

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

**THE SIGNAL BRIDGE**

**AND**

**THE COAL ROAD**

Volume 29 – Issue 4- 5 April/May2022

Cover photograph by Paul Haynes

**Lose Track of Time!**

*Contributed by Logan Heaton*

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For sale: House on corner lot near railroad track



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



You are getting your April Newsletter in early May and the delay is entirely the fault of your club president as I got behind in my other life duties and just failed to get this done. I pen my apologies to you here and promise to try to get this month's newsletter column to our hard-working editor very soon. Spring is finally here with everything turning green following the onset of the flowering of many plants including a number of our trees with their showy petals. With the warm weather yard chores mount and our hobby time gets impacted in a somewhat negative way. Your support on Saturdays and on Thursday worknights at the Carter Railroad Museum remains strong as does the stream of our visitors to this public facility. With the season also comes a number of special events hosted by the museum and our clubs and some additional railroading experiences, adventures, and opportunities to support our railroad-themed organizations. In this month of May, we will have a rail & sail excursion, and the annual ET&WNC RR Historical Society convention. Early in June we will be hosting the Annual Big Train Show, and plans are already being made for a Labor Day Weekend series of rail excursions in the Chattanooga area. We have also turned our attention to summer vacations adding to the rejuvenating feelings these spring and fall seasons will bring with the warm sunny days ahead. It's going to be a very busy time!

**Our Members:** Let me extend on behalf of the Mountain Empire Model Railroaders and the George L. Carter Chapter NRHs a big welcome to any of our new members. We look forward to getting to know you and to working with you in the years to come. For any of our members who are in "sickbay" we wish you a most speedy recovery and we look forward to your company at our meetings and at the museum again very soon.

**Spring Fling:** For the first time in more than two years we gathered our members and their spouses, or significant-others, together for a dinner social event. Thirty-six of our members and guests met for dinner and fun at the Black Olive Restaurant in Elizabethton, TN and had a great time visiting over a wonderful meal. We used the occasion to honor our member of the 2021 year, *Logan Heaton*, and our co-officers of the 2021 year, editor *Cathy Smith* and treasurer *Mike Tarter*, with long overdue personal recognition and special plaques for them to mark the occasion. These fellow members were selected via a membership-wide balloting process that was conducted in November 2021 and it was an honor to be able to recognize them for their achievements and hard work on behalf of our railroad clubs and the Carter Railroad Museum in the presence of so many of our members.

There was also a sad feature to this otherwise spirited and joyous evening. *Gary Emmert* and his wife, *Sarah*, are leaving us and moving to Texas where they will be closer to their children. Gary has put a large portion of his life since moving to Tennessee into the Mountain Empire Model Railroaders and the George L. Carter Railroad Museum. This ex-railroad engineer, and former U.S. Marine has been an enormous presence in our lives with his infectious laughter and good will, his terrific work ethic, and his willingness to do almost anything to help promote our clubs and our railroad museum. . He took on official roles as MEMRR treasurer, railroad museum librarian, donations and acquisitions manager, and other tasks for many years. His ledgers were always balanced and his paperwork always completed on time. He attended countless regional train shows passing out literature for our clubs, the Carter RR Museum and our Annual Big Train (continued on page 3)

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Show, while meeting members of other railroad clubs and talking to potential vendors for our train show. Gary never met a stranger and his outgoing personality served us all well as he continuously promoted our clubs, our railroad museum our train show, and our region. It will take at least 3 new volunteers to fill his shoes to continue to do the many tasks he was doing for all of us. Gary and Sarah will be sorely missed. We can only wish them the best when they find that new Emmert home in Texas and hope to see them again. Gary has already expressed his desire to remain a member of the MEMRR. I here propose that we make him an Emeritus Member of the MEMRR at our May business meeting as a small token of our appreciation for his outstanding contributions to our organizations and our continued friendship with him and Sarah.

**Rail & Sail Excursion:** On May 14<sup>th</sup> the G.L. Carter Chapter NRHS, co-hosting with the G.L. Carter Railroad Museum, will have their first spring rail excursion in more than 2 years. We have almost 200 guests for this public event that will bus our group to Knoxville from ETSU on Premier Transportation buses for a ride on the 3-Rivers Rambler Railroad. Our rail journey will take us from west Knoxville along the Tennessee River to its origin on the east side of the city where the Holston and French Broad rivers join to create this long river. Following the rail excursion, we will board the paddle-wheel ship, *The Star of Knoxville*, for a luncheon cruise on this same river. I want to thank all of our MEMRR and Carter Chapter club members for their support as passengers and/or bus hosts, and for those of you who have been working to make this happen for these many weeks prior to the actual event; *John Dodge*, as treasurer who has made the boat and train reservations, and my wife, *Catherine Cummins*, who has been handling all of the correspondence between the club/museum and our participants. If you are not going on this rail & sail adventure you are missing out on a wonderful day-trip experience and a very reasonable cost. We will give you another opportunity to join us over Labor Day and in October when we plan our next two rail adventures. Please watch for details and plan to join us.

**ET&WNC Railroad Historical Society Annual Convention:** After a Covid-caused hiatus of 2 years, the East Tennessee & Western North Carolina Railroad Historical Society is holding its annual convention once again meeting over Memorial Day Weekend, May 27-29, 2022. As in recent years, their headquarters will be the Carnegie Hotel across from ETSU in Johnson City. The society has a full agenda planned with a banquet and speaker at the hotel on Friday night. There will be Saturday presentations by our MEMRR members, *Geoff Stunkard* and *Fred Alsop*, with a train ride and evening meal at the Tweetsie Railroad in Blowing Rock, NC. On Sunday morning the society will enjoy a train ride on the old ET&WNC rails in the Doe River Gorge. Memberships are only \$30 annually and we have membership applications available at the Carter Railroad Museum. It's not too late to become a member and attend the convention if you want to do so. Our museum volunteers will actively participate with the historical society during the convention as hosts to a Friday afternoon and Saturday operation sessions for some to their members on our ET&WNC HOn3 layout (1 session on Friday, and 2 on Saturday each of approximately 1-hour duration. We have never had an operations session on this layout and *Geoff Stunkard* has been creating operations plans for this event. Our layout should be well-suited for this exercise in model railroading.

**Annual Big Train Show:** Please place June 1-5, 2022 on your calendars if you have not already done so. The actual show with approximately 50 vendors, is set for Friday June 3 (noon-6 p.m. and Saturday (10 a.m. to 4 p.m.). We will need a lot of help so please lend a hand if you can either at the show venue or at the Carter  
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# The View from the Engineer's Side of the Cab & The Drawbar

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Railroad Museum. As in the past, we will have our railroad museum open on Friday afternoon as well as during our regular hours on Saturday. At our last show more than 300 people visited the Carter RR Museum during this event and we can expect a similar turnout in our "house" for this train show. **Here is a general schedule of events:** We will begin gathering our museum tables from Valleybrook on Tuesday, May 31. On Wednesday, June 1 we will be collecting tables from many sources in the region and setting them up in the ETSU Mini-Dome for the show. On Wednesday, June 3 vendors will arrive and begin to set up their wares for the 2-day show. June 3-4 is the actual event. On the afternoon of June 4, we will be breaking down the show and clearing the venue floor. Some tables will be taken back to their owners on Saturday and the remainder returned on Sunday, June 5. We need as many of our members as possible to come and help us out moving tables, helping vendors, selling admission tickets, assisting visitors, operating the Carter RR Museum, and many more tasks. Please let me or the chairman of this event, [\*Roger Teinert\*](#), know of your willingness to help us out ASAP. Tables for sales at the show are still available to club members who may want to sell some of their model railroad collections at a discounted price. We will need some help getting items ready for sale at the Carter RR Museum sales table. These are items Gary Emmert was working on at our storage facilities at Valleybrook near Gray. This is a major event, and it is becoming one of the largest model train shows in the southeastern United States and **WE REALLY NEED YOUR HELP!!!**

**Railroad Club Meetings:** Because the COVID-19 pandemic seems to be losing its grip on us I would like to continue to conduct our monthly business meetings in person as we have begun to do. The Carter Chapter NRHS will continue to meet on the 3<sup>rd</sup> Monday of each month at 6:30 p.m. in room 133 of Brown Hall on the ETSU campus. Likewise, the MEMRR will continue its meetings on the 3<sup>rd</sup> Tuesday of each month in room 223 in Brown Hall, ETSU at our regular 6:30 meeting time. The Big Train Show will hold its meetings in Brown Hall 223 at 5:30 on the 3<sup>rd</sup> Tuesday of each month but there may be several called meetings this month as the Big Train Show dates approach as needed by the event chairman, *Roger Teinert*. We will soon be making plans for a late summer picnic as our next social event.

## **Around the Carter Railroad Museum:**

***MEMRR HO-Scale Layout (Frank Fezzie, Coordinator)*** continues to make progress on all electrical systems including some of the Tortoise turnout machines. *John Carter* and *Rick Mulholland* are work on the logging scenery and operations on the corner modules at the entrance of the gallery. No current activity on the depot area at the opposite corner of the layout. Several private module owners continue to upgrade their modules.

***G-Scale Layout (Mike Baker, Coordinator)***. The layout is reported to be in good condition and working order and there has been no required maintenance on it recently.

***N-Scale Layout (Mike Tarter, Coordinator)***. Mike, *Jim Gornys*, and others continue to replace the old, worn scenery with fresh new rockfaces, trees and shrubs. Our tree man, *Ken Harmon*, has been busy making new trees for this and other layouts.

***Tweetsie Layout (John Edwards, Acting Coordinator)***. *Frank Fezzie* has recently repaired a couple of turnouts replacing one of the Tortoise switch machines and upgraded some electrical problems.

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*Mike Sager* and *Fred Alsop* have been working on the Hampton section creating “the tank in the narrows” as a unique water feature the ET&WNC RR engineers created to capture a small stream to supply water to their locomotives on that section of the railroad.

*Children's Little Engineer Room (Amy Merritt, Coordinator)* is about to lose all of its excellent student helpers for the summer as the ETSU spring semester ends and along with it their student worker support. We shall hope they have a great summer and come back to work with us in August. If any of our ladies want to come in on Saturdays and help Amy with our children visitors, we would welcome your kind assistance.

*Carter Railroad Museum Library (Dean Small, Coordinator)* Dean and *Wallace Shealy* continue to catalog new books and are finalizing a new barcode system that will make checking books out and in much more efficient. They are working with librarians at the ETSU main library on this task that will be used on the more than 2,500 hardcopies of railroad books we now house in our library. *If anyone wants to volunteer to help them with this task, or any of the other activities taking place throughout the museum please let any of the coordinators know of your interest and they will happily employ your talents.*

*May Heritage Day Event (Geoff Stunkard, Coordinator)* is titled “21st Century Power Fest”. Time to bring in your modern heavy diesels and their consists and make the track rumble with the sounds of big diesel power from across the nation. **May 28<sup>th</sup> is the event date.**

As always, the Carter Railroad Museum is a very busy place. If you have not been in for a while please come back soon and see all of our progress, and perhaps run a train or two on some of our layouts. Parking and museum access is a little crazy as construction continues on an adjacent university building making our shared parking lot into a staging area for the construction workers and a storage area for much of their building materials. But we are still open on Saturdays for the public and we are still working on Thursday afternoons and evening on our exhibits. And, of course, members have unlimited access to the facility at all times via the keys to the building in our lockbox on the outside door. So come as you can and as often as your schedule permits. Listen to the sound of the whistle of the train in the night and dream of all the destinations yet to come.

*Fred J. Alsop III*

Director, George L. Carter Railroad Museum, ETSU

President, Mountain Empire Model Railroaders

President, George L. Carter Chapter NRHS

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



We are approaching the time of the year when the Mountain Empire Model Railroaders and the George L. Carter Chapter NRHS are being asked to add a lot more to their schedules than we do most times of the year. We have just had a very successful Rail & Sail excursion in Knoxville, the annual ET&WNC RR Historical Society's convention is coming to town at the end of May, and only one week after that we are once again hosting the Annual Big Train Show. We are once more asking all of our members to schedule some extra time for the convention participants who will be visiting the Carter RR Museum on Friday afternoon as well as during our regular operating hours on Saturday, and we will really need a lot of volunteer help for at least 5 days to get the Big Train Show up and running. *Please check out the emails that have been sent to you requesting help and respond by letting us know when you can work with us.* Look for more details in the text below and let us know we can depend on you!

**Club Meetings for the Near Future:** Meeting the MEMRR in-person has been a great success with 10-12 members coming to each meeting in March, April, and May. The attendance for the Carter Chapter NRHS has been much less successful with only 2-3 members meeting with us on the scheduled Monday evening meetings. Those attending the meetings have all agreed that we get much more done when we are face-to-face and discussing issues and topics together. I cannot stress to you how important your attendance at these monthly business meetings is for our organizations. **PLEASE DO YOUR BEST TO GET THE THIRD MONDAY (Carter Chapter) AND THIRD TUESDAY (MEMRR) ON YOUR CALENDARS AND PLAN TO ATTEND OUR MEETINGS.** However, to facilitate those who live far from the university meeting site (Brown Hall room 223 for the rest of the summer), and with regard to the soaring price of gasoline, those in attendance at the May meeting have asked us to return to a hybrid in-person/zoom format for the summer months. We have agreed to do so and the June and July meetings will be hybrid format (watch for your zoom invitation via email prior to the June meeting) on a trial basis. **As long as we have good attendance in both live in-person and zoom formats we will continue to provide the zoom service to our members.**

**Fred and Catherine will be away for part of June:** We have had a British Isles vacation scheduled since June of 2020. For the past two years it has been canceled because of the covid pandemic. Finally, we are going to be able to take it and will be gone from June 8 to July 1. Our most able vice-presidents, John Carter and Roger Teinert will be taking over my responsibilities for the Carter Railroad Museum and the club meetings in my absence. You all will be fine, and I have no fears that I am leaving our operations in capable hands. If you have any concerns or questions for me, please contact me prior to June 7.

### **Special Events in Order of Occurrence:**

**Rail and Sail Excursion:** The co-hosted event sponsored by the G.L. Carter Chapter NRHS and the G.L. Carter Railroad Museum was an outstanding success from the beautiful weather, to the outstanding adventure, to the wonderful folks who joined us on the trip. We filled the trip to capacity with 197 participants on 4 big 56-passenger Premier Transportation buses. Members who did an outstanding job as bus hosts were: **Ben Merritt, John Dodge, Wallace & Catherine Shealy, Fred Alsop & Catherine Cummins.** John also made the train and boat reservation, Catherine handled all of the correspondence between our participants and the

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and the club/museum and got everyone assigned to their seats on the buses. I made the bus arrangements and took care of miscellaneous odd jobs for the trip. We had lots of positive feedback from our guests, and many asked about our next rail adventure. We are making plans for one over the Labor Day weekend and we will provide those details within the very near future. If you have not made any of that holiday's plans of your own, I can tell you we will be riding trains in the Chattanooga, TN and Blue Ridge, GA area with a visit to the Tennessee State Aquarium as a bonus.

**ET&WNC RR Historical Society Annual Convention:** This national railroad historical society focused on the East Tennessee and Western North Carolina Railroad that originated here in Johnson City in the 19<sup>th</sup> century will once again be bringing their annual convention to Johnson City with headquarters in the Carnegie Hotel across from the ETSU Campus. The convention will convene over the Memorial Day weekend beginning on Friday, May 27 and ending Sunday afternoon May 29. The convention is for members only, but memberships are always open to new folks wanting to join. We have membership brochures at the Carter RR Museum if you are interested in checking this organization out. The ET&WNC RR HS is affiliated with our railroad museum, and I am a member of their Board of Directors and happy to discuss this society with you. As a part of their Friday and Saturday programs they have asked for us to allow some of their members to operate on our ET&WNC "Tweetsie" HOn3 layout. I have granted that request and *Geoff Stunkard, Frank Fezzie, and John Edwards* have been working out initial operations scheduling for the layout (something that has never been done on this layout before) to allow prototypical operations for this little narrow-gauge mountain railroad. We plan a 1-hour operation late on Friday afternoon, and two more 1-hour operations on Saturday when the museum is open during its regular hours. If you want to help out with this scheduling event and to help us make practice runs on the layout prior to the convention just let us know.

**Annual Big Train Show:** Our 5<sup>th</sup> Annual Big Train Show is fast approaching. After 4 successful shows we were forced to have an unwelcomed hiatus in 2020 and 2021 because of the covid pandemic the first year and because of extensive remodeling of the ETSU Mini-Dome, our venue, in the second year. Once more, we are now back on track and planning has been going on for this one since last fall. *Roger Teinert* serves as the coordinator for the show, and he and many of our members have been traveling to regional train shows passing out literature about our show and talking to past and potential vendors about coming to Johnson City in June. At this date, 5/19/2022, we have 55 vendors coming to our show with a variety of wares that support our hobby and some with prototype collectables. This has the promise of being a really good train show keeping with the tradition we have been establishing over the years. Our vendors love our show venue with its drive-in directly to their tables for ease of unloading and loading their sales items, its great lighting, and air conditioning. Our publicity campaign is in high gear with public announcements, newspaper, radio and television and 18 area electronic billboards all engaged in telling the public about this event. We anticipate a big crowd for both days of the event that is scheduled for noon to 6 p.m. on Friday June 3, and from 10 a.m. to 4 p.m. on Saturday June 4. **WE NOW NEED LOTS OF HELP FROM MAY 31 TO JUNE 6 TO MAKE**

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**THIS ALL HAPPEN!!** The really difficult leg work will require 20-25 club members working over most of those days doing the following tasks:

We pick up a 16-foot closed bed truck on Tuesday, May 31 to begin to gather tables: loading hands are needed for this.

Wednesday, 1 June we continue to pick up hundreds of tables from donor locations across the Tri-Cities area and transport them to the ETSU Mini-Dome for set up.

Thursday morning June 2, we continue to pick up any additional tables. At noon our vendors begin to arrive, and we need to get them registered in the nearby parking lot and guide them with a golf cart into their location in the Mini-Dome.

Friday June 3, we complete the remaining set up of vendors and at noon we need folks to sell tickets at the door and to man our museum sales table. We also need for the Carter RR Museum to be open from noon to approximately 5 p.m. on that day for visitors from the train show.

Saturday June 4, we need members to sell tickets at the door, help vendors, and man our museum sales table. At closing after 4 p.m. we need lots of help taking down tables and loading them on the truck to begin their return to our lenders.

Sunday and Monday June 5 & 6, we continue to need members to help us load tables on the truck and return them to vendors.

**WE REALLY NEED A LOT OF OUR MEMBERS, ESPECIALLY SOME WITH STRONG BACKS FOR TABLE MOVING, TO HELP US AT THE CARTER RAILROAD MUSEUM AND DURING THE ENTIRE BIG TRAIN SHOW EVENT. PLEASE LET US KNOW HOW AND WHEN WE CAN COUNT ON YOU TO MAKE THIS HAPPEN! Our sincere thanks to you all in advance. This is an important public outreach program and an important fund-raiser for your train hobby home, the Carter Railroad Museum.**

**Carter Railroad Museum Library:** Our museum librarian, *Dean Small*, with a lot of professional help from *Wallace Shealy and Catherine Cummins*, and working with staff from the ETSU main library, have begun the enormous task of re-cataloging our entire library collection exceeding 2,500 volumes. They are using a new bar-coding printer, scanner, bar-coding labels to mark each book in the collection in a Library of Congress standardized format that will not only make our collection more readily available to our members, but when we are well into our new museum (no location as yet, but one has to become a reality within the next year) the general public will be able to access our collection, and everyone will be able to scan our holding remotely via computer or other electronic devices. Our collection will be under the umbrella of the system used by all of the other campus libraries. Please be patient as these members work on making this possible as some of our holdings may not be available to you until such time as they are cataloged into the new system. As we find duplicate volumes many of them will be offered for sale to our members prior to offering them to the public.

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**Amendments Adopted:** Following the required printing of the proposed amendment 2020.03-01 in the previous clubs' newsletter, and after two readings as our Bylaws require, at the MEMRR meeting on May 17 by motion made and seconded, and following discussion, this amendment was adopted unanimously by those present. The request following the printing and circulation of this proposed amendment for any feedback from any member was offered and there were no responses or suggestions for any additional changes. Therefore, this amendment is adopted and will be inserted into the MEMRR Bylaws with date of approval. It is published herein once more for everyone's information 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.

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.

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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.

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.

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**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.**

**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.**

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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.

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

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.

*(continued on page 13)*



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

(continued from page 12)

- 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

g. 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.

### STEAM service area.

- i. 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.
- ii. All engine numbers and owner names are to be listed on the stall chart located nearby for ease of movement if needed.
- iii. 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.
- iv. Personal locomotives stored in the roundhouse cannot be used without the owner's permission or approval.

(continued on page 14)

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

(continued from page 13)

**v. 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).**

**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.**

**1. The use of club diesels is open to all members on a first come / first serve basis.**

**2. Speed-matching of diesels should be done in the staging area so the process does not disrupt the yard.**

**3. 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

## Club News

### N-Scale Layout Update: photos and article contributed by Logan Heaton

With work continuing on the layout updating and restoring on scenery, trackage, engines and rolling stock work moves to the other side of the hill moving away the old lumber mill and stripping away all the old scenery to make way for the new. In the process though one of the bridges was hit and knocked it off slightly which although did not mess with trains going through it did make for some interesting and funny clearance issues. In time the bridge will also be restored and cleaned up while setting it back in place.





## Club News

### N-Scale Layout Update: photos and article contributed by Logan Heaton

The restoration and updating work on the N scale layout continues. The hills we had seen before where the sawmill once stood is in the process of being redone. With all the old scenery removed, new sculpted rocks for the side of the hill have been made and are currently being fitted to the hill. There is also work on the section going into the tunnel up into the mountain. Like the other section the scenery and buildings have been removed to start the process of placing down new scenery while the buildings are cleaned up and will be put back once the new scenery is in. Stay tuned for more!

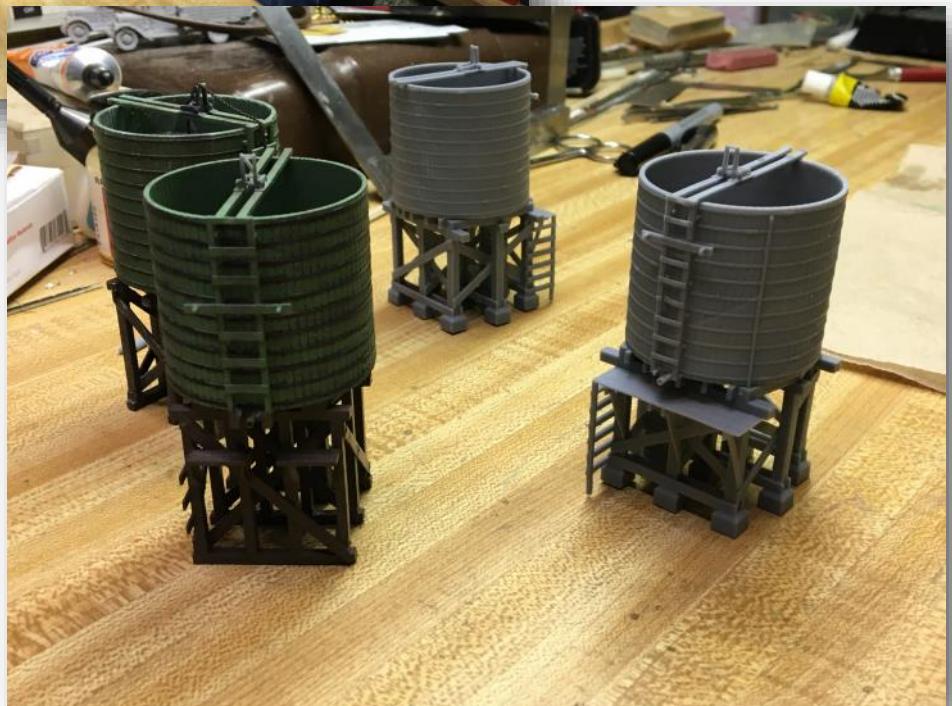




## Club News

### Tweetsie Layout Update - Water Towers: Article and photographs by Logan Heaton

Between some of the detail projects for Elk Park, Dr. Alsop has also been hard at work fixing up the water towers from Merritt 3D Design and Printing. Many of you may recall from a previous post that the tower for White Rock was finished though that still left three other water towers to complete. You can see that some of the towers had some slight alterations such as additional platforms and ladders to reach the spout and the tank. Dr. Alsop spent the day painting the three remaining towers and once that is completed then comes the fun part of installing the pulleys and rigging for the spouts on each tower. Stay tuned for more updates!!



## Club News

### Tweetsie Layout Update - Water Towers: Article and photographs by Logan Heaton

Following up from our earlier update we are happy to report that the four water tanks are now completely painted and fully rigged up. Over the week the last bit of detailing was put on with the chains, pulleys, counterweights and of course weathering the tanks. The last thing that is left is adding the look of water in the tanks before the towers are moved out to the layout and put in place on the different trackside locations along the main line. Stay tuned for more!





## Club News

### Tweetsie Layout Update - Water Towers: Article and photographs by Logan Heaton

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## Club News

### Tweetsie Layout Update - Water Towers: Article and photographs by Logan Heaton

A quick follow up from last week's update as the completed water towers can now be seen on the layout. The water towers that once stood at Cranberry, Roan Mountain and White Rock previously have now been replaced with these newer towers which match much closer to the original towers that would have been seen along the ET&WNC main line going through the mountains. A big thanks again to Merritt 3D Designs & Printing for these awesome water towers and hope everyone enjoys these snapshots of the towers now in place on the layout.





## Club News

**Tweetsie Layout Update - Hampton and Natural Water Tank:** Article and photographs by Logan Heaton

with most of the work wrapping up on Elk Park and the water towers now completed, focus is taken back down the line to Hampton where work is now continuing on the natural water tank that serviced the locomotives. Dr. Alsop already began the process of painting the rock work for the cliffside. The process of foliage has also started with grass now appearing above the rocks and along the hill where the water flows down the mountain. Some additional fallen rock was also added near tunnel #1 on the approach to the tank. This is great progress in Hampton so far and we will keep you all up to date as work continues. Stay tuned for more updates and videos coming soon!!





## Club News!

### Spring Fling Dinner April 7th, 2022: Article and photographs by Logan Heaton

We celebrated our annual Spring Fling which is a gathering for the membership to enjoy good food, good company and for this year it was also a chance to recognize certain members of the museum for their outstanding service. This has been the first membership gathering in over two years with the last one being the Christmas Party back in 2019 just before the pandemic hit. A good time was had by all enjoying the presentation and also discussing some on the future of the museum. This was also for the membership to bid farewell to one of our long-standing members and officer Gary Emmert who will be moving away to be closer to family. Gary was always a huge help around the museum as a mentor, a friend, railroad historian and an all-around great guy and supporter of the museum. He will be missed as he takes on this new chapter of his life as we wish him and his family.



## Club News



The countdown has begun with less than 2 weeks 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](mailto:cathysmithmemrr@yahoo.com)**



## Lose Track of Time!

Contributed by Logan Heaton

All around the Tri-Cities you will see pieces of our local railroad history from remnants of the ET&WNC such as the Bemberg station and base of the old water tower which sit beside the Tweetsie Trail to the Clinchfield train stations that can be seen in Johnson City and Kingsport that still stand to this very day. Though every now and again you come across something unexpected such as the Southern Pacific trailer you may find out in Elizabethton. Years ago, rail to road piggyback trailer services could be seen all around the country including on narrow gauge railroads like the ET&WNC which the railroad itself had its own trucking company that would unload the trailer off a flatbed then go the rest of the way by road. Many other railroads including the Southern Pacific was also one of these railroads that had their own trucking company. Although the letter is blocked or faded from what it looked like in its glory days it is still an interesting piece of railroad history. Stay tuned for more updates!!





# Wreck It Wednesday!

contributed by Logan Heaton

Haven't seen one of these in a while...Gotta watch that yard approach!



*(continued on page 17)*



## Club News!

### Tweetsie Update Hampton — Article and Photos by Logan Heaton

Just a quick update on the progress in Hampton. Not a lot has happened since our last update, but a closer look does show some of the outstanding water work coming together by Dr. Alsop using this technique for moving water. We hope everyone enjoys these pictures on the current progress at Hampton with more coming as this section nears completion!



*(continued on page 16)*



# Heritage Days!

## Diesel Daze — Article and Photos by Logan Heaton

From experimental units to premier passenger services, we saw all sorts of different variants of the first generation of diesels prior to 1970 operating all across our layout. We would like to thank everyone again who came out and joined us for our monthly Heritage Day event for Diesel Daze and hope everyone enjoys these few snapshots we got of the scenes taking place across the rails. Enjoy!!



*(continued on page 28)*

# Heritage Days!

## Diesel Daze — Article and Photos by Logan Heaton

*(continued from page 27)*



*(continued on page 29)*



# Heritage Days!

## Diesel Daze — Article and Photos by Logan Heaton

*(continued from page 30)*





## Club News!

### Blevins Crossing Pond – Article and Photos by Logan Heaton

A quick update for an area we have not visited in a while. At Blevins Crossing the opening for a pond has sat dry for a while now as other projects have kind of placed the area on the backburner but finally work on the pond has begun. Earlier in the week Dr. Alsop began painting the bottom of the pond to help darken the "water" once it is put in. A bit of the liquid was put in before to start the process before the bottom was painted. Although it may not show as much progress but is great to see this final area of Blevins Crossing starting to come together. Stay tuned for more updates!!





## Club News!

### Tweetsie Layout Update — Article and Photos by Logan Heaton

Heading back down the mountain to Hampton progress is coming along great for the natural water tank and with the area in general. More foliage has started to appear of course with more grass and trees popping up all over the hillside. The start of the stream has also been underway with rocks being placed along the bed and also some darker shadows in some areas before the water is put in. The roadbed for the track has also been cut and been worked to look more like a small bridge to go over the stream. The area around the Hampton Depot has also seen some development with grass being put in and a dirt road leading to the station. It is great seeing this area coming together getting that much closer to completion after every work session. Stay tuned for more updates!!





## Club News!

### Tweetsie Layout Update — Article and Photos by Logan Heaton

The water is starting to flow around Hampton. Over the past couple days Dr. Alsop has been adding water to the stream for the water tank as it flows down from the hills into the tank or further down going under the small bridge under the track. A new technique is actually being used to add a more realistic effect of actual flowing water rather than the look we see on some of our other bodies of water that look more still. This technique has also been applied to the water that flows under the Hampton Covered Bridge just before tunnel #2. We hope to maybe try this with other rivers and streams on the layout like in Doe River Gorge. Additional foliage has also been added with tall grass and cattails growing near the pooling water by the shed. Around the Hampton Depot the dirt road has also been put in along with grass along the sides. In time a couple of vehicles and people will start to appear around the station. Stay tuned for more!!





## 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!



## George L. Carter Chapter of NRHS Monthly Business Meeting Minutes – 4/18/22

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

Members Present (on Zoom call): Fred Alsop, Mike Tarter, John Dodge, Roger Teinert

The meeting opened with Discussion on the cost of NRHS membership, national in addition to local chapter, and the benefits of National membership ensued. Membership costs are \$15 for local chapter and \$50 for the National group. Fred believes the National organization does not recognize a local chapter membership only.

Fred called for Officer Reports.

V.P. report, Roger Teinert: Roger reported on status of the upcoming Train Show. There was discussion of the tables and chairs needed, and the truck rental to gather and transport these. Vendor registrations are going well, the show may be sold out on spaces.

Secretary's report: The drafted Secretary, Mike Tarter, reported that the February 14th meeting minutes were published in the February Signal Bridge and Coal Road. There were no formal minutes taken in March due to lack of quorum.

Treasurers' report, John Dodge: The Carter Chapter of NHRS has money and is financially solvent. There was some discussion of the Carter Chapter sponsoring a student to the Railcamp. If we cannot nominate an applicant, the chapter may donate to the NHRS.

Presidents report:

Fred tells us he plans to continue with In-person meetings for the near future. The next in person meeting will be in room 131 of Brown Hall, ETSU Biology building on May. 16<sup>th</sup>. The Train Show committee meeting will be at the same location and day.

Fred informs us of several recent donations of DVDs and Tweetsie books, by John Crompton in Kissimmee Florida. Apparently he has been following the Tweetsie layout progress in the HOn3 magazine.

### Old Business:

There was concerned discussion about the low membership in the Carter NRHS chapter. With the popularity of the excursions and the train Show, we were a bit perplexed why the Carter Chapter does not have more members.

### New Business:

Roger mad a motion to allocate \$100 to cover a vendor door prize drawing. After discussion it was approved unanimously.

There was lengthy discussion of the upcoming and possible excursions sponsored by the Carter Chapter. The usual Spring, May 14<sup>th</sup>, Rail Excursion / field trip to Knoxville is scheduled - a repeat of the sold out trip last November. This will have a double deck bus for transport. Registration information is on our website.

Possible excursions discussed;

Labor Day- the Cass Scenic RY in WV

October - Big South Fork RR in Stearns KY

The meeting was adjourned at 7:50

Respectfully submitted,

Mike Tarter, Secretary

## MEMRR Monthly Business Meeting – April 19, 2022

Attendees welcomed and Meeting called to order at 6:30 PM by President Fred Alsop

Members Present : Fred Alsop, John Carter, Ben Merritt, Bill Smith, Robert Sullivan, Logan Heaton, Jonathan Gilliam, Gary Gilliam , Wallace Shealy, Roger Teinert, Jaykob Stephens, Geoff Stunkard , Mike Tarter

Fred called for Officer Reports.

V.P. report - John Carter: Reported before I got there – dunno what happened

Secretary's report- Mike Tarter: The February 15th meeting minutes were published in the February Signal Bridge and Coal Road. Any corrections or additions to the meeting notes are always invited – please discuss any during our next business meeting. There were no formal meeting minutes taken for March – the Secretary was not present and there was not a quorum.

Treasurers' report - Mike Tarter: Executive summary; the MEMRR has money and is financially solvent. The final financial report for March was given to the club President. Over 100 members have paid dues for 2022 membership, and any delinquent members are encouraged to do so soon. .

Presidents report- Fred Alsop:

Fred tells us he plans to continue with In-person meetings for the near future. The next in person meeting will be in room 223 of Brown Hall, ETSU Biology building on May 17<sup>th</sup>.

The Museum Business Plan being developed by ETSU grad students has been completed. Fred has the original and will be discussing with the club Advisory Board. On the future relocation of the Museum and club- there is no firm decision yet on location but someplace on Walnut Street in Johnson City is certainly a possibility.

Old Business:

Roger Teinert requested a \$100 Club donation for vendor doorprizes at the Big Train Show. Roger made a motion to approve, it was seconded by Bill Smith and approved by acclamation. Robert Sullivan suggested vendor award. Mike Tarter suggested we add/ give a 1 year Club Membership away as a vendor door-prize.

Roger reports 36 vendors have signed up thus far. Show setup will be Wednesday and Thursday. Fred notes that our museum and Club will be open for visitors on both Friday and Saturday the 3<sup>rd</sup> and 4<sup>th</sup>, so we will need a few volunteers to 'mind the shop'.

New Business:

In the March edition of the Signal Bridge and Coal Road, amendments to the Club Bylaws were published: Amendment 2020.03-01 – MEMRR LAYOUT & OPERATIONS STATEMENT and Directives. This was developed by the Club executive officers and the layout coordinators, discussed and wordshopped in several standards and how we do things. The proposed amendment was brought up for discussion clarifying a few points.

*(continued on page 27)*



## MEMRR Monthly Business Meeting – April 19, 2022

*(continued from page 26)*

a motion was made to vote on this (by Mike Tarter) , there were several seconds, and it was passed by majority vote.

Robert brought up a suggestion to have a few chairs moved into the train room, particularly for the parents of some of our junior members who have to stay present.

Reminder - We have plenty of HOn3 annuals and 2022 Museum calendars available for sale.

As noted before - the ET&WNC Historical chapter is holding it's annual meeting on Memorial Day in Johnson City. This will include a special open house of the Tweetsie layout, tours, a dinner and presentations. More information is coming - MEMRR members may be interested in participating.

No other new business was brought forth.

The meeting was adjourned at 7:29, and turned over to Logan for a prepared program.

Respectfully submitted;

Mike Tarter, 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@etsu.edu
- **Vice President:** John Carter  
carterjohn92@gmail.com
- **Secretary:** Mike Tarter  
miketar06@gmail.com
- **Secretary:** Mike Tarter  
miketar06@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 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://johnsonsdepot.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 423-439-6838 or alsopf@etsu.edu*

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