Monthly Business Meeting Minutes

Check back next month!

Club News

The new 2022 calendars are still available!!

These beautiful calendars will make the perfect gift for the railroad buff in your family or maybe even an early gift to yourself featuring pictures of our layouts along with pictures of the actual railroads in action from fallen flags to modern railroads seen today. The calendars also feature meeting dates and special event dates for the year from Heritage Days to our Big Train Show. These amazing calendars can be picked up at our gift table for \$8.00 each or two for \$15.00 or if you decide to become a member of the museum we have a special deal of \$6.00 each or two for \$10.00 for members. Be sure to stop on by and grab a copy during your next visit!



MEMRR Monthly Business Meeting

Check back next month!

**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@etsu.edu
- **Vice President:** John Carter
carterjohn92@gmail.com
- **Secretary:** Mike Tarter
miketarter06@gmail.com
- **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:** Mike Tarter
- **Treasurer:** John W. Dodge,
econguy2000@hotmail.com
- **Historian:** Carolyn Greg
- **National Representative to the NRHS:** Charlotte Pahr

George L Carter Railroad Museum and MEMMR

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

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

In addition to the displays, there is also a growing research library, and an oral history archive being established as part of the museum's programs. Info can be found online at '<http://etsu.edu/railroad/>' or '<http://johnsonspot.com/>' or '<http://www.stateoffranklin.net/johnsons/glcarter/cartermuseum.html>'

Members of the George L. Carter Chapter of the National Railway Historical Society and the Mountain Empire Model Railroaders (MEMRR) club coordinate the exhibits. Visit 'www.memrr.org' to learn more about MEMRR, or visit '<http://glcarternrhs.com/>' to learn more about Carter Chapter, which helps demonstrate and maintain the model layouts, museum exhibits and other projects.

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

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

**For more information about Heritage Day,
contact Fred Alsop at 423-439-6838 or alsopf@etsu.edu*

**For disability accommodations, call the
ETSU Office of Disability Services at 423-439-8346*