



# THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB  
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## 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 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 ??**

## NEW TO THE HERITAGE FLEET NORFOLK SOUTHERN 6963 "GO RAIL"



NORFOLK, VA. – GoRail and Norfolk Southern announced the unveiling of its one-of-a-kind GoRail locomotive today to commemorate the 10th anniversary of GoRail, a non-profit grassroots organization dedicated to educating the public about the benefits of moving more freight by rail. Founded in 2004, GoRail mobilizes support for policies that would lead to more freight moving by rail and opposition to policies that would limit the freight railroads' ability to meet growing freight demand. The GoRail locomotive will enter into regular freight service on Norfolk Southern's system.

"We are honored that Norfolk Southern has commissioned this special GoRail locomotive and are excited for its debut," said GoRail President Russell McGurk. "We believe it will help GoRail spread awareness about the many public benefits of rail, including more jobs, improved safety, less pollution and less energy consumption. When the public understands that America's privately owned freight railroads invest billions of dollars each year in the nation's rail network, so taxpayers don't have to, they are eager to get behind pro-rail policies."

The SD60E model features a paint scheme combining the infinity lines of the Norfolk Southern livery with the tracks of the GoRail logo. The lines end in an arrow to depict movement, and the GoRail colors carry through the modified speed lines to show the unity of GoRail and Norfolk Southern, creating the look of land as seen from above and signifying freight movement. The GoRail locomotive joins Norfolk Southern's 30th anniversary fleet of 20 non-traditional locomotives painted in the schemes of key predecessor railroad companies and the veterans' locomotive painted to honor those who have served in the military and reserves. The GoRail locomotive was painted in Altoona, involving 14 Norfolk Southern employees using 60 gallons of primer and paint over a 40-hour period.

"Our industry has a great story to tell, and GoRail does an excellent job of educating the public about the benefits and strengths of the American freight rail system and the continuing high levels of freight

rail investment to drive safety, service and growth,” said Norfolk Southern CEO Wick Moorman. “We are pleased to help promote GoRail and their pro-rail mission.”

The unveiling of the GoRail locomotive (No. 6963) will take place at a reception on Wednesday, March 12 at Union Station in Washington, D.C., the evening preceding Railroad Day on Capitol Hill. Photos will then be posted to the GoRail and Norfolk Southern social media accounts.

A time-lapse video of the painting of No. 6963 is on YouTube at <https://www.youtube.com/watch?v=7h55AaK6rZ0>.

GoRail is a national non-profit grassroots organization founded in 2004 with the support of the nation’s freight railroads and rail supply companies. GoRail unites rail stakeholders with community leaders and the public to support rail solutions for tomorrow’s transportation challenges.

Norfolk Southern Corporation (NYSE: NSC) is one of the nation’s premier transportation companies. Its Norfolk Southern Railway Company subsidiary operates approximately 20,000 route miles in 22 states and the District of Columbia, serves every major container port in the eastern United States, and provides efficient connections to other rail carriers. Norfolk Southern operates the most extensive intermodal network in the East and is a major transporter of coal, automotive, and industrial products.

Source: Norfolk Southern Corporation

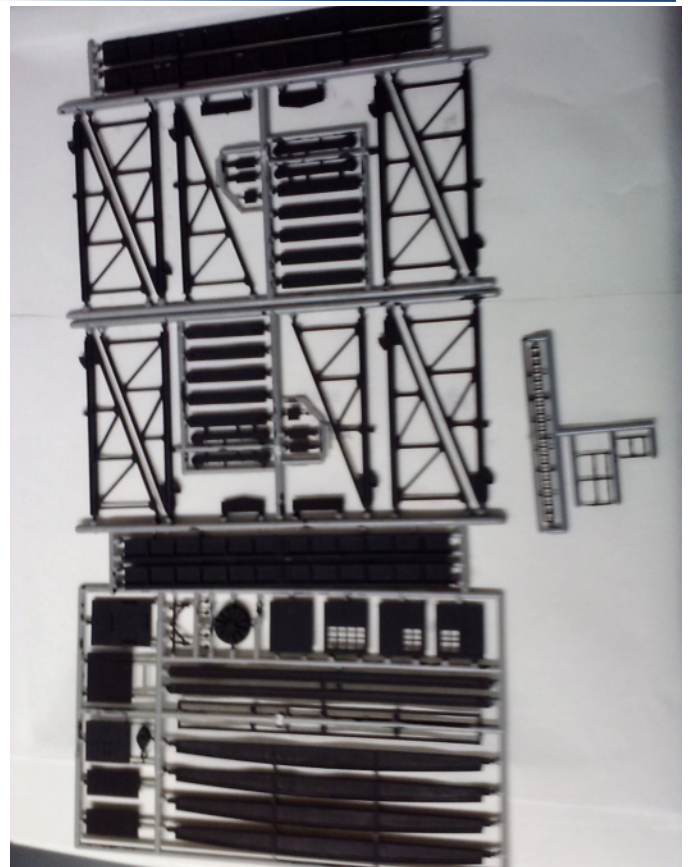
## MODELER’S CORNER

### BUILDING WALTHERS OVERHEAD TRAVELING CRANE 933-3102



My home layout based loosely on the Nashville Chattanooga and St. Louis Railway (also nicknamed the NC and Saint L) was in need of an overhead crane for its part and supply yard. Management quickly settled on a Walther's **Overhead traveling crane (933-3102)** model based on a 50-ton Brownhoist model. The kit is nicely detailed and simple to assemble. Here are the steps I followed:

**STEP 1:** Inspect the injection molded parts for flashing, flaws and completeness.



**STEP 2:** Using a sharp bladed hobby knife trim the flashing from the parts and dress the mold lines with a flat jeweler’s file.

**STEP 3:** Rinse the parts while still attached to the sprues to remove any mold release agent and hand oils. This will allow

the paint to cover and adhere better and resist peeling and flaking.

**STEP 4:** When dry I gave all the parts a coat of flat ivory black using a craft acrylic paint. I touched up any thin or bare spots to ensure an even base coat surface on which to work.



**STEP 5:** Using plastic parts nippers I separated the parts from the sprues being careful not to trim too close to the part to damage it. The little nub of plastic left behind can be trimmed before assembly with your hobby knife.

**STEP 6:** Now is a good time to touch up the base coat where the part was separated from the sprue since there usually a small but visible patch of bare plastic left behind.

**STEP 7:** Now starts the assembly process. I first assembled the 10 uprights by cleaning out the mounting hole in the base and using **Testor's Master Modeler Plastic cement**. The process went smoothly. One of the end bents (upright supports) will have a ladder attached to reach the operator's cabin.

**STEP 8:** Working in subassemblies I assembled the frame of the traveling portion of the crane; the hoist housing, and the operator's cabin.



**STEP 9:** With the subassemblies complete I started to assemble the frame for the overhead. Using a flat modeling surface the two piece girders were glued together. Clamps were used to hold them in place until the glue cured.



**STEP 10:** The girders were then attached to the upright bents. Care was taken to hold the bents square to one another and vertically. Again clamps were used to hold things in place while the glue cured.

**STEP 11:** After the glue set I began paint the footers for the bents using concrete acrylic paint. The tailings got a coat of safety yellow as the the rungs of the ladder and crane hooks. The hoist housing got a coat of old silver to represent the

corrugated sheet siding enclosing the hoist drums and motors.



**STEP 12:** Using the edges of the modeling surface to keep everything square, the traveling bridge work was glued to the rails atop the girders and the operator's cabin was glued to the traveling bridge. Now the model was really taking shape!



**STEP 13:** Even painted a flat black, the model had a “too new” look. Using washes of grimey black, rust and eventually a coat of “Dul-Cote” the bents, girders, bridge and hoist housing all receive some severe weathering. The washes were allowed to splatter and flow over the concrete based to imply years of exposure to the elements.

**STEP 14:** Decals were applied to the model. I decided that a minimalist approach was best since I model an era when OSHA regulations relied on some degree of common sense and not every flat surface had to be covered with warning labels and notices.



**STEP 15:** The final step was to give the now decaled structure a final light over spray to seal the decals and eliminate any bright or shiny patch to show. Now the overhead traveling crane was ready to be installed in the shop area of the layout.

The project took 8-10 hours working an hour or so each night for a week. It is a nicely crafted model and certainly an eye-catching conversation piece.

## WINTER'S IMPACT STILL FELT IN EAST TENNESSEE

### SNOW LINGERS STALLING RAIL TRAFFIC THROUGH JOHNSON CITY

As a late winter storm hit the Johnson City region just before this issue of the **SIGNAL BRIDGE** went to press all forms of transportation were impacted by the storm's unexpected ferocity and duration. The lucky ones found themselves stranded at home while co-workers already at work found themselves trapped on the job for the duration.

The storm hit the region on April 1<sup>st</sup> just as residents were waking to what was supposed to be a normal Tuesday's workday. The snow started to fall at the rate of 3-6 inches an hour. Bolstered by a strong northeasterly wind the mounting snowfall quickly settled into monstrous drifts.

“I have never seen snow fall so hard or for so long,” remarked an unnamed source at the weather bureau. “The storm cell came from nowhere and just settled over the Tri-Cities for several days.”

This once in a life time event was noted in the national news media. Correspondent Myra Frost, food editor for THE

FREQUENT DINER, was in Johnson City preparing a feature on the installation of miniature diorama of the city which was being installed in the new Tupelo Honey restaurant on State of Franklin Blvd.



“It was a good thing that most of the kitchen work had been done and they had started to stock staples for their grand opening.” Frost said. “If we had been out of food even the trees on the diorama would have looked good enough to eat, especially the trees in the orchard.”



A westbound train was caught in one of the deepest drifts in a cut just east of Mill Springs Road in Jonesborough. “It was one heck of a storm,” offered Dan Bagley, a former engineer with the Chicago & Northwestern. “It takes a lot to stall a moving train and bury it.”

The accompanying photographs were provided by Dan and show him walking the length of the train.



Everyone who experienced the storm will agree that this will be one winter storm that will be long remembered and will be difficult to beat in the record books.

## Carter Railroad Museum Gets Its STEAM-UP Fourth Consecutive Year on March 29

*Popular museum facility to again feature STEAM UPI, a Heritage Day of model steam locomotives in action, plus special displays*

For those who love the sounds of power, the 4th Annual STEAM UP! Heritage is scheduled for March 29 at the George L. Carter Railroad Museum, located in the Campus Center Building of East Tennessee State University in Johnson City.



One of the multi-room facility's most popular programs of the year, this spring rite is in its fourth straight year, showcasing the sounds and sights of the steam locomotive in miniature form. Members of the George L. Carter Chapter of the National Railway Historical Society and the Mountain Empire Model Railroaders club will be 'at full throttle and shoveling on the coal' for visitors at the museum on this date.



Steam trains of all sorts will be prominently displayed and operated on the large 1:87 HO scale layout that is housed in the museum's main room, which includes a functional 21-stall steam-era roundhouse. Demonstrations of various locomotive designs in model form on this 24x44 layout will give visitors basic ideas of how unique these nearly-extinct machines are. In addition, there will be exclusive display cabinet exhibits, tours of the under-construction ET&WNC

narrow gauge steam railroad exhibit, and steam train videos. Of course, children will have a chance to play with models of popular steam engines like Thomas and James in the museum's Little Engineer children's activity room.



Sometimes referred to as an 'iron horse' due to its innate striding motion and 'breathing' sounds, steam locomotives were supreme icons of the industrial age. Once evolved for efficiency, examples had no problem topping 100 mph or pulling an actual mile of freight cars. However, steam engines also required frequent service to operate properly, maintained by a literal army of experienced machinists, pipe-fitters, boiler-makers, and other skilled labor. By World War II, ongoing development of reliable diesel locomotion would rapidly supersede these thundering behemoths. Within a mere decade, steam locomotion as an industrial tool was nearly completely gone by 1960, remaining active only in small places and tourist events.



"It is hard to replicate the smells and sounds of steam at our ETSU location, but that does nothing to diminish the fascination steam engines hold on us, both individually and as a culture," says Geoff Stunkard, the coordinator of the museum Heritage Days program. "We always look forward to this last Saturday in March on our schedule since so much of the history of railroading was done with this equipment." He adds with a grin, "Perhaps we could say that 'STEAM UP' is a blast for us!"

## COORDINATORS' MEETING MINUTES MARCH 13, 2014

ALLAN MORTON – Communications: Needs names and addresses of MEMRR members who requested printed copies of club Newsletter.

TED BLECK-DORAN – Newsletter Editor: Proposed a letter to the 70 former members who have not renewed their membership.

MICHELLE KELLY (Little Engineer Room) Proposed that these former members be invited to an “Open House”. The idea being to remind them of what they are missing by not participating in the club.

LARRY JACKSON – HO Electrical (Standing in for BILL HENSLEY): The Yard is done. One Switch 8 not online. April 1 bring radios online. May 1 control; switches (turnouts) through tower. JMRI has to be on to lockout switch control from cell phones.

MICHELLE KELLY - Little Engineer Room: Needs access to a printer. (Had a list of items.) She volunteered to coordinate the Open House mentioned above. Needs the Santa car removed from the “G” scale train circling the Little Engineer Room. The car needs a replacement. ETSU website portion

that relates to GLC Museum needs to be updated as it is several years behind.

JOHN EDWARDS – Website: Brought up need to vote on logo on membership badges.

TOMMY KNISLEY – Cope Layout: (Interested in maintaining THC Layout once it is installed.) His focus currently is on completing his degree in May. Slow progress on Cope Layout. Still trying to determine the location of buildings on new inserts. New inserts will feature a more modern town and a factory.

GARY EMMERT – Archives/Library: Archives – Cleaning the silver. Identify and clean the china. Library – Larry Jackson developing a system to index books by author and /or title.

JIM HOIT – Car Repair/Compliance Station: Has wheels and rebuilding cars. Compliance Station is up and running but needs to identify a permanent location and announce it to club members.

JOHN CARTER – HO Layout received 10 PECO turnouts. Have extra #8 switches for sale to club members. Main yard has 3 short pieces of track that needs laying.

Respectfully submitted,  
JIM PAHRIS  
THC Coordinator

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## THE VIEW FROM THE ENGINEER'S SIDE OF THE CAB. THE MEMRR PRESIDENT'S COLUMN

Spring seems to have arrived at last and the visitation at the George L. Carter Railroad Museum has remained steady. I brought some clickers so we could get better counts of our visitors on our last Heritage Day on 29 March when we were celebrating “Steam Up”, always a popular event, and we tallied 153 visitors for the day. If we continue to average 100 or so visitors each Saturday we will have more than 5,000 in 2014. Many area residents have discovered us and are coming to see what we have to offer. This results in many return visits with their friends and often in a few new memberships.

The Sunday magazine insert for April in the *Johnson City Press* had as its lead article “Five Cool Places” and introduced their feature by stating, “*Looking for something new and exciting to do in the region? From checking out pieces of history to camping in the area’s natural beauty, these five places offer just about anyone a glimpse of all that is great in the Tri-Cities:*” Listed are: State Street in Bristol,

TN/VA; the Gray Fossil Site; Natural Tunnel near Duffield, VA; the Exchange Place in Kingsport; and the **George L. Carter Railroad Museum**. They say this about us: “Located on the main campus of East Tennessee State University, the George L. Carter Railroad Museum has been providing hours of family enjoyment for several years. The Railroad Museum is known as Johnson City’s most well kept secret. Thousands of visitors have enjoyed the museum’s displays, which include historic prototype railroad memorabilia, toy trains and model railroading locomotives, rolling stock and structures. Three large operating layouts in three different scales provide viewing enjoyment. The museum’s model railroads are operated by volunteers from the Mountain Empire Model Railroad Club who provide information about local historic railroads and knowledgeable tips on the basics of model railroading. Devoted to the region’s historical ties to railroads, the museum is dedicated to the memory of George L. Carter who built the Clinchfield Railroad through 275 miles of mountainous terrain to carry coal from Eastern Kentucky. In 1909, when the state’s selection committee visited the area while searching for a site for a proposed teacher’s college, Carter offered his 120-acre farm and \$100,000 toward the establishment of the school, which became ETSU. The museum is located at 113 Campus Center Building. It is open on Saturdays from 10 a.m. until

3 p.m. For more information, call (423) 439-3382.” The article includes a color photo of a visitor looking over the Tom McKee G-Scale layout.

Everyone pat your selves on the back for being members of an outstanding model railroad club who has made your hobby, and its home in the Carter RR Museum, one of the region’s 5 coolest places! Well done everyone! This is great publicity for us, for our hobby and for the museum and this kind of publicity is priceless.

I want to thank our **Station Master, Amanda Kelly Blackburn**, and her sister, **Michelle Kelly**, for all the energy and excitement they have brought to the Little Engineer’s room. More youngsters than ever are bringing their parents and grandparents to visit the playroom and they are coming in record numbers. The girls counted 77 visitors in that small active room on Saturday, April 12<sup>th</sup>, and the ladies have had a lot to do with how well it operates and their wonderful interactions with the visitors they host has made it a very popular place to be on a Saturday morning. As many of you know, Amanda, who has been the museum’s first ETSU employee as our Station Master for 2 years now, will soon be leaving us. Amanda is working full time teaching at Dobyns-Bennett High School in Kingsport, she is also working on her Master’s degree, and she and Chris will be having their first child very soon. All of this is taking so much of her time and energy that she has had to make the difficult choice of giving up something and that something will be her work as our Station Master. With her and Michelle’s help we have been searching for a replacement and we have found one. **Our new Station Master will be Taylor Jesse**. Taylor is a good friend of Michelle’s and is trained in Child Study, certified in CPR and First Aid and has started her duties fully qualified to do the job and excited about being a part of our museum family. Please welcome Taylor and express your thanks to Amanda for a job very well do! Thank you, Amanda. We will miss you Amanda and hope when you have your little engineer you will bring him to visit us. Michelle will continue her work with us and be a great help to Taylor as she learns her new duties in the museum and gets to know our Little Engineers and their parents and grandparents.

Be sure and mark your calendars for the temporary new meeting date for our MEMRR April Business Meeting. **We will be meeting on the 4<sup>th</sup> Tuesday of the month on April 22<sup>nd</sup> this month only.** Jim Pahrns requested this move in dates at the March business meeting so we could meet a friend of his, a gentleman named **Anton Seckler** who leads tours of railroads in the western United States and in western Europe. It was with Anton that Jim traveled to Germany earlier this year to visit the world’s largest model railroad. Both clubs voted to delay their April meetings one week, April 21<sup>st</sup> (NRHS) and April 22<sup>nd</sup> (MEMRR) so that we could meet Anton and have him make a presentation to our clubs about his railroad tours. **He will be present only on**

**Tuesday 22 April and his presentation will be only on that one night.** We have also planned to invite some of the surrounding railroad clubs to this meeting. This is to remind the members of that change in our meeting schedule for this month only. We will meet in Brown Hall, room 312 at 6:30 with Anton’s program being early in the MEMRR agenda followed by our regular business agenda. It should be an interesting presentation and I hope you will plan to attend and perhaps bring a friend. If our regular meeting room proves to be too small for this meeting we will move down the hall to 304 which is larger. If you want to dine with us we will be eating at the ETSU cafeteria, The Market Place, at 5:00 p.m.

Remember that the **ET&WNC RR Historical Society** will be having their convention June 27-29 headquartered at the Carnegie Hotel, Johnson City. The Carter RR Museum is co-hosting the event and the Society’s membership is only \$20 annually paid in June. If you join in April or May you will be a paid member until June 2015 getting a few extra weeks of membership “free”. There is a membership form on the MEMRR website that you can download. There will be a train show at the Carnegie on Saturday with a \$5 admission charge to the public (members get in free). The registration fee for the convention is \$40 and includes admission to the train show, Friday night buffet dinner at the Carnegie (there will be a speaker after dinner that night, an expert on the Tweetsie RR), train ride at Tweetsie Railroad after closing on Saturday, dinner at the Tweetsie Palace in Blowing Rock, NC that night, and a ride on the narrow gauge in the Doe River Gorge to Pardee Point on Sunday.....that’s a lot of railroading entertainment for \$40 and your membership.

We now have our own museum ET&WNC Railroad pin. It is a round 1 inch gold metal pin with green enamel background with a post and “butterfly” clip. One can be yours for a \$5.00 donation the proceeds of which go towards funding our HO<sub>N3</sub> Tweetsie Railroad project in the museum. The pins are available at the museum. If you are a member of the ET&WNC RR Historical (or are about to become a member) I have a similar sized gold metal pin with red and black enamel background that reads “ET&WNC RR Historical Society” that is available at the Carter RR Museum and will be available to members at the convention for the same price. We will also have a 3 inch, 3-color, embroidered patch with the Society’s logo on it and black polo shirts w/pocket that will have this logo embroidered on them, and your name can be added on the right side as well. You can be a member of the “Tweetsie” society and be among the first to have some of their new logo material to wear as well. Contact me if you are interested in getting some of these items for yourself. All proceeds will go to the Carter RR Museum.

**Events:** Up-coming events include the annual **Blue Plum Festival** in Johnson City June 6-8, and **Jonesborough Days** July 4-6. We are once more planning to participate in these



two events. We need some dedicated volunteers to get the Cope Traveling Layout spruced up and running and we need to plan what we may be taking to Jonesborough this year. Both venues will provide us air-conditioned places to set up and man our exhibits and we will be discussing details at our next meeting. As always, with these public outings, volunteers are needed to man the exhibits and to greet visitors at these two annual events. Please be ready to provide some of your time for the club during these days. **Geoff Stunkard** and I have been working on a rack card that advertises the Carter RR Museum, the MEMRR and our sister chapter, the Carter Chapter NRHS. That card should be ready for distribution by the time Blue Plum rolls around.

**Don't forget to buy your tickets for the Carter Chapter's rail excursion on the 3-Rivers Rambler followed by lunch on the Tennessee Riverboat on May 24<sup>th</sup>.** We still need your help as a participant in order to make this event a financial success for the NRHS chapter and it will be a fun-filled day for all who come on board with us. Please tell your friends about this as well. Information and ticket request forms are on the MEMRR website. Don't forget to fill out the liability waiver from as well. Buses will depart from the ETSU campus, so you can leave the driving to Greene Coach Lines and leave your car.

Our Heritage Day Event for April is **"Norfolk and Western, Here and Now"**. This is your chance to run some varnish behind a streamlined J locomotive, or get the big steam locomotives out for the long coal drags; or if you are modeling the Norfolk and Southern get out the sleek black locomotives with the pony on the nose and bring them on down to the museum and highball them down the club tracks. The MEMRR owns a Y6b, at least one J and passenger cars and several diesels in N&W and N&S colors so you can operate these if you don't have this herald in your engine house. Come on down. It's going to be a fun day and this event should attract a lot of visitors to the Carter RR Museum.

A number of our club members chased the 360 and her passenger consist on April 5-6 as she ran out of Bristol on those two days (some may even have been on board, but the tickets went fast). Several members, including **Paul Haynes** and **Geoff Stunkard**, got lots of photos and video and promised to provide some grist for our newsletter editor's pages and perhaps a program for the club sometime in the near future.

The **"Tupelo Honey Café"** group is making great progress on the N-Scale layout that will be featured in the new restaurant when it opens in June in the old CC&O station in Johnson City. You are welcome to drop by their work site in the Paint

Shop in the Physical Plant on the ETSU campus to see what they are creating. It is a wonderful layout that we can all be proud to be a part of that will be operating daily in the new restaurant for all of their patrons to see. The layout will be a great advertisement for the MEMRR and should bring many more visitors to the museum to see you and your work. The work on the **HO club yard** progresses and the operations with the use of radios is going smoothly. We can still use a lot of help to finish the yard and it will need lots of ballast and some scenery, including structures, before it is declared "finished". The **Tweetsie project** is still underway as well and will be for some time. Member **Michael Paschell** has completed the Blevins bridge and the thru-truss bridge on the east side of Tunnel #4. They are outstanding miniature replicas of the real bridges right down to the rod-and-pin construction. I am working on the abutments for them and the background scenery behind the bridges so when they are in place we will not have to work behind these fragile structures made of plastic and brass. When he comes back in May, Michael hopes to have the deck truss bridge that fits on the west side of Tunnel #4 completed and ready to install and will also be working on the longest metal bridge on the Tweetsie, the Valley Forge bridge. I hope to have all the bridges installed and some trains running from Johnson City to Cranberry by Tweetsie Convention time in late June, but it will take the efforts of several members to get the wiring completed, some rolling stock put together and a couple of the 2-8-0 Blackstone locomotives with Tweetsie decals on them in order to pull this off. We really need some help with this, and we have some station kits if anyone would like to build and ET&WNC depot for us, just step up and let your wishes be known and we will give you all the work on the narrow gauge you can hope for. It really is going to be a pretty railroad layout when it is completed and if you have not seen it lately please drop by and take a look. And, if you want to help out, let me know and we will make that possible right away.

**Remember, officially we are one of the 5 Coolest Places in the Tri-Cities region.** You helped us get that lofty designation. It all starts with you at the Carter Railroad Museum. We need you, your energy, your talents, and your friendly smile. Come down on Saturdays and operate the layouts and on Thursdays for our work nights and help with the exhibits that so many have come to see and enjoy. We always have need for modeling skills and a core of members who are anxious to help you improve your hobby skills. ***Listen to the sound of the whistle of the train in the night and dream of all the destinations yet to come!***

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

## MOUNTAIN EMPIRE MODEL RAILROADERS MEETING MINUTES

March 18, 2014

President Fred Alsop called the meeting to order at 6:35 P.M. in room 312 Brown Hall, ETSU, with 25 members present and one guests for a total of 26 present.

Bill Beagen was introduced and welcomed by President Alsop. Bill is the Editor of the newsletter, 'The Coal Road' of the George L. Carter Chapter of the NRHS. He is also the Coordinator for the RR Museum's Spring Fling.

President Alsop also welcomed recent new member Art Brodeur. Art is recently retired and very eager to learn all he can about model railroading. He is presently working on an 8' X 16' HO-Scale Layout in his basement.

### OFFICERS REPORTS

#### Secretary's Report

President Alsop called on Hobie Hyder for the reading of the Secretary's report from the February meeting as published in *The Signal Bridge* with a motion made to accept them by Hobie Hyder and a second by Ted Bleck-Doran. The motion passed and the report was accepted.

#### Newsletter Editor's Report

Ted Bleck-Doran, Newsletter Editor, reported that a full color edition of *The Signal Bridge* was out. Featured on the cover is a nice color photo of a NC&StL "Dixie" steam engine that is on display in Nashville. As always, new material is needed and welcomed by Ted for publication in *The Signal Bridge*.

#### Treasurer's Report

Gary Emmert, Treasurer, reported the balance of the club's checking account as of March and stated that the finances were in good standing.

#### Webmaster's Report

John Edwards, Web-Master, reported that approximately one week prior to this scheduled meeting that the club's e-mail server went down. Since then everything has been repaired and the web site is in good working order.

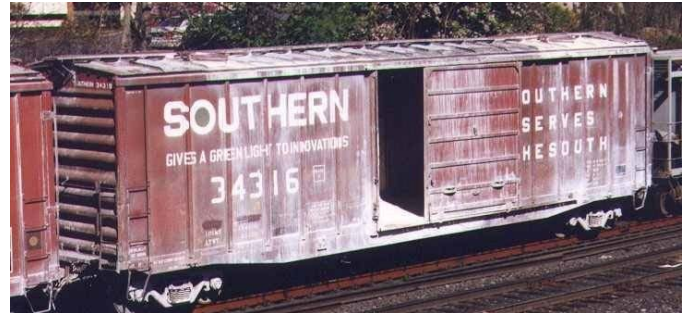
#### Vice-President's Report

In the absence of Vice-President John Carter, President Alsop reported that at least three programs had been lined up for the coming months (John did arrive at the meeting after this report).

#### President's Report

President Fred Alsop concluded the Officer's Reports by thanking all the membership who helped host the seniors

group from Elk Park on February 20<sup>th</sup>. Due to inclement weather the Boy Scout tour that was scheduled for March 3<sup>rd</sup> was postponed. President Alsop continued his remarks by stating that public visitation to the museum has been good and is continuing to grow. At present, we are averaging over 100 visitors every Saturday with at least 1/3 of those over in the kid's room. He went on to state at the current rate of visitation, that begin in late November 2013, we could project between 4,500 and 5,000 visitors to the museum by Nov. 2014, and attributed this to the outstanding work of the two clubs affiliated with the museum.



### OLD BUSINESS

#### Layout Maintenance

President Alsop reminded the membership of the continued need to spruce up the museum. He stated the importance of keeping the modules dusted and free of spider webs as well as making sure the skirting is attached to the modules.

#### Layout Operation: Compliance Station

President Alsop also reminded the group that a Compliance Station was now in place to help with any Bad Order problems.

#### Layout Operation: Radio Headsets

John Edwards reported to the membership that four sets of radios were now available to the membership for use during operating sessions on Saturdays. Members will, however, have to purchase their own headsets which are available for \$25.00.

#### Layout Operation: Yard Dispatcher

John said that all switches at the wye are now controlled by the Yardmaster, thus you will have to use a radio to gain access to the main line coming out of the yard or to enter the yard from the main.

#### Layout Operation: Thank You

President Alsop stated that Larry Jackson has been working with John and has been coming in early on Saturdays to trouble shoot the club layout in an attempt to minimize problems during operating sessions.

#### Tupelo Honey Project

Jim Pahrís, Tupelo Honey Coordinator, informed the membership that the N-Scale layout being built for Tupelo Honey Café had to be finished by the 16<sup>th</sup> of May as the owners wanted it to be installed in the Café before their June 1<sup>st</sup> planned opening. Jim said that at present 35 to 40% of the scenery was complete and that all the electrical work was done up to this point. He said that the crossing signals that had been ordered were not supposed to come in until April 3<sup>rd</sup>. Allan Morton has done an excellent job painting and assembling tractors for tractor trailer units according to Jim. Bear Anderson said that more buildings need to be built and that there were still plenty of cars that needed to be painted and assembled and that volunteer help would be greatly appreciated. Jim Pahrís said Dick Conger was working on some of the buildings.

### Fallen Flags Memorial Plaque

President Alsop is continuing to work on the Fallen Flag Bearers project. He said that he needed help from the membership in getting contact information for deceased members. In particular he is in need of information for Bill Hare. Several members suggested he try to get into contact with Bob Helm or Bob Swartz. In other old business Dave Doughty told the membership that he can see a noticeable spike in visitors to the museum because the Scavenger Hunt sheets were gone each week. He further stated that the more activities at the museum for the public to participate in was good and asked for help finding more things for visitors to do.



### NEW BUSINESS

#### March Heritage Day

In the absence of Geoff Stunkard, President Alsop informed the membership that the next Railroad Heritage Day for the museum will be March 29<sup>th</sup>. The theme will be '4<sup>th</sup> Annual Steam Up'. President Alsop asked the membership to bring in their steam engines and run them on Saturday.

### Membership Card Design

Continuing new business, President Alsop then began a lengthy discussion concerning the MEMRR Logo and other designs. President Alsop stated that there was merit to both contemporary designs and that he was sure that both designs would continue to be used.

### Logo Contest

However, the Logo Contest was not as discussed in a previous business meeting an attempt to design a new logo for the MEMRR, but only to create a commemorative design that marks the club's twentieth anniversary and nothing more. Since there were no entries in this contest prior to the December 2013 deadline, a motion was made and passed by the membership at the February business meeting to let the Art Department at ETSU design a logo that commemorates the club's anniversary. President Alsop reported that since the controversy that he had not forwarded the information to the Art Department.

President Alsop continued to clarify the confusion by stating that a few years back the modular part of the club's name was modified to model railroad club and that it took a By-Laws change to do that. In the time prior to the March business meeting, John Edwards, Web-Master, held an on line poll asking the membership which design they preferred of the two; the current one with the mountains and rising sun or the steam locomotive one. Following President Alsop's remarks, John called for a motion and vote by the membership present to decide which one of the two designs they preferred. Bear Anderson seconded this motion.

Jim Pahrís called for clarity. Jim asked was this a new vote or was it for the members who had not previously voted on-line. John stated that it was only for those members who had not voted on-line. Following the vote, the on-line votes were then added to the totals and by an almost 3 to 1 margin; 39 to 14, the membership voted to keep the mountains logo. Discussion continued and a suggestion was made to say 'since 1993' instead of 20<sup>th</sup> anniversary as was also previously discussed at a prior business meeting.

President Alsop suggested that instead of a patch that we could do one inch pins to commemorate our anniversary. A motion was then made by Bear Anderson that we wait and see what the Art Department comes up with before proceeding. Mike Buster seconded the motion. President Alsop said that the membership had already passed this motion at the last business meeting. **Motion failed.**

Gary Gilliam then made a motion that we make it a 25 year logo or pin instead of 20 years. President Alsop then called for a motion to do a pin instead of a logo and put on the pin 'since 1993'. John Edwards seconded the motion. **Motion passed.**

The new information for the pin design will now be turned over to ETSU's Art Department under the same parameters that was set for the patch at the February business meeting.

#### **Cope Layout Insets**

New Business continued with President Alsop telling the membership that Tommy Knisley, Cope Layout Coordinator, could use some help.

#### **Blue Plum Festival**

President Alsop asked the membership if they wanted to take the layout to the Blue Plum festival again. Dave Doughty called for a motion that we continue taking The Cope Layout to the Blue Plum Festival. Gary Emmert seconded the motion. **Motion passed.**

#### **Jonesborough Days**

A second motion was made concerning participation at Jonesborough Days. A motion was made by Jim Pahriss that the club continue its participation in this event as well and Gary Emmert seconded his motion. **Motion passed.**

Jim stated that he would like to see some new displays this year at Jonesborough Days and that other club members needed to get involved with bringing things to display. Gary Emmert said that club flyers needed to be finished before the Blue Plum and Jonesborough Days. President Alsop said that he would get with Geoff Stunkard and try to finalize the flyer and get them printed.

#### **Coordinators' Meeting Report (see preceding article)**

President Alsop asked Jim Pahriss for a report from the Coordinator's Meeting. Jim said due to the length of the report, the report would be published in the next issue of *The Signal Bridge*.

#### **Three Rivers Rambler Outing**

Alsop then reminded the membership about the upcoming Rail/Boat excursion planned for May 24<sup>th</sup> and co-hosted by the Carter Chapter NRHS and the Carter Railroad Museum on the Three Rivers Rambler Railroad in Knoxville. He said the busses departing the ETSU campus could carry up to 55 people per bus. The trip will be limited to 110 folks so if you are interested in going, get your reservations in as soon as possible. The trip will include a tour of the back shops at The Three Rivers Rambler RR as well as a meal on the Tennessee Riverboat. Cost is only \$90 per person.

#### **April Meeting Night Change**

In other new business, Jim Pahriss suggested changing the April meeting date from April 15<sup>th</sup> to April 22<sup>nd</sup> in order to accommodate Anton Seckler, a rail excursion tour leader

who will be talking about the different kinds of rail trips in the western US and Europe that he coordinates.

#### **May g Program Change**

Bear Anderson's program 'Weathering Structures' would be postponed until the May meeting. Larry Jackson made a motion to change the meeting date to the 22<sup>nd</sup> of April, noting that this is a one-time-only change and in May the meeting would go back to their normal 3<sup>rd</sup> Tuesday. Gary Emmert seconded the motion. **Motion passed.**

#### **MEMRR Iron-on Patch Availability**

Duane Swank said that he still had several patches for sale with the Mountain Empire Logo. Cost is only \$2 each. Gary Emmert stated that there were also several extra-large green shirts available at \$7 each if anyone needed a new one.

#### **Member Update**

Allan Morton informed the membership that Jessie Kittle now thinks he has now turned the corner at the Law Enforcement Academy and will soon be a Tennessee State Trooper. At present he is expected to be stationed in Sullivan County which means Jessie can remain an active member of the club.

#### **Layout Operations: Locomotive Sound Volumes**

Concluding new business, John Edwards made the suggestion that everyone consider turning down the volume on their locomotives during Saturday operating sessions. He, as well as several others, stated that when there are more than two locomotives operating with sound that it gets really loud and makes it very difficult to hear.

#### **Volunteer Signups.**

Volunteers for Saturdays' Operating Sessions were then asked for by President Alsop. The business portion of the meeting was concluded at 7:58 P.M.

#### **Program:**

Bear Anderson presented the modeling program on how to make trees.

**The next meeting will be Tuesday, April 22<sup>nd</sup> at 6:30 P.M. in room 312 at Brown Hall, ETSU and moving if there is a large turn-out.**

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

*Respectively submitted,  
Hobie Hyder, Secretary, MEMRR*






### CLINCHFIELD BUSINESS CAR "100"



#### TURNOUT CONTROL CHANGES ON THE MEMRR CLUB LAYOUT

The main HO layout now has all turnouts controlled electronically. The toggle switches by the wye no longer function. For now 400 series throttles can be used to throw turnouts. After May 1st all turnouts will be controlled by the Trainmaster sitting up in the tower (raised platform by the computer) during Saturday public run sessions. Radios will be mandatory during those sessions. Turnouts may still be controlled by throttles at times other than Saturday running sessions as long as JMRI is not running on the computer.

# APRIL

		1	2	3 WORK NIGHT 4:00 - ???	4 TVRR RAIL EXCURSION BRISTOL	5 TVRR RAIL EXCURSION BRISTOL MUSEUM OPEN 9:00 - 3:00
6	7	8	9 SIGNAL BRIDGE PUBLISHED	10 WORK NIGHT 4:00 - ??? Coordinator's Mtg	11 THOMAS THE TRAIN DAY AT THE MUSEUM	12 MUSEUM OPEN 9:00 - 3:00
13 SIGNAL BRIDGE DEADLINE	14	15	16	17 WORK NIGHT 4:00 - ???	18	19 MUSEUM OPEN 9:00 - 3:00
20	21	22 JOINT G.L. CARTER CHAPTER MEMRR MEETING NIGHT	23	24 WORK NIGHT 4:00 - ???	25	26 HERITAGE DAY SIR TOPHEM HAT CIRCUS RR MUSEUM OPEN 9:00 - 3:00
27	28	29	30			

# MAY

				1 WRK NIGHT 4:00 - ???	2	3 MUSEUM OPEN 9:00 - 3:00
4	5	6	7	8 WORK NIGHT 4:00 - ??? Coordinator's Mtg	9	10 MUSEUM OPEN 9:00 - 3:00
11 SIGNAL BRIDGE DEADLINE	12	13	14 SIGNAL BRIDGE PUBLISHED	15 WORK NIGHT 4:00 - ???	16	17 MUSEUM OPEN 9:00 - 3:00
18	19 G.L. CARTER CHAPTER MEETING	20 MEMRR MEETING NIGHT	21	22 WORK NIGHT 4:00 - ???	23	24 GL Carter NRHS Chapter 3 Rivers Rambler Dinner Excursion HERITAGE DAY MUSEUM OPEN 9:00 - 3:00 Modern Railroads
25	26 MEMORIAL DAY	27	28	29 WORK NIGHT 4:00 - ???	30	31

<b>JUNE</b>						
1	2	3	4	5 WORK NIGHT 4:00 - ???	6 <b>BLUE PLUM FEST</b>	7 MUSEUM OPEN 9:00 - 3:00
8 SIGNAL BRIDGE DEADLINE	9	10	11 SIGNAL BRIDGE PUBLISHED	12 WORK NIGHT 4:00 - ??? <b>Coordinator's Mtg</b>	13	14 MUSEUM OPEN 9:00 - 3:00
15	16 G.L. CARTER CHAPTER MEETING	17 MEMRR MEETING NIGHT	18	19 WORK NIGHT 4:00 - ???	20	21 MUSEUM OPEN 9:00 - 3:00
22	23	24	25	26 WORK NIGHT 4:00 - ???	27 <b>ET&amp;WNC RY</b> <b>Historical Society</b> <b>Convention</b>	28 HERITAGE DAY MUSEUM OPEN 9:00 - 3:00
29	30					
<b>JULY</b>						
		1	2	3 <b>JONESBOROUGH</b> WORK NIGHT 4:00 - ???	4 <b>DAYS</b>	5 MUSEUM OPEN 9:00 - 3:00
6 SIGNAL BRIDGE DEADLINE	7	8	9 SIGNAL BRIDGE PUBLISHED	10 WORK NIGHT 4:00 - ??? <b>Coordinator's Mtg</b>	11	12 MUSEUM OPEN 9:00 - 3:00
13	14 G.L. CARTER CHAPTER MEETING	15 MEMRR MEETING NIGHT	16	17 WORK NIGHT 4:00 - ???	18	19 MUSEUM OPEN 9:00 - 3:00
20	21	22	23	24 WORK NIGHT 4:00 - ???	25	26 HERITAGE DAY MUSEUM OPEN 9:00 - 3:00
27	28	29	30	31 WORK NIGHT 4:00 - ???		

## Sir Topham Hatt's Big Top Spectacular Next at Carter Railroad Museum

JOHNSON CITY — East Tennessee State University's George L. Carter Railroad Museum will present "Sir Topham Hatt's Big Top Spectacular" on Saturday, April 12, when the museum will host special circus themed displays.

This event highlights the Little Engineers Room, a place filled with toys and creative train activities, designed for young railroad enthusiasts, especially those who are fans of Thomas the Tank Engine. Thomas related crafts and videos will be offered.

An array of circus equipment in miniature provided by museum volunteers Duane and Harriet Swank will make a rare appearance. The HO scale circus exhibit includes train sets, tents, parade displays and circus artifacts set up in the Fred Alsop Gallery's 24x44 layout.

Geoff Stunkard, coordinator of the Heritage Day program, notes, "We love to have families come to see the Carter Museum, so we are following up on a program devised by our college students who administer the running of the Little Engineers Room. We look forward to having a sizable group of young people here, enjoying the railroad hobby just like

some of us older folks do. Somehow, these trains seem to make all of us feel younger!"

Members of the George L. Carter Chapter of the National Railway Historical Society and the Mountain Empire Model Railroaders (MEMRR) club will be on hand to demonstrate the model layouts, museum exhibits and other projects. Visit [www.memrr.org](http://www.memrr.org) to learn more about MEMRR.

The Carter Railroad Museum is open on Saturdays from 10 a.m.-3 p.m. Admission is free. The museum can be identified by a flashing railroad crossing signal over the back entrance to the Campus Center Building. Visitors should enter ETSU's campus from State of Franklin Road onto **Jack Vest Drive work their way East** to 176 Ross Drive.

The museum also includes a growing research library, a National Railway Historical Society chapter, docent opportunities and an oral history archive being established as part of the museum's programs. Information can be found online at

<http://johnsonsdepot.com/glcarter/cartermuseum.htm>.

For more information about the event, call Dr. Fred Alsop, the museum's director, at (423) 439-6838. For disability accommodations, call the ETSU Office of Disability Services at (423) 439-8346.

## TENNESSEE VALLEY'S SOUTHERN 2-8-0 #630 VISITS THE TRI-CITY AREA - April 5-6, 2014







**Florida East Coast "St Augustine"**



**Norfolk Southern**



**Norfolk & Western "Ohio State University"**



**Norfolk Southern**



**Norfolk Southern**



**Norfolk Southern "Louisiana"**



**Norfolk Southern "New Jersey"**



**Tennessee Valley**



**Norfolk Southern "New Jersey"**



**Unidentified Passenger Car**



**Tennessee Valley "Emporium"**



**Norfolk & Western**

**IT'S A WHAT?**  
**CAN YOU IDENTIFY WHAT THESE CARS**  
**WERE USED FOR?**

Paul Haynes came across these photos of Clinchfield flat cars #10131, #10124 and #10133. They have identical frames attached to the far ends of the care and a cement filled box made out of sheet steel. The cars would make interesting conversation pieces on any layout. Can you identify their use?

Paul and your editor know what they are. Give us your answer at the club or by email. Members with the correct answers can claim bragging rights over those who miss.



**MEMRR and GL CARTER NHRS CHAPTER PARTY**  
**THE SPRING FLINGAT ERWIN'S CHOO-CHOO CAFÉ'**  
**MARCH 21, 2014**









The Huron Mine Tipple - Big South Fork Railroad - Stearns Kentucky

## PROGRESS AT TUNNEL No. 4 FRED ALSOP WORKS HIS MAGIC



Fred Alsop at the approaches for Tunnel No. 4

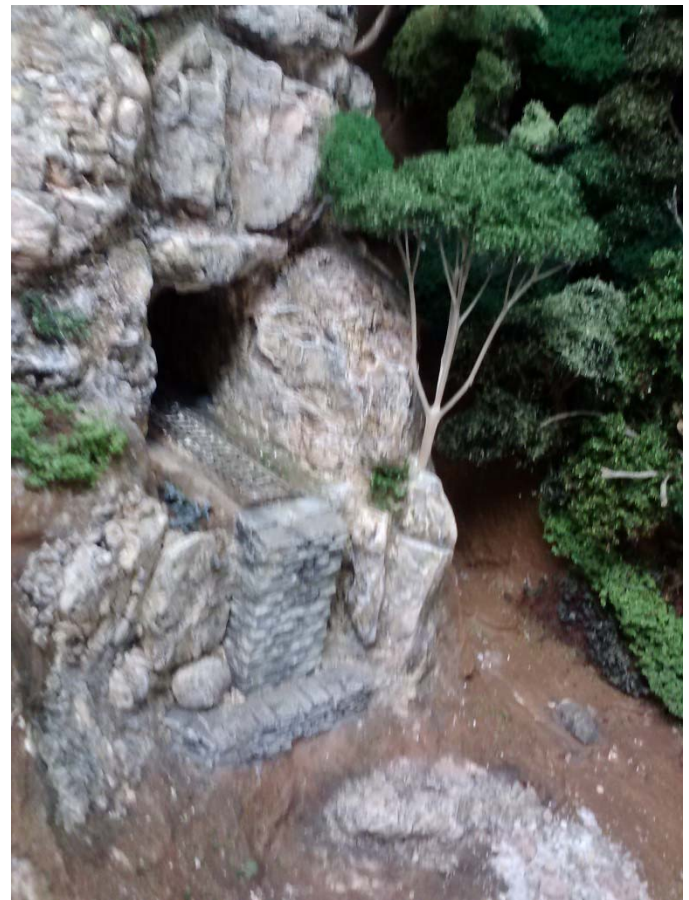
Fred Alsop has been making steady progress on the scenery at the upper region of the Doe River Gorge and the approaches to Tunnel No. 4. His rock casting scenery techniques have been featured in *THE SIGNAL BRIDGE* last year. He has tried several new techniques with ground cover with a more realistic forest floor as a result. The editor is hoping that Fred will grace *THE SIGNAL BRIDGE* updating his scenery techniques in a future issue.

The trees by Bear and his crew of tree makers have created an exceptional forest canopy. Fred has included several champion trees in each scene along with several stunning dead trees.

Fred was discovered working on the Doe River bed one Thursday night. He was placing small rock casting in the river bed. Next he colored the castings with Woodland Scenics washes which he diluted significantly. The deeper parts of the river will be painted and a covering of resin will be poured to simulate water. Ripples will be added as finishing touches.



Working Magic – Fred seals the colored rock casting with a mix of 1:1 white glue and water



The bridges for the gorge are done. Fred had to adjust the pier heights to have the approaches have the correct appearance



ALTOONA, PA and NORFOLK, VA, November, 2012 /PRNewswire/ – Norfolk Southern is placing a one-of-a-kind "Veterans Locomotive" into freight service on its system to honor people who have served in the military and reserves, especially those employed by the railroad. No. 6920 is an SD60E model that will operate primarily in general freight service. Its red, white, and blue paint scheme, and yellow ribbon with the message "Honoring our Veterans," was selected by a group of 18 NS employees representing all branches of the armed forces.

"At Norfolk Southern, we are very grateful for the service of our railroaders, their families, and all veterans," said NS CEO Wick Moorman. "The Veterans Locomotive is a rolling reminder of their contributions and sacrifice in the name of freedom." Some 450 NS employees, active military representatives, civic leaders, news media, and other guests of the railroad will attend two invitation-only unveilings of the Veterans Locomotive.

The first unveiling, at Norfolk Southern's shops in Altoona, Pa., where the unit was built and painted, is Thursday, Nov. 8. NS General Foreman Tim Strickenberger, a former U.S. Air Force staff sergeant who served as an F-16 aircraft mechanic during U.S. operations in the Middle East, and Trainmaster Calvin Law, a 26-year U.S. Navy veteran who served as a lieutenant commander during Operations Iraqi Freedom and Enduring Freedom, will speak about their military and railroad experiences. Keynote speaker will be Col. Grey Berrier II, deputy commander, 2<sup>nd</sup> Infantry Brigade Combat Team, 28<sup>th</sup> Infantry Division, Pennsylvania Army National Guard.

The second unveiling, at NS' Lamberts Point coal transload facility in the railroad's headquarters city of Norfolk, Va., is Monday, Nov. 12, which is the morning after Veterans Day. Chris Carter, NS conductor and chief warrant officer 2, Virginia Army National Guard, will address the guests about his military and railroad experience, and CEO Moorman will highlight NS' desire to attract even more veterans into railroad careers. Keynote speaker will be Col. William J. Davis, U.S. Marine Corps (retired), director of the MacArthur Memorial and executive director of the General Douglas MacArthur Foundation.

Painting the Veterans Locomotive involved 26 NS employees, two of whom are veterans, using 66 gallons of primer and paint over a 112-hour period. To the extent possible, No. 6920 has been kept under wraps while the work has progressed. With its non-traditional paint scheme, the locomotive joins NS' Heritage Fleet of 20 locomotives that were painted in the schemes of key predecessor railroad companies earlier this year in observance of NS' 30<sup>th</sup> anniversary.

Photos of No. 6920 will be posted on NS' web site and the Facebook, Twitter, Flickr, and YouTube social media sites after the Nov. 8 unveiling.

Over the past six years, Norfolk Southern has hired some 1,300 veterans, and today 14 percent of the total NS workforce – more than 4,200 employees – are veterans and members of the National Guard and Reserves. More information about working at Norfolk Southern can be found at [NorfolkSouthern-veterans.jobs](http://NorfolkSouthern-veterans.jobs).

Norfolk Southern Corporation (NYSE: NSC) is one of the nation's premier transportation companies. Its Norfolk Southern Railway subsidiary operates approximately 20,000 route miles in 22 states and the District of Columbia, serves every major container port in the eastern United States, and provides efficient connections to other rail carriers. Norfolk Southern operates the most extensive intermodal network in the East and is a major transporter of coal and industrial products.

SOURCE Norfolk Southern Corporation



## Model Train Travel

Redwood City, California  
6506702404

### *Biography and introduction*

My name is Anton Seckler. About 7 years ago, I overheard a conversation between two real American model train enthusiasts. They were talking about the great super layout in Hamburg, Germany and their desire to visit, but feeling uneasy about the prospect of traveling alone with no knowledge of German.

Having been Germanborn and raised + lived in the U.S. since 35 years + being married to an independent European travel agent, I had all the necessary tools to make the 2 gentlemen's dream come true right at my fingertips. And so the 1st escorted 'Model Train Travel' tour was created!

Today, many tours later we have developed a product that is truly unique and exciting... We organize fully guided tours for train enthusiasts through Europe: the UK, Chunnel, France, Germany and Switzerland.

Time spent on the tours is dedicated like so:

- 40% countries and their history, lifestyle, architecture, technology and culinary experiences
- 30% real trains (we ride them), and
- 30% model trains/layouts in all scales

This mix makes the tour interesting for accompanying ladies and friends as well = **3 tours in one.**

The 5-6 yearly tours are in essence the same, however some include special events like big steam festivals, automotive events or combinations with river cruises. Special tours for clubs or organizations are tailored specifically to their interests, timing, etc.

Our website [www.modeltraintravel.com](http://www.modeltraintravel.com) shows detailed information.  
We are very excited to meet you in person and answer all of your questions.  
We will also be at the York TCA Meet in Orange Hall.

Sincerely yours,  
*Anton Seckler, 'Conductor'*

### **This is a notice to all members of the MEMRR and the GLCC NRHS.** **Reminder of Change of Meeting Dates in April.**

Last month at the March business meetings of both the Carter Chapter NRHS and the Mountain Empire Model Railroaders member Jim Pahrts told us of a pending visit by a gentleman named Anton Seckler who leads tours of railroads in the western United States and in western Europe. It was with Anton that Jim traveled to Germany earlier this year to visit the world's largest model railroad.

Both clubs voted to delay their April meetings one week, April 21<sup>st</sup> (NRHS) and April 22<sup>nd</sup> (MEMRR) so that we could meet Anton and have him make a presentation to our clubs about his railroad tours. **He will be present only on Tuesday 22, April and his presentation will be only on that one night.** We have also planned to invite some of the surrounding railroad clubs to this meeting.

This is to remind the members of that change in our meetings schedule for this month only.

**MEMRR will meet on Monday, April 21.**  
**GLCC NRHS will meet on Tuesday, April 22.**

We will meet each night in Brown Hall, room 312 at 6:30. Thank you for agreeing to change our regular schedule for this special event.

Regards,  
*Fred Alsop*  
*President, George L. Carter Chapter NRHS*  
*President, Mountain Empire Model Railroaders*



Pick up your ET&WNC Pins today!

Pins are a \$5 donation.

All proceeds go to the Carter RR Museum  
and  
most will find their way into the Tweetsie project.

The green pin is for sale to the general public.

The Red, Black and Gold pin is for ET&WNC Historical  
Society Members Only.