



The Official Publication of the Southeastern Region of the National Model Railroad Association



The *SOUTHERNER*



Volume 57 No. 4.0

www.ser-nmra.org

Fall 2016



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The **SOUTHERNER**

Official Publication
of the
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Volume 57, Number 4.0



Fall 2016

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ON THE FRONT COVER: The "Highball to Indy" National Convention is now history. See photos on the Facebook page "nmra2016"; and on page 28

Editor, John Stewart
1103 Lake Forest Circle, Birmingham, AL 35244
205-901-3790 istew@bhamrails.info
Assistant Editor, Feature Articles, Joe Gelmini
770-460-8873 papagel@comcast.com
Advertising, Sally Bando
770-928-2135 sbandogeorgia@comcast.com

The **Southerner** is mailed to members of the Southeastern Region & interested parties who have paid the subscription rate of \$10.00/year. Material for publication is welcomed! Please send materials to the proper Editor.

All submissions become the property of **The Southerner** unless otherwise contracted. Do not send previously printed materials please!

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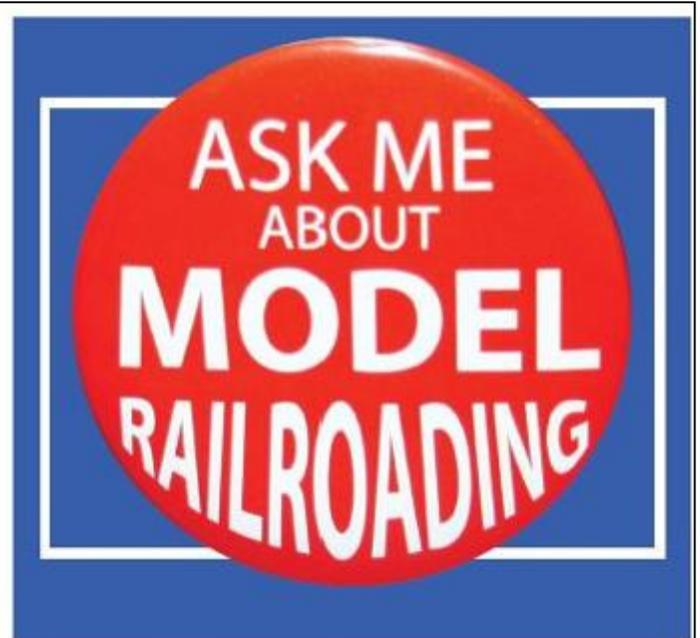
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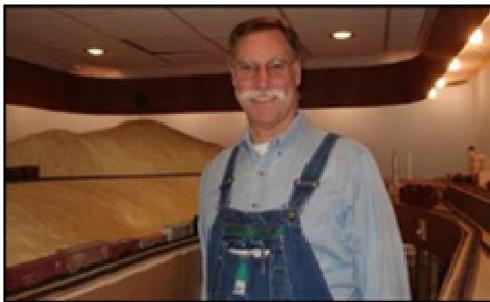
21 Easy Tips to Improve NMRA Member Retention & Recruitment



National Model Railroad Association

This new tri-fold brochure will soon be available for download on the NMRA.org website. Check it out to see tips for gaining and holding new NMRA members for your Division.

Editorial Page



Letters to the Editor are encouraged and are welcome. Please submit your letters to the Editor to John Stewart at jstew@bhamrails.info

While the Editor will use this page for traditional editorial content, we look forward to feedback from our readers. Letters submitted may be edited for content or length.

Hello again from the Editor's Desk

Another quarter has flown by and it is time to develop another issue of the SouthErneR Newsletter. I should say YOUR SouthErneR Newsletter — I only do the editing. This newsletter is a forum for our members to tell what they are doing and what is of interest to them in the wonderful hobby of model railroading.

As it turned out, I wasn't able to attend the Highball to Indy National Convention this summer — I certainly wish that I had been there. Based on the internet content about the convention it appears to have been well done and a lot of fun for the attendees.

We have some great locations coming up for National Conventions: Orlando, Kansas City and Salt Lake City in the next three years. But the site that I am most excited about, as is Mrs. Editor, is Birmingham, England in 2022. This location was announced from the National Board of Directors Meeting in Indianapolis in July.

I hope to attend all of the upcoming conventions, but I really hope to attend Birmingham, England. I love British railways, and the folks in Britain have preserved many operating steam engines, which is another passion of mine.

When I heard that the 2022 Convention would be in England I contacted a model railroad buddy, Chris Burch in Leicester, UK, who is a retired Episcopalian Vicar, known as the "Train Mad Vicar"! It's a bit of a story how we got acquainted but suffice it to say that Chris came to visit Birmingham, AL several years ago and we had a wonderful time.

If you have ever looked at our model railroad hobby as practiced in Great Britain, you may know that many layouts are somewhat different than those built in the United States. Many British layouts tend to be somewhat of a cross between our module and a large diorama. This is often due to the smaller layout spaces available in many British homes. But these smaller layouts tend to operate with off scene staging, and they tend to be very detailed and fine models of a specific scene or area.

So, in honor of our future UK (Inter) National Convention, I asked Chris Burch to share some of his work with us. Part One will be in this issue of the SouthErneR.

I am also gratified to say that we have more good submittals from our SER members, and these cover a good range of topics. I think that this is the best opportunity for YOUR newsletter — to publish articles written by our members.

On my home front, I can report that the BDMRR has gotten back into operation sessions again after a 9 month hiatus due to layout reconstruction — the FATBUTS project. Based on what we have seen so far the project is a success enabling smoother operations due to wider aisle width in the busiest part of the railroad. We have another article this month about operations.

Another project involved smaller scale "elective surgery" to upgrade and improve track work and spur capacity on the coal branch of the BDMRR. In that vein we will have an article start

this month about track, wheel and coupler maintenance.. These are things that enable you to gain more enjoyment out of a smoother running railroad, or to have your equipment operate more smoothly on a club or friends layout.

One "small detail" — and boy is it small — is an article on Z Scale. This is not my cup of tea, but it is for some folks. That is one of the things that makes model railroading so interesting is that everyone is "not like us". I believe it would be very boring if we were all interested in the very same thing. So, this quarter we'll have a view into Z scale.

Our recent Steel City Division meeting was about the recent Railway Prototype Modelers (RPM) meet held in St. Louis. If you aren't familiar with the RPM, they are a group which is focused on prototype modeling, researching and sharing prototype information and encouraging manufacturers to produce more prototypical models.

Researching prototype railroading as well as industrial history is a strong interest that I have, and that I apply to my model railroad efforts. I don't think my efforts are RPM level at this point, but I surely do enjoy digging to find out about what the prototype railroads and industries did. I also enjoy helping others do this type of research.

You've heard it said many times and many ways — our hobby has so many wonderful and interesting facets. Each of us will likely enjoy only some of these, but again, these different interests, talents and skills are what can make for wonderful modeling at the individual or club level.

So, in closing this quarter, here is how you can add to the SouthErneR Newsletter:

- Send letters to the Editor telling us what is on your mind.
- Send articles about what you are working on — all I need is two or three (or more) pictures and some notes/captions from you if you don't feel that you can write an article. Send it in and the Editor can do the rest.
- Send articles about a new product, tool or model that you have tried out recently. If it is of interest and value to you, then others may find it interesting as well.
- Tell about your division activities — we have regular space for this, but we don't always get content from all the Divisions. Work with your Division Secretary or Superintendent to submit a regular piece each quarter.
- Let the SouthErneR Newsletter know what is being done in your Division for outreach, recruitment and promotion of the hobby of Model Railroading.

I look forward to serving as your Editor. I would like to be just that — your Editor. To that end, I need YOU to submit material for the **SouthErneR Newsletter**. This is YOUR Newsletter — fill it up. And if you write something, send pictures to go with it.



Here's a great image from Birmingham's industrial history found on the University of Alabama online archives. The photo shows a narrow gauge "dinky" loco and two charging cars at a battery coke oven site. The location is not known but it may be from Central Iron & Coal's coke battery located at Holt, near Tusca-

loosa, AL. Central's facility was built starting in 1902 and made cast iron pipe. The coke works operated into the 1960's.

In the lower background there appears to be a mechanical coke drawing car and what appears to be a gasoline prime mover.

2017 SER Convention Steel City Division "Modeler's Challenge" Woodward Iron Co. RR Brown Ore Car

Update: It has been confirmed that these (10) cars were built by the Pressed Steel Car Co for the Woodward Iron Company in 1908. This is known to be a time when WICo was developing brown ore mines at Docray in Tuscaloosa County, AL. This ore would have been hauled to the WICo blast furnaces near Bessemer, AL, on L&N trackage.

The Woodward Iron Company of Birmingham was in business from 1882 to 1974 as a merchant iron maker, meaning they sold pig iron of various grades to the open market. In 1926 the company sought to expand their brown iron ore production by opening a new surface mine in the Russellville Ore District, Franklin County, [NW] AL. The 700 Series hoppers shown were 20 ton cars used at the Vance Brown Ore mine near Russellville, AL.

The car most likely has drop bottom doors and looking at the rivet layout it appears the inside of the hopper is rectangular — this is a guess. The photo includes a line of cars with some turned to show the other side. You can see this in the original image in the UA Archive. By the way, it is believed that the rail in this image is 60#; this yard is located next to the Woodward blast furnace complex which was located not too far from our venue. Today the

site is an industrial park but some foundations remain.

The University of Alabama Digital Archives has an extensive collection of Woodward material including this photo from the late 1920's. There are two other views of this car taken on the "high line" trestle at the Vance processing plant in 1929. More information is available on the 2017 Convention Website: www.2017serconvention.com. Do you have the skills to model this interesting car? You might use the approach of MMR Beaty for the "Burrito" crane featured in our Summer issue.

Go to the convention website and see what you can figure out about this interesting ore car. What clues can you figure out from the photo? Make your best model! Game On!





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The President's Car

Alan Mole



Word from the SER President:

With recent events, this maybe a little more difficult to write than usual.

Gene Nichol's [wife of Dr. Joe Nichols, Sr. MMR] passing has obviously put a damper on everything. From our perspective, Gene was a very important influence in making our SER Conventions successful and enjoyable especially for the non-rail participants! At our pre-meeting gatherings and dinners, Gene was always most welcoming and entertaining to all participants and she brought a sense of fun and dignity to the proceedings. She will be missed terribly.

We were up in Maine for the Narrow Gauge Convention and found it very hard to give much thought to model railways; however there is one important aspect that binds us and that is the comradery and fellowship that exists amongst those in the hobby. There is considerable mutual respect and goodwill, caring and understanding, perhaps because most of those present are in the "aging" group!

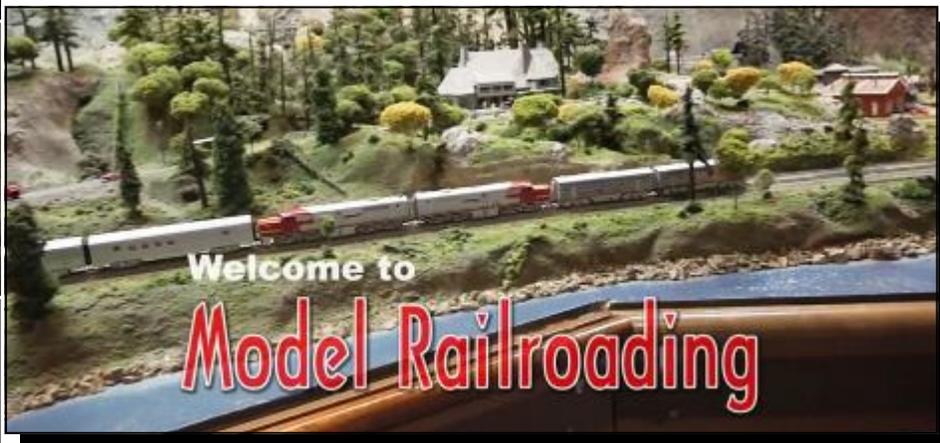
At the [recent] Board meeting I [made] a couple of changes to the agenda (in order to relieve the meeting of repetition, i.e. resuscitating old business) and emphasize the SER's role in assisting the divisions and, of course, planning our conventions to maximize exposure and, at the same time, give careful thought to future destinations that will encourage/entice participation. San Francisco, anyone?

We have to applaud the efforts of the past Boards and divisions that have worked very hard to provide our members with first-class events that hopefully, were as attractive, or perhaps more so, than the NMRA/National Convention. We are not in competition with National but we must be cognizant of our members' age and willingness to travel.

Finally, we do not pretend to be all-knowing as far as members desire and interest in our conventions, so we welcome their comments and input on this and indeed on any topic as we move forward.

Many thanks

Alan



Download video at <http://www.nmra.org/members/promotional-materials>



Education Department

Peter Youngblood, MMR

From the Board Meeting Report

[This quarter's column is taken from the Education Chairs report to the Board's Quarterly meeting, Ed.]

Re: Achievement Program & Miscellaneous:

As in the past, the Achievement Program continues to be very active throughout the Region. SER AP Chair Randall Watson will confirm the number of certificates Earned by SER members in his report.

Now posted to the "Members Only" section of the NMRA National website, is the Retention & Recruitment Tri-fold in PDF format. Any member is therefore able to download and print the tri-fold as a resource for helpful hints for R & R.

501(c)3 IRS status for all Divisions under the NMRA National umbrella is at a standstill. The three mid-Western Divisions who submitted their paperwork as a test platform were inconsistent in their filing and their applications were rejected by the IRS. The NMRA is currently consulting with a firm specializing in tax filings for further guidance. Stay tuned.

Re: BSA

On July 30, SER BSA Program Mgr. Howard Goodwin, MMR, and Piedmont Division counselors held the first BSA session at its new northwestern Atlanta location, the Covenant Presbyterian Church in Marietta. All in attendance appreciated the move from Kennesaw to the new location. The next Atlanta BSA session will be in Duluth on October 8, the first session when Scouts will work hands on to make-and-take a complete 50 ft. undecorated HO scale box car kit in place of solving a switching module puzzle. If successful, other Divisions with a Scout program will be encouraged to do the same.

Re: Contests

The "Rocket City Rails" SER Convention's Contest Room in Huntsville, AL had a good number and variety of entries both model and photography. Howard Garner, MMR, and Paul Voelker oversaw the proceedings and distributed all contest awards at that evening's banquet. A special note of thanks to both Howard who is stepping down as SER Contest Chair and to Ben Bartlett, MMR, who has now replaced him.

More Miscellaneous:

I'd like to suggest to all SER Superintendents to consider contacting their local Hobby shop to see if they'd be willing to advertise and host occasional weekend dates for youngsters (12-16?) to come in and build a simple model railroad kit (Accurail?) under the supervision of local NMRA members. A nominal charge, say \$10 per, would help defray the retail cost of kit with the remainder covered either by the shop owner or the Division. This would a large extent parallel the new BSA make-and-take trial run and could help us attract younger modelers to model railroading and the NMRA.

Kudos to John Stewart and Paul Voelker for the smooth transition they've accomplished with the SouthErner passing the baton from one editor to another. Great job, guys!

I've informed SER President Alan Mole that it's time for me to turn over my appointment as SER Education Program Manager. to someone else. Much as I've really enjoyed serving the SER in this capacity, 5 years is long enough and it's time to give fresh ideas an opportunity to be heard. I will continue to serve until a replacement is appointed.

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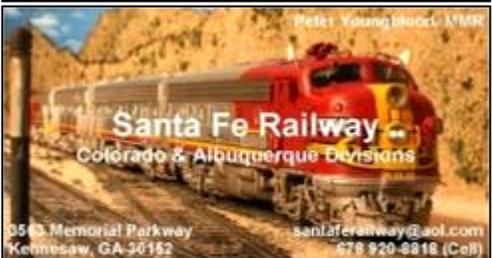
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Achievement Program

The following is from the NMRA.org website:

In simple terms, the Achievement Program (AP) is a travel guide, to help you on your journey through the world of model railroading. The AP also provides incentive to learn and master the many crafts and skills necessary in the hobby of model railroading. With the completion of each category, you will be issued a certificate acknowledging your achievement.

The AP requirements are a set of standards, but they can also serve as a set of guideposts for those who are new, near-new, and not-so-new to the hobby. Not because they lead to some sort of official pat-on-the-back, but because they are a source of ideas for projects that can help us learn to become better modelers.

Briefly, the AP is a system of requirements for demonstrating a superior level of skill in various aspects of our hobby. It covers not only building various types of models, but also building other things which are important to the hobby, such as scenery, structures, track work, and wiring. It also recognizes service to the hobby and the NMRA, which are important as well. Use the links on the right to explore the different certificates and requirements.

We hope that you will soon find just how easy it is to participate in the Achievement Program, and if you are not yet involved start you off on the right foot. Please visit the AP Staff Roster page to find contact information for your Regional AP Manager.

Master Model Railroader

An NMRA member qualifies as a Master Model Railroader when he or she has obtained at least seven of the eleven Achievement Certificates provided that he or she has earned at least one Achievement Certificate in each of the four areas of the Regulations. Earning the title of Master Model Railroader is the ultimate goal for many participants in the Achievement Program.

The 11 Achievement Program Awards by Category are:

Model Railroad Equipment

- Master Builder Motive Power

- Master Builder Cars
- Settings
- Master Builder Scenery
 - Master Builder Structures
 - Master Builder Prototype Models

Engineering and Operation

- Model RR Engineer—Civil
- Model RR Engineer—Electrical
- Chief Dispatcher

Service to the Hobby

- Association Official
- Association Volunteer
- Model RR Author

To qualify for the Master Model Railroader status, you must earn 7 of the above awards with the stipulation that at least one award must be earned in each of the 4 categories.

Golden Spike Award

Some people may be reluctant to participate in the AP, because the rules seem difficult to understand. The following pages explain each of the different categories in the AP, and what the exact requirements are.

If you are new to the AP, may we recommend that you take a look at the Golden Spike Award, although not an actual AP category its requirements are structured along the same lines.

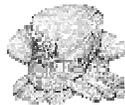
New Awards in our Southeastern Region this quarter are:



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**Golden Spike Award
Piedmont Division
Luther B. Grover III**



**Golden Spike Award
Steel City Division
Sylvester Ivory, Jr.**



Further Information is available at www.nmra.org



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Please note the passing of Hedi Hutchinson, wife of long time SER member Phil Hutchinson. Hedi passed on September 26, 2016 at home, surrounded by family. She was 92. Our thoughts and prayers go out to Phil and his family. Hedi and Philip were happily married for over 64 years.

Phil lives in Prattville, AL where he is active in model railroading with two local clubs as well as the Dixie Division of the NMRA.

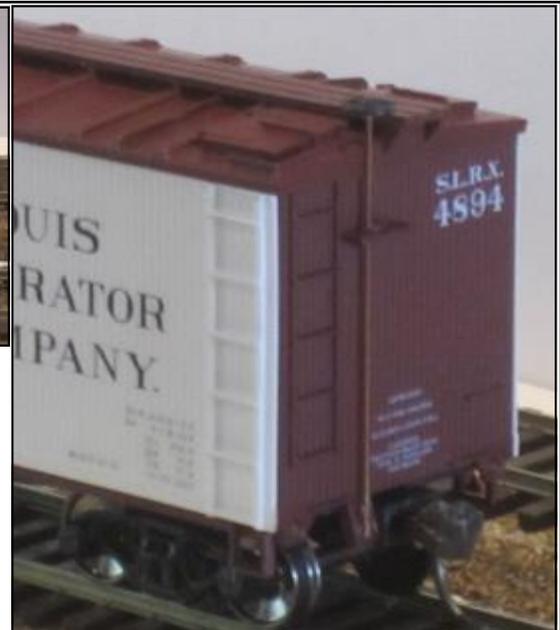




The **Mid-Continent Region of the NMRA** is offering as its current car project a set of six 40' wood refrigerator car kits lettered for the St. Louis Refrigerator Car Company. The cars are produced by Accurail and include trucks and Accumate couplers. Car numbers in this set are 4265, 4317, 4280, 4302, 4894, and 4836 and unique to this project.

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To order contact: <http://w.mcor-nmra.org/Regional-Car-Kit.php>



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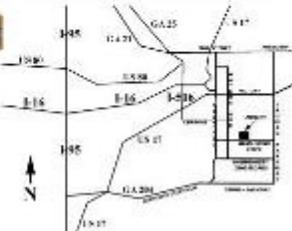
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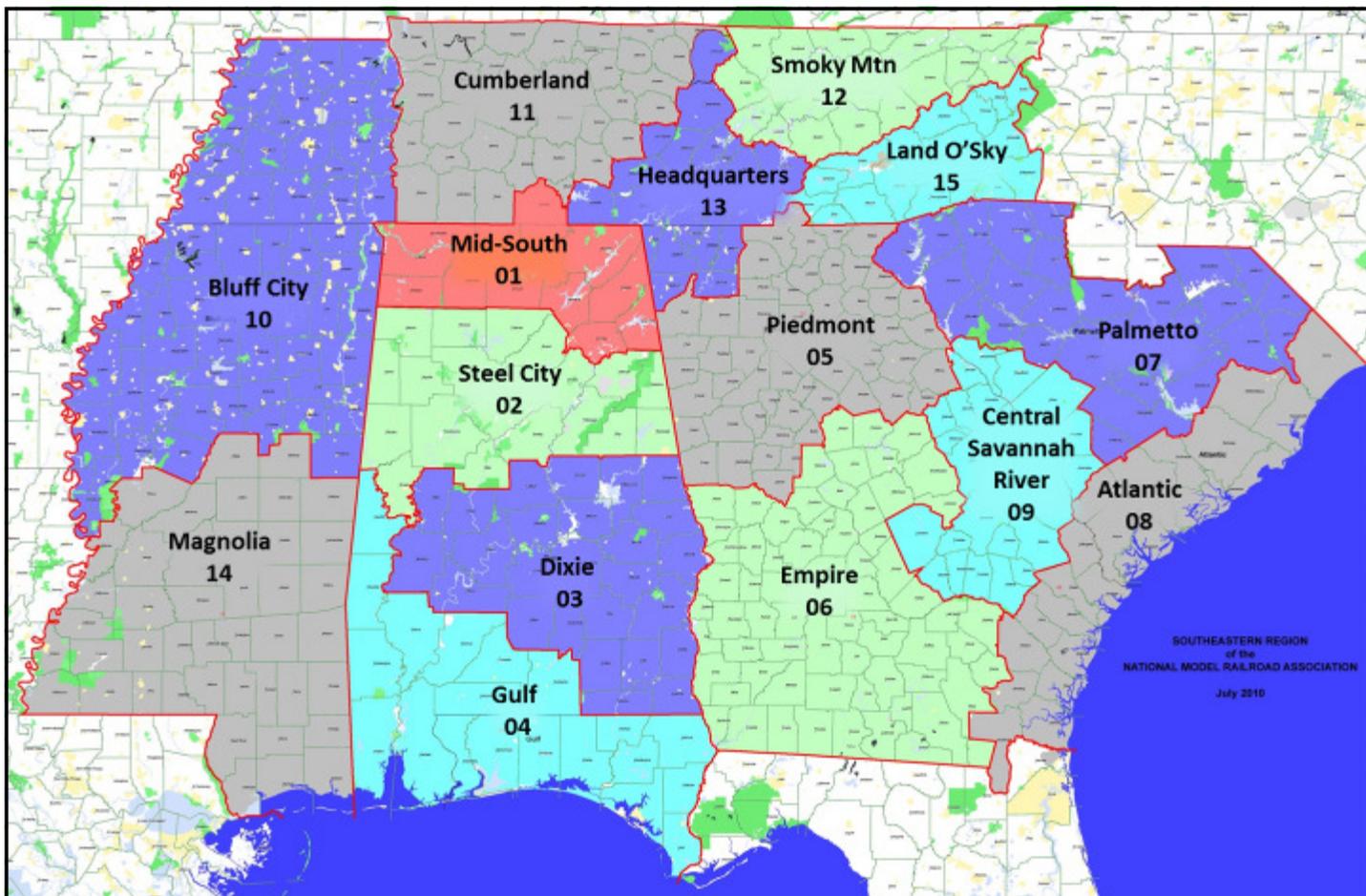
The car, offered in one road number, is injected-molded plastic featuring plastic wheelsets, Accumate couplers and separate brake detail. Orders of two or more cars includes a free easy-to-install replacement decal set, twelve numbers in all.

Cars are available at \$23 each plus shipping \$6.00 for one car. Two cars shipping \$7.00. Three or Four cars shipping \$8.00.

COST BREAK - when ordering four or more cars only \$20 per car plus shipping of \$8.00. Orders of more than four cars add an additional \$1.00 per car for shipping.

Check or money order payable to:
SER-NMRA c/o Randall Watson SER Car Project
730 Morning Creek Lane
Suwanee, Ga 30024

For additional information contact Region Car Chair Randall Watson at: randallwatson1@bellsouth.net



OFFICERS

President: Alan Mole 770-315-7244 alanmole@bellsouth.net
8370 Colonial Place, Duluth, GA 30097

Vice-President: James A Black (850)914-0002 black@novatechnologies.com
429 S. Tyndall Pky. Ste. S, Panama City, FL 32404-0002

Secretary: George Gilbert (615) 352-1254 grgilbert@comcast.net
750 Rodney Drive, Nashville, TN 37205-3016

Treasurer: Sally Bando 770-928-2135 sbandogeorgia@comcast.net
1258 Hendon Road, Woodstock, GA 30188-3073

DIRECTORS

Exec. Advisor: Glen Hall, MMR (850) 982-2795 gnglen@cox.net
609 Phyllis Street, Pensacola, FL 32503-2026

Director (2018): Paul V Voelker 770-530-0966 voelkerpv@msn.com
6438 Paradise Point Road, Flowery Branch, GA 30542-3143

Director (2018): Howard Goodwin, MMR 770-529-2103 horn69@bellsouth.net
79 Cross Branches, Acworth, GA 30101-7705

Director (2020): Larry Burkholder (865) 408-9903 labtexan@chartertn.net
206 Coyatee View, Loudon, TN 37774-2172

Director (2020): Howard Garner, MMR (864) 878-4705 cascaderail@bellsouth.net
P. O. Box 826, Pickens, SC 29671-0826

COMMITTEE CHAIRMEN

AP Program: Randall Watson 770-831-5736 randallwatson1@bellsouth.net
730 Morning Creek Lane, Suwanee, GA 30024-7052

BSA Coord'r: Howard Goodwin, MMR 770-529-2103 horn69@bellsouth.net
79 Cross Branches, Acworth, GA 30101-7705

Contests: Ben Bartlett, MMR 828-883-2799 b3j2c@yahoo.com
P. O. Box 2437, Brevard, NC 28712-2437

Conventions: Fred Coleman 828-699-0983 fred_coleman@bellsouth.net
P. O. Box 361, Naples, NC 28760-0361

Education: Peter Youngblood, MMR 770-966-1661 SantaFeRailway@aol.com
3563 Memorial Parkway NW, Kennesaw, GA 30152-2435

Education Asst.: James A Black (850)914-0002 black@novatechnologies.com
429 S. Tyndall Pky., Suite S, Panama City, FL 32404-0002

E-Newsletter: Rick Coble 770-279-2523 rvcoble@yahoo.com
3278 Spring Wind Ct, Lawrenceville, GA 30044-4838

Good & Welfare: David R Anderson 828-277-9092 dranderson1980@att.net
69 Ballantree Dr., Asheville, NC 28803-2065

Historian: Joe Nichols, Sr. MMR (770) 396-6447 deltarr@mindspring.com
4554 Chadwell Lane, Atlanta, GA 30338-5604

Honors/Awards: Larry Smith, MMR (205) 988-5365 wooddale@bellsouth.net
1774 Wooddale Cir., Pelham, AL 35124-1019

Legal Counsel: Daniel R. Mason 770-928-8618 Daniel@Masonlawfirmga.com
3000 Creekside Way, Marietta, GA 30066

Membership: Rick Coble 770-279-2527 rvcoblenmra@gmail.com
3278 Spring Wind Ct, Lawrenceville, GA 30044-4838

Mini-Meets: Alan Mole 770-315-7244 alanmole@bellsouth.net
P.O. Box 2173, Suwanee, GA 30024-0977

Registrar: Steve Prevette (803) 392-7684 prevette@atlanticbb.net
356 Ashley Ct., Graniteville, SC 29829-3940

Webmaster: Scott Povlot 770-569-4678 povlot@bellsouth.net
13405 Avensong Crossing, Alpharetta, GA 30004-7445

Asst. Webmaster: Steve Prevette (803) 392-7684 prevette@atlanticbb.net
356 Ashley Ct., Graniteville, SC 29829-3940

DIVISIONS

1 Mid-South: Sandy Warrington 256-617-8098 wewarrington@msn.com
281 Shortleaf Lane, Harvest, AL 35749

2 Steel City: John Stewart 205-901-3790 jstew@bhamrails.info
1103 Lake Forest Circle, Birmingham, AL 35244

3 Dixie: Brett Scott 334-799-3096 davidbrettscott@gmail.com
803 Durden Rd, Prattville, AL 36067-1534

4 Gulf: Reed Ostrander 850 830-6331 drostrander@bellsouth.net
7622 North Shores Dr, Navarre, FL 32566-8411

5 Piedmont: Peter Youngblood, MMR 770-966-1661 SantaFeRailway@aol.com
3563 Memorial Parkway NW, Kennesaw, GA 30152-2435

6 Empire: Bill Attaway 478-954-9200 attawayw@mac.com
118 Lenox Drive, Bonaire, GA 31005-3604

7 Palmetto: Ron Lown 864-845-3260 rlow3260@gmail.com
108 Saddle Horn Ln., Piedmont, SC 29673-9184

8 Atlantic: Carl S Blum 843-559-3757 carl.blum@comcast.net
865 Brownswood Road, Johns Island, SC 29455-3238

9 Central Savannah River: Robin Riley 803-226-9536 robindirley@gmail.com
191 Twin Ponds Ln, Aiken, SC 29803-1713

10 Bluff City: Mike Fleming (901) 467-7138 mrfleming@netzero.net
2676 Satellite Street, Bartlett, TN 38134-4642

11 Cumberland: Bob Hultman (615) 833-5158 hultman@bellsouth.net
1305 Chestnut Drive, Brentwood, TN 37207

12 Smoky Mt.: Larry Burkholder (865) 408-9903 labtexan@chartertn.net
206 Coyatee View, Loudon, TN 37774-2172

13 Headquaters Co-Chairs: Roy Masterson (423) 227-0334 rwmasterson@epbf.com
3502 Glendon Dr, Chattanooga, TN 37411-4114
Tom Shallcross 931-484-7565 chipmonk4@comcast.net
14 Briar Court, Crossville, TN 38558-8810

14 Magnolia: Pat McCarty (601) 955-0510 (cell) maccars@att.net
3815 Rebecca Ct, Jackson, MS 39216-3719

15 Land O' Sky: Ken O'Brien 828-696-9436 kobrien1600@live.com
550 Patterson Road, Hendersonville, NC 28739



Southeastern Region Division News



Division 1 – Mid South — Sandy Warrington

281 Shortleaf Lane, Harvest, AL 35749 256-617-8098 wewarrington@msn.com

Life is returning to normal now that the Rocket City Rails convention over. I would like to thank all who attended the convention. Based on comments received, everyone enjoyed the convention.

A week after the convention our Treasurer and the Convention Registrar, Tom Albro, died suddenly. The Division is assisting Tom's widow in liquidating Tom's collection.

The Division membership is holding at 49. Ten to fifteen members continue to meet monthly. Besides the usual business, time is

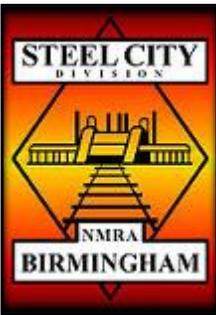
provided at each meeting for members to make a presentation on a model or technique.

The November meeting will be held at the Decatur Depot. The depot is currently being renovated and work has started on a display layout. After the November meeting, the attendees have the opportunity to join a layout work session.

<http://midsouthnmra.org/MidSouth.php>

Division 2 — Steel City — John Stewart

1103 Lake Forest Circle, Birmingham, AL 35244 205-901-3790 jstew@bhamrails.info



The Steel City Division in Birmingham, AL meets monthly (except December) on Thursday evenings.

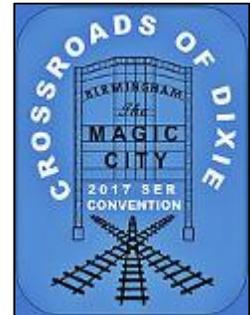
Check our website www.scd-nmra.org for meeting information as well as other information about the Division, its members and activities.

You can also download our electronic newsletter "The Coupler" which is emailed monthly to Division members, friends of the Division and other interested parties.

We welcome visitors to our meetings and other activities including layout tours, operations sessions and other events.

The Steel City Division will be hosting the **2017 SER Convention and Train Show June 9th and 10th, 2017** at the Bessemer Civic Center in metro Birmingham. Plan now to attend. For more information see the convention website for convention plans

www.2017serconvention.com



Division 3 — Dixie — Brett Scott

803 Durden Rd, Prattville, AL 36067-1534 334-799-3096 davidbrettscott@gmail.com

The Dixie Division covers a large area of SE Alabama with groups in the Montgomery/Prattville area as well as the Dothan/Enterprise/Ozark area. There are very active clubs in both of these areas of the Division that support open houses, layouts and a Train Show. Currently the club activities essentially take

the place of formal Division meetings.

See the Club Car page of the SouthErneR for more information, contacts and websites. Visitors are welcome — call ahead.

Division 4 — Gulf — Reed Ostrander

7622 North Shores Dr, Navarre, FL 32566-8411 850 830-6331 drostrander@bellsouth.net

On October 20 to 29 there will be lots of fun and great rides at the Interstate Fair in Pensacola on route 90. Don't miss the model railroads and classic cars in the Frenkel Hall at the east end of the midway.

On November 19th and 20th is the Pensacola Railfest 2016 Model Railroad Show and sale at the Hadji Shrine, 800 West Nine Mile Road just east of US route 29 and 2 miles north of I-10. Lots of vendors and a bunch of model railroads at this show just before Thanksgiving. Good time to start thinking about Christmas.

The Gulf Division covers 10 counties in Florida's Great Northwest (Western Panhandle) as well as 10 counties in southwest Alabama. Metro areas include Mobile, AL, Pensacola, Ft. Walton Beach and Panama City, FL.

There are active groups in each of these larger communities — see listings on the Club Car page in the SouthErneR. In addition there are active groups at Milton, FL as well as Foley, FL.

Division 5 — Piedmont — Peter Youngblood, MMR

3563 Memorial Parkway NW, Kennesaw, GA 30152-2435 770-966-1661 SantaFeRailway@aol.com



<http://www.piedmont-div.org/>

Holy Innocents' Episcopal Church
805 Mt. Vernon Hwy. N.W., Atlanta, GA 30327
Board of Directors Meeting—6pm; Regular meeting—7pm See website for directions.

Hard to believe, but fall and winter are soon with us once again. For the Piedmont Division a busy 3rd quarter ends, and an activities busy 4th begins.

June 11th members Brian



Sandberg and Jim Travis represented the Piedmont Division at the annual Chatsworth, GA "Railroad Day" event. Displaying a portable HO layout furnished by member Walt Liles, they greeted visitors with NMRA and Division handout materials.

End of July was the first BSA Railroad Merit Badge session at its new location in Kennesaw. Howard Goodwin, MMR, and SER and Piedmont Division BSA Program Mgr., reported everything went well.

Mid-August was the month of our annual Achievement Program Train In' Camp clinic given by Region and Division AP Chair Randall Watson and me. Usually well attended, we only had one member register for the 2 hour clinic. However disappointing the lack of participants this time around, sole attendant Mike Cummings was the beneficiary of two-on-one instruction. I think we may have worn him out!

In mid-August, Director of Operations Walt Liles joined me in a model railroading presentation solicited by the Northern Perimeter (Sandy Springs) Optimist Club. This the 5th presentation so far this year solicited by one of our local civic organizations. An excellent opportunity to promote model railroading to a mostly senior audience who work with youngsters, we look to welcoming further opportunities.

August 27th was the date of the 51st Annual Atlanta Model Train Show. Royal Bruce, Director of Personnel, and his team of volun-

teers manned the Division booth at the event which, for the first time, included a new test track built by Brian Glock.

Please join us weekends from **Oct. 15 – Nov. 20 for the 14th Annual Piedmont Pilgrimage**, a chance to visit 85 home layouts throughout the Atlanta area. It's a great way to see what your fellow modelers are doing and a sure way to pick up a few tips.

November is also the month of our **Division elections**. Term limited as Superintendent, this therefore is my last Division Report. I'll be looking to help my successor any way I can. My heartfelt thanks to all for the privilege you gave me to serve you. It's been a team effort and a great ride. See the Division website under "Officials" to see where you can consider serving or you can contact Nominating Committee Chair, Chuck Hoesch @ hoesch@brmemc.net for assistance.

Peter Youngblood

You can enjoy a comprehensive video overview by Gerry Leone, MMR, of "What goes on at a model railroading convention" simply by going to www.nmra.org and clicking on the title displayed on the home page. But even if you can't get away, our Director of Operations has lined up clinicians and open house layout tours that will entertain and educate us as we go through the summer months. The Piedmont Division is always active all year long.

Division 6 — Empire — Bill Attaway		
118 Lenox Drive, Bonaire, GA 31005-3604	478-954-9200	attawayw@mac.com

The Empire Division covers a large part of southern Georgia including the cities of Columbus, Macon, Albany and Valdosta.

There are active groups listed in the Club Car page for each of these areas.

Division 7 — Palmetto — Ron Lown		
108 Saddle Horn Ln., Piedmont, SC 29673-9184	864-845-3260	rrown3260@gmail.com

The next division meeting will be held on **October 29** at The Cottages at Brushy Creek (101 Cottage Creek Cir, Greer, SC). Activities will include a swap meet, model contest, Tips & Techniques contest, 2 clinics (topics to be determined), a business meeting, and home layouts to visit. Doors open at 8:30a and meeting begins at 9:30. Home layout tours after lunch.

Division covers a large part of inland South Carolina including the major cities of Greenville/Spartanburg, site of the 2015 SER Convention and Columbia.

Plans for additional meetings and alternate locations and activities are underway. Many members are associated with model railroad clubs and railroad historical societies.

The Division maintains a great website that provides information on activities and meetings. Meetings are generally held on a Saturday during the Fall and Spring. Format includes clinics in the morning, lunch and layout tours in the afternoon.

Division 7 (Palmetto) currently has 101 members. The Palmetto

Recent Division meetings have been held at Greer, SC midway between Greenville and Spartanburg, SC

<http://www.palmettodiv.org/>

Division 8 —Atlantic — Mark Pruitt		
106 N Warwick Trace Goose Creek, GA 29445-7105	(843) 572-1725	mark@mabrunton.com

Hello from your Atlantic Division Here is a general template for Division meetings - short business meetings followed by clinics and layout and/or prototype visits to round out a day of activities.

this issue.

Our next meet is scheduled for **October 15 at 10 AM at the Georgia State Railroad Museum at 655 Old Louisville Rd. in Savannah**. All interested are welcome to attend. The agenda will be published within the next week or so.

With confirmation of officers an appointment of area coordinators at our July meeting, the Atlantic Division is now up and running as an active division of the Southeastern Region.

Between the end of April and the end of August, 2016, division membership has grown from 45 to 52. That's an increase of about 16%.

The Atlantic Division stretches about 50 miles inland along the coast of Georgia and South Carolina including the cities of Brunswick, and Savannah, GA as well as Hilton Head, Beaufort, Charleston and Myrtle Beach, SC.

The Charleston Area Model Train Club's 5th Annual Train Show to be held November 19 & 20, 2016. See Upcoming Events

Mark Pruitt (nee Brunton)
Division Superintendent

Mini-Meet Successfully Completed

The Central Savannah River Division hosted its second regional "Mini Meet" in Aiken SC in September, 2106 The event included operating sessions, clinics, site visits, and the Regional Board Meeting. Elections for new officers for the division were also completed. The new Superintendent will be introducing himself in the next SouthErneR.

Operating Sessions

Tuesday night operating sessions have resumed. We did try some Saturday sessions over the summer, and all of the layout owners ended up taking breaks for model railroad maintenance, construction, or business travel.

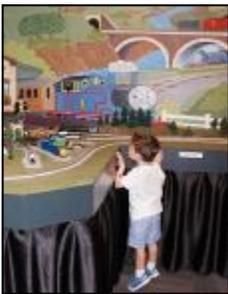
As of October, we will be back to offering a session every Tuesday night on the Burnt Hills and Big Flats, See the bhbfbf.weebly.com website for announcement of future Tuesday night and Saturday afternoon operating sessions.

Election of Division Officers

Elections were held in September with the following nominees elected:

- Robin Riley, Superintendent
- Jack Connors Vice Superintendent
- Don Barnes Secretary
- Andy Chandler Treasurer

Steve Prevette
 (Former) Superintendent CSR Division



The Bluff City Division is a very large Division covering western Tennessee and northern Mississippi. The cities of Jackson and Memphis, TN are included as well as Columbus and Tupelo, MS and a number of other towns.

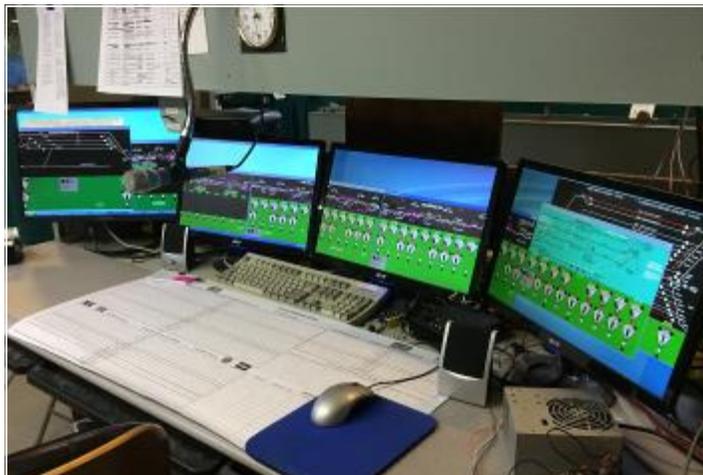
Current leadership of the Division is focused in Memphis and centered around the Memphis Railroad and Trolley Museum (MRTM).

On October 22, The Big River Crossing, the pedestrian walkway across the Mississippi River on the Harahan Railroad Bridge is opening. This will be a huge event with an estimated 50000-100000 attending. Union Pacific is bringing 844 to the event.

On October 23 Grenada Railroad is doing an excursion from Horn Lake Ms. to Batesville MS and return as a benefit for the Memphis Railroad and Trolley Museum. The train is painted in Illinois Central Orange and Chocolate passenger colors. Powered by 2 E8's. The website for ordering tickets is: <http://www.grenadarail.com/ride/batesville-express/>



On Saturday, November 26, the Bluff City Div. and the local Model Railroad Clubs will have an open house at AZO 4445 Malone Rd. Memphis Tn. 38118. This is the site of all of the local club layouts with 6 model railroads here. It will go from 10 AM to 5PM. This was on the home layout tour for the 2014 Convention. All SER members are invited to this open house.



Memphis clubs have a great situation with a “home” at **AZO** a local manufacturing site. They make their second floor space available for layouts. We are working with local clubs to organize a fall open house at AZO where the local club layouts are located. Many who attended the 2014 convention visited AZO. The clubs have made many improvements and we will get the information out so anyone in the region can visit the open house.

The photos above and to the right show scenes from 2 of the 6 layouts at AZO for both N, above and top right, and HO scale lower right. These were taken at the SER Convention in 2014.



Division 11 — Cumberland — Bob Hultman		
1305 Chestnut Drive, Brentwood, TN 37207	(615) 833-5158	hultman@bellsouth.net

Keep up with activities in the Cumberland Division by visiting their website: <http://tcry.org/cd/index.htm>

The Cumberland Division had a successful Day Out With Thomas (DOWT) The Tank Engine the first two weekends in September. This is the 15th consecutive year that Tn. Central Ry Museum & Cumberland Division have hosted DOWT.

Cumberland Division just completed a 10 day run with its HO modular RR at the TN State Fair in Nashville. The RR was 18' x 46' in size. The railroad was reduced in size compared to the 2015 size because the “rabbits” exhibit moved into the north end of the Exhibitors Building our regular venue. Attendance at



at the Fair was about the same as last year, a little over 100,000.

The Fair was about the same as last year, a little over 100,000.

The Division has 2 events coming up in mid-November, the Fall Division meet on November 19, and the Adventure Science Center's Whistlestop Weekend on Nov 17-20. So, we'll have to run the Division Meet & also operate the HO & N scale modular RR's at Whistlestop Weekend.

The next event in 2017 will be our Spring, 2017 Division Meet held in conjunction with TN Central Ry Museum Open House.

Also, the TC Ry Museum's hobby shop has received the Atlas HO Alco C420 locomotives, road numbers 400 & 401, both sound & non-sound versions. Over the years, Atlas has released Alco RS-3's, Alco RS-36's & now C420's painted & lettered for TC Ry. Atlas has also released a couple versions of TC cabooses. Cumberland Division appreciates Atlas for their support with HO scale offerings of TC Ry locomotives and rolling stock.

Bob Hultman Division Supt

Division 12 Smoky Mt.: Larry Burkholder		
206 Coyatee View, Loudon, TN 37774-2172	(865) 408-9903	labtexan@chartertn.net

We currently have 65 members in the Smoky Mountain Division. We hold quarterly meetings; an average of 16-20 members attend.

Our last regular quarterly meeting was held at the Bass Pro Shop in Kodak on Thursday, September 8th. Twenty-four were in attendance, including six guests. Our guest speaker was Shane

Wilson, President of Scale Trains. He talked about the company and the four lines of products they are offering for HO and N scale model railroading.

A collection of HO structures from Paul Locher's layout were displayed and offered for sale. Paul is our division's only Master Model Railroader. Paul has had to go into an assisted living facility and dispose of his extensive model railroading collec-

tion. About \$800 has been collected for Paul's buildings.

A somewhat reluctant slate for 2017 division officers has been developed for membership voting. All positions except Secretary are up for election. A ballot will be sent out by email. Our next meeting will probably be our New Year Kick-off Dinner in early January. Visitors are always welcome at Smoky Mountain Meetings.

Division 13 — Headquarters — Co-Superintendents

S District Roy Masterson (423) 227-0334 rwmasterson@epbfi.com

N District Tom Shallcross 14 Briar Court, Crossville, TN 38558-8810 931-484-7565 chipmonk4@comcast.net

The Headquarters Division is located in the western part of East Tennessee including the Chattanooga metro area in the south (including some counties in North Georgia, as well as the city of Crossville, TN, in the northern part of the Division. The Division is divided into two Districts, north and south, with Co-Superintendents noted above.

Roy Masterson has been selected as the new (Co) Superintendent of the Southern District of the HQ Division. He is an active operations oriented model railroader (Louisville Southern MRR).

A Social Meeting including the North and South Districts was held on September 17th, 2016. One of the issues addressed was the actual area covered by each of the Headquarters Division Districts. The areas are defined as:

Headquarters North District — The Tennessee Counties of Pickett, Fentress, Cumberland, Van Buren, Bledsoe, Rhea and Meigs. Almost all members of the Division are members of the **Crossville Model Railroad Club**.

Headquarters South District — The Tennessee Counties of Franklin, Marion, Grundy, Sequatchie, Hamilton, Bradley, McMinn, Monroe and Polk as well as **Georgia Counties** Dade, Walker, Catoosa, Whitfield, Murray, Chattooga and Gordon. Several members of the Southern District are also members of the **Chattanooga Modular Modelers**

From our perspective, the two part Division is working well. We hope that creating two Districts will have an overall positive impact by increasing participation throughout the HQ Division. That has been the short term positive result.

Division 14 — Magnolia — Pat McCarty

3815 Rebecca Ct, Jackson, MS 39216-3719

(601) 955-0510 (cell)

maccars@att.net

The Magnolia Division is located in southern Mississippi and includes the larger cities of Jackson, Meridian, Hattiesburg and Gulfport, MS,

Presently, we have 27 active NMRA members. We are going to be working to identify all the model railroaders in the division, with the goal of increasing membership and participation.

There are three active clubs in the division: Meridian, Jackson (The Jackson Society of Model Railroad Engineers and the Central Mississippi Model Railroaders), and Gulfport (Mississippi Coast Model Railroad Club).

Meridian meets every Saturday morning at the Meridian Railroad Museum, located at the old Southern Depot. It is a beautiful facility, and well worth a trip over to visit. The city has spent tons of money on the depot and its environs, and it is a gem in the

Queen City's crown.

The CMMRRC meets every Tuesday evening at the Mississippi Agriculture Museum, where they have a beautiful display layout depicting agricultural scenes from across the state. Members also get together on Saturday mornings to run trains for the museum patrons. The JSMR has a pair of very nice layouts in the same facility – one is O scale, the other Lionel. All of these layouts are available for visitation throughout the day during museum hours with trains running automatically on demand.

The Gulfport club operates the Mississippi Coast Model Railroad Museum (<http://www.mcmrcm.org>), which is open to the public Tuesday through Saturday, and provides viewing of all kinds of model railroad layouts and equipment – with plenty of hands on experiences for kids of all ages.

Division 15 — Land O' Sky — Ken O'Brien

550 Patterson Road, Hendersonville, NC 28739

828-696-9436

kobrien1600@live.com

Land O' Sky Division meetings are held quarterly on the third Saturday of January, April, July & October. Locations vary. **Call (828) 696-9436** for program information and directions.

The Division held its Summer meeting at the Deerfield Retirement Community Center on July 16, 2016. We had twenty-one NMRA members and no guests present. Superintendent Ken O'Brien began the meeting at 9:30. We introduced Bill Raymond, who recently moved to Hendersonville from the Piedmont Division and Jasper, GA. Dr. Dan Lang did an excellent PowerPoint presentation about the National Convention in Indianapolis, followed by Favorite Model / Show and Tell by members.

Ken O'Brien proposed a hands-on weathering clinic at our next division meeting on October to be held in the Deerfield facility.

Ken also asked for a sign-up for the Autumn Rail Train Show, hosted by the N Trackers at the WNC Ag Center, adjacent to the Asheville Airport on 7/8 October.

The Convention Committee met on September 18 to discuss various items needed for inclusion in advertising we will be using for the 2018 Convention. The Division is proceeding with various tasking for the proposed 2018 Region Convention. We will hold another meeting soon to share out the various jobs to be performed.

Why Model Zee?

By Glen Hall, MMR

[Photos provided by author unless otherwise noted]

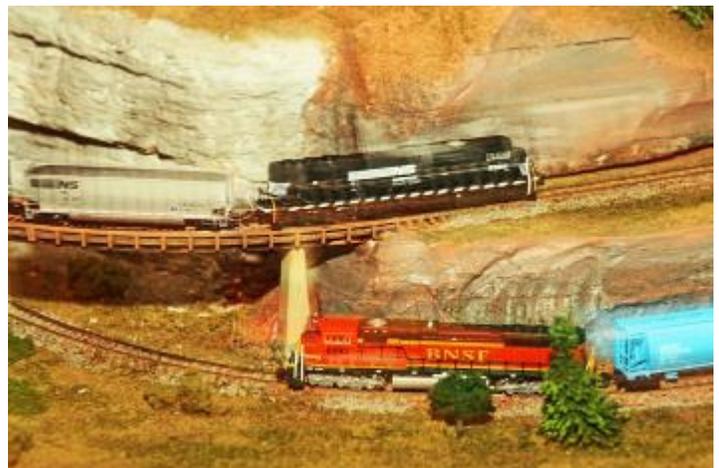
That's a question I have been asked many times especially since I am an N scaler. Others include; how can you see it's so small, what power magnifier do you use, isn't it hard to put it on the track, as you get older, why go smaller, etc.? So, why model Z scale which is 1:220th! Unless you get carried away, the layout itself will not need a lot of space, the same goes for loco's and rolling stock storage. These days you can buy almost everything in Z that you find in N and HO including Digitrax decoders.

Actually it all started about seven years ago when a couple of friends and I decided that since none of the area train shows featured a Z-scale layout, we would build one. The design was 3' x 5' with two separate tracks on two levels winding around and

MT's has greatly improved and has some nice loco's and they produce a large array of rolling stock, trackage and some fine laser cut structures. Full Throttle is another company that specializes in one of a kind rolling stock. They come weighted properly and have MT couplers. Structures abound in brass, plastic and beautifully detailed wood craftsman quality laser kits.



There is a downside to modeling Zee however, loco's and rolling stock are more expensive than N and HO. The SD751's below are \$189.00 each and the passenger train above is \$350 +.



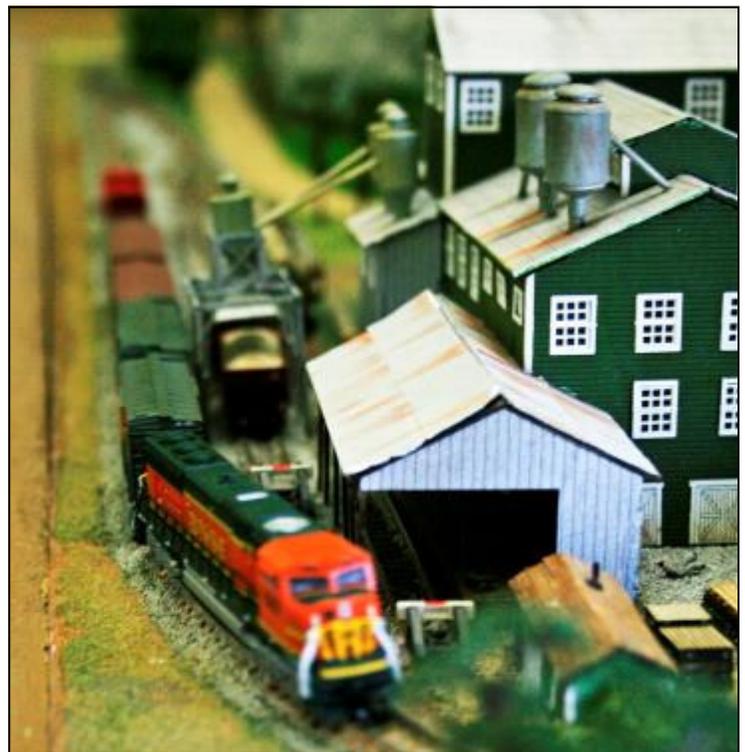
through a mountain. A short auto-reverse track was added on top of the mountain. The mountain top is removable in order to clean the track inside the two tunnels. Flex track was used with the roadbed created from automobile gasket material. My two friends only lasted about a year, so the layout became mine. I continued to improve by the addition of more American structures, people and vehicles.

Just seven years ago most all things Zee came from the German company Marklin ergo everything was European. Micro-Trains was one of the first in the US to produce locomotives, so I purchased a Great Northern F7. It was absolutely terrible! It didn't run smoothly, was noisy and underpowered. I wound up sending it back twice. This was one of the factors that caused one friend to quit.

Today there are some great manufacturers of Zee locomotives, American Z Line being what I consider the top of the of the line.

I am sorry to say the layout was mostly destroyed last year when we received 25 inches of rain in 36 hours. I had placed it in public storage facility with some of my personal belongs. It wound up standing on end in about 20 inches of dirty water for 4 days. Plaster and insulation foam just dissolve. Fortunately, all structures were safe and sound at home.





Malmesbury— Great Western Ry Branch Line An N Gauge British Railway Layout

Author Chris Burch is a retired vicar (Episcopalian minister) living in Leicester, UK. He visited cousins in Alabama in 2010 and met John & Nancy Stewart there. Chris's great-grandfather Charles Schiff was president of the Alabama Great Southern for a few years in the late 19th century, so railroads are in his blood!

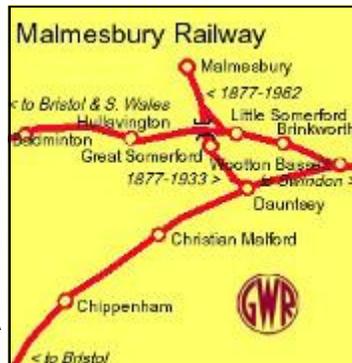
Introduction [NMRA Convention is in Birmingham, UK, 2022]

John Stewart asked me to write about my latest exhibition layout, as the British scene is quite different from that in the USA. (Having visited John's industrial themed layout in his basement, I can vouch for that!)

When we take layouts to shows, they have to be small enough to fit in the back of a British car, although club layouts are sometimes big enough to need a hired van. My layouts up to now have been 8ft or less in length, and one is only 4ft long. My car will take a 4ft baseboard, but not too many of them. So Malmesbury has two 4ft boards (that bolt together) for transport, plus a third, smaller board for the cassettes, a lighting gantry and a box of electrical equipment, tools, stock, etc. It goes into my estate car quite easily.

Why Malmesbury?

The western part of England (served by the Great Western Railway, later the Western Region of British Railways) had many quiet rural branch lines that lend themselves to making attractive-looking models. A "Great Western branch terminus" almost became a cliché in modelling circles – and one which I avoided for many years. But then my wife and I visited and stayed with good friends who lived in Malmesbury (in Wiltshire, between Swindon and Bristol) – and I fell in love with the place. Malmesbury is my first ever layout based on a real location, and my first Great Western branch line terminus.



The Malmesbury Branch Line and Station in real life

(Reference: "The Malmesbury Branch Line" by Mike Fenton; Wild Swan Publications, 1990. ISBN 0 906867 88 6; Out of print but available 2nd hand.)

Malmesbury (pronounced "Marmsbury") is a very old settlement, built on a hill in northern Wiltshire. King Athelstan (of Saxon times) lived there, and it is said that King Alfred the Great had his throne there at one stage. Its medieval abbey was destroyed by King Henry VIII, but part of the abbey building was converted into the parish church for Malmesbury, and the partly-ruined building still dominates the skyline.

The good citizens of Malmesbury tried for many years to get a

railway line through their town, and finally in 1877 the Malmesbury Railway was opened, from a station on the north-western edge of the town to a junction with the Great Western main line at Dauntsey, only a few short miles away. It was not long before the local railway company went bust, and the Great Western Railway took it over.

In 1933 the GWR shortened the branch by rerouting the line to a junction at Little Somerford with the more northerly GWR main line to South Wales, and closing the line from there to Dauntsey. But no one wanted to travel to Little Somerford, and the GWR did not provide much of a through service to more useful places like Swindon or Bristol. Passenger traffic got more and more sparse, until the branch was closed to passengers in 1951.

Freight traffic continued for another 11 years, and a local firm making agricultural machinery used the station for many of its products, which went by rail as far as Scotland. But the end was inevitable – in 1962 the line was closed, and the station site now has only one reminder of its past history – the former loco shed is part of a tyre firm.

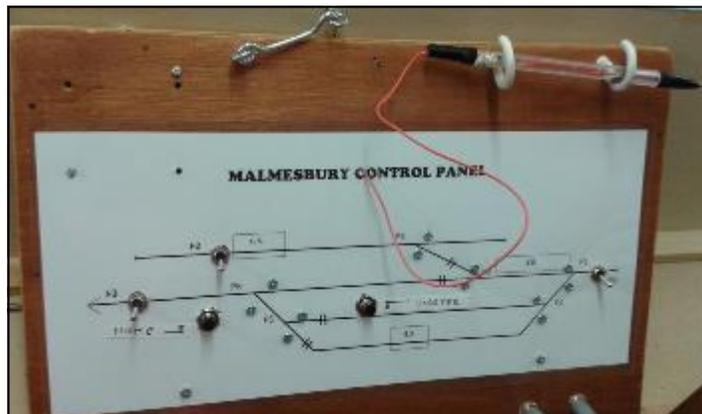
Modelling Malmesbury – the early stages

The track plan is unusual – there are three running roads: one passing through the loco shed – and the buildings, designed and constructed by the original Malmesbury Railway Company and not the GWR, are unique. We used photos from the book, and some also from the local Athelstan Museum, to reconstruct the buildings in miniature (2mm to the foot). My modelling skills are very limited, so I asked a couple of friends if they could help.



Trevor Webster is well known in UK modelling circles for his skill in making buildings in N Gauge, and he has produced some stunning models for me. His achievement is more remarkable, in that he did my modelling in between unpleasant doses of chemo-

therapy for cancer – he called it his “occupational therapy”!
I drew a full-sized track plan on some old wallpaper, and realised that, although the real-life plan was a quarter of a mile long and would need drastic shortening to get it into a reasonable length of model, the width I needed was only one foot. So my baseboards are 1ft 6in wide, including a shelf at the back for the operator’s control panel, some tools, coffee mugs, etc. The scenic railway (the bit you see) is 8ft long, and ends with a tunnel under the low-



One thing I love about railway modelling is the wide variety of skills it takes. My woodwork is OK (just...) but I had some help with the baseboard construction. My friend Brian and I laid the track and wired up the power feeds and points, and we tested the running of the railway before we went any further. The railway was working by Christmas 2015 – but that was only the begin-



relief photo of the Abbey on top of the hill. Off the scene, trains run on to a cassette which can be moved and exchanged – this means I can have 4 or 5 different trains without continually lifting



stock, which makes operating much easier.

The real line ran on the “one engine in steam” principle, so I only need one controller. The points are electrically controlled, using a Capacitor Discharge Unit and electro-magnetic point motors under the points. The control panel has studs on a diagram of the layout which I touch with a probe, closing the circuit and giving a hefty “whack” from the capacitor to the point motor.

ning. Now came the fun bit – making it look like the real thing! Firstly we put miniature ballast between the rails and glued it down – it’s a boring job, but worth getting it right – then I built up the rising ground with expanded polystyrene and papier maché, painted it earth colour and covered it with scatter. I like to mix up different colours for this – in real life, grass isn’t just one colour, and it’s often less bright than commercial scatters, so I use quite a bit of grey to tone it down. [End Part 1]



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Fax: 678-297-1816
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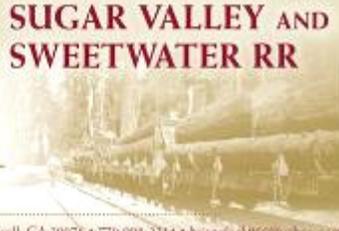
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Mike Callahn, MMR Design Engineer
lenpolinsky@bellsouth.net

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Superintendent

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Joe Gelmini, MMR
Superintendent

Georgia Great Southern
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Suggestions for Better Layout Performance

By Reed Ostrander, Superintendent Gulf Division 4

I hope all your running is smooth and your coupling tight and easy. There are two parts of good or better operation. One is track quality and one is car and engine operation reliability. Both of these aspects of operation have separate but intertwined problems and may be a reason that many give up the hobby in frustration. So I thought I would produce a two part discussion of how to make things better.

But I must warn you, getting better operation is quite likely to take some time and be frustrating in its own right. But once accomplished it will only need occasional tune ups and the continuing frustration level will drop big time. How great is the fun of trains running long periods without hitting the deck and coupling cars with ease one at time? What a dream concept and reachable if you're willing to give it a go. Good time to get into it now to avoid the heat and humidity outside.

My suggestions are based on over 70 years of train running beginning with tin plate, hi rail then scale. All things are much more fun and satisfying if they run well. I cannot tell you how frustrating trying to back up Lionel trains through 022 switches with 31 inch radii was. Just can't be done and a main reason of my going to scale modeling. I was hoping for better things and eventually things did get better. So this time some chit-chat on car and engine tuning and next time some comments on track. Both are critical to good clean operation.

So cars first. If you have cars with deep flanged wheels they will not pass through turnouts and may snag on rail joints or spike heads. Remove the wheel sets and throw them away. Replace with new wheel sets meeting RP-25 standards and don't look back.

If you use horn-hook couplers you are going to have a hard time operating. Each manufacturer seemed to have his own idea of what these couplers ought to be and that alone is enough to produce bad operation. So make the break and go to good quality metal knuckle couplers (not plastic).

But these have some problems as well. New, out of the envelope, feel a coupler knuckle face along the top and bottom edges and note the cast parting line in the middle. All of these rough edges have to go to get reliable hook-ups. So break out a small file and remove the ridges and finish up with a piece of 400 grit sandpaper to obtain a smooth somewhat rounded impact surface.

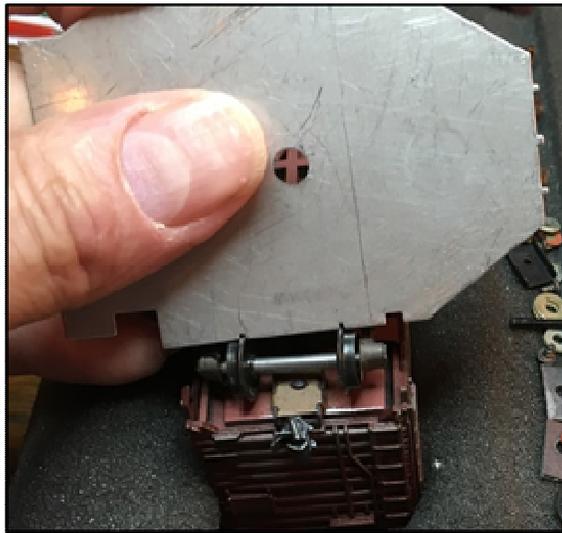


Paint the whole coupler with a coat of dark red-brown rust color (preferably with a sprayer) and when dry check for easy opening and closing. Cover the impact face of the coupler with graphite well rubbed in. When placing the coupler in a car coupler pocket, add a bit of graphite in there too.

OK - so far so good. Did take some time but do it 50 times and you will be faster and better at it. But now take the car to your coupler height gauge (a must have) and make sure the couplers you just put time into smoothing are exactly the right height. Is the trip pin the correct

height and curve? Make it so with pair of coupler pin adjusting pliers (also an absolute must have). You can raise the car as needed with fiber washers from Kadee (get both thin gray and thicker red). Don't make the trucks overly tight on the car bolster. The car needs to rock back a forth a bit to ride over dippy track. Tight trucks derail!

The next thing is to check all wheels for correct gauge (space between the backs of the flanges) with a wheel and track gauge from the NMRA (another must have). Hold the gauge with the wheels in the flange notches on the side of the gauge. Hold up to the light of a bright window or light and note whether a bit of light passes each side of the flange of each wheel while held still in the gauge. If not, twist the wheels a bit to move them to where the above condition is met. Out of gauge wheels ride up on switch points and ride down in frogs and ride up on curves, especially sharp curves. A few thousandths off will cause a bunch of grief. If you cannot adjust the wheels, throw them away and replace. Only solution!



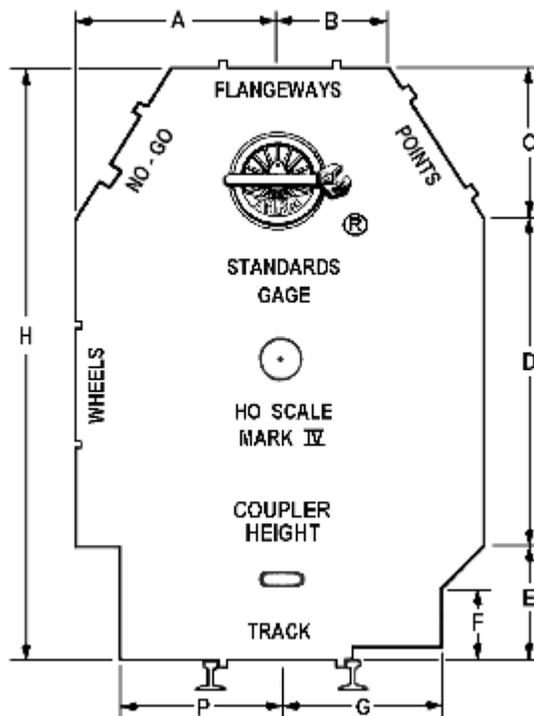
Do the same on your engines' couplers and wheels. Engines with slightly off wheel gauge will probably never go through a double slip switch or that nicely handmade turnout that you thought would be so great in your layout. Maybe the turnout is OK (check with the NMRA gauge) and the engine

wheels need fixing. The method of checking engine driver gauge is the same as above. However some drivers will not rotate to allow adjustment, particularly steam engine drivers. A quality wheel puller can help here. On this you may need professional help but reliable engine operation is not to be overlooked.

Now you have a train that goes around and around, backs up into "S" curve sidings and couples up with ease and rarely hits the ground. Now there is satisfaction. You can feel it in your bones. Reliable operation is the reward! Now keep going and you will have a layout you run more often because it's not a frustration each time you try.

Next time some stuff on producing reliable track.

[End Part 1]



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Bringing Up Operations— A Series

by Steve Prevet, SER Registrar

Photos by author, on the author's "Burnt Hills and Big Flats" N scale model railroad.

Installment 1 – Where do the cars go? Some Easy Methods

I find that a first step towards operations that folks take is – “where do the cars go?” I remember going to the Schenectady, NY, YMCA as a “young man” and there actually was quite an extensive model railroad there. No, Village People were not singing “In the Navy” at that time. I was not enamored with running trains around in a circle, but did see quite a classification yard and asked – what do I do? A counselor dug out some car cards that had been rarely used, and I spent a fun Saturday morning switching cars in the yard.

Having some logic as to what your freight cars do can set the stage for later questions, such as :

- What do cars in passenger trains do?
- How do I organize the freight car deliveries into trains?
- How do I control and sequence the trains on the layout?

As with anything related to model railroading, there are options as to how far does one go in trying to replicate the “real thing”. Do I have folks taking on the roles of accountants in the billing department and send out bills to my fictional customers? Probably not, but as soon as I say that, someone will say they do it.

This issue’s article overviews some common schemes for freight car forwarding, most of which I have personally used myself or used on other’s layouts. All of these systems require some balance or tradeoff between perceived realism and perceived complexity or difficulty of use.

I was very fortunate to get to visit and run John Armstrong’s Canandaigua Southern O scale model railroad. He explained that he operated to the “Thinking Man’s” method. Drop off whatever cars you’d like, pickup whatever you’d like. Well, I suppose, if it is good enough for John Armstrong, we can respect those who take this approach. This method is very easy, but not very much in keeping with how a real railroad operates. The amount of paper carried by a train crew is . . . none.

One step up in giving specification to where cars are to be delivered is “wheel reports”. This format is patterned after a real railroad form (an inventory of how many cars of what type are in a train). An example might be:

Wheel Report for Extra 32 North from Mayfield Yard		
Car Type	To Cadosia	To Burnt Hills
Boxcar	1	3
Reefer		1
Tank	1	
Flat		
Gondola	2	1

This form serves two purposes. It tells the crew in the yard that is making up the train that Extra 32 North should have four boxcars, one refrigerator car (reefer), one tank car, and three gondolas. At this point it does not matter what the road names are or

which specific cars they are beyond car type. The train crew operating Extra 32 North then takes the train from the yard.

When it arrives at Cadosia, they set out one boxcar to an industry that hopefully should receive a boxcar. Further they set out a tank car and two gondolas somewhere in town. They pick up four cars, preferably one boxcar, one tank and two gondolas and proceed to Burnt Hills to set out and pickup five cars. Usually multiple forms are made up for each train and different forms are used during different operating sessions (such as on even number calendar days versus odd numbered).

Jim Hediger developed this method for his Ohio Southern. See <https://www.youtube.com/watch?v=f-iVOJuKT10> or past Model Railroader articles. The amount of paper carried by a train crew is one sheet, the wheel report.

New Haven 40 foot plug door boxcar
45097
Cadosia Team Track
Erie Lackawanna Track 2, Big Flats
Amphenol Electronics, Sidney
Utica Staging
C. Auter Track 1, Cadosia
Lackawanna Tool & Die, Scranton

One step up the hierarchy of complexity and realism versus easiness and simplicity is a form I was introduced to on Ken Nelson’s Poco Valley as a teenager.

In this case we do actually specify the destinations for a specific car. The car is described on the top line. A picture of the car could even be included on the form, usually a 3 x 5 card. As the car is delivered to locations, a check mark is made. Check marks may be made in pencil so they may be erased after all destinations are completed and the form re-used.

In this example, NH 45097 is enroute from Amphenol Electronics to Utica Staging. The next delivery after Utica is Cadosia. A train crew would have one piece of paper per car in the train. Train crews must match paperwork to car, but if the paperwork has a photo of the car, this can make the task easier. The traffic flow for each car can be very realistic, depending upon the care taken in ordering the destinations. Realism against actual railroad paperwork is very low.

A final simple method I will cover in this issue is “marker-on-car”. Usually this takes the form of a thumbtack, I-beam, or card stock with the corners bent over. “Sticky dots” and magnets in the car to hold a metal marker in place have been used. The key here is that the destination for the car is somehow attached to the car itself (usually the roof) to be seen by the train crew.

I have, over 45 years of model railroad operations, always used thumbtack on car, with the exception of a brief trial with wheel reports. Thumbtacks do require a hole to be drilled in the car, so generally is not an option for clubs, but I had my layout photographed for publication and the holes (once the tacks are re-



moved) are not noticeable.
Cardstock or tin (fold the corners over) I - beam (may be 2 sided) Thumbtack

Since the markers are small, usually they are color coded (for train and/or town) and carry a short code for the specific track or industry. In this example, these markers are for “Acme Novelties” in a town designated by the Yellow color.



Fascia Labels showing color coding for car locations & destinations

The advantage of marker-on-car is the crew carries no paperwork since the paperwork is on the car. The crew does not have to try to read reporting marks and match them up with their paperwork. This can be important in the small scales, such as N.

However, this does not address: How do we know what marker to put on what car? The onus is on the layout owner to accomplish that task. I personally use a computer spreadsheet in which you tell the computer what the car type is and where it is starting (online, in staging, at an interchange) and the computer will randomly assign the tack to the car. Logic is built into the program to send refrigerator cars to places that use refrigerator cars, and cars starting at an industry on the layout are more likely to go "offline" to staging or an interchange than go to another online industry.

Model Railroader magazine described in 1970 "Cargo Operation" where delivery orders are recorded on cards. Operators draw "order" cards and find available cars to mark to send to fulfill these requirements.

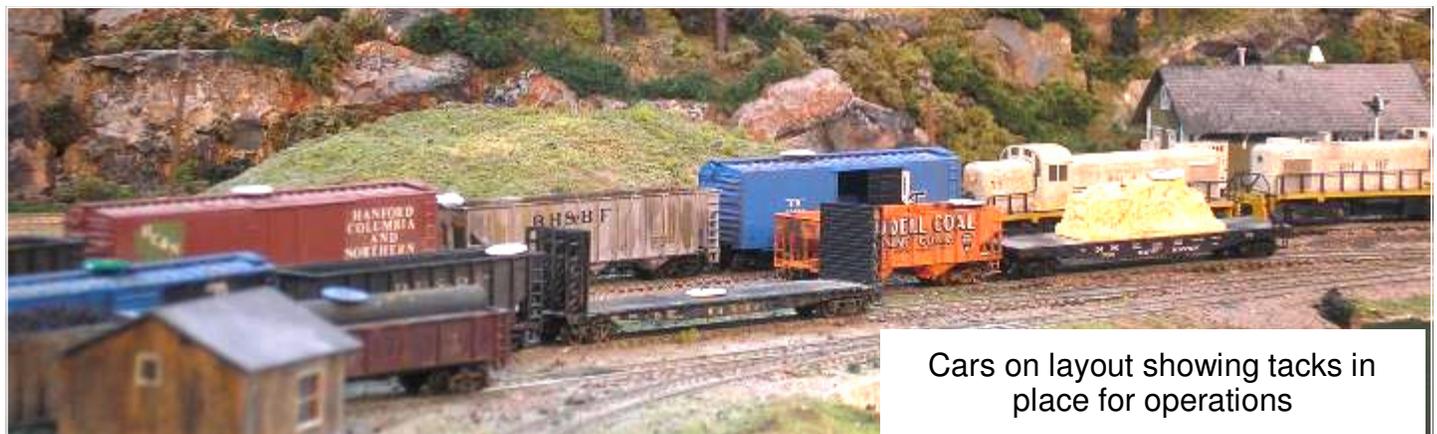
An example card, calling for the owner to find an empty 40 foot

gondola and tack it for GE in Big Flats (which is a White "GE" tack) is shown below. After the car arrives and is presumably loaded, it is sent to Oneonta via the D&H (Blue "DH").

40 Foot Gondola	
From:	General Electric switch lead, Big Flats PA
Load:	Scrap Metal
To:	Jack's Scrap, Oneonta NY
Via:	Delaware and Hudson Interchange, Sidney NY

Car flow may be realistic, but this depends on the method by which the markers are assigned to cars. The fact that cars have a "huge" thumbtack on them is not terribly realistic, though Model Railroader did do an April Fools story with a picture of a huge thumbtack on a railroad car and the accompanying saga of the railroad supposedly using this method.

Next installment will get into more realistic (and somewhat less easy) methods, including car cards and computer switchlists.



Cars on layout showing tacks in place for operations

The Business of Railroadng

By: Tom Schultz, Steel City Division 2

The goal of The Business of Railroadng is to develop a series of articles, on the business aspects of modern railroadng. My starting point is my interest in learning more about railroads. While my modeling interest to date has been in a narrow gauge railroad focused on the lumber industry in Oregon and its interchange with the Union Pacific, I have been increasingly aware of the importance of railroadng to our country. Frankly, I would like to understand such factors as :

- How do railroads make money?
- What are the current day requirements for success?
- What are the strategic issues they confront on a daily basis?
- How is railroadng changing in this rapidly changing world?

So, a question for model railroaders: How to incorporate the business of railroadng, i.e. the pursuit of profit, on our layouts?

We spend a great deal of time in the hobby discussing railroad operations. Many people specialize in operations these days. That is a good thing. However, real railroads and the historic railroads that we model operated as a business whose goal is to generate a profit. Changing factors caused many railroads to merge and in some cases go bankrupt. Many abandoned passenger service due to a lack of profitability caused by many different factors such as the expansion of the automobile industry.

I am also motivated by the idea: Wouldn't it be neat to incorporate the business of railroads into our attempt to operate prototypically? As this series begins, I have only a few ideas on how one might do this. Some of you may have really analyzed this idea and even attempted some steps in this direction. I would be interested in hearing from you. If any of you are interested in exploring this further, maybe it could be explored in this column.

In any event, my intention is to use publicly available information about U.S. railroads beginning with the public documents produced for the Securities and Exchange Commission as published by the Class I railroads and information published by the railroad industry and its regulatory bodies as the major input into this column. Some of it will be taken word for word. I intend to give credit for my sources, but with the exception of the implications for model railroadng, nothing is going to be original. We are also likely to explore the two major Canadian railroads since they operate in the U.S. We will set aside foreign railroads for now.

I welcome feedback. It is my hope these articles will stimulate interest and together we can add articles based on reader input. Otherwise, I intend to plow forward on my own.

Introduction to U.S. Railroadng

The U.S. rail system is comprised of seven Class I railroads, and approximately 550 Class II and III railroads. Rankings are based on revenues. To simplify, the Class I railroads basically operate as duopolies which affects their competitive dynamics. Union Pacific and the Burlington Northern Santa Fe are predominantly western railroads. Norfolk Southern and CSX are eastern railroads and the Canadian Pacific and Canadian National operate in Canada. The details of the individual railroads get a bit more complicated but this is a starting point.

The class distinction is somewhat misleading. For example, Kansas City Southern is regarded as a Class I railroad but it is much smaller than the six identified above.

Class I railroads account for 69% of U.S. freight rail mileage and 90% of railroad employees. America's Class I railroads operate in 44 states across the country and concentrate largely on long-

haul intercity traffic. In 2012, they operated on 95,264 miles of track and had 163,464 employees.

Class II and III railroads account for 31% of U.S. freight rail mileage and 10% of employees. The more than 550 short line and regional railroads operate in every U.S. state except Hawaii and often feed traffic to Class I railroads and receive traffic from Class I railroads for final delivery.

Operations

Typically, railroads' freight traffic consists of agricultural products, automotive, chemicals, coal, industrial products and intermodal business. The business is both domestic and international; some of it is seasonal. It is also affected by the strength of domestic and international economies and currencies and the strength of harvests and market prices for agricultural products. Railroads are also dependent upon suppliers of high horsepower locomotives and the suppliers of rail.

The employees of railroads have a heavy union presence and at least 14 different unions are involved. The Railway Labor Act exerts a great deal of influence in this area.

Railroad security is a major issue and has been complicated by the threat of terrorism and other security incidents.

Regulation

Railroads are regulated by the Surface Transportation Board (STB) of the US. The STB was established on January 1, 1996 to assume some of the regulatory functions that had been administered by the former Interstate Commerce Commission.

The STB has broad economic regulatory oversight of railroads, including rates, service, the construction, acquisition and abandonment of rail lines, carrier mergers and interchange of traffic among railroads. The STB also has oversight of pipeline carriers, intercity bus carriers, moving and trucking companies and water carriers engaged in non-contiguous domestic trade. The STB provides a forum for the resolution of surface transportation disputes and other matters within its jurisdiction.

The Board is comprised of five members nominated by the President and confirmed by the Senate for five year terms. Legislation gives the STB jurisdiction over rates charged on certain regulated rail traffic; common carrier service of regulated traffic; freight care compensation; transfer, extension, or abandonment of rail lines, and acquisition of control of rail common carriers. In 2015, the STB continued its efforts to explore whether to expand rail regulation. The STB is required to post quarterly reports on rate cases, to maintain a database on service complaints, and the has authority to initiate investigations.

The Federal Railroad Administration (FRA) also regulates railroads. The FRA was created by the Department of Transportation Act of 1966. Its mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future. FRA accomplishes this mission primarily through issuance, implementation, and enforcement of safety regulations; selective investment to develop the rail network across the country; and research and technology development.

Recognizing the associated scale and complexity of improving the nation's rail network, FRA is also working with other agencies and rail stakeholders to develop comprehensive strategies for accomplishing this. The focus is on strategically maintaining current rail services and infrastructure, expanding and improving the

rail network to accommodate growing travel and freight demand, and providing leadership in national and regional system planning and development.

During subsequent columns, it is the author's intention to discuss each Class I railroad using publicly available information and especially the company's "10 K" reports which are required to be submitted yearly to the SEC. They are a comprehensive analysis of the company's operation and financial performance. Management is required to present factual information that is accurate subject to severe penalties, because investing groups and individuals rely heavily on this information for investment decisions regarding publicly traded financial instruments. In simple terms, if a publicly traded company doesn't tell the truth, their officers can go to jail. Pretty good motivation.

Future Articles

Current plan is to begin with the Union Pacific and its major competitor the BNSF. Future editions of the SouthErner will present details on these and other Class I railroads. As the columns proceed we can begin discussions of how to incorporate some of the business concepts used by railroads into our modeling efforts.

Each column will also include current topics taken from business publications and the lay press.

Current Topics

U.S. Railroad Volume Declines 7.9% In July

Progressive Railroading reported that U.S. railroad traffic in July fell 7.9% to 2,027,768 carloads and intermodal units. Total carloads in the month declined 8.8% to 1,025,367 units, compared with the same period last year. Containers and trailers were also down 6.9% to 1,002,401 compared with July 2015.

Carload commodity categories that decreased included coal, down 17.5%, petroleum down 22%, and crushed stone gravel and sand, down 11.6%. Excluding coal, carloads were down 4% in July compared with the previous year's July.

During the first seven months of 2016, total U.S. rail traffic volume declined 7.4% to 14,035,987 carloads.

Recent Financial Trends – Union Pacific

Union Pacific's most recently completed quarterly earnings fell 19% as freight demand remains soft, a trend the UP expects to continue through the second half of the year as reported in the Wall Street Journal. The company attributed the results to several factors including the negative impact of the strong U.S. dollar on exports, and relatively weak demand for consumer goods. Business has also been affected by competition due to excess capacity in all modes of freight transport, including barges, trucking, shipping and rail.

UP reported that freight revenue dropped 13% as weaker freight volume and fuel surcharge revenue more than offset higher core pricing. Freight volume fell 11% as a 2% increase in shipments of agricultural products was offset by declines in volume for other commodities. Coal volume slumped 21% and industrial products volume dropped 11%. Intermodal business fell 14%. In April, UP said it expected total volumes for the year to decline in the mid-single digits. Source: The Wall Street Journal

BNSF's Plans For New LA Terminal; And The Impact On the Widened Panama Canal

BNSF has plans to develop a new terminal near the Port of Los Angeles. BNSF's current terminal requires that ships now carry larger loads, often double that of a smaller ship and it requires the

cargo to be trucked to a rail terminal.

In March, a judge halted the railroad's plans subject to a new environmental review. Opponents of the project include nearby businesses, neighbors, and air quality regulators and the Port of Long Beach. This kind of opposition is occurring across the entire country as railroads are attempting to expand at the nation's biggest ports as ships become larger. Contributing to the problem in Los Angeles is the expansion of the Panama Canal and its ability to have ships with significantly larger capacity go through the Canal. Container volumes in the Ports of Los Angeles and Long Beach are projected to grow 25% by 2020 and more than double by 2035. Source: The Wall Street Journal

So if you model railroad terminals at ports in the modern era, should you be planning an expansion?

Freight Railroads Fight New Rule For Amtrak Trains

Freight railroads are challenging in federal court a new stricter way of measuring on-time performance for Amtrak trains, the latest issue in how far freight trains must go to enable passenger trains to arrive on time. The Wall Street Journal reported that Amtrak's current on-time performance is less than 80% system wide and is below 56% for long distance trains.

The Association of American Railroads (AAR) has filed documents with the U.S. Court of Appeals for the D.C. Circuit, challenging a new rule issued by the STB that requires passenger train on-time performance be determined at each of Amtrak's stops rather than at the end of its route.

This way of measuring on-time performance is seen as a more accurate way to measure Amtrak punctuality between cities that are stops on longer routes. The Board will deem a train "on time" if it arrives, or departs, at a station no more than 15 minutes after scheduled times.

Under a 2008 federal law, freights may be penalized if they cause passenger trains to be late by not pulling into a siding to allow passenger trains to pass. Amtrak trains, which generally travel at about 80 miles an hour, can be slowed down by freight trains in their way. The freights typically travel at average speeds of less than half that. There often aren't enough side tracks to let a passenger train pass.

This dispute is important to freight trains because their on-time service performance is a measure of their efficiency and productivity. Amtrak owns its own track primarily in the Northeast, and must work around cargo railroads elsewhere.

As a result, its trains run on 14% of the nation's freight rail network, where railroads must balance Amtrak's right to "preference" on the tracks with their own needs.

The AAR says that it currently complies with the preference rule. Amtrak has said it disagrees in some cases. In this latest development, AAR is arguing that the new on-time measurement rule should be overturned because the STB wasn't granted authority by Congress to set those standards.

Under the law, if any passenger train route averages less than 80% on-time for any two consecutive quarters, the law gave the Board the right to determine the cause. If it is due to a freight railroad's failure to give Amtrak preference, the regulator can award damages or other appropriate relief.

Much is at stake. Freight railroads are currently struggling with profitability after boom years (driven by a surge in crude-by-rail and commodities) went bust, sending volumes plunging. Amtrak has been trying to boost service and reliability of its intercity and long-haul routes around the country.





Indianapolis NMRA National Convention — A tip of the Editor's Cap to David Carlton for sending these along.

From top, left hand page:

Andrew Carlton at an airbrush clinic,

Tour of Beech Grove "Big Four" & Amtrak Shops passenger car and locomotive restoration and repairs

Layout Visit to Pete Pedigo's 1/8 scale **New Unionville & Western RR**; More on top of right hand page, and

The **Operations Road Show's Time Table & Train Order** Operations layout for learning TT&TO Operations in a "safe environment" — lots of fun and good way to learn!



THE CLUB CAR

This is a list of clubs and organizations in the Southeastern Region. Most have some NMRA members. If you have a club that is accepting new members or visitors, please send the information to the Editor at: jstew@bhamrails.info Please note, you must provide a contact name and phone number! If you have a website you can send us the URL as well! 05/2016

Atlantic Division 8 Goose Creek, SC Mark Pruitt 843-572-1725
mark@mabrunton.com

Coastal Rail Buffs, Savannah, GA, Nate Stone, (912) 354-2606
<http://www.coastalrailbuffs.org/>

Charleston Area Model Railroad Club, Citadel Mall in Charleston, SC
<http://www.chamrc.com> or Phillip Euper peuper@comcast.net

Golden Isles Model Railroad Club, Brunswick, GA Helio Valdes 912-261-2478
t29b52f4@comcast.net <http://groups.yahoo.com/group/GIMRRC/>
Sun City Model RR Club, Bluffton, SC President paul.henry.sc@gmail.com

Bluff City Division 10 Bartlett, TN, Mike Fleming, (901) 467-7138

The Memphis N-Scale Road Railers
The Memphis Society of Model Engineers—The 1st Saturday Night Group
meets at the Highland Street Church of Christ, at 7:30 PM contact Ned for additional information at: nssavage@juno.com

Central Savannah R Div. 9 Graniteville, SC, Steve Pevette (803) 392-7684

OFRR Operators, Tuesday Nights, Aiken SC, Steve Pevette (803) 392-7684

Cumberland Division 11 Brentwood, TN, Bob Hultman (615) 833-5158

Mid-South Live Steamers, Columbia, TN, Hank Sherwood (615) 665-0512
www.midsouthlivesteamers.org midsouthlivesteamers@yahoo.com

Nashville NTRAK, Nashville, TN., Mike Curtis (615) 479-7663,
4900 Rucker Christiana Road, Christiana, TN 37037
macurtis@comcast.net <http://www.nashvillentrak.org>

Nashville Garden Railway Soc., Nashville, TN., Ross Evans (615) 292-6555

Tennessee Central Railway Museum, Nashville, TN, Terry Bebout,
(615) 244-9001 FAX -2120 terry.bebout@earthlink.net <http://tcry.org>

Dixie Division 3 Prattville, AL, Brett Scott 334-799-3096

Central Alabama Model RR Club, Montgomery/Prattville, AL
Phil Hutchinson, (334) 272-1933 or Joe Mashburn (251) 363-8508

MGB Model Railroad Club, Prattville, AL Visitors welcome.
Brett Scott (334) 799-3096 www.mgbr.org

Southeast Alabama Model Railroad Club, Dothan, AL
Mike Porterfield, (334) 774-0720 mporterfield103@charter.net

Wiregrass Steel Wheels Sub-Division, Dothan, AL
Dan Adams (334) 588-3312 or danielma522@centurytel.net

Empire Division 6 Bonaire, GA, Bill Attaway 478-954-9200

Columbus [GA] Model RR Club, info@columbusarearailroadclub.com

Flint River Model RR Club, Albany, GA, Jimmy Swinn (299) 883-3517

MGMRC - Middle Georgia Model RR Club, Warner Robins, GA
Bill Attaway (478) 328-8790 mgmrc@cox.net <http://www.mgmrc.org/>

CGMRC - Central Georgia Model RR Club, Macon, GA
Ken Preston, ken.preston@cox.net

MGRA - Middle Georgia RR Association, Bill Jones, wrjones845@aol.com
<http://middlegeorgiarailroadassociation.com/>

South Georgia Model RR Club, Hahira, GA, (Near Valdosta)
Todd Tait (229) 548-3611

Gulf Division 4 Navarre, FL, Reed Ostrander 850 830-6331

Caboose Club, Foley Railroad Museum, 125 E. Laurel Ave. Foley, AL 36535
Attn: Bonnie Donaldson, 251-943-1818 foleymuseum@gulfnet.com

Consolidated Model Railroaders (CMRX), Panama City, FL
Contact: Buddy Black 850-624-6240 black@novatechnologies.com

Emerald Coast Garden Ry Club meets (usually) on 3rd Saturday at Noon in
the Diner Car of the West Florida RR Museum, Milton FL,
Jack Grill (850) 994-7226 www.ecgrc.com

Glenn Samuel's Operating Group Mobile, AL (205) 914-0693
Gasamuel@aol.com

Miracle Strip Model RR Club, Shalimar, FL Ray Follacchio 850-865-8822
<http://miraclestripmodelrrclub.com>

Mobile Society of Model Engineers, Alabama Gulf - Chapter, NRHS
2800 Graham Rd., S. Mobile, AL Dave Miller (251) 645-2296

Pensacola Model Railroad Club (PMRC), Pensacola, FL www.PMRC.us
HO Division - Steve "Chip" Borona (850) 384-3206

N Div. - Terry Tucker (850) 723-5390; **Z Division** - Glen Hall (850) 982-2795

Southwest Alabama Railroad Modelers (SWARM), Mobile, AL

West Florida Model Railroad Club, Milton, FL Tom Augustine (850) 944-0471
www.wfrm.org

Headquarters Division 13

Co Chairs, Hal Crossland 423-344-0697, Tom Shallcross (931) 484-7565

Chattanooga Area Model Railroad Club, www.camrc.org
Ed Juaire (423) 598-9925 raifan@ejpi.com

Chattanooga Society of Model Engineers, Dunlap, TN
<http://csme.livesteamtrains.com> Andy Morrison (423) 344-8502

Crossville Model RR Club, Crossville, TN, Tom Shallcross (931) 484-7565
chipmonk4@comcast.net www.crossvillemodelrrclub.org

Land O' Sky Division 15 Hendersonville, NC, Ken O'Brien 828-696-9436

Apple Valley Model Railroad Club, Hendersonville, NC, Located in
Hendersonville Station, <http://www.avmrc.net/>

French Broad e'N'pire NTRAK Club, Henderson, NC
<http://www.fdr-ntrak.com/> Chuck Place (828) 685-2726 hmp3@blueridge.net
Western North Carolina Model Railroaders, Fred Coleman (828) 699-0983

Magnolia Division 14 Jackson, MS, Pat McCarty (601) 955-0510 (cell)

Central Mississippi Model Railroad Association, Jackson, MS
MS. Ag and Forestry Museum, 1150 Lakeland Drive, Jackson MS 39216
Niils Larsen 601-432-4500 www.cmmra.org

Meridian Model RR Club, Meridian, MS located at Meridian RR Museum,
Saturday 9-12 at REA Building, 1805 Front St, Meridian MS 39301

Mississippi Coast Model RR Museum, 504 Pass Rd, Gulfport, MS 39507
228-284-5731 timetrain54@yahoo.com www.mcmrcm.org

Mid-South Division 1 Huntsville, AL Sandy Warrington 541-922-7489
<http://midsouthnmra.org/MidSouth.php>

Northeast Alabama Model Railroad Club, Guntersville, AL
Charles Dick (205) 878-2537 charlesdick@bellsouth.net

Redstone Model Railroad Club, Huntsville, AL <http://www.rmrc.net/>
Coosa Valley Model RR Assoc. www.coosavalleymodelrailroad.com/

Palmetto Div. 7 Piedmont, SC, Ron Lown 864-845-3260 rlown3260@gmail.com

Associated Model Railroads of Columbia (AMROC), Columbia, SC
Clark Gregory 803-781-7912 www.amroc.org

Central Railway Model and Historical Association (CRM&HA), Central, SC
Jim Reece 864-855-3379 www.crmha.org

Piedmont N' Southern, Greenville, SC Michael Ofik 864-884-2165
www.piedmontnsouthern.org

The Carolina Conspiracy (On30 modular) Andrew Gillette (803)-316-8128
amn_a_gillette@yahoo.com

http://groups.yahoo.com/group/carolina_on30conspiracy/
Station 187 Model Railroad Club, Greer, SC www.station187.net

Piedmont Div. 5 Marietta, GA, Peter Youngblood, MMR 770-966-1661
SantaFeRailway@aol.com

Atlanta Interlocking Model Railroad Club, Charlie Crawford 770-565-1845
<http://home.earthlink.net/~wiles/>

Atlantic Coast S-Gaugers, Bob Lacheen Home: 770-578-9937,
Cell: 404-431-8032 www.trainweb.org/acsg

Chattahoochee Express Operating Group, Chris White 770-594-2618

Georgia Association of Narrow Gaugers, Pat Turner (423) 744-0429
<http://groups.yahoo.com/group/georgiangaugers>

GeorgiaNGers@yahoo.com
Georgia Garden Railway Society, Dan Michel ggrschair@hotmail.com
www.ggrs.info/

Georgia Society of Ferroequinologists, Marietta, Bob Hoenes (770) 422-0081

Jasper Roundhouse, Jasper, GA, Jim Derr jaderr@alltel.net

Metro Atlanta N-Scalers, Atlanta, GA, Charles Leak (404) 262-2969

Model Railroad Club of Atlanta, Atlanta, GA, Terry Weldon (770) 979-0473
www.oscale-atlanta.info

North Atlanta O-Gauge Railroad Club, Roswell, GA, Jeff Pergl (770) 516-6378

North Atlanta Rail Barons, Howard Goodwin 770-529-2103

North Georgia Lego Train Club, James Trobaugh (770)-844-1076
<http://www.nglrc.org> OR questions@nglrc.org

North Georgia Modurail, Jon Cook (770) 993-9620

Northwest Georgia N Track Club - Jim Derr, President - (706-692-1006)
220 Washington Street, Gainesville, GA <http://www.nwgnttrak.4t.com/>

Railroad Model Club of Atlanta, Bob Peppel, (770) 934-4067

S-COG Southern Crescent Operating Group

Joe Gelmini (770) 460-8873 papagel@comcast.net

Southern O Scalers, Dan Mason, 470-385-6638, daniel@masonlawfirmga.com

Tri-State Area Model Railroad, Inc., Thomas Roskelly, (828) 361-2210
thomasroskelly@gmail.com

Volunteer Garden RR Club, Vines Botanical Gardens, 3500 Oak Grove Road,
Loganville, GA 30052

Smoky Mountain Div. 12 Loudon, TN, Larry Burkholder (865) 408-9903

Knoxville Area Model Railroaders, Oak Ridge, TN,
Larry Burkholder, (865) 408-9903 Meetings are 1st & 3rd Sundays.

Mountain Empire Modular Railroaders, Johnson City, TN, East TN State Univ.
George Carter Museum, Dr. Fred Alsop (423) 929-3733 www.memrr.org/

Steel City Division 2 Birmingham, AL, John Stewart 205-901-3790

Black Warrior Model RR Society, Tuscaloosa, AL, Bob Way 205-556-3073

Smoke City Model Rails, B'ham, AL www.smokeycityrails.com/

Wrecking Crew Model RR Club, B'ham, AL Jason Parham 205-534-6529

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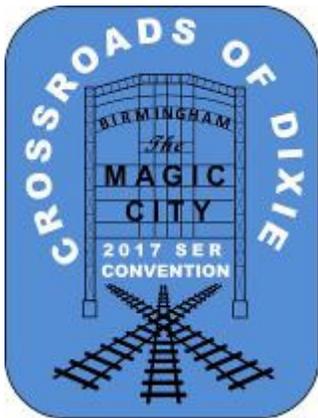
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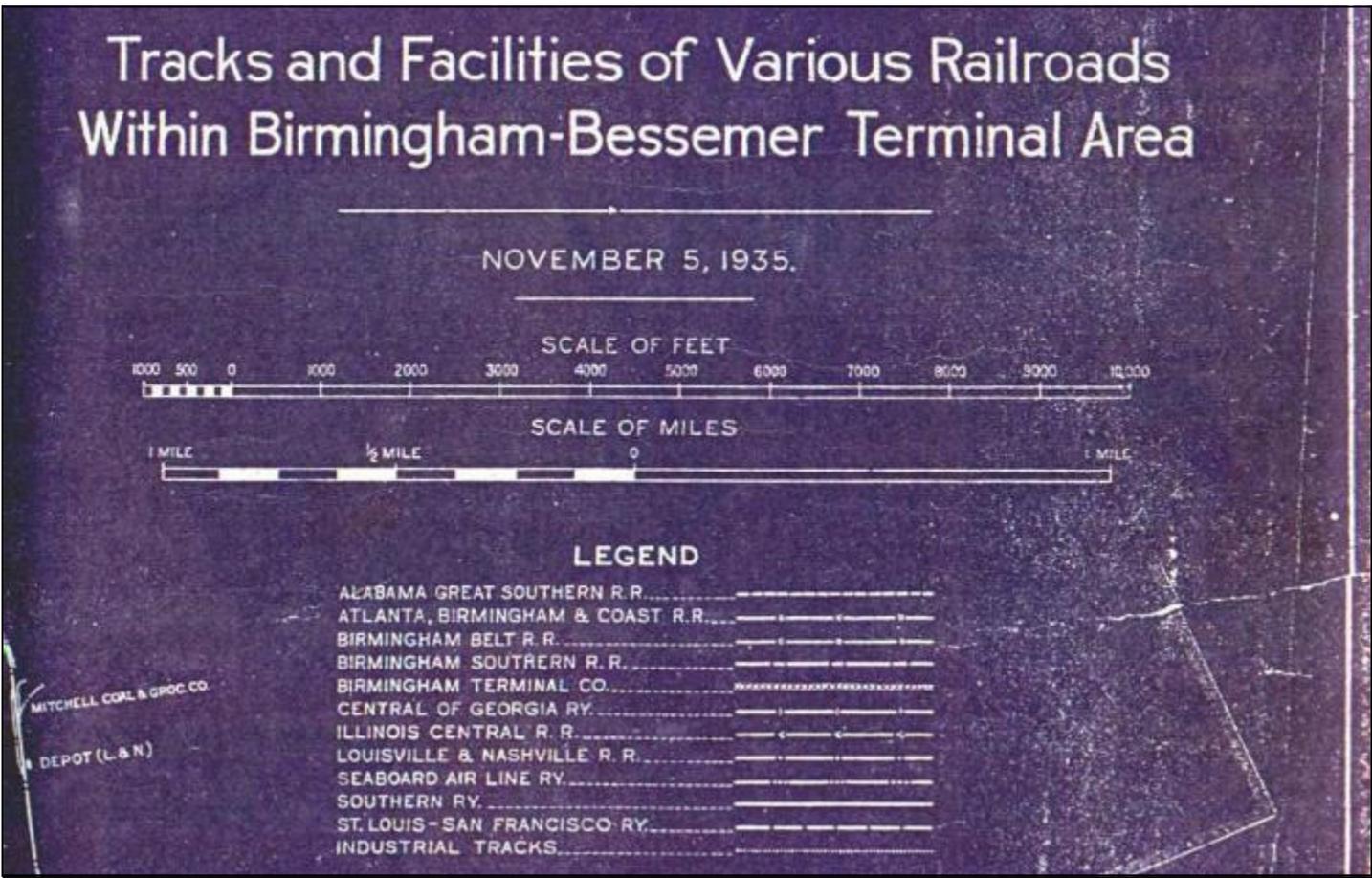
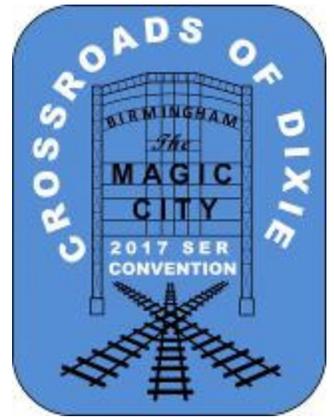
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