



# THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB  
SEPTEMBER 2012 - MEMBERS EDITION

Volume 19 - Number 9

Published for the Education and Information of Its Membership

## CLUB OFFICERS

**President:**  
**Fred Alsop**

**Vice-President**  
**John Carter**

**Treasurer:**  
**Duane Swank**

**Secretary:**  
**Hobie Hyder**

**Newsletter Editor:**  
**Ted Bleck-Doran**

**Webmaster:**  
**Bob Jones**



## LOCATION

ETSU Campus  
George L. Carter  
Railroad Museum

## HOURS

**Business Meetings are held the 3<sup>rd</sup> Tuesday of each month. Meetings start at 7:00 PM in:**

**Brown Hall  
Room 312  
ETSU Campus,  
Johnson City, TN.**

**Open House for viewing every Saturday from 10:00 am until 3:00 pm.**

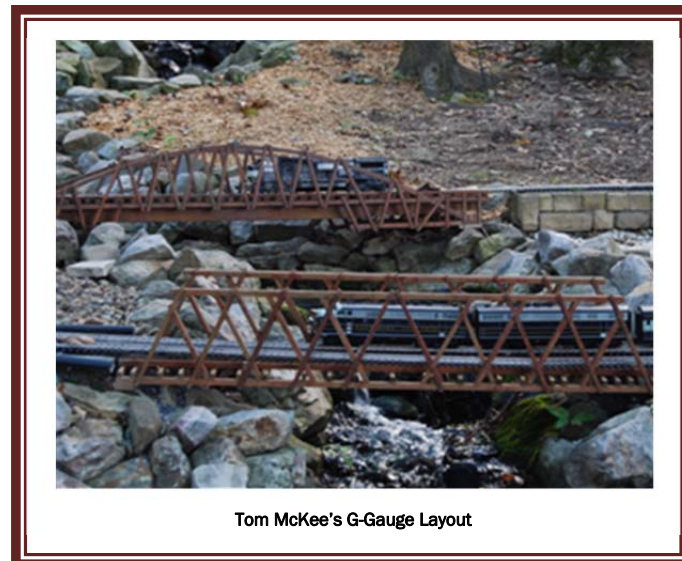
**Work Nights are held each Thursday from 5:00 pm until ??**

## THE VIEW FROM THE RIGHT SIDE OF THE CAB.

Please join me in welcoming new member **Larry Jackson** into the MEMRR. Larry is a model railroader with expertise with computers and an electrician; both important assets to have in a member in a model railroad club such as ours. Larry, we look forward to working with you and enjoying our hobby with you. We have several big wiring projects underway and you will be integrated into them post haste.

**NEW MEETING TIME!!!!** A motion made to move our monthly club business meeting forward to 6:30 p.m. was tabled at the July meeting, but passed at the August meeting. **OUR NEW MEETING TIME BEGINNING WITH THE SEPTEMBER 18<sup>TH</sup> BUSINESS MEETING IS 6:30 PM !!**

My thanks to all my fellow MEMRR members who volunteered and participated in the Erwin Train Show on September 14-15; who



Tom McKee's G-Gauge Layout

who moved the Cope Layout in the Carter RR Museum trailer both ways, operated the layout and manned the club sales table. The event, organized and operated by **Gary Cameron**, is in its second year and is our closest regional train show. A special thank you is extended to **Bill Hensley** who had been storing the trailer at his Fall Branch farm prior to this train show (we had to move it from its parking spot at the ETSU motor pool temporarily because of the demand for parking spaces on the campus with the beginning of the fall semester) and to **Dan McLeod** for taking it to his back yard in Jonesborough following the show for the same reasons.

Three cheers to **Tom and Kim McKee** who once again hosted the Carter Railroad Museum Annual Picnic at their great lakefront home. The McKees not only furnished the picnic site, complete with operating garden railroads, but they also supplied the picnic meat as well as other amenities. Thank you so much for your hospitality. The clubs picnickers all had a great time with lots of food, drink, socializing, and watching the G-Scale locomotives and the contests traverse the lakeside landscapes. A hint of the coming fall was in the air with the sunny skies, cooler temperatures, the late summer flowers and the changing of the leaves.

The **President's Classroom** returns to the George L. Carter Railroad Museum on **Tuesday, September 18<sup>th</sup>**. We have once more been asked to be the first "classroom" event for the 2012 edition of The President's Classroom. Approximately 20 "students" selected from the Tri-Cities area will be coming to campus for 4 evenings devoted to seeing the highlights the university has to offer. These men and women are chosen annually from the business, civic, and political leaders in our area and their guided inside looks at the campus are very important and will culminate with a "graduation" ceremony and dinner with the ETSU president and his family at Shelbridge. This is our regular meeting night and the class is scheduled to be at the Carter RR Museum at approximately **5:00 p.m.** I am asking for enough volunteers to have the layouts operational and to show off the Little Engineers Room as well as the Tweetsie project. These special visitor opportunities are also important for the museum and for our club. Please let me know if you will be able to help out that evening. We will be finished in time to attend our regularly scheduled meeting as the group will only have about 15-20 minutes with us before being hustled off to their next stop.

Congratulations to **Hobie Hyder** for creating our first modeling contest with a focus on the weathering of locomotives and the rolling stock they pull. There was a lot of interest in the contest on the part of our club and the public. Our club members responded by entering samples of their weathering techniques on a range of freight cars, some early generation diesel locomotives and several iron horses. All the entries were outstanding and gave the required appearance of equipment that had been in service in all kinds of weather for many years adding to the realistic effect of the miniature railroads we strive to create in our hobby. None even hinted of their new, out-of-the-box shininess they had when their owners purchased them; nor the way the prototypes would have looked fresh out of the factory doors. Hobie obtained prizes from **Bob Barrett** at **HobbyTownUSA**, **Rick Bell** of **DCC Installs & Sales**, and **Chuck Willey** at **West Virginia Hobbies & Crafts**. We extend our appreciation to these kind folks for their outstanding support of our contest. All three are hobby shops we regularly use and all have generously provided the club and the Railroad Museum with discounts on our purchases over the years. The public visiting the Carter RR Museum voted on their favorite entries and their ballots, along with a panel of judges determined the ultimate winners. The contest was judged on Friday afternoon, September 7<sup>th</sup>, by the following panel of judges: **Duane Swank**, treasurer of the Mountain Empire Model Railroaders and the G.L. Carter Chapter NRHS; **Jeff Anderson**, Associate Vice-President for Advancement & Planned Giving ETSU, and **Brian Noland**, President of East Tennessee State University. Thank you judges and club members, including **Allan Morton**, **Jim Hoit** and **Tommy Knisley**, who helped with the contest and to all of you who submitted entries.

Rolling Stock—

- 1<sup>st</sup> Place *Fred Alsop*
- 2<sup>nd</sup> Place *Fred Alsop*
- 3<sup>rd</sup> Place *Hobie Hyder*

Steam Locomotive –

- 1<sup>st</sup> Place *Fred Alsop*
- 2<sup>nd</sup> Place *Jim Hoit*
- 3<sup>rd</sup> Place *Rich Gallaher*

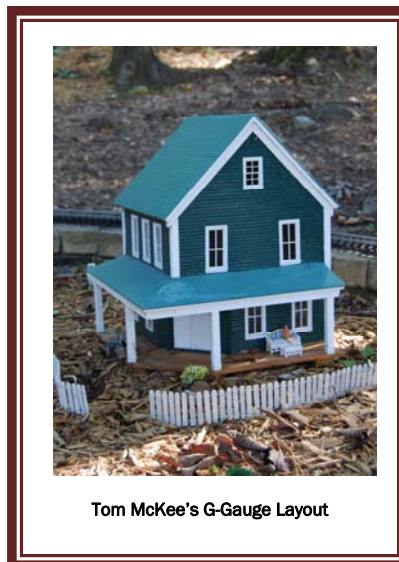
Diesel Locomotive –

- 1<sup>st</sup> Place *Jim Hoit*
- 2<sup>nd</sup> Place *Fred Alsop*
- 3<sup>rd</sup> Place *Thomas Knisley*

Overall Best in Show—

- Grand Champion *Jim Hoit*
- Honorable Mention *Allan Morton*

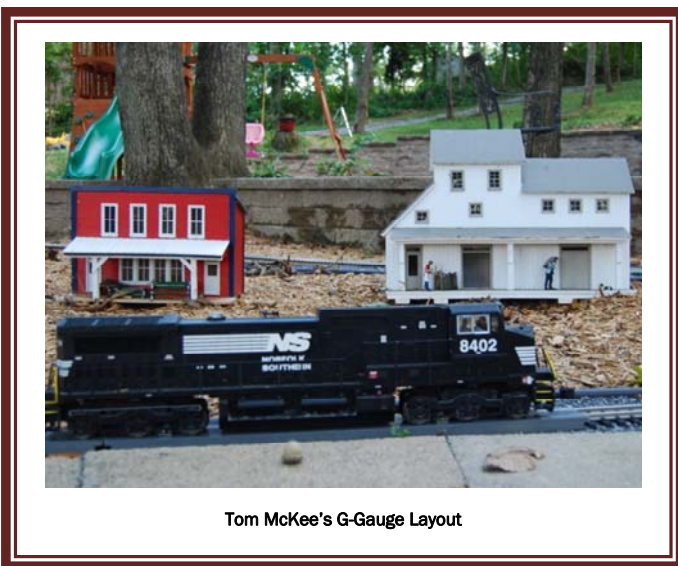
All the entries, along with the listing of the winners, will be kept on display through the month of October in the Carter Railroad Museum. *(Editor's Note: see feature article in this issue detailing all the entries)*



Tom McKee's G-Gauge Layout

Congratulations to all the winners and to everyone who submitted entries. The competition was keen, the entries were all outstanding and demonstrate one facet of the many skilled and talented people we have in our model railroad club. We have all admired your work and have learned what is possible from being able to view it and discuss these works of art with you.

The newsletter editor, **Ted Bleck-Doran**, plans to use the entries and information from the contestants on their weathering techniques, in future issues of *The Signal Bridge* so we can all learn more about weathering our trains and try our hands at making some of our engines and rolling stock show the signs of aging. I would hope that Vice-President **John Carter** will have some of the contestants present their weathering tips as learning programs for the club at some of our future business meetings. There is no substitute for seeing the application of these techniques in person and perhaps we can bring some of our own equipment to the meeting and weather it along with the “professionals”. I am sure with the success of this modeling contest that we will soon be planning for another one.



Tom McKee's G-Gauge Layout

The winners of the competition were announced at the Carter Museum Annual Picnic on September 9<sup>th</sup>. The Weathering Contest winners were:

Congratulations are also extended to **Hobie and Julie** for creating our newest potential member with the arrival of their daughter, **Kaylyn**, born on August 26<sup>th</sup>. I hope it will not be too far down the tracks before we see her playing in our Little Engineers Room.



The MEMRR Crew at the Annual Picnic Hosted by the McKee's

Our *ad hoc* Bylaws Committee, chaired by **Duane Swank**, made their report to the club at our August 21<sup>st</sup>. The members present reviewed all the recommended changes and their recommendations were combined with those from the committee and distributed electronically, along with a ballot, to all the membership who could be contacted by digital technology (all but 3 members). The membership was asked to vote on the revisions and our WebMaster, **Bob Jones**, has been forwarding all of your votes to me. At this writing, September 9<sup>th</sup>, 2012, approximately 23% of the membership has returned marked ballots that I have recorded. The current tally has the amended Club Bylaws passing unanimously. I will make a final report at the September 18<sup>th</sup> business meeting. If you have not voted and wish to do so, please check your email and send your marked ballot to the WebMaster ASAP. Our Club Bylaws are the “rule book” that governs the manner in which our club operates and they must be updated periodically to reflect the evolution of our club. Your participation in this process is important.

With ETSU back in full swing with the opening of the Fall Semester in late August, we can once more take our evening meal prior to the club meeting in the university cafeteria, **The Market Place**, located on the west end of the 3<sup>rd</sup> floor of the D.P. Culp Student Center. The meals are buffet-style, offer an excellent variety of choices, are inexpensive at \$5.45, and are in easy walking distance from our meeting place in Brown Hall. Those who joined us there for meals in the spring were very positive about their dining experience. So, plan to join us there at around 5:00 p.m. prior to the September meeting. Tell the cashier at the door you are “staff” with the Carter Railroad Museum to receive the discounted price of the meal and enjoy some

socializing before the business meeting begins. This is a great way to get to know some of your fellow club members better.

**Fall Railroad Excursion!!** Our sister organization, the George L. Carter Chapter NRHS, in conjunction with the George L. Carter Railroad Museum, has contracted with Greene Coach Lines and the Smoky Mountain Railroad, Bryson City, NC, to sponsor a day-long rail excursion on Sunday, October, 20<sup>th</sup>. The buses depart from a parking lot on the ETSU campus. This is a tremendous opportunity to travel in a first-class bus and leave the driving to “us” and to enjoy a great train ride in mountains draped in fall colors. I hope you supported your fellow club members and the railroad museum by participating in this trip. As long as these trips are successful these organizations will continue to provide them, but their success, in part, depends on you. If you could not make this one please try to participate in those that are scheduled for next year. They are a lot of fun, educational, easy to do and the cost to participants is kept to a minimum. The major goal is to spread the joy and interest in railroading and to create the potential for recruiting new members into our clubs. Please join in and do your part by joining us on these railfan outings and by recruiting a few of your friends to come along a well.



ETSU President Nolan at a recent visit to the George L. Carter Railroad Museum

I have enjoyed seeing your comments on a “blog” created by our WebMaster, **Bob Jones**, that stemmed from an exchanged copy of the newsletter from the Delmarva Model Railroad Club. Bob asked a question concerning our current dues structure and payment plan and suggested one of his own. The responses have been interesting, insightful and illuminating. It is educational for me to learn what some of you think about our dues structure and your suggestions on future changes or no changes. I do wish to state, however, that Bob’s blog was only his way of seeking personal information and that this subject was not generated by me as your president, or by any of the officers of the club, nor by any motion brought forward as club



And Baby makes three – the Hyder Family

**SPECIAL ANNOUNCEMENT!!** Julie and Hobie Hyder proudly announce the birth of Kaylyn Hyder, a 5lb,8oz girl born at 2:10 a.m. on Sunday, August 26th. Mother and daughter are currently in room 3408 of the Johnson City MedicalCenter. Congratulations are extended to the new parents

business. So, this was not a “formal” request by the MEMRR to get your response, but the exchanges have been great and this is a healthy way to consider topics, such as

our dues structure, that are important to the club and I wish to thank Bob for stimulating our minds to think about this subject.

Lots of progress is being made on the club layouts, but there is still much left to do. We are getting great public turnouts for our Heritage Days and a lot of interest from visitors on the Tweetsie layout. You have outstanding opportunities to help the clubs and the museum with your continued membership and active participation. If you have not been to one of your club meetings or visited the railroad museum to join in a Thursday work session or operate one of your favorite locomotives and consists, or one of the club’s, on a recent Saturday, you are missing out. Come on down and join in the fun. We miss having you on board as an active member. This is a great club housed in a terrific venue. Hear the sound of the whistle of the train in the night and dream of all the destinations yet to come.

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

## MOUNTAIN EMPIRE MODEL RAILROADERS MEETING MINUTES August 21, 2012

President Fred Alsop called the meeting to order at 7:05 P.M. in room 312 Brown Hall, ETSU, with 15 members present. President Alsop suggested that the club consider changing the pre-meeting dinner back to ETSU’s Market Place in the DP Culp Center. After a brief discussion, everyone agreed. A brief discussion then ensued about ownership of the Cope Traveling Layout prompted by Jim Pahriss. President Alsop clarified by stating that the Cope Traveling Layout belongs to the club and all expenses incurred were the responsibility of the club. In other opening remarks, the Christmas party has been set for

December 18<sup>th</sup> at Tipton Haynes Historic Site. Before moving to the Officer’s Reports, Jim Pahriss ask that a shut - down procedure for the museum/check list be made available to members in the event President Alsop or other Officers were not available to shut the museum down after Saturday operating sessions. Lastly, it was brought to the attention of the club that the magnetic board that holds the name tags needs to be repaired. President Alsop said he would ask Alan Morton to look into fixing the board.



MEMRR’s Michelangelo and the Sistine Wall



Hey Duane – How Strong Did you make the Benchwork?

President Alsop called for the reading of the Secretary’s report from the July meeting with a motion being made to except them as read by Hobie Hyder and a second by Dan McLeod. The minutes were approved by a unanimous vote by the membership.

In the absence of Ted Bleck-Doran, Newsletter Editor, President Alsop reminded the group they could mail any items for publication in *The Signal Bridge* to Ted. He also commended Ted for a great job with the newsletter.

### Construction Alert

A portion of John Robert Bell Drive will be closed for two weeks as construction of the new student parking garage continues. Beginning Monday, Sept. 17, at 7 a.m., John Robert Bell Drive will be closed from the intersection of State of Franklin Road to the north edge of the parking spaces directly in front of the ETSU/MSHA Athletic Center. That section will remain closed until Monday, Oct. 1, at 7 a.m.

While that temporary closure will not affect parking in front of the Dome, motorists will not be able to access State of Franklin Road from John Robert Bell Drive during that time.

We appreciate your cooperation during this time of major construction and ask for your continued patience. You may view campus maps or learn more information about parking changes and road closures by visiting [www.etsu.edu/detour](http://www.etsu.edu/detour).

Thank you.

In the absence of Treasurer, Duane Swank, President Alsop reported the club's checking account balance as of July.

Webmaster, Bob Jones informed the group that he has updated the club's website to include Heritage Day dates, Saturday work schedules and picnic information. Bob also informed the membership that in his absence, John Edwards has agreed to continue to maintain the club's website however someone will be needed to take over the duties of Communications Officer. Anyone interested is requested to contact President Alsop.

John Carter, Vice President; reported that the program for September's meeting will be a continuation of the August program entitled 'Chicago Railroads' on DVD. John informed the membership that Ken Anderson with the Sipping and Switching Model Railroad Club has ask to do a program for us that will discuss various model railroad

techniques. President Alsop ask John to get back with Mr. Anderson and let him know the club is interested and Saturdays would be preferable. The October program will be presented by Paul Haynes and will be entitled 'Heritage Locomotives'.

Under "Old Business", a brief update was given by Hobie Hyder, on the Modeling Contest. The contest will conclude Saturday, September 1 with winners announced on September 9<sup>th</sup> at the club picnic.

A tabled motion to move the current meeting time from 7:00 to 6:30 as discussed at the July meeting was re-addressed. Bob Jones informed the club that he had only received a total of eight responses from the e-mails he had sent everyone concerning this and he had given this information to John Carter, Vice-President. Jim Pahriss stated that there were basically two reasons for moving the time. He stated that he was attempting to equalize the two meeting times of the NHRS on Monday and the MEMRR on Tuesday. He also stated that he was trying to avoid late meeting times. Hobie Hyder, Secretary called for a motion to move the MEMRR meeting time from the current 7:00 time to 6:30. Geoff Stunkard seconded. The motion passed by a 7 to 4 vote with one abstention.

In other Old Business; the club agreed to display the Cope Traveling Layout at the Erwin Train Show, September 14 and 15. Volunteers are needed to man the layout. Please let President Alsop know if you can work the 14<sup>th</sup> or 15<sup>th</sup>?

Bill Hensley, Picnic Coordinator reminded everyone that the Carter Railroad Museum Annual Picnic will be held on September 9<sup>th</sup> at Tom and Kim McKee. The picnic will start at 4 P.M. If you have not signed up, you are encouraged to do so as soon as possible so the McKee's can get a head count. Bill also asks that everyone going please let him know what covered dish you are bringing.

Lastly, President Alsop informed the club that the Carter Chapter NRHS will host a Fall rail excursion to Bryson City on October 20<sup>th</sup> to ride the Great Smokey Mountain Railroad. Price will be \$90 and will include bus and train ride plus tickets to the museum. No meals will be provided this time however there will be meals available on the train or after the trip.

'New Business', Geoff Stunkard informed the club the next 'Railroad Heritage Day' will be August 25<sup>th</sup>. The theme will be 'Appalachian Conquest - Eastern Coal Roads from Tidewater to Timberline'. Geoff also reminded the club that the 2013 schedule for 'Railroad Heritage Days' needs to be finalized by October 1<sup>st</sup>. If you have any input on themes, etc., you are encouraged to contact Geoff Stunkard as soon as possible.

President Fred Alsop in the sake of time, told the membership that the full text of the August Coordinator's

meeting will be published in the next issue of *The Signal Bridge*.

Jim Hoyt, RIP Track - Bad Order Coordinator informed the club of the need to purchase more metal wheels for club owned rolling stock. At present Jim told the club that he only had eight sets remaining. Jim Pahriss, ask if we also needed to order wheel sets for passenger cars as well? After a brief discussion, Jim Pahriss made the motion that the club purchase 100 of each; 33" freight and 36" for passenger. Geoff Stunkard seconded with the motion passing by unanimous vote.

President Fred Alsop then lead the discussion on the proposed changes to the club bylaws. A full text of the proposed bylaws was published in the August edition of *The Signal Bridge*. A full copy of the corrections and changes will be available on the Club's web page. In other 'New Business', Rey Dennis told the club that Jerry almost died recently but was doing better now. President Fred Alsop, ask the club for permission to purchase some ET&WNC hat pins for a museum fund raiser. President Alsop said he

was willing to use museum funds to purchase the pins. Hobie Hyder, made the motion to allow President Alsop to purchase 100 pins with Geoff Stunkard seconding. The motion passed unanimously.

John Carter concluded 'New Business' by asking the membership about the possibility of starting/having a company store. This idea was tabled until John could find out more information.

Before being adjourned, President Fred Alsop reminded the membership that the next Coordinators Meeting will be Thursday, September 13th. Volunteers for Saturdays' Operating Sessions were then asked for by Present Alsop. Bob Jones presented part one of his program '*Railroads in Chicago*'. Meeting was adjourned at approximately 9:37 P.M. Next meeting will be Tuesday, September 18th at 7:00 P.M. in room 312 at Brown Hall, ETSU.

*Respectively submitted,  
Hobie Hyder, Secretary MEMRR*

## Fellow Members of the Mountain Empire Model Railroaders Urgent!!

You are aware of the upcoming rail excursion jointly sponsored by our sister club, the George L. Carter Chapter NRHS and the Carter Railroad Museum . We have filled our first bus for the Chapter sponsored Oct 20th Rail Excursion on the Smoky Mountain Railroad, in Bryson City, NC. Our second bus is filling, but has plenty of empty seats, too many in fact. We have to have our payment made to Smoky Mt. RR by 20 September and time is fast running out. We need your participation. We need you to support the Chapter and the Railroad Museum as sponsors of this trip by **joining us on the trip as a participant and by recruiting some of your friends to join us as well.** We need you to go on the trip as a paid participant so we can meet our financial obligations and continue these kinds of railroad experiences in the future. The major focus of these trips by the small NRHS Chapter is the potential for

recruitment of new members, and to publicize the NRHS Chapter and the Carter Railroad Museum. We have to break-even financially in order to do this. Many of the NRHS Chapter members have been working hard to make this trip as successful as their initial one in June of this year, but we need as many members of the MEMRR to participate as possible. **Now is the time! WE NEED YOU.** Please go to the website at [memrr.org](http://memrr.org) and download your ticket requests and fill out the hold harmless forms and get them to Duane Swank ASAP. **We need you on board by the 15th—this week!! Please do your part to support the Carter Chapter NRHS and the Carter RR Museum and keep the rail fan experience viable.** Give Duane a telephone call, or send him an email to let him know you are booking tickets so we can count on your reservation.

Thank you in advance.

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

## THE GREAT DEBATE OF 2012 Just Some of the Comments Regarding Raising Club Dues

From Fred Alsop:

Fellow MEMRR Members:

I have enjoyed and learned much from the chat room Bob Jones has created with his ideas on restructuring dues for the club. I also appreciate it that Bob has taken responsibility for getting this dialogue started (with some blame shift by him to Geoff Stunkard, but as they say "shift happens".) I think this roundtable discussion has given us a better perspective on what we are all getting for our membership dues and we have a direct comparison to at least one other model railroad club, the Delmarva Model

Railroad Club, whose newsletter seemed to the fodder that got this particular ball rolling.

The emails I have been reading have also revealed some mistaken notions as to what your MEMRR dues are going for and perhaps the financial status of the club's treasury. In this context please let me make a few points and corrections in that thinking.

**First, the club is not in financial straits.** By this time in our fiscal year we almost always have little money left in the bank account, but we are not broke. The monthly reports of financial assets by our treasurer show a small or even a negative balance overall in some reports only because the encumbered monies are being deducted from the working balance and this may produce an available balance (available for spending) that is much smaller than the actual balance.

**Second, we have had larger than normal expenditures on the club layout in the past two years.** We have had costs associated with the enlargement of the freight yard project that have taken the majority of our capital in 2010-11 for track and turnouts, and in 2011-12 for electrical wiring and digital equipment. But we still have money in the bank and these are unusual expenditures. Similar large annual costs are not predicted for the coming year.

**Third, what your membership dues support** are the costs for operating the MEMRR only. None of your dues monies go for any support of the Railroad Museum. The museum's support comes from donations, money it raises, and from a small annual budget from the university. Your dues pay for the publishing costs of the club newsletter, *The Signal Bridge*, for postage by the treasurer, secretary and communications coordinator; any costs associated with the club's HO-gauge layout, and the Cope Traveling layout (club owned); and for any purchases for the club-owned assets that are approved by the club in its business meetings.

**Fourth, your membership dues are not spent to support** the activities of the Carter Railroad Museum, the McKee G-Gauge layout, the Bankus N-Scale layout or the Tweetsie Project. I am responsible, as the Director of the RR Museum, for finding the funding for these and I do not use MEMRR dollars for any of this.

So, as Bob has stated, asking the membership what you thought about several options for raising dues or changing the payment structure, he was doing only as an interested member of the organization. He was not doing this at the direction of any club officer or from a directive from the club via a motion passed at any club business meeting. I think this is a very healthy discussion and similar to some we have had in the past. Just please know that the MEMRR is not in financial trouble, we can continue to get what we need to fund from the current dues structure and you are funding only those needs of the MEMRR, nothing

more. If, on the other hand, the membership wants to increase their dues, and/or change the payment structure, you have only to bring your desires in the form of a motion at a future business meeting and we will proceed with the will of the majority from there.

Keep the dialogue going and we can all decide together to make changes as they are warranted and as they will improve our club.

Regards,

Fred Alsop

### Bob Jones Original Post

This Saturday I meet Mike Dancy of the subject club whose Mother lives in the area. He is very interested in the Tweetsie project. He grew up in Tweetsie country. The DEL-MAR-VA club sent me their latest newsletter which I have attached. You will notice that their dues are \$20 per quarter or \$80 per year. I took a look at their website which is on top of the newsletter. Both our website and newsletter "The Signal Bridge" outclass their offering  
Bob

### Compilation of Member Comments

My proposed changes are not approved by any officers of our club. They are my idea to increase our revenue, but you can blame Geoff Stunkard for the idea. Based on some of the comments received so far, I would like to drop the quarterly dues payments. Let's make it yearly or bi-yearly. Based on yearly with 5% discount it will increase our monthly cost by \$0.67 from \$2.50 to \$3.17 or based on bi-yearly it will increase our monthly cost by \$0.83 from \$2.50 to \$3.33. Total monthly is less than a gallon of gas.

I have added two more comments to the list (first two are new)

- If the issue is a need for funds for the Tweetsie, then ask for funds for that on a voluntary basis. Let us give a designated gift to ETSU to support it. But I agree with the sentiment that semi-annual or quarterly dues complicates life for the treasurer, and lets people drop out. We surely don't want that, so just ask for money directly. Keep it direct and simple to understand. My \$0.02 on the matter. John Dodge
- With all the recent events changes in my life, I have not had an opportunity to weigh in on the proposed dues increase. First, I am wondering why we need an increase? We are one of the lucky clubs that have a budget via the Carter Museum that is going toward the building of the Tweetsie room and there can be no more or at least very little changes made in the big room because it is already full. If there was some kind of special project that demanded more money, then I could see a possible increase to cover the cost however there isn't one and probably want be in the

foreseeable future because we are land locked. The other clubs you mentioned do not have an expense account therefore comparing our club to theirs isn't comparing apples to apples. And to be quite frank, I don't care about those so called other clubs. We are the MEMRR club! An increase in dues will only result in further decline in membership. Last year our membership dropped and that was without an increase. I work hard for my money not to mention the increased cost over all to the hobby and without legitimate reasons to increase dues will have to go on record as being opposed. Furthermore, I may have to drop my membership from a Full to and Associate if increased as some are suggesting. For the life of me, I just can't figure out why at least some of you are so eager to turn loose of your money so easily? Thanks, Hobie

- I will go along with a dues raise to 40.00 a year "Gary Emmert"
- I would pay yearly its just 40 dollars. One thing of concern it would put a burden on someone to keep up with all the payment schedules and then the headache of collecting dues up to four times a year. Currently it is dealt once a year and then finished. My two cents. Dave Whitlege
- Hi Bob, I would NOT drop my membership. This is actually a good idea to consider. Could make household budgeting a little easier for some folks. Mark Woomer
- Bob, I will pay yearly (with the 5% discount) as it gives the club more to work with at the first Qtr. Gary Woods
- This gives members too many opportunities to drop membership or to just forget to pay. We would be constantly sending out reminders. What's wrong with annual dues? We are big boys, we should be able to spread out our expenditures so that our funds last all year. Ed Champion
- I WILL NOT drop with the proposed increase. One question, though—are we short of cash? What would we use additional revenue to do? John Dodge
- \$40.00/Ann ok Peter B. O'Hare

- Bob, Current dues are \$30.00 per year for a full membership. As I read this proposal, the full membership annual dues would increase to \$40.00 per year. This figure represents a 33% increase (4/3). What "fiscal situation" requires a 33% dues increase? Are we just reacting to the news from the other club regarding their \$80.00 annual dues. The members need to keep one fact in mind: The main Ho Layout does not belong to the club – it belongs to certain members. Perhaps those members would be willing to pay higher dues than all of the other members who have no ownership rights to the main layout. Best, Art Arthur T. Daniels
- BoB, Club officers, and associates It is my feeling that Membership dues for a full member should remain at \$30/YR... If the club has a "fiscal situation", then the club needs to learn to manage it's income and spend wisely. If we go to a structured payment system, then by all means go, it would help a lot to pay a bit less each with each payment, BUT, work backwards from the current dues level. What is the justification to consider in raising dues? Now, based on Bob's question, "Based on the above change in the dues, How many will drop your membership in the MEMRR club?" I would say we would lose a few. Just My two cents, for what it is worth! Don Q. Ramey
- OK with me. James Gregg
- Hi Bob, I would NOT drop my club membership but I would continue to pay just once a year. I don't care about the 5% discount. Best wishes, Gary Rabetoy
- Bob, Even though I (Associate Member) am not currently a voting member I did bring up increasing the dues back at the last Bylaws rewriting in 2008. That being said a higher dues amount would not drive me away. One thing that would concern me is the quarterly dues assessment. I think this would create a bookkeeping nightmare for our treasurer as seen in the Delmarva Timetable in the "From The Treasurer" column. I will be returning to full membership status as soon as my health improves to the point that I can fulfill the responsibilities of a full member. John Edwards

## The Weathering Contest

### Details on the Entries and Techniques Used

The 2012 Model Contest is over. The winners declared. Congratulation to Hobie Hyder, his crew and all those who entered the contest are in order. A word of THANKS is do our contest sponsors: **Bob Barrett at HobbyTownUSA, Rick Bell of DCC Installs & Sales, and Chuck Willey at West Virginia Hobbies & Crafts.** The contest drew 21 entries from the workshop or 7 modelers. What follows is a description of each of the models entered into the contest.





**S1- Interstate 2-8-2**

Fred Alsop

Weathering a steam locomotive is perhaps the project most fraught with fear and anxiety given the moving details and parts that can be clogged and immobilized with paint, powders and sprays. Fred took on this project with airbrushed over-sprays of grimy black and earth tones over Polly Scale and chalk streaking; couplers were painted with Polly Scale brown.



**S2 – DRG 4-6-0**

Rich Gallagher

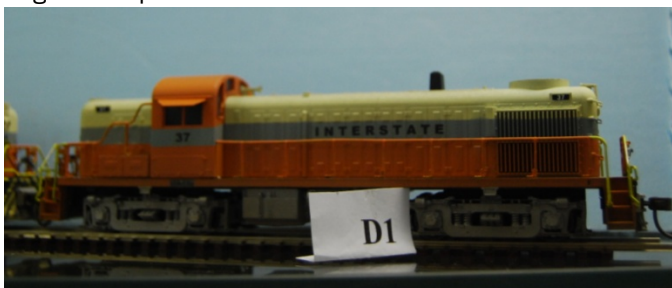
Steam locomotive weathering made simple: use “airbrush over-sprays, washes and dry brush to bring out highlights, add a dash of glue and a sprinkle of coal – vole”. Rich, we are waiting for a demonstration of you weathering techniques – please?



**S3 – Southern Mikado**

Jim Hoit

Jim makes steam loco weathering sound easy. He use the following techniques to weather his model of Southern Mikado 2-8-2 #792: using paint thinner to rub down and thin the factory paint on the loco (this also dulls the gloss sheen); adding rust, black and rubber colors to age the look of the loco. Paint the coal load with high gloss black paint to give it a sparkle and shine.



**D1 – Interstate RS-3 Diesel Locomotives**

Fred Alsop

Interstate RS-3 Locomotives #31 and #37 received only light weathering with airbrush over-sprays. Couplers were painted with Polly Scale color. The pair of locos is a nice example of light weathering to indicate good maintenance and some road service.



**D2 – B&O F-Unit**

Jim Hoit

Jim took a unique approach by first rubbing the painted shell down with a little paint thinner to dull the finish. He added rust along the seams and rivets. He then applied crushed dry leaves over a spotty application of glue. Other colors were added along the frame, wheels and trucks. The model was placed on a diorama base to accent its abandoned and forgotten look. The weeds and brush growing between the rails highlights the diesel's forlorn state. While not a part of the weathering contest, the base establishes the loco's distressed appearance.



**D3 – BN F7A Diesel**

Thomas Knisley

Tom's approach was straight forward weathering using Floquil markers and black paint to weather a Burlington Northern F7A. Tom is the only contestant to use paint markers in the contest.



**R1 – L&N 40' Boxcar**  
Hobie Hyder

L&N Boxcar #15087 certainly appears to have seen its better days since rolling out of the paint shops. Left parked under an overpass, it appears white paint was spilled from overhead down one side of the boxcar adding to the car's well weathered look. A variety of techniques were used to achieve the well weathered look of L&N #5087. The sides were mostly weathered using a solution of India Ink and 70% Isopropyl Rubbing Alcohol and Dull Coat. Polly Scale Model Railroad Paints in Rail Brown, Rust, and Grimy Black were used to paint the knuckles, trucks and wheels; while Bright Silver was dry brushed onto the roof to show new paint loss. Dark Grey mixed with Brown was used on the tack boards to simulate unpainted wood. Lastly, to simulate dirt and grime that is thrown up during movement, a fine coat of Polly Scale Earth and Dirt color paints was applied to the sides and undercarriage using an air brush.



**R2 – C&O 40' Boxcar**  
Fred Alsop

C&O Boxcar #5061 was weathered using the following techniques: Body washed and streaked with oil paints; wheels and couplers painted with Testors Master Model Rust color paint; lower body, sides, under frame, ends, and trucks were airbrushed; roof and trucks dry brushed with Polly Scale paint.



**R3 – B&M 40' Boxcar**  
Fred Alsop

This Boston and Maine 40' Boxcar received a wash and streaking with oil paints; the roof was dry brushed with acrylics; the trucks, wheels and couplers painted with Polly Scale colors; the lower body, undercarriage, sides and ends were airbrushed to simulate road dust and grime.



**R4 – A&WP 50' Boxcar**  
Fred Alsop

A&WP #51428 is a model of a 50' Family Lines System boxcar. Fred weathered the car with a Dullcote spray over alcohol and ink washes; the ribs were dry brushed with Polly Scale paint as was the roof. The body was again sprayed with a light coat of Dullcote. Wheels and couplers were painted with Polly Scale paint and the lower sides, ends and undercarriage (including trucks were airbrushed to simulate road dust and grime.



**R5 – L&N 40' Boxcars**

Fred Alsop

L&N #857 and #859 would just be two nearly identical cars, but with weathering each take on unique personalities. Fred applied washes and streaking with oil paint; he painted the couplers and wheels with Testors Model Master Rust; undercarriage, lower sides and ends received a light airbrush over-spray to simulate road dust and grime; trucks were airbrushed and dry-brushed to make the cast-in detail “pop”; finally the roofs received a highlighting by dry-brushed color accents.



**R6 – Soo Line 40' Boxcar**

Fred Alsop

Soo Line #137814 boxcar was weathered using body washes and streaks with oil paints. Undercarriage, trucks, lower sides and ends received a light airbrushing to simulate dust and grime accumulated while in transit. Couplers and wheels were painted with Testors Model Master Rust color paint.



**R7 – CG 40' Boxcar**

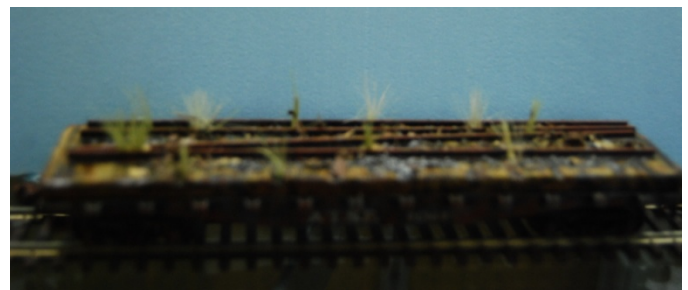
Fred Alsop

Central of Georgia #6011 has an interior load of palletted crates visible through a partially opened door. Fred used the following weathering technique: India Ink and Alcohol over-wash sealed with Dullcote; chalk weathering on the car body; light dry-brushing on the roof; under frame, lower body and ends received a light airbrushing to simulate road dust and grime; couplers and wheels received a coat of Testors Model Master Rust color.

**R8 – N Scale Gondolas**

Allan Morton

Allan demonstrated what can be done in N Scale with his entry of two Bachmann gondolas with scrap loads. For weathering he made scrap load from old plastic truck and wheel sets painted grimy black and weathered with “Bar Mills” instant weathering powders. Dents in the gondola sides were made with a soldering iron. Trucks were weathered with Testors Model Master dark skin tone paint. The entire body of the gondola received detailing with “Bar Mills” dirty rust and dark rust weathering powders and a sealing coat of Testors Dullcote.



**R9 – Derelict Flat Car**

Jim Hoit

This flat car has been sitting for a long time on a forgotten siding. Scattered gravel and a few rails have been left behind to rust while weeds have grown on the deck and brush has surrounded the car. Weathering techniques: dry brushed the deck with several colors and using light grey on the wheel sets; crushed dry leaves sifted on top of the car deck and planting tall “weeds” within the deck and around the abandoned pieces of rail.



**R10 – Pennsy Merchandise Service 40’ Box Car**

Allan Morton

This started out as an undecorated Athearn “Blue Box” 40’ boxcar. The car was painted and Champ decals were applied. Allan applied “Bar Mills” weathering powders and chalk to the car body; trucks were weathered with Testors Model Master Dark Skin Tone paint; a final coat of Testors Dullcote was over sprayed to finish the weathering.



**R11 – Pennsy 40’ Boxcar**

Allan Morton

Allan applied “Bar Mills” weathering powders and chalk to the car body; trucks were weathered with Testors Model Master Dark Skin Tone paint; a final coat of Testors Dullcote was over sprayed to finish the weathering.



**R12 – Disconnected Log Car with Load**

Ted Bleck-Doran

This model is a Kadee product that has been on the market for years and is still available on hobby shop shelves. Out of the box the kit makes up a visually pleasing car. However the log loads have an obvious plastic sheen which demands weathering. Washes with diluted Acrylic paints (brown, burnt sienna, raw umber) were used for bark and truck detail. Dry brushed sienna and roof brown acrylic paint colors were used to simulate rust on the trucks, couplers and chain. Powders from genuine Tennessee clay were dusted over everything to simulate dried mud and earth picked up when the logs were moved and loaded.



**R13 – N&W Ore Car**

Jesse Kittle

Jesse took a pair of N&W Ore Cars (available from Bachmann) and applied several techniques not tried by others entering this year’s contest. He used a heat gun to warm the plastic car body shells taking care not to overheat the end ladders (they are made with a lower melt temperature plastic) and deformed the car bodies to simulate heavy use; wheels were covered with aluminum foil to add a metallic shine to the wear surfaces. Rust color paint was applied to the interior to the hopper bin and powdered pastels were dusted over the model and affixed with an overspray of Dullcote.

**Bylaws Update**

**ATTENTION FELLOW MEMRR MEMBERS!  
PLEASE READ AN RESPOND BY FRIDAY, SEPTEMBER 14,  
2012.**

At the July 17, 2012 MEMRR business meeting a motion was passed to review the Club's current Bylaws, amended in their present form on March 18, 2008, and to propose amendments to them as deemed necessary. A Bylaws Committee, chaired by Duane Swank, was established and charged with this task and with presenting any proposed changes to the Club at its regularly scheduled meeting on August 21, 2012. The committee completed its duties and

the following draft of their recommendations, further amended by the members present at the August 21st meeting, is attached below. All recommended changes and additions to the Club Bylaws are shown in font colors other than black (RED). These red colored text additions are the only changes to the current Bylaws and are the only part of the document under consideration for change. You are asked to vote in the affirmative (YES) if you approve; in the negative (NO) if you do not approve. Approval or rejection of the entire amended document will follow the amendment procedures as set forth in Article VII. Our Bylaws can only be amended by membership vote and it is important that you read the document and then submit your vote to me.

Thank you for your time, consideration and early response on this most important issue, the governing rules under which we operate as a model railroad club.

Fred J. Alsop III  
President, Mountain Empire Model Railroaders

### MOUNTAIN EMPIRE MODEL RAILROADERS BYLAWS

**Adopted Date dd/mm/2012**

Article I. The name of this organization shall hereafter be known as, **Mountain Empire Model Railroaders (MEMRR)**.

Article II. The officers of this organization shall be elected by popular vote of the membership at the November business meeting each year and retain that office for one calendar year. The officers shall consist of a President, Vice President, Secretary, Treasurer, Newsletter Editor, and Webmaster. The duties of each officer are enumerated in the Appendix to the Bylaws.

Article III. Committees shall be drawn from the general membership with appointments made by the president based on interest of the individual members and needs of the club.

Article IV. Membership is open to any individual with a sincere interest in model railroading.

A full adult member is defined as one who pays "full member" dues as set by the club in Article VIII and is willing to construct or assist with the building and/or operation of one or more modules or layouts which meets the club specifications. Only paid up full members will have access to the museum key box. **This will include a digitally available copy of the club newsletter known as "The Signal Bridge"**.

A youth member is a non-voting member between 14 and 18 years of age and will be accepted if sponsored by a full adult member. The adult member will accept full responsibility, financial and otherwise, for their sponsored youth.

A family member is part of a full adult member's household, interested in model railroading and who will support club activities. Household members will have one vote per adult over 18 years of age.

**A student member is a voting member who is a full-time student enrolled in any private or public community college, college or university. Proof of student status may be required to establish and maintain student membership. This will include a digitally available copy of the club newsletter known as "The Signal Bridge"**.

An associate member is one who would like to receive the club newsletter ("**The Signal Bridge**") by a **digitally available copy**, supports the club, and will be nonvoting.

An emeritus member is one who has been a long time active member who is voted to this lifetime non-voting status by 2/3's vote of the membership present. **This will include a digitally available copy of the club newsletter known as "The Signal Bridge"**.

An honorary member is one who has been awarded special non-voting membership for outstanding contribution by a non-member. To be established by 2/3's vote and renewed by similar vote at each November meeting. **This will include a digitally available copy of the club newsletter known as "The Signal Bridge"**.

Article V. Election of officers and changes to the constitution or bylaws must be announced to the membership no less than one month in advance. Membership will consist of all individuals listed on the official roll kept by the treasurer. Changes to the aforementioned documents of the club will require a vote "in the affirmative" of one more than half the voting membership. Passage of regular business items will require a majority vote of the members present at the meeting when the item is on the floor.

Members must be sent notice of special called meetings no less than one week in advance of the proposed "called meeting" date.

Article VI. The regularly scheduled business meeting of this organization shall be the third Tuesday evening of each month.

Article VII. These bylaws may be amended by the membership, as deemed necessary, by the process set forth in Article V.

Article VIII. Each member will pay his or her dues to the treasurer no later than January 31st. **At this time non-paid members will be removed from the distribution of the newsletter with the February edition.** An extension may be granted upon approval by the President and the Treasurer. **The key box code to the George L. Carter Railroad Museum door is to be changed each January.** The dues will be fixed for the next year at the November meeting and published in the minutes of that meeting.

Article IX. The President may appoint an Audit Committee once a year to audit the books and physical assets of the Treasurer and to count the "cash on hand" kept by the Treasurer. The audit report will take place after the November business meeting and thereby present the incoming administration an accurate and verified base for the new year.

Article X. All club funds will be kept and maintained by the Treasurer. Expenditures to be submitted to the Treasurer for reimbursement upon receipt of appropriate receipts. All club funds will be maintained by the Treasurer. Upon termination of this club, all funds remaining will be used to pay outstanding debts. Any club-owned property will be sold and the proceeds, along with any remaining cash funds, will be donated to a 501C3 organization.

Article XI. This club has been organized and will operate exclusively for the pleasure, education, and recreation of its members. No part of the club's income and/or contributions will accumulate for the benefit of any member.

Article XII. Unfinished modules shall show substantial improvements in a timely manner. If recommended improvements are not implemented on schedule after advisement from the Executive Committee (officers of the MEMRR), the disposition of the module or modules will be brought to a vote by the membership.

Article XIII. Each full member is encouraged to work the equivalent of one full Saturday or two half day Saturdays at the current club display venue per month. Each member is to sign up for scheduled operating days and/or special events in advance so adjustments can be made to schedule. Showing up unscheduled with staffing already scheduled is encouraged but will not count towards fulfillment of this commitment.

Article XIV. Approved expenditures shall not exceed original estimates by more than 10% unless prior approval by the Treasurer and one other executive officer. (Executive officers are: President and Vice President). No expenditures will be reimbursed without receipt and all receipts must be signed and dated by the purchaser.

Article XV. SIGNAL BRIDGE NEWSLETTER Free via digital format to eligible members in good standing. For those who prefer hard copies, there will be an additional \$15.00 yearly fee for basic section and additional \$15.00 for bonus additions.

Basic section \$15.00 yearly  
 Basic section plus bonus pages \$30.00 yearly

Article XVI. Pro-rated dues for new members who sign up during the year.  
 Jan. thru Mar. 100%  
 Apr. thru June 75% (for balance of the current year)  
 July thru Oct. 50% (for balance of the current year)  
 Nov. and Dec. 100% (this will include the following year's dues)

**APPENDIX TO THE MEMRR BYLAWS**

Duties of the Officers of the Organization  
 President:

1. Prepare meeting agenda and preside over the Monthly Business Meeting.
2. Appoint Committees for various tasks as necessary.
3. Maintain contact with Train Show operators.
4. Prepare and disseminate monthly "Train News Report".
5. Assign individuals to specific tasks, i.e., Program Director, Recording Secretary, Specification Librarian, etc.
6. Provide contact point for local media, civic organizations and political leaders.
7. Is responsible for promotional aspects of the club, i.e., club logo, club brochures, media news releases, etc.

Vice President:

1. Preside at monthly business meeting in the absence of the President.
2. Is responsible for promotional aspects of the club, i.e., club logo, club brochures, media news releases, etc.
3. Is responsible for monthly club programs. (#3 becomes #2 which moved to #7 "duties of the president" above)

Secretary:

1. Take minutes at Monthly Business Meeting (a Recording Secretary may be appointed by the President to perform this function.)
2. Send copies of minutes to newsletter editor.
3. Maintain club archives.
4. Originates official club correspondence (i.e.: thank you cards/letters, condolences/etc.)

Treasurer:

1. Maintain club funds and account for same in writing.
2. Collect annual club funds due from members and associate members.
3. Prepare monthly financial report (income and expenditures) and submit it to Newsletter Editor for publication in the monthly Newsletter.
4. Prepare Annual Financial Report.
5. Maintain inventory of club-owned property and location of same.
6. Maintain current Active Membership Roll. (this becomes #5)
7. Compile and keep a roll of inactive and former members. (this becomes #6)
8. Order club shirts, caps, patches and other club items (this becomes #7)

Newsletter Editor:

1. Publish and distribute monthly newsletter, "The Signal Bridge".

Webmaster:

1. Secure and maintain a suitable web host for the MEMRR web site. (Insure that yearly host fees are paid)
2. Design and create MEMRR and George L. Carter Railroad Museum web pages.
3. Maintain and update web pages in a timely manner.
4. Maintain an E-mail list of all members with computer access.

5. E-mail/Notify all members with computer access of important upcoming club events and important notices.
6. E-mail "The Signal Bridge" club newsletter to all members who have elected to receive it electronically.
7. Once all versions (extra and/or bonus) of "The Signal Bridge" club newsletter are released they will be combined into one monthly edition and then posted on the MEMRR Website in a timely manner. (this becomes #6)
8. Maintain MEMRR E-mail server. (this becomes #7)

**Communications Coordinator**

1. Mails out copies of "The Signal Bridge" and other pertinent communications to members lacking email capabilities. (Club to provide the coordinator with duplication services or reimbursement for duplication and mailing).
2. Establish a call list to facilitate short notification of club activities or needs.(this is in conjunction with the Webmaster's email distribution of event notification).
3. Make welcoming contacts with new members to ensure contact information is accurate, administer a New Member Interest Survey, and periodically report to the membership (through the Coordinators Meeting, General Business Meeting or The Signal Bridge) on the results of the Member Interest Survey.

**The Tweetsie Room  
A Progress Update**

The ET&WNC Motor Freight Transportation Co. signs have been mounted on the Tweetsie Room walls. The signs were acquired by the George L. Carter Railroad Museum for permanent display.



Work is progressing on the Johnson City yard. The ET&WNC had a coal transfer located there. Fred has been working from a pair of photos to model the facility. He's come up with a respectable model.

**RIP Track-Bad Order Coordinator**

1. Repairs rolling stock to put back into operation
2. Maintains inventory of club owned property & location of such.

**Librarian (Duties under the auspices of the George L. Carter Railroad Museum ETSU)**

1. Receives, inventories, and catalogues all club books, pamphlets and visual media (i.e., video tapes, CDs, DVD, posters, prints, photographs, etc.)
2. Shelves, stores, displays and otherwise properly maintains club library collections.
3. Maintains circulation and check-out/check-in system for member use of the library collections

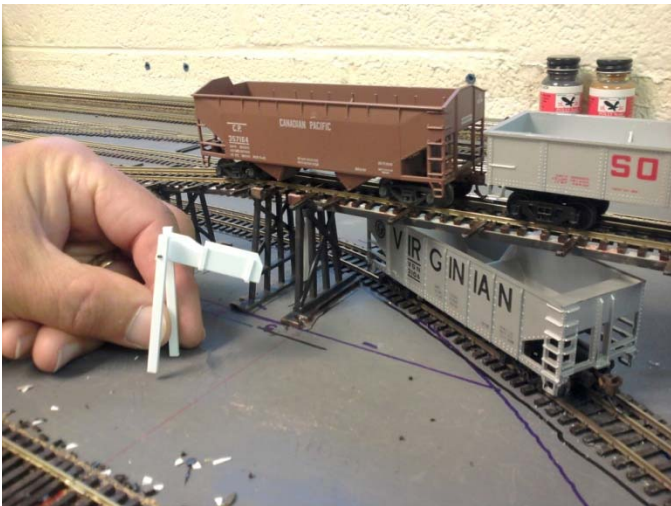
**MEMRR Bylaws Amendment Dates**

Amended by the general membership 02/20/2001.  
 Updated 3/21/06 to include approved Amendments of 02/20/2001 and voted changes to bylaws in 2004 by the general membership.  
 Amended by the general membership 05/16/2006.  
 Amended to its present form by the general membership 03/18/2008.  
 Amended to its present form by the general membership



Fred has used stock Atlas trestle bents to form the approach to the dock and coal chute. The grade is steep but looks and operates well with a single car and locomotive. Dual gauge track serves both levels of the transfer. A standard gauge 40 ton hopper just makes clearances.

The coal chute was fabricated from styrene using the guesstimate and pray method. From all appearances the method made for a reasonable representation of the chute.



Flextrack was laid on the bents and ties were extended to accommodate the walkways. Gaps for unloading coal into bins under the transfer were cut between the rails.



Everything received a coat of paint and weathering. Here's Fred with the finishing touches. The bins await piles of coal and the tracks some ballast. What a nice project! A study on building a model in place.



Walkways were fabricated with strip styrene. Walls for the bins were added also using strip styrene. Wire handrails were soldered and attached to the walkways.



Chicago Rock Island & Pacific  
November 1955 – Topeka KS



June 1957 – Harington KS



**MEMBERS ONLY BULLETIN BOARD**  
**TRAIN RELATED ITEMS ONLY**

MEMBER	PHONE	ITEM FOR SALE	PRICE
Duane Swank	423-542-8989	5 unit spline car set with 5 semi trailers included	\$ 80.00
Duane Swank	423-542-8989	Complete oil refinery with extra piping and tanks	\$ 50.00
Duane Swank	423-542-8989	NEW-Walthers Cornerstone Superior Paper Company 933-3060--last produced in 1998	\$ 90.00
Hobie Hyder	423-213-4067	NYNH&H tongues. Approx. 3' long. Made in Hartford, Connecticut shops OBO	\$ 75.00
Tod Eaton	423-913-2157	2 each Paragon 2 SD40-2 Norfolk Southern locomotives Each \$175.00 or Both for \$325.00	\$ 175.00
Gary Emmert	903-452-5012	Atlas MP15 locomotive with L&N lettering--decoder equipped	\$ 60.00
MEMRR	contact Fred Alsop 615-604-8759 (We currently have a bid of \$60.00)	90' Observation Car "Johnny Cash" lighted 90' Observation Car "Let Freedom Ride" 'motorcycles-American eagle' lighted 90' Observation Car "Ride Like the Wind" 'motorcycles-American eagle' lighted 40' Box Car "American Tradition" 'motorcycles-American eagle'	\$60.00 or best offer ( to be sold as 1 lot )

**1-3 ITEMS FOR SALE—FREE**

**4-7 ITEMS FOR SALE—\$1.00**

**8-11 ITEMS FOR SALE—\$2.00**

**EACH ITEM OVER 11—\$0.25 EXTRA**

PROCEDURE FOR RUNNING ADS

EACH MEMBER TO SUBMIT THEIR AD ALONG WITH THE APPROPRIATE AMOUNT OF MONEY TO

**DUANE SWANK**  
**1763 SYLVAN HILL RD**  
**ELIZABETHTON, TN 37643**

IF AD IS NO MORE THAN THREE ITEMS, THEN E-MAIL THAT LIST TO [duaneharriet@charter.net](mailto:duaneharriet@charter.net)

I WILL COMPRISE THE LIST BY THE 25TH OF EACH MONTH

THEN THE LIST WILL BE SUBMITTED TO THE EDITOR FOR PUBLICATION IN THE SIGNAL BRIDGE BY THE FIRST OF THE MONTH

IF YOU HAVE MULTIPLE LIKE ITEMS, THEY CAN BE LISTED AS ONE ITEM

