



FOUNDED IN 1989

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We Welcome Back Fall Weather With Lots of ET&WNC Related Activities

From the President—

Thanks go to Curtis for allowing me some space to offer a warm welcome to any new members who might have joined us since our June 2019 Annual Convention. As you get to know what the ET&WNC Railroad was all about, we hope you'll find answers to questions you've had about our favorite railroad and to questions you haven't even thought of yet. Feel free to ask any of us about the ET or any Society happenings. We'd love for you to get involved in the Historical Society too. Please use the contact info on our website at etwncrrhs.org to let us know of time, talents or ideas you have and would like to contribute. We're always looking for ways to promote the sharing of knowledge about the ET&WNC, and we're pleased to see you as part of our group. Come share our passion! *CFORD*

From the Editor—

This issue will look back at late summer and look ahead to the coming winter season. There's a lot of things going on in the ET community, so let's see what's happening...

We teamed up once again with the Alexander Chapter NRHS in August to assist Tweetsie Railroad with their Heritage Weekend. More about that in the Tweetsie Railroad column.

By the time this reaches you, Society members should receive their latest

copy of our official publication *Every Time With No Complaint*. It will take two hands to handle as it is 92 pages long! Johnny Graybeal has outdone himself with an extensive story on the ET&WNC Transportation Company. Read about how our favorite narrow gauge railroad branched out into highway transportation and how road and railroad fit together (and competed). A definite "must-have".

Speaking of must-haves: to celebrate the 150th Anniversary of the founding of Johnson City, the excellent book *The Railroads of Johnson City* by Johnny Graybeal, originally printed in 2006, is back in print. This book tells the story of the building of the four railroads that passed through Johnson City, TN, including many details about the early days of the ET&WNC that have not been printed elsewhere. Copies are \$30 each plus \$5 shipping. Send check or money order to Johnny Graybeal, 3978 Callie Court, Lenoir, NC 28645.

Another publication we're looking forward to is White River Production's 2019 *HOn3 Annual* with another article featuring the ET&WNC layout at ETSU. Fred will fill us in with details below.

Jerry Turbyfill's hard work on cabooses 505 is showing results as we'll see shortly, plus news from the Gorge, the Southeast Narrow Gauge and Shortline Museum in Newton, and from Tweetsie Railroad.

Curtis Brookshire, Editor 🍷

News From Around the ET&WNC Preservation Community

George L. Carter Railroad Museum at ETSU

Fred J. Alsop III, Director of the museum, sends us this –

Dedication of Green Bridge Landing Park–

On Sunday, September 8, the Carter County Parks and Recreation Committee invited the public and special guests to their newest park, the Green Bridge Landing Park. ET&WNC RR Historical Society Board of Directors members Jerry Turbyfill and Fred Alsop attended to represent the Society as the newly-built pocket park is centered on the site of the ET's Hampton covered bridge. The Society designed and donated funds for a historical marker there. A small crowd of approximately 30 people gathered at the riverside site across from the old stone bridge abutment for the dedication ceremony. Ken Gouge, the chairman of the county recreation committee, acted as master of ceremonies and the ET&WNC RR Historical Society was duly recognized for their financial contributions making the historical plaque possible, for designing the marker's information about the Tweestie, and for providing the vintage photos that illustrate it. Members are encouraged to stop by the Highway 19E site in Hampton for a visit to the little park. It sports a great view of the spot where the railroad crossed the Little Doe River as it merged with the Doe River. The wooden changing house erected at the park is constructed to reflect the look of the railroad's covered bridge.

George L. Carter Railroad Museum News–

Activity on the ET&WNC RR HOn3 layout continues with the creation of a section to represent the Big Nance and Little Nance cuts in the section connecting Blevins with Crabtree. It was decided to create a recently logged scene in the foreground that would be comprised primarily of stumps left by the loggers and the new grassy and shrub early-succession growth. Both of the rock cuts were created to mimic the actual stone faces that we can still see along the narrow paved roadway that replaced the crossties and rails.

The next buildings that are in the process of being laser-knife cut out by John Edwards, are the Lacey home at Hopson just east of the Blevins bridge and the big ET&WNC Johnson City depot. The depot is currently under construction and the house is being converted from a scale drawing to wooden pieces from which it will be assembled.

The NRHS chapter is co-sponsoring with the railroad museum a rail excursion on the Smoky Mountain Railroad in Bryson City, NC scheduled for November 2 (information on the memrr.org website if you are interested in going). The Big Train Show Committee is busy planning the 5th annual show in the Mini-Dome on the ETSU campus for June 5-6, 2020.

Come visit the G. L. Carter Railroad Museum any Saturday from 10 am-3 pm. We work on exhibits Thursday evenings from 4:30-8 if you'd like to drop by then.

For the 6th consecutive year, the upcoming HOn3 Annual will feature our "Tweetsie" layout with an illustrated 8-10 page article. This issue will highlight Crabtree and the aforementioned rock cuts. The museum will have copies for sale.

Visit our website at www.memrr.org 🚂



Fred Alsop and Jerry Turbyfill represented the Historical Society at the recent dedication of the Green Bridge Landing Park in Carter County. Our Society has a permanent presence there by way of a new historical marker telling the story of the ET&WNC covered bridge which graced this beautiful little spot on the river for almost 70 years. *Photo courtesy of Fred Alsop.*

Linville Depot & Caboose 505 at the Avery County Historical Museum

Tense Banks sends the latest from Newland, NC –

Almost There!! The final steps in the restoration of Caboose 505 are being done in the usual masterful manner by Jerry Turbyfill at the Avery County Museum. A project requiring much searching for the right craftsman was completed when blacksmith Jeff McDowell brought the ironwork done by him made to match the original left on the Caboose or found by Jerry's wife Doris. Jeff's use of some scrap metal not only contributed to the authentic look of the pieces but also allowed him to give the Museum a good price. We greatly appreciate Mr. McDowell's work and his interest in the accurate restoration that Jerry has maintained. The museum's new website is www.averycountymuseum.com 🚂



Jerry Turbyfill and Jeff McDowell display the newly built steps and ironwork for the 505 caboose residing at the Avery County Historical Museum in Newland. *Photo courtesy of Marion Ball.*

Southeastern Narrow Gauge and Shortline Museum

Matt Bumgarner has this news from Newton, NC –

The past couple of months was busy for the SE Narrow Gauge & Shortline Museum as we prepared for our annual fall open house. In our Model Railroad Center, the benchwork on the HO/HOn3 layout was largely completed. This will form the basis for a local display that encompasses the shortline Alexander Railroad, a section of the Southern Railway "S-Line" between Statesville and Hickory, and the Carolina & North-Western from Hickory to the northwestern mountains of Caldwell County below Pineola. Our O-gauge layout continues its growth with a 10-foot tall mountain and an On30 logging line being added as well.

Work has also continued on our rolling stock. Our Virginia-Carolina 2-6-0 #50 was painted, lettered, and had some of her jewelry replaced. A set of trucks to go under ET&WNC #434 was painted, and we did a lot of prep work on a couple of our unrestored Lawndale boxcars. Importantly, we spent a lot of time and funds on the restoration of our 1927 Dodge Railway Express Agency truck. We have been doing a ground-up restoration on this vehicle so that it might be used as a traveling museum and be of benefit as a tool for museum outreach. In other words, we can now spread the word about our museum and railroad history by taking a bit of it to special events such as Oktoberfests, Woolly Worm festivals, etc., and expose the public to what we are doing.

Speaking of public outreach, we were also proud to represent the museum at Tweetsie Railroad's Heritage Weekend, where we assisted in the museum and with the special coach train. Special thanks goes to Chris Robbins for putting on this event and for supporting the history of the ET&WNC like never before. Our museum, and all fans of the ET&WNC, are lucky to have his support and that of the friendly and professional staff at Tweetsie Railroad. Thanks Chris! (I second that! -Ed.)

Visit us at www.newtondepot.com 🚂

News from the Historical Society Modeling Committee

David at Western-Rails.com tells us that the ET&WNC wood gondola and flat cars have been re-released, in addition to updating their detail quality. He also added the cordwood car to the set. Some of the improved details include grab iron details and bolts that have become common on his newer releases. In addition to these he added predrilled holes for grabiron installation (some blind holes may still need additional cleaning). David is also working on the re-release of box cars, but will also be including the 28' and possibly 33' versions (working out details on those). Planned release for these is the end of October. See ET products on the website at <http://western-rails.com/product-category/railroad/etwnc/>

A totally new offering is a conversion kit to turn a Blackstone C-19 into something that looks more like ET&WNC #4-5-6, with a new tender shell, cab, extended smoke box and head light. All pieces will be held in place with the original screws. There's an air brake air reservoir under the cab



I was there at the first Old Timers Day, held at Tweetsie Railroad it seems like it was 1974. It was the brainchild of Spencer and Harry Robbins who took over after their big brother Grover's death a year or so before. It was a grand time for sure. Frank and Jack Williams, both promoted Southern Railway conductors and sons of George Q. Williams (promoted ET&WNC conductor) headed up locating and inviting all the surviving employees of the narrow gauge. And back then there were a bunch of them!

Mom and Dad and I went and we took Uncle Charlie Lewis who was Mom's uncle and the last surviving narrow gauge Lewis boy. He moved on to the CC&O with all his brothers except Big John and later was a promoted engineer on both the Southern and Norfolk & Western. He had a little trouble with Rule G. (Look it up if you don't know).

Paul Harvey was there and made a nice speech and we had a wonderful free chicken dinner from the Dan'l Boone Inn. Spencer and Harry paid for all of it and served it under a big circus tent they used to have.

Sherman Pippin was there. The night before he had made a speech before the Virginia Grand Masonic Lodge in Norfolk and then drove all night to Blowing Rock for the reunion. Spencer found him sleeping in his truck when he came in to the park that Saturday morning.

One thing I remember was fireman Logan Barnett being terrible sick and dying but was so wanting to be there. His son T. V. Barnett carried him in his arms all around the park that day. T. V. is a good man. He's still around up at Roan Mountain.

Even poor sick Chester Ford made it, accompanied by his wife Corrie. She was such a treat.

The engines were both fired up and double headed. Hardin Coffey and Ralph Broyhill crewed the 12 first out and Frank Coffey, who was in his element that day, ran and fired the 190 by himself plus ate watermelon all around the track!

It was indeed a grand time that day and it came back every year as long as the old guys lasted as "Old Timers Day" and I guess now is "Heritage Weekend".

I'm very lucky to have been there with all the old guys. I miss them all.

Ken Riddle 🚂

which needs to be glued in place. The planned release for the locomotive conversion is early to mid November. David is working on some final details including changeable number plates for the smoke box.

Johnny Graybeal has all four Mt. Blue kits. The two boxcar kits and the 37' flat/gon/wood kit (2 cars per kit) are \$35 plus \$3 shipping. The 33' flat/gon/wood kit (1 car per kit) is \$25 plus shipping. HO freight decals are \$10 plus \$2 shipping. O scale decals are temporarily out of stock. G Scale freight decals have been found, they're the same price as HO decals. Johnny Graybeal, 3978 Callie Court, Lenoir, NC 28645 🚂

Doe River Gorge

Mark Millbourne reports from Hampton, TN –

Doe River Gorge was again happy to host ET&WNC HS members for a ride up the gorge during the convention in June, which lately usually coincides with our first day of camp. Since then we're pleased to report a good camp season. As usual, motorcars carried campers to ride the river on inner-tubes as well as two other challenge course activities in the gorge. And, as usual, trains operated regularly for the public Day Quest programs, which are most Saturdays from mid-June to weekend after Labor Day. Normal Day Quest attendance calls for about 4 trains and at least two were well enough attended to schedule 6 trains. Routine track maintenance also continued thru the season and is mostly caught up by now, addressing places marked during annual spring inspection.

We've been busier than usual this fall with many guest groups having their own retreats or conferences here and

many of them have scheduled a train ride as part of their visit.

And again, as usual, Doe River Gorge will have fall color train rides available during our annual Fall Family Fun Festival on Saturday and Sunday, October 19-20. Details and pre-purchase of train tickets and meals are available on our website.

There has been some progress on the Crown since the convention as well. The stack has been completed and mounted and some related work done in the smokebox with the petticoat pipe. A serviceable air pump has also been obtained and mounted. Additional piping work has been done and fabrication of grates is in progress.

We're pleased to announce a Christmas Train in conjunction with the finale of the Johnson City sesquicentennial which occurs on December 1, the actual date was December 1, 1869. So, good timing in that winter is otherwise quiet here. Watch the website for more information as the date draws closer. Visit our website at www.doerivergorge.com 🚂

Tweetsie Railroad Happenings

Curtis sends this via Chris Robbins from Blowing Rock, NC –



August brought Heritage Weekend at Tweetsie Railroad. The crew up in Blowing Rock is having fun surprising us – this year with a mixed train. They acquired a former D&RGW flatcar that they've lettered "ET&WNC 27". It ran with coach 5 on the special that weekend. Up by the pavilion stood a working steam tractor that traded whistle salutes with the train.

Speaking of whistles, 190 used its original whistle for the first

time since it was brought from Alaska. Quite a different sound from what we're used to hearing.

Right now Ghost Train is in full scream, with 190 in her ghoulish garb welcoming guests to a rolling haunted house. Meanwhile, number 12 is holding down the regular day runs each weekend through October 26. It's a great time to photograph 12 in fall colors. Then it's time to pull out the holiday decorations and prepare for Tweetsie Christmas which runs Fridays and Saturdays between November 22 and December 28. Enjoy a fun filled night in a special world with a special red-suited guest. Dress for the weather – last year they got snow! Visit their website at <https://tweetsie.com> 🚂

2019 Tweetsie Railroad Heritage Weekend Photos



A special load for the new flat car at Tweetsie. All photos this page courtesy of Curtis Brookshire.

