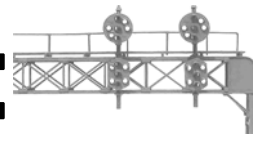


THE SIGNAL BRIDGE



Volume 17

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
NOVEMBER 2010 ISSUE

Number 11

Published for the Education and Information of Its Membership

The View from the Engineer's Side of the Cab.

We are well into the month of November, National Model Railroad Month, and it is a busy month for the MEMRR. We are conducting 3-5 workshop/clinics on aspects of model railroading every Saturday during the month and we have had lots of visitors to the Carter RR Museum. A very special thanks to all our members who have put their talents on display as instructors in these workshops. We all learn a little more about our hobby through these free clinics to the public and we have had great feedback from those who have attended one or several of them. We have had great publicity from the University Relations Office who distributed our 2 news releases to local media. In addition to the area newspapers carrying the information about our celebration of the 3rd Anniversary of the George L. Carter Railroad Museum I have had 2 radio interviews and 2 television interviews regarding our clinics and our upcoming storytelling events. This publicity, in addition to the cooler weather, have combined to bring a wealth of new visitors to see our club operate the museum layouts and a couple of new members as well.

Our storytelling event is going to be not only exciting and unique, but we are also going to be able to collect, preserve and archive some local oral histories about this rich railroading region of the Southern Appalachians. Faculty and graduate students from the Graduate Storytelling Program in the Department of Curriculum & Instruction, ETSU, are going to be on hand to interview anyone who has stories to tell about the railroads in this area and the people they served. We especially want to collect these tales of the rails that are about the early days of railroading in the first part of the 20th century; stories of the Clinchfield, Southern, ET&WNC and the various short lines. We are inviting anyone with stories to tell, including our members, to come and be interviewed. I know many of our members know area people who have these historical tales in their heads, and that these stories will never be written down and will die with the teller's death. Please invite these people to come to the RR Museum on Saturday, November 20th and again on Saturday, December 4th, to be interviewed by Delanna Reed and Shari Murgado I have released this news to the media via the university's news office and have sent it to the area NRHS chapters, the Tweetsie RR Historical Society, the Appalachian and Knoxville train clubs with the hope of getting lots of participants to these important opportunities to have their stories recorded. We stand to preserve railroading history that we will otherwise never be aware of. This is going to be exciting.

We sponsored the Sell/Swap/Buy meet held at Bob Barrett's HobbyTownUSA on Saturday, November 6th. Snow was in the forecast and when the event began in the parking lot at 9:00 a.m., the snow was coming down in abundance and in giant flakes. Gary Emmert and Dave Doughty took our sales inventory to the sale and did very well for the club in spite of the winter weather. Thank you gentlemen for investing your time and energy in this enterprise on behalf of the MEMRR; we appreciate your willingness to represent the club in this way.

The 75th Anniversary meeting of the National Railway Historical Society NRHS was hosted by Chapter #1, the Lancaster Chapter of NRHS, in Lancaster, PA the first week of November. The George L. Carter NRHS Chapter's petition for chapter status was formally and unanimously approved during the business meeting of the National Society's officers. This, the newest chapter of the NRHS, will receive its official charter early in 2011. The new chapter will have its inaugural meeting in November to elect officers, establish a meeting time and place, and set goals for the coming year. There are approximately 25 charter members. Everyone is invited to check out the new chapter and to entertain the idea of membership.

The annual election of our MEMRR club officers is conducted at our November business meeting. A nominating committee has been hard at work compiling a slate of officers for the club. In addition to those names placed in nomination by committee, additional nominations can be made from the floor. Anyone interested in serving the club as an officer is encouraged to let it be known. I wish to express my deep appreciation to all the officers who have served the club and made my job as president possible in 2009-2010. We have a terrific model railroad club and the dedication of its officers go a long way in easing us down the tracks.

Our big annual Holiday Season Christmas Party will be coming up soon. This is a special family event and we will be planning it at the November business meeting. Look for it to be at Tipton-Haynes State Historic Site where we have traditionally had it before and for it to be around Dec. 14th (instead of our usual 3rd Tuesday meeting time). The earlier date gets us away from Christmas week and the hustle and bustle that comes with it. Last year this was our best attended event with around 60 members and their spouses or "significant others". The food is always terrific, we have a wonderful time visiting with each other, and there is always a visit by Santa with his bag full of railroading gifts and a few tricks. So, put this one on your calendar as a MUST EVENT and come add to the merriment of the season.

More museum space! Be careful what you ask for as you might just get it! I was informed by ETSU Vice President, Wilsie Bishop,

CLUB OFFICERS

President: Fred Alsop	Secretary: Donald Ramey	Newsletter Editor: Ted Bleck-Doran
Vice-President: John Carter	Treasurer: Duane Swank	Webmaster: John Edwards



LOCATION

ETSU Campus,
George L. Carter
Railroad Museum

HOURS

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

Open House for viewing every Saturday from 10:00 am until 3:00 pm. Work Nights each Thursday from 5:00 pm until ??

that my request for additional exhibit space and for a second emergency exit from the Ken Marsh room where we will be creating our Tweetsie RR layout has been granted. Expect the transition to occur during the Christmas Holiday Break when there are no students and few faculty and administrators on campus. We will be getting room 100A, the room at the end of the hallway opposite the restrooms that joins our big work room (108) and the "Tweetsie" room. When the wall separating the two rooms comes down and the renovations are complete we will have over 1,300 square feet to build the best Tweetsie layout in the country in. Those of you who are now part of the Tweetsie group coordinated by Gary Rabetoy, or anyone who wants to join this group, will soon have plenty to do to get this project underway. We have a line to survey and a railroad to build. Welcome aboard!

The October leaves have turned their brilliant colors and November finds them falling from the trees and the frost whitens



Mountain Empire Model Railroaders
General Meeting
October 19, 2010
Minutes

All Aboard: Vice-President John Carter called the meeting to order at approximately 7:02 p.m. Weather was clear and 69 degrees. Fred was travelling back from his OBX (Outer Banks, NC) Trip and arrived around 7:20 p.m. Fred's E-mail was read for the upcoming "November is Model Railroading Month" activities to be presented at the John L. Carter Railroad Museum.

Officer Reports:

Secretary Report: Without exception was approved as published.

Newsletters Editors Report: N/A

Treasurers Report: Treasurers report was given, income and expenditures reviewed, and approved.

Note: Duane presented a hat (\$10) and an "Oxford" style shirt (\$20) for club consideration, both monogrammed with club logo. Contact Duane Swank to order and / or payment if you ordered a hat or shirt.

Web Masters Report: Web site is up and running fine. E-Mail addresses for those wishing to acquire a MEMR web address are available.

the ground on chilly mornings. Now is the time, as the days grow shorter, to renew your model railroading hobby and to bring your skills and special talents to the Carter Railroad Museum where we can not only enjoy each other's company, but we can build model railroads, run our favorite locos and consists, or those of the club's, and create a unique showcase for all to come and see. We have had another good year and we have a couple of months left in it. Now is the time to renew your memberships for another year of being a part of the Mountain Empire Model Railroaders and their home base in the George L. Carter Railroad Museum. Hear the whistle blow and think of all the destinations yet to come.

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

Vice Presidents Report (upcoming programs): John Carter reported. Also, if you want to volunteer for a program during the upcoming year, please contact VP John Carter.

Presidents Report: N/A

Old Business:

- 36 Engineer hats were to be ordered for sale at museum.

New Business:

- A nominating Committee of Hobie Hyder and Allan Morton was established to prepare for upcoming nomination and transition of officers for year 2011
 - VP John Carter gave the review of the past coordinators mtg.
 - Fred reviewed the plans and publicity for the November Clinics and activities to be presented at the Museum on Saturdays in November.
 - 11 Clinics were scheduled to be presented as follows,
 - 11-6: Passenger car lights-Bob Jones,
Making Deciduous trees-Paul,
Making a pond- Fred
 - 11-13: Presenting the Cope layout-Gary & David,
DCC Control-Lyle,
Dying Sawdust-Duane,
Making Fir trees-Don,
 - 11-20: Soldering tips-John,
Making Fir trees-Don,
Weathering with oils- Fred,
 - 11-27: Making Rocks-Hobie.
- Other Clinics may be scheduled or the list may change, please check listing at museum to ensure the clinic you want to attend is being presented on the day you want to attend.
- Hobby-Town will host a Parking Lot swap meet on Saturday, November 6th from 9:00-1:00.
 - The "official" address was discussed for visitors coming from out-of-town to use in GPS systems in locating us was discussed. More to come on this.

7. A sign depicting "Train Museum Open" was discussed. More to come.
8. Discussion on the DVD 70 years of Trains was discussed and tabled till Jan-2011.
9. Discussion on raising Dues was tabled also till Jan-2011. Please voice your opinion on this subject and let's react accordingly.

Volunteer Recruiting for Saturday Operating Sessions:

1. Volunteers for operating and Clinics were set up.

Announcements:



1. A membership follow-up is to be developed on "What are your interests in model railroading"?

Program for the Evening:

Gary Emmert presented a very interesting program on signaling on the Railroad and what each means. This covered both Whistle/Horn signals and signals between crew members on-board the train.

Next Scheduled Monthly Meeting: November 16, 2010 Be there for nomination of officers for year 2011

Respectfully Submitted
Don Q. Ramey, Secretary

Mountain Empire Model Railroaders
Honorary Membership

Passed by unanimous vote by members present
19 October 2010

The status of **Honorary Membership** in the Mountain Empire Model Railroaders club will only be granted on a limited basis to individuals deemed to have made a significant contribution to the organization by a majority vote of the members present at the November business meeting of the organization. A *significant contribution to the organization* may include, but not be limited to, such actions as having provided outstanding support; providing outstanding service, providing a significant monetary gift, providing a significant in-kind gift, etc.

Nomination of a candidate for **Honorary Membership** may be made by any full voting member in good standing. All nominees must be presented to the members present at the November business meeting with a full justification of why **Honorary Membership** is being sought. **Honorary Membership** will be valid for one calendar year after which time each must be re-nominated and again voted upon. **Honorary Members** shall not be voting members of the organization, but shall receive the organization's newsletter *The Signal Bridge*, may attend club meetings and may attend club operating sessions. **Honorary Members** shall not be assessed club dues during the period of their status as **Honorary Members**.

The president of the organization will inform **Honorary Members** so elected in writing of their membership and the privileges attained therein.

MEMRR Group Coordinators Meeting
October 14, 2010

Rabetoy Layout Development
Progress Report

1. On September 9, 2010, leg extenders were fastened to two more modules with the assistance of Fred Alsop, John Carter, Paul Haynes, and Gary Rabetoy. Thank you Fred, John, and Paul.
2. On September 10, 2010, leg extenders were fastened to the last two developed modules of the Rabetoy Layout with the

assistance of Bill Hensley, Jim Pahr, and Duane Swank. Thank you Bill, Jim, and Duane.

3. On October 3, 2010, Gary Rabetoy connected the developed Rabetoy Layout modules together mechanically and electrically except for the sections to be connected via the lift-out/up and splice sections which have not yet been constructed.

4. On October 7, 2010, Paul Haynes was provided with the following list of items to be fabricated to complete the benchwork details necessary for commencement of operating the Rabetoy Layout and track laying for the ET&WNC portion of the layout.

- A. Leg Braces (36)
- B. Table Braces (Cross Members)(27)
- C. Lift-out/up Section (1 one foot x two feet section)
- D. Splice Section (1 one foot x two feet section)
- E. Module Modification (One 34 degree angled via module alteration as diagrammed 2 feet in on one side and 8 inches in on the adjoining side to meet access requirements)

5. Emile Hamm continues to work on the CAD ET&WNC track plan revisions. Enclosure 1 shows the latest revision.

6. Information was received from Johnny Graybeal on September 14, 2010 that David Hoffman was back in production regarding ET&WNC H0N3 wheelsets. This information was forwarded to Philip Sloan for action on September 15, 2010. Eleven pairs of trucks will be required to complete the following cars which have been previously purchased from Cranberry Car Shops:

- A. 1 Trout Creek 30' Gondola
- B. 4 Trout Creek 32' Gondolas
- C. 6 Trout Creek 38' Gondolas

7. On or about September 24, 2010, Fred Alsop began researching the possibility of obtaining some additional H0N3 equipment from a modeler who is disposing of his H0N3 equipment. There has been no contact from this individual as of October 12, 2010.

8. Recommendations:

- A. Complete the items noted in 4-7 above.
- B. Await the decision on the acquisition of additional space.

*Respectfully submitted:
Gary Rabetoy*

Miniature Wonderland Two German Brothers have put this TRAIN SET together.

DON'T FORGET to click on the link at the end and view this in motion.



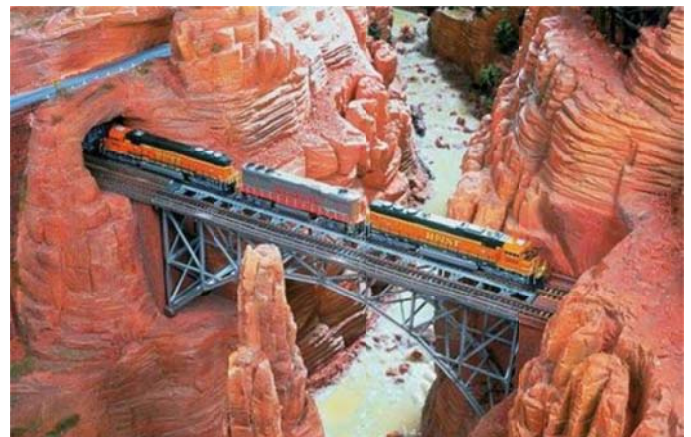
This is the world's biggest train set. Covers 1,150 square meters / 12,380 square feet...Features almost six miles of track and is still not complete...



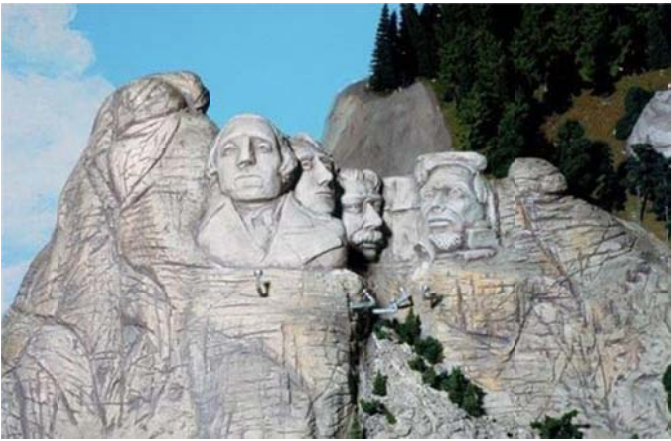
Twin brothers Frederick and Gerrit Braun, 41, began work on the 'Miniature Wunderland' in 2000.



The set covers six regions including America, Switzerland, Scandinavia, Germany, and the Austrian Alps.

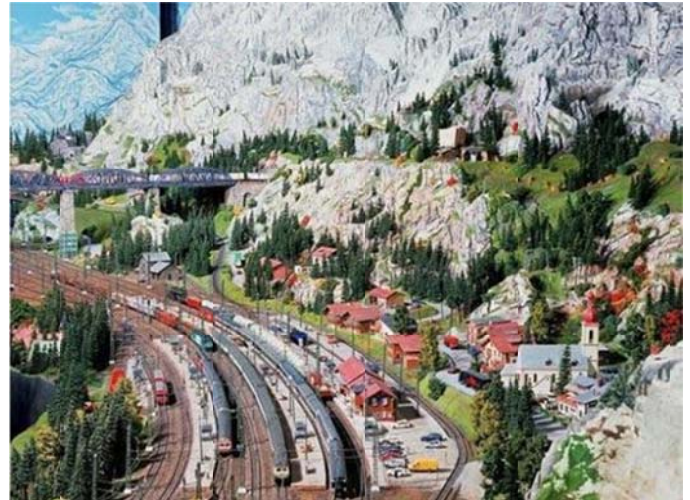


The American section features giant models of the Rocky Mountains, Everglades, Grand-Canyon etc...



...and Mount Rushmore.

The Scandinavian part has a 4ft long passenger ship floating in a 'fjord'



It is expected to be finished in 2014, when the train set would cover more than 1,800 square meters / (19,376 sq ft) and feature almost 13 miles of track, by which time detailed models of parts of France, Italy and the UK would have been added...



The Swiss section has a mini-Matterhorn.



It comprises 700 trains with more than 10,000 carriages and wagons.



The longest train is 46ft long.



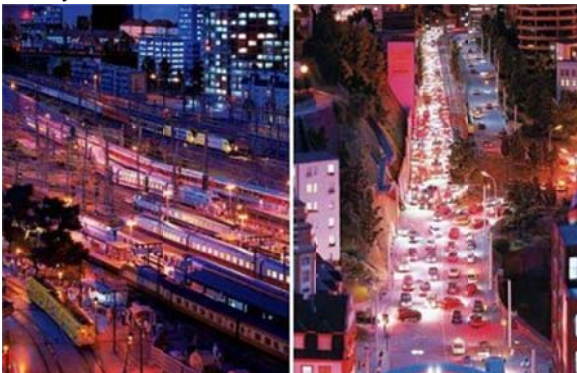
The scenery includes 900 signals, 2,800 buildings, 4,000 cars - many with illuminated headlights.. .



...and 160,000 individually designed figures.



Thousands of kilograms of steel and wood was used to construct the scenery...



The 250,000 lights are rigged up to a system that mimics night and day by automatically turning them on and off.



The whole system is controlled from a massive high-tech nerve centre.



In total the set has taken 500,000 hours and more than 8 million euro to put together, the vast majority of which has come from ticket sales.

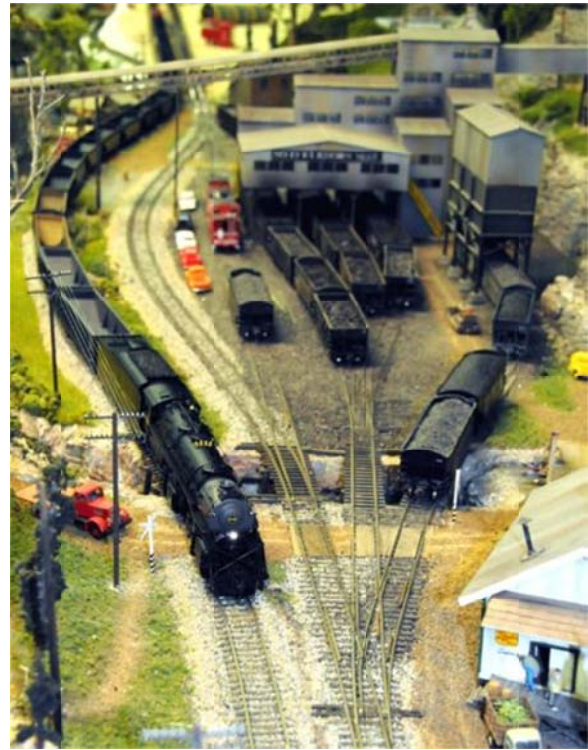


Gerrit said: "Our idea was to build a world that men, women, and children can be equally astonished and amazed in."



Frederik added: "Whether gambling in Las Vegas, hiking in the Alps or paddling in Norwegian fjords - in Wunderland everything is possible." This 4-minute video is worth watching for this amazing stuff.

<http://www.miniatur-wunderland.com/exhibit/video/4-minutes-wunderland/>



Railroad Nightmares





SPECTACULAR ACCOMPLISHMENT Large Electric Generator

You don't see this happen every day! Great pictures. Wonder where they park it when they stop for the night?

For the past few weeks, a "super heavy" load has been making its way from Hardeeville SC, enroute to Boiling Springs NC. It is a large electric generator destined for a clean coal power plant. The generator weighs in at 1.98 million pounds and isn't something you just jump on an interstate freeway with and truck it on down the road.

In order to support such a load without destroying every inch of road you travel, the weight has to be widely distributed. You also have to travel back roads so that day to day commerce isn't completely disrupted along your route. After all..... your top speed on level ground is less than 20 mph and this drops to as little as 1.5 mph on grades and slopes. Rush hour traffic on an interstate would soon be solidly backed up to the state lines in both directions.

I finally had time to catch up with the load on Friday as it moved along a stretch of country road near the NC state line, but was unable to get near enough to shoot photos. Luckily, one of the crew let me know it would be on the move again early Sunday morning when they would be making a detour around an interstate overpass that was not rated for anything near the weight of the load.

Here is the rig I'm talking about.... The trailer, as rigged, is 300 ft long all by itself. There are 36 rows of axles, each with 8 tires. (288 total) These can be augmented with up to another additional 80 wheels on hinged outriggers, for a total of 368 potential flats. Add in 5 each 10 wheel heavy duty road tractors (2 pulling and 3 pushing) and that flat tire potential rises to 418. The outriggers are not deployed in these photos, so the total tire count, for the moment, is 338.



The load then had to negotiate the 90° turn seen in the photo. This had to be done while keeping all 338 tires solidly on paved surfaces. Note that each axle is steerable so it's only a little less exacting than a tap dancing centipede, but an on board computer system has things well in hand. It doesn't fully control the action

since there is a "driver" in the chain of command. Here the action as begun and the lead tractors are making their initial turn.



As things advance, dozens of power crews are on hand to clear overhead wires and there are hundreds of other support crews and dozens of support trucks waiting to fall in line behind the convoy.



Notice that each large truck has a box firmly anchored over the rear wheels. Those are 18,500 pound weights which give the truck the needed traction this load requires to get it moving.



Looking closely at the rear section of the trailer, you'll see it is

sitting at about an angle of 45° to the rest of the load. Once the main load was aligned as they wanted, the rear section crabbed and adjusted until it was in line and ready to travel. It was a strange action to watch but it worked perfectly.



Here is a shot of one of the two "Drivers" The computer might tell the all wheels how much to turn, but this guy tells the computer when to do it and how much at a time. He's apparently pretty durable since the dawn temperature was a chilling 25° as he began his ride.



Here you can see how the immense weight was distributed across

the trailer sections as well as the hinge points for the support bridge. Both ends are supported in this fashion, making the whole rig a lot more flexible than it might first appear. Those outriggers I mentioned are clearly visible along the outer edge of the trailer.



The main bridge beams suspend the huge generator about 18 inches above the roadbed. When the job is completed, the round pins near the bottom edge can be removed and the beams can be stacked for their return trip home. Even up close they almost look

too small to be holding that much weight up in the air. Standing near this beam is a little spooky. All kinds of pops and groans can be heard, even when it isn't on the move.



It was a fun way to begin a new day. Everyone I met was friendly, including those doing some downright cold and dirty work. Even the local cops seemed to be in fine spirits as they dealt with more traffic than that small community has probably ever seen. I just wanted to share some of the sights with you guys.

NEW IN THE MEMRR VIDEO LIBRARY

DREAM – PLAN – BUILD
VOLUME 20

Chapters:
Layouts:

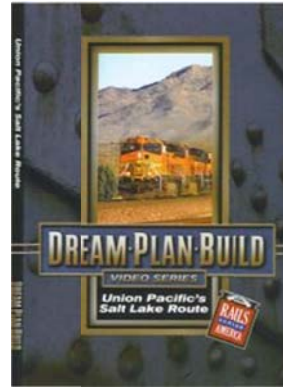
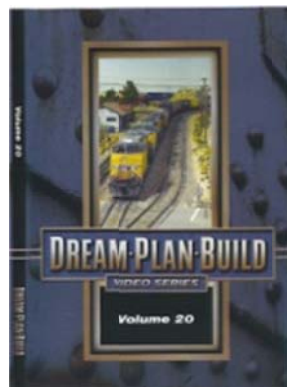
- Multiple Layouts at the GATSME Model RR Club
- Central Operating Line Model RR Club
- Ray Cox's 0 Gauge Collection and Layout
- Jack Burgess' Yosemite Valley

Techniques:

- Realistic Performance with DCC
- Making Decals Using a Computer
- Disguising Your Scenery-Backdrop Joint
- Using Clear Parts Cement to Make Glass

Prototype:

- Experience Steam at the Hesston Steam Museum
- The Milwaukee Electric Railway & Light Co.
- The Wisconsin Central Railroad



DREAM – PLAN – BUILD
UNION PACIFIC'S
SALT LAKE ROUTE
RAIL ACROSS
AMERICA EDITION

UNION PACIFIC'S SALT LAKE ROUTE takes you on a journey along one of America's most superb railroads. Witness the hard-working locomotives tackle the steep grades of Cima Hill and Ivanpah Valley, winding through Afton Canyon, and face the grueling

desert heat while passing through Devil's Playground in this edition of the *DREAM – PLAN – BUILD VIDEO SERIES*.

Chapters:

1. Starting the Journey at Field
2. Snaking through Afton Canyon
3. Heading towards Basin
4. Devil's Playground and Kelso
5. Climbing Cima Hill
6. Reaching Cima Summit
7. Heading Downgrade through Ivanpah Valley
8. Calanda and Jean NV
9. Approaching Erie Summit
10. Heading towards Las Vegas
11. Meadow Valley Wash



TRAIN WATCHING AT MEMRR: AMTRAK PASSENGER CARS – PART 6

THE HERITAGE FLEET

From www.wikipedia.com the free encyclopedia

Heritage Fleet was a program started by Amtrak in 1977 to convert its older cars from steam heating to head end power. Head end power conversions were performed at Amtrak's heavy repair center in Beech Grove, Indiana, outside of Indianapolis. The program was completed by the mid 1980s.

Most Heritage Fleet cars have been retired from Amtrak service, but several remain, mostly baggage cars, diners, and sleepers. Others include the "Pacific Parlour" Hi-Level lounges and single-level diners. One former Great Northern Railway full-length dome is occasionally used on special trains. Most of these cars are intended to be retired by the Viewliner order placed in 2010 for delivery starting in 2012.

Heritage Fleet Roster

Fleet numbers	Type	Builder and year built	Number built	Notes
2050-2056	Slumbercoach (16 Single, 10 Double Slumbercoach)	Budd 1949	7	
2080-2097	Slumbercoach (24 Single, 8 Double Slumbercoach)	Budd 1956-1959	18	
2220-2222	Sleeper (11 Bedroom)	Budd 1952-1956	3	
2230-2235	Sleeper (11 Bedroom)	PS 1956	6	
2430-2482	Sleeper (ADA 10 Roomette, 6 Bedroom)	Budd 1948-1952	40	

Slumbercoach Sampling #2050-2056 and #2080-2097



#2052 Dunkirk Harbor (ex-2000, ex-PC 4200, ex-NYC 10810, nee-10364)
Budd 16 Dupl. - 1 SR - 10 DBR, rebuilt. from 22 Rmt.
(AMTRAK PIX)



#2090 Loch Tarbet (ex-2028, ex-NP 329, nee-MP 699 Southland) Budd Slumbercoach.
(RR PICTURE ARCHIVES)



#2095 Silver Repose (ex-2023, nee-CB&Q 4903) Budd Slumbercoach, shown owned by the Tennessee Central RR Museum.
(AMTRAK PHOTO ARCHIVES)



#2096 Slumberland (ex-B&O 7700) Budd Slumbercoach.
(RR PICTURE ARCHIVES)



#2097 Dreamland (ex-B&O 7701) Budd Slumbercoach.
(JEFF'S TRAIN SITE)

Sleeper (11 Bedroom) Sampling
#2220-2222 and #2230-2235



#2221 Elm Grove (ex-2202 Silver Thrush, nee-CB&Q 452)
Budd 5 Comp - 6 DBR.
(CALIFORNIA ZEPHYR)



#2231 at Hialeah FL, Former SCL 6101 the Hialeah
Jeff Lubchansky



#2232 Hialeah FL
Jeff Lubchansky

Sleeper (16 Duplex Roomette) #2000-2017



#2004 (ex-2004 Toledo Harbor, ex-PC 4206, ex-NYC 10816, nee-10379)
16 Dupl. - 1 SR - 10 DBR, rblt. from 22 Rmt.
(RR PICTURE ARCHIVES)



#2012 Gull (ex-SCL 6702 Gull, nee-B&O 7102 Gull)
Budd 16 Dupl. - 1 Rmt - 4 DBR.
(RR PICTURE ARCHIVES)



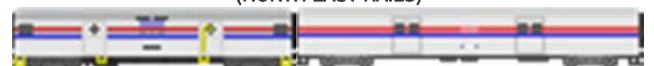
#2016 Thrush (ex-SCL 6706, nee-B&O 7109)
Budd 16 Dupl. Rmt - 4 DBR.
(RR PICTURE ARCHIVES)



#2017 Wren (ex-SCL 6707, nee-B&O 7110)
Budd 16 Dupl. Rmt - 4 DBR.
(RR PICTURE ARCHIVES)



#2000 (ex-PC 4200, ex-NYC 10810, nee-10364 Dunkirk Harbor)
Budd 16 Dupl. - 1 SR - 10 DBR, rblt. from 22 Rmt.
(NORTH EAST RAILS)





CELEBRATE THE 3RD ANNIVERSARY OF THE GEORGE L. CARTER RAILROAD MUSEUM



**BY ATTENDING OUR FREE MODEL RAILROAD CLINICS
EVERY SATURDAY IN NOVEMBER**

Schedule of Clinics and Instructors

All Instructors are Members of the Mountain Empire Model Railroaders Club

Date	Time	Clinic Topic	Instructor
November 6 th	10:30 AM	Making Deciduous Trees	Paul Haynes
	1:30 PM	Passenger Car Lighting	Bob Jones
	2:30 PM	Water Effects-How to Create a Pond	Fred Alsop
November 13 th	10:30 AM	DC (Analog) Train Operation	Dave Doughty & Gary Emmert
	11:00 AM	Making Fir Trees	Don Ramey
	11:30 AM	Dyeing Sawdust for Scenery	Duane Swank
	1:30 PM	Photographing Models	Geoff Stunkard
	2:00 PM	DCC Controls	Lyle Montieth
November 20 th	<i>Storytelling All Say—Your Railroad Stories will be Collected</i>		
	10:30 AM	Making Fir Trees	Don Ramey
	11:30 AM	Soldering Tips	John Edwards
	1:30 PM	Weathering with Oils	Fred Alsop
November 27 th	10:30 AM	Molding Rocks	Hobie Hyder
	11:30 AM	Dyeing Sawdust for Scenery	Duane Swank
	1:30 PM	Making Wire Trees	Ken Harmon

Workshop not yet scheduled, but planned if instructor Joe Roberts can get an opening in his work schedule, "Tuning up your Rolling Stock"

If other MEMRR members want to conduct a clinic on any of these dates please contact Fred Alsop (cell: 615/604-8759 or fredjalsop3@earthlink.net) and we will schedule you in.

**All clinics will be held in room 108 of the Carter Railroad Museum
in the Campus Center Building.
Clinics will last approximately 20-30 minutes.
Come Join US!!**

**The engine is fueled and ready to depart
the station!
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
1763 Sylvan Hill Road
Elizabethton, TN 37643**

**The club is in its expanded quarters at ETSU with both HO, G and N Gauge
Railroads to operate.
Come join the fun.**