

From the Conductor's Desk...

TUNING UP ROLLING STOCK: TIPS FOR RELIABLE RUNNING

Paul Haynes & Ted Bleck-Doran

CLUB OFFICERS

President:
Fred Alsop

Vice-President:
John Carter

Secretary:
Art Daniels

Treasurer:
Duane Swank

Newsletter Editor:
Ted Bleck-Doran

Webmaster:
John Edwards

LOCATION

ETSU Campus, George L.
Carter Museum

HOURS

Business Meetings are held the 3rd Tuesday of each month. Meetings start at 7:00 PM at ETSU Campus, Brown Hall Science Bldg, Room 312, Johnson City, TN.

- A social gathering is held prior to the business meeting at EL TORITO on State of Franklin near ETSU in the Kroger Plaza starting at 5:45 PM. Visitors and those interested in joining MEMRR are invited to attend.

- Work nights are held weekly on Thursday evenings starting at 4:30 PM and lasting until ???

- Open viewing and operating layout is available every Saturday from 10:00 AM until 3:00 PM.



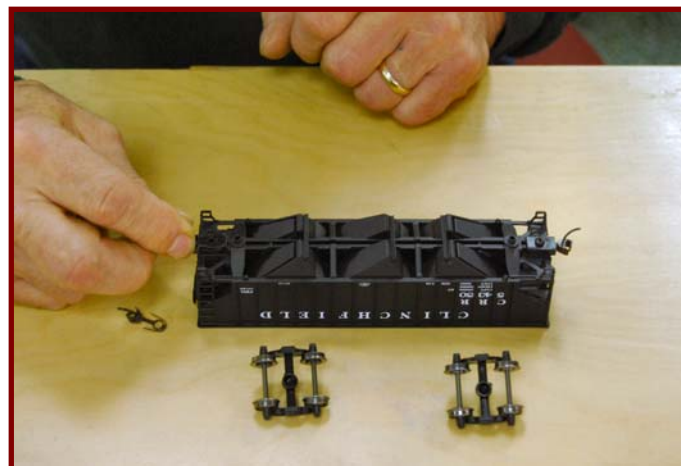
- STEP 1: The tools you will need:**
To start tuning up your rolling stock you'll need the following tools (left to right):
- A set of jewelers screwdrivers
 - NMRA Standards Gauge
 - Screw Gripper
 - Coupler Trip-Pin Pliers
 - Kadee Couplers Height Gauge
 - MicroMark Truck Turner
 - Graphite or lubricant
 - Hobby Knife
 - Flat File
 - Test Track

Micro-Mark has standards Gauges in N-HO-On30. They also sell Trip

Pin Pliers to adjust the uncoupler pin in HO/O scales and N Gauge. There are several makes of coupler height gauges as well. All can be purchased at HobbyTown or by mail order.

STEP 2: Detaching Trucks Allowing Access to the Coupler Pockets

In a bit of reverse engineering, detach the trucks by unscrewing the trucks from the car body. Set the screws and trucks safely aside. This allows access to the coupler pockets.



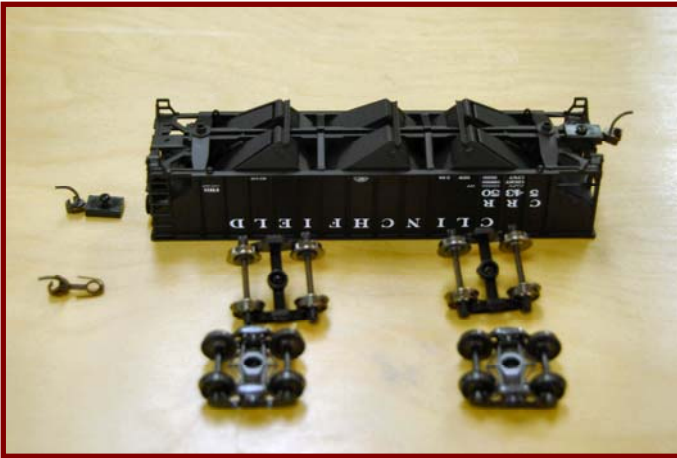
One improvement for increased reliability is to swap out the couplers if the coupler set is not from the same manufacturer as others on your layout. Most makes of knuckle-style couplers will mate with each other. However, running cars with different brands of couplers can lead to difficulty in coupling/uncoupling and untimely train breaks. Ultimately coupler type is a matter of personal preference but MEMRR recommends Kadee produces for reliable interchange of equipment.

NOTE: Kadee make a standard coupler that's been on the market for many years. They also make a smaller profile series with a more prototypical appearance. Interchangeability is good but reliability problems can creep in.

The picture shows Paul replacing a Bachmann EZ-Mate whisker sprung knuckle coupler with a standard Kadee coupler with copper spring base plate. This is also a time to lubricate the coupler pockets with a touch of graphite. Be careful not to set the screw too tight or the cover of the coupler pocket may bind the coupler's side to side motion.

STEP 3: Swapping out Wheel Sets and Trucks

MEMRR has found over the years that metal wheels track better and are less prone to the accumulation of dirt and gunk. A sure fire step to tuning up a car is either to swap out the wheel sets or exchange trucks with metal wheels. Swapping wheels is the less expensive way to go. It's easy - gently pry the



original wheels out of the truck frames and pop in the new set. You may have to use a Truck Tuner tool to ream out the journal boxes if the new wheel sets bind.

NOTE: the Truck Tuner tool should be used with care since the cutting end can ream through a plastic truck frame rather quickly.

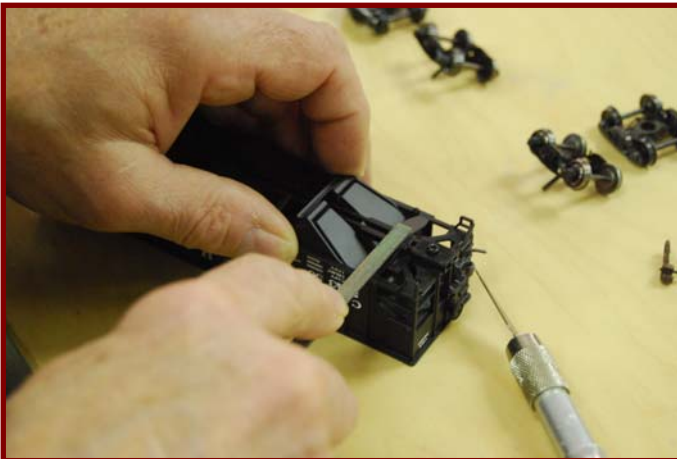
It's time to also lubricate the journals. Use a Teflon or graphite base lubricant as an oil base lubricant will collect dirt faster and the car will lose its freewheeling characteristics faster. Use the lubricant sparingly.

The second method – replacing the entire truck assembly is not without its traps and pitfalls. Occasionally the mounting hole may be too small to fit the mounting collar molded on the bolster of the car body. One can either enlarge the hole in the truck or remove the mounting collar. There is the danger of creating an elliptical or off-centered hole in the truck if you were to file or drill the hole larger. It is often safer to trim the

mounting collar off the bolster and let the mounting screw hold the truck centered in place.

The next two photos show Paul trimming the mounting collar from the bolster and gently filing any raised flashing left behind.

NOTE: care should be taken when filing the flashing off the leave a flat surface on the bolster. There is a danger of beveling the surface which will lead to the car riding skewed or slanted on its trucks.



Another trap often encountered when swapping out trucks is that there can be variations in the depth of the center beam of the truck. This will effect how high or low a car will ride on a given truck which in turn effects a car's appearance and coupler height. If the car rides too low (with the coupler height also lower than other cars) the height can be adjusted by adding washers between the truck and bolster. If the car

rides too high, the bolster can be filed or milled down to the proper height. Make small adjustments and check you progress frequently. Once the trucks are ready to be reinstalled, it's time to use the NMRA Standards Gauge and check the wheels. Two measurements are critical. The first is flange depth. Replacement wheel sets produced by manufactures like Walthers and Kadee carry the NMRA seal indicating that they meet the NMRA RP25 standard for flange depth. Other manufactures also make NMRA standards compliant wheel sets.

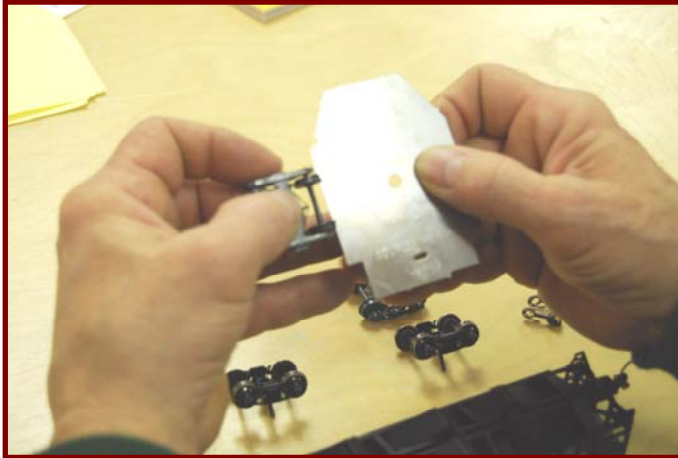
There are wheel sets available designed with low-profile flanges with a more prototypical appearing profile. These are used by modelers who follow Fine Scale practices. These operate well but need high quality track work to operate optimally.

There is a third style of wheel sets come with deep flanges. The flanges will operate well on code 100 rail but will bounce over the spike heads and fish plates on the ties or ride up over the turnout frog (where the rails cross in the center of a switch) on code 83 or smaller rail. IHC and several European manufacturers produce cars with deep flanges. They may also be found on some inexpensive starter train sets. The advantage of deep flanges is greater reliability with shoddy track work or toy train operations.



The RP25 compliant wheels are time tested reliable wheels. They track well and are forgiving of many track work glitches. The flange depth can be checked using the NMRA Standards Gauge. There are two indentations along the left hand side of the gauge. The flange should touch

the bottom of the indentation with the wheel rim resting on the edge of the gauge. If there is light visible between the edge of gauge and the wheel rim, the flange may be too deep.



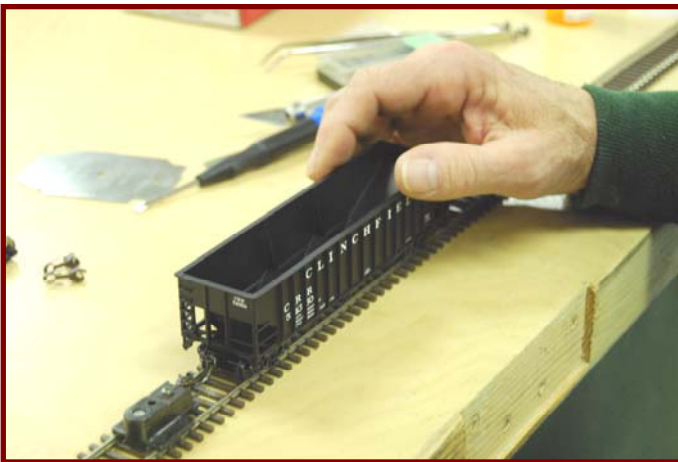
Step 4: Final Coupler Checks

Here we return to the coupler to perform several checks.

First, check the side-to-side movement to insure the knuckle is able to move freely. It's useful to have an uncoupler magnet installed on the test track. Simply run the car over the magnet and watch the action of the coupler to see if the magnet draws the couple to the car side. If it binds the coupler pocket cover may be too tight. Loosen the screw holding the cover. If that fails to correct the problem, look for small burrs or flashing and gently file it away. This may require disassembling the coupler pocket to gain access to the leftover flashing.

Second, run the car over the magnet and watch the knuckle action to see if the knuckle opens up while over the magnet.

Third, using the coupler gauge see if the coupler on the car will mate with the coupler on the gauge. The knuckles should engage and remain closed with a gentle push of the car.



Fourth, check the coupler height. The two knuckles should engage each other at the same height using the coupler gauge on the test track. If the car coupler is too low, a washer can be placed between the bolster and truck. If too high, the bolster can be filed or milled down or a shim can be placed between the car body and coupler pocket. MicroMark offers a sheet of shims for Kadee pockets for a few dollars.

Fifth, check the height of the coupler trip pin. The Coupler gauge has a ledge just above the railhead. The trip pin should ride slightly above the ledge when the car is coupled to the coupler gauge on the test track. If the trip pin snags the ledge, it will also snag at frog points and guard rails. Use the trip pin pliers to adjust the curvature of the trip pin.

Finally, lubricate the moving parts of the coupler using either a Teflon or graphite lubricant.

STEP 5: Adding Car Weights: NMRA Standards recommend 1 oz. plus 0.5 oz. per inch of car length. Fish leads, adhesive backed metal weights, car

loads, scrap metal can all be used to bring a cars weight up to standard. A properly weighted car will track better. A car that is too light will "float" over turnouts and tend to derail more often. Some famous model railroaders have actually exceeded the NMRA car weight standards and found that reliable operations increased. The cost was they were restricted to running shorter trains.

Last Thoughts: Tuning up your rolling stock is a vital task for reliable operations. The steps outlined above may appear at first glance time consuming or difficult. However, these steps are relatively simple and easy to do. They are well worth the investment of time and energy.

The second measurement is gauge width between the wheels on an axle. Too narrow a gauge leads to derailments at turnouts where the wheel rides up over guard rails. Too wide a gauge and the wheels derail over frog points and narrow spots between railheads. To check gauge width use the same two indentations on the left hand side of the NMRA Standards Gauge. The flanges should fit comfortably without force into the two indentations. If one of the flanges rides up and out of its indentation, the wheels are too close or far apart. The distance between the wheels can be adjusted by applying gentle but firm pressure inward or outward. Recheck the gauge until the flanges fit into the indentations on the gauge.

Now the trucks are ready to be reinstalled. Simply insert the mounting screw and tightened it down. Be careful not to tighten the screw too much as the truck will bind and not be able to swivel freely. Too loose an adjustment and the car may waddle down the track swaying from side to side.



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Thursdays

Are Work Nights - Come join the Fun - There's always a project going on from 4:30 to 7:30 or later

Saturdays

Are Open Sessions for Public Viewing - Sign up to help out for 9:30 -12:30 or 12:00 -3:00 or stay the day

**Mountain Empire Model Railroaders
Minutes
November 18, 2008**

The meeting was called to order by club president F. Alsop at 7:04 PM with 17 members present. Two new members were recognized: R. Dennis, Jr. and J. Alansly..

Officer Reports:

Secretary: Minutes were printed in the November issue of *The Signal Bridge* and approved as published. M. Doran-Bleck was complimented on her completed tenure as secretary.

Newsletter Editor: T. Bleck-Doran reported that several project articles were in development including "Tuning Up Rolling Stock" authored by P. Haynes. There is always a need for article submissions. T. Bleck-Doran indicated a willingness to help any budding author with working up a submission. New members were encouraged to complete a "Membership Inventory" (see page 8 of the September 2008 issue of *The Signal Bridge* for a copy). The information submitted is used to select the "Member of The Month."

Treasurer: D. Swank reported a forwarded balance on hand of \$823.62. Income for the month was \$560.00 including sales of T-shirts and hats (\$112.00 and \$102.00 respectively). Expenses of \$381.01 were reported leaving a balance on hand of \$1,002.61. There was an unobligated balance of \$676.18. D. Swank reminded the membership that Annual Dues are due starting in November. **To remain a member in good standing, dues must be paid by January 31, 2009.** Reminders will be posted in the December and January issues of *The Signal Bridge*. D. Swank was complimented on his performance as Treasurer.

WebMaster: J. Edwards reported that the club website is operating without problems. There are still email accounts available to members. These accounts can be used by those lacking internet service and accessed through your local public library internet connection. J. Edwards reminded members with email that the current issue of *The Signal Bridge* is forwarded automatically and can be printed out in color. F. Alsop indicated that he and the WebMaster are developing content for the *ETSU George L. Carter Railroad Museum* website which will link to the club site. J. Edwards was complimented on his contribution to the club in coordinating it web and email services.

Vice-President: J. Carter reported the following programs have been scheduled:

| | |
|-----------|---|
| November | RPO – A Nation Moves the Mail – video presentation – T. Bleck-Doran |
| December: | Christmas Party – Tipton-Haynes State Historic Site |
| January: | Chicago's Museum of Science & Industry Layout – J. Pahriss |
| February: | TBA |

F. Alsop reminded members that programs for the monthly meetings are a membership responsibility. The programs can be video presentations, how-to mini-clinics, railfan outings, or any rail related theme. J. Carter was complimented for the quality of programs provided over the past year.

President: F. Alsop highlighted the 1st Anniversary Observance celebrated on November 15th. ETSU Public Relations Office was very supportive in making sure publicity was released to the area media. Media response was positive with Channel 11 sending a film crew to the club. Johnson City Press covered the observance

with a Sunday edition article and photo spread. They also videotaped and took still photos for placement on their website. F. Alsop noted that attendance for the 11-15 Saturday session was up considerably. With continued publicity the weekend through the holidays should also see increased attendance. All members were strongly encouraged to participate in hosting Saturdays through December.

Old Business:

1. Engineer Hats: Twenty (20) of the 36 hats ordered through B. Barrett and fixed with the George L. Carter Railroad Museum Patch have been received. Asking price is \$9 with the club having an investment of \$6.75. Sales of hats over the weekend were strong. Discussion to purchase additional child hats. **Motion/passed:** To purchase 24 child hats without logo at \$2.95; charge \$5.00 for resale.

2. Tee-shirts with Club Logo: A new vendor for embroidered Tee's and polo shirts has been secured. The new order for Tee's has been received. D. Swank is collecting money from those who ordered Tee's and polo shirts. Additional shirts may be ordered through D. Swank. Costs are:

- \$ 7.50 Tee-Shirts
- \$ 16.00 Polos (Sm,Med,Lg,XLg)
- \$ 18.00 Polos (2XLg +)

There was some discussion regarding the Tee's; the current batch was ordered as a 50:50 cotton-polyester blend; they were to have been 100% cotton. It was stated that the mixed blend should be wrinkle free but a bit warmer to wear.

Question was raised regarding Tee's with George L. Carter Railroad Museum logo; discussion was deferred until after the Logo Contest was finished.

3. Museum Brochure/Logo Contest: The committee has not been able to meet. Item was deferred to January's meeting.

New Business:

1. Nomination Committee Report: The committee reported the following slate of officers for the new program year:

| | |
|-----------------|-----------------|
| President: | Fred Alsop |
| Vice-President: | John Carter |
| Secretary: | Art Daniels |
| Treasurer: | Duane Swank |
| Newsletter: | Ted Bleck-Doran |
| WebMaster: | John Edwards |

Motion/Passed: nominations be closed that the Secretary cast one ballot. Officers elected take office immediately following the meeting.

2. Annual Holiday Party Planning: J. Carter indicated that Tipton-Haynes State Historic Site has been secured for December 16th from 5pm – 10 pm. **Motion/Passed:** to make a \$25 donation to Tipton-Haynes for access to the current exhibition. The program will consist of Dinner and "Dirty Santa Gift Exchange." **A \$10-15 train theme gift per person is required for persons wishing to participate in the "Dirty Santa Gift Exchange."** Music will be provided by A. Daniels. The following items have been spoken for:

| | |
|----------------------------|-----------|
| Paper Products/Soda/Drinks | E.Lockett |
| B/M Hemsley | Turkey |
| A. Daniels | Breads |
| L/J Frazier | Ham |

Members are asked to sign up for a covered dish or desert to serve 6-8. J. Edwards will post to the website and send an email announcing the party. T. Bleck-Doran will announce in *The Signal Bridge* and prepare a calling list for those unable to be notified by

email. **NOTE:** publication date for *The Signal Bridge* will be moved up to **12/07/08 (Sunday)**.

3. Modeling Clinics and Workshops: F. Alsop presented some thoughts on presenting clinics during the holiday Saturday open houses 12/06 and 12/13. Discussion centered around also having a display of starter train sets in a variety of scales and gauges. The following clinics/workshops were assigned:

| | |
|-----------------------|---|
| Starter Train Sets | J. Pahriss to talk with B. Barrett at HobbyTown |
| Little People | T. Bleck-Doran 12/13 |
| Weathering Acrylics | T. Bleck-Doran 12/13 |
| Weathering Oils | F. Alsop |
| Making Trees | P. Haynes |
| Water Effects | F. Alsop |
| Ground Cover | TBA |
| Laying Track | J. Carter |
| Tune Up Rolling Stock | J. Carter/P. Haynes |
| Rock Molds | H. Hyder |
| Working with Foam | TBA |
| DCC Controllers | J. Edwards |
| Soldering Tips | J. Edwards |
| Tuning Up Locos | TBA |
| Pond Building | F. Alsop |
| Wood Kit Tips | T. Bleck-Doran 12/13 |

Train Sets/Scales is to be an open question and answer session; other clinics to be 15-20 minutes. Clinics would be hosted in rooms 110 and 108.

4. Signs: J. Carter raised a question as to whether permanent signs directing visitors to the museum from State of Franklin. Action was deferred.

5. Lexan: J. Carter reported the lowest price for a 4'x8' sheet of Lexan is \$240+/- . F. Alsop stated that this could be purchased with ETSU funds since it would be used to protect the display layouts.

6. TrainCam: F. Alsop indicated that a new high end mini TrainCam has been purchased with ETSU funds. It has been installed in a dummy FA shell. It was used Saturday 11/15 with great success.

7. Photo Contest: T. Bleck-Doran referred members to the Photo Contest announced in the November issue of *The Signal Bridge*. The contest will help expand the club/museum's collection of rail related images. Entries can be either 5x7 prints or digital images. Categories are:

- Prototype Black & White
- Railfan Black & White
- Prototype Color
- Railfan Color

Railfan includes excursions, static museum displays, etc.; Prototype includes operating rail photos. Entries will become property of the club and be placed in the club rooms or used in the Newsletter.

8. Christmas Tree/Holiday Decorations: D./H. Swank suggested that a Christmas tree and decorations be added to the club room for the holidays. They are willing to donate an artificial tree with lights. Members are encouraged to bring train related decorations to add to the room and tree.

Volunteer Sign-up: Volunteers for November-December Saturday sessions were solicited. Members who were absent are reminded of the 1-Saturday a month obligation.

Announcements:

Program: T. Bleck-Doran provided a video program on "RPO Service - When Rails Moved the Mail." This was a training and recruitment film produced by the US Post Office in the late 1940's early 1950's with vintage shots of first generation diesels and heavyweight RPO cars.

December Meeting: Annual Holiday Party; 6-9 PM, Tuesday, December 16th; Tipton-Haynes State Historic Site, South Roan Street, Johnson City. **Don't miss this MEMRR Holiday Tradition. This is a family night and all spouses and significant others are invited and encouraged to come and join us. A \$10-15 wrapped railroad theme gift is required per person if you wish to participate in the "Dirty Santa Gift Exchange."**

Submitted: T. Bleck-Doran, Acting Secretary

Courtesy of The Watauga Chapter – NRHS Whistle Stop Newsletter

NS Train T52 (left) with engine 7018 in the lead and 79 cars of mixed freight, departed Frisco Yard east to Bulls Gap, TN, on October 28, 2008. Ten log cars were part of the train consist. The cars are loaded at the old Southern piggyback terminal on Englewood Avenue at Holston (Mount Carmel), TN (below).



Landscaping work at the former Abingdon, VA, depot. The town has been working on a re-beautification project, and this area was targeted. It has been underway for the past 8 months, and they are eventually going to restore a caboose that the town has purchased and place it on the track. "We hope this will make the train enthusiasts very happy and attract more attention to the Depot area. When all is finished we also hope that everyone will come and enjoy the new park," said Melissa Watson, Library Manager, Abingdon, VA. In the distance, two Autorack cars are on the siding that NS train 23G picked up a short time after the photo was taken on October 25 by Mike Jackson.



FROM THE ENGINEER'S SIDE OF THE CAB:

The view from the cab is a blur of colored lights decorating homes, businesses and trees in yards as we rapidly approach the Holiday Season. This is the month we MEMRR Members celebrate with our entire membership, spouses and

special friends the glad tidings of the season, the ending of an outstanding year for our train club and the beginnings of a New Year filled with hope and promise. We will kick off the festivities at our Annual Holiday Party at Tipton-Haynes State Historic Site on South Roan Street at 6:00 p.m. on Tuesday December 16th. Check the MEMRR web site or call John Edwards to coordinate the food items we need to round out the meal in proper style. If you want to exchange a gift with another member during the party bring something of a railroad nature valued around \$15 dollars that is gift rapped and Santa will do the rest. We made many of the plans for the party and the meal at the November Club meeting, but there is still of lot to do and we want everyone to be a part of it. So check your schedule board and plan to join us for an evening of fun and merriment.

We have had a noticeable increase in the numbers of visitors to the Carter Railroad Museum beginning the 15th of November when we celebrated the 1-year anniversary of the dedication of the museum. We have had great publicity from the local media; newspapers, television and radio (I was on WJCW on Wednesday before Thanksgiving) and the response has been terrific. The most recent articles are announcing the model railroad workshops and demonstrations we will be presenting free to the public on December 6th and 13th. Several of our members have already made plans to run several different scale trains across the hall in 110 and Bob Barrett of Hobbytown USA is going to provide some packaged examples of R-T-R train sets we can show to our visitors. Some of our members will

MEMBER OF THE MONTH



RUDOLPH

E-mail Rudolph@santas_helpers.com
Home Layout Yes
MEMRR Module No

Favorite railroad:

The Polar Express

Favorite aspect of hobby :

Building winter scenery. I've developed a nifty technique for making deer tracks in plaster snow scenes.

Least favorite aspect of hobby:

Building models is tough since I've got hooves for hands, but with the ready-to-run items now available it no longer is the problem it once was.

How did you get started in hobby :

My grandfather was an avid railfan until one day he got too close to a train. I never understood why they call those things at the front of steam locomotives "cow catchers." Anyway, his best set of antlers became memorialized as a headlamp ornament on a classic 4-4-0 American-type locomotive on the Central Pacific Railroad..

How long have you been a member of the MEMRR:

I joined just this year.

What got you started with MEMRR:

Santa raved about being Member-of-the-Month last year and spoke highly of the club and its good little boys and girls that are members (and yes Larry, Santa knows you want that Cab Forward for Christmas).

What dreams do you have for your layout or module:

I'd like to scratch-build a ginger bread city depicting the North Pole. The problem I continually run into is that the elves are quite fond of ginger bread. Just when I get a building done it seems to disappear. There are crumbs all over the layout which create derailments and operating problems.

What other model railroad or railfan activities do you participate in:

I like to collect aerial views of railroad facilities. The *Classic Trains* series of overhead shots of rail yards really rocks in my opinion.

What one thing would improve MEMRR:

The club has to be more antlered-animal friendly. The "deer-on-the-hood" scene on the "Rocky Top" module I find a bit tacky. I'm certainly glad that a strong police presence has been added to the scene.

conduct mini-workshops of 15-20 minutes on railroad modeling skills such as building trees, molding & painting rocks, soldering techniques, painting and positioning "little people", creating water effects, laying track, gauging wheels and couplers and improving rolling stock, weathering effects, etc., So, come volunteer and conduct a workshop of your own or be part of the audience and learn a few new tricks.

While our December Club meeting is the most important social event of our year, the November meeting is the one during which we choose our officers who will help lead us for the coming year. This November was no exception. The nominating committee placed the following slate of officers before the membership for 2008-09: President, Fred Alsop; Vice-President, John Carter; Secretary, Arthur Daniels; Treasurer, Duane Swank; Editor, Ted Bleck-Doran; Web-Master, John Edwards. These officers were elected by a vote of acclimation. I want to personally thank the membership for electing a strong slate of officers and for, once again, putting their faith in me to continue as Club President. I also wish to thank Mary Doran-Bleck for serving as Secretary and doing such an excellent job with the minutes of the meetings during this past year. Art Daniels will do that job this year and we can expect the minutes will be precise and detailed. And to John Carter, Duane Swank, Ted Bleck-Doran, and John Edwards, who will all continue in the positions they held for another year, my congratulations to you on your re-election and my sincere gratitude to you for all the help and leadership you provided to me and for the MEMRR in 2007-08.

As we end the 2008 year for the MEMRR at the George L. Carter Railroad Museum there are several projects, initiatives, and mile markers to keep in mind. One is financing our operations and that takes three major tracks: our annual dues which begin their cycle at the November meeting--so, your dues for 2009 are due now; donations which are great when we receive them, but are driven by the number of visitors we have and the status of the economy; and fundraising and gifts which is a drive that I will begin on the evening of December 1st with the aid of the ETSU Office of Advancement and will actively continue into the future. I will be looking for the extra mural means to fund the exhibits we have planned and to match the University's committed funds for the renovation of rooms 100B and 110. The Treasurer and I will keep you posted on our progress, but I expect big things on this front as I concentrate my efforts on this important area for 2009. We will get the Carter RR Museum Logo Contest underway after the New Year is ushered in and we look to the committee chaired by Ed Lockett to provide the roadmap for this initiative. We have several building projects that will begin in earnest as the funding for them becomes available including the "Jack Cope" portable layout designs and scenery; the working yard for the HO layouts including the roundhouse, turntable and engine support facilities; the rewiring, track grading and increased track curve radii on the N-scale layout; the creation of a children's railroad room with all the bells & whistles; and the beginning of an operating exhibit that incorporates the vestiges of the "Tweetsie" using Gary Rabetoy's donated HO/Hon3 layout as a base. That's just for starters to get the juices and the ideas flowing. We have over 70 members on the current membership rolls (some will need to renew their dues for 2009, but they are there for now) and we have lots of projects that need your time and your talent. Looking for something to do? Ask an officer or senior club member and we will happily point you in a direction that can put your talents to work on your hobby of model railroading and expand our club and museum offerings at the same time.

We have had a terrific year. Thank you all for all you did in our first year in the George L. Carter Railroad Museum and for all you continue to do. 'Hear the whistle blow and think of all the destinations still to come.' Happy holidays !!!

Fred J. Alsop III
President, Mountain Empire Model Railroaders
Director, George L. Carter Railroad Museum

RAILFAN CONTEST ANNOUNCED

Got Photos from the Past?
A Favorite Picture from a Railfan Outing?
A Memory Album from Vacation or a Rail
Excursion?

Why not enter the MEMRR Railfan Photo Contest? Here are the rules:

1. Photos may be submitted in digital (all formats accepted though .jpeg is preferred) or print format (unframed and not matted).
2. All entries must be the original work of the person entering the contest.
3. Contest is limited to current members of MEMRR.
4. Entries must contain the following information:
 - a. Name of photographer
 - b. Title or Subject
 - c. Date of photo
 - d. Location
 - e. A brief description of the subject of the photograph
5. Entries must be submitted by the December 18th Meeting.
6. All entries become the property of MEMRR and may be used in the newsletter *The Signal Bridge* or displayed in the rooms of the George L. Carter Railroad Museum.
7. Entries will be displayed in the George L. Carter Railroad Museum throughout the month of January 2009.
8. Winners will be determined by popular vote of those visiting the club and Museum during the month of January 2009.(stuffing the ballot box is strongly discouraged).
9. Winners will be announced at the February club meeting.
10. Entries may be submitted electronically to: Ted.Mary@Memrr.org or brought to the club any Thursday or Saturday.
11. Categories:
 - a. Black & White Print
 - b. Black & White Digital
 - c. Color Print
 - d. Color Digital

Share your love of trains...
Share a Photo

The loco is coaled and steam is up! Are you on board?



Your membership with Mountain Empire Model Railroaders is about to expire and this may your last issue of *The SIGNAL BRIDGE*.

December-January-February are membership renewal months.
So please consider renewing your membership today.

Full Membership is \$30.00
Family membership is an additional \$5.00 per member
Associate Membership is \$12.00

Send your check to:
MEMRR
c/o Duane Swank
1762 Sylvan Hill Road
Elizabethton TN 37643

The club is in new quarters at ETSU with both HO and N Gauge Railroads to operate.
Come join the fun.

2008 CHRISTMAS BONUS

1940'S AND 50'S VINTAGE BILLBOARDS IN HO AND N SCALES

