



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
MARCH 2013 - MEMBERS EDITION

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Published for the Education and Information of Its Membership

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LOCATION

ETSU Campus
George L. Carter
Railroad Museum

HOURS

Business Meetings are held the 3rd Tuesday of each month. Meetings start at 6:30 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 ENGINEER'S SIDE OF THE CAB

The MEMRR President's Column

March has finally arrived, the days are getting longer and the official beginning of Spring is near. We discussed a "Spring Fling" for March 30th to begin around 5:00 or 5:30 p.m. and to be held as a social event for us, our spouses or significant-others, at the Choo-Choo Café in downtown Erwin, TN. The dinner will be "Dutch Treat", hosted by the Carter Railroad Museum, and for the MEMRR and the Carter Chapter NRHS. We need to begin to plan this event and I am seeking a volunteer, or volunteers to coordinate it. I look forward to hearing from you soon.

Please welcome our newest members, **Susan Klugewicz** and her 10 year-old son, **Joey**. Joey has a most unusual knowledge and interest in railroads and model railroading for such a young man. Susan has agreed to be present with Joey when he is in the museum and MEMRR member, **Gary Emmert**, has agreed to mentor Joey on the operating rules for the HO layout and to guide him through a training period that will allow him to learn to be a responsible operating club member. Please help Gary, Susan and Joey as they integrate into our club and discuss trains and model railroading with Joey as I feel you will be presently surprised at his passion and knowledge of the subject that is important in our lives as well.

If you looked closely at the February 2013 issue of *The Signal Bridge* you noted a change in the looks of the information column on the left side of the front page. Our Newsletter Editor, **Ted Bleck-Doran**, has added contact information in the form of email addresses for each of our club officers. This should make it easier for members and non-members reading the newsletter to contact our officers and the small, but important positive change was suggested by members.

Our next **Heritage Day Event** is scheduled for Saturday, **March 30th**, and the event's coordinator, **Geoff Stunkard**, has brought back a real favorite with MEMRR members and the public who visit the Carter Railroad Museum to see the exhibits and watch the model trains operate. Put this one on your calendar and bring your favorite locomotives and their consists as we are doing the **3rd Annual Steam Up**, featuring steam locomotives only. So get them ready, oiled and inspected. We will be running locomotives from 0-4-0's to 4-8-8-4's and you need to come see the show and participate in it.

Speaking of steam locomotives, the Carter Chapter NRHS, our sister club, has chartered and entire steam train for their next rail excursion. On Saturday, May 18th, we will be traveling from ETSU by charter Greene Coach Line busses to Knoxville's 3-Rambler Railroad for a morning ride and then shuttled to the Knoxville Zoo, home of over 800 animals, for the afternoon, before being bussed back to ETSU. This should be a terrific day for young and old alike and the price is only \$85 for adults (\$80 for the kids). The details, ticket applications and waiver forms are already on the MEMRR website at memrr.org so check it out and get your tickets early as you won't want to miss out on this one and there is a limit on the number of passengers we can carry on the train.

The **N-Scale group** at the Carter RR Museum has relayed the news that some of their most used motive power is ready for the scrap yard track. To keep the trains rolling the museum has purchased 5 new Atlas diesel locomotives, 4 Southern RR and one N&W, to take up the duties on Saturdays. Stop by the N-Scale layout and watch them make the rounds on the mainlines.

Our RIP Track Coordinator, **Jim Hoit**, requested via a motion that was approved at a recent business meeting, the need for additional metal wheel sets for the club's rolling stock. At a recent Asheville area train show the club's officers were able to purchase 100 Intermountain metal 33" wheel sets to meet this request. That sounds like a lot of wheels, but remember at 4 sets per car that will only get 25 cars properly wheeled for use by the MEMRR. Jim has set up a system to identify ownership of donated cars to the MEMRR or to the Carter RR Museum by designated color coding dots of paint on the underside of the cars. Yellow dots designate MEMRR owned cars, other colors are being used for the

museum. Check the cars you are using from the staging yard for these dots. Colors indicate cars that can be used as available for all members in their consists, but remain in the museum. If you find cars without color dotting on their undersides they belong to other members.



Gary Emmert checks out the light on the Z-Gauge Layout

In a related "repair" matter, at our last club meeting **Don Ramey** presented two donated locomotives that a member had given to him asking for some repairs to be done before returning them to the club. Don expressed that he was more than willing to do the work, but he asked what he was supposed to do and if the club had consented/requested the work to be done. No one present had a good answer, but as we discussed the situation we knew we needed to follow-up and create a standard procedure for getting locomotives that have been donated to the MEMRR, or to the Carter RR Museum, repaired if they were judged worthy of repair. I had the opportunity to do so on a recent Saturday at the museum by asking several members what our procedure had been and what, if anything they suggested we do to continue it or improve it. The members I discussed this with briefly were **Don Ramey**, **Gary Emmert**, **Jim Hoit** and **Duane Swank**. **Jim Hoit**, as our rolling stock repairman, indicated that he knew little about locomotives beyond the basics and wished not to have their care/repair placed on his list of duties along with the RIP rolling stock. **Gary Emmert** said that when locomotives are donated to

the club or museum, he initially attempts to determine if they are worthy of trying to get to a road-worthy condition, should be sold "as-is", or scrapped for parts. Gary has been giving the locomotives that he judges to show the most promise for getting back on the tracks to **Duane Swank** who has been placing them on a test track after a little wheel cleaning and other basic lubrication, to see if they run, and if so, how well they operate. From there some of them have been given to **Don Ramey** for repair, tuning up, cosmetic work, etc., if Don had the time and agreed to do so. Don has been volunteering his time and only been asking for replacement parts or reimbursement for any parts he had to personally purchase to make the repairs. This is how the two locomotives got into Don's hands and were subsequently brought to our attention at the February business meeting. This seems to be a system that is working and if all the parties listed above are willing for this to be the method that gets the job done and some donated locomotives back on club or museum tracks as has been happening, I am in full support of it. Please let me know if we need to discuss it further as I feel "if it's not broken we don't need to fix it, but if it is broken we have a system in place by which it may get fixed". What do you think?



Fred Alsop get ready to plant another tree at Cranberry

During the January Coordinator's Meeting the success of the 2012 Modeling Contest featuring "weathering" of locomotives and rolling stock was entered into discussion. As reported at the February business meeting it was the consensus of the members present that we should plan and organize two similar, but separate, contests for our members and the public to participate in for 2013. Those contests should be a **Modeling Contest** in the form of a small railroad-themed diorama and a **Photo Contest**, also with a railroad theme. Members **Hobie Hyder** and **Ted Bleck-Doran** volunteered to work on the details and organization of the modeling contest and make an initial report to the club at the March meeting. Similarly, **Geoff Stunkard**, agreed to work up similar details for a photo contest and also report on his thoughts about such a contest at the March MEMRR meeting. So, we have two

contests to become engaged in to display the many talents of the membership and the opportunity to help the members listed above with suggestions for the contests they are now working on. I am sure they will welcome any input you may have and your personal help if you want to lend a hand with the planning, rules, organization, publicity, etc., that will go into putting these two events together and getting the public as well as out memberships involved in them to make them successful.

March is here. A lot of projects are still underway at the Carter Railroad Museum and all of them could use you talents, skills, and ingenuity to keep them moving and bring them to completion. What an excellent opportunity they present for you to become more actively engaged in the fascinating hobby of model railroading while producing museum-quality exhibits we can all be proud of. And did I mention, they are fun to do and the company of the members and the friendships they extend are priceless. March is here. Here the sound of the whistle of the train at night, and dream of all the destinations yet to come.

See you at the museum!

HOW TO GROW A FOREST REFORESTATION AT CRANBERRY

Spending the evening on the "tree line". Here a tree, there a tree, every where a tree, tree.....



Fred and Tommy climbing to new heights

Thursday worknights have taken on a green hue. You've heard of deforestation, well the guys were busy with forestation, while Fred was up on "Cranberry Hill" planting them. The evenings have been spent making puffball trees (see the February *Signal Bridge* for a how-to article).

The gang has a quite the assembly line with a master poly-fiber ball roller, a master skewer (the guy who stabs the puffballs onto a bamboo skewer), a master glue sprayer,



No 12 tests the track in the Doe River Gorge

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

and a bunch of foam rollers... and of course a hair spray stylist who gives the puffballs a final coat of hair spray to seal the ground foam.



Detail of the Tailings Chute at Cranberry



Setting up the assembly line



Nearly 1000 puffball trees have been made so far!



Allan looks ready to "roll"



Fred has managed to get into some tight spots



Production is in full swing



Meanwhile Gary Woods and Dave Doughty were soldering a switch just past the through truss bridge at Blevens.

**FROM THE CAMERA OF
PAUL HAYNES**
YARD WORK IN JOHNSON CITY
FABRICATING A TURNOUT

Here are some pix I took in the late afternoon parallel to Legion St. by the ETR near the engine house where the track that leads to Elizabethton, the diamond which is the cross-over from the lead that ties in with Norfolk Southern. The diamond is to be removed, and the switch panel under assembly, will replace the diamond. Once the panel is completed, it will be rotated 180 degrees, and will tie the two tracks together and tie into the lead from the high line. John and Larry have it easy compared with what this work crew is doing.





N&W 611 TO STEAM AGAIN?

The Virginia Museum of Transportation is studying the feasibility of returning the iconic Norfolk & Western Class J 611 Steam locomotive to excursion service.

The Norfolk & Western Class J Locomotives were a marriage of beauty and power. The teardrop nose, modern lines, graceful curves and deep-throated whistle combined with unbridled power to make the engine the iconic symbol of modern steam locomotives.



Photo by Mark LLanuza

The Class J Locomotives came to life in the era of war by the steel and guts of our forefathers. Our No. 611, the last of her kind, is known as the Spirit of Roanoke. She holds the sweat and blood of the men and women who molded her, who created her low rumbling whistle and who stoked her fire.

The Norfolk & Western Class J Locomotives were designed, constructed and maintained in Roanoke, Virginia. These streamlined locomotives have captivated the hearts of rail fans worldwide since they first rolled out of the N&W Roanoke Shops, beginning in 1941.

The Class J 611 Steam Locomotive was built in 1950, a time when men wore hats and ladies wore gloves and smartly dressed porters served lunch in the dining car on real china. The 611 Locomotive pulled the Powhatan Arrow, the famed passenger train, from Norfolk to Cincinnati. Her whistle woke sleepy towns. The rumble of her wheels made people wonder what was around the next bend or over the next mountain. She helped unite families long separated by war, took freshly minted high school graduates out into the world and brought long lost sons home again.

The Class J 611 retired from passenger rail service in 1959. In 1962, she was moved to the Virginia Museum of Transportation in Roanoke, Virginia.

In 1981, Norfolk Southern pulled her out of retirement and restored her to her original glory. Once again, she blew her whistle to sleepy towns and thundered across the landscape.

She was retired from excursions in 1994 and moved back into the Virginia Museum of Transportation, where she sits today, greeting tens of thousands of her fans who visit from across the globe every year.

Since her retirement, rail fans have clamored, hoped and dreamed that she return to the rails, to blow her whistle and steam over the Blue Ridge and Appalachian mountains once again.

For many of us, the 611 doesn't rumble, she breathes. We long to hear her breathe again. With your help, it may be possible to bring her back to life.

Getting her to breathe again



From Wikipedia

The Virginia Museum of Transportation has formed the Fire Up 611 Committee to study the feasibility of bringing the 611 back into service.

This committee will consult specialists in steam locomotives and mechanical restoration, engineers, and experts on Federal Railroad Administration guidelines. The committee will report its findings and recommend what is needed to get the 611 to breathe once again.

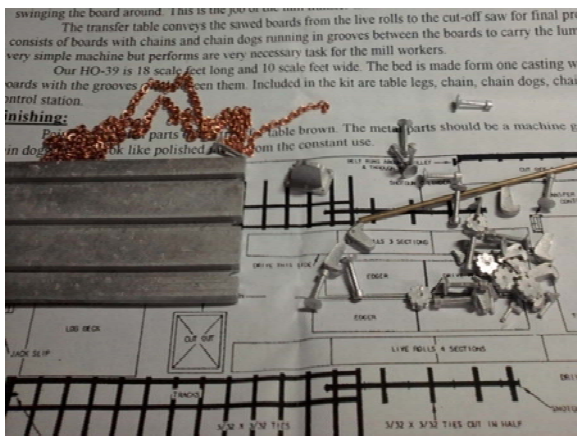
If a favorable recommendation is made, a separate non-profit group will be formed and the fundraising for mechanical restoration will begin.

The study should take 60 - 90 days.

Building a Saw Mill Mill #1 on the Muskrat Mountain RR Part 1 – The Transfer Table



The *Muskrat Mountain Railroad's* parent company, *Muskrat Mountain Mining & Timber Company* has been in the market for a small sawmill to install along it's timber line. *Keystone Locomotive Works* of Pultney New York has produced a line of mill fixtures and equipment. Not all parts are currently available, but searches on eBay and swap meets can usually lead to an out-of-production item ore two... so... the management gave the go-ahead to make a few purchases.



One of the first pieces of equipment for the mill was a Transfer Table. It arrived at the shops with some assembly required as seen in the photo above. The parts are finely detailed and are relatively flash free, Some filing is required, however. The table has

- 1 substantial casting for the table itself,
- 6 drive sprockets,
- 16 pedistal legs,
- 1 control station,
- a control lever casting
- a wire for the drive sprocket axles,
- 6 catches,
- 8 hangers, and
- a length of chain.

The only tools need were a flat jewellers file, side cut pliers, a drill with set of small drill bits, and tweezers. CA fast set glue, paints and brushes will round out the necessary supplies.

The kit went together without any problems. The pedistal legs were fitted an glued in place on the underside of the table. Care was taken to file square the tops of the legs since there was some uneven mold separation lines.



Next the sprockets and hangers were drilled out so that the axles could pass through them. They were glued in place on the ends of the table and the rods for the axles cut to length.

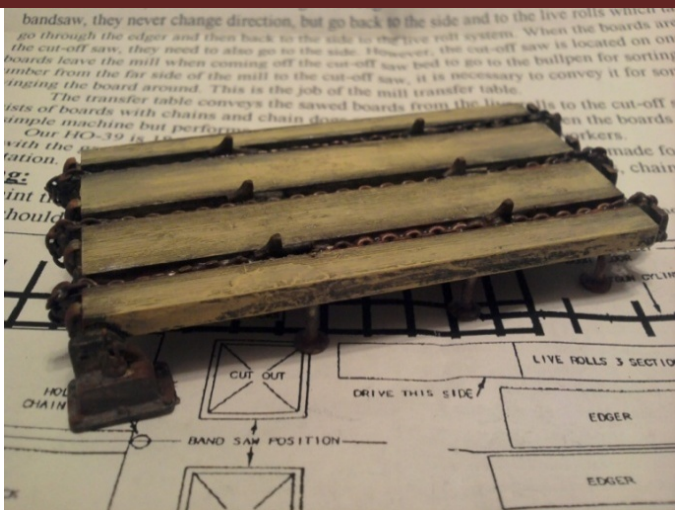
The chain was cut into 3 equal lengths and tacked in place starting on the underside of the table, wrapping around the end following the groves in the table top. Care should be taken to center the sprokets and insure that the chain does not twist and kink in the gluing process. The chain is wrapped around the far end sproket and tacked to the underside of the table. The catches are then glued in the groves atop the chains.

Finally, the control station gets the lever casting and both are attached to the table at one corner.



Once the CA has cured overnight, the entire transfer table got a coat of Yellow Ochre, followed by a very dilute washes of black. This makes the details of the casting really "pop". The chains, sprockets, axles, catches and hangers got a 50-50 coat of silver and black paint to depict metal. Again the table was set aside overnight to allow the paint to cure.

To finish the model light washes on rust color were added to the metal parts until the desired weathering effect was achieved. As a finaly step, drybrush layers of Desert Sand (a lighter yellow than the Ochre) was applied to the wooden areas of the table. The photo above shows the finished Transfer Table.



Needless to say, management is pleased with the final product.

MOUNTAIN EMPIRE MODEL RAILROADERS MEETING MINUTES February 19, 2013

President Fred Alsop called the meeting to order at 6:41 P.M. in room 312 Brown Hall, ETSU, with 23 members present.

New member to both, the Mountain Empire Model Railroaders and the George L. Carter Chapter NHRS, Lanny Norris, was welcomed by President Alsop. Lanny lives in Elizabethton and has had a life-long love of trains. He is an avid collector of Lionel and currently wants to build an HO layout. Joe Brown, who was not at the meeting, was also welcomed to the membership ranks by President Alsop.

The membership was also informed of the recent passing of Dick Conger's wife, Jane, and Tod Eaton's father. Condolences were conveyed by President Alsop and sympathy cards were sent on behalf of the membership by Alan Morton, Communications Officer, and Hobie Hyder, Secretary.

Officers' Reports:

President Alsop called for the reading of the Secretary's report from the January meeting as published in **The Signal Bridge** with a motion being made to accept them by Hobie Hyder, Secretary, and a second by Jim Pahr. The report was accepted.

Ted Bleck-Doran, Newsletter Editor, reminded the membership of his continued need for new information for the newsletter. Ted asked any member who was working on any model railroad project to please share them with

him so could publish their work. Ted said he uses a cell phone apt, so take pictures and text them to Ted.

Duane Swank, Treasurer, reported to the club as of meeting time that there were still some unpaid memberships. President Alsop reminded the membership that anyone not paid was considered delinquent and needed to bring their membership to current status. Treasurer Swank continued his report by reporting the balance of the club's checking account as of February. He concluded by reporting that the club's finances were in good standing.

Bob Jones, Web Master, who is snow birding in Florida, reported via e-mail the following updates: In the Member Only area the member list has been updated and a definitive date of the update has been added to the far left column. Bob also has added three new interesting links; Tennessee Valley Railroad Museum (contains Steam Rail Excursion information), Piedmont Railroaders and Model Trains and More Freight Hobbies. The last two have many more additional links. A membership application was also added by Bob and made available in a printable 'pdf' form.

Vice-President John Carter reported to the membership that he is currently working on a program for March and that anyone interested in giving a program is urged to contact him. Alan Morton informed John that he had at least three people with whom he had come into contact with at Hobby Town who were willing to do programs for the club. President Alsop urged the two to get together after the meeting and nail down the speakers and programs.

President Fred Alsop concluded the Officer's Reports by giving thanks to all the members who worked to make the Boy Scouts merit badge program and the recent Birthday Party a great success. He also informed the membership that he will be out of town Thursday through Sunday, February 21st - 24th because of work. President Alsop will be taking a biology class to Reelfoot Lake.

Lastly, President Alsop informed the membership that he had spoken to Rick Bell by phone. Rick informed Fred that due to sickness that he will be unable to complete the work on the three 'Tweetsie' locomotives that were sent to him for DCC installation. President Alsop asked the membership to please let him know ASAP of anyone that might be able to complete the necessary work on the 'Tweetsie' locomotives. Post Note: Rick Bell has given Alsop two shops who he has great confidence in being able to do the work on the Tweetsie locomotives and Fred is following up.

'Old Business'

President Alsop asked for an update on the status of the 33 inch wheel sets that were to be ordered. At present no wheel sets have been ordered. John Carter, Vice-President, reported to the membership that he was willing to check with his contact about ordering the wheels. President Alsop

thanked him for his offer but said we still needed to wait and talk with Gary Emmert before ordering to make sure he hasn't already purchased them at a train show.

In other 'Old Business' President Alsop reported to the membership that Joe Roberts has repaired the broken gears on the Club's GP7 and has returned it. Don Ramey asked for clarification on two locomotives that was given to him by Gary Emmert for repair. President Alsop said that he needed to coordinate with Jim Hoit, RIP Coordinator, before making the repairs. He also asked the membership in the future to coordinate all repairs through Jim Hoit, RIP Coordinator.

Clarification was asked by Hobie Hyder, Secretary, concerning the mailing of Sympathy and Get Well Cards for the Club as Alan Morton had mailed Sympathy Cards on behalf of the club to members Tod Eaton and Dick Conger at the President's request. President Alsop apologized for the misunderstanding and said that indeed it was the duty of the Secretary to do those types of mailings and that Alan was only to do the mail outs for New Members, hard copies of the newsletter, and other duties as requested by the President.

Concluding 'Old Business' President Alsop reported that there had been several articles published recently in local newspapers touting the 'Tweetsie layout'. Jim Pahriss said that he had seen an article in the Jonesborough paper.

'New Business':

The next Railroad Heritage Day event will be February 23rd "Mixed Trains - Daily, Shortlines, Industrial, etc" as reported by Geoff Stunkard, Heritage Day Coordinator. Geoff said that he would like to see some Shay locomotives and logging trains. The April Heritage Day event will be 'Circus Trains'.

Due to the passing of Dick Conger's wife Jane, no Coordinators meeting was held in February as many members visited the funeral home to pay their respects. Duane Swank, Treasurer, presented the proposed 2013 budget focusing on 'Authorized Purchases':

- Postage,
- Benchwork,
- Track,
- Electric and
- Reserve.

An amount of \$80 was set aside for postage, \$100 for track, \$100 for electric and a reserve of \$500. Duane Swank, Treasurer, made the motion to except these amounts and categories as proposed with John Edwards seconding. Ted Bleck-Doran asked that a friendly amendment be added to the motion to include the Christmas Party and Club Picnic. After a brief discussion and a second to Ted's motion to add the amendment to Duane's motion by Mark Wormer, the membership

accepted his amendment by unanimous vote and an additional \$325 was added to the above amounts. The original motion by Duane was then voted and passed by unanimous vote by the membership.

President Alsop informed the membership that the George L. Carter Chapter NRHS was planning a rail excursion/zoo trip May 18th and that it would be pulled by Steam. More details are to come.

Following a successful Modeling Contest last year, it was decided that a second modeling contest would be held this year. It was also suggested that a Photo Contest be held the first half of the year and Geoff Stunkard volunteered to help out with the details. A Model Railroad themed Diorama Contest will be featured the second half of the year. Hobie Hyder and Ted Bleck-Doran volunteered to help with the details for this contest. It was suggested by Jim Pahriss that the entries be displayed at Jonesborough Days as a way of promoting the Club.

John Edwards reported the 1st switch on the outside main of Don Ramey's Module had a broken turnout. Don was present at the meeting and said he would correct the problem ASAP.

Duane Swank, Treasurer, asked for clarification concerning maintaining of a register for Honorary Members. President Alsop said we would continue everything as is.

Alan Morton concluded the 'New Business' portion of the meeting by asking the membership for five minute video clips of the Carter Museum to be used at HobbyTown USA. HobbyTown has an electronic banner add in the store that runs and features information about the club and etc. HobbyTown is also willing to put up personal videos of home layouts. Geoff Stunkard said that he would get some video to Alan.

Volunteers for Saturdays' Operating Sessions were then asked for by Present Alsop.

Program:

Ted Bleck-Doran presented a video about the Little River Railroad for the program portion of the meeting.

The meeting was adjourned at approximately 9:20 P.M. Next meeting will be Tuesday, March 19th at 6:30 P.M. in room 312 at Brown Hall, ETSU.

Those who want to dine together will meet at 5:00 in ETSU's Market Place cafeteria, 3rd floor, Culp University Center.

*Respectively submitted,
Hobie Hyder, Secretary, MEMRR*

**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
Ed Champion	423-467-9934	NEW-MEMRR sweatshirt, size M	\$ 10.00
Ed Champion	423-467-9934	Broadway Limited HO EMD SD9, N&W #2353; BLI #5290 Bought new-ran 1 day on the club layout	\$ 100.00
Tom Knisley	423-794-8701	Bachman Norfolk Southern GP-50--runs good--used--DC	\$ 20.00
Tom Knisley	423-794-8701	Athearn Blue Box PRR FP45--used--needs cleaned & lubed--DC	\$ 15.00
Tom Knisley	423-794-8701	Life Like Proto 2000 L&N E8A--used--runs good--parts missing--DC	\$ 25.00
GLC Museum		5 pictures of the heritage engines on the turntable. 36" X 18". Top 5 bidders will get a picture. Send all bids to Duane Swank at duaneharriet@charter.net. Winners will be picked the first Saturday in March.	minimum bid \$20.00

**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
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

MEMRR SPONSORS A DIORAMA CONTEST

Entries Due in June

Proposed Contest Rules

1. Members of the Mountain Empire Model Railroaders and others from the Tri-Cities area are eligible to enter the contest.
2. Professional model builders (e.g., architectural model builders) may place an entry for adjudication but will not be eligible for an award other than Honorable Mention.
3. All entries must be constructed by the person named on the entrance form.
4. Entries must be of a railroad theme building including railroad related structures (stations, lineside structures, bridges, right-of-way details, etc.); railroad related industries and commercial structures; and, private structures such as residences.
5. The entry must be placed on a scened base 8.5" x 14" (legal sized sheet of paper). Entries entered in any other format may be entered for adjudication but not be eligible for an award other than Honorable Mention.
6. Entries may be constructed to any accepted scale (e.g., - Z-, N-, HO-, S-, O- and G-/Large Scale).
7. Entries will be submitted with a Contest Entry form. The contestant will be asked to provide information regarding any construction techniques and special features concerning the entry.
8. Contestants must specify which category their entries will be judged:
 - a. Kit Built – the entry consists of more than 50% details assembled from commercially available kits (including detail parts as well as scenic detail such as trees),
 - b. Kit Bashed – the entry consists of details assembled from commercially available kits which have been substantially modified.
 - c. Scratch-Built – the entry consists of its main elements which have been fabricated from materials not generally available in kit or preassembled products. Entries may contain commercially available products and details that are not the primary focus of the diorama.
9. The contest committee will determine the appropriate category for each entry should there be any disputes.
10. Prizes with monetary value will be awarded for "Best in Show", and "Best in Category" in each category. There will be certificate awards 1st – 2nd – and 3rd Place in each category.
11. Judging will be done by a combination "popular vote" of those visiting the George L. Carter Railroad Museum and by "adjudication" by a panel of three judges.
12. The Adjudication Panel members must not be entrants themselves.
13. Entries will be accepted through the month of June 2013.
14. Entries will remain on display throughout the contest from June through November 2013.
15. "Popular Voting" will be held starting July 1, 2013 and end on Sept 30, 2013.
16. "Adjudication" will occur in October 2013.
17. Winners will be notified November 1st and announced in the November issue of the *SIGNAL BRIDGE*.
18. All entries will be placed in the club display cases for security and will be handled only by the contest committee and adjudication panel.
19. Mountain Empire Model Railroaders club and its members do not assume financial responsibility for loss or damage to any entry but will secure and protect all entries to as reasonable an extent as possible.



The KATY at Temple TX – August 1975



The KATY at Waco TX – August 1981