



26th Annual Convention a Success

LeAnn Lane



The 26th Annual Convention of the ET & WNC Historical Society was held June 27 – 29, 2014, in Johnson City, Tennessee. The opening business meeting was held Friday night with a total of 92 members and guests in attendance. President Johnny Graybeal welcomed society members and guests to the convention. The business meeting minutes from last year's meeting were read and the past year's financial report was presented by Society Treasurer LeAnn Lane and approved by members of the Society.

Society Vice President Jerry Turbyfill gave an update on Caboose 505, which is now housed at the Avery County Museum. Caboose 505 is structurally in good shape, a temporary roof will be placed on the Caboose, and trucks are in the process of being brought in. Mr. Turbyfill announced that there is some water damage to the sidings but overall only a new roof and siding re-

placement will be needed. Tense Banks from the Avery County Museum presented a letter of thanks to the society for all the hard work and donations for Caboose 505 and the Linville Depot.

To close old business LeAnn Lane announced that there would be a survey coming to each member in the near future, and all members are encouraged to participate and return the completed survey. This survey will give an overall understanding of how the society is progressing through the eyes of its members.

New business was then opened to the floor. LeAnn Lane brought to the attention of the society a need to update the bylaws to fit how Society business is conducted. The suggested amendments were presented to the Society in the Spring 2014 issue of the ET Times. All amendments were confirmed except Section 9.3, which was tabled due to the need for further thought and discussion. Ms. Lane stated that any Society member who wants a copy of the bylaws needs to notify her

via email or mail, and a copy will be sent to them.

Next in new business was a discussion on the dues structure for the society. Due to the increase in publication of the magazine from \$12.00 to \$15.00 a year and the cost of the newsletter at \$2.00 an issue, the yearly dues were increased to \$30.00. The rate increase is effective July 1, 2014.

Dr. Fred Alsop III brought forth a discussion of appointing an advisory committee to discuss the pros and cons of the Historical Society becoming affiliated with the George L Carter Museum. The advisory committee will consist of volunteer society members as follows: Leonard Robins, Joel Shipley, Larry Brown, Ken Riddle, David Spiceland, Jim Pahriss, Bill Hensley, and Chris Ford. A report on the pros and cons of affiliation will be presented at next year's business meeting.

Dr. Fred Alsop III invited the Society to cohost the 27th Annual Convention. The Society Board of Directors and Dr. Alsop will work together to plan the *(continued on page 2)*

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26th Annual Convention

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27th Annual Convention, which will be held in Johnson City, Tenn.

Other new business brought forth by society member Clark Barrow was the need for a way to communicate events to the members by internet. Mr. Barrow offered to start a Facebook page for the Society, and this was agreed upon by the Society. If you have access to Facebook, please like and follow our page. It is labeled East Tennessee and Western North Carolina Railroad Historical Society. The link to it is <https://www.facebook.com/pages/East-Tennessee-and-Western-North-Carolina-Railroad-Historical-Society/506092576203645?sk=timeline>. Please make sure you look for the page that has a photo of our Society emblem as the profile photo. There are other pages out there but this is the official Facebook page.

New Business was closed and the elections for Society President and Secretary were opened. Current President Johnny Graybeal announced his retirement as President. Nominations for President were opened and Chris Ford was nominated. Other Society members nominated declined the nominations. A vote was held and Mr. Ford was elected President by a unanimous vote.

The floor was then opened for nomination for Secretary. With no nominations being accepted, Treasurer LeAnn Lane volunteered to continue fulfilling the office of Secretary along with Treasurer. Ms. Lane was then nominated from the floor, a vote was taken, and Ms. Lane was voted unanimously to hold the position of Secretary. (It was noted that there is nothing in the bylaws preventing someone from holding two offices.)

Adjournment of the 26th annual business meeting of the Society was given by Johnny Graybeal at 6:52 p.m.

After a short break ETSU President Brian Nolan welcomed the society to the Carnegie Hotel and dinner was served. Dinner consisted of garlic chicken, mashed potatoes, steamed broccoli, rolls, and cheese cake with berry sauce. The meal was enjoyed by all.

Next Jerry Turbyfill welcomed our guest speaker, Mr. Mike Hardin, to the banquet. Mr. Hardin gave an interesting presentation on the ET & WNC Railroad. Mr. Hardin authored a booklet on The Cranberry Hotels, and these booklets are being sold. If you would like to purchase a copy, please contact Vice President Jerry Turbyfill for information.

The evening was then brought to a close. Other events of the weekend included a small train show located at the Carnegie

Hotel with attendance of over 100 people who were not Society members. The G.L. Carter Museum, located on the ETSU campus, was opened to the public and there were close to 200 people visiting the museum. The highlight of Saturday was the surprise of #12 running at Tweetsie Railroad. Society members received the opportunity to photograph #12 at various parts of the park. A meal was then catered by the Daniel Boone Inn for Society members at The Palace located in the park at Tweetsie.

Sunday held another day of adventure as Society members gathered at the Doe River Gorge for a train ride into the gorge. Members were able to photograph two tunnels that the train passed through many years ago, the scenic views of Pardee Point, and the remnants of one of the many bridges the train passed over. Although Sunday started out with beautiful weather, things became a little wet as the day progressed.

After leaving the gorge members were invited to Newland, N.C., to photograph Caboose 505 sitting on the tracks at the Avery County Museum.

The convention closed as society members and their guests traveled back home after a long and exciting weekend. All this will be continued next year as we all gather back in Johnson City, Tenn., for more fellowship and excitement at the 27th Annual Convention.



Welcome Chris Ford: ET & WNC RR Historical Society President

Chris Ford is an advertising artist/graphics manager with over 30 years' experience at The Commercial Appeal newspaper in Memphis, Tennessee. Already a model railroader, Chris's interest turned the ET&WNC Railroad in the early 1980's. He partnered with John Waite in 1988 to help found the ET&WNC

Railroad Historical Society, to produce the society's journal the "Stemwinder" for 20 years, and to raise the visual quality of this journal to a professional level.

He has had numerous ET&WNC related drawings, plans and maps published in the "Stemwinder", in the book "The Blue Ridge Stemwinder", and in national model railroading publications. He is most passionate about the infrastructure of the ET&WNC railroad and the Cranberry Mine.

Chris grew up in Brookhaven, Mississippi and received a BA in Commercial Art from Mississippi State University. Chris and his wife, Denise, live in Collierville, a suburb of Memphis, with their Scottish Terriers, Wallis and Harper. Their daughter Chandler lives in Los Angeles with her husband.



Modeling the ET&WNC Railroad in On30

By Steve Benezra

Society member Steve Benezra is constructing a layout of the ET & WNC RR in On30 and I have invited him to share his experience with the society. This article will continue through the building of his layout.

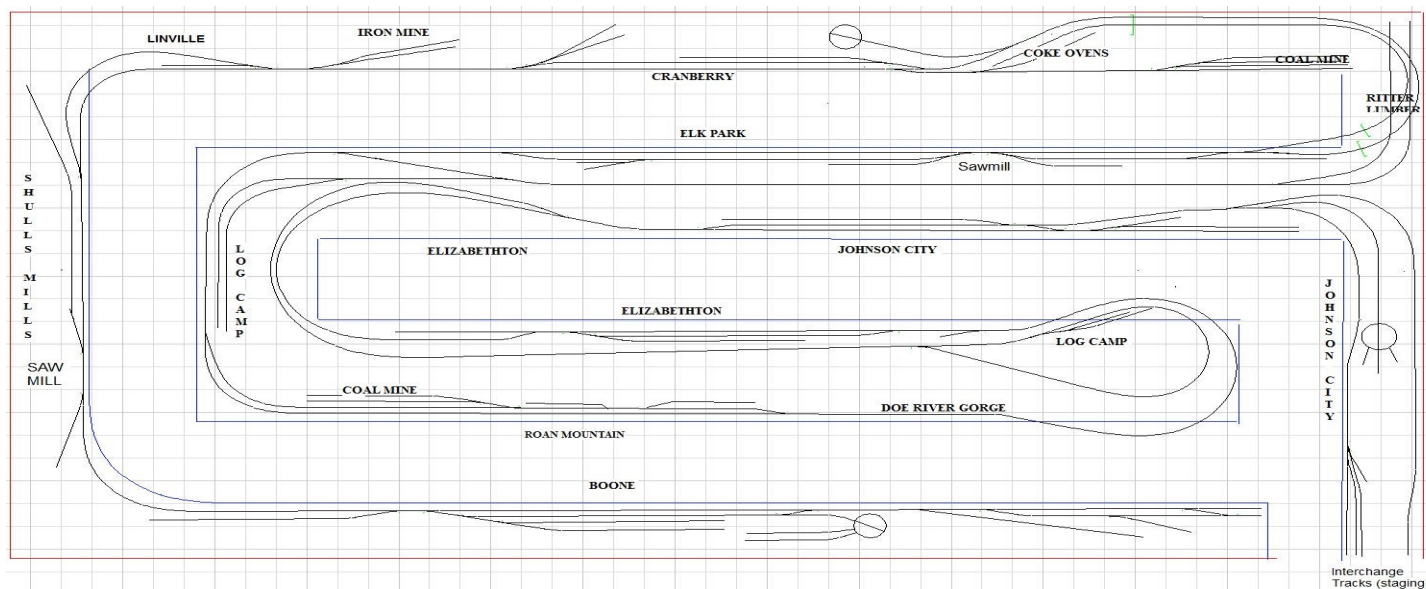
I have always had an interest in narrow gauge railroads, mostly based in the western part of the country. Logging and mining narrow gauge railroads appealed to me because of the "whatever works" attitude of these small railroads with little revenue and short lives. In 2002 I built a large model railroad in a 24 x 46 foot space with a 12 x 12 crew lounge/dispatcher's desk. Two years prior to building the Carolina Western, an HO railroad based in the mountains of North Carolina, I became interested in model railroad operations or how to emulate prototype railroad operations in a model railroad. Although my interests were narrow gauge railroads, model railroad operations, I thought, were not well suited to small narrow gauge railroads because there was not much traffic on those roads. The Carolina Western Railroad was a transition era (early 1950's) based railroad. Dispatching

was done with computer simulated CTC (centralized traffic control) panels. The railroad was fully signaled and had a lot of technology entwined in its design and operation.

About 4 years ago I became interested the ET&WNC Railroad when I came across some old issues of The Stemwinder, the quarterly newsletter of the ET&WNC Historical Society. Here was a 66 mile long railroad which had a great variety of operations because of the lumber camp branches, the Cranberry iron ore mines which fed the blast furnace in Johnson City Tennessee, and traffic between Johnson City and Boone North Carolina. As my interest in the ET&WNC increased, I knew that I had to make a decision; keep the Carolina Western Railroad or dismantle it and build the ET&WNC. It was not an easy choice since I had a lot of time and money invested in the Carolina Western Railroad. About the

time I was trying to solve my dilemma, On30 modeling was gaining in popularity. Here was a scale/gauge that would allow me to keep my bench work and track since On30 trains run on HO scale track. I did not want to go to HO narrow gauge because of my experience years before with unreliable HOn3 steam engines. Also my advancing years were more suited to O scale as opposed to smaller scales. So, with great trepidation, I announced to my crew of operators that the HO Carolina Western Railroad would become the On30 ET&WNC railroad. I shut down for 4 months while I reorganized the HO track to resemble track between Johnson City and Boone. Fortunately I was able to sell all my HO engines and most of my 600 pieces of rolling stock. I also decided to go from high tech CTC to low tech dispatcher control of the

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Modeling the ET&WNC Railroad in On30

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railroad. I did away with all my Tortoise switch machines, computers, signals, and touch screens use for CTC operations. The ET&WNC would have hand thrown switches and the dispatcher would work with radios to the engineers/conductors to control train movements. It is not possible or practical to model all the towns along the ET&WNC so I selected the ones which would generate traffic along the road.

From west to east the towns were Boone, Shulls Mills, Linville, Cranberry, Elk Park, Roan Mountain, Elizabethton, and Johnson City. I recently added a lumber mill between Cranberry and Elk Park since there was a lumber mill near Elk Park. The Doe River Gorge has about 30 feet of single track mainline between Elizabethton and Roan Mountain. Most of the industries modeled existed on the ET&WNC but the track work around the industries did not necessarily exist in the prototype. There was a lot of dual gauge trackage in the Elizabethton-Johnson City area. I did not wish to install dual gauge track and switches. Also, adding O scale standard gauge engines and rolling stock, while their appearance would enhance the model, would also increase the cost and complexity of the railroad.

The On30 ET&WNC opened for operations in the spring of 2010. Initially I used my code 100 Atlas flex track and Peco switches until my basic track plan was finalized. I did not like the appearance of the HO scale track and switches so in the summer of 2012 I replaced it all with Micro-Engineering On30 flex track

and switches.

The model railroad is placed in 1920, near the highpoint of the EW&WNC, five years after buying out the Linville River Railway. I introduced time table and train order (TT&TO) dispatching in 2012. I installed a telephone system with handsets at all the towns. The dispatcher controls train order boards at all the towns so engines crews can pick up Form 31 train orders and Clearance forms needed to run their trains over the railroad. There is no yard on the railroad, hence no surly yardmaster, only a surly dispatcher.

All trains, including passenger trains, involve some level of switching cars.

There are 3 manual turntables on the railroad at Boone, Cranberry, and Johnson City. There are no switchers at any town. All switching is done with a road engine. Each town has a passing siding for run around moves.

Car pick ups and set outs are dictated by computer generated switch list (see to the right). A 3:1 fast clock dictates the pace of the railroad which is much slower than my previous railroad because of TT&TO dispatching. About 12 trains are run in a 3 hour session. When the session ends, all trains are left in place and operations pick up where left off. My operating crews enjoy the slower pace of a 1920 based railroad and the variety of trains run during an operation session.

At this time there is no scenery and cardboard mock ups are used for industries. I plan on focusing on both industries and scenery in 2015. To most non-model railroaders, once scenery and structures are in place they believe the railroad is complete. In reality there is no such thing as a completed model railroad as the owner is constantly changing some detail which often goes unnoticed.

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|---------------|------|----|------|--------|
| ET&WNC | | | | |
| JUNE 26, 1920 | | | | |
| BNE/SHL LOCAL | X450 | | DEP. | 4:00 |
| ORIGIN | | | | |
| BNE YARD | | | | |
| TOWN/INDUSTRY | PA | SO | CAR | NUMBER |
| BNE YARD BNE | X | | XM | 352 |
| | X | | XM | 501 |
| | X | | XM | 128 |
| | X | | XM | 35 |
| | X | | XM | 237 |
| | X | | XM | 25247 |
| | X | | RA | 6851 |
| | X | | RA | 31 |
| | X | | TA | 1004 |
| | | | | |
| BNE | | | | |
| COAL | X | | HC | 73 |
| | X | | HC | 97 |
| | | | | |
| SAURKRAUT | X | | RA | 831 |
| | X | | XM | 35242 |
| | | X | TA | 1004 |
| | | X | RA | 31 |
| WHSE | X | | XM | 6051 |
| | | X | RA | 6851 |
| FEED | X | | XM | 510 |
| NOVELTY | | X | XM | 237 |
| | | | | |
| SHL | | | | |
| MILLED LAMB. | X | | G | 3530 |
| | X | | G | 607 |
| | | X | XM | 352 |
| | | X | XM | 501 |
| | | X | XM | 128 |
| | | X | XM | 35 |
| | | X | XM | 35247 |
| BNE YARD | | | | |
| JCY | | | HC | 73 |
| JCY | | | HC | 97 |
| JCY | | | RA | 831 |
| ELK | | | XM | 35242 |
| ELK | | | XM | 6051 |
| JCY | | | XM | 237 |
| JCY | | | G | 3530 |
| JCY | | | G | 607 |
| | | | | |
| | | | | |

CM=BOX, G=GONDOLA, GT=HIGH SIDE GONDOLA



From the Desk of the Treasurer/ Secretary

Greetings.

I am honored to hold both positions of Treasurer and Secretary of the society. I truly do enjoy the work I do for the society and hope to continue this work. Now on to business.

First the new yearly dues rate is increasing to \$30.00 a year as of July 1, 2015. This is to compensate for the increased printing and distribution of the magazine and the newsletter. You will see a change in the way dues are announced this year instead of sending out a dues renewal notice with each newsletter you will get a renewal notice at 30 days prior to dues being due and then at 3 months into the year for those who are delinquent. I am enacting this change to conserve printing cost of an extra sheet per newsletter.

Next I am proud to announce that I am able to now take a credit card payment. Please note that the card company does charge a 3.75% plus a 15 cent charge per payment. For dues

this ends up being a \$1.28 dollar processing charge to you. So dues will be \$31.28. This is just the first step I am taking at getting everyone a way to process a payment for those of you who do not want to send money or check. My next step will be setting up the website for a PayPal payment. Be patient as I have a lot of irons in the fire but am slowly marking off irons.

The Society Bylaws are now up to date with the amendments made. If you want a copy please notify me via email at surnursenc@aol.com or by mail. I will be able to send via email or a hard copy you just need to tell me which you want.

If anyone has anything you would like to have published in the newsletter please feel free to notify me.

The next thing I want you to pay close attention to is that the society now has an official Facebook page thanks to the efforts of society member Clark Barrow. The link to the page is [https://www.facebook.com/pages/East-Tennessee-and-Western-North-Carolina-Railroad-Historical-](https://www.facebook.com/pages/East-Tennessee-and-Western-North-Carolina-Railroad-Historical-Society/506092576203645?sk=timeline)

[Society/506092576203645?](https://www.facebook.com/pages/East-Tennessee-and-Western-North-Carolina-Railroad-Historical-Society/506092576203645?sk=timeline)

[sk=timeline](https://www.facebook.com/pages/East-Tennessee-and-Western-North-Carolina-Railroad-Historical-Society/506092576203645?sk=timeline) or you can search for the page by using the search of East Tennessee and Western North Carolina Railroad. If you conduct a search please note there are several pages on Facebook claiming to be the official page but there is only one official and the profile photo is of the ET & WNC RR HS emblem. Again thank you Clark for your assistance with this.

Finally I will be sending out the long talked about survey this month. I am enclosing a self-addressed stamped envelope for the return of the survey. Please take a few minutes and fill out this survey as it will hold valuable information on how business will be conducted in the future. Results of the survey will be posted in a future issue of the newsletter.

Again thank you all for your support over the last year and I look forward to many more years serving the society.

Scenes from the Convention!!



