



Historical Society Celebrates 25 Years of Conventions

Johnny Graybeal



Our Society held its annual convention June 14-16, 2013, in Banner Elk, NC.

While attendance was down compared to previous years, the excitement and enthusiasm for the original railroad was still keenly felt. Society members Patricia Jennings and Barbara Romaine provided refreshments on Friday evening, which was a wonderful way to open the festivities. After the business meeting (see below for details) Fred Alsop, the leader of the George L. Carter Railroad Museum in Johnson City, gave a

wonderful presentation of the project that group has undertaken, namely building the ET&WNC in HO_{n3} scale, from Johnson City to Cranberry in a huge room on the campus of East Tennessee State University.

After visiting the mostly completed Linville Depot in Newland Saturday morning, the convention attendees traveled to Johnson City to see the layout in the process of construction. This group of historians/model railroaders are doing an excellent job of re-creating the railroad, using modern modeling techniques to make the mountains and valleys the railroad passed through. Each of the signature structures along the way, especially from Elizabethton to Cranberry, will be built to full length, with only the distances in between compressed. The engines

are being configured for DCC, which will allow for prototypical operations back and forth on the railroad. The builders are heavily using and depending on the various magazines and books that have been written by John Waite and Johnny Graybeal over the last 25 years to make the railroad as accurate as possible. This model railroad is generating a lot of publicity, with full page feature articles appearing in the newspapers of the three large cities in upper East Tennessee- Johnson City, Kingsport, and Bristol. Saturday evening was spent at Tweetsie Railroad, and Sunday morning saw a ride to the bridges up the Doe River Gorge via train and speeder. After lunch, some explored the area around Tunnel 5.

(Continued on page 3)

Reproduction Lanterns Offered

Johnny Graybeal

ET&WNC marked lanterns are extremely rare. Only a few are known to exist that can be confirmed to be authentic, and have sold for over \$1,500. The late David Summerford did a run of reproduction lanterns in 1992 to celebrate the 75th anniversary of No. 12 at Tweetsie, but the run was small. Matt Bumgarner is

having a run of lanterns made via Adlake lettered ET&WNC and offering them for sale to raise funds for the Southeast Narrow Gauge & Shortline Museum. The letters will be raised, not etched, and only 30 will be produced. The cost is \$115 per lantern, plus shipping. The lanterns were offered via the Internet Chat Group a few

months ago, and most have been spoken for. If you are interested in owning one of these lanterns, please contact Matt immediately at Matt@tarheelpress.com, by phone at 828 244-6944, or by mail at Matt Bumgarner, PO Box 1205, Hickory, NC 28603.

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Cranberry Iron & Coal Company

LeAnn Lane

In the early 1800s iron was a booming business in the U.S., and in 1820 Cranberry, NC became one of those thanks in part to Joshua Perkins (Waite, 2007). Perkins's forge was located on Cranberry Creek, a mile north of the mine. Then in the 1830s Perkins sold his Cranberry property to Abel and Williams Dugger, who had a forge in Butler, Tennessee (Waite, 2007). The Duggers continued operation of the mine until Abe passed away in the 1850s (Waite, 2007). At that time, his daughter, Mattie's guardian, John Hardin, took over the operations (Waite, 2007). As the Civil War broke out and continued the mine provided the Confederate forces with iron. During the years following the Civil War the mine saw some hard times and eventually went into litigation until the Confederate General Robert F Hoke obtained ownership and incorporated the mine on February 28,



Courtesy of the Cy Crumley Scrapbook

1873 (Waite, 2007). At this time the name changed to as it is now known the Cranberry Iron & Coal Company. In 1874 ownership once again changed hands when a group of investors from Philadelphia purchased the Cranberry Iron & Coal Company (Waite, 2007). The new owners included Ario Pardee, William Firmstone, J.G. Fell, Calvin Pardee, George Richards, Franklin A Comly,

and Ario Pardee Jr. (Waite, 2007).

Reference: Waite, J. R. (2007, Spring/Summer). Cranberry, North Carolina. *The*



Here is a distant view of the Cranberry mines around 1923, Courtesy of the Cy Crumley Scrapbook <http://www.johnsonsdspot.com/>



No. 40
Certificate
No. 28
For 200 Shares
Issued to
Cranberry Iron & Coal
Company
Dated October 26, 1944
From whom transferred
Linville River Ry. Co.
Dated June 30, 1944
No Original Certificate. No Original Shares. New Shares Transferred.
26 200 200



From the personal collection of LeAnn Lane

Received, No. 64 1914, of the Linville River Railway Company, Certificate No. 28, for two hundred shares (200) of its capital stock issued in name of CRANBERRY IRON & COAL COMPANY.
Edgar E. Essee

From the Desk of the President:

Mr Johnny Graybeal



way. I challenged people to give \$100 each, as

In the Summer 2007 ET Times News-letter, exactly six years ago, I wrote to the membership about the opportunity to save the house that had once been the Linville Depot of the Linville River Rail-

time was of the essence. We needed to raise \$12,000 in essentially six weeks. The giving that followed in the next few weeks greatly exceeded \$20,000. Before that burst of giving ended, the money was in hand to move the building, get it set on a foundation, and rebuild the roof to its former shape. Over the years, many of you have continued to give, and Treasurer Larry Brown paid for projects as they were completed.

Here six years later, we stand within sight of the end of the road. Attendees of the recent ET Convention saw an essentially complete

building on the outside, and an equally complete passenger section and agent office in one end. A heating & air system had been purchased but not installed. It was easy to see how the building would look when completed. The freight section will house displays of artifacts and paperwork from the original railroad. In order to complete the work, this section needs to be wired, insulated, and interior wall installed. Joel Shipley and Jerry Turbyfill have worked tirelessly over the last five years, since Jim Bower had his stroke and had to drop out, to oversee the work, doing most of it themselves. They are to be commended for their hard work.

Historical Society Celebrates (Continued from page 1)

Much of the business meeting involved discussion on how to increase membership in the organization, and stimulate attendance to the convention. The loss of the museum at Tweetsie in 2008, which had a brochure rack with membership forms that gained us 25 to 50 memberships a year, the Great Recession, which has affected everyone's budget, along with natural attrition, has reduced our membership by a third in the last six years. It was decided to give Vice President Jerry Turbyfill the opportunity to greatly expand the possible activities of the Convention. After Fred Alsop gave his presentation, in which he offered the resources of the Carter Museum to co-sponsor a major railroad oriented event in Johnson City in 2014, the unanimous feeling of the attendees was that 2014 Convention would be based in Johnson City, at the majestic Carnegie Hotel. Jerry was also given latitude of what date the convention

could be held, so be sure to look for news on that in the fall issue, and make plans to attend the convention in 2014. Other topics of discussion covered expansion of the organization on the Internet, and on Social Media sites like Facebook. Brief reports were given on Combine 15 (work slowly progressing there) and on the Linville Depot (passenger and office section completed/freight section progressing). Jerry Turbyfill was re-elected Vice President. Long time Treasurer Larry Brown had expressed the desire two years ago to step down. LeAnn Lane was elected to replace him.

As a complete surprise to everyone in the room, it was announced that Caboose 505, long held in private hands, was going to be donated to the Avery County Historical Society for display on the track in front of the depot. The car is said to be in excellent condition, will need little work, and a set of trucks have already been acquired. The Society voted \$5,000 from its general fund to pay for moving the car to Newland, which is the stated amount needed. Hopefully the car will

be moved this summer and be ready for exhibit when the museum opens next year (see elsewhere in this issue for how you can help make that happen).

Despite low numbers attending, the mood of the convention was that of excitement, and anticipation of what the next year can bring. Please make plans now to attend the 2014 Convention.



Modular at Johnson City, Tennessee, a work in progress.

Pictures from the personal collection of LeAnn Lane



Fall Dates to Remember

- ◇ October 31 — Halloween
- ◇ November 3 — Daylight Saving Time Ends
- ◇ November 11 — Veterans Day
- ◇ November 28 — Thanksgiving
- ◇ December 21 — First Day of Winter
- ◇ Tweetsie Ghost Train — Sept 27 thru Nov 2 (Friday and Saturday Evenings only)
- ◇ Sunday, October 20 — Fall Colors in the Doe River Gorge



President Mr Johnny Graybeal (Continued from page 2)

In the early 1800s iron was a booming . In many ways the building itself will be a museum piece, not just a building to put artifacts.

The estimate for completely finishing the depot and opening it to the public as a museum, complete with custom built (by Jerry) wooden display cases that will fit the décor of the room, is \$20,000. Avery County residents joined in the giving after our initial efforts, and money/materials/donated labor has totaled well in excess of \$120,000. Joel & Jerry have squeezed every dime, often getting five dollars of value from each dollar given. This building, when completed and open, will be valued at over \$200,000.

When I came to the membership in 2007, I asked for immediate donations. I didn't just ask, I begged. I also promised that I would never do that again for this project. Well, I'm not begging, but I am asking. The Great Recession has hurt everyone, and it certainly hurt this project. After receiving some grants early on, money from corporations completely

dried up. We missed the 100th Anniversary of the founding of Avery County in 2011, the building of the original Newland depot in 1912, and the purchase of the Linville River by Cranberry Iron & Coal in 2013. The year 2014 marks the Centennial of the great sale that turned the open land of the Old Fields of Toe into the town of Newland. It would be wonderful to have a new museum, celebrating the railroad history of Avery County, open in that Anniversary year for the town.

Thus I bring this challenge to the membership. We began a good work in 2007 and saved the last Linville River Railway structure from oblivion. Others took the baton and have carried the job to this final phase. Let us here in 2013 take up the baton once more, and carry the job to completion. The end is in sight. Once completed the need for financial donations will end, unless one feels led to give. Let's finish the good work we began, and carry it to completion. Then you can tell your children, or your grandchildren, that

you not only helped save the depot, but that you helped finish it as well.

In 2007 I asked people to give \$100 each. Many of you did so. Many more of you gave lesser amounts. It all added up. I will ask, not beg, but ask that you please do so again. The workers report that the job can be completed this fall and winter, if the funding comes in, and the completed museum open in the Spring of 2014. Please search your hearts and your budget, and give, not to begin a project, but to complete it. Then make plans to come celebrate that completion during the 2014 ET&WNC RR Historical Society Convention. Thank you.

Johnny Graybeal

ET Society President

Introducing your new Treasurer:

LeAnn Lane



I realize many of you only know me from my attendance to the convention. My name is LeAnn Lane and I am 40 years old. I live in Wilkes County, NC in a small town called McGrady. I am not married and I don't have any children, but my brothers' make up for that with 2 nephews and 3 nieces and 1 great nephew. I am the middle kid of 3 and have 2 wonderful brothers and sister-in-laws.

I am employed as a consultant with Lideos Healthcare. That may sound really odd

but basically my company hires me out across the country to go and build, train, and implement computer systems for hospitals. I do have a bachelor's degree in nursing and was a medical/surgical nurse for 16 years at Wilkes Regional Medical Center. I am currently obtaining my Masters in Healthcare Informatics from Walden University.

I am a member of the McGrady Firefighter Foundation and have served proudly as Treasurer for the last 8 years. We are a group of firefighters and auxiliary personnel who believe that God has given us a mission to help our community and we strive to do that anyway we can. We raise money through the year to help a family at Christmas where we become Santa and give the entire family no matter how many a Merry Christmas. We also will raise money through the year for any family that is in trouble and needs some help.

I am a member of Greater Vision Baptist Church and have a very strong relationship with God. I try to live my life in a way that would make God happy. My relationship with God is best described in Ecclesiastes chapter 3 verse 1 "To everything there is a season, and a time to every purpose under the heaven".

My love of trains came out about 6 years ago when I met Johnny Graybeal and fell in love with a steam engine numbered 12. Since then I have built one small layout that I have nicknamed "Laneville" and I am planning a second layout that I want to model the Linville River Railway in On30. I would love to see the Historical Society continue to grow and become a leader in history preservation for years to come.

Thank you for voting me in as your new Treasurer and thank you Larry Brown for all your work you have done for the society. I have a big set of shoes to fill and my goal is make you proud to call me your Treasurer.

You may contact me at anytime by the following ways:

Email: surnursenc@aol.com

Phone: 336-467-0364

Mail: PO Box 154, McGrady, NC 28649

Facebook

Linked In

LeAnn Lane

ET Society Treasurer

Preview from the next Every Time, With No Complaints

Johnny Graybeal

History isn't always things that happened 50 or 100 years ago. In 2012, society member Kevin Gilliam chased restored SOU 630 (we know her as ET 207) around the states of North Caroli-

na, Virginia and Tennessee. ETWNC will present his work in black and white and Color. Get your renewal forms in quickly to ensure that you do not miss this special issue.



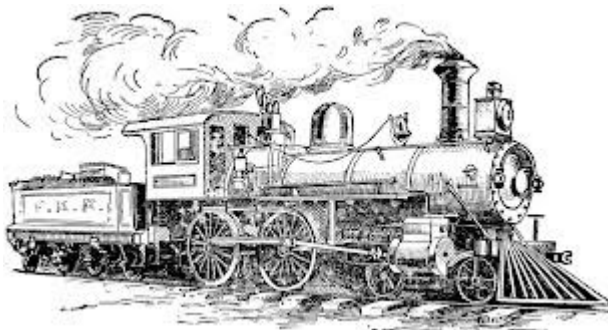
Pictures of the Southern 630 taken at the Y in Barber, NC June 16, 2012 from the personal collection of LeAnn Lane

Upcoming 2014 Annual Convention

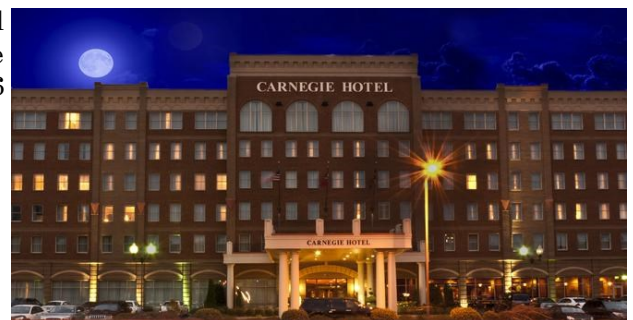
Johnny Graybeal

We are heading to
the Carnegie in
2014!!!!

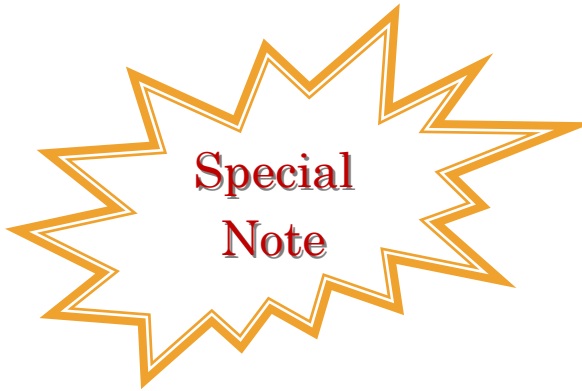
We are very pleased to announce that a great deal of work has already been done for the blowout 2014 ET&WNCRR HS Convention, to be held in Johnson City, TN, June 27-29, 2014. There will be a banquet meal on Friday night, an open-to-the-public train show on Saturday, along with the usual trains at Tweetsie and Doe River



Gorge. Other special activities are in the works, making this a convention you do not want to miss. The Convention hotel is the 4-Star Carnegie Hotel, on the edge of the ETSU Campus. A rate of \$89 per night has been negotiated, a steal for this hotel. Reservations can already be made by calling toll free 866 757-8277. Don't forget to mention the ET&WNCRR Historical Society to get this rate by calling toll free 866 757-8277.



Don't forget to mention the ET&WNCRR Historical Society to get this rate.



Society Secretary Mike West is dealing with vertebrae and heart issues, so please keep him in your thoughts and prayers as he gets back on his feet. LeAnn Lane and Johnny Graybeal volunteered to get this newsletter out to the membership while he recovers.

Dues Renewal Form

East Tennessee & Western North Carolina Railroad Historical Society

Dues & Donations Form

2013 — 2014

Name: _____

Address 1: _____

Address 2: _____

City: _____ State: _____ Zip Code: _____

Telephone: _____

Email : _____

Description	Quantity	Amount	Total
Dues		\$20.00	
Combine Car #15 Donation			
Linville Depot Donation			
Narrow Gauge Museum/ Boxcar 434 Donation			
Doe River Gorge Donation			
Caboose 505 Donation			
Total Enclosed			

**Mail To: LeAnn Lane
PO Box 154
McGrady, NC 28649**

If you would like to receive notices and newsletters by email please check



If you have questions regarding your membership please contact LeAnn Lane by email or phone at surnursenc@aol.com or 336.467.0364. Thank you for your renewal!!!!